

A Strategy for the A5 2011-2026

A449 Gailey (Staffordshire) to A45 Weedon (Northamptonshire)

**Produced by the A5 Transport Liaison Group in
conjunction with the following organisations:**

Highways Agency
Staffordshire County Council
Warwickshire County Council
Leicestershire County Council
Northamptonshire County Council
South Staffordshire District Council
Cannock Chase District Council
Lichfield District Council
Tamworth Borough Council
North Warwickshire Borough Council
Nuneaton and Bedworth Borough Council
Rugby Borough Council
Hinckley and Bosworth Borough Council
Blaby District Council
Harborough District Council
Daventry District Council

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Appendices

1. Background

- 1.1 The A5 provides a long distance link between London and Holyhead which travels through large parts of southern and central England. Although the national importance of the route has diminished over time with the opening of the M6 and M6 Toll, the corridor still provides a key artery of movement which supports and facilitates economic activity and growth. The route also serves a range of other journey purposes such as retail and leisure trips.
- 1.2 In recent years there has been a growing concern from local planning authorities in the East and West Midlands regarding the performance and future role of the A5. This has led to the establishment of an A5 Transport Liaison Group with representation drawn from Local Government and the Highways Agency. This Strategy forms the principal output from the partnership, and is designed to set out a clear way forward regarding the future role and the priorities for investment in the A5 over the next 15 years. The Action Plan which forms part of the Strategy has been prepared in the context of the current pressures on funding which are faced by both Central and Local Government and the ever increasing pressure for further development in this corridor.
- 1.3 This Strategy covers a 62 mile section of the A5 from Gailey in Staffordshire to Weedon in Northamptonshire via Leicestershire and Warwickshire. As such, it includes parts of both the West and East Midlands. The route is varied in nature, with heavily trafficked 'urban' sections around Cannock/Brownhills and Nuneaton/Hinckley, and more lightly trafficked 'rural' sections west of M6 Junction 12 in Staffordshire and south of the Daventry International Railfreight Terminal (DIRFT) in Northamptonshire. A full description of the route is set out in Section 4 of this document.
- 1.4 Existing traffic levels along certain parts of the route are heavy throughout the day, particularly around Cannock, Lichfield, Tamworth, Nuneaton/Hinckley and Magna Park. Without suitable investment, planned housing and employment growth along this section of the A5 will exacerbate these congestion issues, as well as creating new pressure points. Proposed development in and around Rugby combined with the intention to expand facilities at DIRFT are an example of where pressure is likely to occur.
- 1.5 The Strategy has been prepared in the context of national and local policies and guidance, including the recent Local Transport White Paper. This places a strong emphasis on the transport system facilitating and supporting the recovery of the UK economy, whilst at the same time making a positive contribution towards carbon reduction and safety. The White Paper also makes it clear that transport should support communities and local business, of which there are numerous examples along or adjacent to the A5. The importance of the A5 in meeting travel demand and supporting the local economy was

recognised in the 'Delivering a Sustainable Transport System' (DaSTS) study of the North-South Corridor between Leamington Spa, Coventry and Nuneaton.

1.6 The remainder of the Strategy is split into the following sections:

- Section 2 outlines the objectives that the Strategy aims to deliver;
- Section 3 provides the national and local policy context within which the Strategy has been prepared, along with details of recent studies that have been undertaken in relation to the A5;
- Section 4 provides a description of the section of the A5 covered by this Strategy;
- Section 5 describes the current status of relevant District/Borough Local Development Frameworks, including details of major development proposals which are likely to impact on the A5;
- Section 6 provides a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis based on the issues affecting the A5;
- Section 7 sets out an action-based Strategy for the A5 for the period 2011-2026;
- Section 8 provides an Action Plan of targeted improvement measures for the A5, in terms of both corridor-wide measures and location specific enhancements; and
- Section 9 details how the Strategy will be monitored and reviewed in the future.

2. Strategy Objectives

Introduction

- 2.1 The objectives of this Strategy essentially fall into two categories:
1. High level objectives which relate to national imperatives set out in the recent Local Transport White Paper, 'Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen' (January 2011); and
 2. Outcomes which will result from the preparation of this strategy.

Objectives of the Strategy

- 2.2 The high level objectives of this Strategy relate to the national imperatives set out in the Government's recent White Paper on Transport, 'Creating Growth, Cutting Carbon'. This focuses on delivering a transport system which is an engine for economic growth, but which is greener, safer and improves quality of life for communities.
- 2.3 Based on these imperatives, the objectives of this Strategy for the A5 are as follows:
1. To ensure that the A5 is fit for purpose in terms of its capacity and safety, both now and in the future;
 2. To allow the A5 to play its full and proper role in supporting and facilitating economic activity and growth at a national and local level;
 3. To promote and encourage improvements to sustainable transport (walking, cycling, public transport and behavioural change measures) in order to help reduce congestion on the A5, improve air quality and deliver a lower carbon transport system; and
 4. To reduce, where possible, the impact of the A5 on communities along the route.

Outcomes of the Strategy

- 2.4 It is hoped that by producing the Strategy, the following outcomes will be achieved:
- Provide a better understanding of known challenges and future opportunities on the A5 in a single evidence base;
 - Put in place a Strategy that can be used to:
 - Balance the need to assist in unlocking the economic potential of the A5 corridor whilst at the same time ensuring capacity and highway safety issues are addressed;
 - Inform or support policy documents such as Local Development Frameworks, Local Transport Plans and strategies for the Local Enterprise Partnerships;

- Inform discussions with developers regarding Transport Assessments and contributions towards transport mitigation measures;
- Assist bids for funding, e.g. Regional Growth Fund, Local Sustainable Transport Fund, Major Scheme funding etc.
- Provide a comprehensive Action Plan of appropriate, deliverable and targeted interventions.

3. Policy Context

Introduction

- 3.1 This Strategy for the A5 has been prepared in the context of both national and local policy. Certain aspects of national policy are still in their infancy or have yet to become statute. This relates primarily to changes to the planning system which have been put forward in the recent Localism Bill.

National Policy

- 3.2 The Eddington Transport Study 2006 concluded that an effective transport network is crucial to maintaining and sustaining the long term viability and competitiveness of the UK's economy. The Strategic Road Network (SRN) within England which is managed by the Highways Agency and which includes the A5, is an essential component of this larger network, carrying as it does one third of all traffic (by mileage) and two thirds of all goods traffic. The level of demand for travel and the consequent use of the SRN is a function of economic growth and changes in income and expenditure. This was reflected in generally lower traffic levels at some locations on the network as the economy slowed during 2008/9.

Economic Policy

- 3.3 Despite the downturn during 2008 and 2009 in the global economy, productivity growth, coupled with high and stable levels of employment remain the objectives of the UK Government. To this end, Eddington remains highly relevant in its notion that the SRN has a vital role to play in supporting the implementation of the Government's wider policy objectives in this area.
- 3.4 Eddington found that a comprehensive and high performing transport system is an important enabler of sustained economic prosperity. However, demand for travel is in turn fuelled by economic success and parts of the transport system are already under significant stress. If left unchecked, congestion would cost an extra £22 billion in lost time in England alone by 2025.
- 3.5 The Eddington study warned that congested cities, crowded trains, and delays at airports and ports are not only a nuisance, but they also damage productivity and deter investment. The Government therefore remains committed to investing in easing the problems of congestion and crowding. To this end, the Highways Agency is committed to working to optimise available funding and the benefits of partnership working within economic structures.

