

The A5



Draft A Strategy for Growth 2018-2031

Foreword

This is the second Strategy for the A5 which aims to build on the many successes that have been already been achieved by the A5 Partnership.

Despite this progress, the increasing importance of the A5 as a strategic route combined with the unprecedented level of housing and employment growth that will come forward along the corridor between today and 2031 means there is still much more to be delivered. Investment is required to ensure the A5 continues to fulfil its role as a key artery of movement helping to facilitate economic growth and provide network resilience for the wider Strategic Road Network.

The A5 Partnership comprised of the organisations listed below, is committed to working together in order to secure improvements along the corridor in order to deliver an A5 that is fit for purpose going forward.

Staffordshire County Council
Warwickshire County Council
Leicestershire County Council
Northamptonshire County Council
South Staffordshire District Council
Cannock Chase District Council
Walsall Metropolitan Borough 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
South Northamptonshire Council
Greater Birmingham and Solihull LEP
Stoke and Staffordshire LEP
Leicester and Leicestershire LEP
Coventry and Warwickshire LEP
East Midlands Councils
Highways England

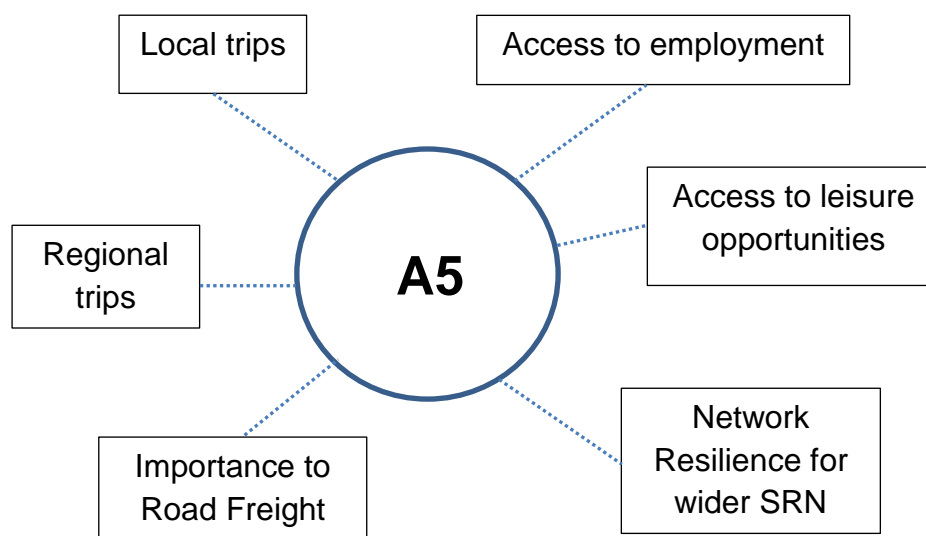
Contents

Introduction	4
Achievements to Date	6
Key Strategic Interventions 2018-2031	8
The Wider Context	9
Strengths, Weaknesses Opportunities & Threats	11
Economic Significance of the Corridor	
Environmental Considerations	
The Strategy	
Delivering Growth	21
Supporting Network Resilience	38
Delivering a Safe & Secure A5	45
Delivering a Sustainable A5	51
Managing the Impact of Freight	62

Introduction

The A5 is a key strategic route between London and Holyhead, running through large parts of central and southern England. The opening of the M1, M6 and M6 Toll led to a diminishing role of the A5 at that time; however it can be argued that today the role of the A5 has never been more important, providing a key artery of movement which provides access to employment, leisure and social opportunities thereby helping to support and facilitate economic growth. In addition the A5 has a key role to play in providing network resilience for the wider Strategic Road Network (SRN) and local road network; this role will become increasingly important in the future.

The Role of the A5



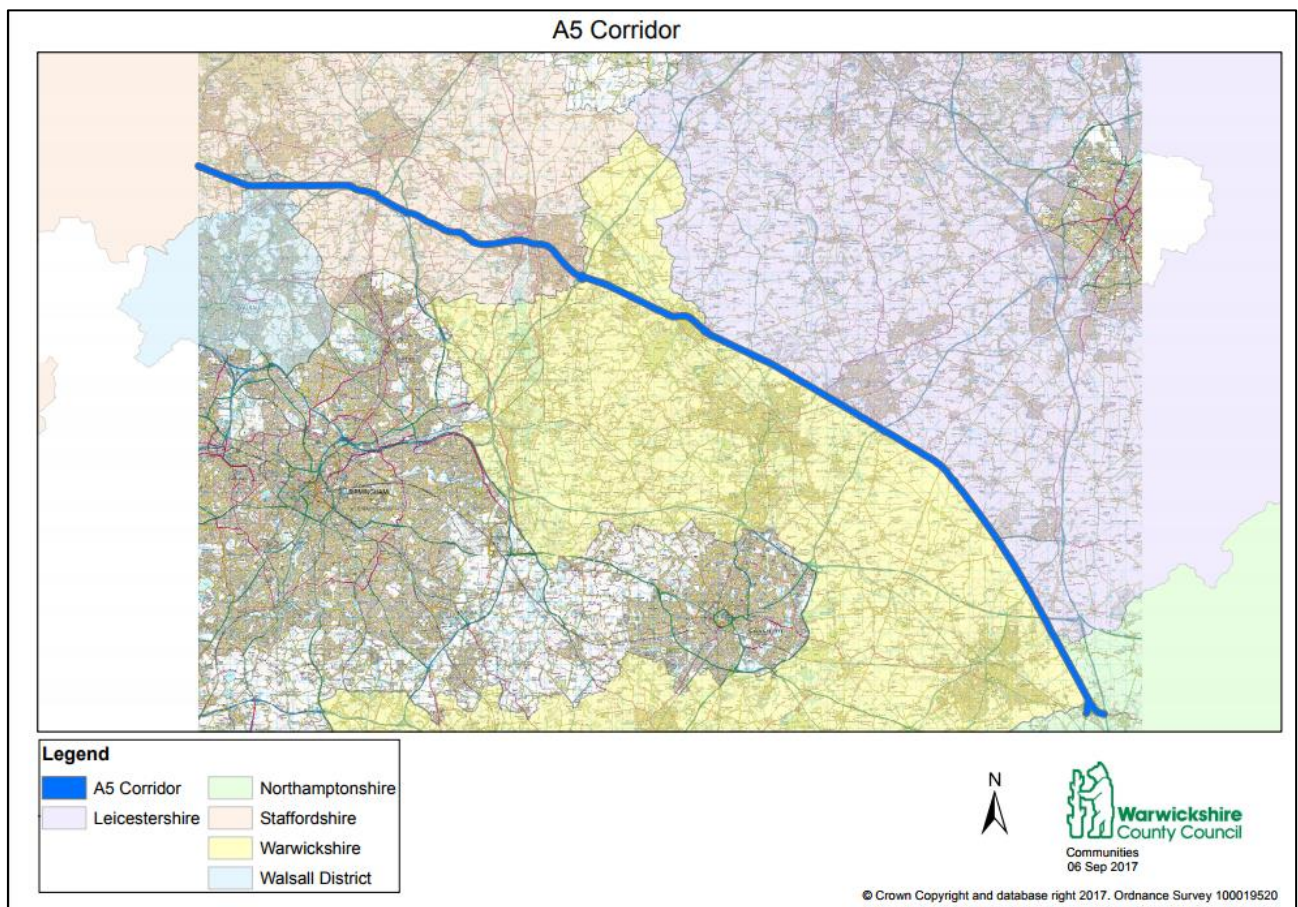
The A5 has both a strategic and local role, an A5 that is operating efficiently and effectively is vital for these local roles and is key to ensuring that development and economic growth along the corridor is not restrained going forward.

The A5 Partnership

The A5 Partnership was established in response to a growing concern from local planning authorities in the East and West Midlands regarding the performance and future role of the A5. The Partnership covers a wide geographic area, from Staffordshire in the North to Northamptonshire in the south and is comprised of Local Authorities and the relevant Local Enterprise Partnership's (LEP's). Despite this Partnership approach, it is important to remember that whilst local authorities can work closely with each other and Highways England (HE), it is HE who is ultimately responsible for the management and operation of the A5. Highways England is a key member of the Partnership and provide support where necessary.

A Strategy for the A5 was produced 2011, given the unprecedented level of growth that the corridor is likely to experience in the coming years there is now a need to build on this existing work to refresh and further strengthen the A5 Strategy to ensure the A5 is fit for purpose and to help facilitate and support economic growth going forward. This strategy sets out the ongoing need for good transport infrastructure and connectivity along the A5 to support and facilitate economic growth and identifies how and where the corridor acts as a barrier to growth. It is vital that opportunities are taken to unlock growth, development and job opportunities, enabling existing and new businesses to operate more efficiently, helping to further increase the productivity of the wider region.

Figure 1: The A5 corridor



In preparing this strategy, account has been taken of the key concerns raised by the Partnership as a whole, individual local authorities and businesses sited along the corridor, with issues centred around the role of the A5 in delivering growth, safety, movement of freight, wider network resilience and sustainability issues, including low carbon transport and air quality issues.

The Strategy covers the 62 mile section of the A5 from Gailey in Staffordshire down to Northamptonshire, via Leicestershire and Warwickshire and sets out the vision for the A5 by providing a clear framework for maintaining and improving the corridor over the next 13 years.

What Has Been Achieved So Far?

Much progress and many notable interventions have been delivered along the corridor between 2011 and 2018, some of which are detailed below;

A5 Partnership Creation of a cross authority Partnership

- Local authorities, together with Highways England have formed an effective partnership to ensure the existing and future needs of the A5 are recognised and delivered. The Partnership produced the first **strategy** for the A5.

Cycling Improvements for Cycling

- Improvements for cyclists between Churchbridge and Brownhills were delivered by Highways England in 2016.
- Improvements between MIRA and Nuneaton and Hinckley to enable people to **access employment opportunities**

Public Transport Bus & Rail

- **Bus**
 - The Partnership identified the need for improved public transport in order to facilitate better access to employment opportunities. Services have been introduced to serve; MIRA/Hinckley/Nuneaton; Magna Park.
 - Bespoke commercial services have been introduced by the operator to serve Birch Coppice.
- **Rail**
 - Heavy Rail Improvements along the NUCKLE corridor (Leicester/Nuneaton to Coventry /Leamington Spa) have been delivered and new schemes further developed.
 - **NUCKLE 1.1** is now operational. This has delivered new stations at Coventry Arena and Bermuda Park.
 - **NUCKLE 2** will provide a new station at Kenilworth, which is due to open early 2018.
 - Work has been undertaken in relation to developing **NUCKLE 3.1** which will allow through services to be reinstated between Coventry and Leicester.

Highway Improvements

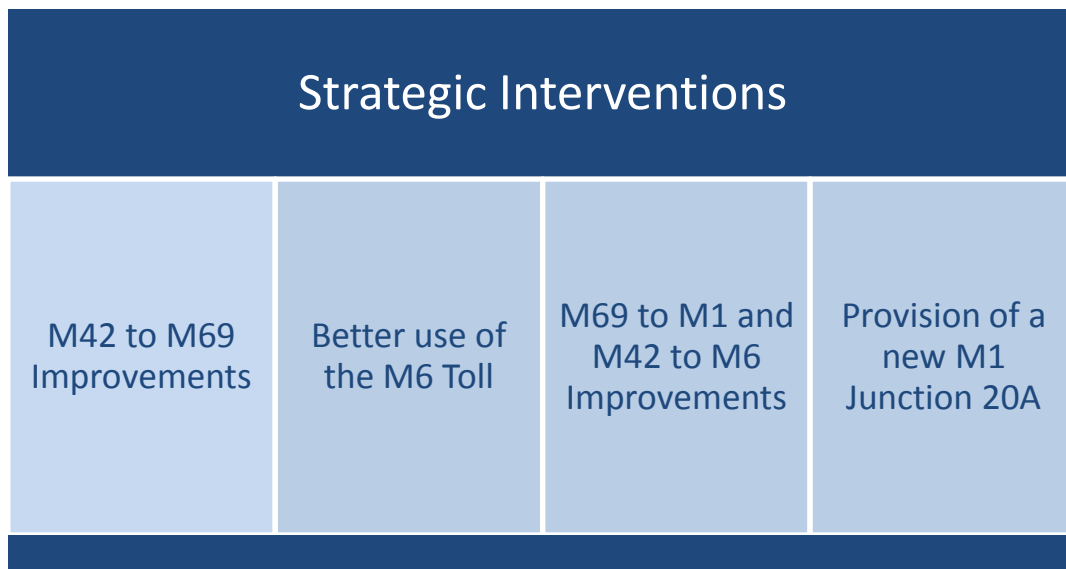
Highway Improvement Schemes

- A number of important highway improvement schemes have been delivered over the last strategy period. Notable schemes include;
- Improvements to J10, M42. Delivered under HE Pinchpoint programme and completed in 2014.
- A5 access improvements to Horiba MIRA, including localised dualling to enable improved access to this employment site.
- A5/A45 Weedon Crossroads improvement, completed in 2013.
- Junction improvements at A5/A47 The Longshoot and A5/A47/B4666 Dodwells. Delivered under HE Pinchpoint programme and completed in 2015.

Key Strategic Interventions 2018-2031

A number of key interventions have been identified for delivery or development during this strategy period. These are strategic in nature and will help facilitate the delivery of the wider strategy for the A5. Whilst it is recognised that there are a number of important schemes that ambitious four schemes have been identified as a priority for delivery during the strategy period. These are set out below:

- **M42 to M69 Improvements** – A combination of on and offline dualling to deliver the first phase of the A5 Expressway, supporting local housing growth, a major expansion of the Horiba MIRA site and works associated with the construction of HS2 Phase 2b at M42 Junction 10;
- **Provision of a new M1 Junction 20A** – This would bring significant relief to M1 Junction 21, support a major logistics development and allow for future links to extend to the M69 and to the A46 at Syston;
- **M69 to M1 and M42 to M6 Improvements** – On and offline dualling to deliver the second and third phases of the A5 Expressway, supporting local housing and employment growth and delivering wider network resilience; and
- **Better use of the M6 Toll** – Improved signage and information to raise driver awareness of the M6 Toll for through trips that currently use the M6 and A5.



The Wider Context

The Strategy has been prepared in the context of local, regional and national policies and a good understanding of the changing socio-economic geographies along the corridor.

Of particular relevance is the role of the Midlands Engine and Midlands Connect. The Midlands Connect Partnership has developed a strategy that is designed to improve the connectivity of the wider region's key locations to enable economic growth. The geographical scope of the Partnership extends from the Humber Ports in North Lincolnshire to the Welsh Marches.

Midlands Connect has recently commissioned the Midlands Motorway Hub study. The A5 and the Midlands Motorway Hub are strongly linked, with the A5 providing an alternative route to the M6 and M6 Toll when travelling south-east to north-west across the Midlands.

The Midlands Connect Partnership **recognises the A5 as an important route** in terms of serving key employment sites and thereby facilitating economic growth and its role in proving wider network resilience. As a result the Midlands Connect Partnership has recently commissioned the **A5 Strategic Corridor Study**. This will be undertaken during 2018/19 and will result in the production of Strategic Outline Business Cases (SOBC) for key priority sections of the A5, as identified by the study. The A5 Partnership will continue to work closely with Midlands Connect during the study and the development of the SOBC's. Close alignment with other strategically significant Midlands Connect projects (e.g. A46 Strategic Corridor Study and M6 Junction 3-11 Study) is also vital going forward and the partnership will seek to support and complement these emerging priorities.

Key influences on this strategy and future scheme interventions are highlighted in figure x.x below.

Figure x.x



Table x.x overleaf provides a summary of the Strengths, Weaknesses, Opportunities and Threats related to the section of the A5 covered by this strategy and reflects the position of the wider Partnership.

