A5 Strategy

Supporting Growth and Movement in the Midlands

2018-2031

Foreword

In response to the pressures and opportunities faced along the A5 corridor, the A5 Transport Partnership was formed in 2009/10. It includes representation from 18 local authorities, including local highway authorities, local planning authorities and Local Enterprise Partnerships (LEPs).

The A5 Partnership produced its first strategy for the corridor in 2011, providing an evidence base to inform the development of Local Plans, Local Transport Plans and policy, negotiations with developers and to support bids for infrastructure funding. Despite much progress being made, 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 now 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 that facilitates economic growth and provides network resilience for the wider Strategic Road Network. As a result the A5 Partnership felt that now was the right time to review the strategy, with a focus on the following key themes:

- Delivering Growth
- Supporting Network Resilience
- Delivering a safe and secure A5
- Managing the impact of freight
- Delivering a sustainable A5

The Strategy covers the 77 mile section of the A5 from Gailey in Staffordshire to Stoney Stratford near Milton Keynes, and sets out the vision for the A5 by providing a framework for maintaining and improving the corridor for the next 13 years.

There is significant support for the work of the A5 Partnership. **Sir John Peace, Chairman of Midlands Connect and Midlands Engine**, has recently expressed his strong support for investment and improvements to the A5 corridor. He says:

"The Midlands Connect Strategy demonstrates that to improve the economy of our region, rebalance the UKs economy and accommodate growth we must upgrade the transport infrastructures in this area. In the development of this strategy we determined that the East-West Connectivity is vital to the growth of the region and see the A5 as playing a key role in this".

From work already undertaken on the Midlands Connect Strategy, Sir John confirms;

"The Midlands Connect Strategy showed that upgrading the route will dramatically improve access within our region, provide resilience for our already congested motoring network, improve journey times and open up further land for housing and jobs. Principally our strategy demonstrated that an improved A5 was a vital component

to strong economic growth for the Midlands, and our region's contribution to the UK economy".

"We therefore fully support the advancement and development of a scheme for the A5 and look forward to the benefits it can bring to the region and beyond".

Andy Street, Mayor of the West Midlands, has recently confirmed:

"At the West Midlands Combined Authority we recognise the significance of the Midlands A5 Expressway in the larger Strategic Road Network, and its role in connecting the East and West Midlands …. indeed, Midlands Connect have highlighted the A5 Expressway as a corridor of strategic and economic significance …. which is a statement we also advocate".

The A5 Partnership* comprises the organisations listed below, who are committed to working together** with Highways England in order to secure improvements along the corridor in order to deliver an A5 that is fit for purpose going forward.

- Blaby District Council
- Cannock Chase District Council
- Coventry and Warwickshire LEP
- Daventry District Council
- East Midlands Councils
- Greater Birmingham and Solihull LEP
- Harborough District Council
- Hinckley and Bosworth Borough Council
- Leicester and Leicestershire LEP
- Leicestershire County Council
- Lichfield District Council
- Northamptonshire County Council
- North Warwickshire Borough Council
- Nuneaton and Bedworth Borough Council
- Rugby Borough Council
- South Northamptonshire Council
- South Staffordshire District Council
- Staffordshire County Council
- Stoke and Staffordshire LEP
- Tamworth Borough Council
- Walsall Metropolitan Borough Council
- Warwickshire County Council

Cllr Mike Hall
Chair of the A5 Transport Partnership

May 2018

* *Councils listed above are referred to as 'Local Authorities' within the Strategy.*

** *When referring to the 'A5 Partnership' it should be noted that constituent members are not committed to particular courses of action. Constituent members have various roles, legal duties/commitments, funding, approvals processes and priorities. The A5 Strategy objectives and policies are mindful of these constraints and recognise that approval from individual members is needed before commitment to specific schemes or expenditure can be given. As such, the objectives and policies contained within this strategy provide a context for decision making and should be seen as a high level aspiration for improvements along the corridor.*

Contents

1. Introduction 6

2. Achievements to Date 9

3. Key Strategic Interventions 2018-2031 10

4. The Wider Context 11

5. Strengths, Weaknesses Opportunities & Threats 14

6. Economic Significance of the Corridor 15

7. Environmental Considerations 16

8. The Strategy

8A: Delivering Growth 23

8B: Supporting Network Resilience 28

8C: Delivering a Safe and Secure A5 35

8D: Delivering a Sustainable A5 42

8E: Managing the Impact of Freight 53

Appendices

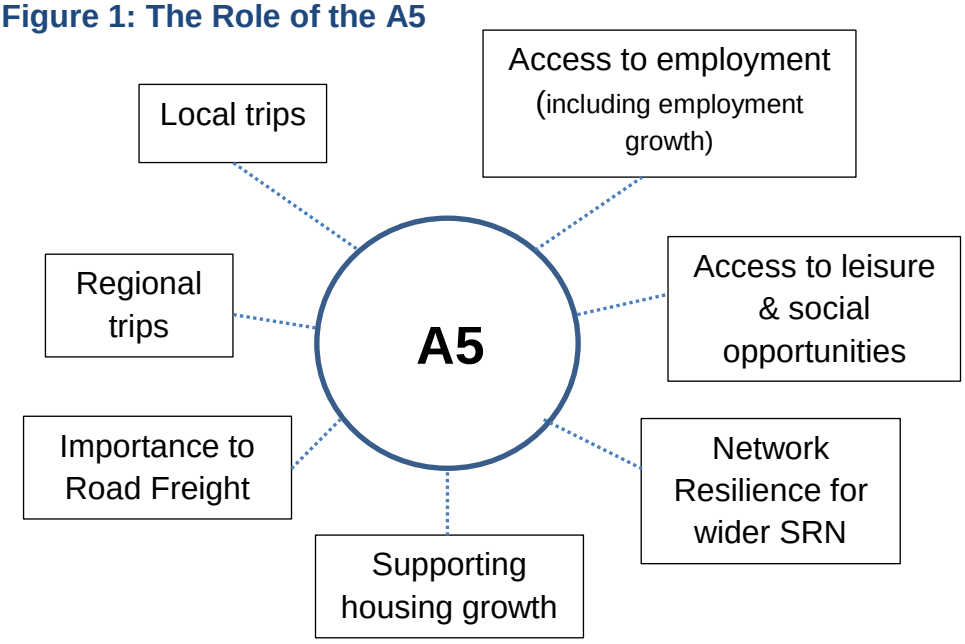
1. Introduction

1.1. The A5 is a key strategic route, operated and managed by Highways England on behalf of Government, providing a long distance route from London to North Wales and the Port of Holyhead which runs through large parts of central and southern England. The opening of the M1, M6 and more recently the M6 Toll led to a diminished role for the corridor. 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.

1.2. The A5 already plays an important role as part of the wider Strategic Road Network (SRN) and carries around 23,000 vehicles per day on its busiest section. This role will become increasingly important, providing network resilience for the wider strategic and local road network.

1.3. A well-functioning, resilient A5 is necessary to enable growth to come forward and be sustained. It will act as a 'corridor for growth' and as such requires appropriate levels of investment in order to facilitate this role. Interventions that support the corridors efficiency, function and resilience will ultimately enable higher levels of growth, thereby supporting the wider Midlands Engine and its economic and housing needs.

Figure 1: The Role of the A5



1.4 The A5 has an important local as well as strategic role, which is key to ensuring that development and economic growth along the corridor is not constrained from coming forward. The potential interventions identified for the A5 should be aligned with, and take account of, other growth aspirations and priorities, as set

out in Local Plans, LEP Strategic Economic Plans and documents such as the Strategic Growth Plan for Leicester and Leicestershire.

The A5 Partnership and the Strategy

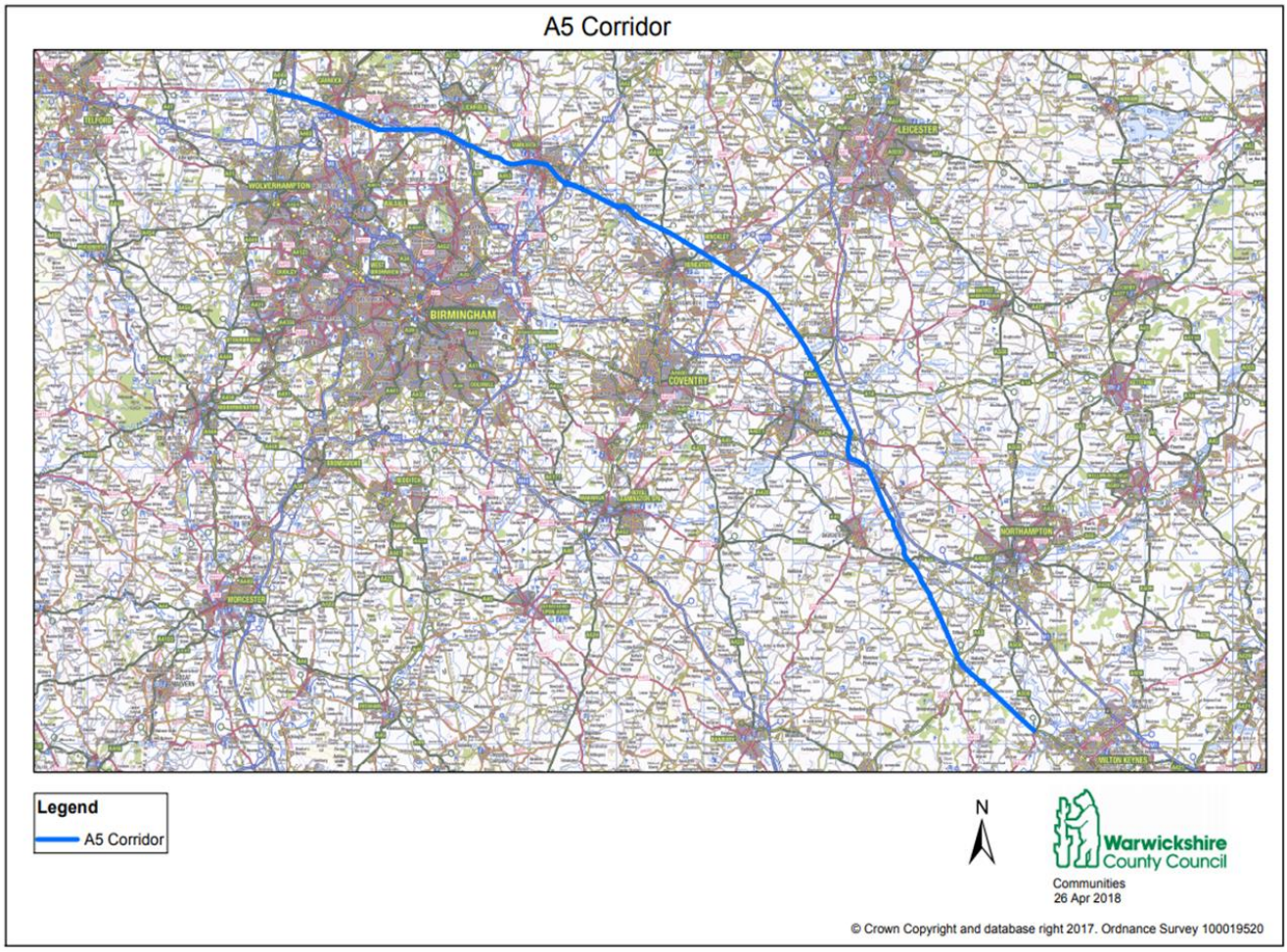
1.5 The A5 Partnership was established in response to a growing concern from local planning authorities in the East and West Midlands regarding the performance and future role of the A5. The Partnership covers a wide geographic area, from Cannock in Staffordshire in the North to Milton Keynes in the South and is comprised of Local Authorities and Local Enterprise Partnership's (LEP's). Despite this Partnership approach, it is notable that whilst local authorities can work closely with each other and Highways England (HE), it is HE which is ultimately responsible for the management and operation of the A5 and the delivery of improvements to it. Other services, such as passenger transport (bus), will be the responsibility of commercial operator. Local Authorities, individually and collectively via the Partnership, will therefore continue to work closely with HE, the Department for Transport and commercial operators to secure and/or facilitate these improvements. Highways England is a key member of the Partnership and provides support and advice where necessary.

