



# The A5

**Economic Backbone  
of The Midlands**



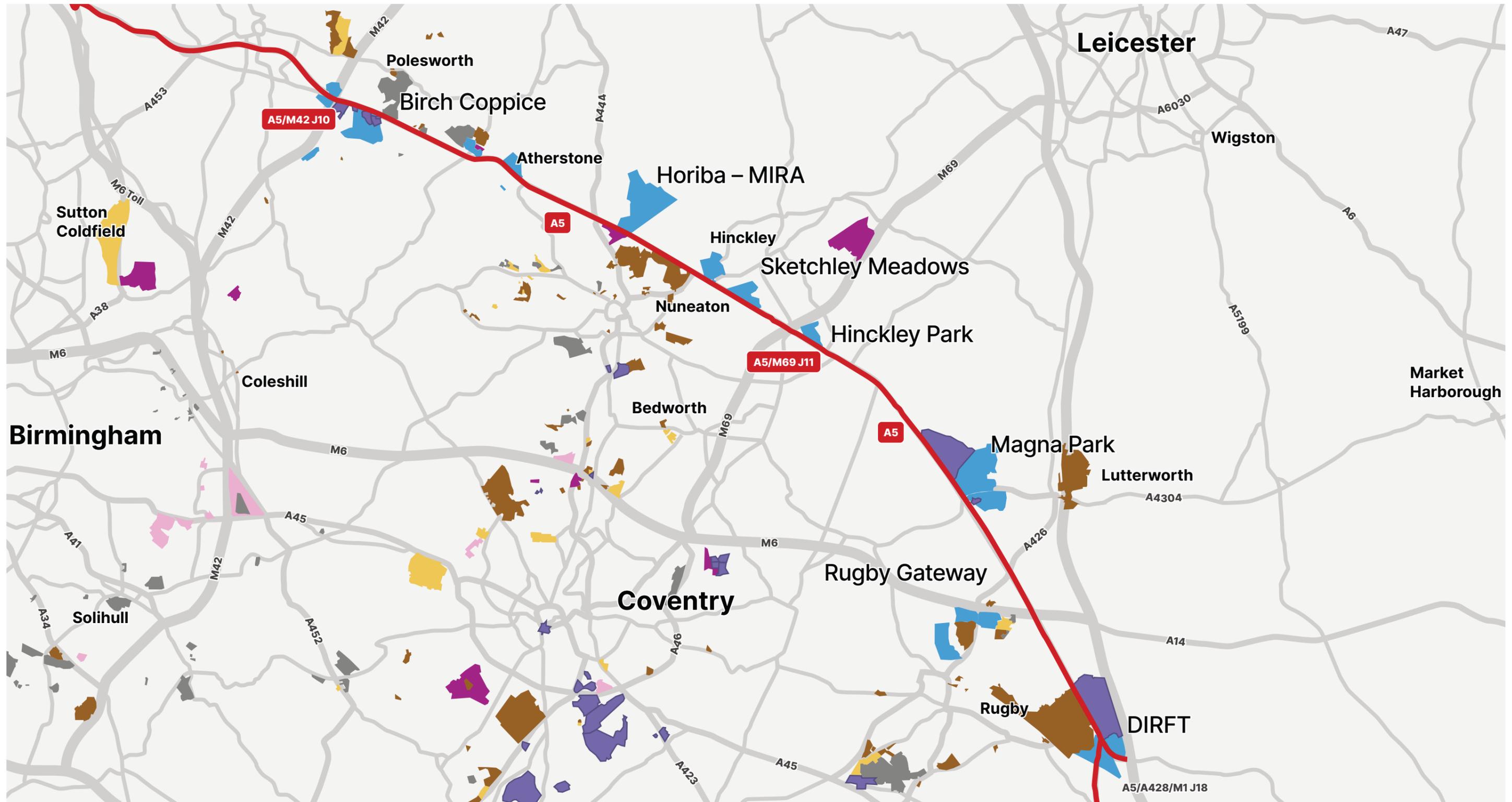
## **A corridor of growth and innovation linking the M6 with the M42, M69 and M1**

### **The A5 Partnership**

The A5 Partnership is a group of Local Planning and Highway Authorities who are dependent on the economic prosperity and growth of the A5 corridor. Since it launched 12 years ago, the Partnership has worked tirelessly to lobby for major investment in the A5 corridor over the next 15-20 years.

