

A Strategy for the A5 2011-2026

A449 Gailey (Staffordshire) to A45 Weedon (Northamptonshire)

February 2012

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

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

Contents

	Page
Glossary	3
Executive Summary	8
1. Background	10
2. Strategy Objectives	12
3. Policy Context	14
4. Description of the Route	23
5. Development Proposals	27
6. Strengths, Weaknesses, Opportunities and Threats	39
7. The Strategy	41
8. Action Plan	47
9. Delivery, Monitoring and Review of the Strategy	53
Appendices	54

Glossary

A5 Transport Group – A group of officers representing the Highways Agency and the various Shire, Metropolitan and District/Borough Councils along the route of the A5 between Gailey in Staffordshire and Weedon in Northamptonshire.

Air Quality Action Plan – A document which sets out the actions needed to address known air quality problems within an Air Quality Management Area.

Air Quality Management Area – A geographical area which is declared by a Local Authority where air quality has deteriorated below a set of defined National and European standards.

Annual Average Daily Traffic (AADT) – A calculation of the total volume of vehicle traffic of a highway or road for a year divided by 365 days. This provides a useful and simple measurement of how busy a road is.

Community Infrastructure Levy (CIL) – A new levy that local authorities in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want - for example new or safer road schemes, park improvements or a new health centre. The system is very simple. It applies to most new buildings and charges are based on the size and type of the new development.

Core Strategy – A key compulsory local development document which sets out the principles regarding the development and use of land in a Local Planning Authority's area.

Delivering a Sustainable Transport System (DaSTS) – The agreed approach by the previous Government to identifying transport needs from 2014 onwards. DaSTS set out a coordinated national approach to providing sustainable solutions to identified transport issues.

Department for Communities and Local Government (DCLG) – An arm of National Government that sets policy on supporting local government, communities and neighbourhoods, regeneration, housing, planning, building and the environment and fire.

Department for Transport (DfT) – An arm of National Government that sets policy for aviation, roads, rail and shipping. It is also responsible for a number of Executive Agencies including the Highways Agency.

Development Plan Documents (DPD) – Development Plan Documents outline the key development goals of the local development framework. Development plan documents taken together are broadly equivalent to the old-style local plans.

Daventry International Railfreight Terminal (DIRFT) – An intermodal freight distribution and handling facility close to Junction 18 of the M1 in Northamptonshire, which provides interchange between the Strategic Road Network and the West Coast Main Line.

Enterprise Zone (EZ) - A specific geographical area that has been designated by Government, where businesses are entitled to receive various types of financial aid. These include tax benefits, special financing and other incentives designed to encourage businesses to establish and maintain a presence within the specified zone.

European Regional Development Fund (ERDF) – Managed by the Department for Communities and Local Government, this fund is focused on reducing economic disparities within and between member states of the European Union by supporting economic regeneration and safeguarding jobs.

Freight Quality Partnership (FQP) – A partnership between the freight industry, local government, local businesses, the local community, environmental groups and others with an interest in freight.

Growing Places Fund – A revolving fund to allow up front investment in infrastructure to help unlock key development sites that will facilitate economic growth, jobs and house building in the local area, providing returns which can be re-invested locally.

High Level Output Statement (HLOS) – Under Schedule 4 of the 2005 Railways Act, the Secretary of State for Transport is obliged to send to the Office of Rail Regulation (ORR) a high level output specification (HLOS) and a statement of funds available (SoFA), to ensure the rail industry has clear and timely information about the strategic outputs that Governments want the railway to deliver for the public funds they are prepared to make available. ORR must then determine the outputs that Network Rail must deliver to achieve the HLOS, the cost of delivering them in the most efficient way, and the implications for the charges payable by train operators to Network Rail for using the railway network.

Highways Agency – An Executive Agency of Government responsible for managing the motorway and trunk road network within England.

High Speed 2 (HS2) – Recently given formal approval by Government, HS2 will provide a new high speed rail line between London and the West Midlands. Further extensions to Manchester and Leeds are proposed.

Independent Examination – Independent planning inspectors must look at all Development Plan Documents (DPD) that local authorities in England prepare for an examination to test their soundness. The process allows for everyone who has an interest in the document to comment in a series of round table discussions, prior to the inspector producing a report.

Infrastructure Delivery Plan (IDP) – A key element of the Development Plan which sets out the infrastructure that is essential to allow the spatial proposals contained within the Core Strategy to come forward.

LINSIG – A software tool which allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing. As well as modelling the effects of traffic signals, LINSIG also optimises signal timings to reduce delay or increase capacity at a junction or group of interlinked junctions.

Local Development Framework (LDF) – The Local Development Framework sets out the spatial planning strategy for an area, and is produced by the relevant Local Planning Authority. These have replaced the previous system of county level structure plans, district level local plans and unitary development plans for unitary authorities.

Local Enterprise Partnership (LEP) – These are locally-owned partnerships between local authorities and businesses, who play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of jobs. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery of the UK.

Local Highway Authorities (LHAs) – An organisation that is responsible for the maintenance of public roads, these being Shire and Unitary Authorities within the UK. The current role of a highway authority is defined in the Highways Act 1980, and includes the requirement to keep records of the highway which is maintainable at public expense and regulating the activities of developers in relation to their highways.

Local Plan – Local planning authorities must prepare a local plan known as a Local Development Framework (LDF), which is made up of a number of Development Plan Documents (DPDs).

Local Planning Authorities (LPAs) – A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the United Kingdom.

Local Transport Plan (LTP) - Local transport plans, which typically consist of a strategy element and a local implementation plan for transport, are an important part of transport planning in England. Strategic transport authorities (county councils, unitary authorities, passenger transport authorities and London Borough councils), are expected to prepare them as forward-looking plans covering a number of years (typically five years), and present them to the Department for Transport (DfT).