1.6 Due to continued funding constraints, the ability for Local Authorities to deliver significant local transport improvements is limited. However, where evidence identifies measures to support priorities, Local Authorities will continue to seek improvements via the appropriate funding mechanism, for example developer contributions and central government bidding opportunities. Funding for much of the improvements required along the corridor is not secure, as a result HE and, where appropriate, Local Authorities will utilise appropriate funding opportunities as they arise.

1.7 'A Strategy for the A5' was produced by the A5 Partnership in 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 work to refresh and further strengthen the A5 Strategy to ensure the corridor is fit for purpose and help facilitate and support economic growth going forward.

1.8 This strategy sets out the ongoing need for good transport infrastructure and connectivity along the A5, 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, thereby helping to further increase the productivity of the wider region.

Figure 2: The A5 corridor



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

1.10 The Strategy covers the 77 mile section of the A5 from Cannock in Staffordshire to Milton Keynes, and sets out the vision for the A5 by providing a framework for maintaining and improving the corridor for the next 13 years.

2. Achievements to Date

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

A5 Partnership — Creation of a multi-agency Partnership

- Local authorities, together with Highways England, have formed an effective multi-agency partnership to ensure the existing and future needs of the A5 are recognised and delivered. The Partnership produced its first **strategy** for the A5 which has had a positive impact on the work of HE and Moidlands Connect. The Partnership has successfully **lobbied** Ministers and MPs to help secure improvements along the

Cycling — Improvements for Cycling

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

Public Transport — Bus and Rail

- The Partnership commissioned a sustainable transport assessment to help identify the opportunties for additional public transport and cycling/walking interventions to be provided. It is acknowledged that bus provision may still be limited and services can be challenging to sustain.
- **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 and Nuneaton;
  Magna Park.
- Bespoke commercial services have been introduced by the operator to serve Birch Coppice and DIRFT.

- **Rail**
- Heavy Rail Improvements along the LENUCKLE corridor (Leicester, Nuneaton, Coventry, Kenilworth, 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** provided a new station at Kenilworth, which opened in April 2018.
- Work has been undertaken in relation to developing **LENUCKLE 3.1** which will allow through services to be reinstated between Coventry and Leicester.
- The Chase Line electricifcation scheme is due to be completed by December 2018.

Highway Improvements

Highway Improvement Schemes

- A number of important highway improvement schemes have been delivered over the last strategy period (2011-2026). Notable schemes include:
  - Improvements to M42 Junction 10. Delivered under HE Pinchpoint programme and completed in 2014.
  - A5 access improvements to the Horiba MIRA Enterprise Zone, 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.
- Delivery of improvements at Churchbridge Junction in 2015.
- The partnership helped secure the commitment from Government to dual the A5 between Longshoot and Dodwells in 2020/21.

3. Key Strategic Interventions 2018-2031

3.1 Three key strategic interventions have been identified for delivery or development during this strategy period (2018-2031), which will help facilitate the delivery of the wider A5 Strategy. These are set out below:

- **M42 to M69 Improvements** – A combination of on and off-line 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;
- **M69 to M1 and M42 to M6 Improvements** – on and off-line 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 M1, M6 and A5.
- **Provision of a new M1 Junction 20A** – This would bring significant relief to M1 Junction 21, support future growth and allow for future links to extend to the M69/A5 and to the A46 at Syston

4. The Wider Context

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

4.2 Of particular relevance is the role of the **Midlands Engine and Midlands Connect**. The Midlands Engine is a coalition of Councils, Combined Authorities, Local Enterprise Partnerships (LEPs), Universities and businesses, to present the Midlands as a competitive and desirable location in which to invest. The A5 Strategy seeks to further develop the A5 as a 'corridor for growth' thereby supporting the wider aspirations of the Midlands Engine.

4.3 Midlands Connect has developed a transport strategy that is designed to improve the connectivity of the Midlands area to enable economic growth. The geographical scope of the Partnership extends from the Humber Ports in North Lincolnshire to the Welsh Marches.

4.4 In relation to this, strengthening of the A5 corridor will help facilitate improved access to important gateways to the region, including the regional airports (Birmingham and East Midlands) and HS2 stations as well as helping to further develop important links with other strategically important corridors such as the Cambridge – Milton Keynes – Oxford corridor.

4.5 Midlands Connect has commissioned work to look at the long term needs of the Midlands Motorway Hub (M5/M6/M42). 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.

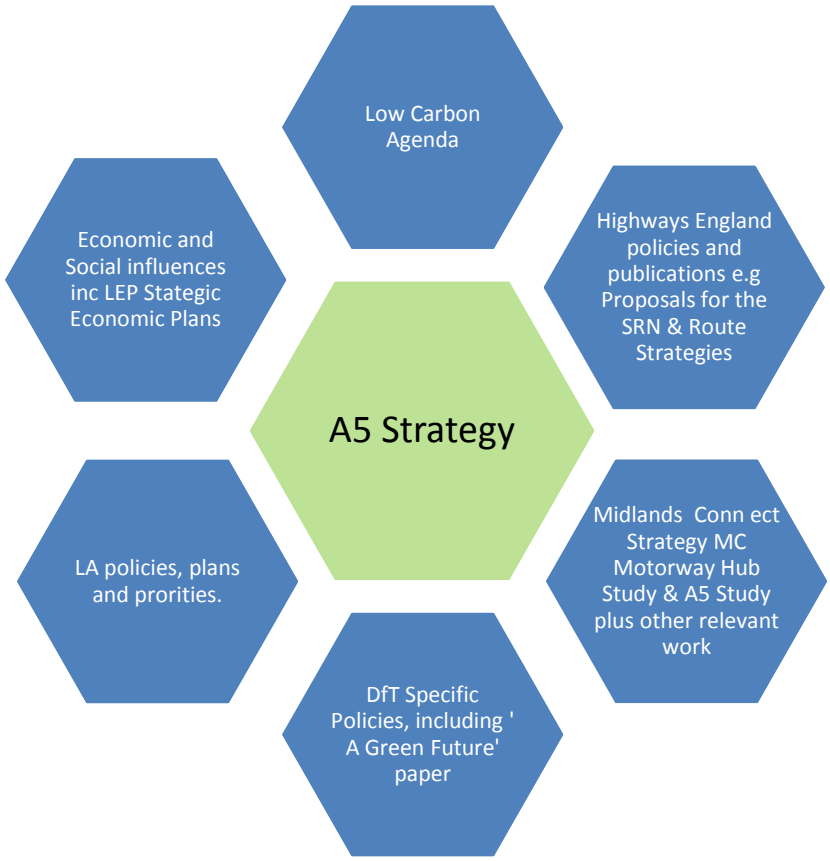
4.6 The Midlands Connect Partnership **recognises the A5 as an important route** in terms of serving key employment sites and thereby facilitating economic growth and its role in proving wider network resilience. As a result the Midlands Connect Partnership has recently commissioned the **A5 Strategic Corridor Study**. This will be undertaken during 2018/19 and, if appropriate, will result in the production of Strategic Outline Business Cases (SOBC) for key priority sections of the A5 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.

4.4 Close alignment with other strategically significant Midlands Connect projects (e.g. A46 Strategic Corridor Study and M6 Junction 3-11 Study), other priorities and strategic plans is also vital going forward. The A5 Partnership will seek to support and compliment these emerging priorities and plans. Improvements to the A5 will complement and enhance wider infrastructure projects, including improving access to rail (e.g. LENUCKLE) and road (via the motorway network) to HS2 at Toton and Birmingham Interchange station. In addition the strategy supports and compliments wider strategic growth plans, as set out in constituent

members' growth proposals and the Strategic Economic Plans produced by the relevant Local Enterprise Partnerships.

4.5 The partnership will work closely with Highways England (HE) to develop and secure the delivery of appropriate schemes. The partnership will seek to influence HE policies, delivery programmes and funding allocations where appropriate. Key influences on this strategy and future scheme interventions are highlighted in figure 3 below.

Figure 3; key Influences



5. Strengths, Weaknesses, Opportunities and Threats

5.1 Table 1 overleaf provides a summary of the Strengths, Weaknesses, Opportunities and Threats (SWOT) related to the section of the A5 covered by this strategy and reflects the position of the wider Partnership.

Strengths	Weaknesses
• 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 Stafford, Cannock, Brownhills, Lichfield, Tamworth, Atherstone, Nuneaton, Hinckley, Rugby, Daventry, Northampton and Milton Keynes. • The A5 provides access to a number of important employment sites, such as Kingswood Lakeside, Birch Coppice, Horiba- 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, Twycross Zoo and Drayton Manor Park. • The corridor includes some sections of dual-carriageway which provide suitable capacity and limited 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. • It provides access to employment sites from settlements along the route, allowing a wider employment pool to be accessed by employers	• The corridor includes a number of congestion points, particularly where long distance and local traffic interact. Investment in the A5 has not kept pace in addressing these levels of congestion. • The varied nature of road type (from express way standard to road of a rural nature) along the A5 is not conducive to safety, efficiency and network resilience issues. • 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 limit safe overtaking opportunities. • 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 formal lorry parking with facilities along the corridor is regarded as poor. • There are a number of locations where RTA;s and collisions occur
Opportunities	**Threats**
• There are opportunities to utilise a variety of funding streams to deliver improvements to the A5 corridor (including HE, developer and challenge funding). • The A5 is a key economic corridor for the East & West Midlands and this is reflected in the Midlands Connect priorities and LEP Strategic Economic Plans. It wil be an important corridor between the Midlands Engine and the Cambridge – MK – Oxford Arc which includes Northamptonshire. • Opportunities exist to develop interchange sites to help transfer freight from road to rail. • 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 of 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. • Joint working between the Highways England and Local Authorities is in place to plan future development and its transport needs.	• Housing and employment proposals along the A5 are likely to exacerbate existing problems in the corridor if not properly mitigated. • Lack of appropriate (level and availability) funding opportunities. • 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 at M42 Junction 10. • Further congestion within the corridor may have a long term impact on air quality, noise and health. • Lack of suitable locations identified for improved lorry parking with facilities. • The growth in the Cambridge – Mk- Oxford Arc will add to the impacts that growth already projected on the A5.

6. Economic Significance of the A5 Corridor

6.1 The economic performance of the A5 corridor can be regarded as comparatively strong when compared to the wider 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.

