

A5 Dordon to Atherstone project

Public consultation report

21 February 2023

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1. Executive Summary

The A5 Dordon to Atherstone project proposes improvements to sections of the A5 between Dordon and Atherstone to increase capacity and provide opportunities for housing and employment growth, to support North Warwickshire Borough Council and the wider West Midlands region.

The purpose of the Public Consultation was to seek feedback from the public and stakeholders on which of the three options presented (Option A, Option B and Option C), would best improve current conditions and facilitate increased growth in the region.

The three options presented all involve a bypass carriageway to the south of the current A5 between the Dordon roundabout to a point 500m west of the Grendon (Spon Lane / Boot Hill / Watling Street) roundabout. The bypass options only differ in their road layout, connections to local roads and overall scale of works.

Option A – signalised junction to replace the Dordon roundabout.

Option B – new larger roundabout to serve Watling Street and Gypsy Lane, no direct access from Long Street to the A5.

Option C – “left in – left out” arrangement for traffic using Gypsy Lane, no direct access from Long Street to the A5.

All three scheme options also include improvements to the Spon Lane / Boot Hill / Watling Street roundabout and the Holly Lane / Merevale Lane / Watling Street roundabout to the western side of the Atherstone bypass.

The consultation ran for seven and a half weeks from 5 September to 27 October 2022, including an extension to acknowledge the National Mourning Period following the death of Queen Elizabeth II. Over the consultation period, **179** responses were received via the following channels:

- CitizenSpace – **108 responses**
- Freeform responses (project inbox, letters and phone calls) – **36 responses**
- Hard copy returns (received via freepost, email and at consultation events) – **35 responses**

Responses were predominantly received from local residents (84%) with 94% travelling by car along the A5 between Dordon and Atherstone as their main means of transport. The majority of consultees use the A5 on a daily basis, and at a combination of ‘peak’ and ‘off-peak’ periods throughout the week and on weekends.

Key findings

Overall, 63% of consultees ‘agree’ or ‘strongly agree’ that improvements to the route are needed. This is reflected in the feedback received relating to the existing A5 conditions, which show high levels of dissatisfaction in relation to road layout, road safety, congestion, journey times, and access for walking, cycling and horse riding.

The feedback received relating to the proposed A5 improvements show limited support, with 48% of consultees indicating they 'oppose' or 'strongly oppose' the proposed improvements, while 45% indicated they 'support' or 'strongly support'.

When asked about their preferred route overall, Option B was the clear preference, with a 34% majority via the consultation survey and 42% via the freeform responses.

While Option B is shown to be the preferred route, many consultees chose not to answer or to select 'No preference' when asked which option they support (37% of survey responses and 52% in freeform responses).

When asked about route preference in relation to specific considerations, results varied, with the majority of consultees selecting Option A when considering land take and impact to biodiversity; Option B when considering the longer-term benefits relating to journey times, safety and congestion; and, 'No preference' when considering environmental impacts.

The open-format sections of the survey and email submissions, enable a deeper analysis of key issues, concerns and further considerations. This was completed through an analysis of common themes and sentiment.

In these sections, many consultees cite concerns relating to a perceived increase in congestion, slowing of journey times and the potential for a negative impact on air quality as a result of the proposals.

The rationale for these concerns include: congestion arising from double to single lane transitions; increased traffic using the route once upgrades are complete; and, the use of signals at junctions causing traffic to slow and vehicles to idle.

Another key theme to emerge in this part of the analysis is a request to include further walking and cycling provisions.

Whilst outside of the scope of the project, the previously publicised bypass of Grendon was the most common theme to arise. In many cases, respondents either expressed a preference for this bypass road over the current proposals or suggested a scheme of that nature be completed prior to dualling of the A5 between Dordon and Atherstone.

2. Introduction

2.1 Introduction to the scheme

The A5 is part of a key strategic route between London and Holyhead. It forms a significant east-west link across the South Midlands connecting the East and West Midlands and acts as a local distributor connecting a number of urban areas to the national motorway network (M1, M42, M69 and M6/M6 (Toll)).

The A5 Dordon to Atherstone project is located in North Warwickshire between the Dordon roundabout (A5 Watling Street / Long Street / Gypsy Lane), Spon Lane roundabout at Grendon and Holly Lane roundabout (A5 / Holly Lane / B1143 Merevale Lane).

The A5 Dordon to Atherstone project proposes improvements to this section of the A5 to increase capacity and provide opportunities for housing and employment to support North Warwickshire Borough Council and the wider West Midlands region. Three options have been developed and presented for public consultation, as part of the 'Options Selection' stage (Stage 2) in the project's development.



2.2 Background

2.2.1 Initial development of the scheme

The project was developed by Warwickshire County Council (WCC) through the application for a Housing Infrastructure Grant (HIG) in 2019 provided by the Department for Levelling Up, Housing and Communities.

The application was supported by National Highways, who were then asked to take the scheme forward to develop viable options.

2.2.2 Early engagement

Early engagement on the development of this project started in July 2021 with local MPs, North Warwickshire Borough Council, Warwickshire County Council, Homes England, and the A5 Partnership, together with county, borough and local parish councils.

These stakeholders provided valuable insights that have helped us understand the concerns affecting road users, business and residents. The learnings taken from this early engagement directly influenced the options developed and presented for public consultation.

2.3 Scheme aims and objectives

The scheme has been developed based on the following objectives:

Improve connectivity and support economic growth

- Enable the delivery of housing development at strategic sites along the A5 that are linked to the scheme's funding.
- Consider wider economic growth.

Provide faster and more reliable journeys

- Reduce queuing on the A5 Dordon, Spon Lane and Holly Lane roundabouts.
- Improve journey time reliability along this section of the A5.

Improve safety for all

- Maintain and improve road safety on the A5 between Dordon and Atherstone.
- Improve road worker safety.

Environment

- Minimise adverse impacts on the environment.
- Seek opportunities to protect and enhance the environment.

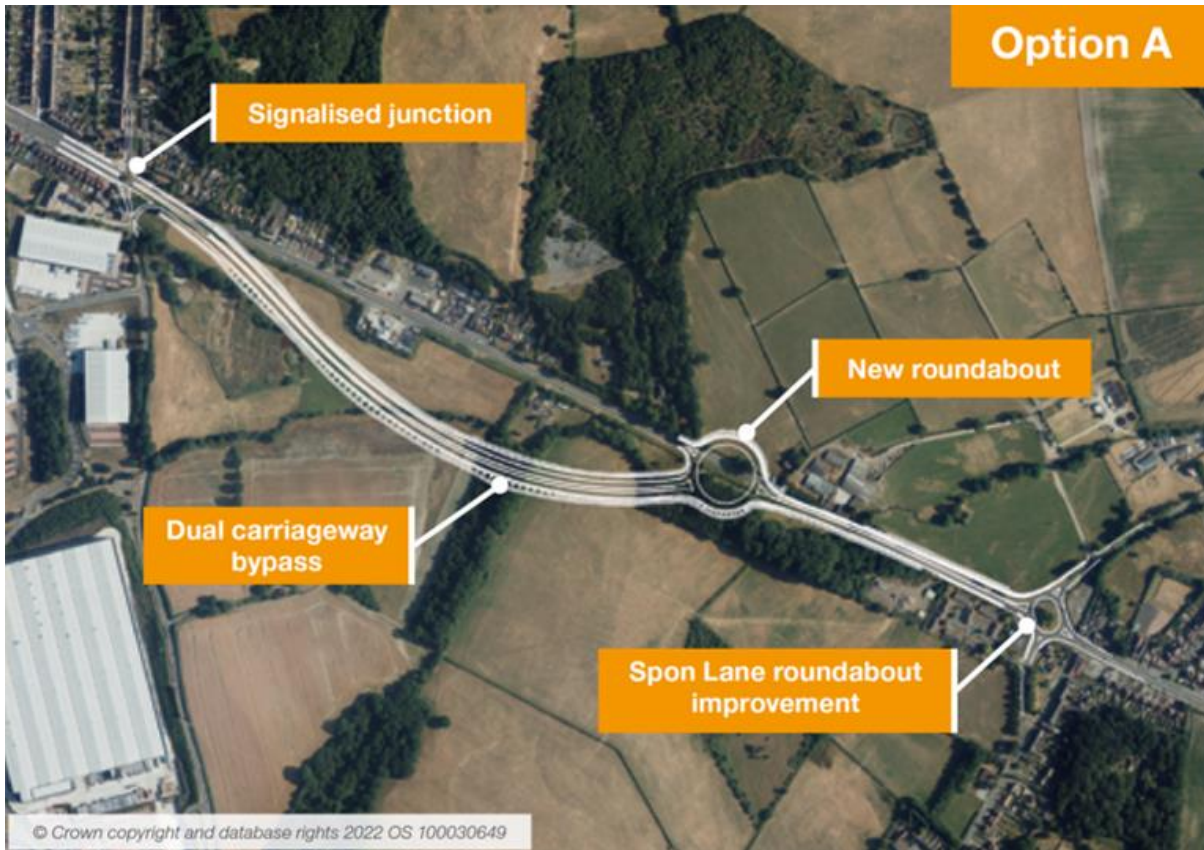
Meeting the needs of all users

- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network.

2.4 Summary of options

The following three options were developed for public consultation, with varying levels of improvements against the scheme objectives.

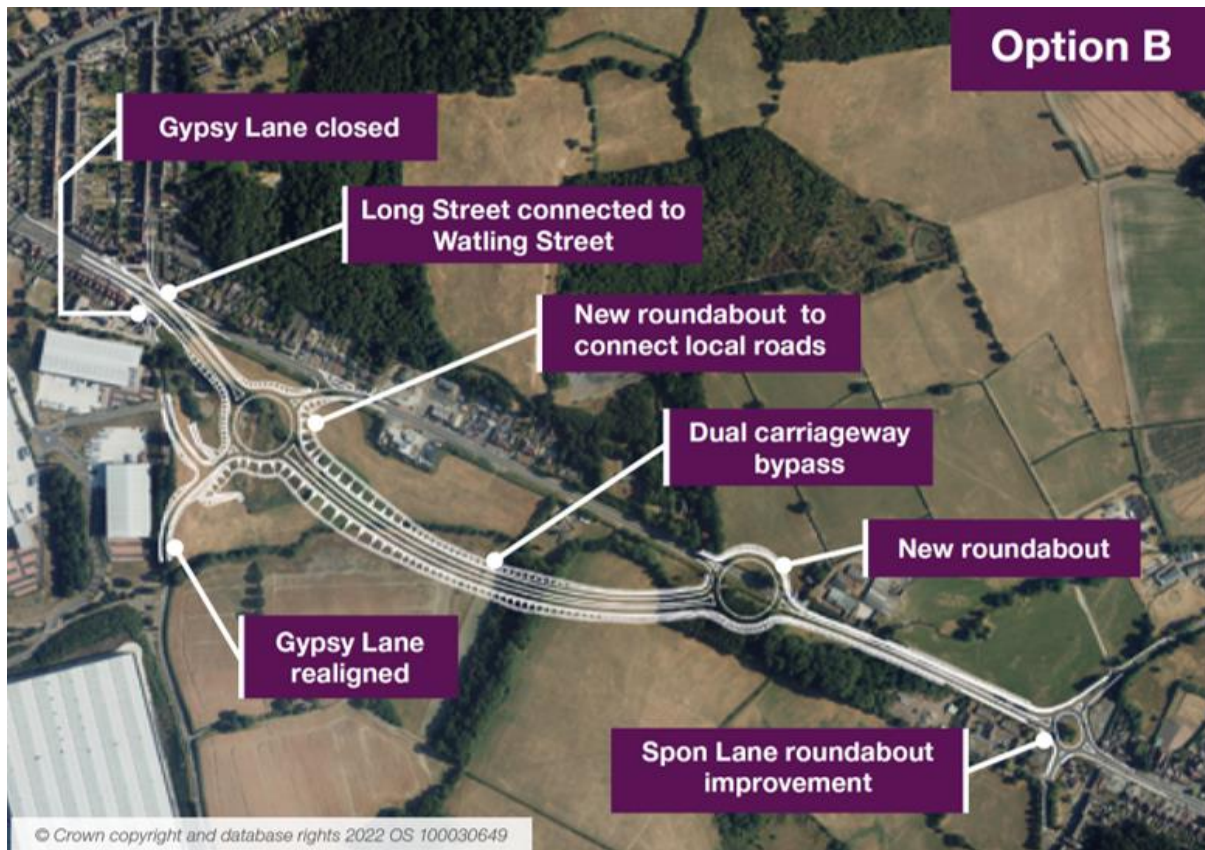
Option A – Dual carriageway, signalised junction and new roundabout



Summary:

Option A introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the A5 at the Dordon roundabout. The Dordon roundabout will be upgraded to a four-way signalised junction, maintaining access to Long Street and Gypsy Lane direct from the A5 mainline. A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessed via the new roundabout.