Local Sustainable Transport Fund (LSTF) – The Local Sustainable Transport Fund is a Department for Transport funding scheme for projects which use a combination of capital and revenue expenditure to stimulate economic growth whilst reducing carbon emissions.

M6 Toll – A privately operated road run by Midland Expressway Ltd (MEL), which allows traffic to avoid the M6 through the West Midlands conurbation.

Major Scheme – A capital transport scheme costing more than £5m, for which a specific application process is required by the Department for Transport.

Magna Park – An intermodal freight distribution and handling facility located just off the A5 in Harborough District on the Leicestershire/Warwickshire border.

National Cycle Network (NCN) – A 12,600 mile network of walking and cycling routes developed by Sustrans to provide a network of scenic traffic-free paths, quiet roads and lanes, signed on-road routes and themed long-distance route.

Network Rail – The organisation responsible for running, maintaining and developing the rail network within the UK, including the tracks, signalling system, rail bridges, tunnels, level crossings, viaducts and 18 key stations.

North-South Corridor – An almost continuous urban corridor linking Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick.

NUCKLE – The acronym for the proposed heavy rail improvements between **N**uneaton, **C**oventry, **K**enilworth and **L**eamington Spa.

PICADY – A computer program for predicting capacities, queue lengths and delays (both queuing and geometric) at non-signalised major/minor priority junctions. The software provides an aid in designing new junctions as well as assessing the effects of modifying existing designs.

Regional Growth Fund (RGF) – A £1.4bn fund operating across England from 2011 to 2014 which supports projects and programmes that lever private sector investment, creating economic growth and sustainable employment. It aims particularly to help those areas and communities currently dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity.

Route Utilisation Strategy (RUS) – A document produced by Network Rail which sets out the long term vision for the rail network. These seek to balance supply and demand by considering existing capacity, infrastructure capability and train operations against future passenger and freight demand. They are based on a whole-industry approach, with interventions considered such as timetable optimisation, rolling stock changes and running more trains. These are supported by infrastructure enhancements options where necessary.

S106 agreement – A legal agreement between a Local Planning Authority and an applicant/developer, as set out in S106 of the Town and Country Planning Act 1990 (as amended by Planning and Compensation Act 1991 Section 12). Planning Obligations are used following the granting of planning permission (normally major developments) to secure community infrastructure to meet

the needs of residents in new developments and/or to mitigate the impact of new developments upon existing community facilities.

S278 agreement - A legal agreement between a Local Highway Authority and an applicant/developer as set out in S278 of the Highways Act 1980, where a development requires works to be carried out on the existing adopted highway. Examples of such works include the construction of a new access/junction, improvement of an existing junction, or safety related works such as traffic calming or improved facilities for pedestrians and cyclists.

S-PARAMICS – A micro-simulation traffic modelling software tool which can be used to test the performance of transport networks and the impact of improvement schemes.

Smarter Choices – Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.

Strategic Housing Land Availability Assessment (SHLAA) – An assessment of land availability for housing over a 15 year period, which is carried out by Local Planning Authorities and their partners to inform future spatial planning documents.

Strategic Road Network (SRN) – The motorway and trunk road network, which is the responsibility of the Highways Agency.

Transport Assessments (TAs) – A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

Virtual Park and Ride – Delivery of a park and ride facility whereby developers donate the land and fund the principal infrastructure. The facility is then served either by the bus services funded by the developers in respect of their sites and/or passing commercial services.

VISSIM – A micro-simulation traffic modelling software tool which can be used to test the performance of transport networks and the impact of improvement schemes.

Executive Summary

- E1 Historically, the A5 has provided a long distance strategic route between London and Holyhead through large parts of southern and central England. This role has diminished to more of a distributor role with the opening of the M1, M6 and M6 Toll. However, the corridor remains a key artery of movement which supports and provides access to economic activity and growth.
- E2 In recent years there has been a growing concern from local planning authorities in the East and West Midlands regarding the performance and future role of the A5. This has led to the establishment of an A5 Transport Group with representation drawn from Local Government and the Highways Agency.
- E3 This Strategy covers a 62 mile section of the A5 from Gailey in Staffordshire to Weedon in Northamptonshire via Leicestershire and Warwickshire. Existing traffic levels along certain parts of the route are heavy throughout the day, particularly around Cannock, Lichfield, Tamworth, Nuneaton/Hinckley and Magna Park. Without suitable investment, planned housing and employment growth along this section of the A5 will exacerbate these congestion issues, as well as creating new pressure points.
- E4 The objectives of the Strategy are:
1. To ensure that the A5 is fit for purpose in terms of its capacity and safety, both now and in the future;
 2. To allow the A5 to play its full and proper role in supporting and facilitating economic activity and growth at a local and national level;
 3. To promote and facilitate access to leisure and tourism within the area covered by the strategy;
 4. To assist in identifying the priority improvements along the A5 corridor that are needed to facilitate and enable growth, reduce congestion, improve safety, improve air quality and deliver a sustainable transport system; and
 5. To reduce, where possible, the impact of traffic on communities along the A5.
- E5 The Strategy provides a single evidence base which sets out the known challenges and future opportunities on the A5. It is intended that the Strategy will be used to support the preparation of policy documents such as Local Development Frameworks and Local Transport Plans, inform discussions with developers regarding Transport Assessments and contributions towards transport mitigation measures, and assist bids for securing funding towards improvements to the A5.

E6 The Action Plan which forms part of the Strategy has been prepared in the context of the current pressures on funding which are faced by both Central and Local Government, and the ever increasing pressure for further development in this corridor.

