national highways

A5

Dodwells to Longshoot

Options consultation

November - December 2026





Investing in your roads

At National Highways, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways, engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable, and most importantly, safe.

We know how important reliable and safe journeys are for everyone who uses the A5. That is why we are looking at ways to improve how traffic moves through Dodwells to Longshoot, reduce delays and make everyday travel safer and more predictable.

In this brochure, we explain our proposed improvements around this section of the A5 and we want your feedback.

Your responses will help shape the design and inform the decision on a preferred option for the project.

What are pipeline projects?

As well as specifying major enhancements that are planned to commence and complete construction during the third road period, Road Investment Strategy 3 (RIS3) also highlights the schemes which National Highways will develop during the third road period as part of the major enhancements pipeline.

The A5 Dodwells to Longshoot scheme is one of nine schemes in the pipeline that will be developed during the third road period between 2026-2031 to start construction early in the fourth road period, beyond 2031. This is subject to the business cases demonstrating they are consistent with National Highways' and wider government objectives and are value for money, affordable and deliverable.

This brochure can also be viewed online at:

https://nationalhighways.citizenspace.com/he/a5-d2l2-consultation

It is important that you submit your response by

11.59pm on Friday 11 December 2026.

How investment decisions are made

Decisions about whether the A5 Dodwells to Longshoot project ultimately receives funding will be made following a detailed assessment of its benefits, costs and deliverability.

The strategic objectives set out by the Department for Transport (DfT) as part of RIS3 are as follows:

- Grow the economy
- Improve safety for all
- Deliver a level of network performance that meets customers' needs
- Deliver a technology enabled and enabling network
- Ensure a resilient network that is planned and managed for the long term
- Deliver improved environmental outcomes

All of these and other factors will be considered to help us select a preferred option.

The feedback we receive as part of this consultation will inform decision making and future design considerations.

The final decision on whether to deliver the scheme is made by the DfT based on the assessment work carried out by National Highways.





Why is the project needed?

Dodwells roundabout and Longshoot junction are key locations on the Strategic Road Network (SRN), connecting Nuneaton and Hinckley in the Midlands. This section of the A5 forms part of an important road network that carries a high volume of commuter, freight and regional traffic. It supports access to key employment, services and businesses across the region, and is particularly important for the Golden Logistics Triangle.

This section of the A5 experiences congestion, delays and unreliable journey times, affecting both local and long-distance journeys. These issues increase the risk of collisions, and with further developments planned nearby, traffic is expected to grow, making improvements to capacity, safety and access essential.

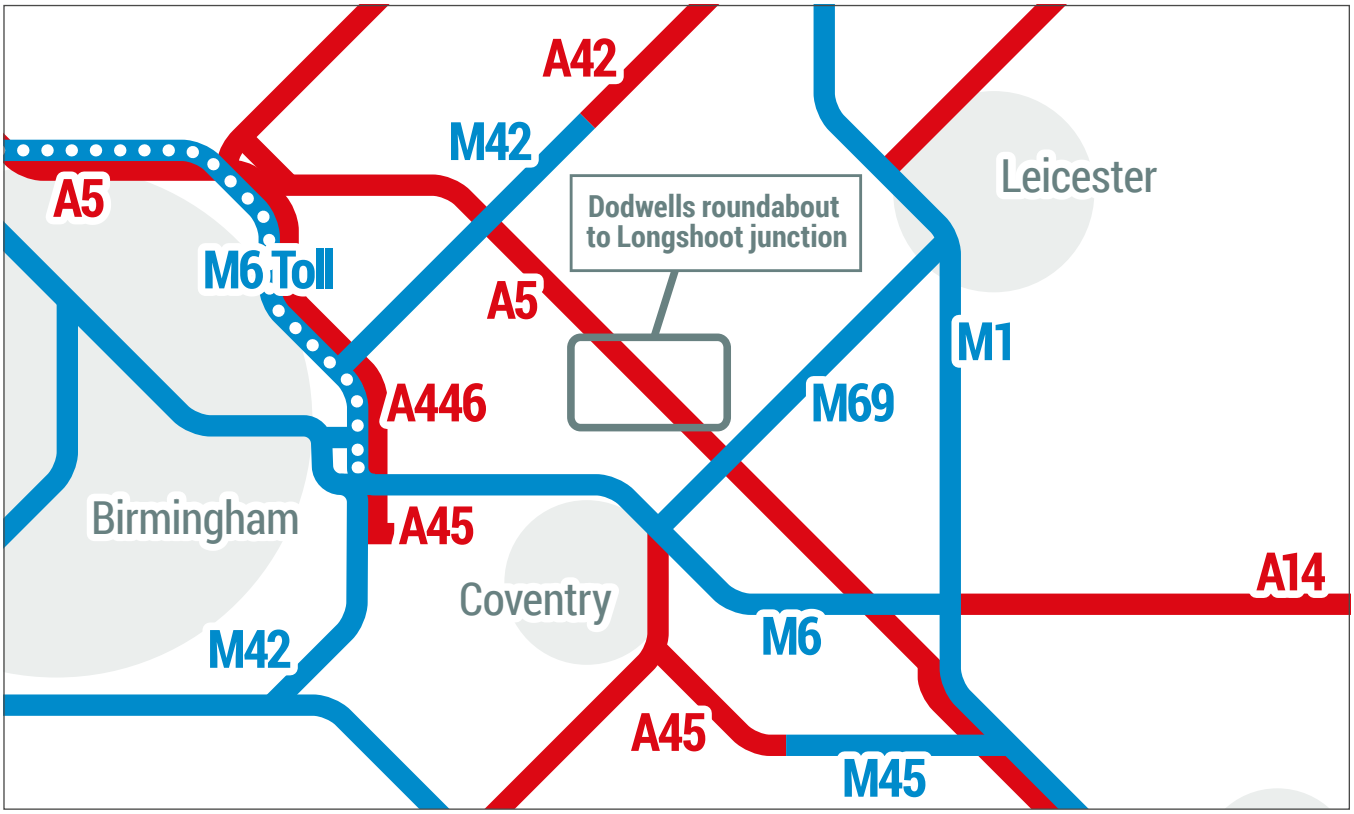
The scheme is expected to play a critical role in supporting economic and planned housing growth in the region by increasing capacity, reducing congestion and improving journey time reliability on and around the A5 Dodwells to Longshoot road network. This will help improve access to jobs, services and businesses, while making the area more attractive to investors, employers and skilled workers.

The scheme will support the local and regional economy by making journeys faster and more reliable on this important part of the network. In addition, wider economic impacts further enhance the value of the scheme.