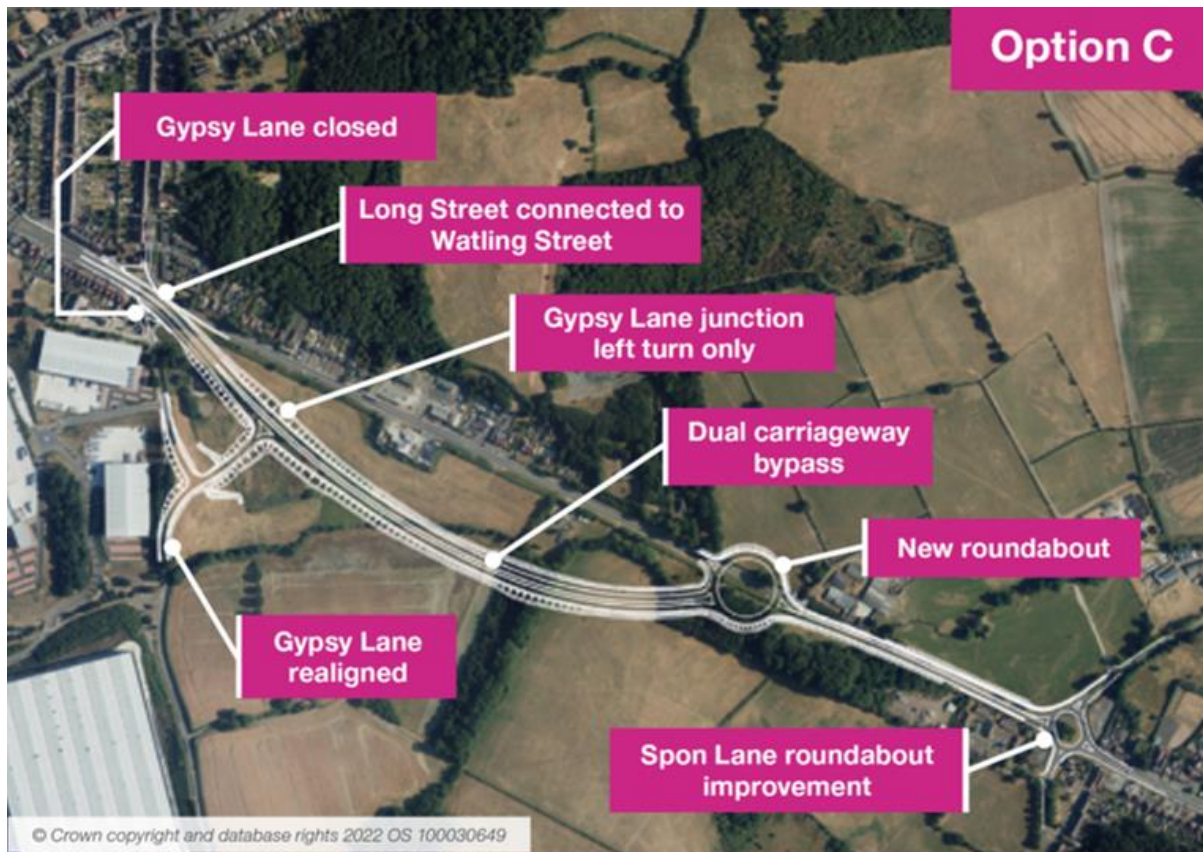
Option B – Dual carriageway and two new roundabouts



Summary:

Option B introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing alignment of the A5 at the Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new roundabout will be provided to the east, along the new bypass, providing links back to Gypsy Lane, Long Street and the bypassed section of the A5. A second new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will also be accessible via the new eastern roundabout.

Option C – Dual carriageway, new roundabout and new junction

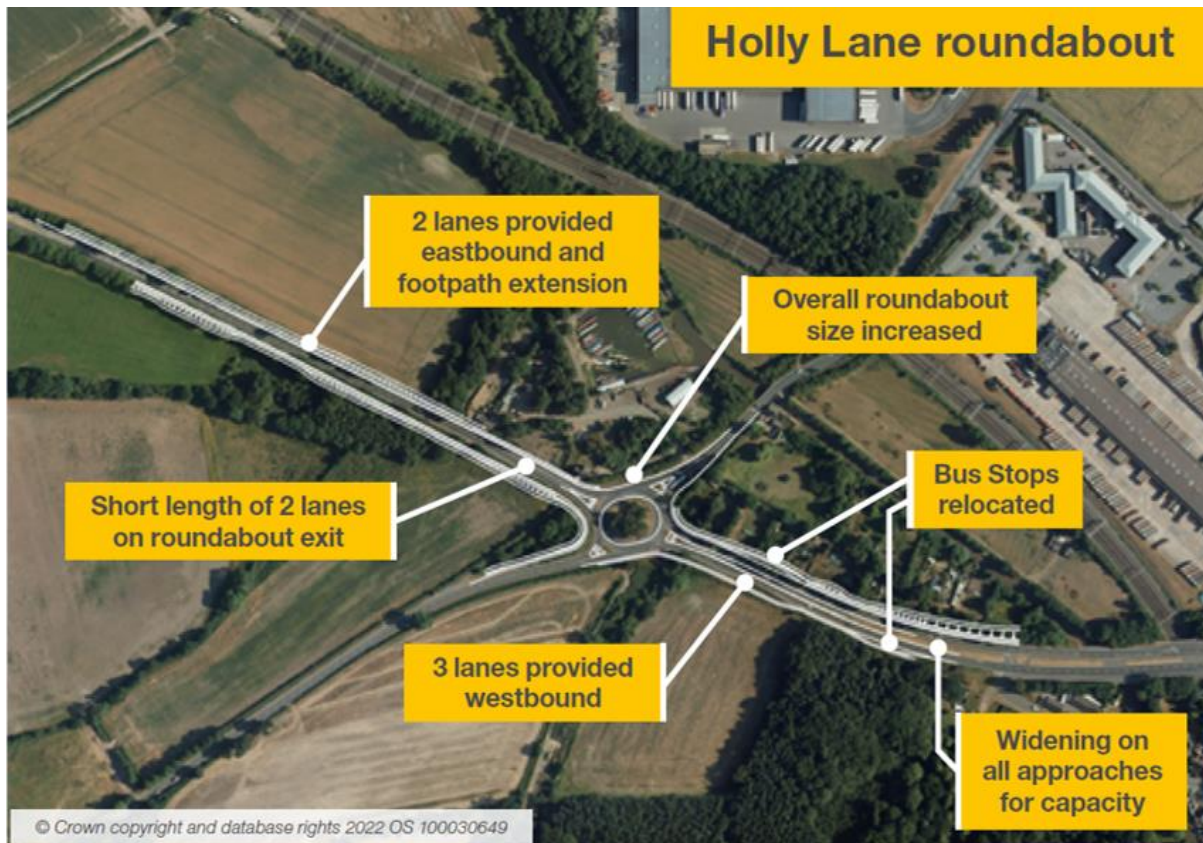


Summary:

Option C introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing A5 at the existing Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new left off/left on at grade junction will be provided to the east, along the new bypass, providing a link to/from Gypsy Lane. No right turns will be permitted into or out of Gypsy Lane, resulting in vehicles having to travel to the next roundabout to perform a U-turn.

A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessible via the new eastern roundabout. Access to Dordon/Long Street will be via the newly de-trunked section of A5 carriageway.

Holly Lane roundabout – Improvements



Summary:

Improvements to Holly Lane will increase the size of the roundabout to provide additional capacity together with footpath and bus stop provision.

3. Consultation

3.1 What we did

The public consultation ran for seven and a half weeks from 5 September to 27 October 2022. The consultation period was initially planned for six weeks, which was extended to acknowledge the National Mourning Period following the death of Queen Elizabeth II.

The consultation sought to obtain the views of residents, businesses, key stakeholders, interested groups and the range of people who use the roads at and near the A5 between Dordon and Atherstone. The consultation was accessible through a range of in-person, virtual and remote forums to encourage as many people as possible to participate.

The consultation materials presented the project objectives and intended outcomes with detailed information provided on each of the three options. It also included comparative information on the impacts for each option across a range of areas, including transport, economy, and the environment.

The consultation materials contained as much information as possible in an easy-to-understand format to ensure participants were fully informed on all aspects of the proposals and well-equipped to provide their views. In the case that more information was needed, a range of contact methods were available to speak to the project team.

3.1.1 Events, forums and publicity

National Highways recognise how important it is that local people are given the opportunity to provide their views and comments for consideration and undertook a series of events and promotional activities to engage as many people as possible throughout the consultation period.

Citizen Space

A dedicated Citizen Space webpage was developed to hold information about the proposed options and consultation. Details of consultation events, project contact details and the consultation submission portal were available throughout the consultation period.

Virtual exhibition

A virtual event space was hosted for the duration of the consultation which recreated the in-person experience of the consultation events, with 24-hour access for consultees to view at their convenience.



Public exhibitions

During the consultation period, four exhibition events were held at community hubs where local people were invited to view and discuss the proposals, meet different technical leads from the project

team and ask questions about the options. More than 250 people attended across the four events.

The dates, venues and times for the events are as follows:

Date	Time	Location
Thursday 8 September 2022	2pm – 8pm	Dordon Village Hall
Wednesday 28 September 2022	11.30am – 5pm	Owen Street Community Arts Centre
Thursday 6 October 2022	2pm – 8pm	Dordon Village Hall
Thursday 20 October 2022	3pm – 8pm	Grendon Community Centre

Online events

Two online events were held where the project team presented the project and provided detail relating to the proposed options and key considerations. The forum enabled attendees to engage directly with key technical experts to have their questions answered and raise any concerns. Approximately 10 people attended the two events.

The dates and times for these online events were as follows:

- **Tuesday 20 September 2022 from 6pm**
- **Thursday 13 October 2022 from 6pm**



Engagement van

The National Highways Engagement Van was positioned at the Tamworth Services located at Junction 10 of the M42 and on the A5 at the Grendon Working Mens Club at various times throughout the consultation period.

Members of the project team were on-hand during set periods to answer any questions, listen to the public's views on the scheme and distribute consultation materials. Over 40 people visited the team at the engagement van throughout the consultation period.

Print and digital media

To generate awareness and reach as many people as possible, the consultation was advertised in local press publications, including:

- **Coventry Telegraph**
- **Tamworth Herald**
- **Coventry Observer**

The consultation was also advertised on National Highways social media channels and stakeholder groups were encouraged to promote the consultation through their communications channels. These stakeholders included;

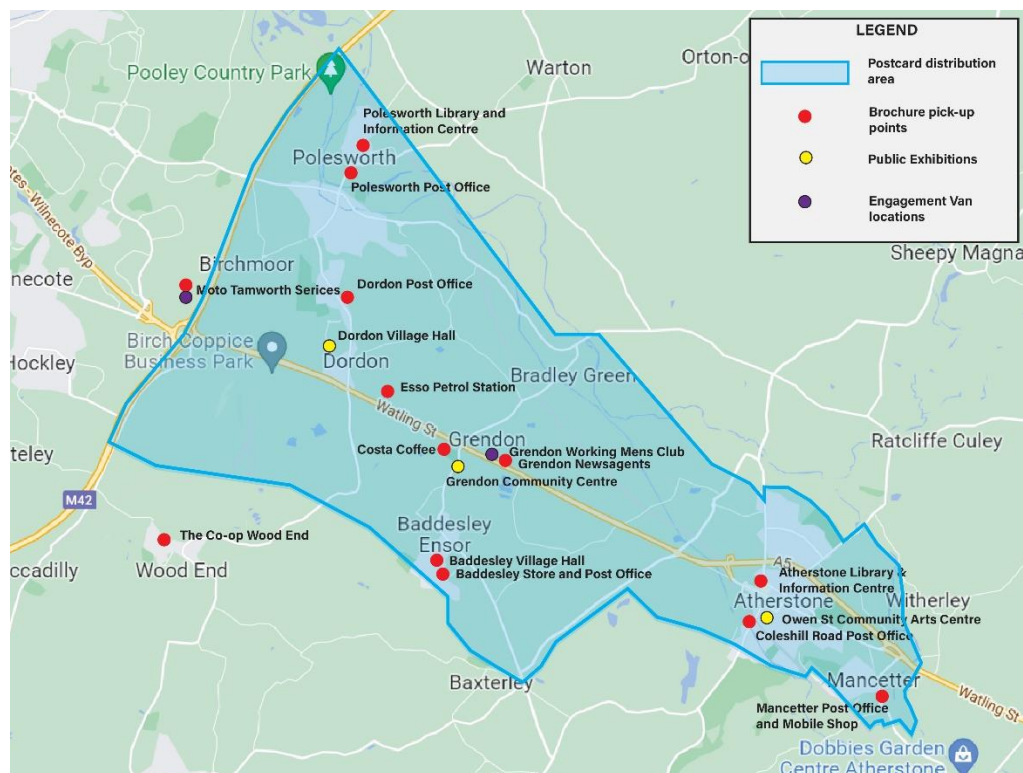
Craig Tracey MP, North Warwickshire Borough Council, Warwickshire County Council, Midlands Connect, Coventry & Warwickshire Local Enterprise Partnership and, Dordon and Grendon parish councils.

Brochures and postcards

Consultation postcards were distributed to approximately 12,000 addresses along the scheme corridor. The postcards held information on where to access the consultation, along with times, locations, and dates for the in-person exhibitions.

Brochures were placed at 13 locations across the area, such as motorway service stations, community centres, libraries and local shops/post offices. Posters were also placed in shop-front windows to further promote the consultation and engage the passing public.

Map of consultation and promotional activities



Phone and email

Emails were received containing questions, comments and long-form responses to the consultation. A dedicated project phone line was live throughout the consultation period and staffed by the Project Team who were available to answer any questions and receive feedback.

3.1.2 Stakeholder engagement

Key project stakeholders were provided scheme briefings and meetings with the project team in the lead-up to, and during the consultation. During the briefings, the project team presented information on the consultation and were able to answer any questions relating to the proposed options.

In some cases, stakeholders were provided publicity materials to share through their channels and with members of the community. Feedback received at this stage helped shape consultation activities to reach as many people in the community as possible.

These stakeholders include:

- Local MPs
- North Warwickshire Borough Council
- Warwickshire County Council
- Homes England
- Midlands Connect
- Coventry & Warwickshire Local Enterprise Partnership
- A5 Partnership
- Grendon Parish Council
- Dordon Parish Council

4. Consultation Findings

4.1 Overview

Consultees were asked to share their views on the proposals through a questionnaire which could be submitted online, at in-person events or by Freepost. Freeform responses could be submitted by email, phone or by post.

The questionnaire asked consultees their views on the existing road layout and conditions; their sentiment relating to the proposed options; and any additional comments, concerns or issues they would like to have considered.

A total of **179 consultation** responses were submitted throughout the public consultation period.