<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. • The West Coast Main Line provides a parallel rail corridor to the A5 which could offer an alternative mode of transport for certain short, medium and long distance journeys to be made. 	<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 and 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. • 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. • Whilst public transport provision (particularly bus services) along and across parts the A5 has been improved in part services would benefit from further improvement. • 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. • Provision for lorry parking along the corridor is poor.
<p>Opportunities</p> <ul style="list-style-type: none"> • There are opportunities to utilise a variety of funding streams to deliver improvements to the A5 corridor. • The A5 is a key economic corridor for the East & West Midlands and is this is reflected in the Midlands Connect Agenda and the appropriate LEPS. • There is the opportunity to utilise the A5 in a way that improves network resilience for the wider SRN. • Some established bus routes along the corridor provide opportunities for the provision further service improvements. • The construction of HS2 could offer the opportunity for further rail service enhancements to be made to the classic rail network. • Existing pedestrian/cycle facilities along the route provide the basis for the further development of the network. • Further joint working between the Highways England and Local Authorities is in place to plan future development and its transport needs. 	<p>Threats</p> <ul style="list-style-type: none"> • Housing and employment proposals along the A5 are likely to exacerbate existing problems in the corridor if not properly mitigated. • Appropriate funding • 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. • Construction projects along the corridor may exacerbate congestion e.g. HS2 Phase 2b • Further congestion within the corridor may have a long term impact on air quality and health. • Lack of suitable locations identified for improved lorry parking.

Economic Significance of the A5 Corridor

The local economy of the A5 corridor can be regarded as comparatively strong when compared to the wider West Midlands economy. There are a number of economic centres of importance located along the corridor. These hubs will be subject to further expansion in the future. An A5 that is not performing efficiently and effectively will act as a barrier to further growth by reducing the attractiveness of the area for inward investment.

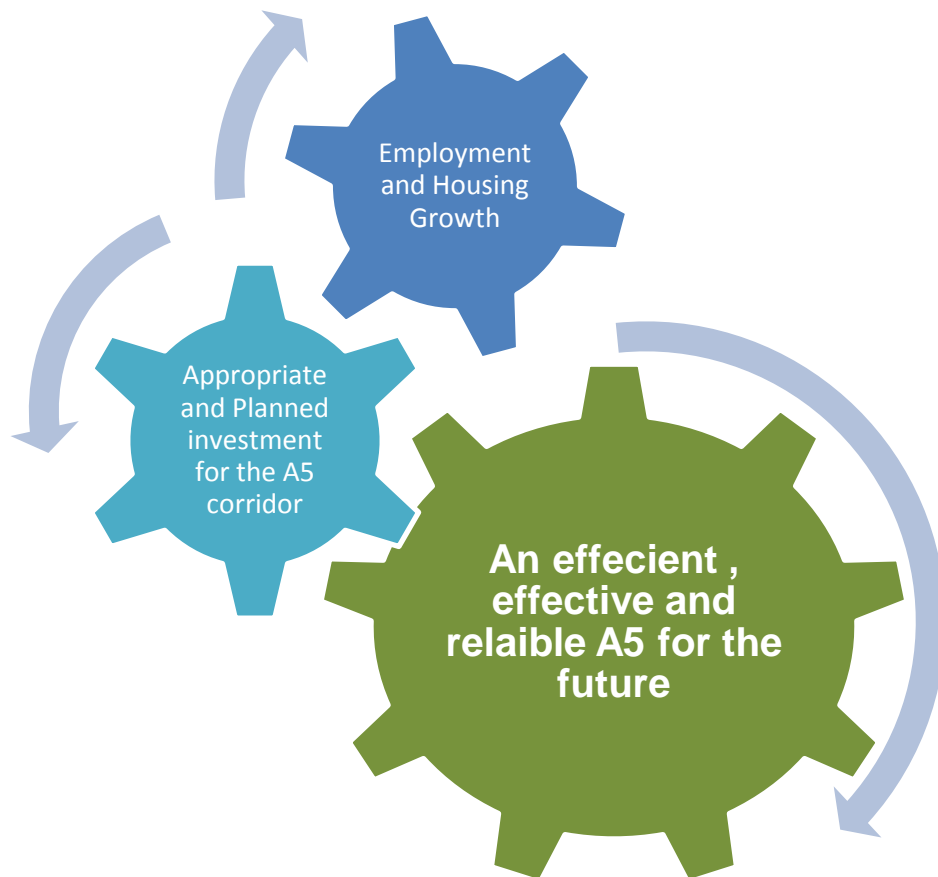
Key Economic Hubs

Leicester & Leicestershire	Northamptonshire	Staffordshire	Warwickshire
<ul style="list-style-type: none"> • Horiba Mira Enterprise Zone • Magna Park • Growth in and around Hinckley 	<ul style="list-style-type: none"> • DIRFT 3 • Towcester South SUE (3000 dwellings + 15.5 ha employment) 	<ul style="list-style-type: none"> • Kingswood Lakeside Employment Park • Tamworth 	<ul style="list-style-type: none"> • Rugby SUE (6,200 dwellings + 31 ha employment) • Rugby Gateway SUE (1,300 dwellings + 36 ha employment) • Growth north of Nuneaton (4,400 dwellings) and other allocations amounting to 2,720 dwellings and 27 ha employment. • Housing growth in the Dordon/Polesworth area in North Warwickshire

Unemployment levels along the corridor are relatively low at approximately 5.6%, this is 2% lower than the UK average (2011 Census). The expansion of the key economic hubs, alongside other growth locations will create further employment opportunities along the corridor. It is anticipated that the A5 corridor will experience growth in demand from advanced manufacturing and logistics development. This will include expansion of MIRA and up to 11,000 new jobs at Magna Park.

Combined with the new housing growth, enabling people to access these jobs will put further pressure on the A5. Without planned and appropriate investment in the A5 corridor congestion and journey reliability problems will be exacerbated. The recognition of this inter relationship is vital and is demonstrated in figure x.x below.

Figure x.x



Key Environmental Considerations

Air Quality and the low carbon agenda are arguably the most important environmental issues facing the A5 corridor.

Air Quality Management Areas (AQMA's) are declared when the levels of particular gases such as Nitrogen Dioxide go above a pre-defined level, beyond which there is believed to be a detrimental impact on human health. There are a number of AQMA's that currently exist in the vicinity of the A5 corridor; these are detailed in table x.x overleaf.

Table x.x: AQMA's by Location

Local Authority	AQMA
Leicestershire	
	<ul style="list-style-type: none"> • Lutterworth Town Centre (High Street)
Northamptonshire	
	<ul style="list-style-type: none"> • Watling Street, Towcester
Staffordshire	
	<ul style="list-style-type: none"> • A5/Longford to Norton Canes (Cannock Chase DC), including A4601 Wolverhampton Road, Wedges Mills • Entire Walsall district, including short length of A5 • A5/A461 Muckley Corner, Lichfield
Warwickshire	
Nuneaton & Bedworth Borough	<ul style="list-style-type: none"> • Midland Road/Corporation Street • Leicester Road/Old Hinckley Road Gyratory
Rugby Borough	<ul style="list-style-type: none"> • Rugby Urban Area – specifically the Warwick Street Gyratory and Rugby Road, Dunchurch

Air Quality Action Plans are in place covering these AQMAs. These have been prepared by the relevant Shire and Metropolitan District/Borough Council in conjunction with Highways England and the appropriate Local Highway Authority (within two-tier authority areas). Planned housing and employment development along the corridor will inevitably, lead to increased movements along and across the A5 corridor. It is vital therefore that sustainable transport options provide a real alternative to the car by which to travel if congestion and access constraints and air quality issues are to be avoided, thereby helping to facilitate wider economic growth and development along the corridor. This Strategy can help to have a positive impact on these AQMA's by encouraging a shift towards public transport, active travel options and more sustainable modes of travel, including promoting a more positive public perception of sustainable transport options overall.

Ongoing development leads to increased emissions, which may or may not significantly impact upon AQMAs but collectively contributes to increased ambient concentrations and greenhouse gas emissions. Provision and /or contributions towards air quality mitigation measures should be sought from major developments or developments forming part of a larger scheme. Examples of mitigation measures include:

- Membership of fleet recognition schemes
- Provision of or contributions to low emission vehicle refuelling infrastructure;
- Provision of incentives for the uptake of low emission vehicles;
- Financial support to low emission public transport options for staff; and
- Improvements to cycling and walking infrastructure.
- Support for and promotion of car clubs; etc.

To assist in evaluation the financial input towards mitigation measures, use can be made of Defra's damage cost approach utilizing guidance found at <https://www.gov.uk/government/publications/green-book-supplementary-guidance-air-quality> and <https://www.gov.uk/air-quality-economic-analysis>, which will evaluate pollutant emission costs associated with the scheme.

The Low Carbon Economy

The move towards a low carbon economy appears to be one of the biggest sustainability issues associated with transport with associated technology and ways of delivering public and private transport and moving freight becoming increasingly important, with a variety of key issues emerging. The government has signed the UK to the Paris Climate agreement, which aims to reduce the climate change impact of greenhouse gas emissions. The widely acknowledged implication of unabated climate change presents significant risks to future generations. Furthermore, costs to address climate change are deemed to be much greater if left unabated than if measures are taken earlier.

By moving to a low-carbon economy our activities will be based on minimising greenhouse gas emissions, especially from carbon dioxide. Carbon dioxide is a significant emission from fossil fuel based road transport. In the longer term, it is desirable that fuel sources are renewable and not based on fossil fuels. In the shorter term, efforts should be made to make the transport network more fuel efficient by minimising the need for road transport and clean vehicle technology. Measures to improve air quality are often compatible with this aim. The following should be a focus for the A5 Partnership group.

- **Fleet Recognition Schemes** such as ECOSTars are already operative in parts of the A5 corridor, and offer the potential to expand. The A5 Transport Partnership can offer assistance to facilitate this. The ECOSTars scheme helps fleet operators to improve the efficiency of their operations and improve the environment through reductions in fuel consumption and vehicle emissions. Local improvements in fleet operation and efficiency will be conducive to improvements in local air quality, which will be particularly beneficial to parts of the A5 which are currently subject to an Air Quality Management Area.
- The government released its UK plan for **tackling roadside nitrogen dioxide concentrations** in 2017, where it reiterated its intention that conventional car and van sales would end by 2040, and for almost every car and van on the road to be a zero emission vehicle by 2050. This presents a challenge to ensure that refuelling infrastructure is provided in time, and an opportunity to move towards greater sustainability. The A5 Transport Partnership can facilitate this by direct provision of refuelling infrastructure and / or requiring developments to incorporate refuelling infrastructure.

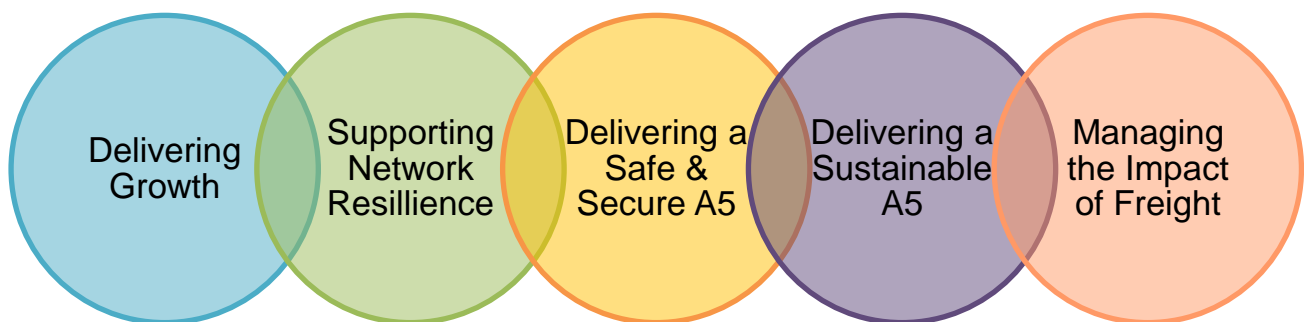
Currently, electric vehicles appear to be the preferred option. However, standardisation of electricity recharging points has yet to be developed which makes infrastructure provision difficult. A watching brief on developments to ensure compatibility of infrastructure provision should be maintained

- The partnership should utilise **funding opportunities** that may arise through government spending commitment to improve overall air quality and cleaner transport.

The Strategy

It is recognised that there are a number of competing priorities for the A5, however the Partnership acknowledge that these priorities generally fall within one of five significant areas. As a result a thematic approach has been taken and the strategy has been structured accordingly to reflect this. These themes are set out below;

A Strategy for the A5



Strategy Objectives

The Strategy Objectives include

- a) To enable the A5 to fulfil its role in facilitating economic growth at a local, regional and national level.
- b) To ensure that the A5 is fulfilling its role in providing wider network resilience.
- c) To facilitate increased capacity along the corridor whilst improving safety and security.
- d) To help facilitate the provision of a good sustainable transport offer along the corridor.
- e) To identify key priority improvements along the corridor to facilitate growth, improve safety, reduce congestion, increase capacity and help deliver a sustainable transport offer.

The key strategy objectives and how they relate to each theme is shown below.

Table x.x: Key Strategy Objectives

Objective	Delivering Growth	Supporting Network Resilience	Delivering a Safe & Secure A5	Delivering a Sustainable A5	Managing the Impact of Freight
To enable the A5 to fulfil its role in facilitating economic growth at a local, regional and national level.	x	x			
To ensure that the A5 is fulfilling its role in providing wider network resilience	x	x			x
To facilitate increased capacity along the corridor whilst improving safety and security	x	x	x		
To help facilitate the provision of a good sustainable transport offer along the corridor	x	x		x	
To identify key priority improvements along the corridor to facilitate growth, improve safety, reduce congestion, increase capacity and help deliver a sustainable transport offer	x	x	x	x	x

Delivering Growth

Aims & Outcomes

Table 3.1: Key Aims of Strategy

Key Aims	Key Required Outcome
<ul style="list-style-type: none"> To enable the A5 to play its full and proper role in supporting and facilitating economic activity and growth at a local, regional and national level 	<ul style="list-style-type: none"> A well-functioning route that provides the best possible access to and from centres of population, employment and services, including new areas of growth

Context

The UK government recognises that investment in infrastructure is needed to improve productivity, in turn facilitating growth and sustainable communities' through movement of people, goods and resources.¹ The A5 is a key strategic route which passes through the East and West Midlands, serving many areas with the potential for significant residential development supported by a strong existing and new manufacturing and logistics employment base. However, while growth and development inevitably increase pressure on infrastructure they also provide opportunities. Through this strategy we seek to identify where significant growth – both residential and non-residential is planned and thereby highlight the necessity for investment in the A5

Population Growth

A wider study area population of 1,153,289 [ONS mid year estimates 2016] within the local authority areas is served by this section of the A5 route. Within this same geographical area, levels of growth proposed in local development plans amount to more than 60,000 dwellings and 500 hectares of employment land over the next 15-20 years. The route passes close to the existing strategic centres of Northampton, Daventry, Rugby, Hinckley, Nuneaton, Atherstone, Tamworth, Lichfield and Cannock, with smaller settlements also spread along the route.

Since the publication of the previous A5 Strategy in 2011, a number of major residential developments have been completed or are currently under construction along the A5 corridor. These developments are within 5km / 5-10 minute drive time of direct access on to the A5 and are detailed in **Appendix A**. Further significant major residential developments adjacent to the A5 that are currently in the pipeline, i.e. allocated through local authority statutory development plans and/or extant planning permissions (commitments) can also be found in the appendix.

¹ HM Treasury (December 2013) National Infrastructure Plan 2013
www.gov.uk/government/uploads/system/uploads/attachment_data/file/263159/national_infrastructure_plan_2013.pdf

Employment Growth

Being a key south-east to north-west artery, the A5 provides an attractive location for the logistics industry, particularly in close proximity to connections with the M1/M6/M69 (the 'Golden Triangle' area around the districts of Daventry, Rugby and Harborough), and the M42 and M6 in Staffordshire north of Birmingham and the Black Country.