The A5 corridor runs through the Golden Logistics Triangle, where many distribution centres and high-tech industries are based.

Improving how this corridor works would help businesses move goods more efficiently across the country.

Project location map



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Project aims

The project aims have been developed to address the issues identified at A5 Dodwells to Longshoot and to deliver improvements for those who use and rely on the A5. They are to:

- Support economic and housing growth by reducing congestion
- Contribute to tackling economic inequalities for the region by improving accessibility to employment opportunities and making the area more attractive to investors and skilled workers
- Enhance network resilience and connectivity for the strategic traffic using the A5 by improving journey time reliability



Find out more and have your say

We would like to hear what you think, so please share any concerns, ideas or local knowledge that you may have.

The consultation will run from, **Monday 2 November to Friday 11 December 2026**, and there are many ways to tell us what you think.

Why not come along to one of our options consultation exhibitions or visit our website.

Why are your comments important?

This consultation will help inform the selection of a preferred option for the scheme. It will also inform elements of the detailed design for the selected option. At this stage, we are seeking your views on what matters most to you, and what factors you believe should be considered in selecting the preferred option.

Your comments will help us better understand the local area and any potential impacts our project may have on you, local businesses and the community. We will listen to and consider all feedback received as we further refine our proposals after this consultation.

The scope and physical extent of the scheme, as well as the overall project aims, have already been established and are not part of this consultation.

How to respond

There are lots of ways for you to view our proposals, ask questions and get involved in our consultation.

Online: complete the response form online at https://nationalhighways.citizenspace.com/he/a5-d2l2-consultation

Hard copy: complete a consultation response form (available at our events, at local venues or on request) and return it by post to:
FREEPOST A5 DODWELLS TO LONGSHOOT

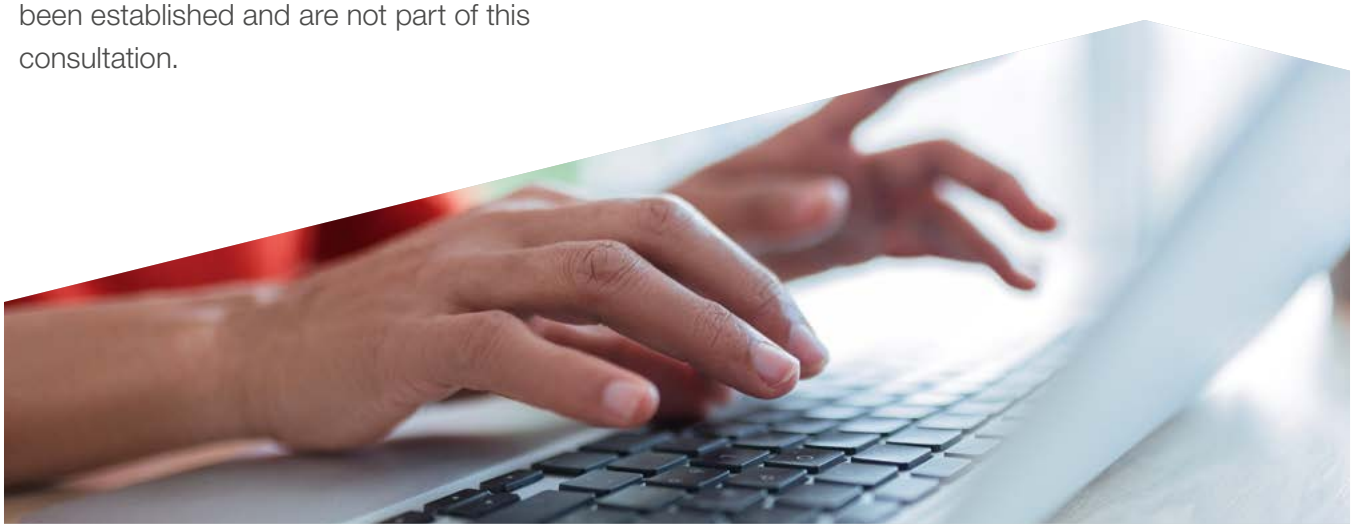
In person: complete a copy of our printed response form and give it to a member of staff at one of our consultation events

All responses must be returned by **11.59pm on 11 December 2026**. Responses received after this date may not be considered.

You can view all of our consultation materials and submit your feedback at:
https://nationalhighways.citizenspace.com/he/a5-d2l2-consultation

This can be accessed at any time throughout the consultation period.

Please scan for more info



Options consultation exhibitions

You can come to one of our options consultation exhibitions and have your say. Here you'll be able to find out more about the scheme, view our consultation materials, and speak to members of the project team, who will be happy to answer any questions you may have.

We'll be holding consultation events at the following locations, dates and times:

Event 1

Thursday 19 November, 2pm - 8pm
Sketchley Grange Hotel & Spa
Sketchley Lane
Burbage,
Hinckley
LE10 3HU

Event 2

Saturday 28 November, 10am - 4pm
Nuneaton Heritage Centre
10 Avenue Road
Nuneaton
CV11 4LU

Where to get a paper copy of this brochure and response form

Consultation brochures and response forms will also be available at the following local venues from Monday 2 November 2026 (availability will depend on opening times).

You can also request a paper copy of the consultation brochure and response form free of charge by contacting us using the details below and providing your postal address. A copying charge may be applied for requests for large quantities of documents or for printed copies of our other consultation materials.

Consultation materials can be made available in alternative formats, such as translations into other languages, large print, or Braille, on request. Pease contact us using the contact details outlined below.

How to contact us

Call **0300 123 5000** to speak to our customer contact centre or request a call back from the project team.

Alternatively you can email:
A5Dodwellstolongshoot@nationalhighways.co.uk

When getting in touch, please include the reference

'A5 Dodwells to Longshoot Consultation'

to help us track your enquiry.