The responses have been received via the following channels:

- CitizenSpace – **108 responses**
- Project inbox, letters and phone calls – **36 responses**
- Hard copy surveys (received via freepost, email and at consultation events) – **35 responses**

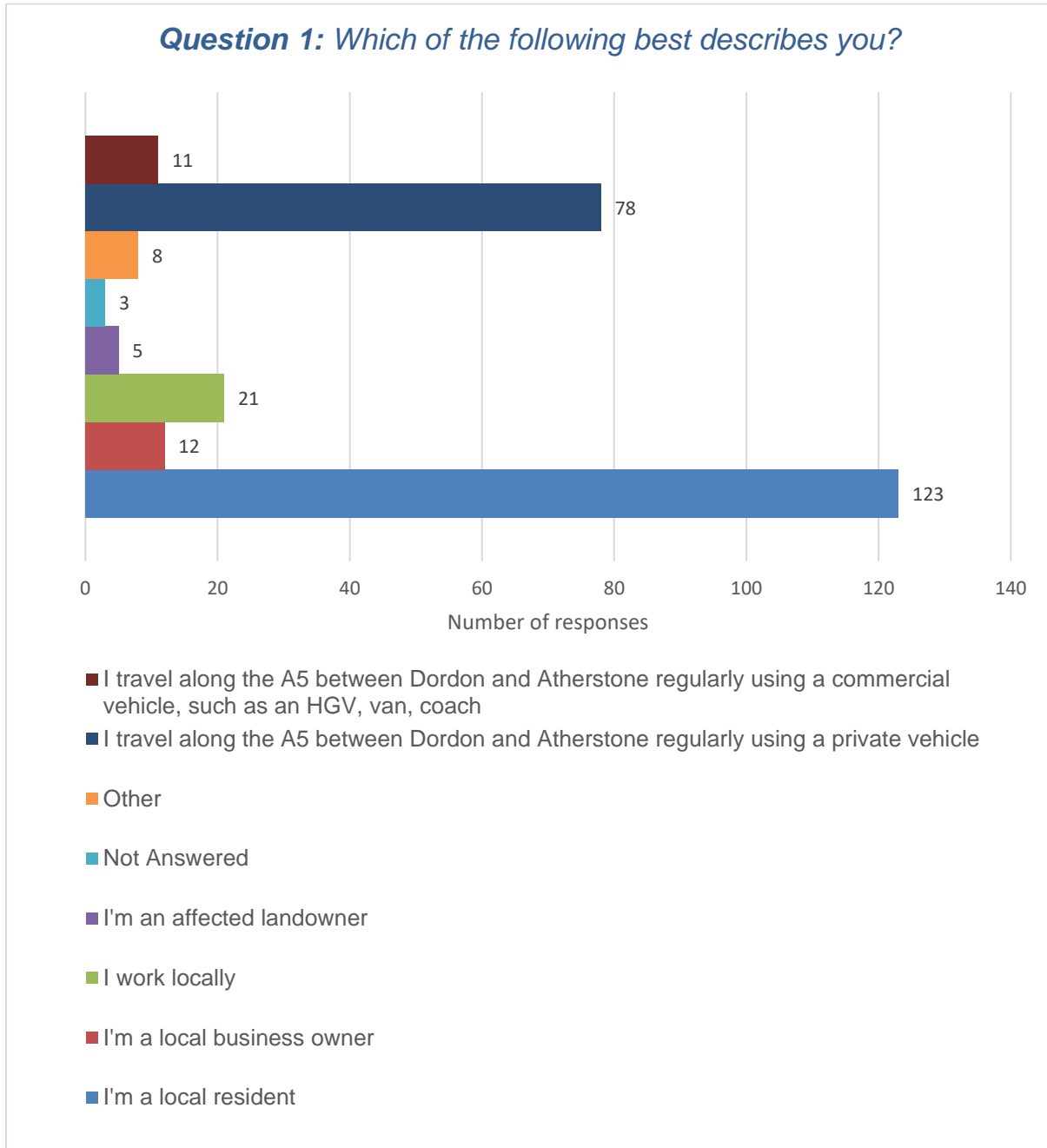
Feedback was obtained through a range of closed and open-answer question formats, resulting in a clear display of sentiment relating to key aspects of the proposals, whilst allowing for comments and suggestions for consideration.

The closed-answer responses have been quantified and displayed through graphs and percentages. The open-answer responses have been analysed according to theme and sentiment, and represented in numeric, summary, and graphical format.

4.2 Who we heard from

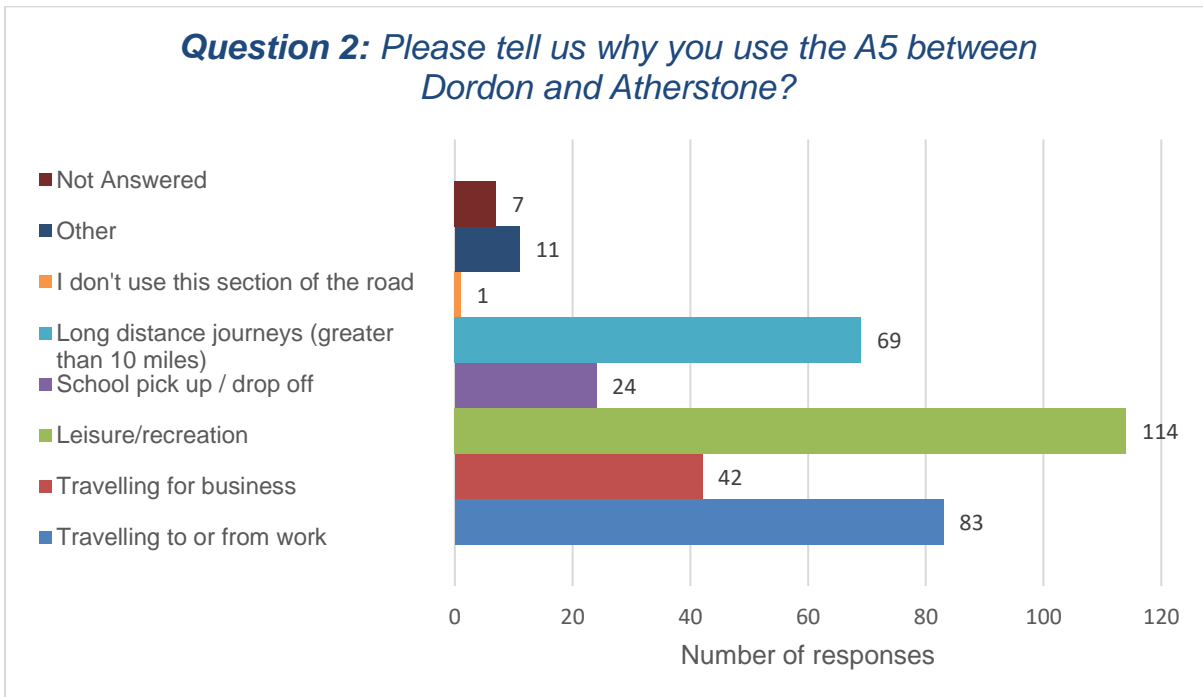
4.2.1 What describes you

Of those who responded to the questionnaire, **84% are local residents** and **14% told us they work locally**. Other responses to the multiple-choice question can be seen through the graph below.



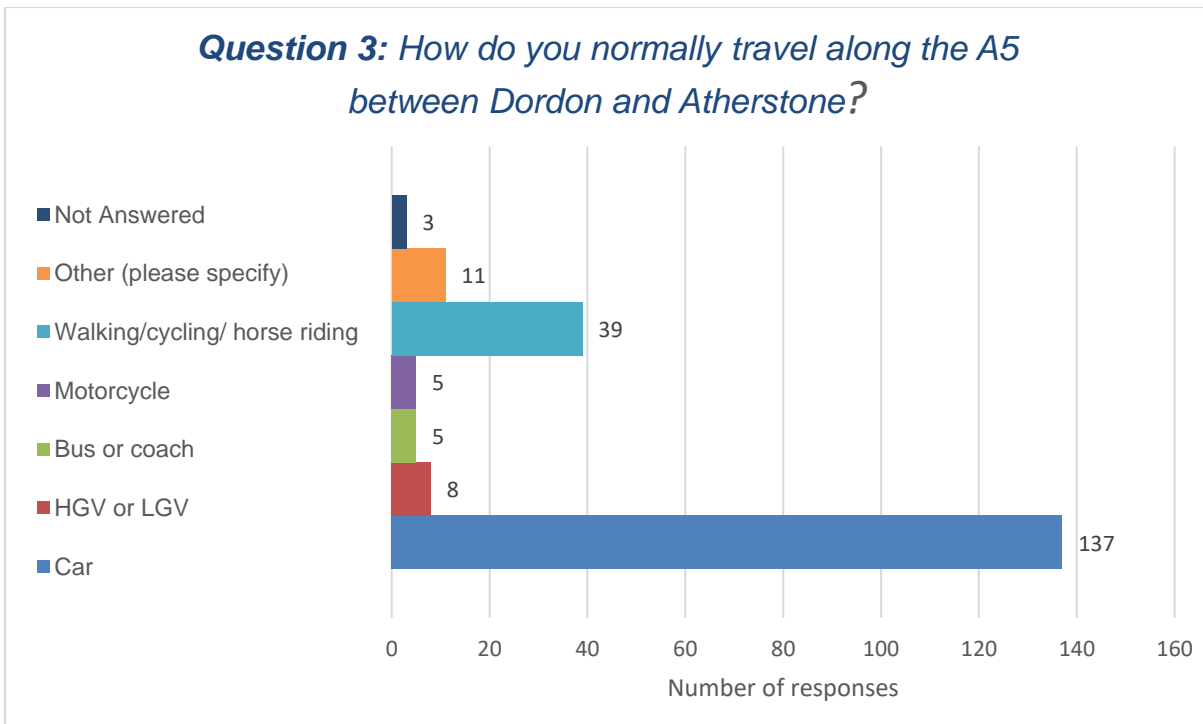
4.2.2 Why you use the A5

When asked why they use the A5, results varied, with many respondents ticking several applicable responses. Overall, **leisure/recreation was the most common reason (79%), closely followed by travel to or from work (57%).**



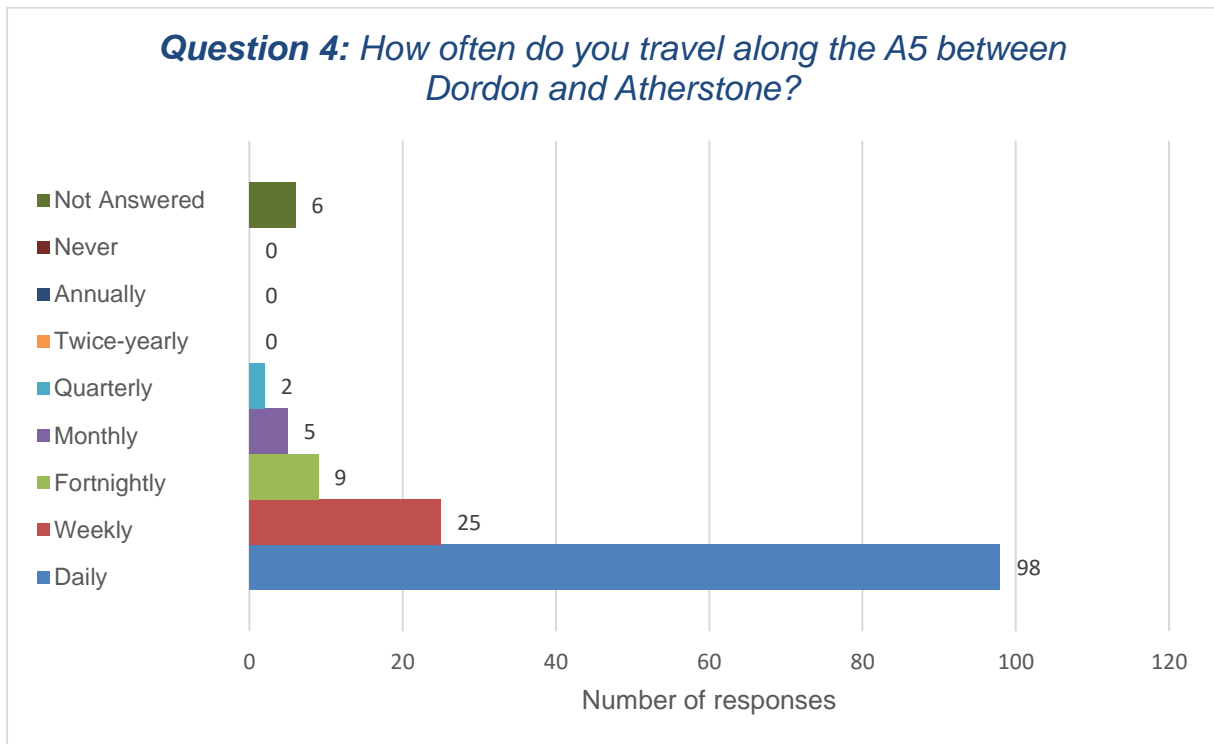
4.2.3 Mode of transport

When asked their mode of transport along the A5, **94% of consultees told us they travel by car, with 27% walking, cycling or horse riding.**



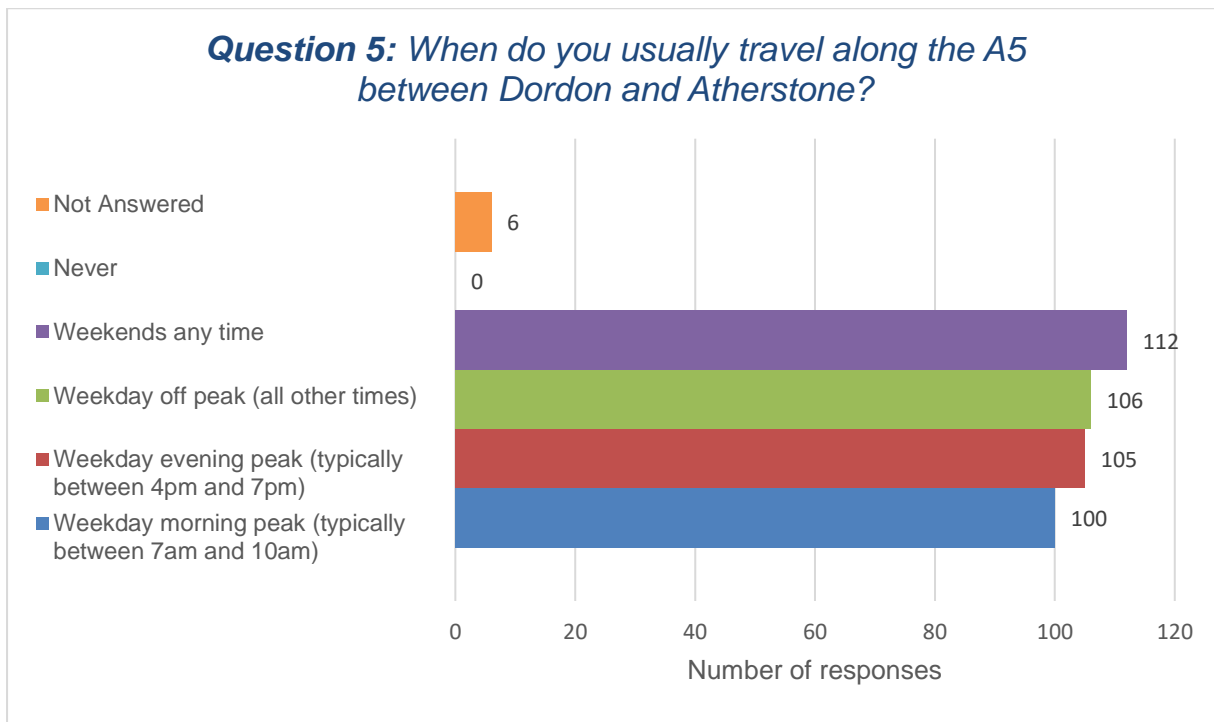
4.2.4 How often you travel

When asked how often they travel along the A5, **68% of consultees told us they travel daily**, with **17% travelling weekly**.