Strategic employment sites in B8 use (logistics/distribution) along the route include the Daventry International Rail Freight Terminal (DIRFT), Sketchely Meadows (Hinckley), Magna Park (Harborough District), and Birch Coppice (North Warwickshire). In addition, the Horiba MIRA Technology Park (Hinckley & Bosworth) is a strategic employment site which makes a significant contribution to the well-established automotive industry in the Midlands area.

Whilst these sites are already strategically significant in the sub-region due to their existing scale, many are also subject to current proposals for expansion due to their excellent strategic location for investors looking to locate or expand in the East, West and South Midlands. The current status of these major employment sites is detailed in **Appendix B**.

The scale of these proposals provides clear evidence of the attractiveness of the A5 corridor for future economic growth. The overall accessibility and connectivity of the route is a key factor, sitting as it does in the centre of the UK with excellent access to various other parts of the strategic road network. The route also has readily available access to a highly skilled workforce, which is a key consideration for employers in deciding where to direct investment in terms of business start-up or expansion.

Realising the potential future growth is hindered by a number of factors:

- Lower than necessary investment in transport infrastructure, especially in local and strategic road infrastructure for many decades;
- Lack of devolved powers and funding to city-regions in the absence of elected mayors having a detrimental impact on infrastructure development;
- Not having in place a 'whole systems' approach to infrastructure planning and delivery; and
- Lack of spare capacity or alternatives to the A5 is already a chronic problem for economic growth

Key Objectives

- Enable local planning authorities to meet local plan growth needs by ensuring the A5 is a safe, reliable, efficient route for people accessing homes, jobs, services and leisure opportunities.
- Enable businesses to start-up, relocate or expand existing operations in the area as a means of making a significant contribution to the economy, particularly through the provision of local job opportunities.

Challenges and Opportunities

The key challenges and opportunities are set out in the table below.

Table X: Key Challenges and Opportunities

	Challenges	Opportunities
e.g. Funding	Competition from other development projects for funding from regional and national sources.	<ul style="list-style-type: none"> • Feed into development of Midlands Connect business case for Phase 1 upgrade of A5 between A38 and M1. • Continue engagement in RIS2 process and lobby to include schemes for delivery in 2020-25 period. Ongoing evidence gathering for longer term delivery of schemes via inclusion in RIS3.
	Ability to secure financial contributions from development where viability is more marginal.	<ul style="list-style-type: none"> • Use of other funding sources to address shortfall in infrastructure provision/improvements where market less buoyant for development industry.
e.g. Employment Development	Capacity/reliability of route where major employment sites (either new development or expansion of existing sites) are located.	<ul style="list-style-type: none"> • Review local plan growth targets and assess allocations/outline commitments for potential impacts. • Identify priority schemes which provide improvements to operational capacity, especially at key junctions. • Combine developer contributions with other funding sources to plan for headroom within scheme capacity.
	Provision of sustainable modes of transport to access strategic employment sites.	<ul style="list-style-type: none"> • New sustainable transport initiatives involving businesses, public transport operators and walking/cycling groups to better connect major employment sites to labour force. • Opportunity to 'bridge' areas of severance along A5 route. Pertinent for people to access training or apprenticeships, and where labour force may have more limited access to transport options.
	Ability to capitalise on locational advantages of	<ul style="list-style-type: none"> • A5 provides network resilience by offering an alternative to motorway

	A5 route, e.g. a targeted corridor for growing business sectors such as strategic distribution.	<p>routes, but is also a significant employment growth area in itself, e.g. DIRFT, Magna Park, MIRA, Birch Coppice</p> <ul style="list-style-type: none"> • Opportunity for supply chain businesses to locate in close proximity to strategic employment sites on A5 route.
e.g. Residential Development	Capacity/reliability of route where major residential development is taking place.	<ul style="list-style-type: none"> • Review local plan growth targets and assess allocations/outline commitments for potential impacts. • Identify priority schemes which provide improvements to operational capacity, especially at key junctions. • Justify collection of developer contributions where development is directly relevant to infrastructure impacts.
Wider Road Network	Possible impact of increased use of M6 Toll route if changes made to ownership/operation, e.g. removal of charging	<ul style="list-style-type: none"> • Freeing up of capacity on A5 and prospect of reduction in congestion and safety incidents. • Increased reliability of route for commuting and business journeys.

Policies

Policies have been developed to support the aim of Delivering Growth along the A5 corridor. These are set out below.

Policy DG1 – Delivery of sustainable growth in the A5 corridor.

The A5 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 in close proximity to existing public transport and interchange facilities and where opportunities to make trips using sustainable modes can be maximised.

Policy DG2 – Identification of Mitigating Measures.

The local planning and highway authorities represented on the A5 Partnership will identify essential transport infrastructure required to mitigate the impact of development.

Where it is not possible to locate significant developments in proximity to existing transport infrastructure, Local Authorities will identify essential transport infrastructure

and other improvements which are necessary to mitigate the impact of the proposed growth in a sustainable way and provide additional highway capacity where necessary.

Policy DG3 – Securing Funding for Improvements.

Local planning and highway authorities represented on the A5 Partnership will, as appropriate, secure funding for/towards specific improvements.

As part of the overall planning process, funding for improvements will be secured for specific improvements to the A5 or for measures that will mitigate the impact of development. This could include specific capacity and safety improvements, traffic management improvements, walking and cycling enhancements, public transport improvements (service and/or infrastructure) and smarter choices initiatives.

Supporting Network Resilience

Aims & Outcomes

Table X: Key Aims and Outcomes for Supporting Network Resilience

Key Aims	Key Required Outcome
<ul style="list-style-type: none"> To improve the planning and alternative route signing during periods of planned disruption. 	<ul style="list-style-type: none"> To improve the overall network resilience of the A5 corridor.
<ul style="list-style-type: none"> To manage the impact of growth and development on the A5 corridor and ensure that significant growth is mitigated 	<ul style="list-style-type: none"> To limit the impact of planned disruption on local communities.
<ul style="list-style-type: none"> To seek a fully funded planned and phased approach to investment. 	<ul style="list-style-type: none"> To ensure that the A5 improvements identified are fully funded and a phased approach to delivering the finding is taken.
<ul style="list-style-type: none"> To ensure construction that has an impact on the corridor is appropriately mitigated. 	<ul style="list-style-type: none"> That opportunities are taken to adequately mitigate the impacts of construction and ensure the A5 is fit for purpose going forward.

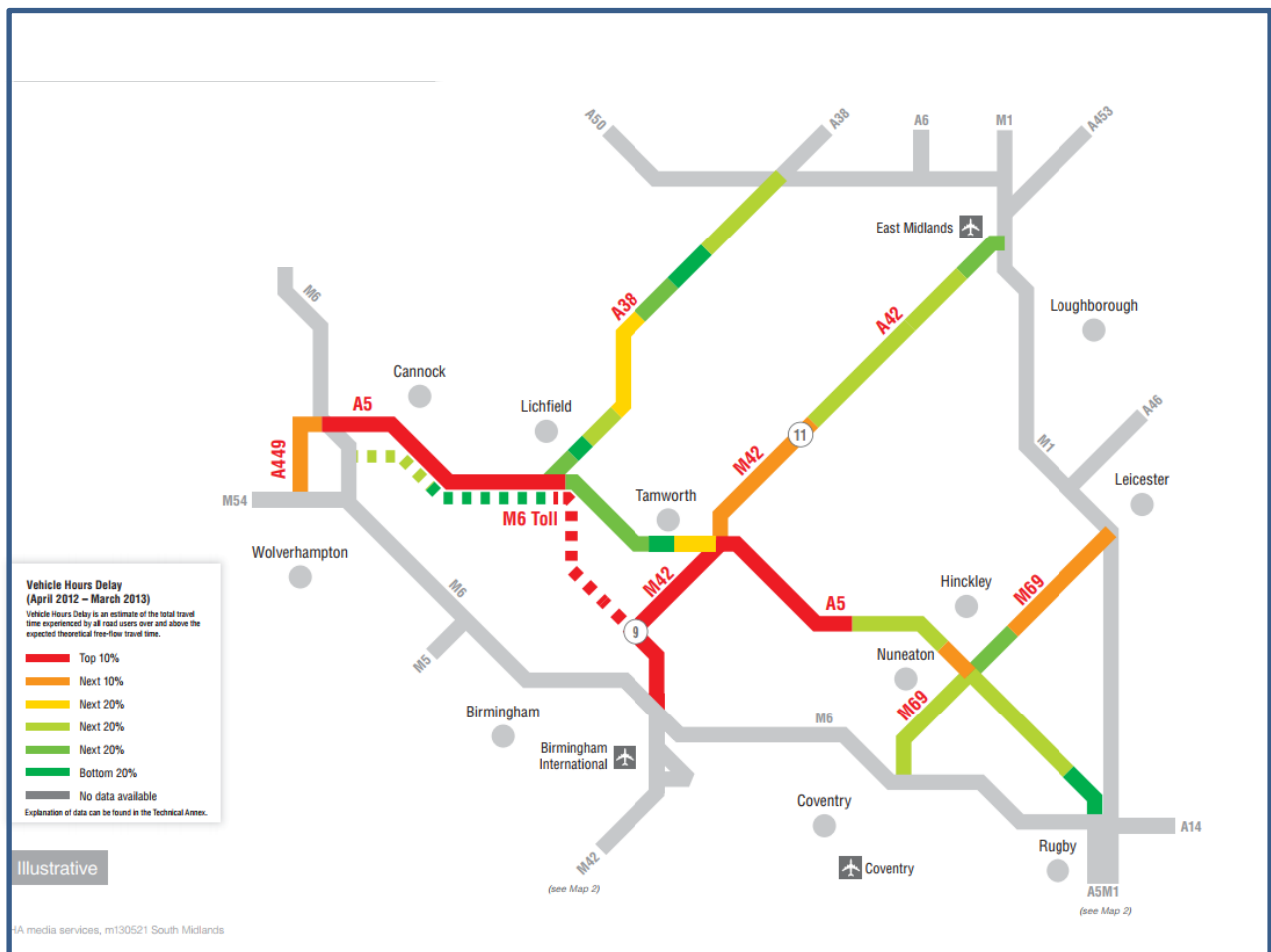
Context

The A5 is a well-established corridor forms which an important part of the Strategic Road Network (SRN) between the South East, East Midlands, West Midlands and Wales. It facilitates access to the M54, M6, M6 Toll, M42, M69 and the M1. The role of the A5 has never been more important, providing a key artery of movement which affords access to vital employment, leisure and social opportunities thereby helping to support and facilitate economic growth. The A5 plays an important role as part of the wider strategic network and carries in the region of 23,000 vehicles per day.

The A5 has a key role to play in providing network resilience for the wider Strategic Road Network and this role will become increasingly important in the future. Planned and unplanned incidents on the M6 and M1 are conducive to traffic seeking alternative routes, with a significant proportion rerouting via the A5. Currently, the A5 can struggle to cope with this additional traffic, traffic speeds can be slow and it does not provide the level of reliability or resilience for the wider SRN that it could have the capability of providing. Figure x.x below Network Performance in terms of delay, compared with a theoretical free flowing network.

Figure x.x Network Performance – Delay

(Source: Route Strategy Evidence Reports, Highways England).



Furthermore, the issue regarding resilience is compounded by the way in which the M6 Toll is currently managed. The M6 Toll as an integral part of the overall corridor and has the capacity to relieve pressure on the A5 corridor during planned or unplanned disruption on the wider network. The way in which the Toll road is currently being managed and priced does not facilitate wider network management and resilience.

A key area of concern is the standard of the A5 as a whole which varies significantly along this corridor, from dual to single carriageway. Along certain sections the A5 operates more as a local road than a key A road, providing a route for local, short distance trips and access to local employment sites. This is compounded by the frequent changes in standard along some sections. Some sections of the corridor are further constrained by railway and canal bridges.

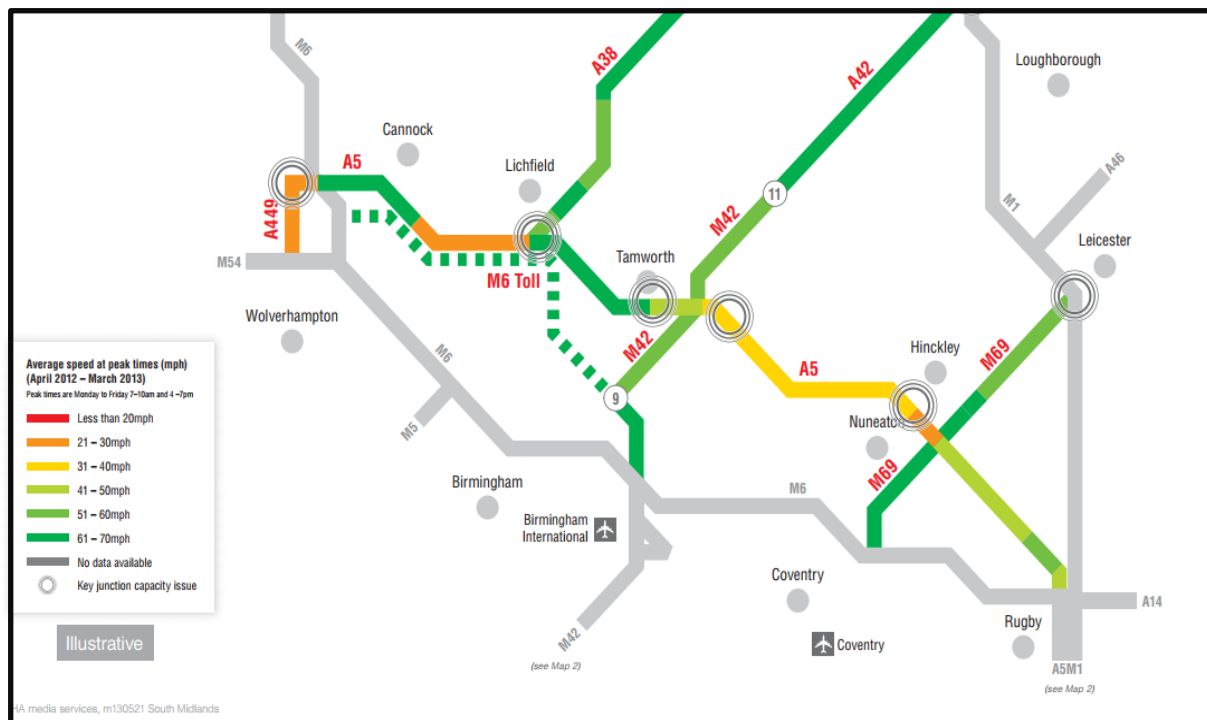
The standard of corridor can be categorised into the following:

- High quality 'express way' standard route.
- Single carriageway some of which feels rural in nature, with more limited overtaking opportunities.
- Sections with numerous roundabouts, priority junctions and private driveways.

This varying standard along the corridor means that parts of the A5 are often congested and passing opportunities are limited. In addition, these stretches of single carriageway and at grade junctions contribute to further congestion and slow journey speeds (as indicated in figure x.x). Investment in the A5 has not kept pace with the increasing levels of congestion and 'blue- light' services are often impeded along the corridor during periods of congestion. As a result the A5 is currently unable to fulfil its full potential as part of the wider Strategic Road Network.

Figure x.x Network Performance – Speed

(Source: Route Strategy Evidence Reports, Highways England).



Local housing and employment growth in the vicinity of the A5 corridor will be very significant. These unprecedented levels of growth will serve to place increased pressure on the A5 corridor and must be properly mitigated against if overall network resilience is not to be compromised.

The construction of HS2 will present significant challenges for the A5 corridor. In addition to the level of construction traffic using roads in the vicinity, the route of HS2 Phase 2 B is proposed to directly impact Junction 10 of the M42. The A5 intersects this junction, it is therefore vital that the construction phase has minimal impact on the A5 and M42 and arguably of greater importance is ensuring that HS2 reinstates the

junction in a way which is the fit for purpose going forward, acknowledging the increasing importance of the role of the A5 in the future.

Policy Background

The role of the A5 is increasingly high on the national, regional and local agenda, with central government, Midlands Connect, Highways England and Local Authorities all recognising the increasing importance the A5 has in terms of wider network resilience, enhancing connectivity and unlocking economic growth.