THANK YOU

Venue	Address
Lutterworth Library	George Street, Lutterworth, LE17 4ED
Nuneaton Library and Information Centre	Church Street, Nuneaton CV11 4DR
Nuneaton Town Hall	Town Hall, Coton Road, Nuneaton, CV11 5AA
Hinckley Library	Lancaster Road, Hinckley, LE10 0AT
Burbage Community Library	Church Street, Burbage, Hinckley, LE10 2DA
Earl Shilton Library	Wood Street, Earl Shilton, LE9 7NE



The options

We have looked at different ways to improve A5 Dodwells to Longshoot and assessed the performance of a range of potential options, considering:

- Impact on journey times and reliability
- Impact on road safety
- Impact on the environment
- Impact on communities and road users
- Cost to build

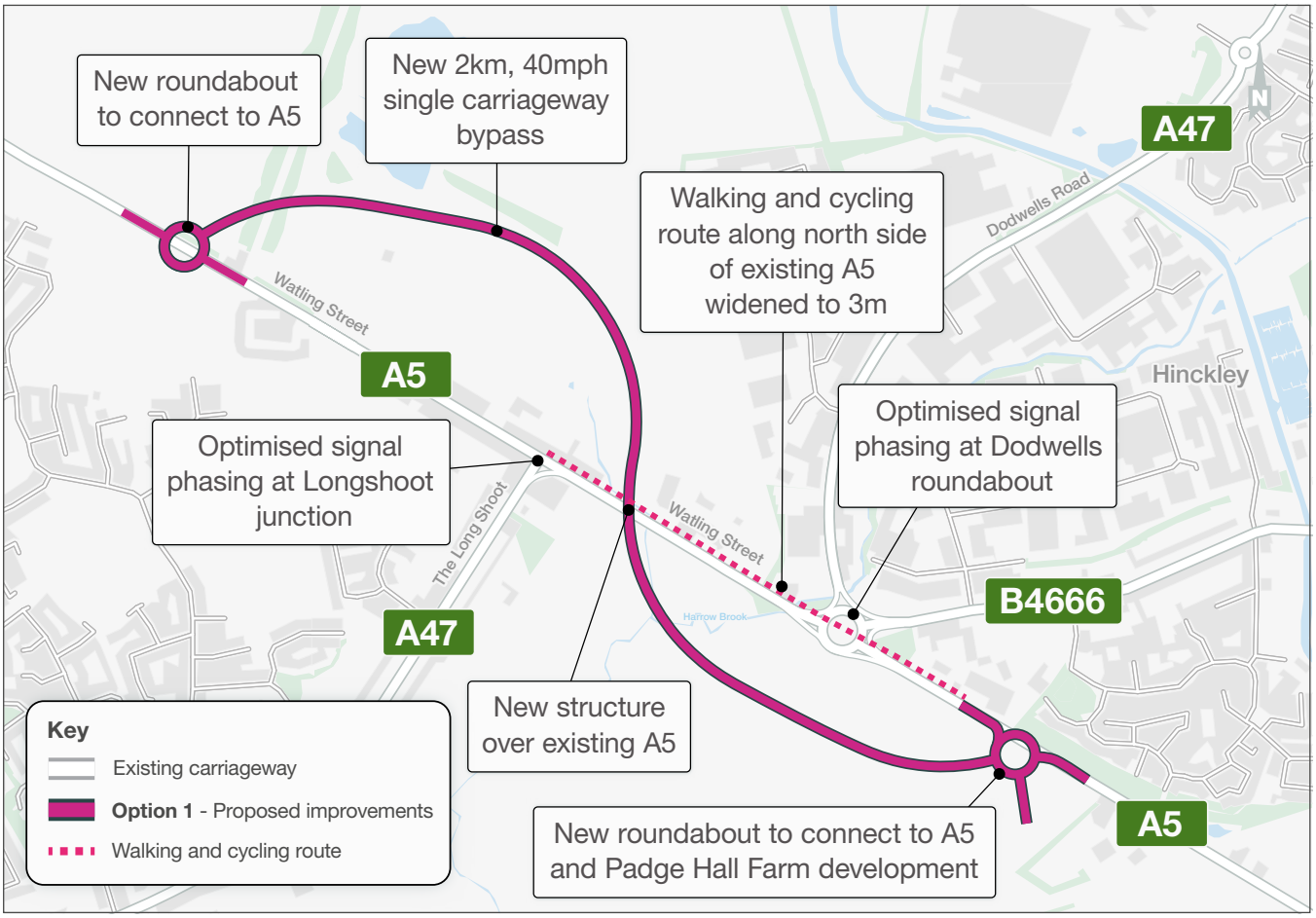
Following this assessment, a number of options were discounted as they performed less well against these considerations (see page 22 for further detail in the Discounted Options section).

The remaining options presented in this brochure called Option 1, Option 4A and Option 5A have been identified as the most suitable for further consideration.

This section of the brochure provides an overview of the three options, including their key features, as well as their potential benefits and impacts.



Option 1



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Option 1

This option would offer an alternative route for traffic on the A5. It would include a new single carriageway bypass that crosses the existing A5 over a new bridge. The existing section of the A5 between the Longshoot junction and Dodwells roundabout would continue to be available for local journeys between Hinckley and Nuneaton, helping to ease traffic congestion in the area.