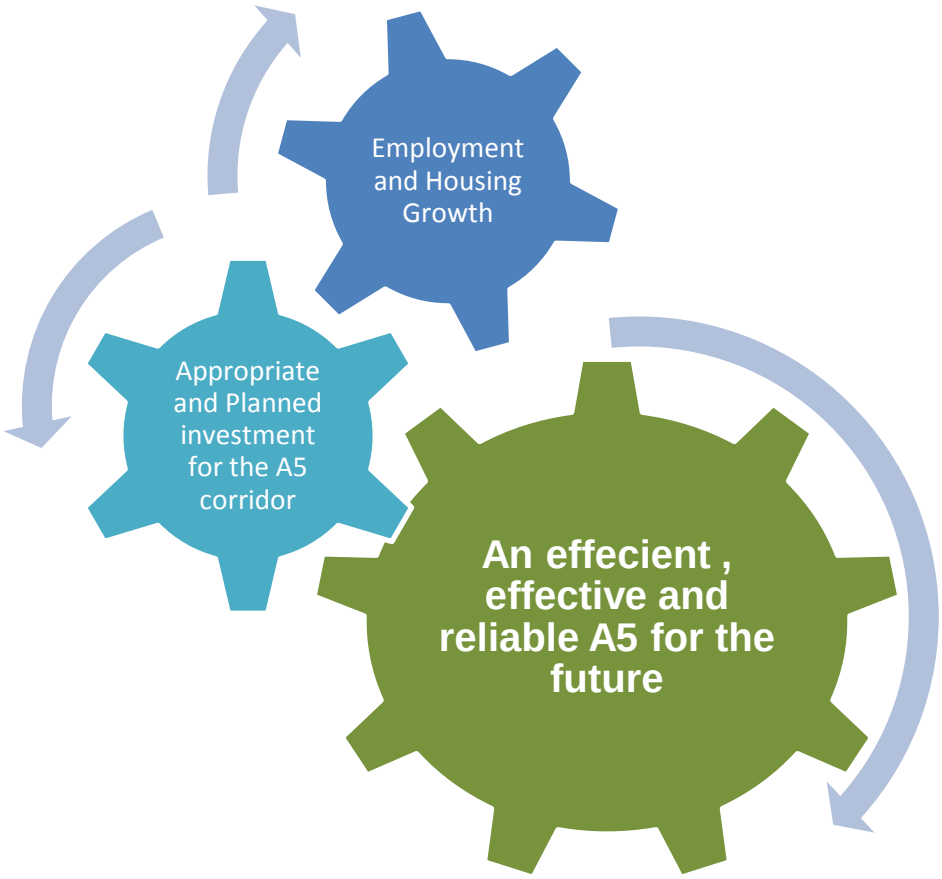
Figure 4: Key Economic Hubs

6.2 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 sites such as Horiba-MIRA, Magna Park and DIRFT 3.

6.3 In addition to the local economies along the corridor, the A5 has an important strategic function in terms of providing connectivity to key economic centres located outside the remit of this strategy, for example as an important link to the wider Oxford – Milton Keynes – Cambridge growth corridor.

6.4 Combined with the new housing growth, enabling people to access these employment opportunities will put further pressure on the A5. Without planned and appropriate investment, congestion and journey reliability problems will be exacerbated. The recognition of this inter relationship is vital and is demonstrated in figure 5 below.

Figure 5; Creating an effective A5



7. Environmental Considerations

7.1 Air Quality and the low carbon agenda are arguably the most important environmental issues facing the A5 corridor. This critical issue is regarded as important on a national level with Government placing increasing importance on environmental improvements. This is highlighted in the recent government policy paper 'A Green Future; Our 25 Year Plan to Improve the Environment' which prioritises the reduction of pollution, including along main roads.

7.2 Air Quality Management Areas (AQMA's) are declared when the levels of 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 2 below.

Table 2: AQMA's by Location

Local Authority	AQMA
Leicestershire	
	• Lutterworth Town Centre (High Street)
Northamptonshire	
	• Watling Street, Towcester
Staffordshire	
	• 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 • A5190/B4154 5 Way Island Heath Hayes
Warwickshire	
Nuneaton & Bedworth Borough	• Midland Road/Corporation Street • Leicester Road/Old Hinckley Road Gyratory
Rugby Borough	• Rugby Urban Area – specifically the Warwick Street Gyratory and Rugby Road, Dunchurch

7.3 **Air Quality Action Plans** are in place covering these AQMAs. These have been prepared by the relevant District/Borough Council in conjunction with Highways England. Housing and employment development along the corridor will lead to increased movements along and across the A5 corridor. If congestion/access constraints and air quality issues are to be avoided it is important that people are provided with an alternative sustainable transport choice, helping to facilitate wider economic growth and development along the corridor. This Strategy could help to have a positive impact on these AQMA's, by encouraging a shift towards public transport and active travel options, including promoting a more positive public perception of sustainable transport options overall. In addition, relevant Local Authorities are developing interventions that could help have a positive impact on overall air quality, in addition to specific interventions that are designed to address specific AQMAs.

7.4 Development can lead to increased emissions, which may or may not significantly impact upon AQMAs. It can also contribute to increased ambient concentrations and greenhouse gas emissions. Where appropriate provision of, or contribution to, air quality mitigation measures could 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 contribution to, low emission vehicle refuelling infrastructure;
- Provision of incentives for the uptake of low emission vehicles;

- Financial support to low emission public transport options;
- Improvements to cycling and walking infrastructure; and
- Support for, and promotion of, car clubs.

To assist in evaluating the financial input towards mitigation measures, use can be made of Defra's damage cost approach, utilising 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

7.5 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 than if measures are taken earlier.

7.6 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 cleaner vehicle technology. Measures to improve air quality are often compatible with this aim. Where appropriate the following could be supported by the A5 Partnership or individual constituent members:

- **Fleet Recognition Schemes** such as ECOStars are already operative in parts of the A5 corridor, and offer the potential to expand. Where appropriate, assistance could be offered to facilitate this. The ECOStars scheme helps fleet operators to improve the efficiency of their operations and 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 that 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

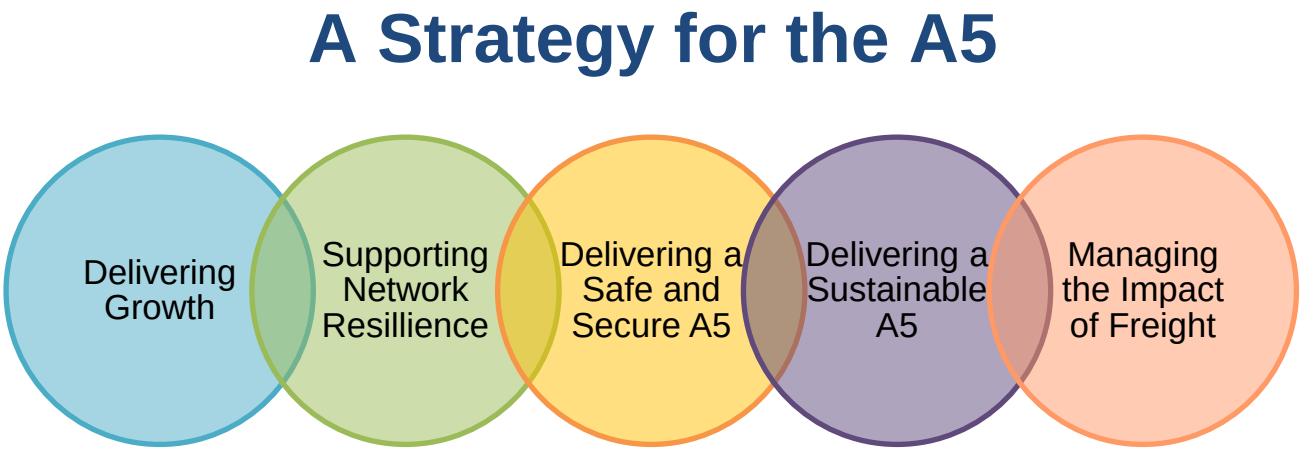
car and van on the road to be a zero emission vehicle by 2050. This presents a challenge to ensure that refuelling infrastructure is provided in time, and an opportunity to move towards greater sustainability. Where appropriate, this could be facilitated by the provision of refuelling infrastructure and/or requiring developments to incorporate such measures.

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 number of member authorities are currently producing Electric Vehicle strategies and a watching brief on developments to ensure compatibility of infrastructure provision should be maintained.

- Where appropriate, relevant members of the A5 Partnership will seek to utilise **funding opportunities** that may arise through Government spending commitments, to improve overall air quality and cleaner transport.

8. The Strategy

8.1 It is recognised that there are a number of competing priorities for the A5. However the Partnership acknowledges 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 five 'themes' are set out below:



Strategy Objectives

8.2 The strategy objectives are as follows:

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.
f) To minimise the impact of strategic traffic on local roads and communities located along the A5 corridor when there is planned or unplanned disruption on the A5.

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

Table 3: 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
To minimise the impact of strategic traffic on local roads and communities located along the A5 corridor when there is planned or unplanned disruption on the A5.	x	x	x	x	x

8A. Delivering Growth

Aims & Outcomes

Table 4: Key Aims of Strategy

Key Aims	Key Required Outcome
• 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. • To act as a 'corridor for growth' at a local, and strategic level.	• A well-functioning route that provides the best possible access to and from centres of population, employment and services, including new areas of growth • Facilitate higher levels of local and strategic growth.

Context

8A.1 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. A broad range of improvements and interventions will be required – how these ultimately come forward will depend on the funding opportunities available.

Population Growth

8A.2 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, Cannock and Stafford, with smaller settlements also spread along the route.

8A.3 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**.

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

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 **Appendix A**.

Employment Growth

8A.4 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/A14 (the 'Golden Triangle' area around the districts of Daventry, Rugby, Hinckley & Bosworth and Harborough), and the M42 and M6 in Staffordshire north of Birmingham and the Black Country.

8A.5 Strategic employment sites in B8 use (logistics/distribution) along the route include the Daventry International Rail Freight Terminal (DIRFT), Sketchley Meadows (Hinckley), Magna Park, Kingswood Lake, Cannock and Birch Coppice. In addition, the Horiba-MIRA Enterprise Zone Technology Park is a strategic employment site which makes a significant contribution to the well-established automotive industry in the Midlands area.

8A.6 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 Midlands. The current status of these major employment sites is detailed in **Appendix B**.

8A.7 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 and rail 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.

Potential future growth may be hindered by a number of factors, including:

- Low investment in local and strategic road transport infrastructure;
- Lack of devolved powers and funding to city-regions, impacting on infrastructure development;
- Lack of 'whole systems' approach to infrastructure planning and delivery, and;
- Lack of spare network capacity or alternative routes.

8A.8 Key Objectives

- Help local authorities to meet their growth needs by facilitating a safe, reliable, efficient A5 for people accessing homes, jobs, services and leisure opportunities.
- Where appropriate, facilitate the start-up, relocation and/or expansion of existing businesses, as a means of making a significant contribution to the economy, particularly through the provision of local job opportunities.

Challenges and Opportunities

8A.9 The key challenges and opportunities are set out in the table below.