Throughout this time, the Partnership has worked with the Department for Transport, as well as National Highways (formerly Highways England), Transport for the East Midlands, Local Enterprise Partnerships and MPs based along the corridor to talk about the issues and challenges that both businesses and residents face and how these can be addressed. This has resulted in a number of Parliamentary debates, raising the profile of the A5 and underlining the need for investment in the corridor.

As well as this, the Partnership has worked alongside Midlands Connect and England's Economic Heartland Sub-National Transport Bodies, with both recognising the value the A5 brings to the Midlands and UK plc. There is also an awareness of the pressing need for investment to future proof the strategic connectivity of the A5 – a significant levelling up opportunity for the UK economy.

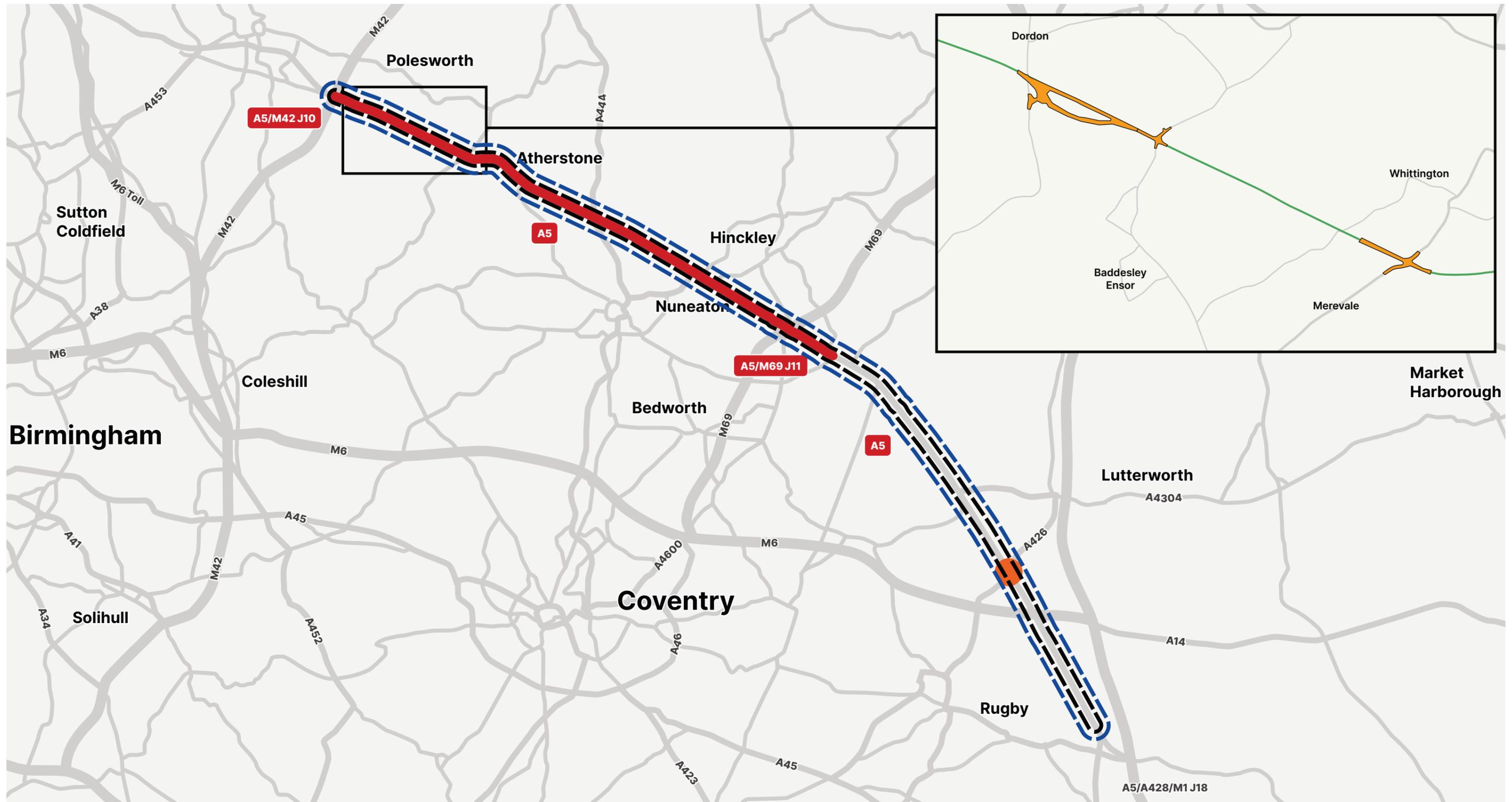


## A5 Context Plan

07.02.2023

### Legend

- A5 Employment Zones
- Committed Employment
- Outstanding Applications
- Local Plan Allocations
- Committed Housing
- Outstanding Applications
- Local Plan Allocations
- ▬ A5 Tamworth to Rugby