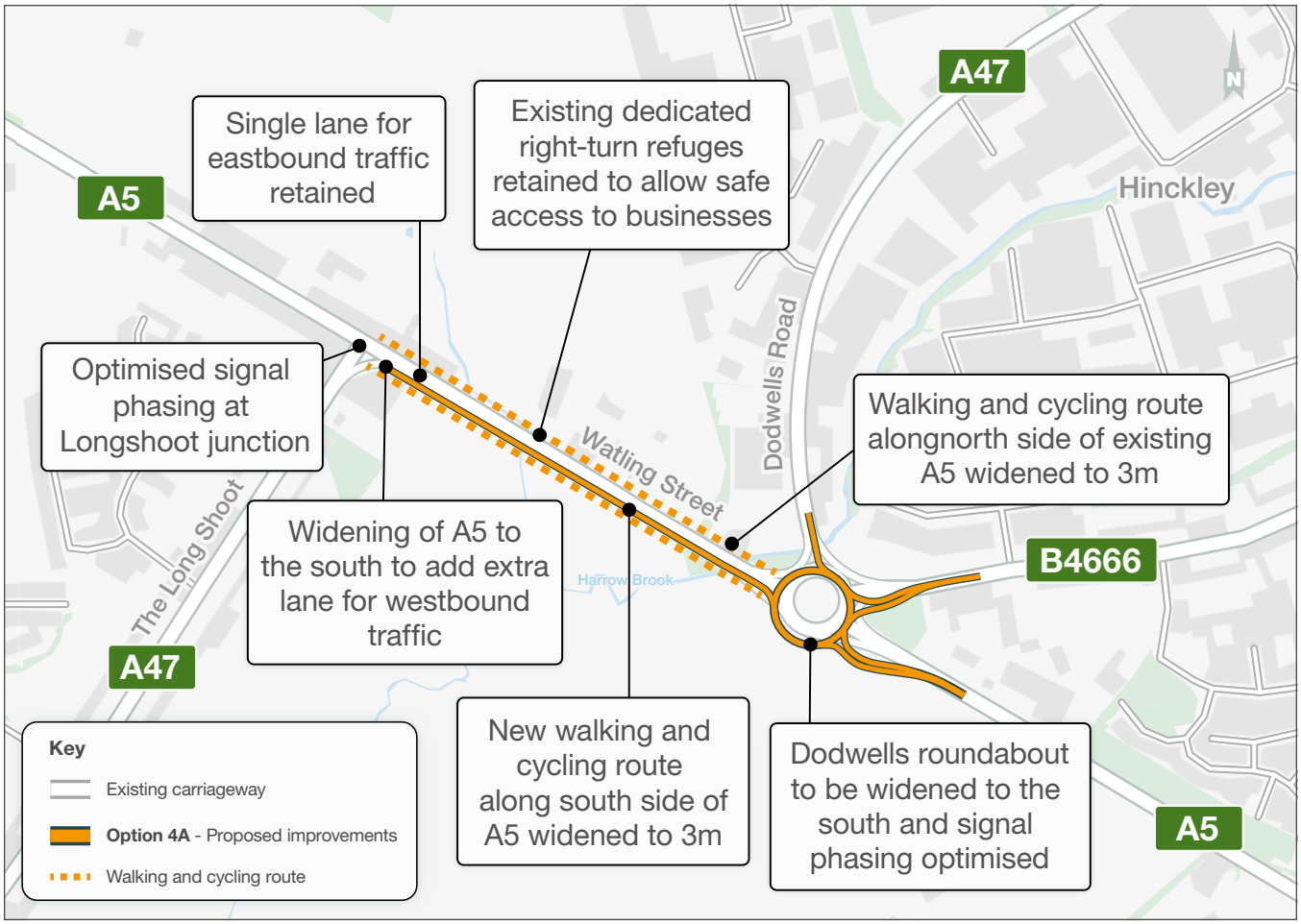
Two new roundabouts would be built where the bypass joins the A5 at either end. Dodwells roundabout and Longshoot junction would remain unchanged.

By separating local travellers from through traffic on the A5, this option would reduce delays, make journey times more reliable, increase road capacity, and improve safety at this location.

This option could support improvements to the existing walking and cycling routes, with better links to local public rights of way to enhance connections for active travel.

Further detailed plans for walking, cycling and any horse riding routes will be developed after consultation, using feedback from local users and stakeholders.

Option 4A



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Option 4A

The A5 would be widened to the south to provide an extra lane for vehicles travelling west. To improve traffic flow further, improvements would be made at Dodwells roundabout and its approaches to provide additional capacity.

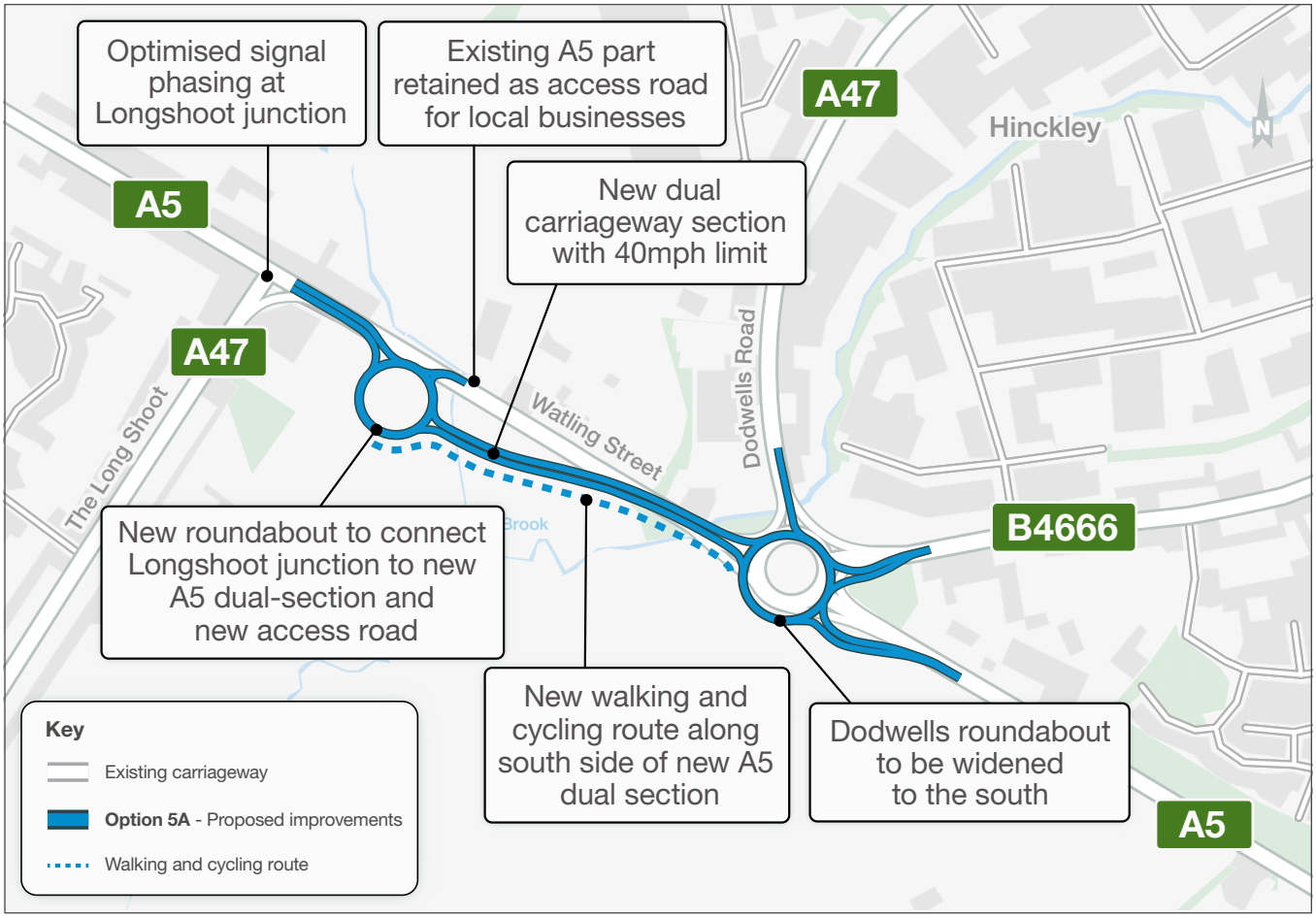
Three existing culverts (structures that carry water under the road) would be widened, designed to reduce impacts on flood risk and nearby waterways as much as possible, as well as utilities. There would be no changes to Longshoot junction.