1. Background

- 1.1 Historically, the A5 has provided a long distance strategic route between London and Holyhead through large parts of southern and central England. Although this role has diminished to more of a distributor role with the opening of the M1, M6 and M6 Toll, the corridor still provides a key artery of movement which supports and provides access to economic activity and growth. The route also serves a range of other journey purposes such as retail and leisure/tourism trips.
- 1.2 In recent years there has been a growing concern from local planning authorities in the East and West Midlands regarding the performance and future role of the A5. This has led to the establishment of an A5 Transport Group with representation drawn from Local Government and the Highways Agency. This Strategy forms the principal output from the group, and is designed to set out a clear way forward regarding the future role and the priorities for investment in the A5 over the next 15 years. The Action Plan which forms part of the Strategy has been prepared in the context of the current pressures on funding which are faced by both Central and Local Government, and the ever increasing pressure for further development in this corridor.
- 1.3 This Strategy covers a 62 mile section of the A5 from Gailey in Staffordshire to Weedon in Northamptonshire via Leicestershire and Warwickshire. As such, it includes parts of both the West and East Midlands. The route is varied in nature, with heavily trafficked 'urban' sections around Cannock/Brownhills and Nuneaton/Hinckley, and more lightly trafficked 'rural' sections west of M6 Junction 12 in Staffordshire and south of the Daventry International Railfreight Terminal (DIRFT) in Northamptonshire. Trends in safety issues also reflect the varying role and nature of the A5 along its length. A full description of the route is set out in Section 4 of the document.
- 1.4 Existing traffic levels along certain parts of the route are heavy throughout the day, particularly around Cannock, Lichfield, Tamworth, Nuneaton/Hinckley and Magna Park. Without suitable investment, planned housing and employment growth along this section of the A5 will exacerbate these congestion issues, as well as creating new pressure points. Proposed development in and around Rugby combined with the intention to further expand facilities at DIRFT are an example of where pressure is likely to occur in the future.
- 1.5 The Strategy has been prepared in the context of national and local policies and guidance, including the Local Transport White Paper. This places a strong emphasis on the transport system facilitating and supporting the recovery of the UK economy, whilst at the same time making a positive contribution towards carbon reduction and safety. The White Paper also makes it clear that transport should support communities and local business, of which there are numerous examples along or adjacent to the A5. The importance of the A5 in

meeting travel demand and supporting the local economy was recognised in the 'Delivering a Sustainable Transport System' (DaSTS) study of the North-South Corridor between Leamington Spa, Coventry and Nuneaton.

1.6 This document has been prepared by the A5 Transport Group, which is made up of officers representing the Highways Agency and the various Shire, Metropolitan and District/Borough Councils along the route. The document has been informed by two specially organised events with elected Members from the Local Authorities, which were held in May 2010 and September 2011 respectively.

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

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

2. Strategy Objectives

Introduction

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

Objectives of the Strategy

- 2.2 The high level objectives of this Strategy relate to the national imperatives set out in the Government's recent White Paper on Transport, 'Creating Growth, Cutting Carbon'. This focuses on delivering a transport system which is an engine for economic growth, but which is greener, safer and improves quality of life for communities.
- 2.3 Based on these imperatives, the objectives of the Strategy are:
1. To ensure that the A5 is fit for purpose in terms of its capacity and safety, both now and in the future;
 2. To allow the A5 to play its full and proper role in supporting and facilitating economic activity and growth at a local and national level;
 3. To promote and facilitate access to leisure and tourism within the area covered by this strategy;
 4. To assist in identifying the priority improvements along the A5 corridor that are needed to facilitate and enable growth, reduce congestion, improve safety, improve air quality and deliver a sustainable transport system; and
 5. To reduce, where possible, the impact of traffic on communities along the A5.

Outcomes of the Strategy

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

- Inform discussions with developers regarding Transport Assessments and contributions towards transport mitigation measures;
- Assist bids for securing funding towards improvements to the A5, e.g. Regional Growth Fund, Local Sustainable Transport Fund, Major Scheme funding, ERDF etc.
- Provide a comprehensive Action Plan of appropriate, deliverable and targeted interventions.

3. Policy Context

Introduction

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

National Policy

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

Economic Policy

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

Sustainability Policy

- 3.6 The Government has committed to a reduction of at least 80% in greenhouse gas emissions by 2050 compared to 1990 levels, and to demanding targets by 2020. In 2008 the UK Parliament passed legislation which introduced the world's first long-term legally binding framework to tackle the dangers of climate change.
- 3.7 The Climate Change Act 2008 created a new approach to managing and responding to climate change in the UK. It set ambitious, legally binding targets, taking powers to help meet those targets, and establishing clear and regular accountability to Parliament and the devolved legislatures.
- 3.8 Global warming requires urgent action, and the Stern Review on the economics of climate change (2006) leaves no doubt about the massive economic price we would all pay if it were not addressed. Stern also stresses the importance of tackling climate change in the most economically efficient manner by helping people reduce their need to travel or switching to lower-carbon modes, rather than rationing transport demand by constraining the capacity of our transport networks. The Government remains committed to cutting transport's carbon footprint, even at a time of economic difficulty.
- 3.9 The Government is looking to maximise the contribution to meeting its targets through encouraging behavioural change and supporting the provision of lower-emission transport. However, it also recognises that land use planning can have a significant impact on transport demand.
- 3.10 Away from climate change, other environmental issues have policy and practice implications for the Highways Agency. For example, the Floods and Water Management Act 2010 sets out the Government's proposals to improve flood risk management and ensure water supplies are more secure. Amongst a number of other measures, it encourages more sustainable forms of drainage in new developments.

