

A5

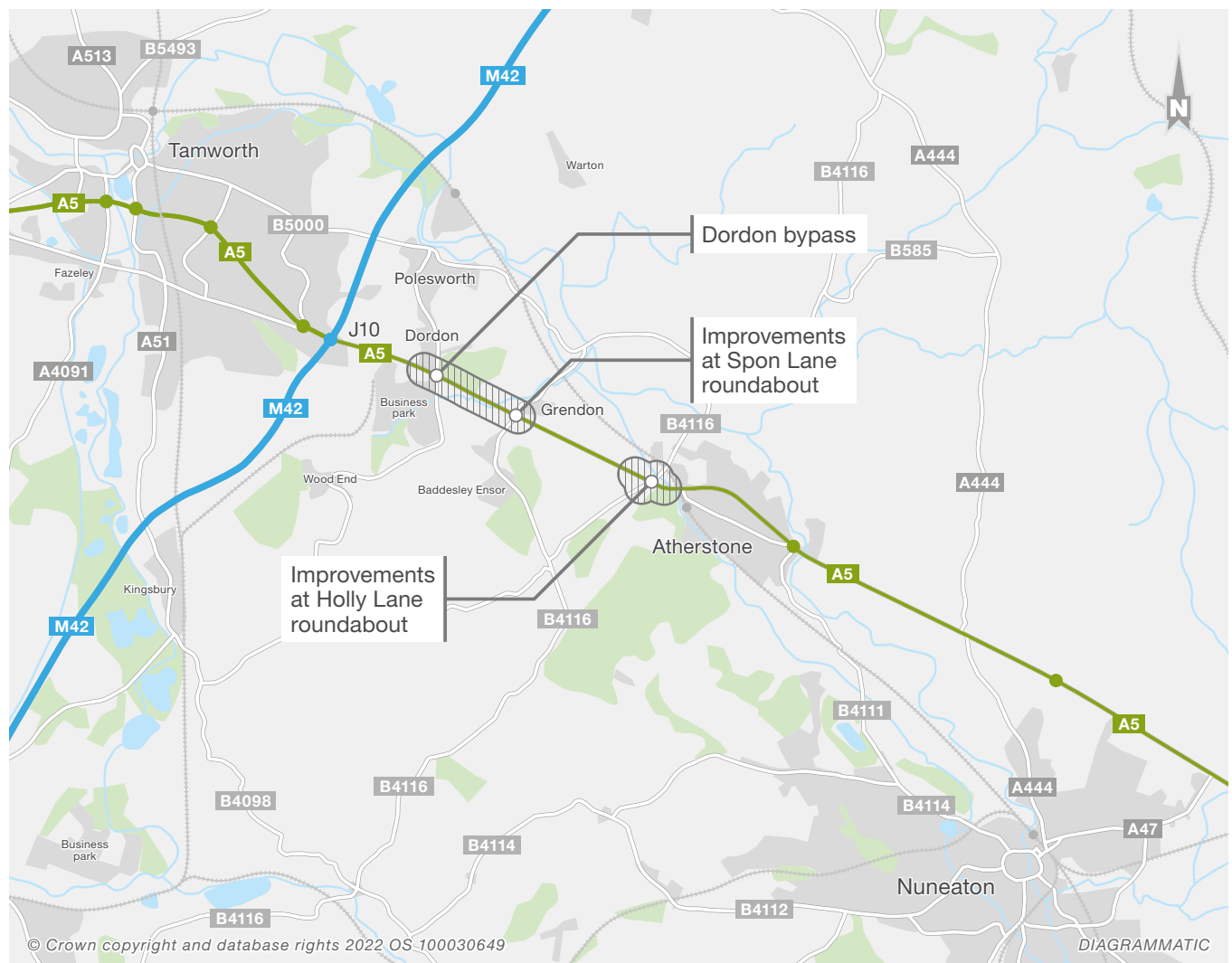
Dordon to Atherstone project  
**Public consultation**



# The need for the scheme

Warwickshire County Council and North Warwickshire Borough Council have highlighted the need for housing development and growth of businesses and logistical operations in the region. There is a need to provide adequate capacity on the A5 to accommodate increased travel demand associated with the proposed growth.

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 scheme 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).

## Initial development of the scheme

This project was developed by Warwickshire County Council through the application for a Housing Infrastructure Grant in 2019 provided by the Department for Levelling Up, Housing and Communities. The application was supported by National Highways, which was then asked to take the scheme forward to develop viable options.

## National Highways deliver schemes to meet customer needs

National Highways is responsible for the management, maintenance and appropriate improvement of the strategic road network and is ideally placed to understand the development of schemes to manage current and future traffic needs.



## Your views matter

This brochure provides a summary of the A5 Dordon to Atherstone project proposals currently under consideration.

It also outlines the processes used to further develop the options that may be taken forward. Information can also be found online at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

As potential schemes move forward, we are committed to ensuring all interested organisations and individuals will be able to comment on the proposals at public information events as well as online. We will ensure members of our project team are available to answer any questions and concerns.

See pages 18 - 19 for more information on our drop-in sessions and how to contact us for more information. We will be seeking your feedback from **Monday 5 September to Thursday 27 October**.