This option would retain access to businesses and homes along the north side of the A5, allowing local people and customers to reach them. However, vehicles will only be able to turn left onto the A5. Road users leaving businesses and homes who want to travel west would need to go to Dodwells roundabout and turn around before continuing their journey.

This option could support a new walking and cycling route along the south of the A5, and improvements to crossings at Dodwells roundabout to enhance connectivity for active travel between Hinckley and Nuneaton.

Further detailed plans for walking, cycling and any horse riding routes will be developed after consultation, using feedback from local users and stakeholder.

Option 5A



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Option 5A

A new roundabout and short section of dual carriageway for A5 through traffic would be built between Dodwells roundabout and the Longshoot junction. The new roundabout would maintain access to businesses and homes along this section of the existing A5.

By doubling the number of lanes on this section of the A5, the road would be able to carry more traffic. This would reduce delays and make journey times more reliable. A central barrier would separate traffic travelling in opposite directions, and having a dedicated access road for businesses and homes would help to improve safety.

Two existing culverts (structures that carry water under the road) would be widened, alongside the creation of an additional structure to reduce flood risks and impacts on nearby waterways and utilities.

There would be slight modifications to the Longshoot junction to ensure a smooth connection into this new roundabout.

This option includes a new route for walking and cycling along the southern side of the dual carriageway, as well as improvements to crossings at Dodwells roundabout to enhance connectivity for active travel between Hinckley and Nuneaton.

Further detailed plans for walking, cycling and any horse riding routes will be developed after consultation, using feedback from local users and stakeholders.

Benefits and impacts of the proposed options

In assessing the benefits and impacts of our proposed options, we looked at a variety of features.

Table 1 provides a summary and comparison of the key benefits and impacts three options. The table below simplifies the technical information gathered to date. The scores are based on the combined findings of a range of different assessments.

Each topic includes a range of potential impacts, which may be both positive and negative.

For more detailed information on all of the topics summarised in the table please go to page 13.

The development of these options is still at an early stage. The information we are sharing will continue to evolve as we carry out more surveys and assessments. We are assessing the environmental impacts in-line with national guidance.

What we learn from these surveys and further technical work, along with your feedback, will help shape the next steps for the scheme.

Table 1 Benefits and impacts of the options

Feature	Option 1	Option 4A	Option 5A
Transport			
Journey times and congestion	★★	★	★★★
Road safety	★★	★	★
Walking, cycling and horse-riding provision	★★	★★	★★
Environment			
Air quality	**x**	**x**	**x**
Cultural heritage	**x**	**x**	**x**
Landscape	**xxx**	**x**	**xx**
Biodiversity	**xx**	**x**	**x**
Soils	**xx**	**x**	**x**
Noise	**xx**	**xx**	**xx**
Population and human health	**xx**	**x**	**x**
Road drainage and the water environment	**xx**	**x**	**xx**
Carbon emissions	**xx**	**x**	**x**
Combined effects and cumulative effects	**xx**	**xx**	**xx**
Economy			
Construction duration (approximate)	**3 years**	**2 years**	**2 years**
Disruption during construction	**xxx**	**x**	**xx**
Land take	**xxx**	**x**	**xx**
Cost	**£££ million**	**£££ million**	**£££ million**
Value for Money (Value for money represents the combination of all whole-life costs and benefits.)	**Option 1 has monetised benefits between option 4A and 5A and has the highest cost, resulting in poor value for money.**	**Option 4A has the lowest monetised benefits and lowest costs, resulting in poor value for money.**	**Option 5A has the highest monetised benefits and an overall cost between option 1 and 4A, resulting in low value for money.**

Key | ★★★ large positive impact | ★★ moderate positive impact | ★ slight positive impact | **o** neutral impact | **x** slight negative impact | **xx** moderate negative impact | **xxx** large negative impact |

Transport

Journey times and traffic congestion

We have built a traffic model using current traffic flows and journey times. This has allowed us to understand the current issues and predict how they will change in the future if we do not build the scheme. We have used this model to test the impact of the three proposed options.

As the scheme would increase junction capacity, our model predicts that all three options would see greater traffic flows but still reduce congestion and improve the reliability of your journeys.

Option 1 would reduce congestion and improve journey times by moving A5 through traffic away from the existing junctions and onto the new bypass. This would create space at the junctions for local vehicles, helping traffic flow more smoothly. The bypass would also encourage more road users to use the A5, which could reduce vehicles using local roads as shortcuts.

Options 4A and 5A reduce congestion by increasing capacity at Dodwells roundabout and on the section of the A5 between the two junctions. This would help traffic move more smoothly through the area, reducing delays and improving journey times.