## A5 Schemes Plan

07.02.2023

### Legend

 A5 HIG Schemes

 A5/A426 Gibbet Hill junction

### Schemes

 A5 Tamworth to Hinkley

 Corridor Wide Freight

 Corridor Wide Road Safety

# Our ask in brief



Priority #1

## Full upgrade of the A5 between Tamworth and Hinckley

- Unlock 111,000 corridor-wide new homes by 2031 in North Warwickshire, Nuneaton and Bedworth and Hinckley and Bosworth
- Enhance access to the Horiba-MIRA Enterprise Zone
- Improve road safety for local people – Sadly, 108 people have been killed or seriously injured in four years.
- Avoid the disruption on the A5 and surrounding local roads created by incidents occurring at the low railway bridge near Hinckley – the most struck bridge in the country

Priority #2

## A major improvement of the A5/A426 Gibbet Hill junction

- Address congestion and delay where the Strategic Road Network meets the Major Road Network
- Essential to upgrade and future proof this junction to enable further growth by major logistics facilities at Magna Park and DIRFT
- A fund of developer contributions is already available
- Boost housing and employment growth around Lutterworth and Rugby, including the Lutterworth East Strategic Development Area.

Priority #3

## A programme of corridor-wide road safety improvements

- To reduce the number and severity of casualties
- Reduce the impact of congestion and delay caused by incidents which occur on the A5. Some £18k is lost each day in journey time delays alone.

Priority #4

## Improvements for freight haulage in the A5 corridor

- The 'golden triangle' of logistics activity at the heart of road haulage in the Midlands. Manufacturing and distribution make up 42% of the local economy compared with 29% nationally
- More lorry parking and better facilities for drivers to bring down crime, reduce congestion and improve safety.

# The benefits of investment in the A5

There are many local, regional and national benefits that would come with a commitment from Government to invest in the A5:



Improved **productivity** for existing businesses including the logistics, manufacturing and R&D sectors within the 'Golden Triangle', most of whom rely on the A5 for their supply chains and customers



Increased **business growth** post-Brexit and improved access to international markets via ports, airports and freeports, as the country secures new trade deals with other parts of the world



Accelerated **housing growth** within the corridor, with 111,000 corridor-wide new dwellings proposed in Local Plans between Cannock and Milton Keynes



A contribution to **levelling up** the UK economy, both from a north-south and east-west perspective



**Strategic connectivity** improvements for the Union between England and Wales



Greater **resilience** for the Strategic Road Network so that motorists can cope when major incidents occur (particularly on the M1 and M6)



Reduced impact of the corridor on local residents and communities, in terms of **road safety, air quality and severance**. This will improve quality of life as well as mental and physical health benefits.



**Carbon reduction and climate change** objectives thanks to a multi-modal approach which supports improved public transport, walking and cycling facilities, as well as opportunities for enhanced 'last-mile' access to town and city centres.



An **improvement line** to be confirmed by the Secretary of State for Transport to safeguard the route from new development

## Economy

Manufacturing and Distribution make up **42% of the local economy (GVA)** compared to **29% nationally**

GVA of **£22bn. 10%** of Midlands GVA

Serves MIRA Enterprise Zone, supporting new technologies and intelligent mobility

**190,000** new jobs forecast in LEPs Strategic Economic Plans by 2031

**111,000** new homes planned by 2031

## Function

Provides a diversion route for other strategic routes in the Midlands

Up to **1/3** of vehicles are HGVs

Hub for haulage and logistics businesses

Logistics 'Golden Triangle'