Spatial Planning Policy

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

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

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

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

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

- 3.16 The Circular also confirms that the Highways Agency will adopt a graduated approach to accesses on the remainder of the SRN, but there will still be a presumption in favour of using existing accesses and junctions. Any additional junctions or increased junction capacity should be identified in the Development Plan and will be considered within the context of the Highways Agency's forward programme of works.
- 3.17 The wider spatial planning policy context is complex and ever-changing, although it is Planning Policy Guidance Note 13, 'Transport' (published in 2001 and updated by CLG in January 2011), which continues to be an important consideration to the Highways Agency and other Local Transport Authorities, by explaining how land use planning has a key role in delivering the Government's integrated transport strategy. Changes have come through the Housing and Regeneration Act 2008, for example, that supports the delivery of the three million new homes by 2020.
- 3.18 The Government published a draft National Planning Policy Framework for consultation in July 2011, which once adopted will replace all existing Planning Policy Statements and Planning Policy Guidance. Each local planning authority will be required to produce a Local Plan for its area, which will need to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:
- Housing and economic development requirements;
 - The provision of retail, leisure and other commercial development;
 - The provision of infrastructure for transport, minerals, waste, energy, telecoms, water supply and water quality;
 - The provision of health, security, community infrastructure and other local facilities; and
 - Climate change mitigation and adaptation, protection and enhancement of the natural and historic environment, including landscape, and where relevant coastal management.

There will be a presumption in favour of sustainable development and a requirement to significantly increase the provision of new homes, including a 20% increase in the 5 year land supply.

- 3.19 The recently adopted Localism Act contains a radical package of reforms that aim to devolve greater power and freedoms to councils and neighbourhoods, establish powerful new rights for communities, revolutionise the planning system, and give communities control over housing decisions.

- 3.20 The legislation has been prepared to help build the Big Society proposals of the Coalition Government by radically transforming the relationships between central government, local government, communities and individuals.
- 3.21 The Act contains a number of measures to strengthen local democracy by:
- Devolving significant new powers to councils;
 - Establishing powerful new rights for local people and communities;
 - Radically reforming the planning system; and
 - Making planning for housing fairer and more democratic.

Transport Policy

- 3.22 The Government remains committed to long-term transport planning, the approach to which was outlined in the 2007 publication 'Towards a Sustainable Transport System' (TaSTS). This included the means to implement the recommendations of the Eddington Study and reflected the findings of the Stern Review (see above). It set out the Government's five goals that, as Eddington emphasised, take full account of transport's wider impact on climate change, health, quality of life and the natural environment. 'Delivering a Sustainable Transport System' (DaSTS) published in late 2008 refined the goals as follows:
- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
 - To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
 - To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
 - To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
 - To improve quality of life for transport users and non-transport users and to promote a healthy natural environment.
- 3.23 Work was subsequently undertaken by all regions to complete a series of DaSTS studies. These identified appropriate major schemes that would be put forward for transport investment in each region. Although the Coalition Government is now adopting a different approach to dealing with the challenges we face, the DaSTS goals remain relevant.
- 3.24 The Government's analysis has led to the identification of a number of components of the transport infrastructure that, collectively, are critical to the functioning of the system as a whole and the economic success of the nation. One particular focus of current Government policy is freight. The publication of DaSTS triggered 'The Logistics Perspective'

in 2008, which provides the first detailed analysis by Government of major freight movements on national transport corridors. It sets out how Government and industry can work together to facilitate efficient freight movement and mitigate its impacts.

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

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

3.26 In developing its own approach to freight, the Highways Agency will continue to work in partnership with DfT and the freight industry, taking account of the issues across modes as appropriate. The Agency takes account of key policy drivers, including the 2007 Network Rail 'Freight Route Utilisation Strategy' (RUS) which identifies alterations in existing traffic flows that could be achieved on the rail network by 2015.

3.27 The recently issued Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund.

Local Policy

Spatial Planning Policy

3.28 At a local level, Local Development Frameworks (LDF) for each local authority area form the 'Development Plan' alongside the soon to be abolished Regional Spatial Strategies (RSS). Each LDF comprises a portfolio of development plan documents, the most significant of which are the Core Strategy and the Allocations documents. As part of the reform of the planning system proposed in the Localism Bill, LDFs will remain in place but in some cases may be accompanied by a more local level of plan making called the Neighbourhood Development Plans which will be prepared and led by local community groups including Parish Councils.

- 3.29 Along the length of the A5 covered by this Strategy there are only three adopted Core Strategies in Harborough Borough, Hinckley and Bosworth Borough and Rugby Borough. Core Strategies are at varying stages of preparation elsewhere along the route.
- 3.30 The Highways Agency has engaged in 'front-loading' with the local planning authorities along the route of the A5 since the introduction of the new LDF system in 2004. The Highways Agency, with its partners, has gained substantial experience in the requirements of 'sound' development plan making, particularly in respect of developing and using a suitable transport evidence base to inform planning policies and the allocation of land-uses.

Transport Policy

- 3.31 The second round of Local Transport Plans (LTPs) recently expired in March 2011, and have been replaced by a new set of plans produced in accordance with DfT guidance published in 2009. Key changes from the second round of plans include the removal of the strict five year length of an LTP, and the freedom for authorities to define when or how often their LTP is reviewed or updated. The new LTPs have been influenced by the five overarching DaSTS goals and the emerging priorities set out in the Local Transport White Paper.
- 3.32 Within the section of the A5 covered by this Strategy, LTPs are produced by Staffordshire County Council, Leicestershire County Council, Warwickshire County Council, Northamptonshire County Council and the Metropolitan District/Borough Councils which make up the West Midlands. The Highways Agency has engaged with these authorities to ensure that issues in relation to the Strategic Road Network are reflected in the plans.
- 3.33 The DaSTS Improving Connectivity in the North-South Corridor study undertaken by Jacobs during 2009/10 recognised a number of existing problems on the section of the A5 north of Nuneaton (i.e. A5/A444 Royal Redgate and A5/A47 Longshoot/Dodwells), and the need for investment to address issues of congestion and safety.