Table 5: Key Challenges and Opportunities

	Challenges	Opportunities
Funding	Competition from other development projects for funding from regional and national sources.	• Feed into development of Midlands Connect business case for Phase 1 upgrade of A5 between A38 and M1. • Continue engagement in RIS2 process and, where appropriate, lobby to include schemes for delivery in the 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.	• Seek to utilise other funding sources to address shortfall in infrastructure provision/improvements, where market less buoyant for development industry. However the identification of alternative funding streams may also prove to be challenging. • Engage with Cambridge-MK-Oxford Arc to ensure growth deal funding is secured for A5 where needed.
Employment Development	Capacity/reliability of route where major employment sites (either new development or expansion of existing sites) are located.	• Review local plan growth targets and assess allocations/outline commitments for potential impacts. • Where appropriate, use evidence to identify priority schemes which provide improvements to operational capacity, especially at key junctions. • Seek to combine developer contributions with other funding sources to plan for 'headroom' within scheme capacity.
	Provision of sustainable modes of transport to	• Continue to support sustainable transport initiatives involving businesses, public

	access strategic employment sites.	transport operators and walking/cycling groups to better connect major employment sites to labour force. • Consider opportunities 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 A5 route, e.g. a targeted corridor for growing business sectors such as strategic distribution.	• The A5 provides network resilience by offering an alternative to motorway routes, but is also a significant employment growth area in itself, e.g. DIRFT, Magna Park, Horiba-MIRA, Birch Coppice • Opportunity for 'supply chain' businesses to locate in close proximity to strategic employment sites on A5 route.
Residential Development	Capacity/reliability of route where major residential development is taking place.	• Review local plan growth targets and assess allocations/outline commitments for potential impacts. • Where appropriate, identify priority schemes that provide improvement to operational capacity, especially at key junctions. • Seek to collect appropriate developer contributions (where development is directly relevant to infrastructure impacts).
	Birmingham Housing Market Area target of 38,000 dwellings	• Potential to secure developer funding to secure improvements to the A5 corridor.
Wider Road Network	Possible impact of increased use of M6 Toll route if changes made to ownership/operation, e.g. removal of charging	• 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

8A.10 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 seek 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 continue to work with developers and site promotors to ensure that they mitigate the impact of their development and identify appropriate essential transport infrastructure and necessary additional capacity.

Policy DG3 – Securing Funding for Improvements

Local planning and highway authorities represented on the A5 Partnership will seek to secure appropriate 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.

8B. Supporting Network Resilience

Aims & Outcomes

Table 6: Key Aims and Outcomes for Supporting Network Resilience

Key Aims	Key Required Outcome
• To improve the planning and alternative route signing during periods of planned disruption.	• To improve the overall network resilience of the A5 corridor. • To limit the impact of planned disruption on local communities. • Appropriate A5 improvements are funded and a phased approach to delivering the funding is taken. • Opportunities are taken to adequately mitigate the impacts of construction and ensure the A5 is fit for purpose going forward.
• To manage the impact of growth and development on the A5 corridor and ensure that significant growth is mitigated	
• To seek a fully funded planned and phased approach to investment.	
• To ensure construction that has an impact on the corridor is appropriately mitigated.	
• Ensure that resilience is secured via ongoing maintenance of the A5.	

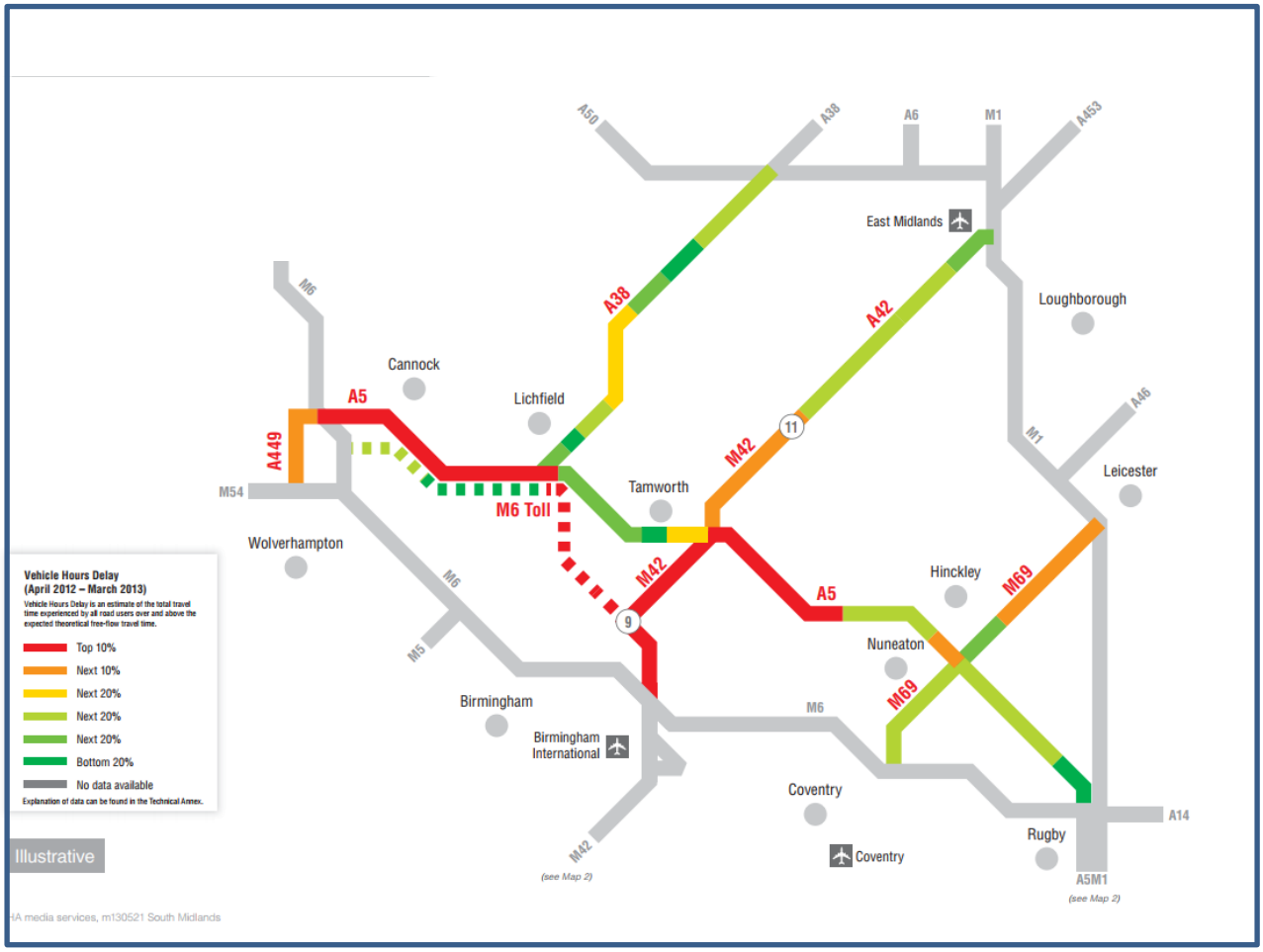
Context

8b.1 The A5 is a well-established corridor that forms an important part of the Strategic Road Network (SRN) between the South East, East Midlands, West Midlands and North 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 on its busiest section.

8b.2 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 often results in 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 the corridor does not provide the level of reliability or resilience for the wider SRN that it could have the capability of providing. In addition, operational issues on the A5 often results in negative impacts on local roads and communities as traffic seeks an alternative route. Figure 6 below shows Network Performance in terms of delay, compared with a theoretical free flowing network.

Figure 6; Network Performance – Delay

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



8b.3 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.

8b.4 The standard of the A5 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 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:

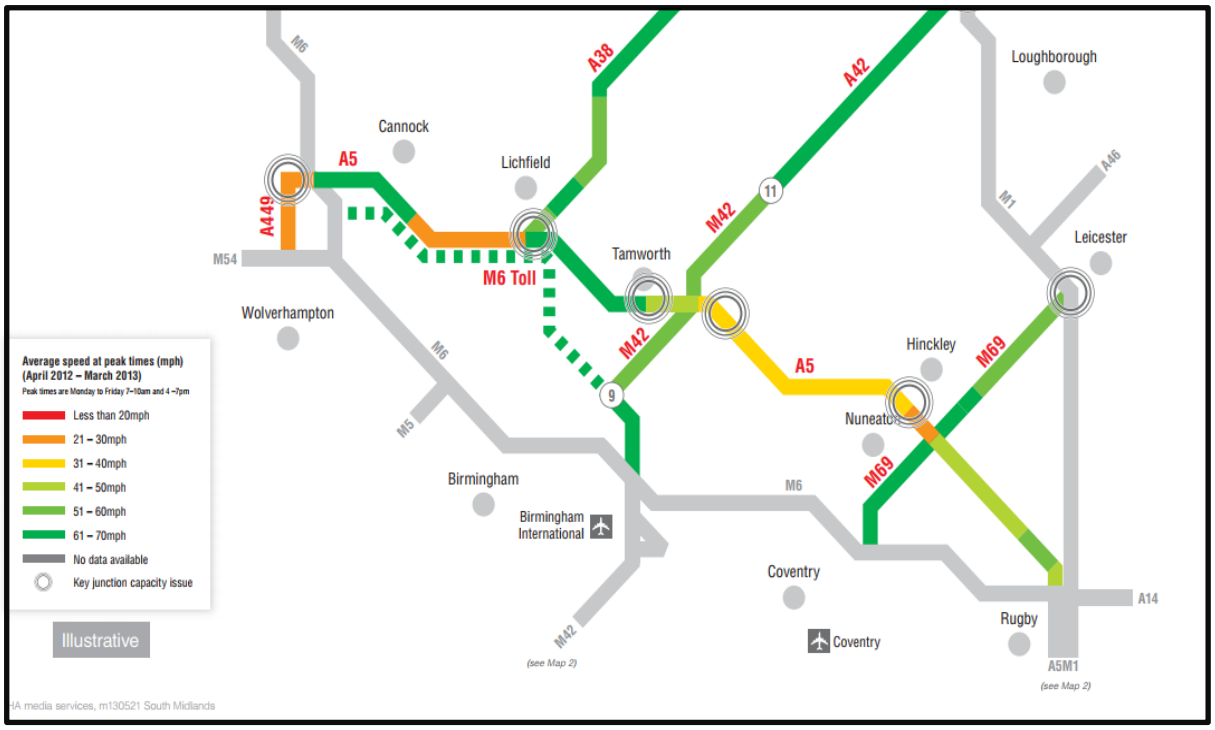
- High quality 'expressway' standard route.

- Single carriageway, some of which feels rural in nature, with more limited overtaking opportunities.
- Sections with numerous roundabouts, priority junctions and private driveways.

8b.5 This varying standard along the corridor means that parts of the A5 are often congested and passing opportunities are limited. In addition, the stretches of single carriageway and 'at grade' junctions contribute to further congestion and slow journey speeds (as indicated in figure 7). This congestion can impact on business and lead to emergency vehicles being impeded. As a result the A5 is currently unable to fulfil its full potential as part of the wider Strategic Road Network.

Figure 7; Network Performance – Speed

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



8b.6 Local housing and employment growth in the vicinity of the A5 corridor will be very significant and as a result of connectivity with the Cambridge-MK-Oxford Arc. These unprecedented levels of growth will serve to place increased pressure on the A5 corridor and must be properly mitigated if overall network resilience is not to be compromised.

8b.7 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 2b is proposed to directly impact on 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. Arguably of greater importance

is ensuring that HS2 reinstate the junction in a way which is fit for purpose going forward, acknowledging the increasing importance of the role of the A5 in the future.