Environmental Policy

- 3.6 The Government has committed to a reduction of at least 80% in greenhouse gas emissions by 2050 compared to 1990 levels, and to demanding targets by 2020. In 2008 the UK Parliament passed legislation which introduced the world's first long-term legally binding framework to tackle the dangers of climate change.
- 3.7 The Climate Change Act 2008 created a new approach to managing and responding to climate change in the UK. It set ambitious, legally binding targets, taking powers to help meet those targets, and establishing clear and regular accountability to Parliament and the devolved legislatures.
- 3.8 Global warming requires urgent action, and the Stern Review on the economics of climate change (2006) leaves no doubt about the massive economic price we would all pay if it were not addressed. Stern also stresses the importance of tackling climate change in the most economically efficient manner by helping people reduce their need to travel or switching to lower-carbon modes, rather than rationing transport demand by constraining the capacity of our transport networks. The Government remains committed to cutting transport's carbon footprint, even at a time of economic difficulty.
- 3.9 The Government is looking to maximise the contribution to meeting its targets through encouraging behavioural change and supporting the provision of lower-emission transport. However, it also recognises that land use planning can have a significant impact on transport demand.
- 3.10 Away from climate change, other environmental issues have policy and practice implications for the Highways Agency. For example, the draft Floods and Water Management Bill sets out the Government's proposals to improve flood risk management and ensure water supplies are more secure. Amongst a number of other measures, it will encourage more sustainable forms of drainage in new developments.

Spatial Planning Policy

- 3.11 The Planning Act 2008 sets out an ambitious programme of proposed reforms to the planning system to be taken forward over the next three years. For key national infrastructure, such as major airports and port projects, major road improvements and power generating and utilities provision, the Government has simplified the system of consent regimes. The Infrastructure Planning Commission (IPC) is currently responsible¹ for determining applications for 'nationally significant projects', the definition of which includes the construction, improvement and 'alteration' of highways in England where the Secretary of State is

¹ The Localism Bill proposes that the IPC will be merged with the Major Infrastructure Planning Unit at the Planning Inspectorate.

the highway authority. The proposals for a major expansion of the Daventry International Railfreight Terminal (DIRFT) adjacent to the A5 in Daventry District will be determined through this process.

- 3.12 Decisions made by the IPC and its successor will be based primarily on National Policy Statements (NPSs), which will establish the case for specific infrastructure development and provide a clear policy framework, covering social, economic and environmental policies. The Planning Act includes a clause which expects NPSs to take into account Government policy in relation to the mitigation of, and adaptation to, climate change. Eleven NPSs are currently planned, including one on 'national network' (strategic highways, rail networks and rail freight interchanges over a given size). The Highways Agency is engaging fully with the NPS process to ensure its objectives for the SRN are enshrined within this national policy framework as appropriate.
- 3.13 Current Highways Agency spatial planning policy is set out in DfT Circular 02/2007 'Planning and the Strategic Road Network' (2007). The Circular:
- Sets out how the Highways Agency will take part in the development of Local Development Frameworks (LDFs) from the earliest stages;
 - Encourages the Highways Agency and Local Planning Authorities (LPAs) to work together to ensure effective participation in the preparation of local sustainable development policy; and
 - Sets out how the Highways Agency will deal with planning applications.
- 3.14 The Circular, which is accompanied by 'Guidance on Transport Assessment' (2007) and 'Guidance on Agreements with the Secretary of State for Transport under the Highways Act 1980' (2007), reinforces the Highways Agency's approach to mitigating the transport impacts of development. In considering proposals for new development the Agency will apply the following measures:
- Avoid adverse impact by encouraging development in sustainable locations;
 - Minimise impact through deliverable and enforceable travel plans;
 - Access management; and
 - Capacity enhancements as a last resort and where compatible with sustainable development principles.
- 3.15 Circular 02/2007 also establishes that there will be a general presumption against capacity enhancements on routes of strategic national importance purely to accommodate new developments. Capacity enhancements should be identified in the LDF and will not normally be considered as a fresh proposal at the planning application stage. There is also a general presumption that there will be no

additional accesses to motorways and other routes of strategic national importance, other than for the provision of service areas, facilities for the travelling public, maintenance compounds and, exceptionally, other major transport interchanges.

- 3.16 The Circular also confirms that the Highways Agency will adopt a graduated approach to accesses on the remainder of the SRN, but there will still be a presumption in favour of using existing accesses and junctions. Any additional junctions or increased junction capacity should be identified in the Development Plan and will be considered within the context of the Highways Agency's forward programme of works.
- 3.17 The wider spatial planning policy context is complex and ever-changing, although it is Planning Policy Guidance Note 13, 'Transport' (published in 2001 and updated by CLG in January 2011), which continues to be an important consideration to the Highways Agency and other Transport Authorities, by explaining how land use planning has a key role in delivering the Government's integrated transport strategy. Changes have come through the Housing and Regeneration Act 2008, for example, that supports the delivery of the three million new homes by 2020.
- 3.18 The Localism Bill, which was laid before Parliament in December 2010, contains a radical package of reforms that it is hoped will devolve greater power and freedoms to councils and neighbourhoods, establish powerful new rights for communities, revolutionise the planning system, and give communities control over housing decisions.
- 3.19 The legislation has been prepared to help build the Big Society proposals of the Coalition Government by radically transforming the relationships between central government, local government, communities and individuals.
- 3.20 The Bill contains a number of measures to strengthen local democracy by:
- Devolving significant new powers to councils;
 - Establishing powerful new rights for local people and communities;
 - Radically reforming the planning system; and
 - Making planning for housing fairer and more democratic.
- 3.21 It is likely that, subject to statutory procedures, the Bill will pass through Parliament during 2011/12.

Transport Policy

- 3.22 The Government remains committed to long-term transport planning, the approach to which was outlined in the 2007 publication 'Towards a Sustainable Transport System' (TaSTS). This included the means to

implement the recommendations of the Eddington Study and reflected the findings of the Stern Review (see above). It set out the Government's five goals that, as Eddington emphasised, take full account of transport's wider impact on climate change, health, quality of life and the natural environment. 'Delivering a Sustainable Transport System' (DaSTS) published in late 2008 refined the goals as follows:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment.

3.23 Work was subsequently undertaken by all regions to complete a series of DaSTS studies. These identified appropriate major schemes that would be put forward for transport investment in each region. Although the Coalition Government is now adopting a different approach to dealing with the challenges we face, the DaSTS goals remain relevant.

3.24 The Government's analysis has led to the identification of a number of components of the transport infrastructure that, collectively, are critical to the functioning of the system as a whole and the economic success of the nation. One particular focus of current Government policy is freight. The publication of DaSTS triggered 'The Logistics Perspective' in 2008, which provides the first detailed analysis by Government of major freight movements on national transport corridors. It sets out how Government and industry can work together to facilitate efficient freight movement and mitigate its impacts.

3.25 DfT recognises that a number of key trends will shape the future nature and impacts of freight. These include:

- Sustained growth in imports, placing significant demands on key international gateways and links to and from them;
- A continued increase in the number of light goods vehicles;
- A further decrease in local emissions from new road vehicles, although the technology required may limit the scope for increased fuel efficiency and carbon dioxide savings in the short term; and
- Continued reliance on air freight for the transport of goods of high value or great urgency.

- 3.26 In developing its own approach to freight, the Highways Agency will continue to work in partnership with DfT and the freight industry, taking account of the issues across modes as appropriate. The Agency takes account of key policy drivers, including the 2007 Network Rail 'Freight Route Utilisation Strategy' (RUS) which identifies alterations in existing traffic flows that could be achieved on the rail network by 2015.
- 3.27 The recently issued Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund.

Local Policy

Spatial Planning Policy

- 3.28 At a local level, Local Development Frameworks (LDF) for each local authority area form the 'Development Plan' alongside the soon to be abolished Regional Spatial Strategies (RSS). Each LDF comprises a portfolio of development plan documents, the most significant of which are the Core Strategy and the Allocations documents. As part of the reform of the planning system proposed in the Localism Bill, LDFs will remain in place but in some cases may be accompanied by a more local level of plan making called the Neighbourhood Development Plans which will be prepared and led by local community groups including Parish Council.
- 3.29 Along the length of the A5 covered by this Strategy there is only one adopted Core Strategy in Hinckley and Bosworth Borough. Core Strategies are at varying stages of preparation elsewhere along the route.
- 3.30 The Highways Agency has engaged in 'front-loading' with the local planning authorities along the route of the A5 since the introduction of the new LDF system in 2004. The Highways Agency, with its partners, has gained substantial experience in the requirements of 'sound' development plan making, particularly in respect of developing and using a suitable transport evidence base to inform planning policies and the allocation of land-uses.