Connecting Local Communities with employment opportunities

Varying traffic flow by location: **4,000 to 25,000 vehicles per day**

## The A5 corridor today

**78 miles, 125km**

Serving major towns, cities and economic centres

**2.89m** residents

**1.32m** jobs

## Issues

Every day, the cost of journeys is **£18k** higher due to journey time delay

**5 AQMAs, 36 Noise IAs,** Community severance

**108 KSI Road Traffic Collisions (2012-2016)**

Productivity lower than UK average

Journeys can take **36% longer** in peak periods

# The offer and ask

With investment for the A5 corridor, the Partnership will be able to bring forward further housing and employment growth. Whilst we would like to see the corridor become a dual-carriageway throughout, our initial priorities for which we seek a commitment from Government are as follows:

## Priority #1

### Full upgrade of the A5 between Tamworth and Hinckley

An initial phase of improvements to the A5 between Dordon and Atherstone are currently being developed by National Highways, as part of an £80m investment by Government to support major housing growth in North Warwickshire.

Work is also being developed as part of the RIS3 pipeline for the wider upgrade of the A5 between Tamworth and Hinckley,

recognising that it is a major pinch-point on the Strategic Road Network.

The improvements will include dualling of the current non-dual sections, enhancements to M42 Junction 10, and addressing the significant constraint of the low railway bridge near Hinckley - the most struck bridge in the country, which regularly causes major disruption to the area.



Investment will also support further opportunities for housing growth in the area, as well as enhanced strategic access to the Horiba-MIRA Enterprise Zone (where a significant expansion of the site to the south of the A5 is planned) and a number of major logistics facilities in the Tamworth, Atherstone and Nuneaton/Hinckley areas. It will also reduce severance and improve road safety for a number of local communities.

**Our ask therefore is for a commitment from Government that these improvements are delivered in phases over the next two Road Investment Strategy periods (RIS3 and RIS4) between 2025 and 2035.**



## Priority #2

### The A5/A426 Gibbet Hill junction is located between Hinckley and Rugby, where the strategic road network meets the major road network

The junction is critical to the overall operation and performance of the corridor, but crucially it is located close to major logistics facilities at Magna Park and DIRFT, as well as other employment in the Lutterworth and Rugby area.

Whilst we have raised some funding from developers to improve the junction, there needs to be a significant upgrade to future-proof it and ensure that further employment and housing growth can come forward in this area.

We are aware that work is currently being undertaken by National Highways to bring forward an improvement scheme at this junction by 2027/28, which with additional Government funding could deliver further resilience and capacity to allow future growth in the area to be realised.

**Our ask therefore is for a commitment from Government to provide additional funding to allow a more substantial upgrade of the junction to be delivered during RIS3 (2025-30).**

**Priority #3**

**A programme of corridor-wide road safety improvements**

The section of the A5 covered by the Partnership includes a number of junctions that have a poor casualty record, some of which have seen improvement in recent years.

However, a number of dangers remain and we would like to see targeted investment to improve road safety for all users. As well as often bringing life-changing impacts on individuals and their communities, these incidents have a direct consequence in their aftermath on the operation of the corridor and wider road network.

The A5 Partnership would be happy to work with DfT and National Highways to develop a programme of prioritised improvements in conjunction with the Local Highway Authorities represented on the Partnership.

**Our ask therefore is for a commitment from Government to provide funding to deliver a programme of safety improvements along the A5 corridor during RIS3.**

**Priority #4**

**Improvements for freight haulage in the A5 corridor**

The central location of the A5 within the 'Golden Triangle' of logistics and distribution activity means that the corridor and the wider Midlands area is disproportionately impacted by HGV movements. We would like to see more lorry parking provided on or near the A5, including better facilities for drivers, as well as information and signage. This will not only improve conditions for those employed by the haulage industry, but it will reduce the impact of inappropriate lorry parking on communities along the length of the A5, as well as improving safety and helping reduce crime.

**Our ask therefore is for a commitment from Government to work with the freight haulage industry, the A5 Partnership, the Police and other stakeholders to develop and implement an Action Plan of improvements for freight haulage in the A5 corridor.**



Whilst further improvements to the A5 will ultimately be needed in order for the corridor to realise its full potential, the Partnership recognises that it must prioritise its asks from the Government, given current and future challenges on funding. We will continue to work closely with our MPs and other partners to champion the A5 corridor and the compelling reasons as to why a sustained programme of investment is needed.

Chairman of the A5 Partnership, Spring 2023