4.2.5 When you travel

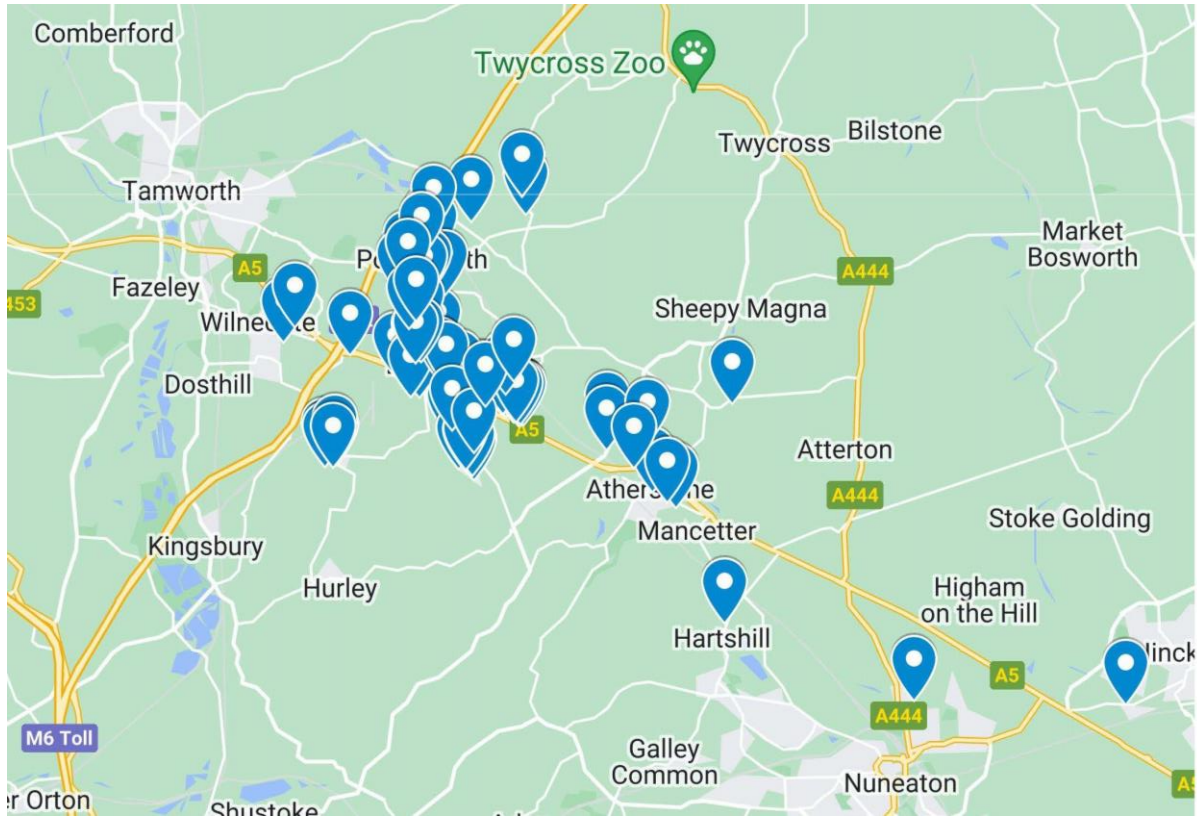
As can be seen below, there is a spread of travel times for those using the A5 during the week and on weekends, with many consultees listing multiple travel windows.



4.2.6 Response by location

Participants in the consultation were asked to share their address which shows a spread of response locations from across the scheme area.

The below map shows the locations of the participants of the consultation:

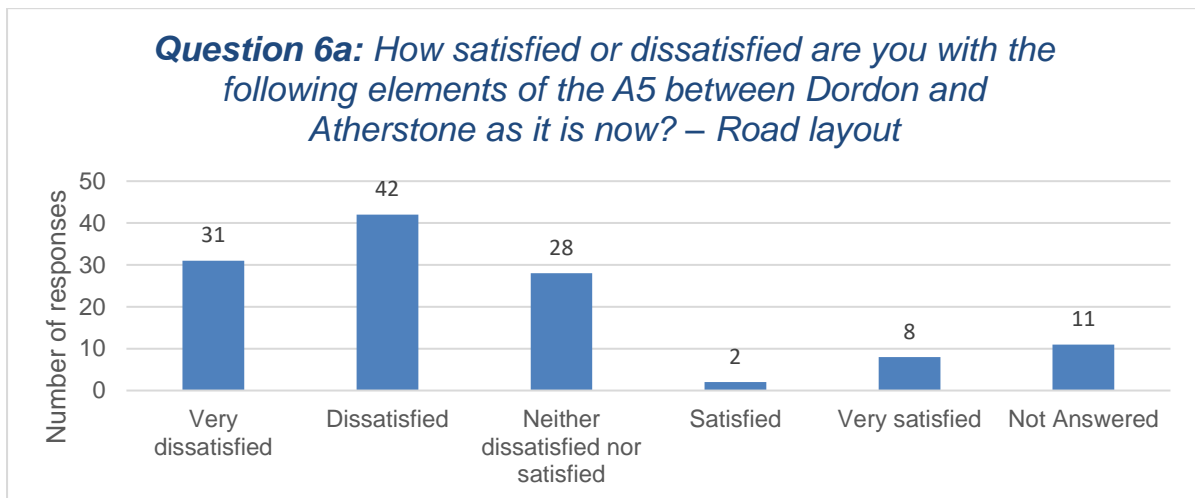


4.3 Views on the current road

To understand views relating to the current A5 road conditions, consultees were asked a series of closed-answer questions with an opportunity to provide further detail on any specific concerns or issues. The responses to these questions have been quantified to determine the current satisfaction levels for the stretch of road and the need for improvement.

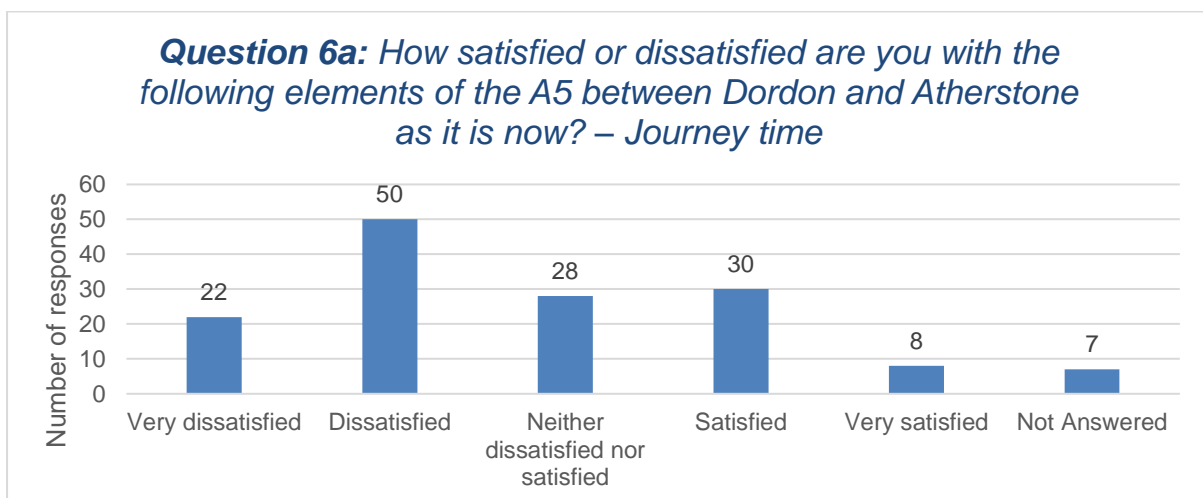
4.3.1 Road layout

When asked about the level of satisfaction for the existing A5 road in relation to road layout, the results show **50% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **27% are 'satisfied' or 'very satisfied'** and **19% are 'neither dissatisfied nor satisfied'**.



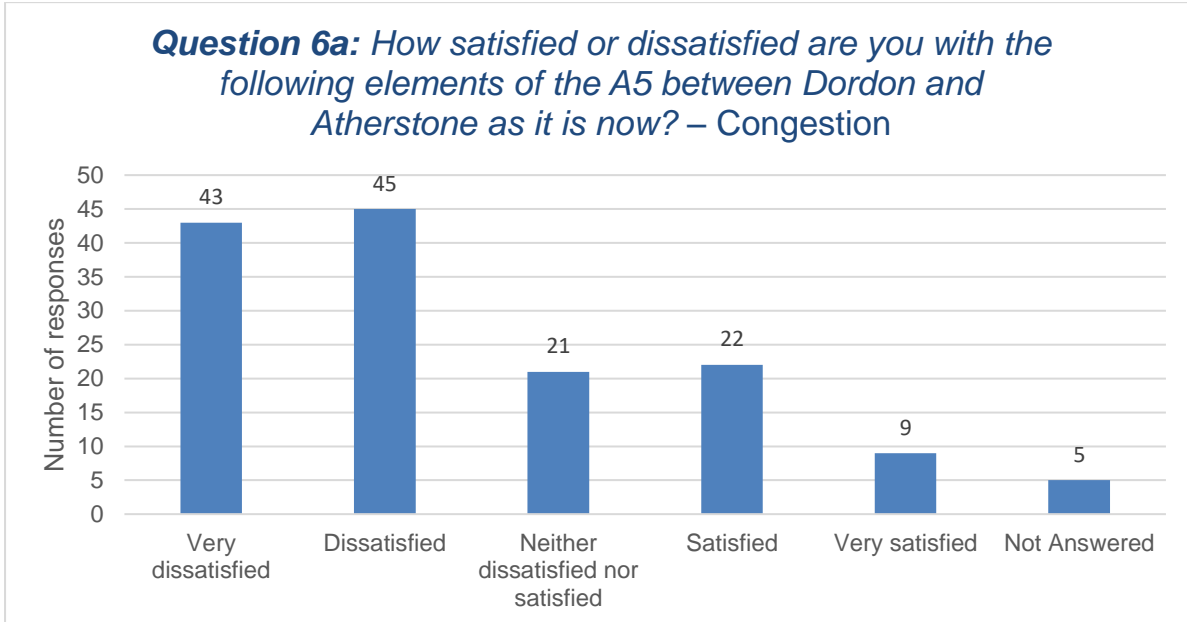
4.3.2 Journey time

When asked about the level of satisfaction for the existing A5 in relation to journey time, the results show **50% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **26% are 'satisfied' or 'very satisfied'** and **19% are 'neither dissatisfied nor satisfied'**.



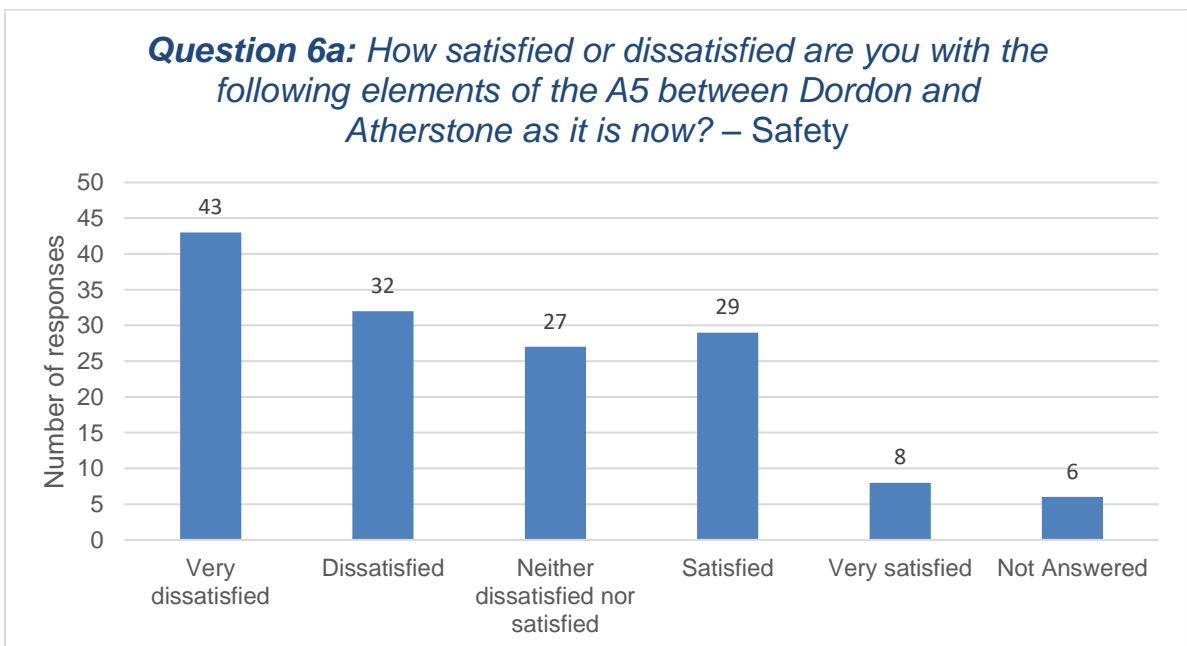
4.3.3 Congestion

When asked about the level of satisfaction for the existing A5 in relation to congestion, the results show **61% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **21% are 'satisfied' or 'very satisfied'** and **14% are 'neither dissatisfied nor satisfied'**.