Policy Background

8b.8 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 corridor has in terms of wider network resilience, enhancing connectivity and unlocking economic growth.

8b.9 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 has recently commissioned the Midlands Motorway Hub study which has been procured and managed by Highways England. The A5 corridor and 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 2018/19 to more fully examine the role the A5 can undertake going forward. Midlands Connect will work with adjacent sub-national Strategic Transport Bodies to ensure that the role of the A5 for connectivity is developed.

8b.10 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 expressway standard along the whole route. This will complement other strategic priorities, such as the proposed A46 Expressway.

Challenges and Opportunities

Table 7: Challenges and Opportunities

	Challenges	Opportunities
Congestion and additional growth	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	Need for a phased investment and move towards an **expressway** standard for the A5 along the corridor as a whole. Opportunity to look at the way in which the **M6 Toll** road is signed, managed and priced in order to facilitate better management and network resilience during periods of disruption.

	for better network resilience for the A5. The corridor includes long sections of single carriageway which restrict 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.	Opportunity to address funding issues and ensure the provision of a phased investment strategy. Opportunities to secure investment will include; **Midlands Connect** – the outcome of relevant studies may demonstrate the need for schemes to be prioritised and appropriate funding levels brought forward. **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. **Other Funding Opportunities -** The A5 Transport Partnership should be ready to take advantage of other funding opportunities that may arise e.g. from DfT, Highways England, LEP's. Ideally, appropriate A5 improvement schemes should be developed sufficiently to enable high quality bids to be submitted for funding as opportunities arise.
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 seek **opportunities** to adequately **mitigate** the impacts of construction on the A5. Where possible reinstatement works should enable the A5 to be fit for purpose going forward.

Planned & Unplanned Disruption	Planned and unplanned disruption e.g. road works and accidents can result in significant delay and impact on local communities due to traffic seeking alternative routes.	Whilst unplanned disruption can have significant short term impacts on local communities and road users it is difficult to mitigate against. However, **planned disruption** can be managed more effectively. There is the opportunity for HE to undertake early engagement with Local Authorities and the police, to ensure that diversion routes are appropriately signed. This will help to minimise the impact of traffic rerouting through local communities.

Policies

8b.11 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 proposals.

Policy NR1: Investment

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

- 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 NR2: 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 the Toll road is currently signed, managed and priced does not facilitate wider network management or promote better resilience.
- The Partnership would support the undertaking of appropriate feasibility work to look at how the M6 Toll could be better signed, managed and priced during periods

of disruption (planned and unplanned), to help relieve pressure on the wider Strategic Road Network.

Policy NR3: 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 NR4: 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, to ensure the corridor will be able to fulfil the demands placed upon it in the future.

Policy NR5: Managing the Impact of Planned Roadworks and Other Disruption

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

- HE will, via the relevant constituent Local Authorities, seek to minimise the impact of planned road works on local communities. This will involve continuing the close working relationship with Local Authorities to ensure diversion routes are appropriately signed and adequate advance notice of works given.
- The Partnership will encourage member authorities to continue to advise HE of locations on the highway where incidents occur on a frequent basis (e.g. bridge strikes), so that appropriate preventative measures can be investigated by HE.

8C. Delivering a Safe and Secure A5

Table 8; 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

8c.1 The British Road Safety Statement advocates the universal implementation of the 'Safe System' approach as a key priority. The represents an evolution in strategies for improving road safety.

8c.2 Highways England (HE) have been given a challenging casualty reduction target by Government, to reduce the number of people killed or seriously injured (KSI) on the Strategic Road Network by 40% by 2020. It has already embedded the 'Safe System' concept within its policy and will deliver it through the Roads Investment Strategy (RIS).

8c.3 To achieve this 40% reduction along the A5, partners, for consistency, should consider adopting 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 of drivers, motorcyclists, cyclists and pedestrians at the core of all future activities along the corridor. The Safe System approach to road safety involves a holistic view of the highway network and the many interactions that take place among roads and roadsides, travel speeds, vehicles and road users. It caters for all groups using the highway network, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial and heavy vehicle drivers. Unlike traditional approaches to road safety it recognises that people will always make mistakes and may have road collisions but the system should be forgiving and those collisions should not result in death or serious injury.

8c.4 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 resilience and reliability performance of the corridor.

8c.5 Historically routes like the A5 were built and further developed in a fragmented manner, potentially impacting on safety, community cohesion and opportunities

for cycling and walking. Where appropriate these historic issues should be reviewed, 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

8c.6 The A5 provides resilience and an alternative route to the M6/M6 Toll and as a diversionary role for the M1. 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.

8c.7 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. There are also safety issues on less congested, high speed sections of the A5 where the consequences of collisions is often greater.

8c.8 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 the strategic and 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

8c.9 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 to meet this target by ensuring 90% of the network achieves a safety rating equivalent to EuroRAP 3* by 2020.

EuroRAP Risk Rating

8c.10 The most current EuroRAP rating system ranks roads between low risk and high risk. The 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% of Personal Injury Collisions between 2013 and 2015.

8c.11 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.

8c.12 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) identified the section of the A5 between the M42 and M1 as containing some of the worst performing parts of the network for road safety.

Personal Injury Collision (PIC) Data

8c.13 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.

8c.14 Significantly it appears that the mixed standard of the A5 (dual/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%, based on Police data and comparison with DfT Reported Road Casualties for Great Britain 2016.

8c.15 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 kilometre). A summary of PIC data is provided in table 9 below.

Table 9; Summary of PIC along the corridor

Section of A5	Key Statistics	Additional Information
A449 Gailey to A452 Brownhills	• Average PIC rate of 9.2 per km (2013-15). • KSI rate of 14%.	• 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)	• Average PIC rate of 5.4 per km (2013-15). • KSI rate of 9%	• 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)	• Average PIC rate of 5.4 per km (2013-15). • KSI rate of 14%	• 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)	• Average PIC rate of 2.8 per km (2013-15). • KSI rate of 31%	• 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)	• Average PIC rate of 2.2per km (2013-15). • KSI rate of 32%	• Collisions at private access (8%) are double the national average • 92% of PICs occurred on single carriageway sections. •

Table 10; Challenges and Opportunities

	Challenges	Opportunities
Personal injury collisions and KSIs	• Multiple at-grade junctions, including numerous different forms and side accesses.	• Funding from developers through S106/CIL and S278 agreements. • Joint working between Highways

	• 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.	England and Local Authorities is in place to plan future development and its transport needs. • Government target for HE 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. • Encure that the existing and proposed sections of the A5 receive the necessary resources required for adequate maintenance.
Congestion	• 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, will worsen as traffic numbers increase. • A number of Air Quality Management Areas exist along the corridor that are directly related to road traffic emissions. • Further congestion within the	• 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 certain short, medium and long distance journeys to be made. • Some established bus routes along the corridor provide opportunities for a switch to more sustainable modes of travel.

	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.	
Helping cyclists, pedestrians and other vulnerable users of the network	• 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.	• 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

8c.16 A number of policies have been developed to support the A5 Strategy in relation to improving safety and security. These are outlined below:

Policy SS1: To reduce the number of people Killed or Seriously Injured on the A5 each year

Highways England will continue to implement the Safe Systems principle to implement schemes that reduce harm along the A5.

The A5 Partnership will also help facilitate the safe movement of road users across and alongside the A5.

Policy SS2: 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;
d) The need to improve facilities for non-motorised and other vulnerable users, particularly where the A5 corridor causes severance for communities; and
e) The Partnership will encourage Highways England to work closely with the relevant Local Authority to implement measures identified in Road Safety Audits.

Policy SS3: Improved Safety for those Walking and Cycling

The A5 Partnership will encourage Highways England and developers, as appropriate to deliver relevant 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 improvements for pedestrians and cyclists where the public rights of way network intersects with the A5; and
d) New or enhanced street lighting where there is evidence to indicate that it would address pedestrian/cyclist safety and/or security issues

Where appropriate the local planning and/or highway authorities will also consider the provision of new or enhanced cycle parking, e.g. within town centres, at rail stations and other key trip attractors.

8D. Delivering a Sustainable A5

Aims & Outcomes

Table 11: Key Aims and Outcomes

Key Aims	Key Required Outcome
• To improve the overall sustainable transport offer along and across the A5 Corridor.	• To help unlock the economic potential of the A5 corridor by ensuring well connected employment opportunities and services. • Provision of improved infrastructure to support sustainable travel choices. • To inform and support local policy development and funding bids. • To have a positive impact on Air Quality along the corridor.
• To improve the overall offer, attractiveness and availability of services and infrastructure that supports walking, cycling and public transport as modes of choice.	
• To improve access to employment opportunities available along the corridor by public transport and other sustainable modes of travel.	
• To contribute to a low carbon A5 and improved Air Quality along the corridor.	

Context

8d.1 The provision of a clear Sustainable Transport strategy for the A5 corridor 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.

8d.2 Achieving a significant shift towards non-car modes requires a cultural shift. To facilitate this, appropriate changes to highway and infrastructure within town centres to provide more facilities, space and priority for cyclists and pedestrians should be supported. 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

8d.3 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, including rail service enhancements 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.

8d.4 Despite the importance of sustainable transport options along the corridor, it is acknowledged 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. It should be noted that bus services are currently (2018) in national decline, at approximately 2-4% per annum. Securing and sustaining new services against this background of decline is challenging;
- Lack of safe and accessible cycling and walking routes; and
- Lack of signing to encourage people to switch to rail for appropriate trips.

8d.5 In addition, significant growth along the A5 corridor, especially in relation to housing and employment sites, has already occurred in numerous locations along the 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

8d.6 Initial accessibility analysis was commissioned by the A5 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.

8d.7 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 preparation of this strategy.

Wider Policy Context

8d.8 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:

8d.9 ***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.

8d.10 ***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 nationally 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.

8d.11 As the highway authority for the Strategic Road Network, 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.

8d.12 **c)** In 2017 the government launched a 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. The recently published Government policy paper ‘A Green Future: Our 25 Year Plan to Improve the Environment ‘ should also be considered within this context.

8d.13 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. In two-tier authorities, this responsibility sits with the District/Borough authorities.

8d.14 A number of AQMA's that currently exist in the vicinity of the A5 corridor are detailed on page 18 of the strategy. The 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. 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 page 19 of this strategy. Air Quality Action Plans are in place covering the relevant AQMAs. These have been prepared by the relevant District/Borough Council in conjunction with Highways England and the appropriate Local Highway Authority (within two-tier authority areas).Each local authority area will devise the most appropriate ways by which to help improve air quality in their local area, for example a new spine road is proposed to by-pass Lutterworth town centre to assist with the existing Air Quality Management Area

8d.15 **d) 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.

8d.16 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

8d.17 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 connectivity. 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; and
- Support the delivery of new housing and business growth along the corridor by the provision of new services and infrastructure.