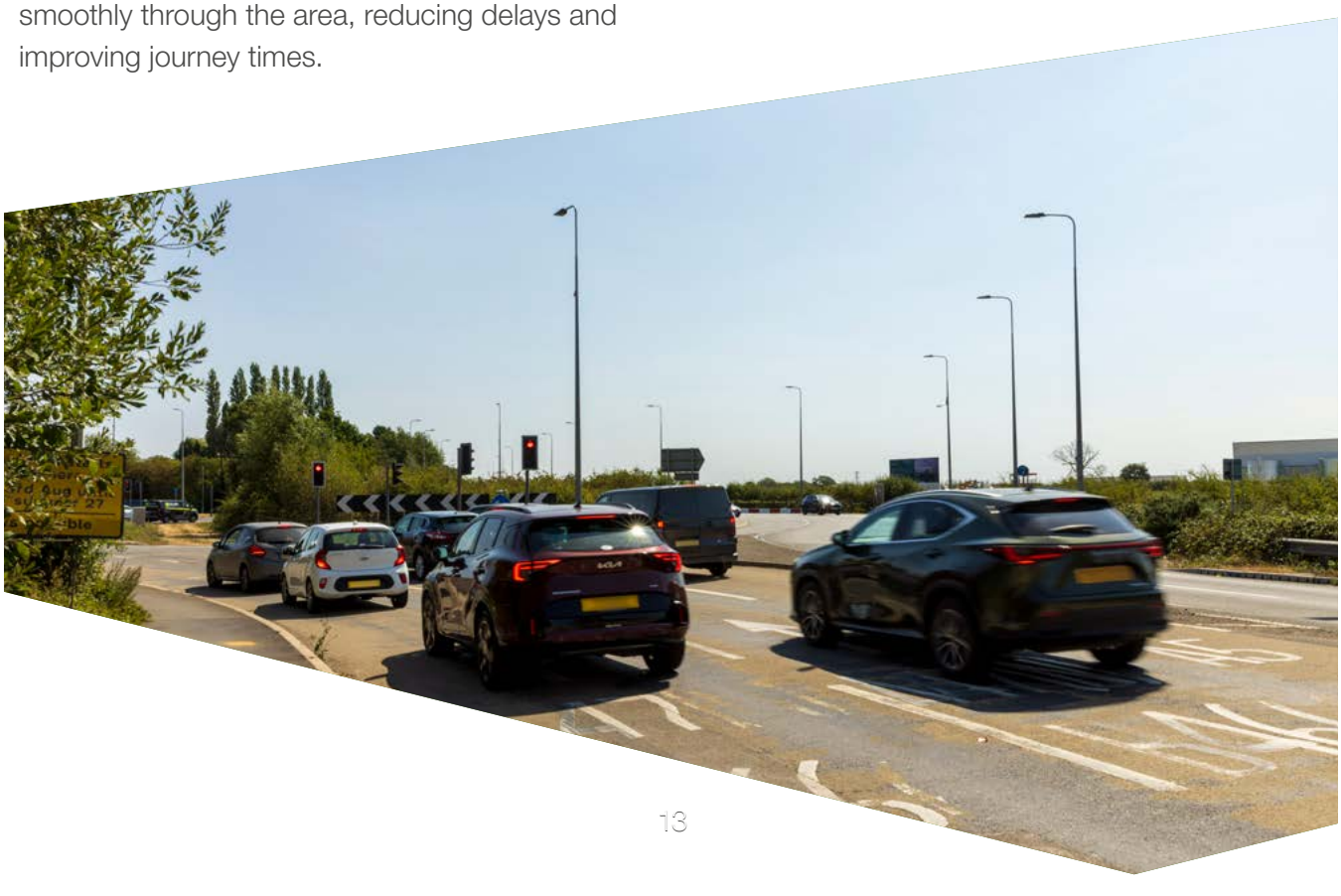
Journey times savings

Option 1 provides a large increase in network capacity and separates local and strategic traffic (such as freight traffic). Despite a slight increase to the distances travelled by A5 users, there is still expected to be an overall journey time saving.

Option 4A provides the lowest overall level of benefit for road users. Whilst this option improves the capacity the network through the Dodwells to Longshoot section, some residual delays remain, particularly on the local road network.

Whilst all options are shown to reduce congestion **Option 5A** would provide the biggest journey time savings for traffic. **Option 5A** widens Dodwells roundabout and the approaches which improves capacity. It also increases the link capacity by doubling the number of lanes between Dodwells and Longshoot.

These improvements provide journey time benefits for local and strategic traffic. Safety is also improved with the inclusion of a central reserve and a dedicated access road for properties and shops, which removes conflict points on the A5.



Road safety

The current safety record of the A5 Dodwells to Longshoot is considered generally good compared to the national average. However, a number of collisions have occurred at the Longshoot Junction, mainly linked to vehicles turning right into and out of the A47 Longshoot.

All options would improve road safety at Longshoot junction. Our assessment indicates that **Option 1** would provide the greatest safety benefits by removing A5 traffic from the junction, while **Options 4A and 5A** would also improve safety through enhancements to the junction layout and reduce conflict between turning movements.



Walking, cycling and horse riding

Our assessments identified that there is an opportunity to improve the walking and cycling facilities around Dodwells to Longshoot and to improve overall active travel connectivity over this section of the A5.

Option 1 includes improvements to the route along the north side of the A5, with better links to public rights of way to improve connections for active travel.

Option 4A includes a new active travel route to the south of the widened A5, as well as improvements to crossings at Dodwells roundabout to enhance connectivity for active travel between Hinckley and Nuneaton.

Option 5A includes a new active travel route to the south of the new dual carriageway, as well as improvements to crossings at Dodwells roundabout to enhance connectivity for active travel between Hinckley and Nuneaton.

If you use Dodwells to Longshoot as a walker, cyclist or horse rider, we would like to hear your views on how our options could include facilities for people travelling in these ways.

Environment

An assessment of the environmental impacts of the proposed A5 Dodwells to Longshoot improvements has been carried out ahead of this options consultation. Below is a summary of the key findings relating to the main environmental topics.

Further information is available in the Non-Technical Summary of the Environmental Assessment Report (EAR), which can be accessed via our Citizen Space consultation page.

We have an ambitious plan to achieve net zero carbon. You can find out more here: https://nationalhighways.co.uk/netzerohighways/

Air quality

We have used air quality information and traffic data to understand how each option could affect nearby communities. Our early assessment considers the area around the scheme, the affected road network, and the closest homes and businesses.

During construction, dust and emissions from vehicles, machinery and construction activities may be produced for short periods. We do not expect these to cause significant air quality effects, as measures would be put in place to manage dust and emissions.

Once the project is built, air quality is not expected to change significantly for local communities or within areas where air quality is already monitored and managed. However, changes in traffic patterns could affect some nearby wildlife sites, particularly those with sensitive habitats located close to roads.

For **Option 1**, there is potential for effects on three nearby ecological sites. For **Options 4A and 5A**, there is potential for effects on two nearby ecological sites.

We will carry out further assessments as the project develops to better understand potential effects on these ecological sites.



Cultural heritage

We have assessed how the options might affect local heritage, including historic buildings and archaeology.

No significant effects on cultural heritage are expected during construction or once the scheme is complete. There is a small possibility that previously unknown archaeological remains could be discovered during construction works. If this happens, appropriate steps would be taken to protect and manage any findings in consultation with the relevant heritage organisations.

Option 1 would require the most land, meaning there is a greater chance of uncovering previously unknown archaeological remains, although the overall risk is still low. **Options 4A and 5A** would require less land and therefore have a lower risk.



Landscape

We have assessed how the options could affect views and the surrounding landscape around the project area.

During construction, **all options** would introduce changes such as earthworks, construction compounds, traffic management, vegetation removal and new road infrastructure. These changes may be noticeable to nearby residents, users of public rights of way, and visitors.

Option 1 is expected to have the greatest landscape and visual impact. This is because it has the largest footprint, requires the most land and includes a bridge over the A5, which would be prominent in local views.

Option 4A is expected to have the least impact, as it has the smallest scheme footprint. **Option 5A** would have greater effects than **Option 4A**, but less than **Option 1**, due to new offline road infrastructure and a new roundabout.