4.3.4 Safety

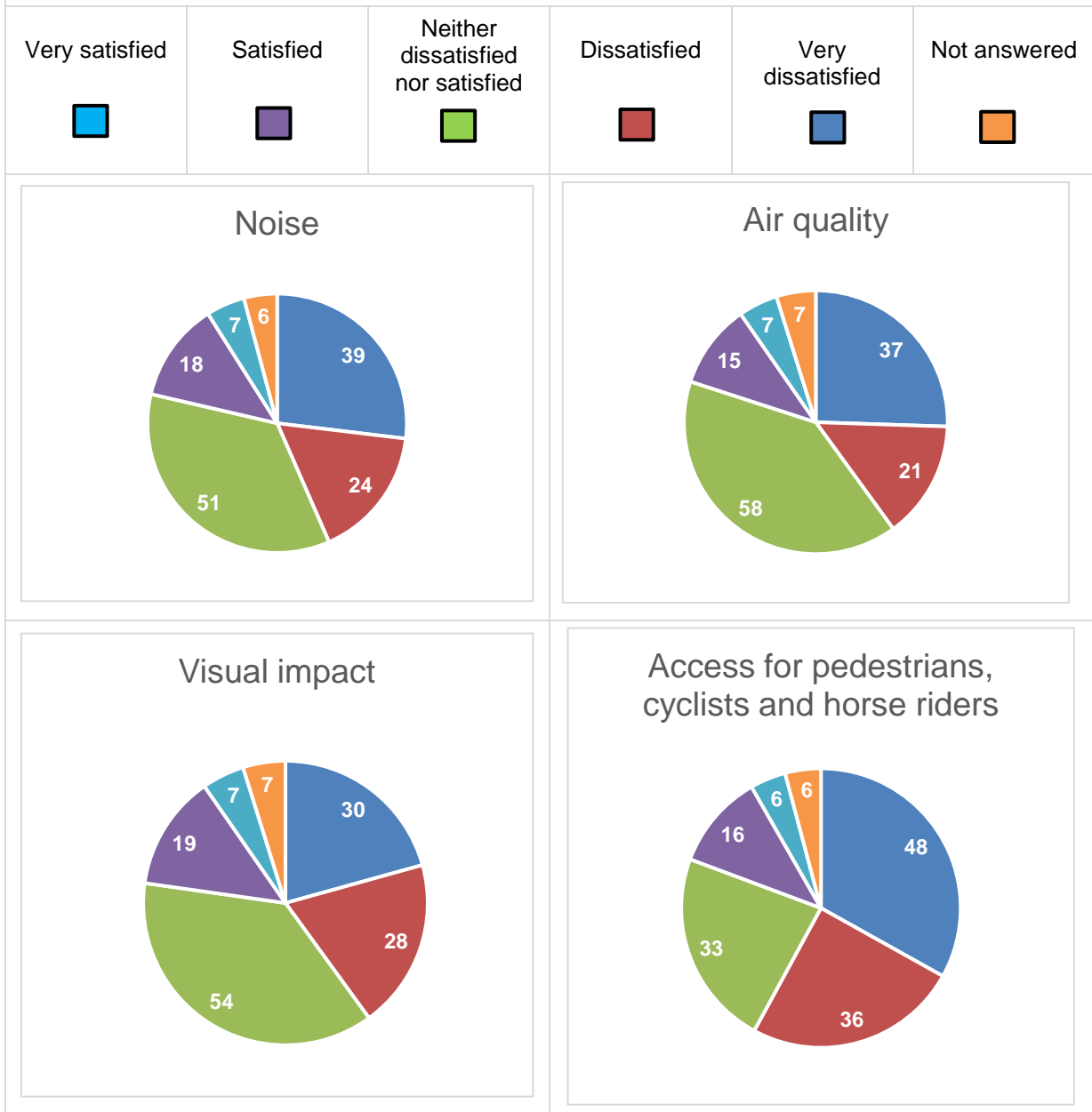
When asked about the level of satisfaction for the existing A5 in relation to road safety, the results show **52% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **26% are 'satisfied' or 'very satisfied'** and **19% are 'neither dissatisfied nor satisfied'**.



4.3.5 Environment and access

When asked about the level of satisfaction for the existing A5 in relation to environment and access, the results by number of responses can be seen as follows:

Question 6a: *How satisfied or dissatisfied are you with the following elements of the A5 between Dordon and Atherstone as it is now? - Noise / Air quality / Visual impact / Access for pedestrians, cyclists and horse riders*



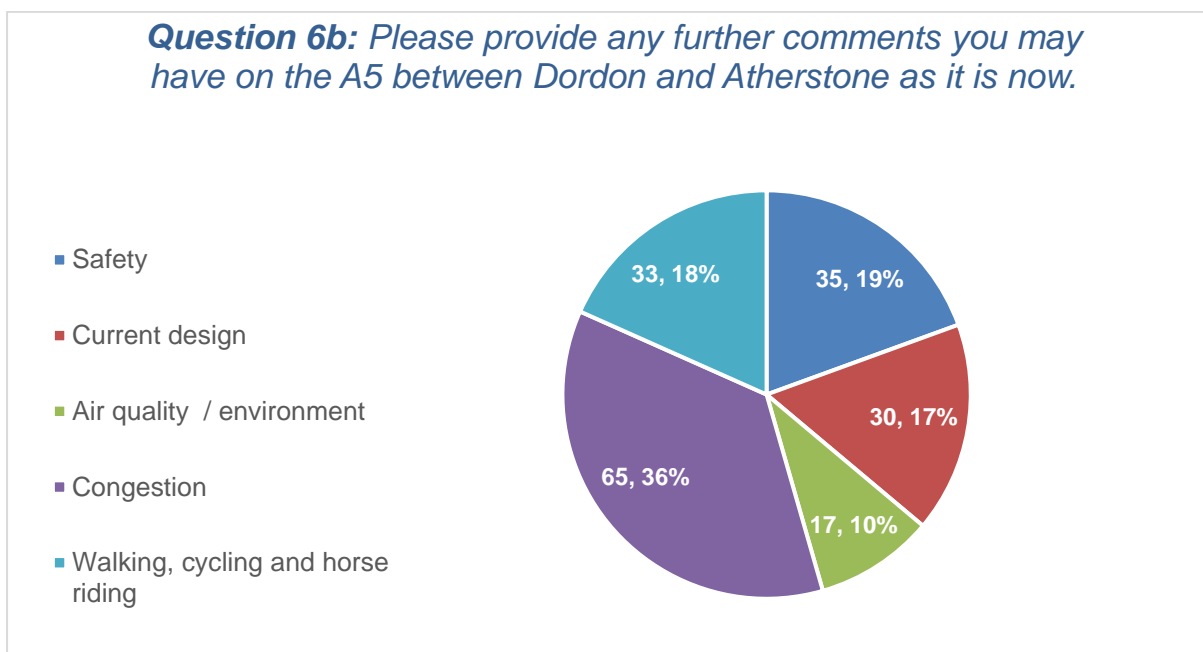
4.3.6 Key themes and priorities

Consultees were asked if they had any further comments in relation to the existing roadway which resulted in **106** responses. Of the responses that were submitted, we have identified several recurring themes.

The top five key themes by number of mentions include:

- **Congestion**
- **Walking, cycling and horse riding**
- **Safety**
- **Current design**
- **Air quality / environment**

The following chart shows the number of mentions by theme.



4.3.6.1 Extract of comments

“The congestion can lead to some drivers taking risks and driving dangerously”

“One of the biggest problems is getting out of Long Street, Dordon onto the A5. The parking on Long Street exacerbates the issue and creates nightmare queues. People are then so desperate to get out that they take risks.”

“The noise levels are excessive due to the acceleration and speed of all passing vehicles.”

“It flows absolutely fine. Slight build up of traffic during peak hours but absolutely no worse than any surrounding roads.”

“The amount of HGV vehicles is on the increase air pollution is a concern and physical vibrations felt in the homes from heavy lorries. Accessing or crossing the A5 either on foot or by car is hindered from a constant stream of traffic.”

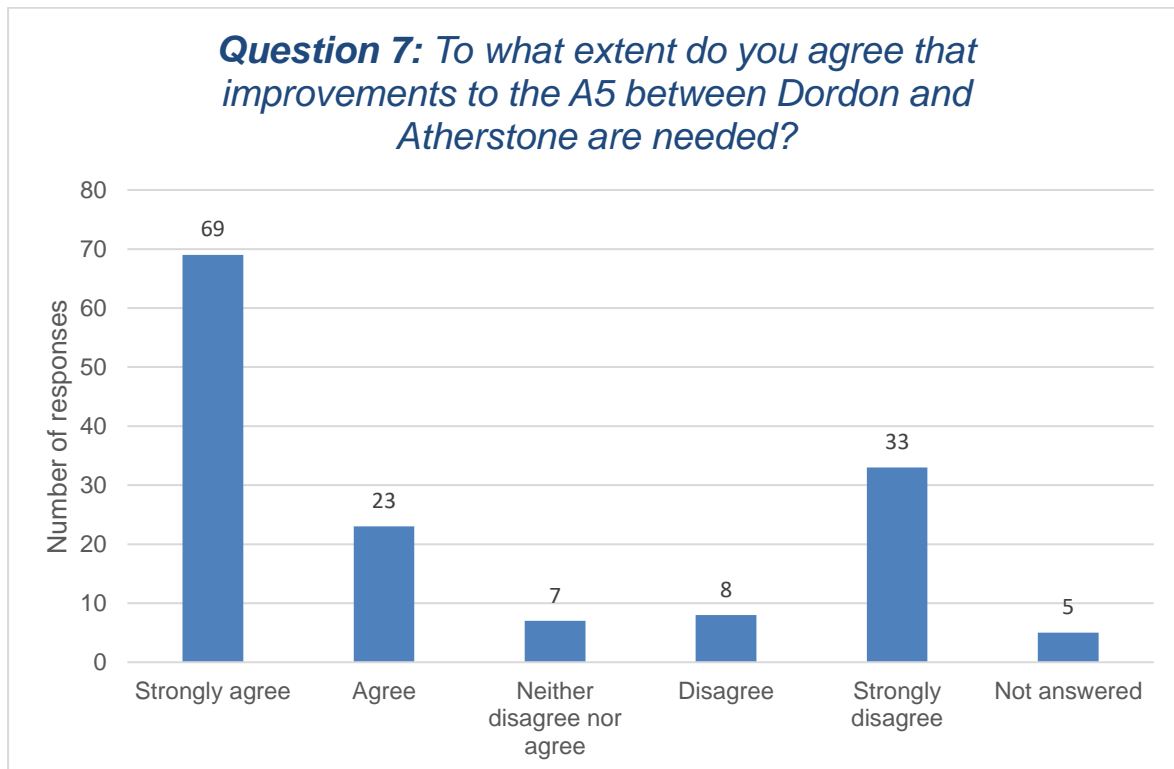
4.4 Views on the options to dual the route

Consultees were asked a series of closed-answer questions in relation to the proposed A5 improvements between Dordon and Atherstone with an opportunity to provide further detail on any specific concerns or issues. The outcomes of these questions have been quantified to determine the need for improvement and preference for the options presented.

The open-format sections of the survey and email submissions, enabled a deeper analysis of key issues, concerns and further considerations. This was completed through an analysis of common themes and sentiment.

4.4.1 The need for change

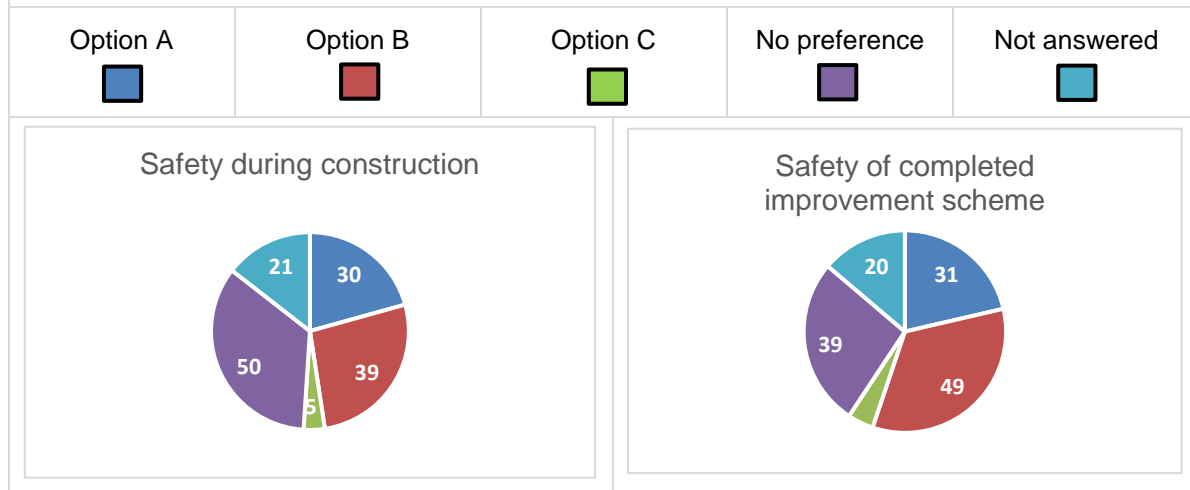
When asked for their opinion, **63% of consultees told us they ‘agree’ or ‘strongly agree’ that improvements to the A5 between Dordon and Atherstone are needed.**



4.4.2 Safety of completed scheme / safety during construction

Consultees were asked to give their preference for the Options based on safety of the completed scheme and safety during construction. As can be see below, the highest response recorded for **safety during construction is ‘No preference’ (34%)**. When considering **safety of the completed scheme, ‘Option B’ had the highest response rate of 34%**.

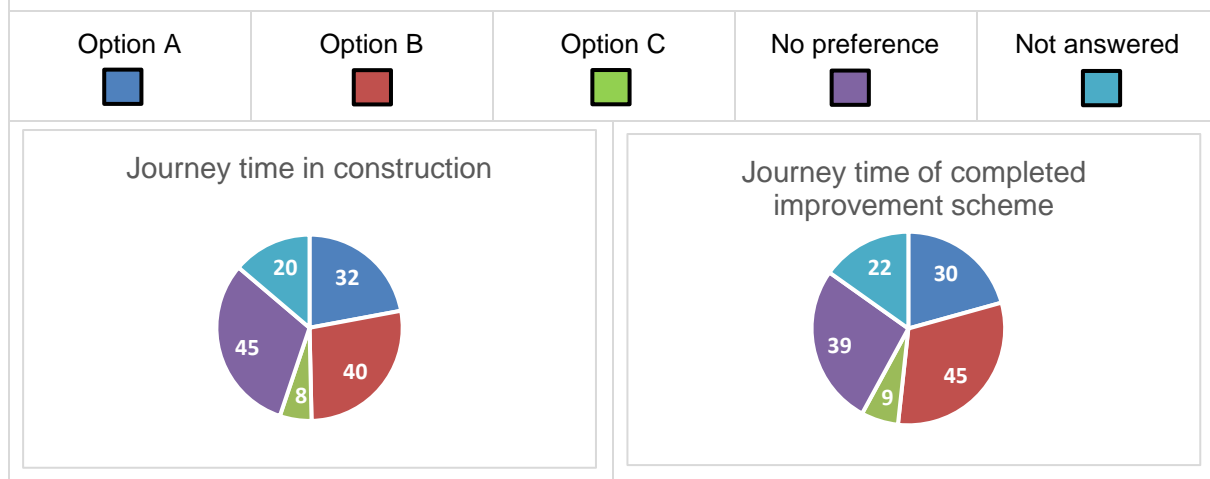
Question 8a: Which option would you prefer when considering safety? – Safety during construction / Safety of completed improvement scheme



4.4.3 Journey time of completed scheme / during construction

When asked to give their preference for the Options based on journey time of the completed scheme and during construction, respondents showed the strongest level of support for **‘No preference’ (31%) during construction and ‘Option B’ (31%) for the completed scheme**.