Local Enterprise Partnerships

- 3.34 In October 2010, Government announced that local councils and business representatives will take charge of the local economy as the first 24 Local Enterprise Partnerships (LEPs) were set up across England to drive growth and create jobs. The role of the LEP is to provide the vision, knowledge and strategic leadership to set local priorities and empower communities to fulfil their potential. Paragraphs 3.7-3.9 of the Transport White Paper published by the Department for Transport (DfT) in January 2011 highlights the role of the LEPs in relation to transport.

- 3.35 Within the geographical coverage of this Strategy, LEPs have been established in the following areas:
- Greater Birmingham and Solihull LEP, which includes Birmingham, Solihull, Wyre Forest, Redditch, Bromsgrove, Tamworth, Lichfield, East Staffordshire and Cannock Chase;
 - Black Country LEP;
 - Coventry and Warwickshire LEP;
 - Leicester and Leicestershire LEP;
 - Stoke-on-Trent and Staffordshire LEP;
 - Northamptonshire LEP; and
 - South East Midlands LEP, which incorporates parts of Northamptonshire including Daventry District.
- 3.36 These LEPs are all at varying stages of development. An important task for them to undertake at an early stage will be the identification of the transport priorities within their area. This is likely to inform the use of the Growing Places Fund and future bids for Regional Growth, ERDF and Major Scheme funding, and could include monies towards improvements on the A5.
- 3.37 The West Leicestershire and North Warwickshire Cross Border Delivery Partnership has also been established as a delivery group to co-ordinate bids on economic initiatives in the vicinity of the A5 corridor abutting Hinckley & Bosworth, Nuneaton & Bedworth and North Warwickshire.

Recent Studies

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

3.39 Certain proposals arising from these studies have been included in the Action Plan where they meet the objectives of this Strategy.

Traffic Models

3.40 A number of traffic models have been developed over the last five years which incorporate parts of the A5 covered by this strategy. These include:

- Leicester and Leicestershire Integrated Transport Model;
- Cannock area VISSIM model, specifically to assess the A5/M6 Toll/A34/A460 junction;
- Lichfield District VISSIM model, to assess the A5 & A38 junctions;
- A5 Longshoot – Dodwells VISSIM model;
- Nuneaton and Hinckley S-Paramics model;
- Nuneaton and Bedworth S-Paramics model;
- Rugby S-Paramics model;
- A5/A45 Flore/Weedon junction model (based in LINSIG);
- A5/Un-named road (north of Darlingtons Caf) junction model (based in PICADY);
- A5/Daventry Road junction model (based in PICADY);
- A5/B4063 junction model (based in PICADY); and
- Northamptonshire Strategic Transport model.

3.41 These models are used for a variety of purposes, including testing future development proposals and identifying improvement schemes. As such, they can provide a valuable input to the Core Strategy preparation and examination process.

4. Description of the Route

Overall Route Description

- 4.1 The A5 forms part of the Strategic Road Network (SRN) which provides a north-west to south-east route through Staffordshire, Warwickshire, Leicestershire and Northamptonshire. A short section of approximately one mile near Brownhills passes through the administrative area of Walsall Metropolitan Borough Council.
- 4.2 The A5 section considered as part of this Strategy covers a distance of approximately 62 miles (100km) between the A5/A449 near Gailey in Staffordshire and the A5/A45 near Weedon in Northamptonshire. The route passes close to or through the towns of Cannock, Brownhills, Lichfield, Tamworth, Hinckley, Nuneaton, Rugby and Daventry.
- 4.3 The standard of the A5 varies from dual to single carriageway. There are frequent changes in standard along some sections of the route with numerous roundabouts, priority junctions and private driveways. There are overtaking opportunities along some sections of the single carriageway route. In others there are limitations in terms of forward visibility, junction proximity and opposing traffic flows. The route is constrained by a number of canal and railway bridges and Scheduled Ancient Monuments. Severance of communities also occurs in several locations where the A5 passes through built-up areas with development frontage on the route itself.
- 4.4 Along certain sections, the A5 operates less as a trunk road and more as a local distributor route providing a function for industrial and local traffic travelling a short distance along the A5 in order to access employment, education/training and health facilities. This leads to high levels of turning movements at junctions which can result in delay and congestion. The proportion of HGVs ranges from 9% to 35% as a result of high levels of industrial/warehousing activity along the corridor, with examples at Kingswood Lakeside Employment Park (Cannock), Atherstone, Birch Coppice, Hinckley, Magna Park and DIRFT. A road/rail freight development at Mid-Cannock is also proposed which could add to this further. Such facilities can run on shift patterns that do not fit with a traditional 9-5 working regime, which can make them difficult to serve by public transport.
- 4.5 Two-way traffic flows vary significantly along the route from a low of between 6,000-9,000 Annual Average Daily Traffic (AADT) in the more rural sections (for example between Crick and Weedon), up to around 35,000-37,000 AADT in the section around Nuneaton/Hinckley. There are a number of existing Air Quality Management Areas along the route of the A5 which are directly related to emissions from road traffic.
- 4.6 The A5 operates at varying levels of 'stress' with some spare capacity on the more rural sections of the corridor covered by this Strategy.

There are however specific capacity issues which are known to exist at a number of locations, such as around Cannock, Tamworth, at the A5/A47 Longshoot and Dodwells junctions between Nuneaton and Hinckley and at the Muckley Corner and Wall Island junctions near Lichfield.

Detailed Route Description (south to north)

A45 Weedon to A428 Crick

- 4.7 This rural section of the A5 is single-carriageway throughout, and runs parallel to the M1 motorway. The route provides local access to the M1 Junction 18 at Crick, DIRFT, Daventry via the A361 (near Kilsby), B4036 (near Buckby Wharf) and A45 (Weedon), the M1 Junction 16 at Northampton and Northampton itself via the A45. The A45 crosses the A5 at Weedon Bec via a signalised junction, which suffers from congestion throughout the day given the importance of the A45 in this area. The A5 then continues south towards Towcester.
- 4.8 This section carries the lowest traffic flows within the area covered by this strategy - around 5,000 at the northern end and 3,000 near Weedon. There have been 30 recorded injury accidents between 2007 and 2009, including 2 fatal collisions.