Once the scheme is complete, significant visual effects are expected for **Option 1** and **Option 5A** in some nearby locations. **Option 4A** is not expected to result in significant landscape or visual effects, should it be selected and built.

For all the options, new landscaping and planting would be developed as part of the design to help the scheme fit into the surrounding area over time.



Biodiversity

We have assessed how the options could affect local habitats and wildlife. Construction activities could lead to the loss or disturbance of habitats, and there is a risk of disturbance to wildlife from machinery, noise, lighting and increased activity. There is also a small risk of injury to species during construction and from traffic once the scheme is complete.

Changes in air quality, such as dust and nitrogen levels, may also affect plant growth and the mix of species within some habitats. There is also the potential for habitats to become disrupted, or for invasive species to spread during construction if not properly managed.

Option 1 is expected to have the greatest ecological impact overall, including potential effects on the 'Hinckley, A5 Oak near Padge Hall Farm access' candidate Local Wildlife Site (land suspected of having high biodiversity value), which includes a veteran tree of national importance.

Options 4A and 5A are expected to have lower ecological impacts by comparison, but could still affect non-designated sites, veteran trees, habitats and protected species.

We will consider all these risks as the design develops and put measures in place to avoid, reduce or offset impacts, following the mitigation hierarchy.

Soils

We have looked at how the options could affect geology, soils, agricultural land, and potential contamination in the area.

During construction, there is a risk that works could disturb contaminated soils or create pathways for pollutants to reach land or water. These risks would be managed through appropriate construction measures.

Option 1 would require the most land and could significantly affect agricultural land during construction, as larger areas of farmland would be divided by the scheme.

Options 4A and 5A would require less land and are not expected to result in significant effects on soils, geology or as a result of contamination.

No additional significant effects are anticipated for any of the options once the scheme is complete.

Noise

We have carried out early assessments to understand how our options could affect nearby homes and other sensitive locations.

During construction, people living close to the works may notice temporary noise and vibration from machinery, construction activities and site traffic. For **all options**, these effects could be significant at some nearby homes, although they would typically be temporary and managed through appropriate measures.

Once the scheme is complete, traffic noise may increase in some locations and reduce in others, depending on how traffic changes.

Option 1 could reduce noise for some properties along the existing A5 but may introduce new noise sources for properties closer to the proposed bypass.

Option 4A is less likely to result in significant noise changes because it involves less realignment.

Option 5A could result in both increases and decreases in noise. Initial assessment has found that there may be increases in noise approximately 250m to the south-east in the area of Padge Hall Farm; and for residential properties located to the east of The Long Shoot (A47) where it joins Watling Street (A5).

There may be decreases in noise at residential properties alongside the A5, due to traffic using the new dual carriageway.

Further assessment will be carried out as the design develops.

Population and human health

We have assessed how the options could affect people, communities, access, public rights of way, open space and agricultural land.

During construction, **all options** could cause temporary disruption from noise, dust, visual changes, construction traffic and changes to access. **Option 1** is expected to have the greatest effect because it requires the most land.

Option 1 would require permanent land from neighbouring development sites HSG1 – North of Nuneaton development site, resulting in a significant adverse effect during construction when the land would be acquired. It could also affect access to Hijaz Manor, Hijaz Masjid and the Garden of Blessings.

Options 4A and 5A would require less land, with **Option 4A** requiring the least. No significant effects on land use, accessibility or human health are expected for these options.

Once the scheme is complete, no additional significant effects on population and human health are expected for any option. **Option 1** could provide a slight benefit for walking and cycling through new infrastructure, while **Options 4A and 5A** are expected to have neutral effects.



Road drainage and the water environment

We have assessed how the options could affect local water environments, including rivers, groundwater and flood risk.

During construction, there is potential for temporary impacts on water quality, for example from runoff, spills or disturbance of the ground. These risks would be managed through mitigation measures, such as pollution controls and drainage management. No significant effects are expected during construction.

Option 1 has the greatest potential to affect the water environment because it involves more work near watercourses and includes multiple new watercourse crossings. **Option 4A** is expected to have the least impact, mainly involving extensions to existing structures. **Option 5A** would have a moderate level of impact compared with the other options.

Once the scheme is complete, no significant effects are expected on flood risk, groundwater or water supply. As the design develops, we'll look more closely at how each option could affect water quality and the shape and flow of nearby watercourses.



Carbon emissions

A carbon assessment has estimated greenhouse gas emissions from construction of the project and from vehicle use, land use change and maintenance activities once the scheme is complete.

Construction activities and vehicles using the road would generate emissions, although measures would be taken to reduce these where possible.

Option 1 is expected to generate the highest emissions because it includes a new 2km bypass, a new structure over the A5 and two new roundabouts.

Option 4A is expected to generate the lowest emissions because it has the smallest footprint and is largely within the existing road corridor.

Option 5A is expected to generate emissions between the **Options 1 and 4A** levels.

Overall, no significant effects on the climate are expected during construction or operation for any option. We will continue to look for ways to reduce carbon emissions as the design develops.

You can read more about our plan to become net zero for carbon at:
https://nationalhighways.co.uk/netzerohighways/

Combined and cumulative effects

We have considered how different impacts from the scheme could combine to affect people and places nearby.

For **all options**, there is the potential for combined effects, such as noise, dust, vibration, changes to views, construction traffic and temporary changes to access for:

- Residents close to the scheme
- Users of community facilities, public open spaces and routes used by walkers, cyclists and horse riders
- Agricultural land holdings

As the scheme progresses, these effects will be assessed in more detail.

We have also considered whether impacts from the scheme could combine with impacts from other nearby developments and planned projects. This is known as cumulative effects. For **all options**, there is potential for cumulative effects during construction and once the scheme is complete.

This includes interaction with the Padge Hall Farm development. All options would overlap to some extent with their environmental mitigation area. We will look at the mitigations around this overlap as the options develop. **Option 1** would have the greatest overlap, while **Options 4A and 5A** would affect smaller areas.

As the project progresses, we will keep reviewing nearby developments and planned projects and will look more closely at any potential effects as the design is refined.



Economy

Construction duration and impacts

We have considered how each option could be constructed and the likely duration of the works. Construction is expected to take between two and three years, depending on the option taken forward. During this time, there would be some temporary disruption to traffic on the roads surrounding Dodwells to Longshoot. Temporary traffic management would be required to allow the works to be carried out safely.

Option 1 would involve creating a new offline bypass, including a new bridge over the A5. As much of the route would be built away from the existing road, disruption to traffic would be reduced in some locations, although temporary traffic management and occasional road closures would still be required for tie-ins and bridge construction. A suitable diversion route would need to be identified at future design stages. This option has the highest quantity of earthworks which would generate higher construction traffic numbers to transport construction materials. This option would have the most complex construction programme.