Midlands Connect and Highways England have both identified the A5 as a key corridor that has the potential to provide increasing network resilience and improved connectivity. Midlands Connect have recently commissioned the Midlands Motorway Hub study which has been procured and managed by Highways England, the A5 corridor and the M6 Toll are both included in the geographical scope of the study. In addition Midlands Connect are planning to undertake a specific strategic A5 corridor study during 2018 to more fully examine the role the A5 can undertake going forward.

Highways England is committed to undertaking work to establish clear options for improving the A5. It is likely that these improvements will be both on and off line with the overall intention being to move the A5 corridor towards an express way standard along the route as a whole.

Challenges and Opportunities

Table X: Challenges and Opportunities

	Challenges	Opportunities
Congestion and additional growth	<p>Significant growth, especially in relation to housing and employment sites has already occurred in key locations along the A5 corridor and further development is due to come forward in the near future. This will lead to increased levels of congestion placing additional pressure on the corridor and exacerbating the requirement for better network resilience for the A5.</p> <p>The corridor includes long sections of single-carriageway which restrict</p>	<p>Need for a phased investment move towards an expressway standard for the A5 along the corridor as a whole.</p> <p>Opportunity to look at the way in which the M6 Toll road is managed and priced in order to facilitate better management and network resilience during periods of disruption.</p>

	capacity and limit overtaking opportunities	
Funding	Investment in the A5 has not kept pace in addressing the current levels of congestion. There is a clear opportunity to address this issue going forward.	<p>There is a clear opportunity to address funding issues going forward and ensure the provision of a phased investment strategy. Opportunities to secure investment will include;</p> <p>Midlands Connect - outcome of relevant studies will demonstrate the need for schemes to be prioritised and appropriate funding levels brought forward.</p> <p>Developer Funding – Local Development may provide the opportunity to access funds via S106/CIL. It is acknowledged that this will be limited and will only fund small scale improvements to the corridor.</p> <p>Other Funding Opportunities - The A5 Transport Partnership must be ready to take advantage of other funding opportunities that may arise e.g. from DfT, Highways England, LEP's etc. A5 improvement schemes should be developed sufficiently to enable high quality bids to be submitted for funding as opportunities arise.</p>
Construction Impacts	Construction work occurring in the vicinity of the A5 is likely to place additional pressure on the A5. Of significance, the construction of HS2 Phase 2 B will be particularly challenging as it will directly impact on the A5 at J10 of the M42.	The A5 partnership collectively, and individual constituent authorities should ensure the opportunities are taken to adequately mitigate the impacts of construction on the A5. Where possible reinstatement works should be enable the A5 to be fit for purpose going forward.
Planned & Unplanned	Planned and unplanned disruption e.g. road works	Whilst unplanned disruption can have significant short term impacts on local

Disruption	and accidents can result in significant delay and impact on local communities due to traffic seeking alternative routes.	communities and road users it is difficult to mitigate against. Yet planned disruption can be managed more effectively. There is the opportunity for Local Authorities to be more closely aligned with Highways England to ensure that diversion routes are appropriately signed to minimise the impact of traffic rerouting on local communities.
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Policies

A number of policies have been developed to support the A5 Strategy in relation to Network Resilience. The range of policies have been designed to support wider network resilience along the corridor and will have a positive impact upon the delivery of the wider strategy, enabling the A5 to support the longer term economic development and growth propos

Policy NR 1: Investment

The A5 Partnership strongly supports a planned, phased investment approach for the A5 corridor that delivers an expressway standard route along the corridor.

- Investment along the corridor to date can be regarded as inadequate. The partnership welcomes and supports a programme of planned investment targeted at key points along the corridor to deliver an expressway standard throughout the corridor.

Policy NR 2: Management of the M6 Toll

The A5 Partnership supports the increased use of the M6 Toll to help relieve pressure on the A5 corridor.

- The M6 Toll is an integral part of the A5 corridor and has the capacity to relieve pressure on the A5 during periods of disruption on the wider network.
- The way in which to Toll road is currently managed and priced does not facilitate wider network management or promote better resilience.
- The Partnership would support the undertaking of feasibility work to look at how the M6 Toll could be managed and priced during periods of disruption (planned and unplanned) to help relive pressure on the wider Strategic Road Network.

Policy NR 3: Managing the Impact of Construction

The A5 Partnership will, where appropriate, seek to manage the impact of construction where it impacts on the A5 to ensure it is fit for purpose going forward.

- The Partnership will seek to manage the impact of construction on the A5 and where appropriate seek opportunities to ensure that any reinstatement works ensure the A5 is fit for purpose going forward.

Policy NR 4: Managing the Impact of Growth and Development

The A5 Partnership will seek to ensure that the levels of growth and development that will occur in the vicinity of the A5 corridor are adequately mitigated against to ensure the corridor will be able to fulfil the demands placed upon it in the future.

Policy NR 5: Managing the Impact of Planned Roadworks and Other Disruption

Local Authorities represented on the A5 Partnership will work with Highways England to manage the impact of planned road works on local communities.

- The partnership will, via the constituent Local Authorities, seek to minimise the impact of planned road works on local communities. This will involve continuing the close working relationship with Highways England to ensure diversion routes are appropriately signed and adequate advance notice of works given.
- The Partnership will encourage member authorities to review locations on the highway where incidents occur on a frequent basis e.g. due to bridge strikes and to put in place appropriate preventative measures.

Delivering a Safe and Secure A5

Aims & Outcomes

Key Aims	Key Required Outcome
Supporting the smooth flow of traffic	Ensure the highway safety, capacity and community severance issues are addressed along the A5 corridor.
Making the A5 safer	
Helping cyclists, walkers, and other vulnerable users of the Network	

Context

The British Road Safety Statement advocates the universal implementation of the Safe System approach as a key priority. Highways England has already embedded the concept within their policy but for local authorities this represents a radical evolution in strategies for further improving road safety. However, unlike local authorities, Highways England has been given a challenging casualty reduction target by the Government together with funding to deliver it through the Roads Investment Strategy.

The target aims to reduce the number of people killed or seriously injured (KSI) on the strategic road network by 40% by 2020.

To achieve this 40% reduction along the A5, partners should adopt the Safe Systems approach as the overriding principle in developing a network that aims to remove the potential for death and serious injury occurring and in doing so puts the safety for drivers, motorcyclists, cyclists and pedestrians at the core of all future activities along the corridor.

The existing use of the A5, combined with forecasted levels of growth along the corridor means that the A5 has, in parts, become a barrier to vehicles and other road users safely accessing local roads and economic hubs. As well as the obvious harm caused, collisions on the A5 have a negative impact on the corridors resilience and reliability performance.

Historically routes like the A5 were built and further developed in a fragmented manner with insufficient attention to safety or community cohesion, reducing opportunities for cycling and walking. These historic problems should be rectified, and opportunities taken to ensure that safety and cohesion are central to all future developments of the A5 and its environs.

Key Issues

Supporting the smooth flow of traffic

The A5 provides resilience and an alternative route to the M6 and M6 Toll. However, when an incident occurs on the motorway network the A5 experiences significant congestion, often leading to safety issues, as many of the junctions along the route were not designed for the levels of traffic currently experienced. According to DfT's Road Investment Strategy for the 2015/16 – 2019/20 Road Period, traffic flows are estimated to be between 27% and 57% higher in 2040 than they were in 2013, putting the resilience of the existing network under further strain.

As congestion increases the collision risk also rises, this can be accounted for due to increased driver frustration and limited safe overtaking opportunities on single carriageway sections. There are safety issues along various sections, and at some specific junctions on the A5, particularly at locations where there is congestion. For example, there are safety challenges around Hinckley, Atherstone, the A38 junction and the A461 Walsall Road junction.

As a result of fragmented development, the A5 has inconsistent carriageway standards and multiple at-grade junctions and side accesses. The road has sections of both single and dual carriageway and numerous different junction types along it. These inconsistencies not only cause congestion on HE's and the local road network but also increase the risk of collisions.

There are a number of Air Quality Management Areas along parts of the route and any increase in congestion may exacerbate this further.

Making the A5 Safer

Within HE's Strategic Business Plan 2015-20 it states '*no one should be harmed when travelling or working on the Strategic Road Network*'.

To achieve this ambitious goal, the Government have set a target for an ongoing reduction in network KSIs to support a decrease of at least 40% by the end of 2020 against 2005-09 baseline. HE will try and guarantee this target is met by ensuring 90% of the network achieves a safety rating equivalent to EuroRAP 3* by 2020.

EuroRAP Risk Rating

Historically the EuroRAP rating system ranked the safety of roads using a four star rating system.

Data published in 2010 revealed that, while all of the motorway network and 98% of dual carriageway A roads were rated three or four stars, 63% of single carriageway A roads were below three stars; with the section of A5 between A428 Crick to A508

Northampton Road Roundabout having **the lowest average 2-star rating for a single carriageway road on the HE network.**

The most current EuroRAP rating system ranks roads between low risk and high risk.

2016 British EuroRAP results rate the A5 as a **primarily low-medium risk route.** However, there are **lengthy sections classed as medium risk**, most notably the Hinckley to Daventry section, which has a relatively high KSI rate of 31%.

The EuroRAP ratings given show the A5 as a relatively high performing route. However, virtually the entire motorway network has a low risk (green) rating and almost the entire A-road strategic network has a low-medium risk (yellow) rating or lower.

Taking the above into account, the Hinckley to Daventry section of the A5 should be classed as poor performing. In addition to this, the HE South Midlands Route Strategy (2017) has identified the section of A5, between M42 and M1, as containing some of the worst performing parts of the network for road safety.

Personal Injury Collision (PIC) Data

Along the corridor overall approximately a quarter of collisions occur during the evening peak, this is likely to be due to the number of vehicle movements taking place during this time and the increased pressure on the corridor.

Significantly it appears that the mixed standard of the A5 (expressway, single carriageway sections and a significant number of roundabouts and at grade junctions) are a contributory factor in the number of collisions that occur; across all sections the accident proportion of PICs at roundabouts is approximately 40% compared to a national average of just 10%.

The proportion of cyclists and pedestrians involved in collisions is generally significantly lower than the national average; however this is likely to be a consequence of lower overall rates of walking and cycling along the corridor.

The highest rate of Personal Injury Collisions occurred on the A449 Gailey to Brownhills section of the corridor (rate of 9.2 per KM).

A summary of PIC data is provided in table x.x below.

Section of A5	Key Statistics	Additional Information
A449 Gailey to A452 Brownhills	<ul style="list-style-type: none"> • Average PIC rate of 9.2 per km (2013-15). • KSI rate of 14%. 	<ul style="list-style-type: none"> • General upward trend in PICs between 2013-15. • Nearly a quarter of collisions occur in the evening peak. • 39% of collisions occurred at roundabouts (compared to national average of 10%). • Over half (55%) of PICS occurred on single carriageway sections.
A452 Brownhills to M42J10 (Tamworth)	<ul style="list-style-type: none"> • Average PIC rate of 5.4 per km (2013-15). • KSI rate of 9% 	<ul style="list-style-type: none"> • Nearly 40% of collisions occurred at roundabouts. • Notable increase in the number of PICs when compared to the 2007-09 period. • The majority of accidents (51%) occurred on dual carriage way sections.
M42 9J10 to M69 J1 (Hinckley)	<ul style="list-style-type: none"> • Average PIC rate of 5.4 per km (2013-15). • KSI rate of 14% 	<ul style="list-style-type: none"> • Collisions at private access are nearly three times the national average. • Collisions at roundabouts are more than double the national average. • 64% of accidents occurred on single carriage way sections of highway. • Pedestrian and cyclist casualties significantly lower than national average.
M69 (J1) to A428 (Crick)	<ul style="list-style-type: none"> • Average PIC rate of 2.8 per km (2013-15). • KSI rate of 31% 	<ul style="list-style-type: none"> • Collisions at roundabouts are more than double the national average. • Over half (53%) of PICs occurred on single carriage way sections of road. 30% occurred on dualled sections. • Collisions at T junctions are notably higher than the national average.
A428 to A508 (Northampton Road Roundabout)	<ul style="list-style-type: none"> • Average PIC rate of 2.2per km (2013-15). • KSI rate of 32% 	<ul style="list-style-type: none"> • Collisions at private access (8%) are double the national average • 92% of PICs occurred on single carriageway sections. •

Challenges and Opportunities

	Challenges	Opportunities
Personal injury collisions and KSIs	<ul style="list-style-type: none"> • Multiple at-grade junctions, including numerous different forms and side accesses. • The corridor includes long sections of single-carriageway which restrict capacity and can lead to drivers taking risks when overtaking. • The corridor experiences a relatively high PIC rate, some of which relate to vulnerable road users. • Hinckley to Daventry section has a high KSI rate of 31% and medium EuroRAP risk rating. • Crick to A508 section has a high KSI rate of 32%. • According to the 2007-09 base line data, the A5 has experienced a significant increase in both PICs and KSIs. • Section between M42 and M1 contains some of the worst performing parts of the network for road safety. • Increases in traffic both from development and natural growth may increase PICs and have a detrimental environmental impact. 	<ul style="list-style-type: none"> • Funding from developers through S106/CIL and S278 agreements. • Joint working between Highways England and Local Authorities is in place to plan future development and its transport needs. • Government target for an ongoing reduction in network KSIs to support a decrease of at least 40% by the end of 2020 against 2005-09 baseline. • HE have set a target to ensure 90% of the network achieves a safety rating equivalent to EuroRAP 3* by 2020. • Key investment projects identified on the strategic road network in DfT's Road Investment Strategy for the 2015/16 – 2019/20 Road Period.
Congestion	<ul style="list-style-type: none"> • The corridor includes a number of congestion points, many of which also have safety challenges. Investment in the A5 has not kept pace in addressing these levels of congestion. • The corridor struggles to cope as a diversionary route when an incident occurs on the motorway network. Without mitigation congestion, and the associated safety problems, 	<ul style="list-style-type: none"> • The corridor includes some sections of dual-carriageway which provide suitable capacity and opportunities for vehicles to overtake. • HE has a desire to convert their busiest A-roads into Expressways, providing improved standards in performance. • The West Coast Main Line provides a parallel rail corridor to the A5 which could offer an alternative mode of transport for

	<p>will worsen as traffic numbers increase.</p> <ul style="list-style-type: none"> • A number of Air Quality Management Areas exist along the corridor which are directly related to road traffic emissions. • Further congestion within the corridor may have a long term impact on air quality and health. • Housing and employment proposals along the A5 may exacerbate existing problems in the corridor if not properly mitigated. 	<p>certain short, medium and long distance journeys to be made.</p> <ul style="list-style-type: none"> • Some established bus routes along the corridor provide opportunities for a switch to more sustainable modes of travel.
<p>Helping cyclists, pedestrians and other vulnerable users of the network</p>	<ul style="list-style-type: none"> • Existing traffic flow levels on certain sections of the route cause severance issues for local communities. • There is currently a mixture of pedestrian and cycle facilities along the corridor, with little continuity or consistency. Thus reducing opportunities for cycling and walking. • Inconsistent street lighting provision along the route. 	<ul style="list-style-type: none"> • Funding from developers through S106/CIL and S278 agreements. • Existing pedestrian/cycle facilities along the route provide the foundation for the development of a continuous network. • HE KPI to increase the number of new or upgraded crossings. • HE commitment to invest £100m of ring-fenced funding in 200 cycling schemes before 2021.

Policies

A number of policies have been developed to support the A5 Strategy in relation to improving safety and security. These are outlined below;

Policy SS 1: To reduce the number of people Killed or Seriously Injured on the A5 each year

The A5 Partnership will adopt the Safe Systems principle to implement schemes that reduce harm along the A5.

The Partnership will also help facilitate the safe movement of road users across and alongside the A5. In addition work will be undertaken to help ensure the A5 achieves a minimum safety rating equivalent to EuroRAP 3* by 2020.