Transport Policy

- 3.31 The second round of Local Transport Plans (LTPs) recently expired in March 2011, and have been replaced by a new set of plans produced in accordance with DfT guidance published in 2009. Key changes from

the second round of plans include the removal of the strict five year length of an LTP, and the freedom for authorities to define when or how often their LTP is reviewed or updated. The new LTPs have been influenced by the five overarching DaSTS goals and the emerging priorities set out in the Local Transport White Paper.

- 3.32 Within the section of the A5 covered by this Strategy, LTPs are produced by Staffordshire County Council, Leicestershire County Council, Warwickshire County Council and Northamptonshire County Council. The Highways Agency has engaged with these authorities to ensure that issues in relation to the Strategic Road Network are reflected in the plans.
- 3.33 The DaSTS Improving Connectivity in the North-South Corridor study undertaken by Jacobs during 2009/10 recognised a number of existing problems on the section of the A5 north of Nuneaton (i.e. A5/A444 Royal Redgate and A5/A47 Longshoot/Dodwells), and the need for investment to address issues of congestion and safety.

Local Enterprise Partnerships

- 3.34 In October 2010, Government announced that local councils and business representatives will take charge of the local economy as the first 24 Local Enterprise Partnerships (LEPs) were set up across England to drive growth and create jobs. The role of the LEP is to provide the vision, knowledge and strategic leadership to set local priorities and empower communities to fulfil their potential. Paragraphs 3.7-3.9 of the Transport White Paper published by DfT in January 2011 highlights the role of the LEPs in transport.
- 3.35 Within the geographical coverage of this Strategy, LEPs have been established in the following areas:
- Greater Birmingham and Solihull LEP, which includes Birmingham, Solihull, Wyre Forest, Redditch, Bromsgrove, Tamworth, Lichfield, East Staffordshire and Cannock Chase;
 - Coventry and Warwickshire LEP;
 - Leicester and Leicestershire LEP; and
 - Stoke-on-Trent and Staffordshire LEP.
- 3.36 The West Leicestershire and North Warwickshire Cross Border Delivery Partnership has also been established as a delivery group to co-ordinate bids on economic initiatives in the vicinity of the A5 corridor abutting Hinckley & Bosworth, Nuneaton & Bedworth and North Warwickshire.

Recent Studies

- 3.37 A number of recent studies have been undertaken with either a direct or indirect impact on the section of the A5 covered by this Strategy. These include the following:
- A5 (T) Corridor Study – Atkins on behalf of Staffordshire County Council (2004)
 - The Transport Impact of Proposed Cannock Chase Council LDF Sites on the M6 and A5 Corridors – Staffordshire County Council on behalf of Cannock Chase District Council and the Highways Agency (2007)
 - The Potential Impact of Development Traffic on the Strategic Road Network in Cannock: A Modelling Study 2009/10, JMP & GVA Grimley on behalf of the Highways Agency (2010)
 - Lichfield Core Strategy – Preferred Option Test Modelling (Final Report) – JMP on behalf of the Highways Agency (2010)
 - A5 Dodwells to Longshoot Capacity and Safety Study – Halcrow on behalf of the Highways Agency (2011)
 - DaSTS Improving Connectivity in the Coventry North-South Corridor Study – Jacobs on behalf of Coventry City Council and Warwickshire County Council (2010)
- 3.38 Certain proposals arising from these studies have been included in the Action Plan where they meet the objectives of this Strategy.

Traffic Models

- 3.39 A number of traffic models have been developed over the last five years which incorporate parts of the A5 covered by this strategy. These include:
- Cannock area VISSIM model, specifically to assess *the* A5/M6 Toll/A34/A460 junction
 - A5 Longshoot – Dodwells VISSIM model;
 - Hinckley and Nuneaton S-Paramics model;
 - Nuneaton and Bedworth S-Paramics model;
 - Rugby S-Paramics model;
 - A5/A45 Flore/Weedon junction model (based in LINSIG);
 - A5/Un-named road (north of Darlington's Café) junction model (based in PICADY);
 - A5/Daventry Road junction model (based in PICADY); and
 - A5/B4063 junction model (based in PICADY).
- 3.40 These models are used for a variety of purposes, including testing future development proposals and identifying improvement schemes. As such, they can provide a valuable input to the Core Strategy preparation and examination process.

4. Description of the Route

Overall Route Description

- 4.1 The A5 forms part of the Strategic Road Network (SRN) which provides a north-west to south-east route through Staffordshire, Warwickshire, Leicestershire and Northamptonshire. The A5 section considered as part of this Strategy covers a distance of approximately 62 miles (100km) between the A5/A449 near Gailey in Staffordshire and the A5/A45 near Weedon in Northamptonshire. The route passes close to or through the towns of Cannock, Brownhills, Lichfield, Tamworth, Hinckley, Nuneaton, Rugby and Daventry.
- 4.2 The standard of the A5 varies from dual to single carriageway. There are frequent changes in standard along some sections of the route with numerous roundabouts, priority junctions and private driveways. There are overtaking opportunities along some sections of the single carriageway route. In others there are limitations in terms of forward visibility, junction proximity and opposing traffic flows. The route is also constrained by a number of canal and railway bridges and Scheduled Ancient Monuments.
- 4.3 Along certain sections, the A5 operates less as a trunk road and more as a local route providing a function for industrial and local traffic travelling a short distance along the A5 in order to access employment, education/training and health facilities. This leads to high levels of turning movements at junctions which can result in delay and congestion. The proportion of HGVs ranges from 9% to 35% as a result of high levels of industrial/warehousing activity along the corridor, with examples at Kingswood Lakeside Employment Park (Cannock), Atherstone, Birch Coppice, Hinckley, Magna Park and DIRFT.
- 4.4 Two-way traffic flows vary significantly along the route from a low of between 6,000-9,000 Annual Average Daily Traffic (AADT) in the more rural sections (for example between Crick and Weedon), up to around 35,000-37,000 AADT in the section around Nuneaton/Hinckley. There are a number of existing Air Quality Management Areas along the route which are directly related to emissions from road traffic.
- 4.5 The A5 operates at varying levels of 'stress' with some spare capacity on the more rural sections of the corridor covered by this Strategy. There are however specific capacity issues which are known to exist at a number of locations, such as around Cannock, Tamworth, at the A5/A47 Longshoot and Dodwells junctions between Nuneaton and Hinckley and at the Muckley Corner and Wall Island junctions near Lichfield.

Detailed Route Description

A428 Crick to A45 Weedon

- 4.6 This rural section of the A5 is single-carriageway throughout, and runs parallel to the M1 motorway. The route provides local access to Daventry via the A361 (near Kilsby) and B4036 (near Buckby Wharf). The A45 crosses the A5 at Weedon Bec via a signalised junction, which suffers from congestion throughout the day. The A5 then continues south towards Towcester.
- 4.7 This section carries the lowest traffic flows within the area covered by this strategy - around 5,000 at the northern end and 3,000 near Weedon. There have been 30 accidents between 2007 and 2009, including 2 fatal collisions.

M69 Junction 1 (Hinckley) to A428 Crick

- 4.8 This section of the A5, which follows the Leicestershire/Warwickshire border, is a mixture of single and dual-carriageway. This part of the route is essentially rural in nature, apart from the major distribution facilities located at Magna Park and DIRFT. Access to the M1 at Junctions 20 and 18 is provided from the A5 via the A4303 and A428 respectively. The second phase of DIRFT is currently under construction. This includes a number of improvements to the A428 in the vicinity of the A5.
- 4.9 Traffic flows decline on this stretch of the A5, reflecting its rural nature. Flows vary from over 7,000 to the east of the M69 Junction 1 to around 5,000 near DIRFT. 60 accidents have been recorded between 2007 and 2009, including 2 fatal collisions.

M42 Junction 10 (Tamworth) to M69 Junction 1 (Hinckley)

- 4.10 This part of the A5 is a mainly single carriageway, with two dual-carriageway sections that include the Atherstone bypass. The A5 provides an important access to the M42 and M6 Toll for vehicles coming to and from the rail connected distribution centre at Birch Coppice.
- 4.11 Where the A5 meets the A444 at Royal Redgate, the former dual-carriageway has been singled and speed cameras have been provided due to a poor casualty record. Between the A47 Longshoot junction and the A47/B4666 roundabout at Dodwells, local and long distance traffic interacts and causes congestion throughout the day. South of Dodwells there is a significant area of industrial estates and business parks which make use of the good access afforded to Junction 1 of the M69 near Hinckley.