Option 4A would involve widening sections of the existing A5 and improving Dodwells roundabout. As the majority of the work would take place alongside the existing carriageway, temporary traffic management would be required throughout most of the construction period to ensure safe working conditions while maintaining traffic flow through the works. This option has the shortest estimated construction duration of the shortlisted options.

Option 5A would involve creating a new section of road and roundabout south of the existing A5, alongside improvements at Dodwells roundabout. Some of the work could be undertaken offline, helping to reduce disruption to traffic flow, although temporary traffic management would still be required as the new road and roundabout are connected into the existing network and during any utility works.

For **all options**, the temporary traffic management arrangements may include a combination of speed restrictions, narrow lanes, lane closures and changes to lane allocations. We would continue to develop the construction approach during later design stages and work closely with local communities, businesses and road users to minimise disruption wherever possible.

Land take

All options would require some permanent and temporary land take to the south of the A5 corridor between The Long Shoot (A47) and Dodwells roundabout.

Option 1 would require some permanent and temporary land take both south and north of the A5 between Dodwells roundabout and Meadow Green estate, together with some additional land take south of the A5 and east of Dodwells roundabout. This may include areas of agricultural and commercial land close to the existing road network.

Option 4A and Option 5A would require some permanent and temporary land take of agricultural and commercial land around the existing Dodwells roundabout road network, including land local to the existing A5, Dodwells Road (A47) and Coventry Road Arms.

If you have been identified at this stage as someone with any interest in land that may be impacted by one of our proposed options, we will have contacted you directly prior to this consultation.

Discounted options

We have explored a wide range of options for improving Dodwells to Longshoot, which we assessed against a number of different criteria:

- Whether or not the options meet the scheme's objectives
- How the options impact road safety
- How much options cost to build
- How options impact the environment
- How the local community could be affected

Online improvements options

Online options = improvements made on or alongside the existing A5.

We have assessed a number of online improvement options, including a proposal to provide dual two-lane carriageway between Dodwells roundabout and the Longshoot junction, as well as alternative lane configurations.

These options were discounted because they either performed less effectively in addressing traffic issues than other options considered, or would have required a central reservation that could restrict access by preventing right-turn movements into properties and businesses located to the north of the A5.

Offline improvements options

Offline options = improvements that involve constructing a new road away from the existing A5.

We have assessed a number of offline options, including new road connections between Dodwells roundabout and the A47 south of the Longshoot junction.

While some of these options offered potential traffic benefits, they were discounted for a range of reasons.

These included the introduction of additional road safety and operational concerns, higher construction costs that were considered disproportionate to the benefits delivered, and the presence of existing utility infrastructure, which limited the feasibility of alternative route alignments.



Next steps

Once the consultation has closed on Friday 11 December 2026, we will:

- Make sure potential impacts on the community and environment have been fully considered.
- Refine the options designs, incorporating the comments received where possible and complete our assessment work.
- Analyse all responses, consider feedback and highlight our findings in a consultation report, which will explain our analysis and how you influenced our proposals.
- Publish a summary consultation report within 12 weeks of the consultation. A full report will be published with the announcement of the preferred option. These will be available to view on our website later next year.

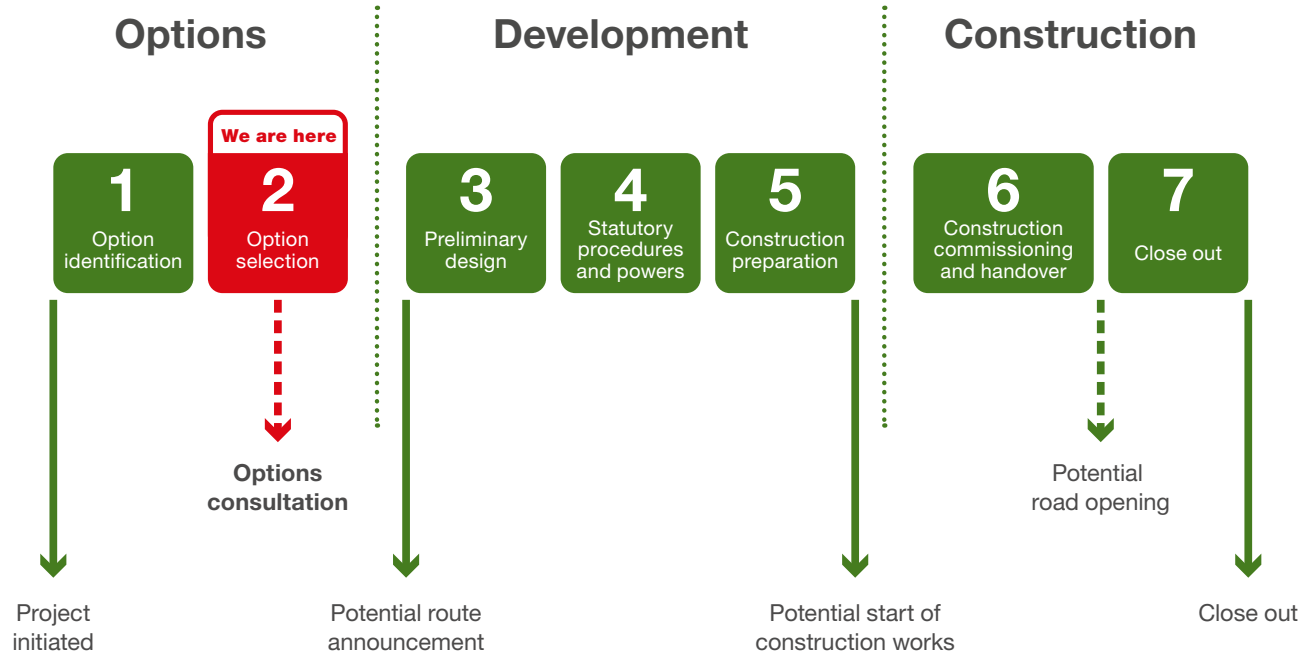
If we receive approval from the Department for Transport to proceed to preliminary design (Stage 3), we will announce a preferred option (via a Preferred Route Announcement).

We would develop the design in more detail, carry out more environmental assessments and look at further steps we could take to reduce environmental impacts.

We will also determine the consenting route required to build our preferred option, which is similar to planning permission for this type of project.

If the scheme were to be approved for the next stage of design, there may be further opportunities to have your say.

Project timeline



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