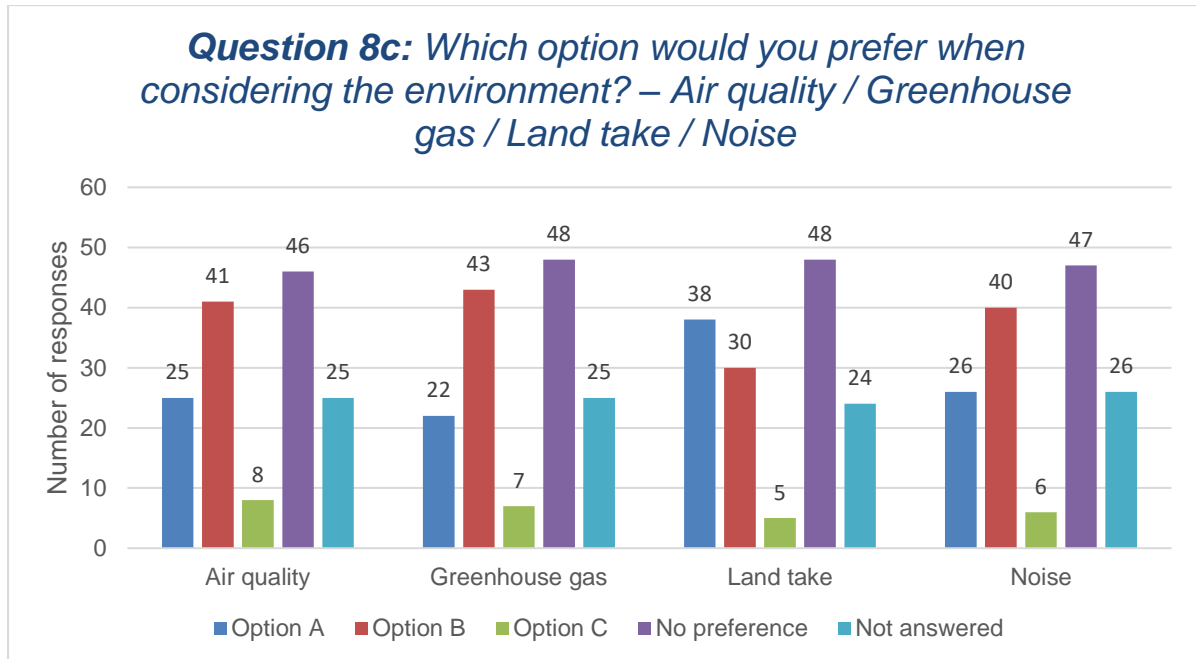
Question 8b: Which option would you prefer when considering journey time? – Journey time during construction / Journey time of completed improvement scheme



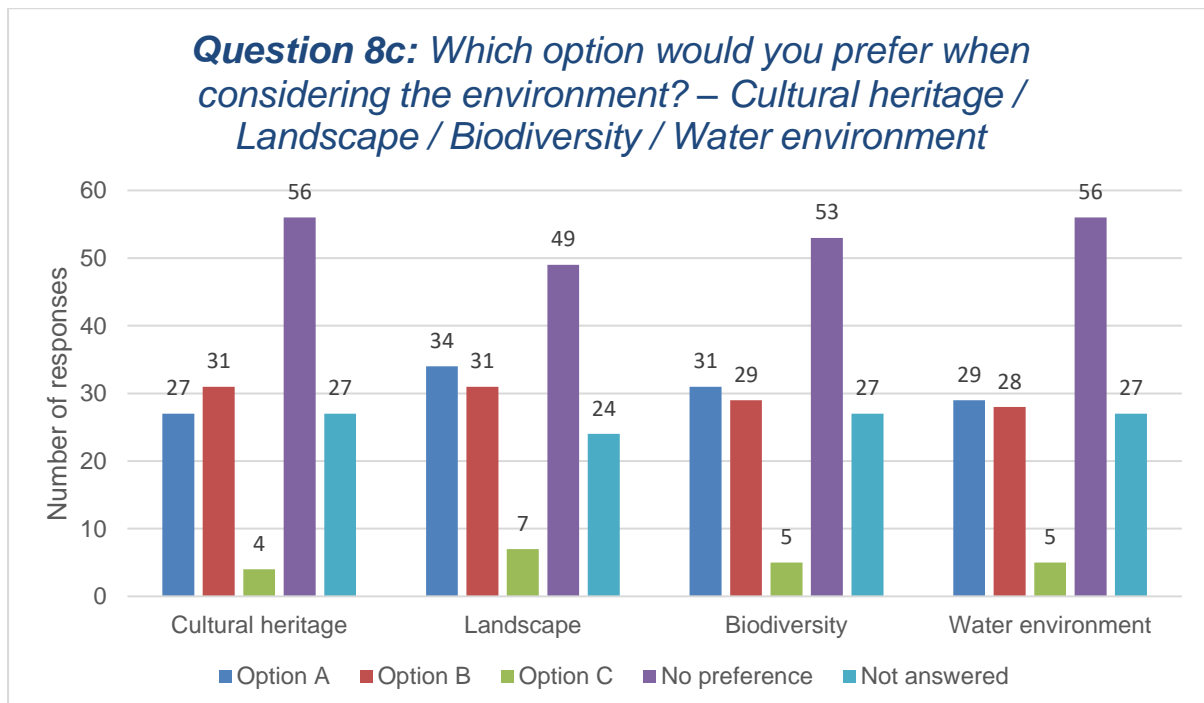
4.4.4 Environmental and heritage considerations

Consultees were asked to nominate their preferred route option when considering specific environmental and cultural heritage elements. The results of these questions have been collated and are presented below.

Part 1:

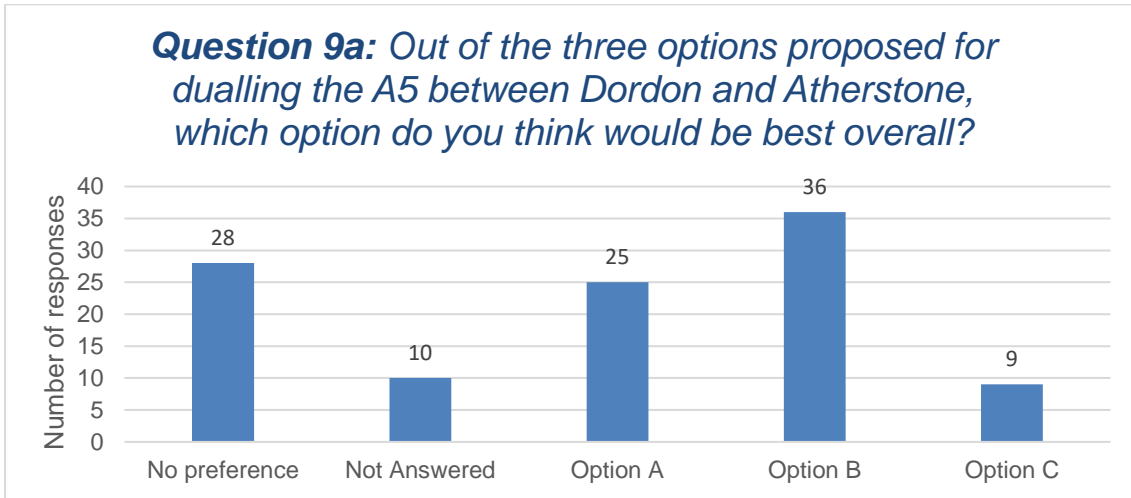


Part 2:



4.4.5 Preferred route

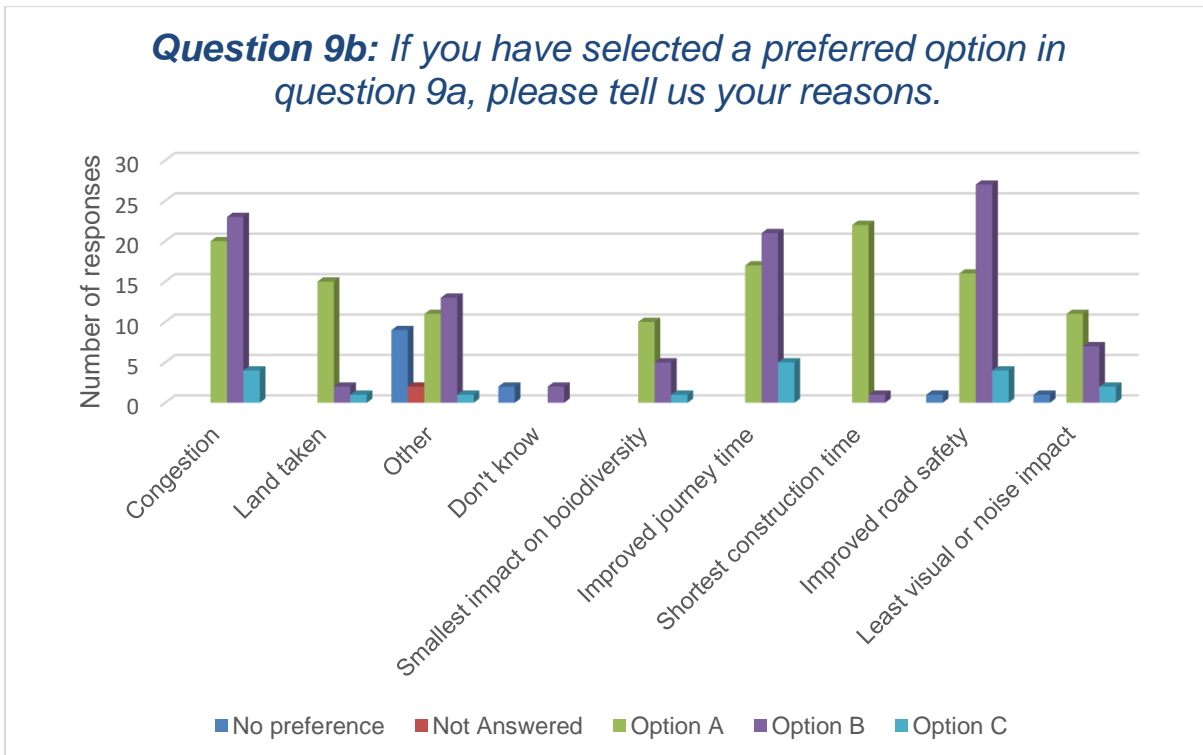
When asked about a preferred route overall, **Option B has the highest level of support, with a 34% response rate**. The results are shown below in percentage and graphical format.



Option A	Option B	Option C	No preference	Not answered
23%	34%	6%	21%	16%

4.4.6 Reason for route preference

Consultees were asked the reason(s) for choosing their preferred route. This question nominated a series of options for consultees to select in response to the question. The results can be seen below.



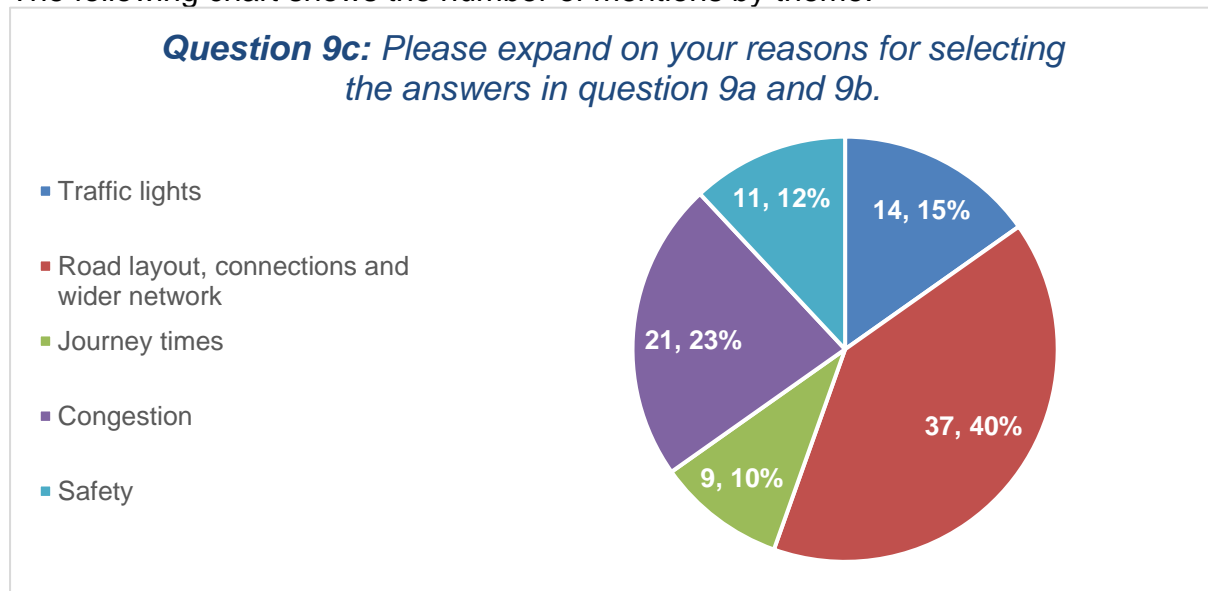
4.4.7 Key themes and priorities

Consultees were asked to expand on the reasons for their preferred route which resulted in **84** responses. These responses have been analysed to identify common themes and the frequency on mention. Many responses referenced more than one theme.

The top five key themes by number of mentions include:

- **Road layout, connections and wider network**
- **Congestion**
- **Traffic lights**
- **Safety**
- **Journey times**

The following chart shows the number of mentions by theme.



4.4.7.1 Extract of comments

“Option A is the speediest & cheapest construction project & provides a better solution for residents accessing Dordon from A5.”

“Option B is the most comprehensive solution and considering the A5 is one of the busiest trunk roads in the UK, any proposed solution needs to be fit for the future.”

“Option A in my opinion offers a straight forward solution to improve movement of traffic along the A5 without complicating the road system more than necessary and drawing vehicles away from built up areas.”