A428 Crick to M69 Junction 1 (Hinckley)

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

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

- 4.11 This part of the A5 is a mainly single carriageway, with two dual-carriageway sections that include the Atherstone bypass. The A5 provides an important access to the M42 and M6 Toll for vehicles coming to and from the rail connected distribution centre at Birch Coppice. It also provides an important access for tourists towards Twycross Zoo and the Bosworth battlefield via the A444. A number of junctions along this section of the A5 are due to be improved as a result of the Enterprise Zone at MIRA.

- 4.12 Where the A5 meets the A444 at Royal Redgate, the former dual-carriageway has been singled and speed cameras have been provided due to a poor casualty record. Between the A47 Longshoot junction and the A47/B4666 roundabout at Dodwells, local and long distance traffic interacts and causes congestion throughout the day. South of Dodwells there is a significant area of industrial estates and business parks which make use of the good access afforded to Junction 1 of the M69 near Hinckley. The height constraint of the railway bridge between Dodwells and Sketchley Lane can cause problems for HGVs, and results in rerouting of vehicles on the local road network within the area.
- 4.13 The average daily flow along this section of the route is around 10,000 vehicles, but this rises to 16,000 between The Longshoot and Dodwells roundabout. This stretch has seen well over 100 injury accidents between 2007 and 2009, including one fatal accident.

M42 Junction 10 (Tamworth) to A452 Brownhills

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

A452 Brownhills to A449 Gailey

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

Facilities for Pedestrians and Cyclists

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

Public Transport Services

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

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

Air Quality Management Areas (AQMAs)

4.21 Five Air Quality Management Areas (AQMA) are located along the section of the A5 covered by this Strategy, three of which fall within Staffordshire:

- A5/M6 Junction 12, Oak Farm (South Staffordshire DC);
- A5/Bridgtown, Churchbridge (Cannock Chase DC); and
- A5/A461 Muckley Corner (Lichfield DC).

4.22 An AQMA covering the whole of the urban area of Rugby has been declared, however no exceedences of Nitrogen Dioxide (NO₂) currently occur on the section of the A5 which passes through the Borough. There is also an AQMA covering the whole of the Black Country, which includes the short section of the A5 within Walsall Metropolitan Borough.

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

5. Development Proposals

Introduction

- 5.1 This section of the document provides a summary of the development proposals along the route of the A5 from Daventry in the south, to South Staffordshire in the north. This provides:
- A statement regarding the current status of Development Plan Documents along the route of the A5, including Local Development Framework (LDF) Core Strategies. This is based on the most up to date information which was available at the time of this Strategy being prepared;
 - Information in relation to planned or committed development which is likely to impact on the A5; and
 - Details regarding any emerging or adopted LDF Infrastructure Delivery Plans (IDPs).
- 5.2 Plans showing the geographical location of the growth proposals in the A5 corridor can be found in **Appendix A**.

Daventry District Council

Timetable

- 5.3 The West Northamptonshire Core Strategy includes Daventry District Council, Northampton Borough Council and South Northamptonshire Council. The Issues and Options version was subject to consultation in September 2007. The Emergent Joint Core Strategy was published for consultation in July 2009.
- 5.4 The pre-submission draft was published for consultation in February 2011, with revisions to overall housing figures from 62,000 to 51,000 up to 2026. The West Northamptonshire Joint Planning Unit is currently analysing the representations made on the pre-submission document. Progress on the next stages of the Core Strategy is dependent on changes to the national planning policy making system.

Development Proposals (potentially affecting the A5)

- 5.5 The pre-submission Document proposes the following:
- Daventry North East Sustainable Urban Extension (SUE) consisting of 4,000 dwellings together with local employment opportunities (of which 2,500 will be provided within the plan period up to 2026);
 - Planning consent has been granted (2009) for a mixed use SUE for 1,000 dwellings and local employment opportunities, referred to as Monksmoor, located to the north of Daventry; and

- An existing development of almost 800 dwellings (Middlemore) to the north of Daventry, which has some 350 dwellings still to be completed.
 - Further rail connected storage and distribution uses and associated rail and road infrastructure.
- 5.6 DIRFT is an existing strategic facility and transport node of European and National importance and has an existing planning permission for a 54 hectare expansion, consisting of 180,741m² of warehousing, distribution and industrial accommodation. This is currently being built out as DIRFT2.
- 5.7 A planning application for DIRFT3 is expected to be submitted to the IPC during 2012, which would provide for a further 714,000 m² of rail served storage and distribution floorspace. An Enterprise Zone has also been established at Northampton Riverside, which although not in Daventry District, could have an impact on the A5.

Infrastructure Plan

- 5.8 The junction of the A5 and A45 at Weedon is highlighted as having capacity issues associated with the identified preferred growth options. Improvements are required as a consequence of the Monksmoor development.
- 5.9 There are additional constraints in respect of overall capacity on the A45, significant development (over 2,250 dwellings) in the Daventry area can only be brought forward once these issues are satisfactorily resolved. Modelling forecasts to date indicate that flows on the A45 are likely to be twice that on the A5.
- 5.10 The Infrastructure Schedule in the pre-submission Core Strategy includes junction improvements (signalisation) on the A5 near to Daventry town at the junctions with the B4036 (Long Buckby) and B5385 (Watford Village). There are also requirements to improve the A361 north of Daventry town which links to the A5 at Kilsby, and to downgrade the A361 south of Daventry town to the M40 to discourage through traffic that should be using the M1, A5, A45 and A43 to access the M40.