- 4.12 The average daily flow along this section of the route is around 10,000 vehicles, but this rises to 16,000 between The Longshoot and Dodwells roundabout. This stretch has seen well over 100 accidents between 2007 and 2009, including one fatal accident.

A452 Brownhills to M42 Junction 10 (Tamworth)

- 4.13 This section of the A5 is predominantly dual-carriageway, and includes the Hints and Tamworth bypasses. There are known capacity issues at the Muckley Corner and Wall Island junctions to the south-east of Lichfield. The A38 crosses the A5 at Weeford, which provides an important link between Derby and Birmingham. The A5 meets Junction 10 of the M42 on the Staffordshire/Warwickshire border near Dordon.
- 4.14 At the western end of this part of the A5 the average traffic flow is approximately 10,000 per day. This rises to a figure in excess of 22,000 to the west of M42 Junction 10. There have been 60 accidents on this section in the period from 2007 to 2009, of which 4 have been serious.

A449 Gailey to A452 Brownhills

- 4.15 This section of the A5 is predominantly single carriageway, and provides a link from the A449 and the Cannock area to Junction 12 of the M6. The A5 is crossed by the A460 and A34 which provide access to Wolverhampton and Walsall respectively. The A5 also intersects with the M6 Toll at Junction T7 (Churchbridge), which has links with the A34 and A460.
- 4.16 Average daily traffic flows on this part of the A5 range from approximately 8,500 at the western end to 18,500 to the east of the M6 Toll. 8 slight accidents have been recorded between 2007 and 2009.

Facilities for Pedestrians and Cyclists

- 4.17 Facilities for pedestrians and cyclists along this section of the A5 vary in both their availability and quality. Some sections of segregated and shared foot/cycleway are provided adjacent to the carriageway, particularly where the A5 passes through built-up areas (e.g. Cannock, Nuneaton/Hinckley). In the more rural parts of the corridor, facilities are limited to sections of narrow footway only. The A5 is also traversed by parts of the National Cycle Network and a number of public rights of way.

Public Transport Services

- 4.18 A number of scheduled bus services make use of parts of the A5 for their journey. Few of these use the A5 exclusively between key settlements along the corridor, many being routed instead to serve smaller villages adjacent to the A5.

4.19 The nature of existing bus services along the route lend themselves more to short trips within rather than longer distance movements.

5. Development Proposals

Introduction

- 5.1 This section of the document provides a summary of the development proposals along the route of the A5 from Daventry in the south, to South Staffordshire in the north. This provides:
- An update on the position in relation to the preparation of Development Plan Documents, including Local Development Framework (LDF) Core Strategies;
 - Information in relation to planned or committed development which is likely to impact on the A5; and
 - Details regarding any emerging or adopted LDF Infrastructure Delivery Plans (IDPs).
- 5.2 Plans showing the geographical location of the development proposals can be found in **Appendix A**.

Daventry District Council

Timetable

- 5.3 The West Northamptonshire Core Strategy includes Daventry District Council, Northampton Borough Council and South Northamptonshire Council. The Issues and Options version was subject to consultation in September 2007. The Emergent Joint Core Strategy was published for consultation in July 2009.
- 5.4 The pre-submission draft is anticipated to be published for consultation in February 2011, with revisions to overall housing figures from 62,000 to 51,000 up to 2026. Examination in public is programmed for Autumn 2011 with adoption envisaged in Spring 2012.

Development Proposals (potentially affecting the A5)

- 5.5 DIRFT is an existing strategic facility and transport node of European and National importance and has an existing planning permission for a 54 hectare expansion, consisting of 180,741m² of warehousing, distribution and industrial accommodation. This is currently being built out as DIRFT2.
- 5.6 A planning application for DIRFT3 is expected to be submitted during 2011, which would provide for a further 714,000 m² of rail served storage and distribution floorspace.
- 5.7 The revised pre-submission Document proposes the following:

- Daventry North East SUE consisting of 4,000 dwellings together with local employment opportunities (of which 2,500 will be provided within the plan period up to 2026);
- Planning consent has been granted (2009) for a mixed use SUE for 1,000 dwellings and local employment opportunities, referred to as Monksmoor, located to the north of Daventry; and
- An existing development of almost 800 dwellings (Middlemore) to the north of Daventry, which has some 350 dwellings still to be completed.

Infrastructure Plan

- 5.8 The junction of the A5 and A45 at Weedon is highlighted as having capacity issues associated with the identified preferred growth options. Improvements are required as a consequence of the Monksmoor development.
- 5.9 There are additional constraints in respect of overall capacity on the A45, significant development (over 2,250 dwellings) in the Daventry area can only be brought forward once these issues are satisfactorily resolved.

Rugby Borough Council

Timetable

- 5.10 The Core Strategy Independent Examination was carried out between December 2010 and January 2011. The Inspectors report was published in May 2011. The Borough Council formally adopted the Core Strategy in June 2011.

Development Proposals (potentially affecting the A5)

- 5.11 The main development adjacent to the A5 is known as the Rugby Radio Station Sustainable Urban Extension which consists of 5,000 to 6,200 homes, 31 hectares of employment land use in Class B1, and provision of various community facilities including schools, local centres and district centres, green infrastructure etc. The proposal includes a range of transport connections (including new junctions on the A5) and other infrastructure improvements to support the extension.
- 5.12 Although not located adjacent to the A5, the other Sustainable Urban Extension within the town at Gateway Rugby will have some impact on the corridor. The development consists of 1,300 new homes and new employment off the A426 to the south west of M6 Junction 1.

Infrastructure Plan

- 5.13 The draft infrastructure plan attached to the submission version of the Core Strategy includes improvements to the A5, including three new roundabouts associated with Rugby Radio Station SUE. Safety improvements at a number of existing junctions on the A5 (e.g. Catthorpe crossroads) are also proposed.

Harborough District Council

Timetable

- 5.14 The Core Strategy consultation on the publication version took place between October 2010 and December 2010. Submission to the Secretary of State was made in April 2011, and will be followed by an Examination in Public in July 2011. Adoption of the Core Strategy is envisaged around the end of 2011.
- 5.15 The Allocations DPD is expected to follow the Core Strategy, with work commencing late 2011 and consultation in 2012.

Development Proposals (potentially affecting the A5)

- 5.16 There are no known major commitments within the Core Strategy which are likely to impact on the A5 (see attached plan).
- 5.17 The Core Strategy sets out the requirement for 500 dwellings at Lutterworth, 300 dwellings at Broughton Astley, some relocation of employment, but no major extensions to Magna Park.

Infrastructure Plan

- 5.18 The Core Strategy includes an emerging Infrastructure Schedule. The intention is to update the Infrastructure Schedule with partners on an annual basis.
- 5.19 There are no major infrastructure improvements anticipated for the A5 within Harborough District.

Blaby District Council

Timetable

- 5.20 Blaby District Council is currently considering its position on the LDF in light of the Localism Bill issued by the Coalition Government in December 2010, which is currently progressing through Parliament.

Development Proposals (potentially affecting the A5)

- 5.21 Development which would have a 'more direct' impact on the A5 are those that fall within 'Blaby South', which includes Sharnford, Sapcote, Stoney Stanton and some other smaller settlements that are unlikely to accommodate additional growth. The only outstanding permissions are at Stoney Stanton (175 houses committed), Sapcote (281 houses committed - although the majority of these relate to a retirement village which is unlikely to be delivered over the next 5 years) and Sharnford (7 houses committed). The other small villages in the south have only 12 houses.
- 5.22 There are no major employment/retail or leisure schemes in the south of the District.

Infrastructure Plan

- 5.23 The draft Infrastructure Plan does not include any improvements to the A5.
- 5.24 Although the infrastructure plan identifies a 'Sharnford bypass' there is no public funding available for this at present. There would need to be clear benefits in terms of wider delivery of LTP3 outcomes and an affordable, viable scheme for the County Council to consider promoting it for public funding.