Policy SS 2: Improvements to the A5 Corridor to improve Safety

The A5 Partnership will encourage Highways England to prioritise improvements to the A5 corridor based on need and availability of funding.

Key considerations which may influence the decision making process may include;

- a) The need to reduce casualties at known locations, both in terms of the number of incidences and their severity
- b) The need to mitigate the impact of development when it may impact on road safety;
- c) The need to address the inappropriate use of roads adjoining the A5 by rat-running vehicles and
- d) The need to improve facilities for non-motorised and other vulnerable users, particularly where the A5 corridor causes severance for communities.

Policy SS 3: Improved Safety for those Walking and Cycling

The A5 Partnership will work together to deliver safety improvements for those walking and cycling including measures to support new developments.

Examples of improvements could include;

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

Delivering a Sustainable A5

Aims & Outcomes

Table X: Key Aims and Outcomes

Key Aims	Key Required Outcome
<ul style="list-style-type: none"> To improve the overall sustainable transport offer along and across the A5 Corridor. 	<ul style="list-style-type: none"> To help unlock the economic potential of the A5 corridor by ensuring well connected employment opportunities and services.
<ul style="list-style-type: none"> To improve the overall offer, attractiveness and availability of services and infrastructure that supports walking, cycling and public transport as modes of choice. 	<ul style="list-style-type: none"> Provision of improved infrastructure to support sustainable travel choices. To inform and support local policy development and funding bids.
<ul style="list-style-type: none"> To improve access to employment opportunities available along the corridor by public transport and other sustainable modes of travel. 	<ul style="list-style-type: none"> To have a positive impact on Air Quality along the corridor.
<ul style="list-style-type: none"> To contribute to a low carbon A5 and improved Air Quality along the corridor. 	

Context

The provision of clear Sustainable Transport strategy is essential – it is vital that the unique challenges and opportunities that exist along the corridor in relation to sustainable transport are acknowledged and addressed as appropriate.

Achieving a significant shift from driving to cycling and walking requires changes to be made to the highway and town infrastructure to provide more facilities, space and priority for cyclists and pedestrians. Increasing the levels of walking and cycling will reduce congestion, improve air quality and benefit the health and wellbeing of residents, employees and visitors. Ensuring that sustainable transport options are fully maximised will help secure an A5 that is fit for purpose and able to support housing and employment growth both now and in the future,

The Economic Importance of Sustainable Transport

The delivery of the Sustainable Transport strategy will have important economic outcomes, specifically to influencing the local and regional economy by;

- Helping to improve the reliability of journey times through maintaining and managing the existing transport system to minimise congestion and delays;
- Facilitating public transport improvements which will help support the economy through improving accessibility and helping to reducing congestion along the corridor;
- Helping to improve connectivity to key sites along the A5 corridor via the provision of new routes and services, to enable business journeys to take place and maximise accessibility of local labour markets to employment opportunities; and
- Supporting the delivery of housing and economic growth along the corridor via the provision of new transport infrastructure and services.

Despite the importance of sustainable transport options along the corridor it is acknowledged that there are a number of issues that are contributing factors to more traditional sustainable transport options being less desirable than relying on the private car. These include;

- Severance issues across the corridor,
- Public transport issues, bus services are often limited and do not provide a real alternative transport option for people wishing to cross or travel along the corridor. This is especially relevant in terms of accessing employment opportunities.
- Lack of safe and accessible cycling and walking routes.

In addition, significant growth along the corridor, especially in relation to housing and employment sites has already occurred in numerous locations along the A5 corridor with further major development planned to come forward in the future. This will put additional pressure on the requirement for targeted sustainable transport options to be developed to serve the needs of the local resident population and local businesses.

Work Undertaken To Date

Initial accessibility analysis was commissioned by the A5 Transport Partnership in 2016. This high level piece of work assessed the existing level of accessibility to key destinations, including town centres, rail stations and employment sites. An analysis of bus stop frequency was also undertaken in order to ascertain which areas have high and low bus availability. It is acknowledged that this work is only indicative and provides a 'snap shot' of accessibility at that particular point in time.

This work was used to help shape and inform the production of the Sustainable Transport Strategy, produced and endorsed by the A5 Partnership in 2016. This work has been used to inform the strategy contained within the A5 Strategy 2017 – 2033.

Wider Policy Context

The Sustainable Transport strategy has been prepared taking account of national and local policy. There are a number of specific strategies and policies that are of particular relevance. These include;

a) *The Cycling and Walking Investment Strategy*

The final version of this strategy was published by the Department for Transport in April 2017 and sets out how the ambition to ensure everyone has access to safe, attractive routes for cycling and walking will be achieved. This overarching objective will be delivered through seven specific activities divided into three themes; Better Safety, Better Mobility and Better Streets.

b) *2015-2020 Highways England Delivery Plan*

The Delivery Plan sets out the commitment made by Highways England to facilitate cycling on or near the trunk road network, for all types of cyclist, to make cycling on or over the HE network safer and easier and to reduce the impact of the strategic road network as a barrier to cycling journeys. To that end, the Road Investment Strategy committed £100m of investment between 2015/16 and 2020/21 to improve provision for cyclists, which will be targeted to provide safe and direct routes that encourage cycling on and over the strategic road network as an alternative and sustainable form of transport.

As the strategic highway authority, Highways England is also using its influence to improve knowledge of cycling infrastructure within the industry – this includes publishing [IAN 195/16: Cycle Traffic and the Strategic Road Network](#) and ongoing development of an e-learning package for road engineers.

c) The government has recently launched consultation on the draft **Air Quality** policy document - *Tackling Nitrogen Dioxide in our Towns and Cities*. This document sets out the approach government is taking to improving air quality in relation to nitrogen dioxide pollution. Diesel road vehicles are the main source and therefore the proposed measures largely relate to how the impact of these vehicles can be reduced and accelerate the move towards cleaner transport options whilst protecting the economy and supporting local businesses and residents. It is the responsibility of Local Authorities to take the initiative to develop proposals to improve air quality in their area. It is suggested that a number of measures could be employed to achieve this, including encouraging the use of public transport, cycling, walking, park & ride schemes and car sharing.

Air Quality Management Areas are declared when the levels of particular gases such as Nitrogen Dioxide go above a pre-defined level, beyond which there is believed to be a detrimental impact on human health. A number of AQMA's that currently exist in the vicinity of the A5 corridor are detailed on page xx of the strategy. The Strategy for the A5 can help to have a positive impact on these AQMA's by encouraging a shift towards public transport, active travel options and more sustainable modes of travel, including promoting a more positive public perception of sustainable transport options overall. A positive impact can also be made by encouraging the more efficient movement of

logistics. Further information regarding AQMA's, the Low Carbon Economy and Fleet recognition can be found on pages 15 and 15 of this strategy.

Table X: Local Authorities and AQMA

Local Authority	AQMA
Leicestershire	
	Lutterworth Town Centre (High Street)
Northamptonshire	
	Watling Street, Towcester
Staffordshire	
	<ul style="list-style-type: none"> • A5/Longford to Norton Canes (Cannock Chase DC), including A4601 Wolverhampton Road, Wedges Mills • Entire Walsall district, including short length of A5 • A5/A461 Muckley Corner, Lichfield
Warwickshire	
Nuneaton & Bedworth Borough	<ul style="list-style-type: none"> • Midland Road/Corporation Street Leicester Road/Old Hinckley Road Gyratory
Rugby Borough	<ul style="list-style-type: none"> • Rugby Urban Area – specifically the Warwick Street Gyratory and Rugby Road, Dunchurch.

Air Quality Action Plans are in place covering these six AQMAs. These have been prepared by the relevant Shire and Metropolitan District/Borough Council in conjunction with Highways England and the appropriate Local Highway Authority (within two-tier authority areas).

- c) **National Planning Policy** sets out a clear approach to promoting sustainable transport. One of the core planning principles set out in National Planning Policy Framework 15 is that the planning system should actively manage patterns of growth in order to maximise the use of sustainable transport options and focus significant development in sustainable locations. This is especially relevant to the A5 where significant employment and residential growth will come forward during the next plan period.

This policy context is significant given the unprecedented level of growth that is expected to take place along the A5 corridor during the next plan period. The extent and location of this growth is outlined in the strategy for Delivering Growth.

Key Objectives

The accessibility assessment work previously undertaken has served to highlight the importance of good access for both residents to access employment opportunities and

business to business connections. This will become increasingly important as further growth and development is delivered. As a result the key objectives are:

- Improve connectivity to key employment sites along the A5 corridor via the provision of new routes and services.
- Improve the availability and reliability of public transport
- Support the delivery of new housing and business growth along the corridor by the provision of new services and infrastructure.

Challenges and Opportunities

There are a number of opportunities and challenges that must be taken into account when delivering an improved sustainable transport offer along the A5. These are set out in the table below:

Table X: The A5 Sustainable Transport

	Challenges	Opportunities
Funding	<p>Developer Funding – Funding secured via S106 can be regarded as ‘cliff edge funding’ - once funding expires it can be difficult to sustain the service if it has not become commercially viable.</p> <p>Commercial Services – Services introduced on a commercial basis may not prove to be viable and therefore require additional funding to continue.</p> <p>Kick Start Funding – New services may initially require kick start funding. This may prove challenging to acquire and local authorities do not generally have revenue to support new services in their infancy.</p>	<p>Developer Funding – Local Development may provide the opportunity to access funds via S106/CIL to provide funding for infrastructure and start-up funding for services. The quantity of new development proposed along the corridor may provide a real opportunity to access this funding source. This is particularly relevant for cycling and walking infrastructure.</p> <p>Highways England has specific funding that is designated for cycle, safety and environmental improvements.</p> <p>Commercial Services - new services may tap into previously unmet demand and prove to be commercially viable in a short period of time.</p> <p>Other Funding Opportunities - The A5 Transport Partnership must be ready to take advantage of other funding opportunities that may arise e.g. from DfT, Highways</p>

		<p>England, LEP's etc. Interventions should be developed sufficiently to enable high quality bids to be submitted for funding.</p> <p>Defra's damage cost approach to evaluating developer contributions towards mitigation schemes should be considered. This is based on calculating traffic associated emissions and evaluating an associated financial cost.</p>
Severance Issues (walking & cycling)	In a number of locations the A5 acts as a barrier and often severs key walking and cycling routes. A key challenge is to identify key routes where severance issues can be overcome. Challenges exist in terms of journeys that traverse the A5 and those that travel along the route.	Connectivity and accessibility can be dramatically improved by addressing key severance points. This will provide improved accessibility to key employment locations and between communities. Further liaison with Highways England will enable key severance issues to be prioritised.
Public Transport Usage & Commercial Service Development	<p>PT Usage - Public Transport routes are often limited and do not provide a real alternative transport option for people wishing to access employment opportunities, this is especially relevant for opportunities that involve shift working/non-standard hours. People may also be deterred from using public transport due to crime and fear of crime.</p> <p>Commercial Service development - The</p>	Operators may be willing to work with the A5 Transport Partnership and employers to develop new, bespoke public transport services that are well utilised and commercially viable. Shift patterns may need to be taken into account in the development of new services to ensure they are tailored to working patterns. There is potential for operators to be invited to future A5 Group meetings.

	<p>development of commercial services especially if a strong evidence base is absent or other partners are unwilling to engage may prove challenging.</p> <p>Heavy Rail Encouraging users (existing and future) of the A5 to switch from 'road to rail' can be challenging, due to access to the rail network and the existing provision of services</p>	<p>The West Coast Mainline (WCML) mirrors the route of the A5. Post HS2 (2026) the opportunity to recast the WCML timetable offers a real opportunity to provide a step change in rail service provision along this corridor, potentially with the introduction of a more frequent Crewe – London service. There is also the opportunity to provide additional stations, thereby improving access to the rail network.</p>
Working with local employers/key employment sites	It may prove challenging to encourage multiple employers located on one employment site to work in partnership to improve sustainable transport opportunities for employees.	<p>Opportunities exist to develop wider partnerships with employers/public transport operators and local authorities to improve transport options available to staff. A specific transport meeting for businesses located along the A5 may be facilitated to aid this wider discussion</p> <p>Opportunities exist to facilitate the creation of Business Improvement Areas in some areas along the A5.</p>
Growth & Development	Significant growth, especially in relation to housing and employment sites has already occurred in key locations along the A5 corridor and further development is due to come forward in the foreseeable future. This will put further pressure on the need for realistic and sustainable transport options to be developed to serve the needs of the local resident population	Significant levels of growth provide a significant opportunity to leverage funding that can be used to fund key interventions. Residential developments provide an optimum opportunity to influence the travel choices made by residents and encourage them to use more sustainable modes where appropriate, e.g. the Rugby Sustainable Urban Extension (SUE), new residents can be encouraged to use alternative

	and businesses.	transport modes via new home packs and personalised travel planning initiatives.
Air Quality	Low emission initiatives on the M6, this may divert polluting vehicles onto the A5. There is potential for a low emission zone to be implemented along the A5.	<p>There is the potential to further consider the opportunity to encourage optimal utilisation of the M6 Toll as a means of reducing traffic levels along the A5 (and potentially improve air quality), whilst maintaining good connectivity across the area.</p> <p>There is an opportunity to assist Highways England to identify issues concerning air quality. HE has commenced work on the air quality pilot study for the M6 in the West Midlands. This includes engagement with authorities along the length of the M6 between its northern and southern intersections with the M6 Toll.</p>

Policies

A number of policies have been developed to support the A5 Strategy in relation to Sustainable Transport. They have been designed to support the delivery and promotion of sustainable transport modes and related infrastructure along the corridor and will support the delivery of the wider strategy.

The policies will provide the basis for sustainable transport provision along the A5 until 2031. This is essential to enable the A5 corridor to function efficiently and will support the longer term economic development and growth proposals.

Policy STS 1: Integration

The A5 Partnership, will, where appropriate, deliver improvements via appropriate Local Authority/Partner/Private Sector mechanisms.

The wider transport strategies of the Partner Local Authorities and Highways England will have a significant impact in terms of improving and promoting sustainable transport options. This will include:

- Improving the availability, accessibility, affordability and acceptability of public transport;

- Improving the attractiveness of walking and cycling for journeys to local destinations by improving routes and facilities;
- Reducing the impact of severance; and
- Improving the travel choice to employment sites through travel planning techniques and promoting different transport options through provision of travel information to key target potential users.

Policy STS 2: Improving Access to Employment by Public Transport

The A5 Partnership will, where appropriate, consider the findings of the accessibility analysis in future bus network planning and performance and will work closely with bus operators to improve the availability of public transport linked to new and emerging strategic employment and housing sites.

The A5 Transport Partnership will consider key accessibility issues when new bus routes are planned.

- Local authorities should also seek to work with operators when new commercial services are devised in order to maximise the benefits of such routes.
- Appropriate funding from new developments should be secured where possible by partnership members to kick start commercial services
- Operators will be encouraged to develop new routes on a commercial basis.

Policy STS 3: Improving the Attractiveness of Public Transport

The A5 Partnership, in conjunction with partners, will seek ways by which the attractiveness of public transport can be improved as a mode of travel to access employment opportunities.

This will include looking at improving opportunities by which access to the rail network can be improved for journeys along the A5 corridor.

Policy STS 4: Improving the Attractiveness of Walking and Cycling and other sustainable modes

The A5 Partnership will work with partners to improve the attractiveness of walking and cycling to access employment opportunities and improve links between communities.

The A5 Transport Partnership will seek to increase usage of sustainable transport modes by improving the attractiveness of different modes. This can be achieved by;

- Working with commercial operators to promote attractive fares and promotions.
- Working with local employers to promote sustainable modes and provide incentives for those employees making smarter travel choices.
- Providing new infrastructure where appropriate to make cycling and walking journeys more attractive.
- Improving the real and perceived safety issues associated with walking and cycling along the corridor (linked policy to Policy SS3).

Policy STS 5: Cycling - Reducing Severance & Improving Connectivity

The A5 Partnership will seek to reduce severance and improve connectivity along the A5 corridor to help facilitate increased levels of walking and cycling.