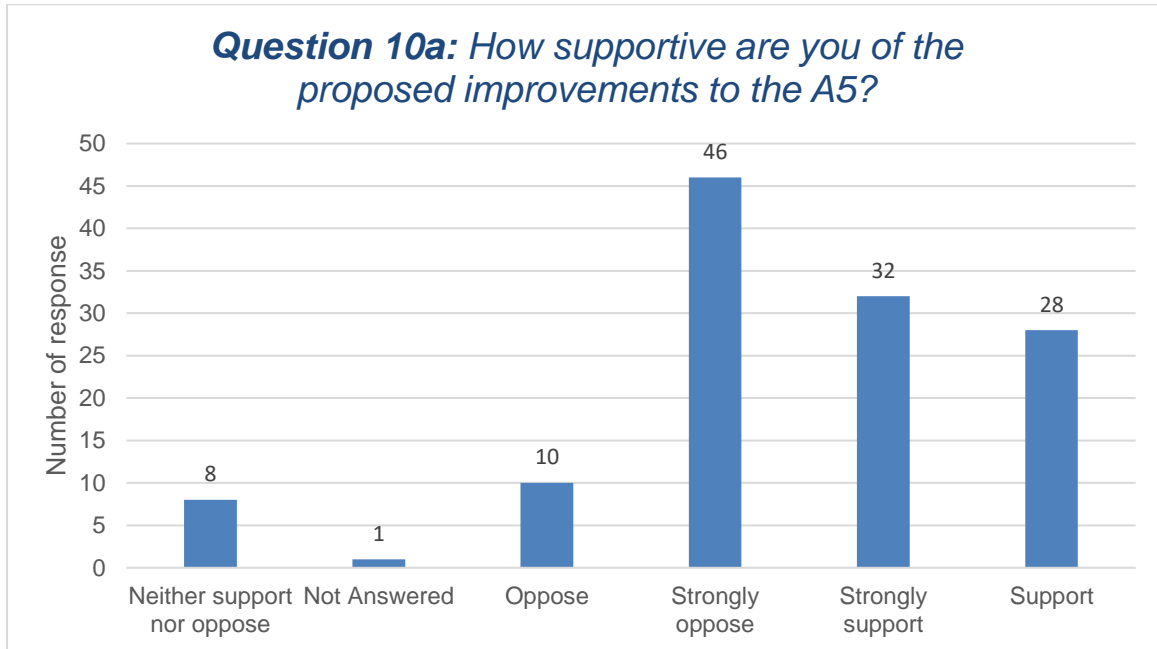
“B is the only option that satisfies all requirements for local traffic. Yes it's more expensive, bit if this is going to be done it needs to be done right.”

“It seems option B takes into account the needs of local residents by still allowing access to frontages and business along the A5 whilst also taking the thoroughfare traffic away from these areas.”

4.5 Views on proposed improvements to the A5

4.5.1 Support for the proposed scheme

When asked about levels of support for the proposed A5 improvements, **48%** 'oppose' or 'strongly oppose' the proposed improvements, **44%** 'support' or 'strongly support', and **8%** 'Neither support nor oppose' or did not answer.



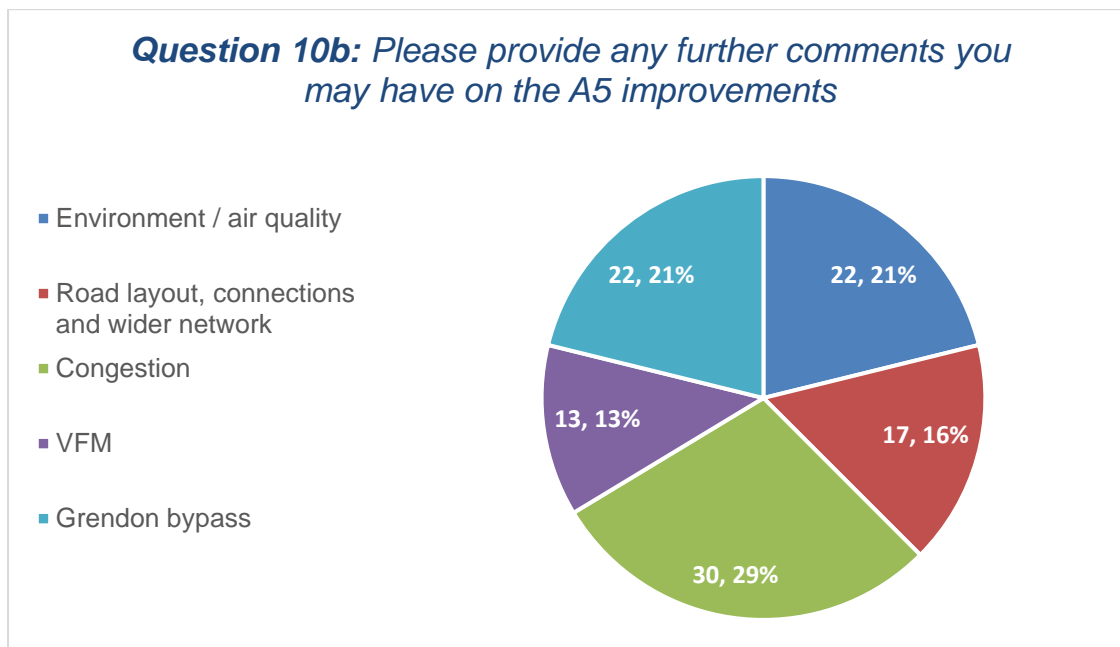
Key themes and priorities

Consultees were asked to provide any further comments on the proposed improvements which resulted in **94** responses. These responses have been analysed to identify common themes and the frequency on mention. Many responses referenced more than one theme.

Top five key themes by number of times mentioned include:

- **Congestion**
- **Environment / air quality**
- **Grendon Bypass**
- **Road layout, connections and wider network**
- **Value for money (VFM)**

The following chart shows the number and percentage of mentions by topic.



4.5.1.1 Extract of comments

“Any construction project needs to maximise the planting of new trees & negate the loss of agricultural land. Too often, such projects take from local communities & give nothing back. Attempts must be made to reduce noise & air pollution & breaking up the visual impact of a new section of dual-carriageway.”

“Better to bypass Grendon, improve road marking and signage at roundabouts, this would be as effective and way less money.”

“The proposed scheme will induce an increase in long-distance commuting, thereby adding to bottlenecks on nearby roads.”

“Would be wonderful if the improvements catered for cycling and walking - not just vehicles.”

“Attempts must be made to reduce noise & air pollution & breaking up the visual impact of a new section of dual-carriageway.”

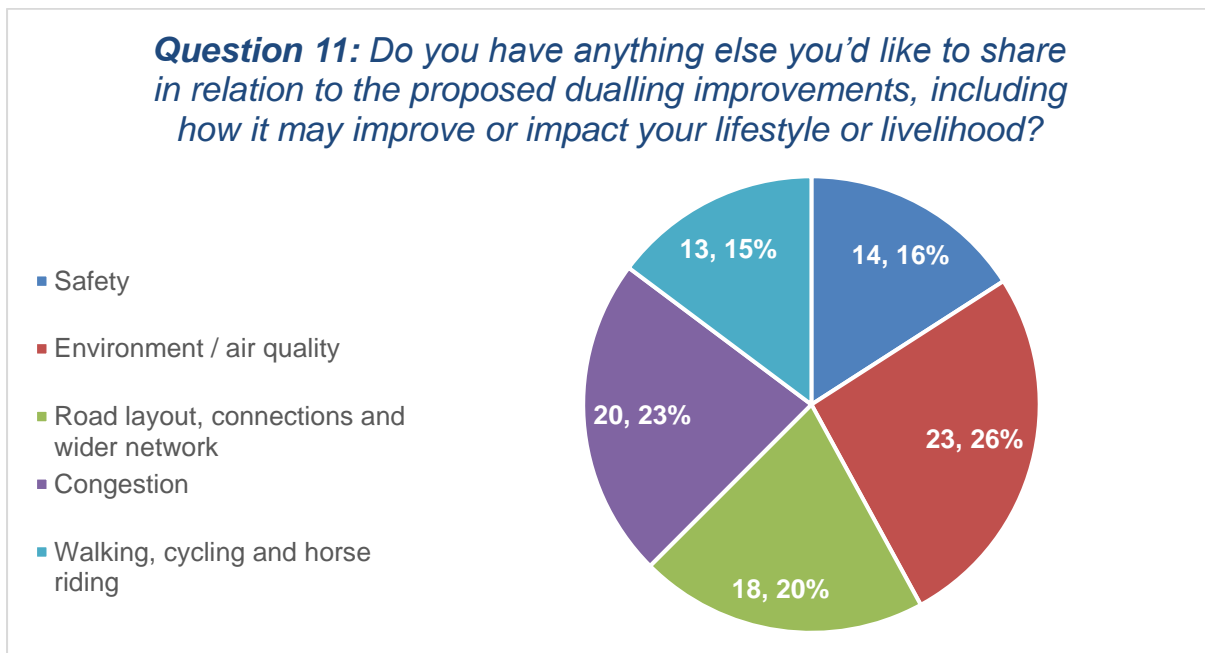
4.6 Any additional comments

Consultees were asked if they had anything else they'd like to share in relation to the proposed improvements, which resulted in **87** responses. These responses have been analysed to identify common themes and the frequency on mention. Many responses referenced more than one theme.

Top five key themes by number of times mentioned include:

- **Safety**
- **Environment / air quality**
- **Road layout, connections and wider network**
- **Congestion**
- **Walking, cycling and horse riding**

The following chart shows the number and percentage of mentions by topic.



4.6.1.1 Extract of comments

“These proposals will likely increase my commute time through the area as all 3 options would create a significant bottleneck around Dordon.”

“I feel that all the options will be beneficial to travel time on this section of the A5, and also improve visual appeal.”

“There will be more cars running through the area. Noise pollution and air quality will be severely impacted.”

“Why not place a good quality, smooth, well maintained and segregated cycle lane along here? This villages are not far apart by bicycle and cycle lanes are many times cheaper than roads.”

“Dualling of the A5 Option A will create a substantial distance between us and the traffic flow which will benefit our health, safety and physical/mental wellbeing.”

4.7 Freeform responses

A further **36** summary and long-form responses were submitted to the project team through the project email address, letters and phone calls. Many of these responses included a great level of detail and insight from members of the local community which are being assessed alongside responses to the questionnaire.

Several key stakeholders submitted their views in this format, including the MP, county, borough and parish councils, landowners, and businesses in the area.

Many submissions contain questions, requests for further information, and technical notes relating to land ownership, future developments, impact to businesses and land take. The detail provided is being reviewed by the project team as part of the Options Assessment and further consultation will take place, should the project be taken forward to the next stage of development.

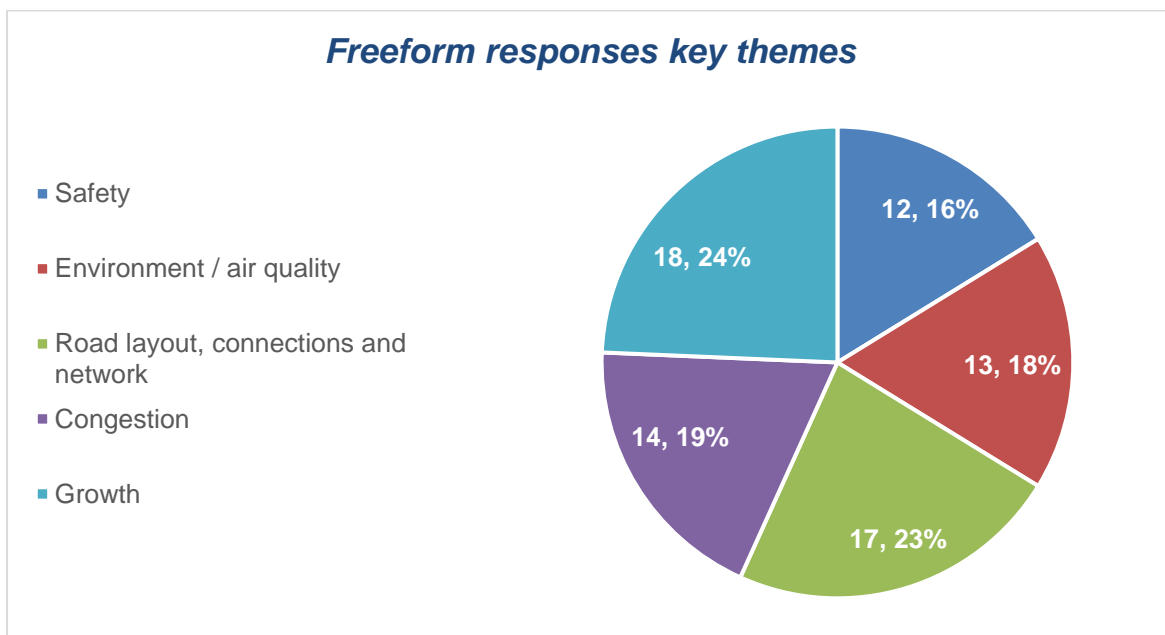
The freeform responses have been analysed to gauge the route preferences, which can be seen follows:

Option A	Option B	Option C	None
1	9	0	11

The top 5 key themes by number of times mentioned include:

- **Safety**
- **Environment / air quality**
- **Road layout, connections and network**
- **Congestion**
- **Growth**

The following chart shows the number of mentions by theme.



4.8 Change requests and alternative suggestions

There are 74 change requests and suggestions identified from all survey responses. Freeform responses contain a considerable number of change requests, alternative suggestions, and requests for information.

The main suggestion/recurring comment relates to a bypass around Grendon which consultees either cited as being a better solution, or one that should be undertaken before the proposed A5 improvement works to address flow-on congestion into Grendon.

While this proposal falls outside of the scope this project, the sentiment expressed by consultees has been acknowledged through this report and will be considered in relation to future development of the wider A5 corridor.

Other suggestions included alterations to connecting roads, parking facilities and general maintenance of this stretch of the A5. In addition, many consultees expressed a desire to see more development of walking, cycling and horse riding provisions in the proposals.

Change requests and alternative suggestions are reviewed by the project team as part of the Options Assessment and will be considered for inclusion, should the project be taken forward to the next stage of development.

4.9 Stakeholder participation

A total of **24 participants** in the consultation identified themselves as being a part of an organisation, authority, action group or local business.

We heard from representatives from **four councils** and one **MP** across the region through both formal letters, emails and survey responses, providing valuable insights from their experience and the communities they represent.

We also heard from **six transport groups and service providers**, including the **A5 Partnership** who provided detail on their views on the proposals in relation to the wider A5 network.

There were **seven responses from landowners, estates and developers** who expressed interest in the proposals in relation to future housing developments, planning applications and growth across the area.

We heard from **seven businesses** with an interest in the proposed scheme. The businesses who responded to the consultation have local offices, farms and estates, use the A5 between Dordon and Atherstone for transporting goods and services or have customers using this route.