Hinckley and Bosworth Borough Council

Timetable

- 5.25 The Core Strategy was adopted in December 2009.
- 5.26 The Hinckley Town Centre Area Action Plan was adopted in March 2011.
- 5.27 The Earl Shilton and Barwell Area Action Plan preferred option consultation ran from January 2011 to February 2011. The submission version consultation is planned to take place in August/September 2011. The AAP will then be submitted to the Secretary of State in November 2011. An Examination in Public is scheduled to take place February 2012 and will be adopted in July 2012.
- 5.28 Site Allocations and Generic Development Control Policies DPD went out for consultation on the preferred option draft between February and April 2009. The Submission consultation on the DPD is planned for August/September 2012.

Development Proposals (potentially affecting the A5)

5.29 The adopted Core Strategy identifies the following development around the A5:

- 4,500 homes and 25 hectares of employment within Earl Shilton and Barwell, which is to be allocated within the Earl Shilton and Barwell Area Action Plan;
- 1,120 homes within Hinckley which is to be allocated within the Site Allocations and Generic Development Control Policies DPD and the Hinckley Town Centre AAP;
- 6 hectares of offices, 21,200m² of comparison retail and 5,300m² of convenience floorspace to be allocated within the Hinckley Town Centre Area Action Plan; and
- 295 Homes, 10 hectares of B8 and 4 hectares of B2 within Burbage which will be allocated within the Site Allocations and Generic Development Control Policies DPD.

5.30 In addition, proposals have been put forward for a major redevelopment of MIRA for a 1.5m sq ft Motor Research Technology Park which will have potential implications for the A5. A Regional Growth Fund bid has recently been submitted which seeks financial support towards transport infrastructure to serve the redevelopment of the site. A bid for Enterprise Zone status is being progressed, and a planning application for the Technology Park has also been submitted.

5.31 The Core Strategy proposals will be refined as the DPDs described above are developed.

Infrastructure Plan

5.32 The Core Strategy Infrastructure Plan identifies a series of measures for the A5 due to the planned growth, an extract of which is included in Table 5.1 for information.

5.33 The Infrastructure Plan will be refined through the production of the Development Plan Documents, in particular the Earl Shilton and Barwell Area Action Plan.

Table 5.1 – Transport Improvements to support the Sustainable Urban Extensions within Hinckley and Bosworth Borough

| Infrastructure Required | Cost | Phasing | Responsibility for delivery | Possible funding sources including existing commitments |
|--|--|---------------------------------|------------------------------------|---|
| Transport improvements to support Sustainable Urban Extension (As detailed above) | £29m – £39m (£9.8m – £16.8m local schemes only) | 2011- 2026 | Highways Agency/ Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund |
| 1. Improvements to A5/A47 'The Long Shoot' junction, which may include a diversion of a length of the A47 and modifications to the Dodwell's roundabout | £19.3m £22.5m (see note 1) | 2011/2012 2016/2017 | Highways Agency | New Growth Points Initiative Funding, Regional Funding Allocations/DaSTS, Community Infrastructure Fund, HA Local Network Management funding, LTP funding, Developer Contributions. |
| 2. Links to existing urban area for buses (particularly the railway station), walking, cycling and local traffic | £1.2m | 2011 - 2016 | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding |
| 3. Improvements to the A47 Earl Shilton Bypass and Hinckley Northern Perimeter Road (HNPR) - - this will include at least junction improvements, including bus priority measures as required but may also include some widening of the route | £5m - £10m (see note 2) | 2017 - 2021 (See note 3) | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund |
| 4. Improvements on linkages into town centre, including alterations to signal operation at Leicester Road/ New Buildings Junction | £0.2m | 2011- 2016 | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding |

| Infrastructure Required | Cost | Phasing | Responsibility for delivery | Possible funding sources including existing commitments |
|---|---------------------------|---------------------------------|------------------------------------|--|
| 5. New public transport linkages from new developments to Barwell and Earl Shilton and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and HNPR employment areas (to provide 10 minute local service and real time information at interconnecting bus stop links for Hinckley and Leicester) | £1.0m (see note 4) | 2011 - 2016 (See note 3) | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding |
| 6. New pedestrian and cycle linkages from the urban extensions into Barwell and Earl Shilton | £0.1m | 2011 - 2016 | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding |
| 7. Traffic calming measures in Barwell and Earl Shilton, traffic calming and traffic management measures along the Common and routes through Earl Shilton/ Barwell | £0.3m | 2011 - 2016 | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding |
| 8. Improvements to A447 Ashby Road to facilitate introduction of bus priority measures | £2m to £4m | 2017 - 2021 (See note 3) | Highway Authority | Developer Contributions, New Growth Points Initiative Funding, LTP Funding |

Explanatory Notes:

- (1) Range estimates for delivery 2011/12: £14.9m to £23.7m. 2016/17: £17.5m to £27.5m. Mid-range estimates are shown.
- (2) Lower figure assumes 5 junctions at £1m each – upper figure includes an allowance for widening.
- (3) Subject to detailed Paramics analysis, elements of this work are likely to be required earlier to enable site access and as required to provide bus priority measures.
- (4) This figure represents the likely maximum gross cost (it makes no allowance for fare box income) of providing the level of bus services required to support the housing growth and to help to deliver the model shift benefits identified in the Ptolemy Series c tests. Detailed understanding of the exact cost will come through the Area Action Plan and masterplanning process, as it becomes clearer as to how the housing will be developed (e.g. built rate, timing of other supporting facilities), as the supporting 'smarter choice' measures are developed in more detail and the pattern of bus services operating in the area at that time. The figure should also be sufficient to provide for evening and Sunday services to ensure that a full range of access to work, education, training, medical, shopping and leisure can be provided.

Nuneaton and Bedworth Borough Council

Timetable

- 5.34 On the 22nd September 2010 the Council agreed to rename the Core Strategy to the Nuneaton and Bedworth Borough Plan. The Borough plan is due to go out for consultation on the Preferred Option late Summer 2011 or early Winter (subject to agreement over growth requirements). Dates for submission to the Secretary of State and subsequent adoption have still to be agreed by the Council.

Development Proposals (potentially affecting the A5)

- 5.35 These are not currently known.
- 5.36 Due to the stage of the Borough Plan it is not possible to identify the preferred growth options for the Borough, however there are a number of sites identified in the SHLAA that are either close to or on the A5. However at present no decision has been made by the Council as to where development growth will be located within the Borough.

Infrastructure Plan

- 5.37 An infrastructure plan has not been completed by the Council, although this is being developed alongside the Borough Plan.

North Warwickshire Borough Council

Timetable

- 5.38 North Warwickshire's Core Strategy went out for Issues and Option consultation in August 2009. It is intended to prepare a draft Borough-wide Plan by Autumn 2011.

Development Proposals (potentially affecting the A5)

- 5.39 Various options for growth were presented within the Issues and Options version of the Core Strategy.
- 5.40 The following options for growth were compiled to meet the borough's own growth:

| | |
|-------------------|--|
| Option NW1 | Development only in the Main Settlements of Atherstone & Mancetter and Polesworth & Dordon |
| Option NW2 | Development on Greenfield sites surrounding the Main settlements including Green Belt Market Town |
| Option NW3 | Development mainly in Main settlements with some in Green Belt Market Town and remainder at the five local service centres |

| | |
|-------------------|--|
| Option NW4 | Focus growth along the A5 corridor |
| Option NW5 | Dispersed development throughout the Borough |

5.41 The following options were also put forward to meet Tamworth's growth needs;

| | |
|------------------|--|
| Option T1 | Develop adjoining the Tamworth Borough Boundary |
| Option T2 | Develop in and around closest settlements – Polesworth, Dordon, Kingsbury |
| Option T3 | Add the housing to the overall North Warwickshire Borough figures and distribute according to the Preferred Option for the North Warwickshire Core Strategy. |

Infrastructure Plan

5.42 Not yet available.

Tamworth Borough Council

Timetable

5.43 The Core Strategy publication version is due in January 2012, with the Examination in Public planned to take place in Summer 2012. Adoption of the Core Strategy should follow later in 2012.