The A5 Transport Partnership will seek to provide new infrastructure where appropriate for key walking and cycling trips to reduce severance. This will be achieved by ensuring that schemes are developed to a point where bids can be submitted for external funding and S106 monies be clearly justified.

Policy STS 6: Promotion of Smarter Choices

The A5 Partnership will seek to promote a range of smarter choices in relation to how people travel. The Partnership will also work with local businesses and haulage operators to help improve their operational efficiency, thereby improving vehicle fuel consumption, reducing emissions and helping air quality to improve.

The A5 Transport Partnership will seek to develop partnerships with local employers/employment sites to help promote smarter choice travel options to employees, including;

- Roll out and promotion of a car share database.
- Personalised travel planning for employees, where appropriate.
- Fare & ticketing incentives.
- Facilities on site to make alternative travel options more attractive.
- Investigates the options around implementing/expanding a 'Wheels to Work' scheme.

Policy STS 7: Rail Opportunities

The A5 Partnership will work with appropriate bodies, including West Midlands Rail and Train Operating Companies to secure service and infrastructure improvements on the WCML post 2026.

The A5 partnership will continue to work to identify ways in which rail service provision can be improved, this is especially relevant post 2026 when the opening of HS2 provides the opportunity for services on the West Coast Mainline to be re cast and improved to include the aspiration to deliver a more frequent Crew – London service. The partnership will also help identify opportunities to improve the attractiveness and access to the heavy rail network, either via improvements at existing stations or the provision of new stations.

Policy STS 8: Fleet Recognition Schemes & Efficient Logistics

The A5 Partnership will facilitate, where appropriate initiatives to help fleet operators improve their efficiency and impact on the environment.

Fleet Recognition Schemes such as ECOStars are already operative in parts of the A5 corridor, and offer the potential to expand. The A5 Transport Partnership can offer assistance to facilitate this. The ECOStars scheme helps fleet operators to improve the

efficiency of their operations and improve the environment through reductions in fuel consumption and vehicle emissions. Local improvements in fleet operation and efficiency will be conducive to improvements in local air quality, which will be particularly beneficial to parts of the A5 which are currently subject to an Air Quality Management Area.

Managing the Impact of Freight along the A5

Aims & Outcomes

The main aims and outcomes are as follows:

Table X: Key Aims and Required Outcomes

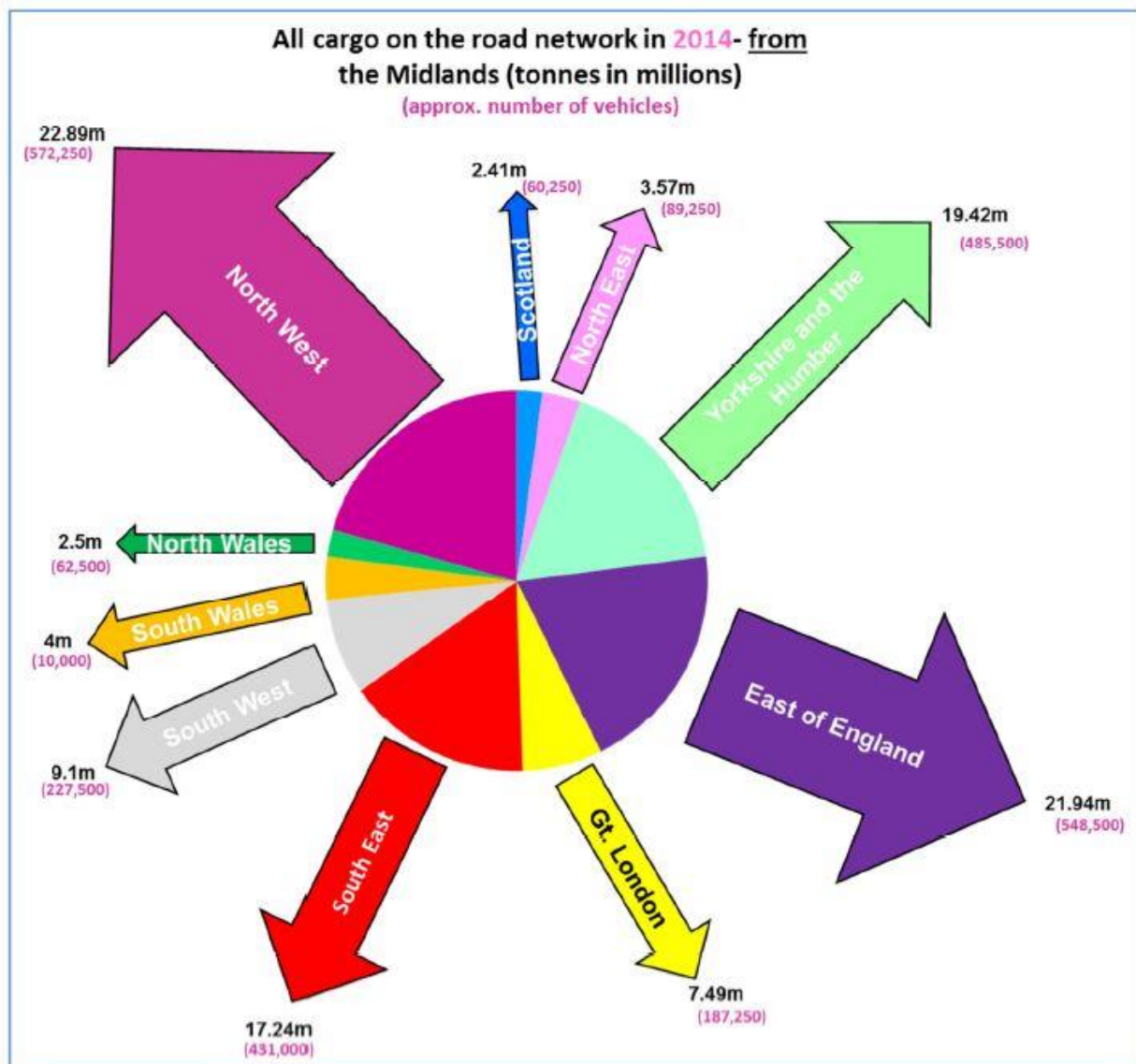
Key Aims	Key Required Outcome
<ul style="list-style-type: none"> To provide an overview of future growth and planned developments linked to freight generation and logistics. In doing so, provide an understanding of the volume of road-based and multi-modal freight and the future potential impacts on the corridor 	<ul style="list-style-type: none"> Identification of future growth areas and generators of additional freight movement Improved understanding of the growth of road based freight on the A5 corridor and potential implications of continued growth.
<ul style="list-style-type: none"> To understand the economic, social and environmental impacts of freight haulage along the corridor, on communities adjacent to the A5 corridor. This includes HGV parking issues, the inappropriate use of local road network (LRN), air quality and noise. 	<ul style="list-style-type: none"> Provide a forum for discussion of local community issues and raise these with key stakeholders including developers and the logistics industry as well as politicians. Minimise where possible the impact that freight movements have on the on the local community, environment and LRN adjacent to the A5 resulting in a reduction in reported issues. Identification of sections of the corridor identified as suffering from noise or air pollution issues, potential to feed into Air Quality Action Plans
<ul style="list-style-type: none"> To provide a basis for increased partnership working with the freight and road haulage sector and understand the importance of the logistics industry to local economies 	<ul style="list-style-type: none"> Improved communications with the freight and logistics industry specifically with relating to the A5 corridor. Better understanding of the needs of freight operators and what we can most usefully do to meet these.
<ul style="list-style-type: none"> To assist in the identification of priority improvements along the A5 to promote and support the efficient and safe movement of freight. This includes measures to reduce congestion, improve pinch points and increase the resilience of the route. 	<ul style="list-style-type: none"> Support Highways England and Network Rail in the identification of future infrastructure programmes and funding opportunities. Improve the resilience of the route. Provide more consistent, predictable and reliable journeys times for the movement of freight along the corridor making the corridor more competitive and attractive for growth.

Context

The freight transport and logistics industry is an important activity impacting on the A5 corridor in terms of economy, the impact on the transport network and the local environment.

The A5 has a role in providing additional national and regional connectivity and resilience for freight transport. This provides benefits regionally but also introduces improved south east – north west national connectivity. The following diagram (Fig X) shows the distribution of freight from the midlands indicates the importance of this north- west and south-east transport corridor.

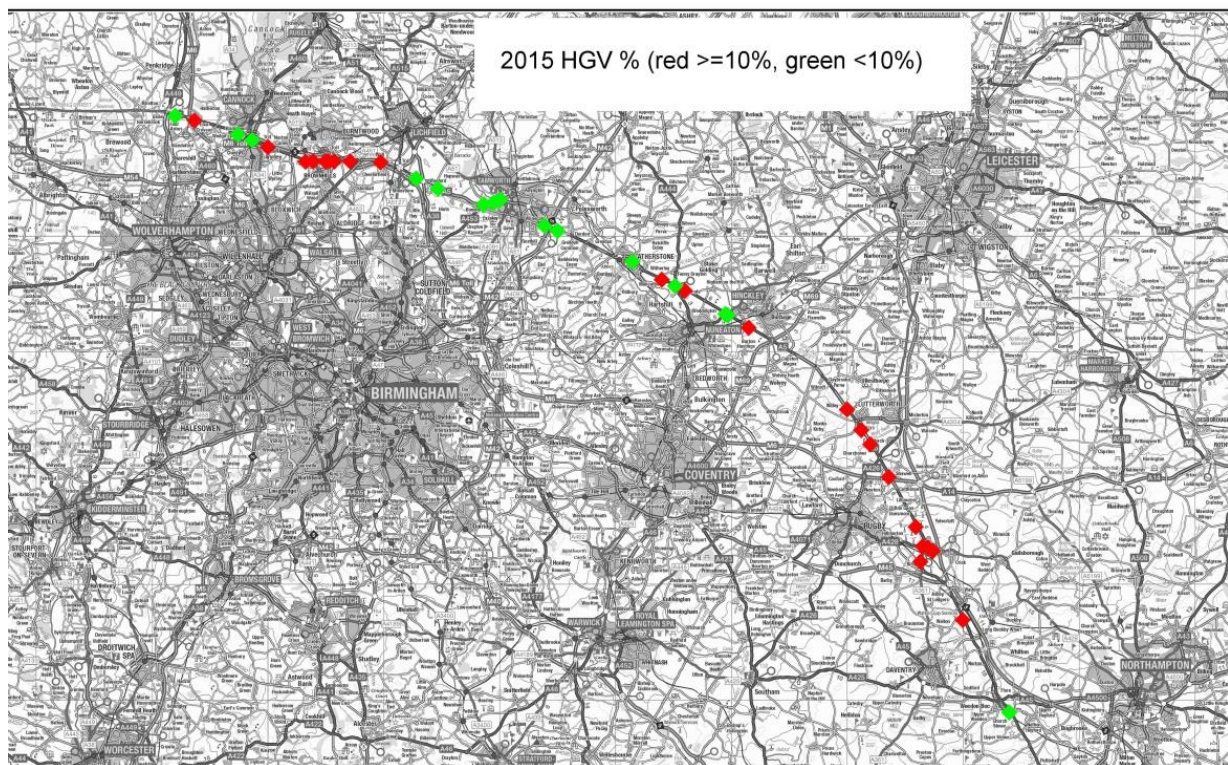
Figure X: All cargo on the road network in 2014 from the Midlands (tonnes in millions) Source: *Midlands Connect Freight Narrative Report (2017)*

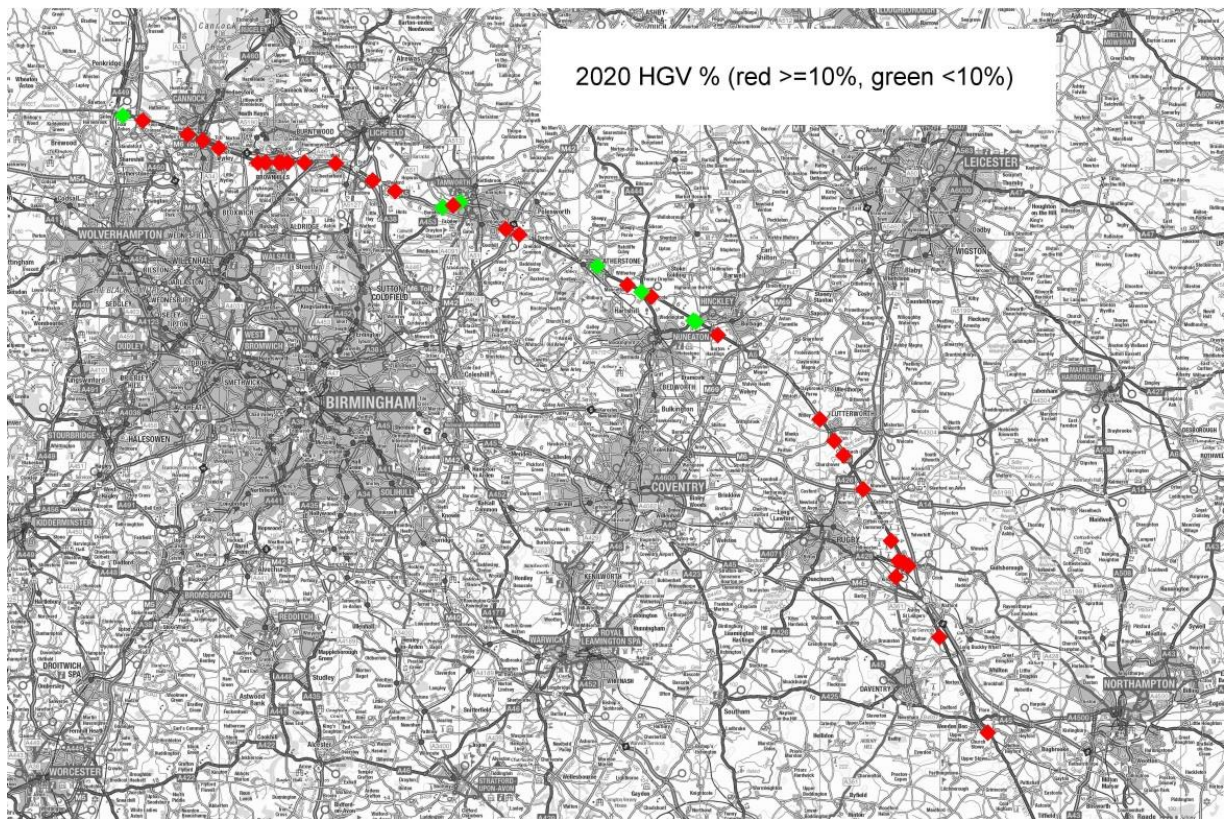


The *Midlands Connect Strategy: Powering the Midlands Engine (2017)* suggests the A5 between M6 Junction 12 (west of Cannock) and the M6/M1 (close to Rugby) offers the potential to provide a strategic alternative to the Midlands Motorway Hub for freight travelling between London & the South East and the North West. In addition this section of the A5 provides an alternative routing option for accessing opportunities between the Marches, Black Country, Greater Birmingham and the East Midlands.

As a key corridor running from the south, serving the central area of the Country and acting as a significant distribution route for road-based freight, the A5 accommodates significant HGV flows. On average HGVs account for around 9% of all traffic along the section of the A5 covered by this Strategy which is twice the national average for 'A' roads (4.5%). Furthermore, in 2020 as shown in **Figure X** below it is predicted that the percentage of HGV's along the corridor, will increase. Some parts of the corridor, just south of Lutterworth and around Rugby, HGV's will account for just over 20% of the traffic.