Rugby Borough Council

Timetable

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

Development Proposals (potentially affecting the A5)

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

Infrastructure Plan

- 5.14 The draft infrastructure plan attached to the submission version of the Core Strategy includes improvements to the A5, including three new roundabouts associated with Rugby Radio Station SUE. Safety improvements at a number of existing junctions on the A5 (e.g. Catthorpe crossroads) are also proposed. An improvement at the junction of the A5 with the A426 is also likely to be secured as a result of the Gateway Rugby SUE coming forward.

Harborough District Council

Timetable

- 5.15 The Core Strategy consultation on the publication version took place between October 2010 and December 2010. Submission to the Secretary of State was made in April 2011, and was followed by an Independent Examination in July 2011. The Core Strategy was formally adopted by the Council in November 2011.
- 5.16 The Allocations DPD is expected to follow the Core Strategy, with work commencing late 2011 and consultation in 2012.

Development Proposals (potentially affecting the A5)

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

Infrastructure Plan

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

Blaby District Council

Timetable

- 5.21 Blaby District Council has recently published its Core Strategy Development Plan Document submission version for consultation. It is anticipated that the Examination in Public will be held in summer 2012. The Core Strategy is likely to be adopted in October 2012.

Development Proposals (potentially affecting the A5)

- 5.22 Development which would have a more direct impact on the A5 are those that fall within 'Blaby South'. This includes Sharnford (housing requirement of 25 dwellings between 2006 and 2029), Sapcote (100 dwellings), The Limes, Sapcote (210 dwellings), Stoney Stanton (310 dwellings) and some other smaller settlements that are unlikely to accommodate additional growth. It should be noted that at 1st December 2011 158 houses (out of the proposed 310) had been completed in Stoney Stanton and 52 houses (out of the proposed 100) had been completed in Sapcote since 2006.
- 5.23 There are no major employment/retail or leisure schemes in the south of the District.

Infrastructure Plan

- 5.24 The Infrastructure Plan contained in the Core Strategy submission version does not include any improvements to the A5. It is possible, however, that growth in the district could impact on the A5, particularly at its junction with the B4114.

Hinckley and Bosworth Borough Council

Timetable

- 5.25 The Core Strategy was adopted in December 2009. The Hinckley Town Centre Area Action Plan was adopted in March 2011.
- 5.26 The Earl Shilton and Barwell Area Action Plan preferred option consultation ran from January 2011 to February 2011. The consultation on the submission version is planned to take place in the

late spring/early summer of 2012. The AAP will then be submitted to the Secretary of State for Examination.

- 5.27 Site Allocations and Generic Development Control Policies DPD went out for consultation on the preferred option draft between February and April 2009. The Submission consultation on the DPD is planned for August/September 2012.

Development Proposals (potentially affecting the A5)

- 5.28 The adopted Core Strategy identifies the following development around the A5:

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

- 5.29 In addition, planning permission has been granted for a major redevelopment of MIRA for a 1.5m sq ft Motor Research Technology Park which will have implications upon the A5. A Regional Growth Fund bid has been successful in securing a financial contribution towards the majority of transport infrastructure to serve the redevelopment of the site. Enterprise Zone status has also been awarded for the Technology Park.

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

Infrastructure Plan

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

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

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

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

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

Explanatory Notes:

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

Nuneaton and Bedworth Borough Council

Timetable

- 5.33 On 22nd September 2010 the Council agreed to rename the Core Strategy the Nuneaton and Bedworth Borough Plan. At a Cabinet meeting on the 9th November it was agreed that officers should prepare the development of a Preferred Option based on a growth level of 1.5% per annum. At the time of writing Borough Council officers were still preparing the Preferred Option which is due to be the subject of public consultation during Summer 2012. Dates for submission to the Secretary of State and subsequent adoption have still to be agreed by the Council

Development Proposals (potentially affecting the A5)

- 5.34 These are not currently known.
- 5.35 Due to the stage of the Borough Plan it is not possible to identify the preferred growth options for the Borough, however there are a number of sites identified in the Strategic Housing Land Availability Assessment (SHLAA) that are either close to or on the A5 which are under consideration. No decision has been made by the Council at this stage however as to where development growth will be located within the Borough.

Infrastructure Plan

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

North Warwickshire Borough Council

Timetable

- 5.37 The Draft Core Strategy is due out for consultation for 12 weeks from the end of October 2011. Following receipt of comments, the Borough Council's LDF Sub-Committee and Executive Board will consider how the plan should be amended in March/April 2012, prior to submission of the document to the Secretary of State for examination in public and eventual adoption.

Development Proposals (potentially affecting the A5)

- 5.38 Various options for growth within the Borough were presented within the Issues and Options version of the Core Strategy.
- 5.39 The Draft Core Strategy proposes a dispersed approach to future development across the Borough. The focus of this development is likely to fall in the main towns and settlements of the Borough, including

those impacting on the A5 (Atherstone/Mancetter, Polesworth Dordon and Baddesley/Grendon). Up to a third of the development in the Borough is likely to impact on, or be located within/close to the A5 corridor.

- 5.40 The Draft Core Strategy proposes a minimum of 3,000 new dwellings to be delivered within the Borough up to 2026, although no site allocations have been made at this stage. The requirement for employment land is 44 hectares over the same period, much of which already benefits from planning consent.

Infrastructure Plan

- 5.41 An Infrastructure Delivery Plan is not yet available.

Tamworth Borough Council

Timetable

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

Development Proposals (potentially affecting the A5)

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

Infrastructure Plan

- 5.44 An Infrastructure Delivery Plan for the Core Strategy will be produced in due course. The Staffordshire LTP3 strategy plan was subject to consultation in December 2010 with the stated purpose, "to set out our proposals for transport provision in the county, including walking, cycling, public transport, car based travel and freight, together with the management and maintenance of roads and footways".
- 5.45 Alongside the Strategy Plan, the County Council will shortly be publishing an Implementation Plan describing how it proposes to use available funding to deliver LTP objectives over the next 4 years (2011/12-2014/15) together with arrangements for overseeing LTP delivery and ensuring that it remains on track to meet its objectives. Staffordshire County Council is also producing a series of District Area Strategies that will take consideration of the A5.