Development Proposals (potentially affecting the A5)

5.44 The strategic allocation of Anker Valley is around 1,000 dwellings, however the implications on the A5 are currently unknown. Traffic modelling has been undertaken to determine the impact of this proposal and other proposed developments across Tamworth. JMP consultants on behalf of the Highways Agency have drawn up modifications for the Stonydelph, Ventura Park, Bitterscote and Mile Oak junctions.

Infrastructure Plan

5.45 An infrastructure delivery plan for the Core Strategy will be produced in due course. The Staffordshire LTP3 strategy plan was subject to consultation in December 2010 with the stated purpose, "to set out our proposals for transport provision in the county, including walking, cycling, public transport, car based travel and freight, together with the management and maintenance of roads and footways".

5.46 Alongside the Strategy Plan, the County Council will shortly be publishing an Implementation Plan describing how it proposes to use available funding to deliver LTP objectives over the next 4 years (2011/12-2014/15) together with arrangements for overseeing LTP delivery and ensuring that it remains on track to meet its objectives.

Staffordshire County Council is also producing a series of District Area Strategies that will take consideration of the A5.

Lichfield District Council

Timetable

- 5.47 A Core Strategy Consultation draft was out for comments from November 2010 to February 2011. The formal Core Strategy publication version is due in Autumn 2011, followed by submission of the Core Strategy to the Secretary of State in January 2012. An Examination in Public is planned for Summer 2012, with adoption envisaged later in 2012.

Development Proposals (potentially affecting the A5)

- 5.48 The South of Lichfield Strategic Development Location will include 550 new homes, and will deliver the Lichfield Southern Bypass.
- 5.49 East of Lichfield (Streethay) will consist of 850 new homes and is more likely to impact upon the A38, however this joins the A5 and will need to be modelled to determine the impacts.
- 5.50 The East of Burntwood Bypass Strategic Development Location proposes 425 new homes. All of these development proposals will necessitate improvements to key junctions along the A5 within Lichfield District.

Infrastructure Plan

- 5.51 A draft of Lichfield District's Infrastructure Delivery Plan (IDP) was consulted on at the same time as the Core Strategy consultation draft. The report by the Highways Agency "Preferred Option Test Modelling" for the Lichfield District Core Strategy relates to two junctions on the A5, these being Wall Island and Muckley Corner. The HA report includes costings for these junction improvements. These will be included in the final IDP, as the HA report was not available at the time the draft IDP was produced.

Cannock Chase District Council

Timetable

- 5.52 The Core Strategy Publication version is due to take place in August 2011, with a view to submission in January 2012. The Examination in Public is envisaged to be held in April 2012, with adoption following in November 2012.
- 5.53 Work on site specific allocations will commence in November 2012, with publication planned in November 2014 and submission to the

Secretary of State in March 2015. Examination would then follow in June 2015 with adoption early in 2016.

Development Proposals (potentially affecting the A5)

- 5.54 The Core Strategy Proposed Submission Draft (2011) identifies a need in the Cannock, Hednesford, Heath Hayes urban area to provide over the plan period (2006-2028):

Housing: At least 2,261 houses on urban sites and 750 homes as an urban extension on a strategic site west of Pye Green Road.

Employment: 58ha of employment land initially with a further 9ha in the longer term via extension of Kingswood Lakeside if required to ensure 28ha five year land supply.

- 5.55 Norton Canes area will provide over the same period:

Housing: At least 172 houses on urban sites and 663 houses (may be revised) via urban extensions to the south of the settlement.

Employment: 5ha of employment land.

- 5.56 A broad location on the A5 corridor has been identified to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

Infrastructure Plan

- 5.57 The need to make improvements to the A5/M6T/A34/A460 Churchbridge Junction has been identified in the Infrastructure Delivery Plan, with an estimated cost of £12.5m. A further scheme has been identified by the Highways Agency for the A5/Walkmill Lane junction, Bridgtown, with an estimated cost of £166,500.

South Staffordshire Council

Timetable

- 5.58 The Core Strategy (publication) consultation was undertaken in Spring 2011, with submission to the Secretary of State planned for Summer 2011.

Development Proposals (potentially affecting the A5)

- 5.59 The total requirement within South Staffordshire is for 3,500 houses to be delivered by 2026. Of these, 1,400 houses have still to be allocated during the plan period.

- 5.60 Residential Allocations surrounding the A5 include 30-45 houses at Wheaton Aston, 5-10 houses at Bishops Wood and 55-80 houses at Brewood.
- 5.61 Sites on the periphery of the MUAs have been the focus of attention regarding the provision of Regional Employment Land. South Staffordshire has two such sites situated in close proximity to the M54 (Junctions 1 & 2). i54 Wobaston Road is a strategic employment area, of about 100ha, located close to the M54/A449 and includes both a Regional Investment Site (RIS) and a Major Investment Site (MIS). Outline planning permission has been granted for the i54 development.
- 5.62 The MIS is targeted at large scale development by a single occupier involving technology related manufacturing. The RIS is targeted at uses that include a technology gateway (including campus with business support services and university related research), small business village, advanced manufacturing, ancillary service centre and business hotel. Warehouse and distribution uses (B8 development such as logistics) are specifically excluded from the planning permission.
- 5.63 Hilton Cross is a 9.3ha RIS situated close to M54 Junction 1 and permitted uses include business and office (B1), general industrial (B2) and limited warehouse and distribution (B8). Both Hilton Cross and i54 Wobaston Road, are located within the North Black Country and South Staffordshire Regeneration Zone (RZ) and also the Wolverhampton Telford High Technology Corridor (WTTC).

Infrastructure Plan

- 5.64 The preferred option Core Strategy states that initial discussions with key service and infrastructure providers including the Highways Agency, Primary Care Trust, County Council Social Care and Health4and Transportation suggest that the preferred spatial strategy will not have any significant impact on the capacity of existing service provision and infrastructure in South Staffordshire.

6. Strengths, Weaknesses, Opportunities and Threats

Introduction

- 6.1 Table 6.1 overleaf provides a summary of the Strengths, Weaknesses, Opportunities and Threats related to the section of the A5 covered by this strategy. This has been informed by information from Highways Agency documentation, Core Strategies, LTPs, studies relating to the A5 and output from various traffic models. It also reflects information provided by stakeholders who attended a workshop on the A5 which was held in Nuneaton in May 2010.

Table 6.1 – Strengths, Weaknesses, Opportunities and Threats

| | |
|---|--|
| <p>Strengths</p> <ul style="list-style-type: none"> • The A5 is an established corridor of movement and economic activity which provides a strategic link between the South East, the East Midlands, the West Midlands and Wales, and gives access to the M54, M6, M6 Toll, M42, M69 and M1. • The corridor provides an important link between a number of key settlements, including Cannock, Brownhills, Lichfield, Tamworth, Atherstone, Nuneaton, Hinckley and Rugby. • The A5 provides access to a number of important employment sites, such as Kingswood Lakeside, Birch Coppice, Mira, Magna Park and DIRFT. There are also a number of significant retail facilities close to the A5, along with visitor attractions such as Ventura Park and Drayton Manor Park. • The corridor includes some sections of dual-carriageway which provide suitable capacity and opportunities for vehicles to overtake. | <p>Weaknesses</p> <ul style="list-style-type: none"> • The corridor includes a number of congestion points, particularly where long distance and local traffic interact (e.g. Dodwells-Longshoot, Tamworth, Cannock). Investment in the A5 has not kept pace in addressing these levels of congestion. • A number of Air Quality Management Areas exist along the corridor which are directly related to road traffic emissions. Noise is also a problem at certain locations along the A5, particularly in the built-up sections of the route. • The corridor includes long sections of single-carriageway which restrict capacity and can lead to drivers taking risks when overtaking. • Existing traffic flow levels on certain sections of the route cause severance issues for local communities. • Public transport provision along and across parts the A5 is either poor or non-existent. • There is currently a mixture of pedestrian and cycle facilities along the corridor, with little continuity or consistency. • The corridor struggles to cope as a diversionary route when an incident occurs on the motorway network. • Some known and perceived safety issues exist along the corridor, including vulnerable road users. |
| <p>Opportunities</p> <ul style="list-style-type: none"> • Sources of funding such as the Regional Growth Fund and Local Sustainable Transport Fund may provide opportunities to deliver improvements to the A5 corridor. • Some established bus routes along the corridor provide opportunities for a switch to more sustainable modes of travel, as do semi-fast rail services on the West Coast Main Line. • Existing pedestrian/cycle facilities along the route provide the basis for the development of a continuous network. • Joint working between the Highways Agency and Local Authorities is in place to plan future development and its transport needs. • The A5 is a key economic corridor for the East and West Midlands. | <p>Threats</p> <ul style="list-style-type: none"> • Housing and employment proposals along the A5 may exacerbate existing problems in the corridor if not properly mitigated. • Central and Local Government funding over the next five years are likely to be limited. This will restrict the level of public sector investment which is available for the A5 corridor in the near future. • A lack of investment in the A5 in the medium/long term will undermine the key strengths of the route at a local and national level. • There is currently a lack of co-ordinated investment arising for CIL and S106 contributions. • Further congestion within the corridor may have a long term impact on air quality and health. |