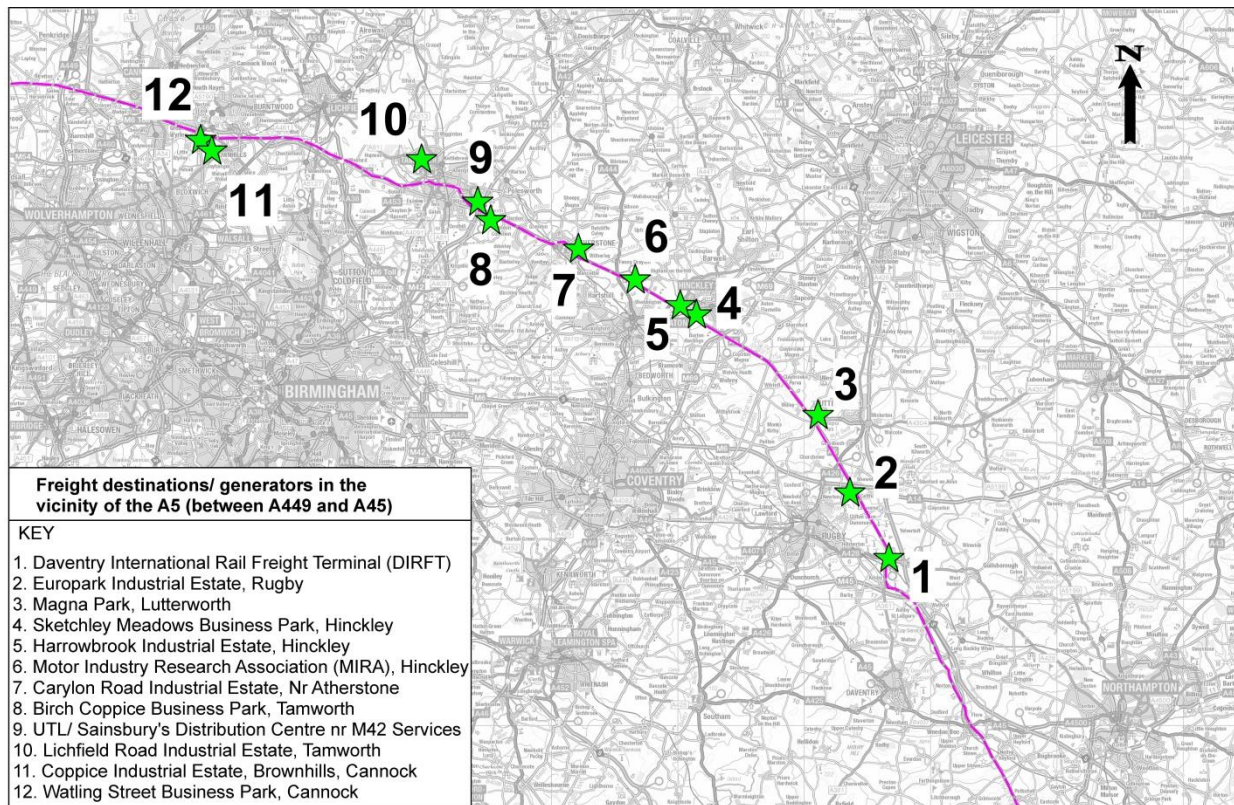
Figure X: HGV distribution 2015, 2020





The parallel West Coast Mainline corridor is also one of the most significant rail freight routes in the Country.

The A5 corridor hosts a number of major freight destinations/generators including: i54 South Staffordshire, Birch Coppice, DIRFT and Magna Park, as shown below in **Figure X**.

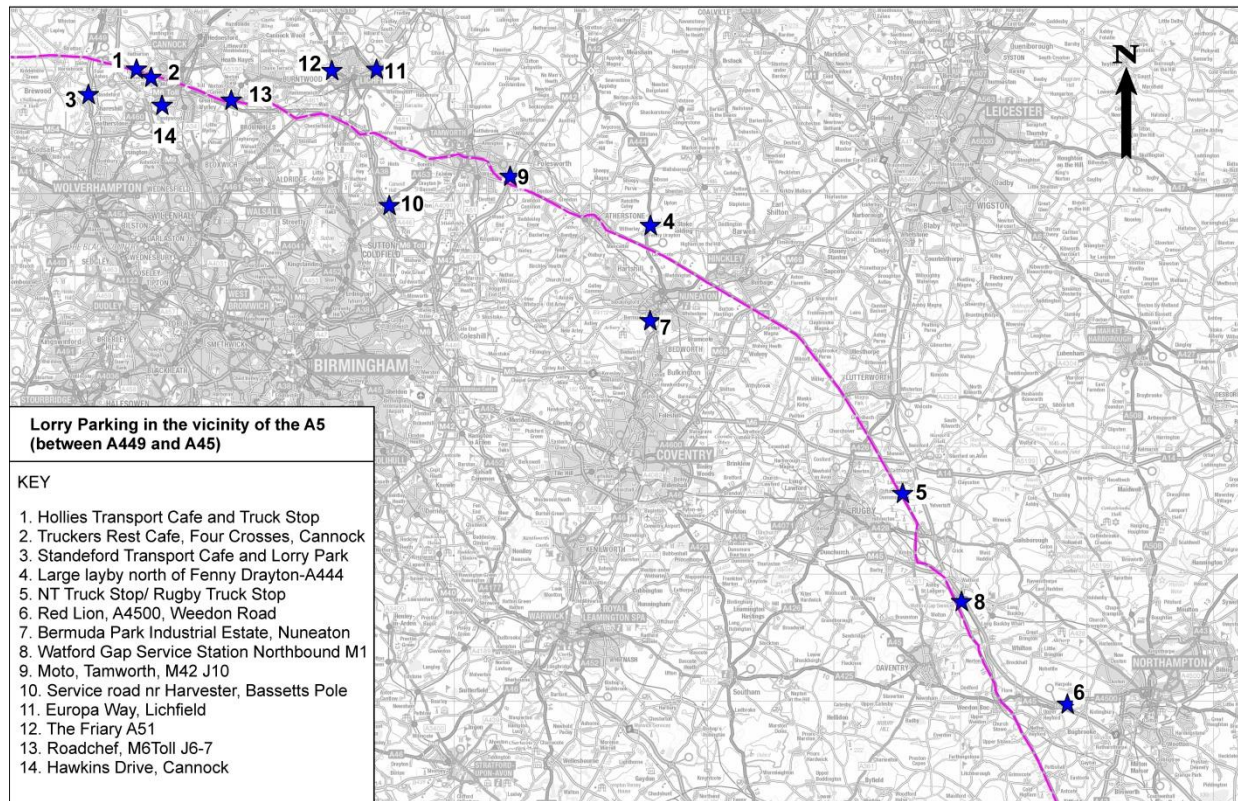
Figure X: Major Freight Generators and Destinations

The prevalence of the logistics industry and storage and warehousing uses along the corridor is in part a reflection of good access and the central position in the Country to serve national distribution demands. Employment in these industries is well above the national average. It is evident that there is strong market interest for major logistics operations in basing development around the corridor and using the route for transport.

The A5 corridor itself is anticipated to experience growth in demand from advanced manufacturing and logistics developments such as the MIRA Enterprise Zone & Technology Park (2,000 jobs), phase 3 of DIRFT near Daventry (9,000 jobs) and the 11,000 jobs anticipated at Magna Park in Lutterworth.

It is accepted that poor transport links adversely affect the competitiveness of industry, causing inefficiencies in supply chains and ultimately impacting negatively on customers.

It is also accepted that basing employment development around the corridor and using the route for freight transport contributes to the need for lorry parking facilities and is putting pressure on the limited lorry parking facilities along the corridor, as shown in **Figure X** below.

Figure X: Lorry Parking Sites

The *East Midlands Regional Freight Strategy (2005)* highlighted that the inadequate distribution and location of lorry parking facilities can lead to overnight parking in unauthorised locations and access to these along unacceptable routes. It suggested that addressing this issue will contribute towards reducing the impact of freight movements on the local environment and residents' quality of life, and will also assist in making the distribution of freight more efficient.

Lorry parking facilities along the A5 corridor and the associated environmental and social issues have been pushed up the agenda by a number of concerned parties and this has led adjacent planning and highway authorities, and Highways England to recognise that lorry parking needs to be addressed strategically in order to support the growth of employment sites along the corridor, whilst ensuring that the routes operates to its full potential.

Furthermore, it is recognised that there is a need to balance the environmental effects of freight against economic benefits. Freight movement can have significant negative environmental and social implications that can be disproportionately distributed between communities from local air, noise and light pollution, personal inconvenience and nuisance, to safety and health issues.

To date there has been little or no quantifiable evidence as to the precise scale of need for new and increased lorry parking facilities along the route to provide for locally generated demands (serving local businesses) and the strategic demands (HGVs passing through) and for short term and long term parking requirements. The current issues associated with lorry parking along the corridor and feedback from stakeholders as to the growing need for appropriate facilities, suggests the need for a specific study to provide an evidence base to inform lorry parking provision where demand can be demonstrated and where safeguarding is required for local communities and the environment against the impact the HGVs.

Work undertaken to date

The discussion of freight related matters currently takes place via officer and member partnership forums. These are supported by Highways England and will continue on a regular basis providing the opportunity for members and officers to discuss and raise issues with key stakeholders including Highway England and developers. However, it is recognised that there is an opportunity to emphasise the importance of freight as one of the key components within this refreshed Strategy and highlight specific freight related objectives and actions.

Key Objectives

The key objectives associated with freight are:

- Understand the impact of road-based freight haulage on local communities along the A5 corridor;
- Provide a basis for partnership working with the freight and road haulage sector;
- Understand and seek to reduce the negative environmental impacts of freight along the corridor; and
- Identify planned and future growth in the freight and logistics sector and the potential impacts on the corridor.

Challenges and Opportunities

Challenges	Opportunities
Funding	Potential to gain funding from new development and via bidding process where available e.g. via DfT or Defra funding streams.
Air Quality and Environment	Establishment of AQMAs where emissions are significant with associated Action Plans containing interventions supported by A5 Strategy where appropriate. Work with communities to understand the impacts of HGVs locally.
HGV Parking	Potential to connect the provision of HGV parking areas with expansion of the freight and logistics industry along the corridor as part of the planning process supported by Local Plans.

Freight and logistics growth and development	Potential to gain contributions from development to implement new infrastructure and improvement measures along the corridor.
Increase in HGV movements from development of rail freight sites	Potential for HS2 connectivity to rail freight sites, to free up space and release capacity on the A5 corridor
Lobbying Midlands Connect to ensure A5 remains on the agenda	<p>Implementation of new infrastructure and improvement measures along the corridor.</p> <p>The focus of the Midlands Connect Transport Strategy is currently around two potential areas</p> <ol style="list-style-type: none"> 1) In partnership with Highways England, undertake a study of the Midlands Motorway Hub (including the A5 corridor from Cannock to Rugby); 2) Development of options to improve the capacity on the A5 from the A38 to the M1; improved concentration of economic activity has been estimated for introducing an A5 'Expressway' status with motorway style characteristics.

Policies

Policies have been developed to support the management of freight along the corridor.

Policy MF1 - The Movement of Freight

The A5 Partnership will work with appropriate partners and the freight industry to seek to support the management and efficiency of freight movements.

The partnership will continue to lobby Highways England, Network Rail and Midlands Connect to ensure the A5 remains on the agenda for identification of improvements which support the efficient and safe movement of freight. This includes measures to reduce congestion, improve pinch points and increase the resilience of the route thereby providing more consistent, predictable and reliable journey times for the movement of freight, making the corridor more competitive and attractive for growth.

Policy MF2 – Provision of HGV Parking

The A5 Partnership will continue to work with partners to seek to identify and secure suitable, attractive and manageable sites for long and short stay HGV parking.

The Partnership will encourage members to ascertain the feasibility of connecting the provision of HGV parking areas with expansion of the freight and logistics industry along the corridor as part of the planning process supported by Local Plans.

Policy MF3 – Managing the Impact of Freight

The A5 Partnership will work with appropriate partners and the freight industry and seek to reduce the negative impacts of road-based freight haulage on local communities along the A5 corridor.

It is recognised Freight movement can have significant negative environmental and social implications that can be disproportionately distributed between communities from local air, noise and light pollution, personal inconvenience and nuisance, to safety and health issues. The Partnership will help address these imbalances by encouraging the take up of fleet recognition schemes and efficient logistics, as detailed under Policy STS8.

Key Actions

- Commission study to provide an evidence base to help consider the impact of HGV use of local roads, including enforcement, particularly around sites such as DIRFT and Magna Park.
- Commission study to provide evidence base to help consider lorry parking along the A5 corridor and use this to potentially identify a range of sites where demand can be demonstrated and where safeguarding is required for local communities and the environment against the impact the HGV parking.
- Continue to provide member and officer forums to facilitate discussion of local community issues.
- Lobby Network Rail and Highways England to ensure that the low rail bridge on the A5 near Hinckley is on the agenda and potential solutions are explored. The bridge was the 8th most struck bridge in the country in 2016/2017, with 10 bridge strikes. These incidents can cause significant impact on the local road network, local community and economy.

Appendix A – Housing Development

Table A1: Major Residential Completions along A5 Corridor 2011-2017 (greyed out = site shares boundary with A5)

SITE	SCALE OF DEVELOPMENT	STATUS
SOUTH NORTHAMPTONSHIRE		
None	None	None
DAVENTRY		
Monksmoor-Phase 1, Daventry	200	DA/2012/0877 - Site complete.
Monksmoor-Phase 2, Daventry	140	DA/2014/0638 - 175 dwellings. Site under construction. Completions at 31 Dec 2017.
Monksmoor-Phase 3, Daventry	52	DA/2015/0110 - 212 dwellings. Site under construction. Completions at 31 Dec 2017.
Northampton College site, Daventry	32	DA/2015/0187 - 129 dwellings. Site under construction. Completions at 31 Dec 2017.
Crick Main Road	91	DA/2014/0111 - 165 dwellings. Site under construction. Completions at 31 Dec 2017
Flore, North of High Street	15	DA/2016/0456 - 67 dwellings. Site under construction. Completions at 31 Dec 2017
Kilsby, Daventry Road	14	DA/2014/0221 - 48 dwellings. Site under construction. Completions at 31 Dec 2017. Shares boundary with A5
Long Buckby, West of Station Road	130	DA/2013/0529 - 132 dwellings. Site under construction. Completions at 31 Dec 2017
West Haddon, Northampton Road	18	DA/2014/0559 - 20 dwellings. Site under construction. Completions at 31 Dec 2017
West Haddon, A428	66	DA/2015/0774 - 100 dwellings. Site under construction. Completions at 31 Dec 2017
RUGBY		
Rugby Gateway	244 dwellings	Completion of Rugby Gateway Phase R1 out of total allocation of 1,300 dwellings – see figure x below.