The following organisations and stakeholder representatives submitted a response to the consultation:

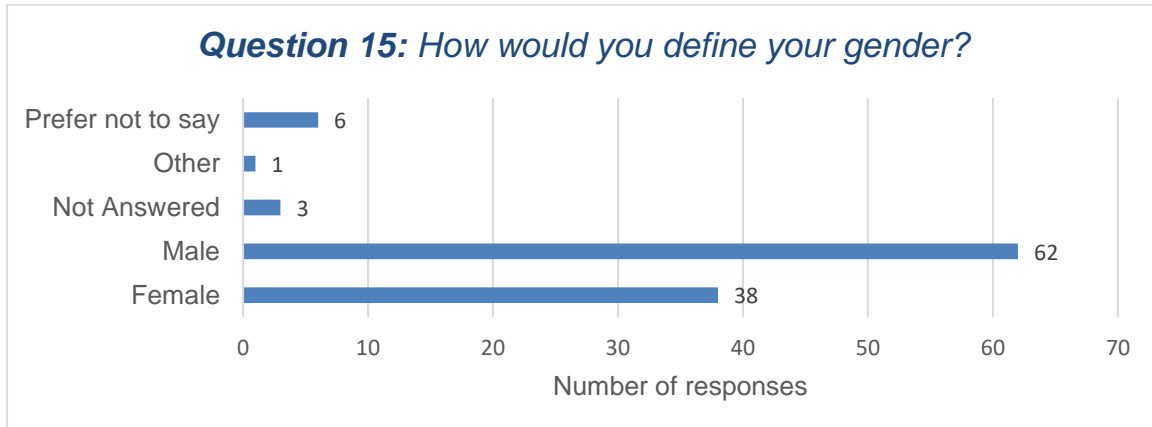
Landowners and Estates	Councils, MPs and Councillors
<ul style="list-style-type: none"> • Merevale Estates • Cathedral Agricultural Partnership • Hodgetts Estates • Dairy House Farm • IM Land • Lincourt Strategic Land • Church Commissioners for England 	<ul style="list-style-type: none"> • Craig Tracey MP • Warwickshire County Council • North Warwickshire County Council • Dordon Parish Council • Grendon Parish Council • Dordon Ward Councillor
Businesses	Transport and Service Providers
<ul style="list-style-type: none"> • White Animal Feed • White Farming Partnership • Euro Garages Ltd • MPK Garages Ltd • Aldi • Award Leisure • AKF Contractors Ltd 	<ul style="list-style-type: none"> • A5 Partnership • Atherstone Rails Users Group (ARUG) • FedEx Express UK Transportation Limited
	Community and Action Groups
	<ul style="list-style-type: none"> • Atherstone Forum

4.10 Equality and diversity

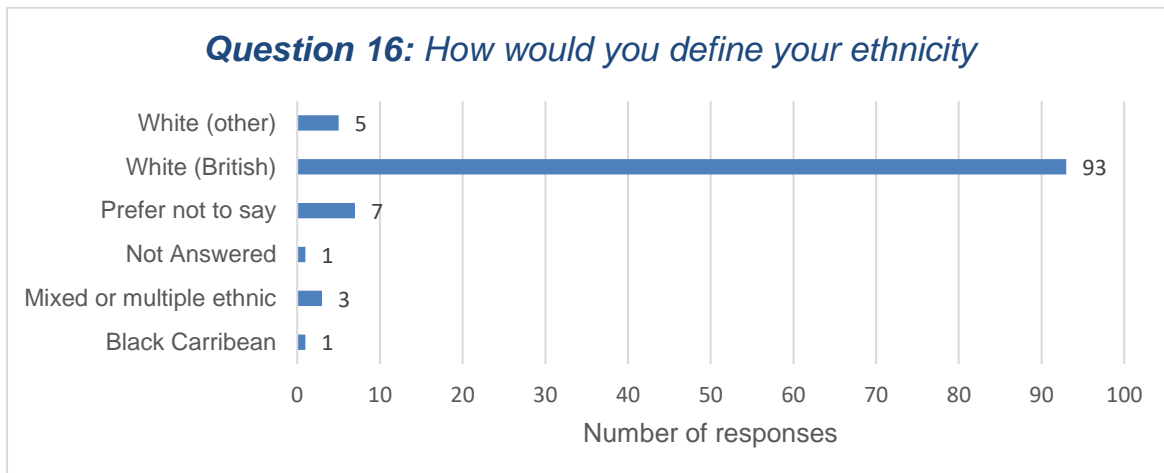
As part of the consultation survey, respondents were asked to provide demographic information, however, this was not mandatory. This information helps understand whether the consultation has been useful to people of different backgrounds and with different requirements, and to help us to improve accessibility. Consent has been obtained for the presentation of this information.

Responses to key demographic questions:

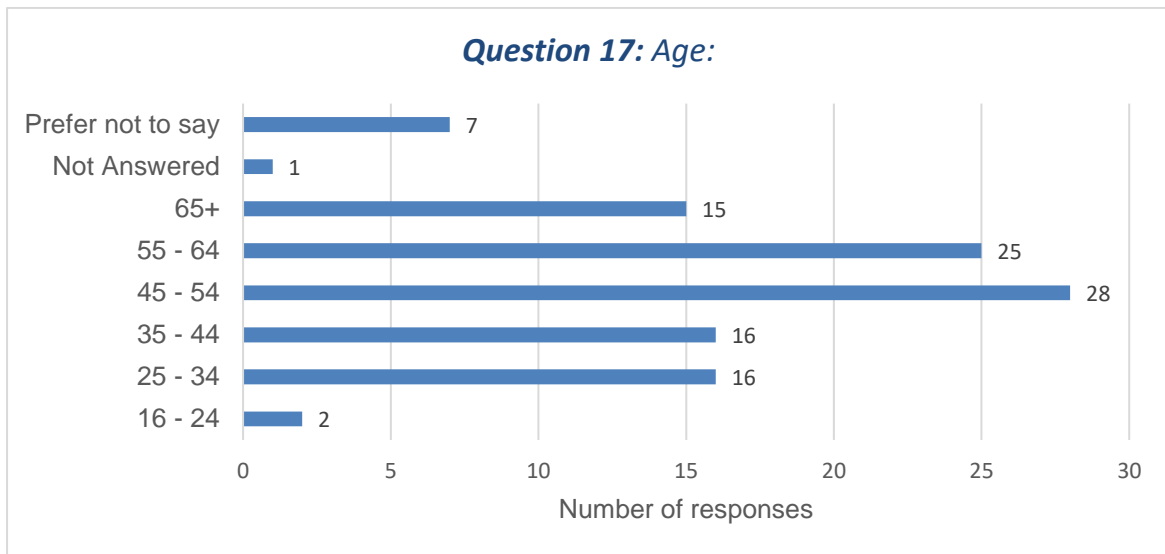
Gender:



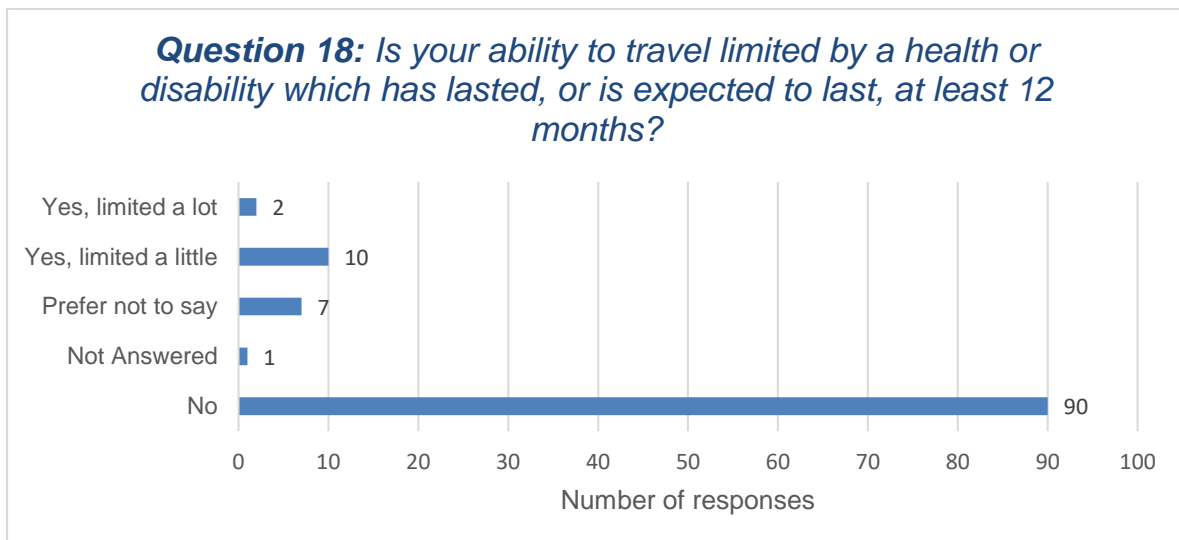
Ethnicity:



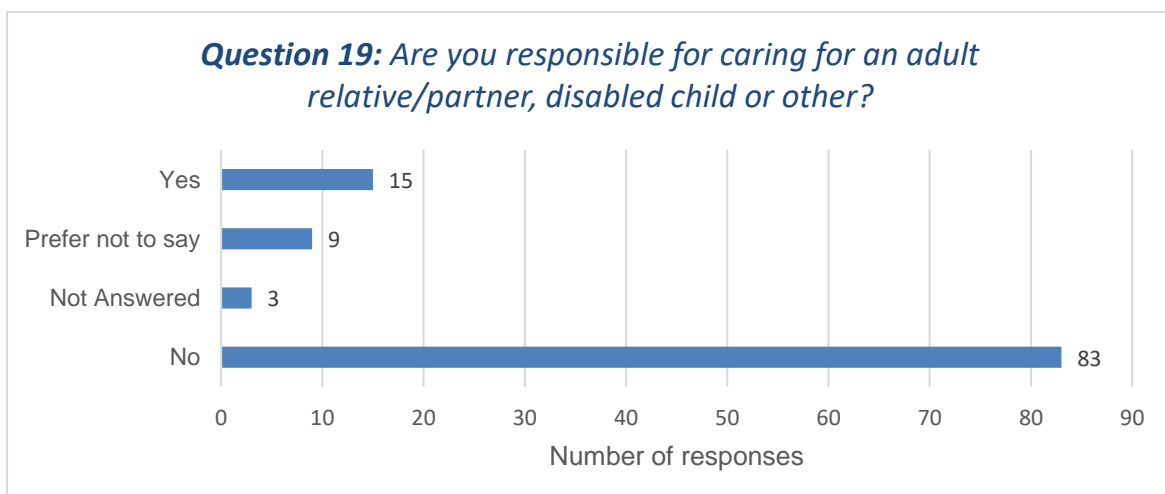
Age:



Health and disability:

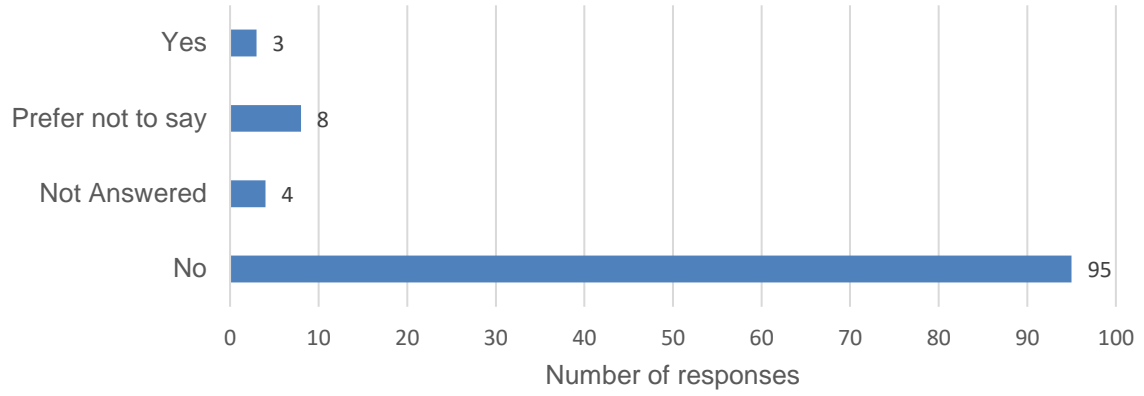


Caring obligations:



Blue badge holders:

Question 20: Are you a bluebadge holder?



5. Conclusion

The public consultation has captured a wide range of views from local residents, authorities, business owners, local workers and those travelling along the A5 between Dordon and Atherstone on a regular basis. This has enabled a holistic view of the sentiments, key themes, concerns, and overall levels of support for the proposed improvements.

The feedback received relating to the existing A5 conditions show high levels of dissatisfaction relating to road layout, road safety, congestion, access for walking, cycling and horse riding, and journey times.

From the 179 responses to the consultation, there is a clear desire for change with 63% of consultees agreeing that improvements to the route are needed.

Overall, there is limited support for the proposals (44%), with majority of respondents opposed to the improvements (48%). Of the options presented, Option B has been shown to be the preferred route overall with 34% support from survey responses and 42% from the freeform responses.

It should be noted that while Option B is shown to be the preferred route, many consultees chose to not to answer or to list 'No preference' when asked for their preference of the three options. This can be seen in the 37% who submitted their views through the questionnaire and 52% through the freeform responses.

Many of the other objectives of the scheme show a similar response from consultees. For example, when asked specifically about the impact to journey times as a result of the proposed improvements, 31% of consultees selected Option B as their preferred option, with 42% answering 'No preference' or choosing not to answer.

When asked about environmental and heritage considerations, the 'No preference' response is the highest across all questions in this section.

Rationale for these results can be drawn from the open-format responses received with many consultees citing concerns relating to a perceived increase in congestion, slowing of journey times and the potential for a negative impact on air quality.

This reasoning comes from several points including: congestion arising from double to single lane transitions; increased traffic using the route once upgrades are complete; and, the use of signals at junctions causing traffic to slow and vehicles to idle.

Lastly, many consultees expressed a desire for a bypass road north of Grendon to be undertaken instead of, or prior to the proposed improvement works. While this suggestion is outside of the scope of this project, the feedback in this regard has been carefully documented and will be considered through assessments of the wider A5 corridor.

6. Next Steps

The feedback received during the consultation will now be considered as the A5 Dordon to Atherstone Project continues through the Options Stage. If the scheme is approved for the next stage of design (Stage 3 – Development Phase in the diagram below), there would be further opportunities for the public to have their say.

At that point we would develop the design in more detail, carry out more environmental assessments and look at further steps we can take to reduce environmental impacts. As part of this process, we would carry out another public consultation where the public would have the opportunity to review the chosen design and give more feedback.