Challenges and Opportunities

8d.18 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 in table 12 below:

Table 12: The A5 Sustainable Transport

	Challenges	Opportunities
Funding	**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. **Commercial Services –** Services introduced on a commercial basis may not prove to be viable and therefore require additional funding to continue. Local Authorities will not be able to meet this revenue funding shortfall. **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. Funding available for the Rail Network e.g. New Stations Fund opportunities.	**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. **Highways England** has specific funding that is designated for cycle, safety and environmental improvements. **Commercial Services -** new services may tap into previously unmet demand and prove to be commercially viable in a short period of time. **Other Funding Opportunities -** The A5 Transport Partnership and constituent authorities must be ready to take advantage of other funding opportunities that may arise e.g. from DfT, Highways England, LEP's etc. Interventions should be developed sufficiently to enable high quality bids to be submitted for funding. 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.
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	**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. **Commercial Service development -** The	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 Partnership meetings, complementing work undertaken by individual local highway authorities.

	development of commercial services especially if a strong evidence base is absent or other partners are unwilling to engage may prove challenging. **Heavy Rail** Encouraging some 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. Opportunity to upgrade pedestrian and cycle routes to stations to facilitate sustainable access.	Rail services are carrying record numbers of passengers however there remains an opportunity to encourage more people to switch from road to rail. Better access, capacity improvements and enhanced information provision can all help encourage this switch. The West Coast Mainline (WCML) mirrors much of the route of the A5. Use of the WCML should be encouraged for appropriate trips and opportunities should be taken to improve signing from the SRN to key interchanges on the WCML e.g. Atherstone. 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.
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.	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 Opportunities exist to facilitate the creation of Business Improvement

		Areas in some areas along the A5.
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 and businesses.	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), and the Lutterworth SDA new residents can be encouraged to use alternative 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. Proposed Spine Road to act as a by- pass Lutterworth town centre as part of the east Luttersorth Strategiv Development Area.	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. 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.

Policies

8d.19 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 STS1: Integration

The A5 Partnership will, where appropriate, seek to deliver improvements via appropriate 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 seeking to:

- Improve the availability, accessibility, affordability and acceptability of appropriate public transport;
- Improve the attractiveness of walking and cycling for journeys to local destinations by improving appropriate routes and facilities;
- Reduce the impact of severance; and
- Improve the travel choice to employment sites, through travel planning techniques and promoting different transport options through provision of travel information to target key potential users.

Policy STS2: 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 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.
- It is acknowledged that funding constraints may make it difficult to secure and sustain non-commercial services.

Policy STS 3: Improving the Attractiveness of Public Transport

The A5 Partnership, in conjunction with partners and public transport operators (including Train Operating Companies) will seek ways to improve the attractiveness of public transport 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 STS4: 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 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 (when funding opportunities allow).
- Improving the real and perceived safety issues associated with walking and cycling along the corridor (linked policy to Policy SS3).
- Investigate how sustainable access to relevant rail stations can be improved.

Policy STS5: 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 Partnership will seek to promote the provision of 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 STS6: 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 Partnership will continue to support existing partnerships or, where appropriate, seek to develop new 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 and ticketing incentives.
- Facilities on site to make alternative travel options more attractive.
- Investigate the options around implementing/expanding a 'Wheels to Work' scheme.

Policy STS7: 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 in order to help encourage road users to switch to rail. For example 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 Crewe – London Euston service.
- The A5 Partnership will also help identify opportunities to improve the attractiveness and access to the heavy rail network, either via improvements at existing stations, the provision of new stations or the development of new or improved rail services (e.g. direct Coventry – Leicester rail connectivity).
- Opportunities to encourage higher levels of rail freight will also be further explored, including possible interchange sites.

Policy STS8: 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 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.

8E. Managing the Impact of Freight along the A5

Aims & Outcomes

The main aims and outcomes are as follows:

Table 13: Key Aims and Required Outcomes

Key Aims	Key Required Outcome
• 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.	• 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.
• 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.	• Utilise existing forums and/or 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.
• 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.	• Utilise existing forums and/or provide a new forum for 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.
• 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.	• 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 journey times for the movement of freight along the corridor making the corridor more competitive and attractive for growth.

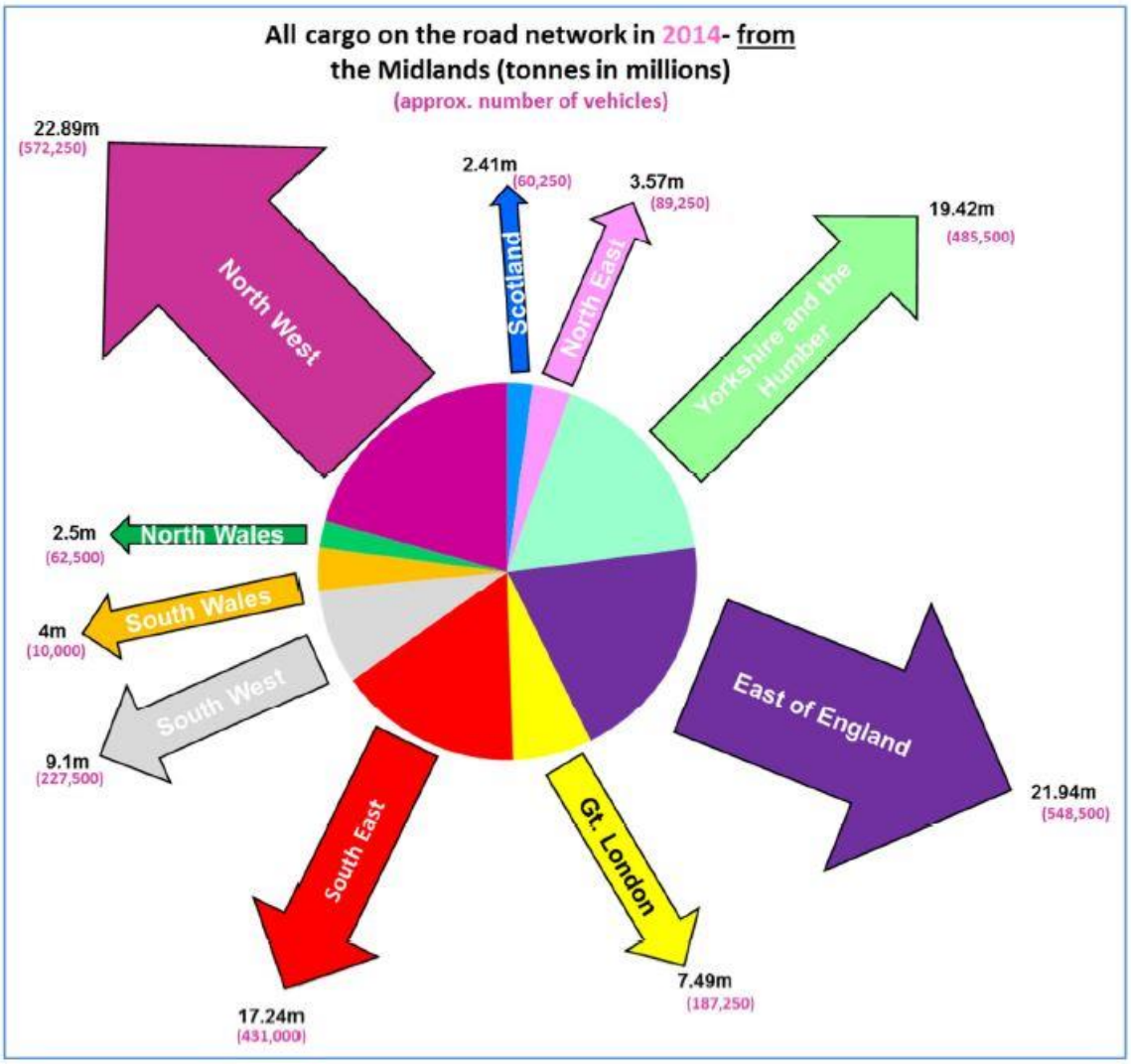
	• Manage the impact of bridge strikes along the A5, this is a particular issue between Dodwells and the M69 and appropriate mitigating actions need to be developed and implemented/

Context

8e.1 The freight transport and logistics industry is an important activity impacting on the A5 corridor in terms of the economy, transport network and local environment.

8e.2 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 and indicates the importance of this north- west and south-east transport corridor.

Figure 8: All cargo on the road network in 2014 from the Midlands
(tonnes in millions) Source: ***Midlands Connect Freight Narrative Report (2017)***