Coton Park East	168 dwellings	Separate site (delivered as final phase of pre-2011 residential development at Coton Park) from Coton Park East allocation site in figure x below.
HARBOROUGH		
Bill Crane Way, Lutterworth	147 dwellings	Site now close to completion
Leicester Road, Lutterworth	84 dwellings	Approx 50% complete
Vedonis Works, Lutterworth	57 dwellings	Approx 20% complete
Fairway Meadows, Ullesthorpe	60 dwellings	Work commenced on site
Coventry Road, Broughton Astley	199 dwellings	Work commenced on site
Broughton Way, Broughton Astley	310 dwellings	Work commenced on site
Leaders Farm, Lutterworth	130 dwellings	Site now close to completion
BLABY		
Sapcote - The Limes, Hinckley Road	131 dwellings	Site completed during 2016/17 monitoring year.
Sapcote - Land east of Grace Road	100 dwellings	Site completed during 2016/17 monitoring year.
HINCKLEY & BOSWORTH		
Land off Three Pots Road, Burbage	34	Complete
Land at Workhouse Lane, Burbage	35	Complete
Land off Hilary Bevins Close	43	Complete
Warwick Building, Rossendale Road	30	Complete
Former Job Centre	13	Complete
Vicarage Site, Land north of Mount Road	40	Complete
Land Bounded By Canal, Railway and Bridge Road	212	Complete
Land Bounded By Canal, Railway and Bridge Road	133	Complete
Hinckley Club For Young People Stoke Road	65	Complete
Land at St Francis	28	Complete

Close		
Beavers Bar, 5 London Road	12	Complete
Tooley Building, 49 Church Street	14	Complete
Land at Hazel Way	37	Complete
St Martins Convent, Hinckley Road	59	Complete
North Works & Hinckley College, London Road	132	Complete
L/A Hinckley Golf Club, Leicester Road	184	Complete
Land South of Sword Drive	145	Complete
Greyhound Stadium, Nutts Lane	84	Complete
39 Derby Road	25	Complete
Land off Montgomery Road	209	Complete
Breconshire Hosiery, Rossendale Road	24	Complete
Land South of Breach Lane	34	Complete
Flude House, Rugby Road	54	Complete
Land off Three Pots Road, Burbage	34	Complete
Land at Workhouse Lane, Burbage	35	Complete
Land off Hilary Bevins Close	43	Complete
Warwick Building, Rossendale Road	30	Complete
Former Job Centre	13	Complete
NUNEATON & BEDWORTH		
North of Nuneaton	390 dwellings	Completions North of Nuneaton made up from a number of sites from the Long Shoot to Weddington Lane. Total allocation of 4,439 dwellings. There is also planning permission for sites outside the allocation totalling 283.
Attleborough Fields	360	Proposed allocation in emerging Local Plan. Planning application approved.
NORTH WARWICKSHIRE		
Land at Rowland Way, Atherstone	88 dwellings	Completed

Church Walk Mancetter	70 units plus 10 bungalows	Completed. 'Extra Care' accommodation complex with associated -10no. bungalows
Lister Road, Atherstone	24 dwellings	24 dwellings and retail units
Spon Lane, Grendon	85 dwellings	Completed. Phase 1 Dairy House Farm site
Former Ambulance Station, Watling Street Dordon	14 dwellings	Completed.
TAMWORTH		
Hedging Lane	78 dwellings	complete
Land South of St Peters Close	87dwellings	complete
Land off Penine Way	94 dwellings	complete
Doulton Works	164 dwellings	complete
LICHFIELD		
		No data provided as at 09.01
CANNOCK CHASE		
None	None	None
SOUTH STAFFORDSHIRE		
None	None	None

Table A2: Major Residential Pipeline Development along the A5 Corridor

greyed out - site shares boundary with A5

SITE	SCALE OF DEVELOPMENT	STATUS
SOUTH NORTHAMPTONSHIRE		
None	None	None
DAVENTRY		
Monksmoor - remainder of phases	413	
Land at Middlemore	307	Emerging allocation for 100 dwellings. Planning permission granted DA/2016/118 for part of site to provide a mixed tenure Continuing Care Retirement

		Community (CCRC) for over 55's comprising of an 83 bed Care Home; and an Extra-Care building comprising 44 x one bedroom and 32 x two bedroom apartments with associated facilities including a doctors clinic, cafe, hairdressers, creche, shop and bar/restaurant; five blocks of apartments accommodating 111 x one bedroom and 86 x two bedroom apartments; 32 x two bedroom semi-detached apartments; 10 x three bedroom semi-detached bungalows
Daventry North East SUE	Up to 4000 dwellings	Allocation in West Northamptonshire Joint Core Strategy. Shares boundary with A5
Micklewell Park, Daventry	450	DA/2014/0869. Site has outline planning permission awaiting reserved matters applications.
Daventry Micklewell Park extension	180	Proposed allocation
Daventry South West	800	Proposed allocation
Land to North and West of Daventry town centre	120	Proposed allocation
Long Buckby, East of Station Road	107 dwellings	Site has planning permission. Site under construction. No completions yet. DA/2015/0666
RUGBY		
Rugby Radio Station	Up to 6,200 dwellings	Core Strategy (2011) allocation and outline planning permission, key phases determined by detailed reserved matters applications. Long term development with commencement of first dwellings (Key Phase 1) 2016/17. Approx. 3,000 dwellings expected to be built out by 2031 (end of emerging Local Plan period).
Rugby Gateway	Up to 1,300 dwellings	Core Strategy (2011) allocation and outline planning permission, key phases determined by detailed reserved matters applications. Phase R1 already complete – see figure x above. Long term

		development with final phase expected to be built out by 2031.
Coton House	Up to 100 dwellings	Proposed allocation in emerging Local Plan
Coton Park East	Up to 800 dwellings	Proposed allocation in emerging Local Plan. Outline application expected 2017.
South West Rugby	Up to 5,000 dwellings	Proposed allocation in emerging Local Plan
Lodge Farm	Up to 1,500 dwellings	Proposed allocation in emerging Local Plan
HARBOROUGH		
Land off Crowfoot Way, Broughton Astley	50 dwellings	Commitment
Land at Coventry Road, Lutterworth	250 dwellings	Commitment
Ashby Road, Ullesthorpe	45 dwellings	Commitment
Main Road, Claybrooke Magna	38 dwellings	Commitment
East of Lutterworth SDA	Up to 2,750 dwellings	Proposed allocation in emerging Local Plan. Outline application expected summer 2018. Proposed delivery of 1,500 dwellings to 2031.
BLABY		
Sapcote - Land to the west of Stantion Road	111 dwellings	Under construction
Stoney Stanton - Land off Station Road	105 dwellings	Under construction
HINCKLEY & BOSWORTH		
Earl Shilton SUE	1550	Urban extension allocated in Area Action Plan
Barwell SUE		Urban extension allocated in Area Action Plan
Land West of Hinckley	850	Local Plan allocation and planning application under consideration
Land off Outlands Drive, Hinckley	375 (33 remaining)	Under construction
Land off Southfield Road, Hinckley	68	Under construction
Former Brick Pit, Land Rear of 44-78 Ashby Road, Hinckley	60	Planning permission
Former Jarvis Porter site,	122 (36 remaining)	Under construction

Coventry Road, Hinckley		
Land off Hinckley Road, Stoke Golding	80 (63 remaining)	Under construction
Land Adjacent to Trout Ponds Farm, Twycross Road, Sheepy	24	Local Plan allocation and planning permission
Westfield Farm, Earl Shilton	350	Planning application pending 106
Land Surrounding Sketchley House	123 (103 remaining)	Planning permission
Land South West of Lutterworth Road	80	Planning permission
Earl Shilton SUE	1550	Urban extension allocated in Area Action Plan
Barwell SUE		Urban extension allocated in Area Action Plan
Land West of Hinckley	850	Local Plan allocation and planning application under consideration
Land off Outlands Drive, Hinckley	375 (33 remaining)	Under construction
NUNEATON & BEDWORTH		
North of Nuneaton	4,439	Proposed allocation in emerging Local Plan of which most already has permission.
Gipsy Lane	575	Proposed allocation in emerging Local Plan. Planning application currently submitted.
Land off Golf Drive	621	Proposed allocation in emerging Local Plan.
Arbury	1,525	Proposed allocation in emerging Local Plan.
NORTH WARWICKSHIRE		
Land to the east of Polesworth & Dordon, between the A5 and B5000	Minimum of 2000 dwellings	Proposed allocation in Draft Submission Local Plan
Land west of Robey's Lane, adjacent Tamworth Borough	Minimum of 1270 dwellings	Proposed allocation in Draft Submission Local Plan. Adjacent to Tamworth Borough Golf Course redevelopment site.
Land at Holly Lane Atherstone	Minimum of 531 dwellings	Proposed allocation in Draft Submission Local Plan.
Land to north-west of Atherstone	Minimum of 1282 dwellings	Proposed allocation in Draft Submission Local Plan.
Phase 2 Dairy House Farm, Spon Lane, Grendon and	Minimum of 180 dwellings (120+60)	Proposed allocation in Draft Submission Local Plan

Former Sparrowdale School and Recycling centre site, (two sites).		
Land between Church Rd and Nuneaton Rd, Hartshill	Up to 400 dwellings	Proposed allocation in Draft Submission Local Plan.
Land south of Coleshill Road, Ansley Common	Minimum of 450 dwellings	Proposed allocation in Draft Submission Local Plan.
Land at Durno's Nursery, Holly Lane, Atherstone	121 dwellings	Planning Consent granted, S106 pending.
Bridge House, Coleshill Road, Atherstone	17 dwellings	Detailed Planning permission. U/C
Land south of Grendon Road, Polesworth	145 Dwellings	Detailed Planning permission. U/C
Coleshill Road, Hartshill	72 dwellings	Detailed Planning permission. U/C
RESERVED SITE - Phase 3 Dairy House Farm, Grendon and safeguarding route for dualling of A5	Up to 360 dwellings	Proposed allocation in Draft Submission Local Plan
RESERVED SITE - Land north of Ansley Common	Up to 388 dwellings	Proposed allocation in Draft Submission Local Plan.
TAMWORTH		
Land north of Coton Lane	170 units	Reserved Matters approved
Coton House Farm	158 nits	Local Plan Allocation
Anker Valley SUE	535 units	Reserved Matters granted and under construction
Former Goll Course SUE	1100 units	RM 472 units, Outline 628 units
Dunstall Lane SUE	723 units	Local Plan Allocations – outline 800 units approved
LICHFIELD		
		No data provided as at 09.01
CANNOCK CHASE		
None	None	None
SOUTH STAFFORDSHIRE		
None	None	None

Appendix B – Employment Development

Table B1: Status of Major Employment Sites

greyed out = site shares boundary with A5

SITE	SCALE OF DEVELOPMENT	STATUS
SOUTH NORTHAMPTONSHIRE		
Land adjoining Pineham Business Park, Kislingbury		APPROVED - Reserved matters submission pursuant to outline permission S/2015/1798/EIA comprising the erection of a B8 distribution unit (18,546 sq.m GIA) with ancillary office space and gatehouse, external sprinkler tank and pumphouse, plot access, parking, internal road and landscaping, together with strategic landscaping to the northern plot boundary and the creation of new access road from Style Way S/2016/2031/MAR
Land at Junction 16 M1 south of A45 Weedon Road, Northampton		APPROVED - Hybrid Application: (i) Outline application for Class B2, B8 and ancillary B1, provision of a 2ha lorry park and associated infrastructure. (ii) Full application for work on the A4500 comprising: reformatting the access to the Truck Stop and layby (closure); construction of two roundabouts; closure of existing accommodation access north side of the A4500 and reformatting provision of new access from roundabout; engineering operations comprising ground re-profiling; the re-routing of the existing watercourse; flood plain compensation work; ecological work and access on land adjacent to Junction 16 of the M1. (Includes Environmental Statement)
Land at Milton Malsor		Development of Strategic Rail Freight Interchange to provide up to 743,200 sq m (8,000,000 sq ft) of storage and distribution buildings with ancillary office accommodation, rail infrastructure (to include new sidings), service depot, HGV facilities, hotel and public house/restaurant, associated access, ground works, highways, landscaping and other accompanying infrastructure works.
Silverstone outline		APPROVED Outline planning permission

		11/1051/MAO for mixed use development comprising offices, workshops and distribution facilities (Use Class B1, B2 & B8), education campus including on site student accommodation (D1 & C2), three hotels (C1), ancillary spectator facilities, including welcome centre and museum of motorsport (D2) and non retail promotional automotive display space (sui generis), leisure and event spaces including outdoor activity areas and permanent outdoor stage (D2), reconfiguration of existing and provision of additional, temporary and permanent grandstands (sui generis), areas of hard surfacing for the temporary siting of hospitality units during scheduled major events, revised parking and access arrangements including a new access off the A43 and/or improvements to the existing A43/Dadford Road junction, supporting infrastructure, demolition of existing structures, associated landscape works in accordance with the approved development brief Silverstone Circuit Master Plan (Feb 2009).
Land between Cosgrove Road and the A508 at Furtho Pit Old Stratford		Appeal allowed for outline planning consent
DAVENTRY		
DIRFT 3	67 Ha (floor space)	Logisitcs park with rail freight terminal, Development Consent Order issued, under construction with 520,000 ft ² (48,000 m ² of floor space already built)
Mustang Park, Daventry	8.9Ha	Has planning permission - DA/2015/1140
Apex Park 3, Daventry	6.6 Ha (floor space)	Completed
Land off Nasmyth Road, Daventry	13.4Ha	Proposed allocation
Daventry South East Gateway, Daventry	20.5Ha	Proposed allocation
The Knoll, Daventry	3.4Ha	Proposed allocation

Land off Newnham Drive, Daventry	2.1Ha	Proposed allocation. Half of site has planning permission (DA/2017/0171)
RUGBY		
South West Rugby	35ha B8 employment site	Proposed allocation in emerging Local Plan.
Coton Park East	7.5ha mixed employment site	Proposed allocation in emerging Local Plan.
HARBOROUGH		
Magna Park	DHL expansion site - 20ha	Planning permission approved (100,844sqm B8)
	db symmetry site - 110ha	Planning permission approved, subject to S106 (287,709sqm B8)
	IDI Gazeley site - 220ha	Planning application still to be determined (10/01/18) (419,800sqm B8; 3,700sqm D1; 9,000sqm B1)
Lutterworth Road, Lutterworth	3.53ha mixed employment site	Commitment - 10,778sqm B8; 1,200sqm B1
Coventry Road, Lutterworth	3.40ha B1 employment site	Commitment - 9,500sqm B1
East of Lutterworth SDA	13ha small B8 employment site	Proposed allocation in emerging Local Plan (all units <9,000sqm)
	10ha mixed employment site	Proposed allocation in emerging Local Plan - split of B1 and B2
BLABY		
Enderby	Land West of St Johns - 33ha	Proposed allocation in Local Plan Delivery DPD (Proposed Submission Version - Nov 2017).
Lubbesthorpe	Strategic Employment Site at Lubbesthorpe - 21ha	Under construction (detailed permission granted for 15ha of strategic B8).
HINCKLEY & BOSWORTH		
DPD - South of M69	29563 m2 B8 91470 m2 B1c/B2/B8	Planning application still to be determined
Sketchley Brook DPD site	27700m2 B8	Completed site
Land north of Coventry Road - Tungsten Park	9067m2 B1/B2/B8	Completed site - exact use class breakdown not known
DPD - South of M69	29563 m2 B8 91470 m2 B1c/B2/B8	Planning application still to be determined
NUNEATON & BEDWORTH		
None	None	None
NORTH WARWICKSHIRE		
MIRA	Land south of	Proposed allocation in Draft Submission

	Horiba MIRA Technology Park - 42ha (B1 (research & development) and B2 use) Adjoining N&BBC.	Local Plan
	Aldi expansion site. B1/B8 Rowlands Way, Atherstone - 6.6ha	Proposed allocation in Draft Submission Local Plan.
Birch Coppice	Birch Coppice - west - 5.1ha mixed employment site	Proposed allocation in Draft Submission Local Plan
	Land adjacent Hall End Business Park, A5 Dordon. 3.5ha mixed employment site	Proposed allocation in Draft Submission Local Plan
Centurion Park	Centurion Park, B8, 8 ha employment site at J10 – M42 west (adjoining Tamworth BC)	Planning permission approved. U/C .
CORE42	Hall End Business Park/CORE42 - 17.5ha gross, 3,785 sqm of mixed employment use	Planning permission approved. U/C.
St Modwens J10/M42	St Modwens J10/M42 east - Mixed Use employment site (primarily B8) - 25ha (max 80,000 sq m GIA)	Planning Appeal Granted. [Part ARM Granted - 8,302.5 sq.m.]
TAMWORTH		
Botterscote South – Land south of the A5	9.8ha employment land allocation	Planning application submitted.
LICHFIELD		
		No data provided as at 09.01
CANNOCK CHASE		
Kingswood Lakeside Employment Park	38.9ha. Unilever, APC Overnight, Finning,	Employment Park with Planning Permission. Site abutts A5/M6T

	Helleremantytton, First Choice Group, Bidvest.	
SOUTH STAFFORDSHIRE		
ROF Featherstone	Up to 12ha of employment land on top of the existing 24ha of land in ROF Featherstone Development Boundary. Mix of B1, B2 & B8	Proposed allocation in emerging Local Plan
I54 South Staffordshire	40ha extension allocation for B1 and B2	Proposed allocation in emerging Local Plan