7. The Strategy

Introduction

- 7.1 This section sets out the strategy for the A5 for the next 15 years to deliver the objectives described earlier in the document.
- 7.2 The strategy is based on a range of policies which will provide the basis for future planning in relation to the A5 up to the year 2026. The central theme of the strategy is to ensure that the corridor functions efficiently to allow ease of movement, facilitates and supports economic growth, and plays its full and proper role in delivering future housing and employment growth.

Policies

Policy T1 – Role of the A5

The role of the A5 will be:

- (i) To provide a key link on the Strategic Road Network (SRN) for the long distance movement of people and goods between London and Holyhead;
- (ii) To provide a key link on the local road network within Staffordshire, Leicestershire, Warwickshire and Northamptonshire; and
- (iii) To act as a designated diversionary route in the event of an incident elsewhere on the motorway and trunk road network.

Policy T2 – Improvements to the A5 Corridor

Improvements to the A5 corridor will be prioritised by the Highways Agency based on need and the availability of funding. Key considerations which may influence the decision-making process could include:

- (i) The need to reduce congestion and improve air quality within Air Quality Management Areas;
- (ii) The need to reduce casualties at known locations, both in terms of the number of incidences and their severity;
- (iii) The need to mitigate the impact of development; and
- (iv) The need to improve facilities for non-motorised and other vulnerable users, particularly where the A5 corridor causes severance for communities.

Policy T3 – Public Transport

The A5 Transport Partnership will work with the Department for Transport, Network Rail and transport operators to deliver improvements to the public transport network along or adjacent to the A5 corridor (as identified in Policies T4, T5, T6 and T7), subject to the availability of funding. The principal aims of these improvements will be to improve accessibility and encourage modal shift towards more sustainable forms of transport.

Policy T4 – Bus

Investment in improvements to bus infrastructure and/or services along or adjacent to the A5 corridor will be focused on the delivery of high quality bus networks in settlements along or close to the A5. This could include the following:

- (i) Delivery of bus quality partnerships/quality bus corridors;
- (ii) Reallocation of road space to buses, including bus lanes and other priority measures;
- (iii) Improvements to interchange facilities;
- (iv) Smartcard and other ticketing improvements;
- (v) Where commercial services are not viable, exploring alternative provision which might include the provision of subsidised services; and
- (vi) Provision of real time information on key interconnecting routes.

Policy T5 – Heavy Rail

The priorities for investment in rail along or adjacent to the A5 will be focused on the improvements set out within Network Rail's High Level Output Statement (HLOS) and Route Utilisation Strategies, along with Local Transport Plans and documents such as the West Midlands Regional Rail Development Plan. These will include:

- (i) Nuneaton – Coventry – Leamington Spa (NUCKLE) improvements. Phases 1 and 2 of NUCKLE will provide enhanced service frequencies between Nuneaton and Coventry, new stations at Arena, Bermuda and Kenilworth, platform lengthening at Bedworth and a new bay platform at Coventry. Phases 3 and 4 will provide through services south to Oxford and the Thames Valley, and north to Leicester.
- (ii) Improvements to train services in the Trent Valley corridor;
- (iii) Improvements to trains services between Birmingham, Nuneaton, Hinckley and Leicester;
- (iv) Improvements to rail stations in the Trent Valley, Birmingham – Leicester and Birmingham – Lichfield corridors, including the provision

- of new or enhanced cycle parking, interchange facilities and increased car parking provision; and
- (v) Improvements to the Rugeley – Cannock – Walsall – Birmingham ‘Chase Line’ rail service.

Should HS2 proceed as currently planned, opportunities to improve services on the classic network will be explored, including the West Coast Main Line and cross-country services between Birmingham, Leicester and beyond.

Policy T6 – Public Transport Interchange

Investment in public transport interchange facilities will be undertaken to improve the integration of different modes of travel, including:

- (i) Improvements to bus stop infrastructure and associated facilities at key interchange facilities;
- (ii) New or enhanced rail station facilities (see Policy T5); and
- (iii) Strategic and/or local park and ride facilities (see Policy T8).

Policy T7 – Information and Ticketing

The A5 Transport Partnership will work with transport operators to deliver an integrated public transport network which is supported by high quality information (possibly including real time) and ticketing arrangements, particularly across Local Authority boundaries and between different modes of transport.

Policy T8 – Park and Ride

The A5 Transport Partnership will work in conjunction with transport operators will develop proposals for strategic and/or local park and ride facilities where a quantifiable demand exists, exists and there is clear evidence to show that they could be a cost-effective solution to issues along the A5 corridor, including:

- (i) The implementation of new bus-based facilities within and around existing urban areas;
- (ii) The provision of enhanced parking facilities at rail stations; and
- (iii) The provision of new rail stations which serve as park and ride facilities.

Policy T9 – Delivery of Sustainable Growth in the A5 Corridor

The A5 Transport Partnership will work together to inform the preparation of Development Plan Documents where they are likely to impact on the A5. Where possible, major development sites should be located close to existing public transport services and interchange facilities, and where opportunities to make trips on foot and by bike can be maximised. Where this is not possible, development proposals will need to mitigate their impact on the transport network, which will often include improvements to sustainable modes for all types of trips.

The Highways Agency and the four Local Highway Authorities will assist in the identification of essential transport infrastructure and other improvements which are necessary to mitigate the impact of the proposed growth in a sustainable way.

As part of the planning process where justified, improvements will be secured from development towards specific improvements to the A5 or to measures which will mitigate the impact of that development on the corridor. This could include:

- (i) Specific congestion and safety improvements;
- (ii) Traffic management improvements;
- (iii) Walking and cycling measures;
- (iv) Public transport improvements (infrastructure and/or services);
- (v) Travel plans and other Smarter Choices initiatives.

Policy T10 – Promoting Behavioural Change

The A5 Transport Partnership will work together to develop strategies and proposals to increase awareness and information on alternative modes of transport, and thus reduce dependence on the car.

Transport Assessments (TA) should be submitted in conjunction with planning applications to set out the anticipated impacts of the development on the surrounding transport network, and how these will be mitigated. This should include consideration of travel plans and other similar interventions.

Policy T11 – Demand Management

The A5 Transport Partnership will work with other relevant partners to identify and bring forward measures to manage demand on the most congested sections of the A5 described earlier in the strategy.

The following toolkit of demand management measures will be considered for implementation where appropriate:

- (i) Car park standards and/or charging;
- (ii) Provision of new or enhanced park and ride facilities;
- (iii) Reallocation of road space to sustainable modes of transport (e.g. bus lanes, cycle facilities);
- (iv) Traffic Management measures, including:
 - Use and co-ordination of traffic signals; and
 - Variable Message Signing.

Policy T12 – Walking and Cycling

The A5 Transport Partnership will work together to deliver improvements to walking and cycling, including measures to support new development.

Examples of improvements could include:

- (i) Provision of new or enhanced pedestrian crossing facilities;
- (ii) Provision of new or enhanced shared-use or segregated foot/cycleways;
- (iii) Provision of new or enhanced cycle parking within town centres, at rail stations and other key trip attractors;
- (iv) Provision of improvements for pedestrians and cyclists where the public rights of way network intersects with the A5;
- (v) New or enhanced street lighting where there is evidence to indicate that it would address pedestrian/cyclist safety and/or security issues.

