

a strong position to secure public and private funding for the transport improvements necessary to support growth.

The A5

- 3.2 The A5 is a trunk road stretching from London to Holyhead, providing a strategic route that supports access to economic activity and growth. The A5 provides a key freight route through central England together with providing relief to the motorway network when necessary. The A5 forms the southern boundary of Hinckley & Bosworth Borough, stretching from south of Hinckley to south of Witherley with MIRA Technology Park Enterprise Zone located approximately halfway along this stretch.

A5 Strategy and Partnership

- 3.3 The A5 Partnership is made up of 18 local councils supported by other public agencies, including Highways England, Midlands Connect and Local Enterprise Partnerships, along a 70 mile stretch of the A5 from Gailey, Staffordshire, to Weedon, Northamptonshire. A map of the A5 route is set out in Appendix B.
- 3.4 The four key objectives of the A5 Partnership are to:
- Raise awareness of the importance of the increasing economic role of the A5 through the Midlands;
 - Collaborate and effectively plan for growth impacts affecting the A5;
 - Make the case for future investment on improvements to tackle key congestion issues; and
 - Develop a strategy for the A5 around these principles.
- 3.5 Hinckley & Bosworth Borough Council supports the work of the A5 Partnership, with attendance at both the Officer A5 Transport Partnership Group chaired by the Council's Chief Executive and A5 Member Partnership meetings, of which the Leader of the Council is currently Chair.
- 3.6 The A5 Strategy – Supporting Growth and Movement in the Midlands 2018 – 2031 replaces the existing A5 Strategy 'A Strategy for the A5 2011 – 2026 A449 Gailey (Staffordshire) to A45 Weedon (Northamptonshire)'.
- 3.7 The revised A5 Strategy is attached at Appendix A to this report, together with the current A5 Action Plan (Appendix C). The revised A5 Strategy has been led by a working group of officers facilitated by Warwickshire County Council, with ongoing input from officers representing each of the local authorities. The Strategy was approved in principle by the majority of Partnership Members at a special A5 Partnership Member meeting on 23 March 2018. The Strategy has since been further updated to take into account feedback from member councils, including Hinckley & Bosworth Borough Council.

The A5 Strategy

- 3.8 The A5 Strategy attached at Appendix A is a final draft document. It has been developed in the context of the Midlands Connect Strategy which identifies the A5 as a key priority route corridor for improvement. It will also support the significant lobbying that continues to be undertaken with the support of MPs whose constituencies abut the A5 for the development of the 'A5 Expressway'.

- 3.9 The revised A5 Strategy builds on the existing Strategy. With the increasing importance of the A5 as a strategic route, combined with the high level of housing and employment growth that will come forward along the corridor to 2031, there are still further improvements to be delivered. Investment is required to ensure the A5 continues to fulfil its role as a key artery of movement helping to facilitate economic growth and provide network resilience for the wider Strategic Road Network.
- 3.10 The A5 Strategy is based around the following key themes, with key challenges and opportunities together with policies set out for each theme:
- Delivery Growth;
 - Supporting Network Resilience;
 - Delivering a safe and secure A5;
 - Managing the impact of freight; and
 - Delivering a sustainable A5.
- 3.11 The A5 Strategy sets out the ongoing need for good transport infrastructure and connectivity along the A5 to support and facilitate economic growth and it identifies how and where the corridor acts as a barrier to growth. It is vital that opportunities are taken to unlock growth, development and job opportunities, enabling existing and new businesses to operate more efficiently, helping to further increase the productivity of Hinckley & Bosworth and the wider region.
- 3.12 The Strategy Objectives are:
- a) To enable the A5 to fulfil its role in facilitating economic growth at a local, regional and national level.
 - b) To ensure that the A5 is fulfilling its role in providing wider network resilience.
 - c) To facilitate increased capacity along the corridor whilst improving safety and security.
 - d) To help facilitate the provision of a good sustainable transport offer along the corridor.
 - e) To identify key priority improvements along the corridor to facilitate growth, improve safety, reduce congestion, increase capacity and help deliver a sustainable transport offer.
- 3.13 The A5 Strategy Action Plan (Appendix C) is a rolling document that will be updated frequently during the life of the Strategy. The Action Plan includes the committed developer funded capacity improvements between the A5/A47 The Longshoot and A5/A47/B4666 Dodwells.
- 3.14 It should be noted that the A5 Strategy does not commit Hinckley and Bosworth Borough Council or the Transport and Highway Authorities to funding or delivering the measures included in the Strategy, but provides a key evidence base to support the case for investment discussions. Furthermore, opportunities will continue to be taken forward where these will assist development work, securing of funding or scheme delivery. Appropriate consultation with communities and analysis of implications from individual schemes will be undertaken as required.