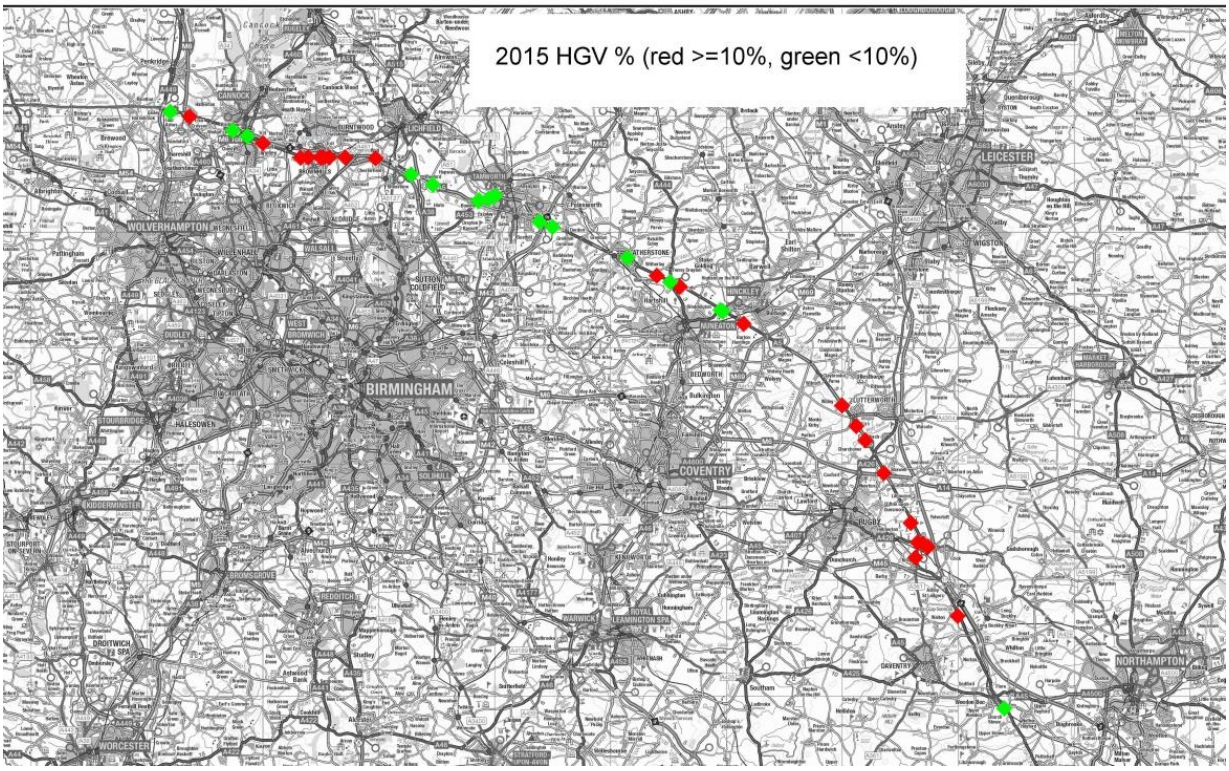


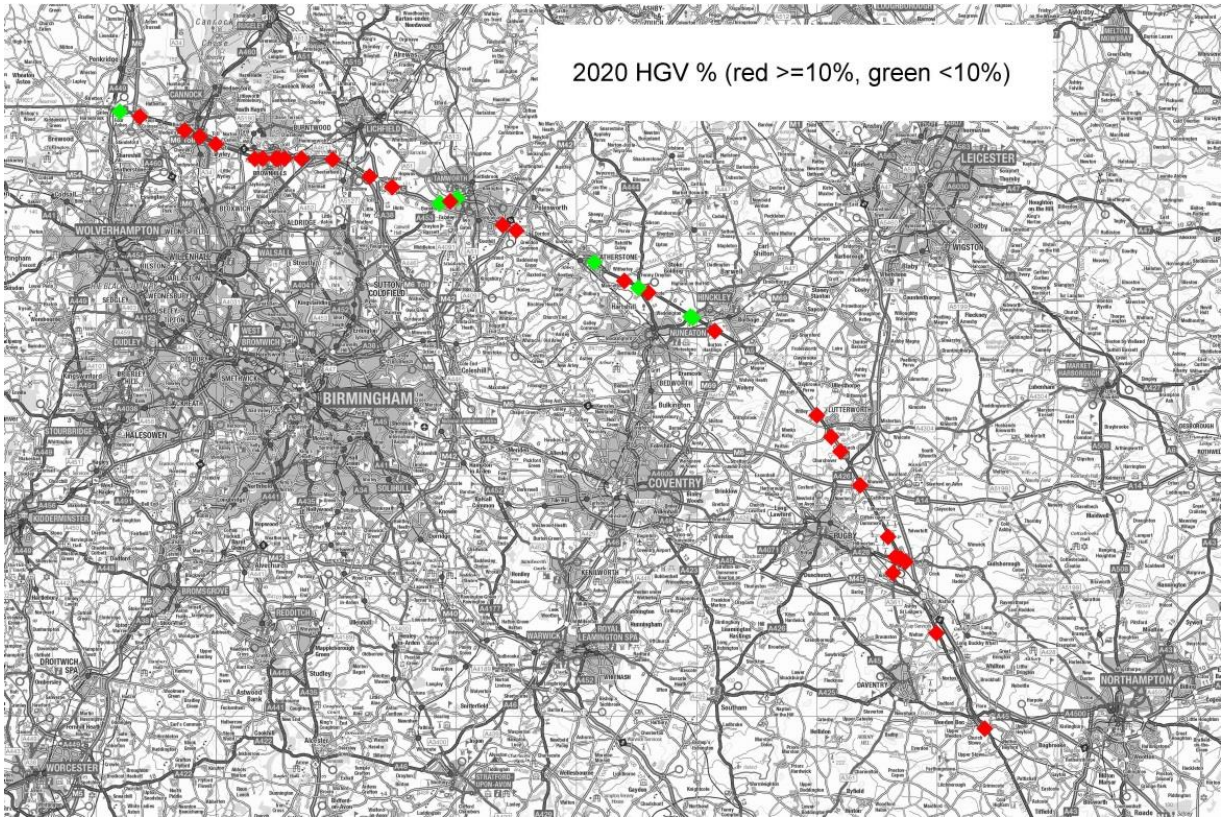
8e.3 The Midlands Connect Strategy: Powering the Midlands Engine (2017) suggests the A5 between M6 Junction 12 (west of Cannock) and the M6/M1 J18 (close to Rugby) offers the potential to provide a strategic alternative to the Midlands Motorway Hub for freight travelling between London and the South 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.

8e.4 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 9 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. where significant lengths are only single carriageway. This is likely to increase further as the

Cambridge-MK-Oxford Arc develops along with supply chains from the Midlands Engine and the Arc.

Figure 9: HGV distribution in 2015 and 2020

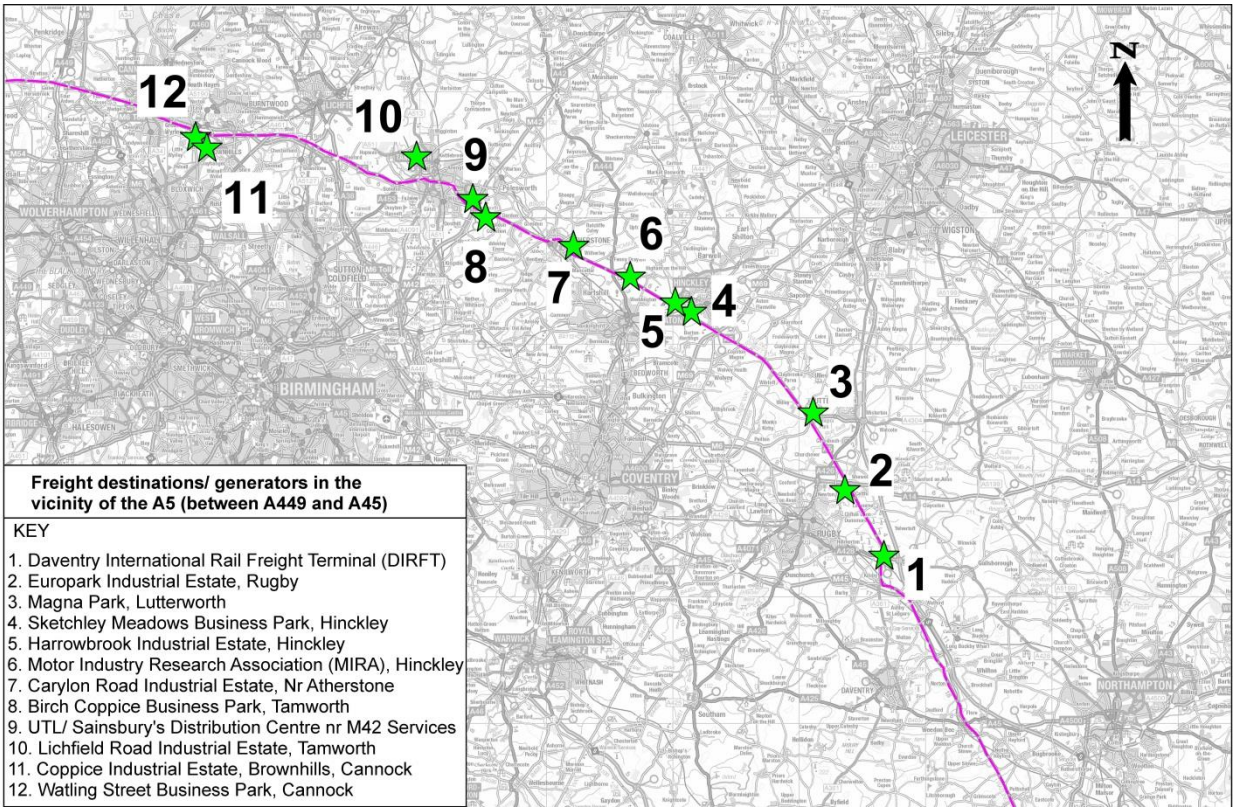




8e.5 The parallel West Coast Main Line corridor is also one of the most significant rail freight routes in the Country.

8e.6 The A5 corridor hosts a number of major freight destinations/generators including: i54 (South Staffordshire), Birch Coppice, DIRFT, Kingswood Lakeside Business Park and Magna Park, as shown below in Figure 10.

Figure 10: Major Freight Generators and Destinations



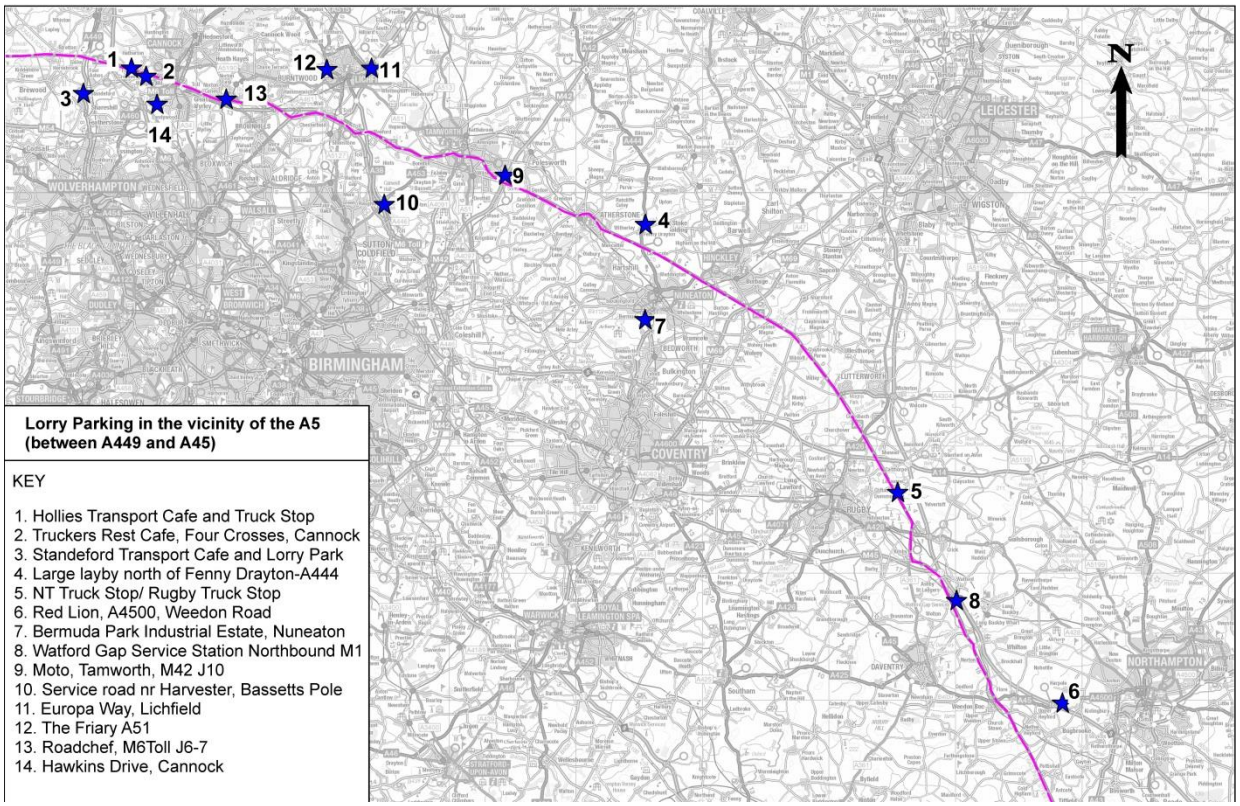
8e.7 The prevalence of the logistics industry and storage and warehousing uses along the corridor is in part a reflection of good access and the central position in the Country to serve national distribution demands. Employment in these industries is well above the national average. It is evident that there is strong market interest for major logistics operations in basing development around the corridor and using the route for transport.

8e.8 The A5 corridor itself is anticipated to experience growth in demand from advanced manufacturing and logistics developments such as the Horiba-MIRA Enterprise Zone and Technology Park (2,000 jobs), Phase 3 of DIRFT near Daventry (9,000 jobs) and the 11,000 jobs anticipated at Magna Park near Lutterworth.

8e.9 It is accepted that poor transport links adversely affect the competitiveness of industry, causing inefficiencies in supply chains and ultimately impacting negatively on customers.

8e.10 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 11 below.

Figure 11: Lorry Parking Sites



8e.11 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 and unsuitable locations with access to some of these being frequently 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.

8e.12 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 lead 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.

8e.13 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. Where possible, HGV movements in town centres should be limited in order to reduce the impact on these sensitive locations.