It is proposed to develop a separate Walking and Cycling Strategy for the A5. This will address where there are currently gaps in provision, prioritising where these should be addressed and identifying how through planning contributions and other funding sources these improvements will be implemented to help deliver the wider strategy for the A5.

Policy T13 – Sustainable Freight Distribution

The A5 Transport Partnership will work with the freight industry and organisations such as Network Rail to improve the efficiency of freight movements, and encourage the switch of freight from road to rail by:

- (i) Making targeted improvements to the motorway and trunk road network (including the A5) and the West Coast Main Line;
- (ii) Addressing local servicing and delivery issues through appropriate traffic management measures;
- (iii) Encouraging the establishment and continued development of Freight Quality Partnerships;
- (iv) Safeguarding existing and redundant rail facilities for future use;
- (v) Supporting access to existing railfreight facilities, and, subject to planning and environmental constraints, their expansion;
- (vi) The promotion of new road/rail intermodal interchange sites; and
- (vii) Encouraging new development which is likely to generate significant freight movements to be located in areas that have good access to the rail network.

8. Action Plan

Table 8.1 – Action Plan for the A5 from A449 Gailey (Staffordshire) to A45 Weedon (Northamptonshire)

| Scheme | Estimated Cost | Delivery Mechanism | Delivery Responsibility | Implementation Period ¹ | Notes |
|---|----------------|--|--|------------------------------------|--|
| Corridor-wide | | | | | |
| Public Transport Improvements – Infrastructure and Services | - | LTP Local Authority Revenue Support Developer Funding (S106) | Staffordshire CC Leicestershire CC Warwickshire CC Northamptonshire CC Developers | Ongoing | |
| Pedestrian and Cycle Improvements | - | LTP Developer Funding (S106 and S278) | Staffordshire CC Leicestershire CC Warwickshire CC Northamptonshire CC Highways Agency Developers | Ongoing | It is proposed to prepare a Walking and Cycling Strategy for the A5 which will identify the priority areas for investment. |
| Smarter Choices/Changing Travel Behaviour Measures | - | LTP Local Authority Funding Developer Funding (S106) | Staffordshire CC Leicestershire CC Warwickshire CC Northamptonshire CC Developers | Ongoing | |
| Casualty Reduction and Congestion Improvements | - | Central Government | Highways Agency | As necessary | |
| Traffic Management/ Signing Improvements | - | Central Government | Highways Agency | As necessary | |
| A449 Gailey to A452 Brownhills | | | | | |
| A5/A34/A460/M6 Toll Churchbridge – junction | £12.5m | Central Government | Highways Agency Developers | Short/Medium | |

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| modifications | | Developer Funding (S278) | | | |
| A5/Walkmill Lane junction, Bridgtown, Cannock | £166,500 | Central Government | Highways Agency | Medium | This scheme aims to address local air quality issues, and would need to be undertaken in conjunction with the Churchbridge Junction remodelling (see above). |
| A5/A449 Gailey – junction modifications | Currently unknown | Developer Funding (S278) | Highways Agency Developers | Short/Medium | |
| A452 Brownhills to M42 Junction 10 (Tamworth) | | | | | |
| A5/A461 Muckley Corner – junction modifications | £5m | Central Government Developer Funding (S278) | Highways Agency Developers | Medium | |
| A5/A5148/A5127 Wall Island – junction modifications | £9.1m | Central Government Developer Funding (S278) | Highways Agency Developers | Short/Medium | |
| A5/B5404 Stonydelph, Tamworth – junction modifications and traffic signals | £1m | Central Government Developer Funding (S278) | Highways Agency Developers | Medium/Long | |
| A5/A51 Ventura Park, Tamworth – signalisation of two roundabouts | £2m | Developer Funding (S278) | Highways Agency Developers | Short | |
| A5/A453/B5404 Mile Oak, Tamworth – junction modifications | £1.4m | Central Government Developer Funding (S278) | Highways Agency Developers | Medium | |

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| M42 Junction 10 (Tamworth) to M69 Junction 1 (Hinckley) | | | | | |
| Nuneaton – Atherstone – Tamworth Quality Bus Corridor | £0.250M | LTP | Warwickshire CC Staffordshire CC | Short/Medium | |
| Birch Coppice – A5 Access Improvements | Currently unknown | Developer Funding (S278) | Highways Agency Developers | Unknown | Improvements will be linked to the proposed expansion of Birch Coppice in its role as a Regional Logistics Site. |
| A5/A444 Royal Redgate Junction Improvement | Scheme currently being costed | Developer Funding (S278) | Highways Agency Developers | Short/Medium | The developers of the MIRA site are currently investigating an improvement to this junction to mitigate the impact of their proposals. |
| Diversion of the A47 from the A5/A47/B4666 Dodwells roundabout to the A47/A4254 Eastboro Way roundabout | Scheme previously costed at £22.5M | Not currently known | Highways Agency Developers | Medium | This scheme is included in HBBC's adopted Core Strategy, but is unlikely to be affordable in the current funding climate. |
| A5/A47 The Longshoot junction improvement | Scheme currently being costed | Developer Funding (S278) | Highways Agency Developers | Short/Medium | The developers of the MIRA site are currently investigating an improvement to this junction to mitigate the impact of their proposals. |
| A5/A47/B4666 Dodwells roundabout improvement | Not currently known | Developer Funding (S278) | Highways Agency Developers | Short/Medium | The developers of the MIRA site are currently investigating an improvement to this |

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| | | | | | junction to mitigate the impact of their proposals. |
| NUCKLE Heavy Rail Improvements – Leicester/Nuneaton to Leamington Spa/Thames Valley | £16M (Phase 1) | Major Scheme funding LTP Developer Funding (S106) | Centro Coventry CC Warwickshire CC DfT Rail Network Rail | Short/Medium | Phase 1 will provide an increase in service frequency between Nuneaton and Coventry, new stations at Arena and Bermuda, platform extensions at Bedworth and a new bay platform at Coventry. |
| M69 Junction 1 (Hinckley) to A428 Crick | | | | | |
| Rugby Radio Station Sustainable Urban Extension – A5 Access Improvements | £3M | Developer Funding (S278) | Highways Agency Developers | Medium | Planning application submitted to RBC. |
| Rugby Radio Station Sustainable Urban Extension – A5 Junction Improvements (Gibbet Hill, Catthorpe Crossroads and Lilbourne Crossroads) | £1.7M | Developer Funding (S278) | Highways Agency Developers | Medium/Long | Planning application submitted to RBC. |
| DIRFT2 – A5/A428 Access Improvements | tbc | Developer Funding (S278) | Highways Agency Developers | Short | Currently under construction. |
| DIRFT3 – A5 Access Improvements and other transport mitigation measures | Currently unknown | Developer Funding (S106 and S278) | Highways Agency Developers | Medium/Long | Application to the IPC imminent. |

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| A428 Crick to A45 Weedon | | | | | |
| A5/A45 Weedon Crossroads Improvement | tbc | Developer Funding (S278) | Highways Agency Developers | Short/Medium | Condition attached to planning permission. |

Note ¹

Short – 2011/12 to 2015/16
Medium – 2016/17 to 2020/21
Long – 2022/23 to 2026/27

9. Monitoring and Review of the Strategy

Performance Management

- 9.1 In view of the current pressure on resources in both Central and Local Government, a focussed approach to monitoring the impact of this strategy will be undertaken.
- 9.2 The four Local Highway Authorities along this section of the A5 will continue to monitor a combination of mandatory and local indicators as part of the Local Transport Plan process. This may include:
 - Road safety;
 - Bus patronage;
 - Bus punctuality
 - Air quality; and
 - Highway maintenance.

Future Review of the Strategy

- 9.3 In order to ensure that the strategy remains relevant to the Highways Agency and Local Authorities along the route of the A5, it is proposed that this document be reviewed every 3-5 years. This will be carried out under the auspices of the A5 Transport Liaison Group.

Appendices

Appendix A – Plans showing proposed development in the A5 Corridor

