Lichfield District Council

Timetable

- 5.46 A Core Strategy consultation draft was out for comments from November 2010 to February 2011. The formal Core Strategy publication version is due in July 2012.

Development Proposals (potentially affecting the A5)

- 5.47 The South of Lichfield Strategic Development Location will include 550 new homes, and will deliver part of the Lichfield Southern Bypass.
- 5.48 East of Lichfield (Streethay) will consist of 850 new homes and is more likely to impact upon the A38, however this joins the A5 and will need to be modelled to determine the impacts.
- 5.49 The East of Burntwood Bypass Strategic Development Location proposes 425 new homes. All of these development proposals may trigger the need for improvements to key junctions along the A5 within Lichfield District.
- 5.50 Fradley, to the north-east of Lichfield City, will remain a focus for employment but will also play a major role in meeting rural housing need. Growth of around 750-1000 new dwellings is proposed here, which, although more likely to impact on the A38, will also impact on the A5 to the south via the A5148 joining the A5 at Wall Island.

Infrastructure Plan

- 5.51 A draft of Lichfield District's Infrastructure Delivery Plan was consulted on at the same time as the Core Strategy consultation draft. The report by the Highways Agency "Preferred Option Test Modelling" for the Lichfield District Core Strategy relates to two junctions on the A5, these being Wall Island and Muckley Corner. The HA report includes costings for these junction improvements. These figures are due to be reassessed by the HA in light of the revised spatial strategy for the District.

Cannock Chase District Council

Timetable

- 5.52 The Core Strategy Pre-Publication draft was the subject of public consultation in July 2010. Since this time, a number of factors have arisen that require resolution before a 'Publication' Core Strategy can be presented to Cabinet and Council. These include:

- Reassessment of the scale and distribution of housing;
- The need to establish if there is a case on environmental and regeneration grounds to support route safeguarding of the Winchester Road Extension at Chadsmoor; and
- Consideration of the implications of national changes in the National Planning Policy Framework (NPPF) and the Localism Act 2011.

Development Proposals (potentially affecting the A5)

5.53 The Core Strategy Pre-Publication Draft (2010) identifies a need in the Cannock, Hednesford, Heath Hayes urban area to provide over the plan period (2006-2026), to be extended to 2028:

- Housing: At least 2,400 houses on urban sites and 750 homes as an urban extension on a strategic site on Land West of Pye Green Road, (Planning application being determined in 2012); and
- Employment: 57ha of employment land initially with a further 17ha in the longer term via extension of Kingswood Lakeside if required to ensure a five year land supply.

5.54 Norton Canes area will provide over the same period:

- Housing: At least 200 houses on urban sites (may be revised) via urban extensions to provide 700 homes to the south of the settlement, some of which have now received planning permission; and
- Employment: 3ha of employment land and up to a further 8ha in the longer term.

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

Infrastructure Plan

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

South Staffordshire Council

Timetable

5.57 The Core Strategy was submitted to the Secretary of State on 9th September 2011 and the Examination in Public was held on the 29th November lasting 2 days. Further consultation on proposed changes as a result of discussions at the EiP is due to begin in February 2012, with the Inspectors Report anticipated for Summer 2012.

Development Proposals (potentially affecting the A5)

- 5.58 The total requirement within South Staffordshire is for 3850 houses to be delivered by 2028. Of these, 1,610 houses have still to be allocated during the plan period.
- 5.59 Residential allocations surrounding the A5 include 370 houses in Penkridge, 65 houses in Brewood, 32 houses in Coven, 32 houses at Wheaton Aston, 107 houses in Cheslyn Hay and 56 houses in Great Wyrley.
- 5.60 Sites on the periphery of the Major Urban Areas (MUAs) have been the focus of attention regarding the provision of Regional Employment Land. South Staffordshire has two such sites situated in close proximity to the M54 (Junctions 1 & 2). The i54 development on Wobaston Road is a strategic employment area of about 100ha, located close to the M54/A449 north of Wolverhampton and includes both a Regional Investment Site (RIS) and a Major Investment Site (MIS). Outline planning permission has been granted for the i54 development, with reserved matter planning permission being secured in December 2011.
- 5.61 The MIS is targeted at large scale development by a single occupier involving technology related manufacturing and a large part of the site has recently been secured by Jaguar Land Rover (JLR). The RIS is targeted at uses that include a technology gateway (including campus with business support services and university related research), small business village, advanced manufacturing, ancillary service centre and business hotel. Warehouse and distribution uses (B8 development such as logistics) are specifically excluded from the planning permission.
- 5.62 Hilton Cross is a 9.3ha RIS situated close to M54 Junction 1 and permitted uses include business and office (B1), general industrial (B2) and limited warehouse and distribution (B8). Both Hilton Cross and i54 Wobaston Road, are located within the North Black Country and South Staffordshire Regeneration Zone (RZ) and also the Wolverhampton Telford High Technology Corridor (WTTC).

Infrastructure Plan

- 5.63 Discussions with key service and infrastructure providers including the Highways Agency, Primary Care Trust, County Council Social Care and Health and Transportation demonstrates that the Spatial Strategy will not have any significant impact on the capacity of existing service provision and infrastructure in South Staffordshire.

6. Strengths, Weaknesses, Opportunities and Threats

Introduction

- 6.1 Table 6.1 overleaf provides a summary of the Strengths, Weaknesses, Opportunities and Threats related to the section of the A5 covered by this strategy. This has been informed by information from Highways Agency documentation, Core Strategies, LTPs, studies relating to the A5 and output from various traffic models. It also reflects information provided by stakeholders who attended the two A5 workshops which were held in Nuneaton in May 2010 and Hinckley in September 2011.