8e.14 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 of HGVs.

Work undertaken to date

8e.15 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

8e.16 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.

Table 14 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, including the impact on town centres.
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. A number of sites have come forward more recently and these include a 52 space lorry park at Magna Park (db Symmetry) and 130 additional spaces and driver training facility at Magna park (IDI Gazeley).
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. Improvements to the A5 should be secured as part of any works to mitigate the impacts of any proposed proposed rail freight interchange (e.g. the proposed site near J2 of the M69).
Lobbying Midlands Connect to ensure A5 remains on the	Implementation of new infrastructure and improvement measures along the corridor.

agenda	The focus of the Midlands Connect Transport Strategy is currently around two potential areas 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

8e.17 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 A5 Partnership will continue to lobby Highways England, Network Rail and Midlands Connect to ensure that the A5 remains high 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 journeys times for the movement of freight, making the corridor more competitive and attractive for growth. Where appropriate, freight movements in towns to should be reduced.

Where strategic rail freight interchanges are proposed it is vital that the necessary mitigation works to the A5 are implemented as part of any scheme.

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 A5 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. There will

be a need for coordinated parking enforcement by the police at such time when dedicated lorry parking provision is available.

Policy MF3 – Managing the Impact of Freight

The A5 Partnership will work with appropriate partners and the freight industry to 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.

9. Future Considerations for the A5

9.1 Transport and development are constantly evolving and therefore there are a number of considerations that should be taken into account during the life of and beyond this strategy. These include, but are not limited to, the recasting of the West Coast Main Line timetable post-HS2 Phase 1 and the opportunities this may release for new and improved connectivity; further development of HS2 Phase 2b and the impact this may have on the A5; substantial additional local and strategic growth, including the potential development of new settlements; significant automotive technological advances such as electric vehicle development and the expansion of Connected and Autonomous Vehicles (CAV).

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		
Towcester South Sustainable Urban Extension	2750 dwellings	Under Construction
DAVENTRY		
Monksmoor-Phase 1, Daventry	200	DA/2012/0877 - Site complete.
Monksmoor-Phase 2, Daventry	140	DA/2014/0638 - 175 dwelllings. 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
Flore Brockhall Road	30	DA/2014/0454 - Completed
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	11	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 –
Coton Park East	168 dwellings	Separate site (delivered as final phase of pre-2011 residential development at Coton Park) from Coton Park East allocation
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	65	Complete

Young People Stoke Road		
Land at St Francis Close	28	Complete
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 Warks & 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		
Friary Car Park	60 dwellings	Complete
CANNOCK CHASE		
Former Automotive Lighting Premises, Walkmill Lane/Watling Street	193 dwellings	Complete
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	Core Strategy (2011) allocation and

	dwellings	outline planning permission, key phases determined by detailed reserved matters applications. Phase R1 already complete . 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	2500	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	Complete
Former Brick Pit, Land Rear of 44-78	60	Outline Planning permission

Ashby Road, Hinckley		
Former Jarvis Porter site, Coventry Road, Hinckley	122 (36 remaining)	Under construction
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 and construction commenced.
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
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 Diary House Farm, Spon Lane, Grendon and Former Sparrowdale	Minimum of 180 dwellings (120+60)	Proposed allocation in Draft Submission Local Plan

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 units	**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		
Milestone Way, Burntwood	351 dwellings	Under construction (25% complete)
Burton Road, Streethay	750 dwellings	Under construction (5% complete)
Sandford Gate, Lichfield	33 dwellings	Under construction
Hay End Lane, Fradley	250 dwellings	Outline consent
South of Shortbutt	450 dwellings	Planning allocation

Lane, Lichfield		
Halifax Avenue, Fradley	1000 dwellings	Under construction (5% complete)
Brownslane, North of Tamworth	165 dwellings	Under construction (10% complete)
Hay End Lane, (Brookfield) Fradley	69 dwellings	Planning consent
Limburg Avenue, Lichfield	194 dwellings	Planning permission
23-27 Tamworth Street, Lichfield	38 dwellings	Planning permission
Eastern Avenue, Lichfield	99 dwellings	Under construction (0% complete)
26 Footherley Lane, Shenstone	26 dwellings	Planning permission
Levitt Road, Lichfield	22 dwellings	Planning permission
Tolsons Mill, Lichfield Street, Fazeley	100 dwellings	Planning allocation
Trent Valley Buffer Depot, Burton Road, Streethay	50 dwellings	Planning allocation
Friarsgate, Lichfield	95 dwellings, part of mixed use allocation, retail led: 3.1 ha overall.	Planning permission
Deanslade Farm, Lichfield	450 dwellings	Planning allocation
Land at Cricket Lane, Lichfield	450 dwellings, mixed use allocation, approximately 12 ha of employment development.	Planning allocation
North of Tamworth	1000 dwellings	Planning allocation
Shenstone	24 dwellings	Planning allocation
Whittington	18 dwellings	Planning allocation
Watery Lane, Curborough, Lichfield	750 dwellings	Planning permission
Burton Road extension, Streethay	200 dwellings	Emerging plan allocation
82-84 Queen Street, Burntwood	14 dwellings	Emerging plan allocation
Land at Maple Close/Sycamore Road, Burntwood	32 dwellings	Emerging plan allocation/urban capacity
Land at Mount Road/New Road, Burntwood	95 dwellings	Emerging plan allocation/urban capacity

Land rear of Chase Terrace Primary School, Burntwood	12 dwellings	Emerging plan allocation/urban capacity
Land south of Cannock Road, Burntwood	17 dwellings	Emerging plan allocation/urban capacity
Cottage of Cotent Public House, Queen Street, Burntwood	10 dwellings	Emerging plan allocation/urban capacity
Greenhough Road, Lichfield	39 dwellings	Emerging plan allocation/urban capacity
St Chad's House, Cross Keys	12 dwellings	Emerging plan allocation/urban capacity
Burton Road, East and West, Streethay	58 dwellings	Emerging plan allocation/urban capacity
St John's Hospital, Birmingham Road	36 dwellings	Under construction
Lombard Court, Lombard Street	14 dwellings	Emerging plan allocation/urban capacity
Cross Keys, Lichfield	44 dwellings	Emerging plan allocation/urban capacity
Hawthorne Close, Lichfield	19 dwellings	Emerging plan allocation/urban capacity
Beatrice Court, St John Street, Lichfield	40 dwellings	Under construction
Eastern Avenue, Lichfield	70 dwellings/bulky goods retail	Emerging plan allocation/urban capacity
Cross Keys, Lichfield	47 dwellings	Emerging plan allocation/urban capacity
Sandford Street	27 dwellings	Emerging plan allocation/urban capacity
Milestone Way, Burntwood	150 dwellings	Emerging plan allocation/urban capacity
Scotch Orchard, Lichfield	27 dwellings	Emerging plan allocation/urban capacity
CANNOCK CHASE		
Land at Norton Hall Lane/Butts Lane, Norton Canes	450 dwellings	Outline planning permission/subject of reserved matters planning application
Land south of Red Lion Lane, Norton Canes	130 dwellings	Under construction (66 of 130 dwellings completed up to 31st March 2017)
Land off Walsall Road, near Cherry Brook, Norton Canes	50 dwellings	Former Local Plan allocation/Developable development site (Strategic Housing Land Availability Assessment)
Land off Lakeside	111 dwellings	Under construction (just commenced as

Boulevard, Bridgtown		at 31st March 2017- no completions)
Edgemead Court, Walsall Road/Park Street, Bridgtown	39 dwellings	Under construction (14 of 39 completed up to 31st March 2017)
Former Parker Hannifan site, Walkmill Lane, Cannock	93 dwellings	Developable development site (Strategic Housing Land Availability Assessment)
Gestamp, Wolverhampton Road, Cannock	185 dwellings	Developable development site (Strategic Housing Land Availability Assessment)
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 WayS/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,	20.5Ha	Proposed allocation

Daventry		
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 refused (10/01/18)(419,800sqm B8; 3,700sqm D1; 9,000sqm B1). Appeal expected.
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
NUNEATON & BEDWORTH		
None	None	None
NORTH WARWICKSHIRE		

MIRA	Land south of Horiba MIRA Technology Park - 42ha (B1 (research & development) and B2 use) Adjoining N&BBC.	Proposed allocation in Draft Submission 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		
Prologis Park Fradley	Screwfix site, 562,000 sq ft distribution centre.	Under construction.
	Anixter site, 213,482 sq ft distribution centre.	Under construction.
	DC3 unit, 354,000 sq ft plot. Planning use for B1, B2, B8 and	Outline planning consent on land.

	ancillary.	
Fradley Park	FP108, 108,492 sq ft. Warehouse/industrial unit.	Vacant premises.
	Development Plot 1, 4.09 ha.	Planning submitted for 3 units of 50,000 sq ft, (4645 sqm) 60,000 sq ft (5574 sqm) and 70,000 sq ft (6503 sqm).
	Development Plot 2. Planning consent for a 230,000 sq ft (21367 sqm) unit.	Outline planning consent on land.
Liberty Park, Lichfield	13 ha employment site. Planning use for B1, B2 and B8.	Outline planning consent for a total of 440,000 sq ft (40877 sqm)of distribution and industrial units.
Lichfield South, Lichfield	Phase 3, 4.6 ha. Planning use for B1. (Next to A5)	Outline planning consent on land.
Burntwood Business Park	Olaf Johnson site, retail development - 7259 sq m of retail floor space and 299 sq m for a drive thru restaurant.	Outline planning consent on land.
	Blue Hoarding site - 9,409 sq m. Planned development of a new public house, and restaurants with drive through facilities, and new health clinic.	Planned development.
	Olaf Johnson site, retail development - 7259 sq m of retail floor space and 299 sq m for a drive thru restaurant.	Outline planning consent on land.
	Blue Hoarding site - 9,409 sq m. Planned development of a new public house, and restaurants with drive through facilities, and new health clinic.	Planned development.
Land east of A38	5.1 ha. Planning use for B1, B2 and B8.	Outline planning consent on land.
CANNOCK CHASE		

Kingswood Lakeside Employment Park	Circa 40ha net developable area. Unilever, APC Overnight, Finning, Helleremanntyton, First Choice Group, Bidvest.	Local Plan strategic employment site/employment park under development for B1/B2/B8 uses. Site abuts A5/M6T. Circa 22ha completed up to 31st March 2017. 14ha currently under construction (as at 31st March 2017). Circa 4ha with no planning permission (as at 31st March 2017).
Various development sites along A5 Corridor employment area (including Former Hawkins Works, Former Bowmur Haulage and Gestamp)	Circa 7ha net developable area of former employment land to be redeveloped for continued employment uses at various small/medium sites directly adjacent to A5	No planning permission (circa 2.5ha) Planning permission (circa 1ha) Under construction (circa 3.5ha) (all as at 31st March 2017). Mixture of primarily B class uses.
Land off Norton Hall Lane/Butts Lane, Norton Canes	2.2ha	Outline planning permission (B1/B2 use class)
Mill Green Designer Outlet Village, Cannock (also key site but proposed for retail/leisure use, not B class employment use).	Circa 12ha site area (circa 24,000 sqm floorspace) Est 3-4m visitors pa	Full/outline planning permission for designer outlet village and restaurants (as at 31st March 2017)
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	**Proposed allocation in emerging Local Plan**

	B2	