Consultation to date

- 3.15 The A5 Strategy has been updated by a focussed project team and led by Warwickshire County Council, with drafts being taken to relevant Officer and Member A5 Partnership meetings. Comments have been provided by Hinckley & Bosworth

Borough Council, together with Leicestershire County Council, on the draft Strategy as it has emerged.

Next Steps

- 3.16 Each constituent Council in the A5 Partnership, including Hinckley & Bosworth Borough Council, needs to ratify the finalised draft A5 Strategy, prior to its adoption. This follows agreement in principal at a special A5 Partnership Member meeting on 23 March 2018, subject to additional amendments.
- 3.17 Any development of individual schemes within the Strategy would be the subject of further consultation and engagement, and reports to Members as appropriate.
- 3.18 The Strategy will be a supporting transport document which will aid Hinckley & Bosworth Borough Council in undertaking the Local Plan Review. It will form part of the Councils evidence base.
- 3.19 Midlands Connect is seeking to undertake an A5 Strategic Corridor Study. This will be undertaken during 2018/19 and will result in the production of Strategic Outline Business Cases (SOBC) for key priority sections of the A5, as identified by the study. The A5 Partnership will continue to work closely with Midlands Connect during the study and the development of the SOBC's. Close alignment with other strategically significant Midlands Connect projects (e.g. A46 Strategic Corridor Study and M6 Junction 3-11 Study) is also vital going forward and the partnership will seek to support and complement these emerging priorities.

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

- 4.1 This report will be taken in open session.

5. FINANCIAL IMPLICATIONS [DW]

- 5.1 None arising directly from the report.

6. LEGAL IMPLICATIONS [AR]

- 6.1 None arising directly from this report.

7. CORPORATE PLAN IMPLICATIONS

- 7.1 This report relates to all 3 Priority Ambitions of Hinckley and Bosworth Borough Council's Corporate Plan (2017-2021), namely:
 - People
 - Places
 - Prosperity

8. CONSULTATION

- 8.1 None.

9. RISK IMPLICATIONS

- 9.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.
- 9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.
- 9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Not endorsing the A5 Strategy would jeopardise the strategy and its aims and objectives, potentially resulting in delays to its implementation. Failing to continue to support the upgrading of the A5 through the A5 Partnership would also represent a weakening of the case for strategic level investment in the A5.	Endorse A5 Strategy and continue to contribute fully to the A5 Partnership and its aims and objectives.	Head of Planning

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

- 10.1 The A5 Strategy will help ensure that required investment in the A5 is committed to and implemented so it is able to fulfil its role as a key artery of movement, facilitating economic growth and providing network resilience for the wider Strategic Road Network. The aims and objectives of the A5 Strategy, if implemented through specific schemes, would have implications for communities, however the A5 Strategy does not commit bodies or organisations to the implementation of any specific schemes. The development of any specific schemes will be subject to further consultation and engagement – including with communities – and reports to Members as appropriate.
- 10.2 There are no equality or human rights implications arising from the recommendations of this report.

11. CORPORATE IMPLICATIONS

- 11.1 By submitting this report, the report author has taken the following into account:
- Community Safety implications
 - Environmental implications
 - ICT implications
 - Asset Management implications
 - Procurement implications
 - Human Resources implications
 - Planning implications
 - Data Protection implications
 - Voluntary Sector
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Background papers:

- A5 Strategy (Supporting Growth and Movement in the Midlands, 2018 – 2031) final draft (May 2018) **[Appendix A]**
- A5 Route Map **[Appendix B]**
- A5 Action Plan **[Appendix C]**

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