# Scheme 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.



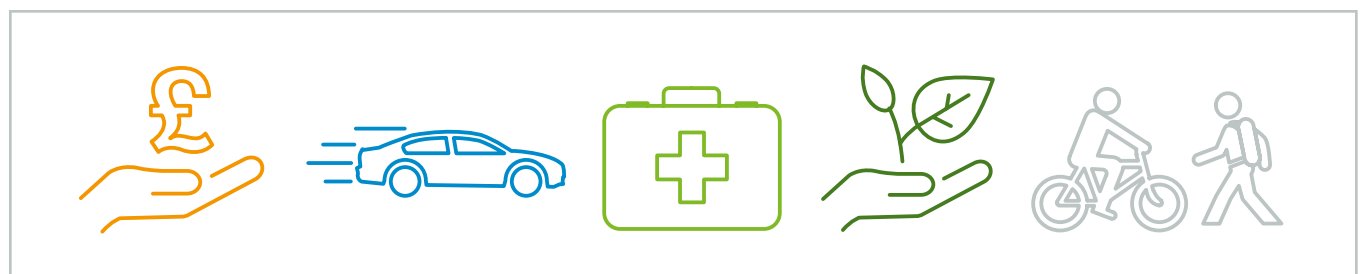
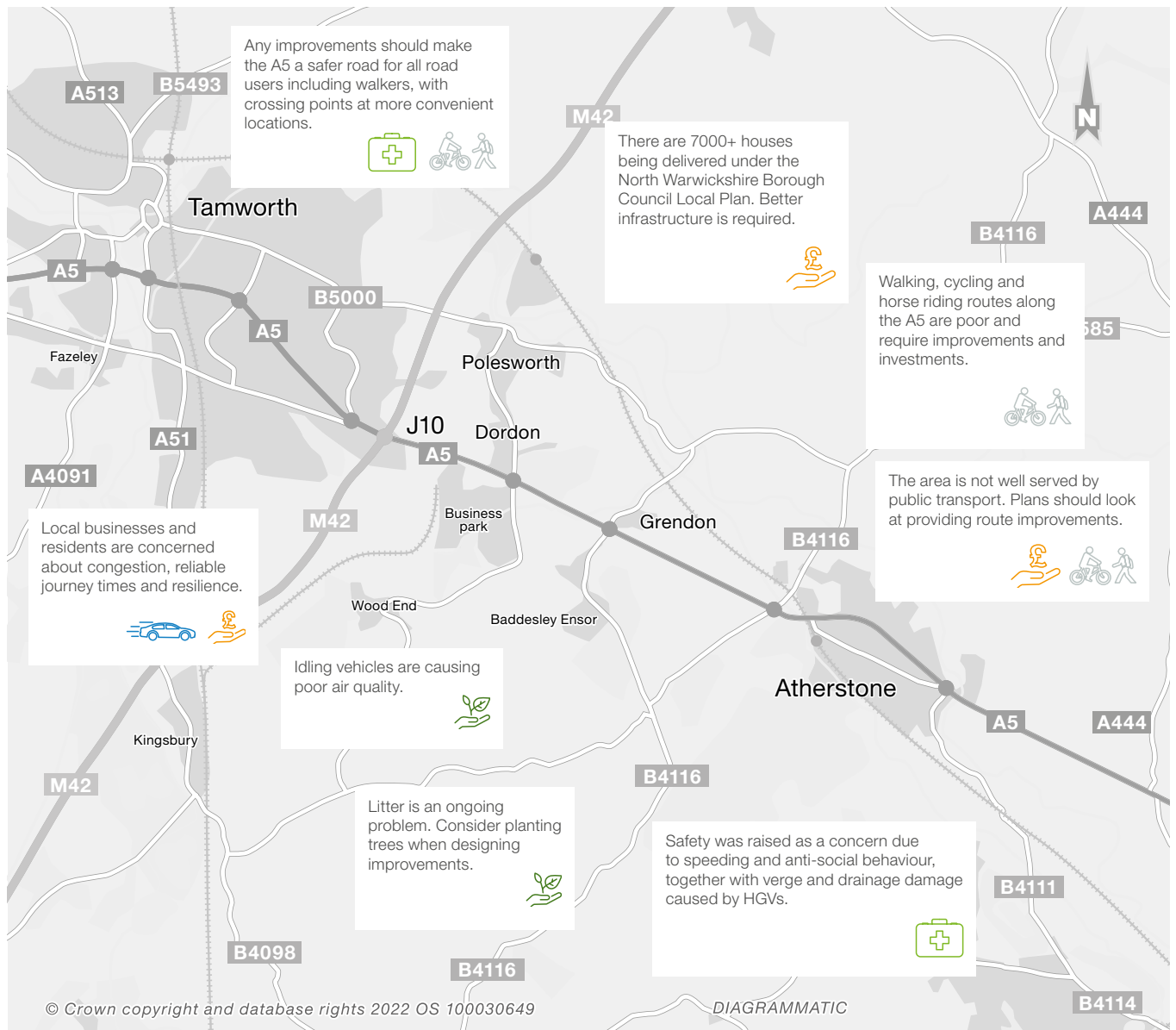
## **Meeting the needs of all users**

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

# What you have told us so far

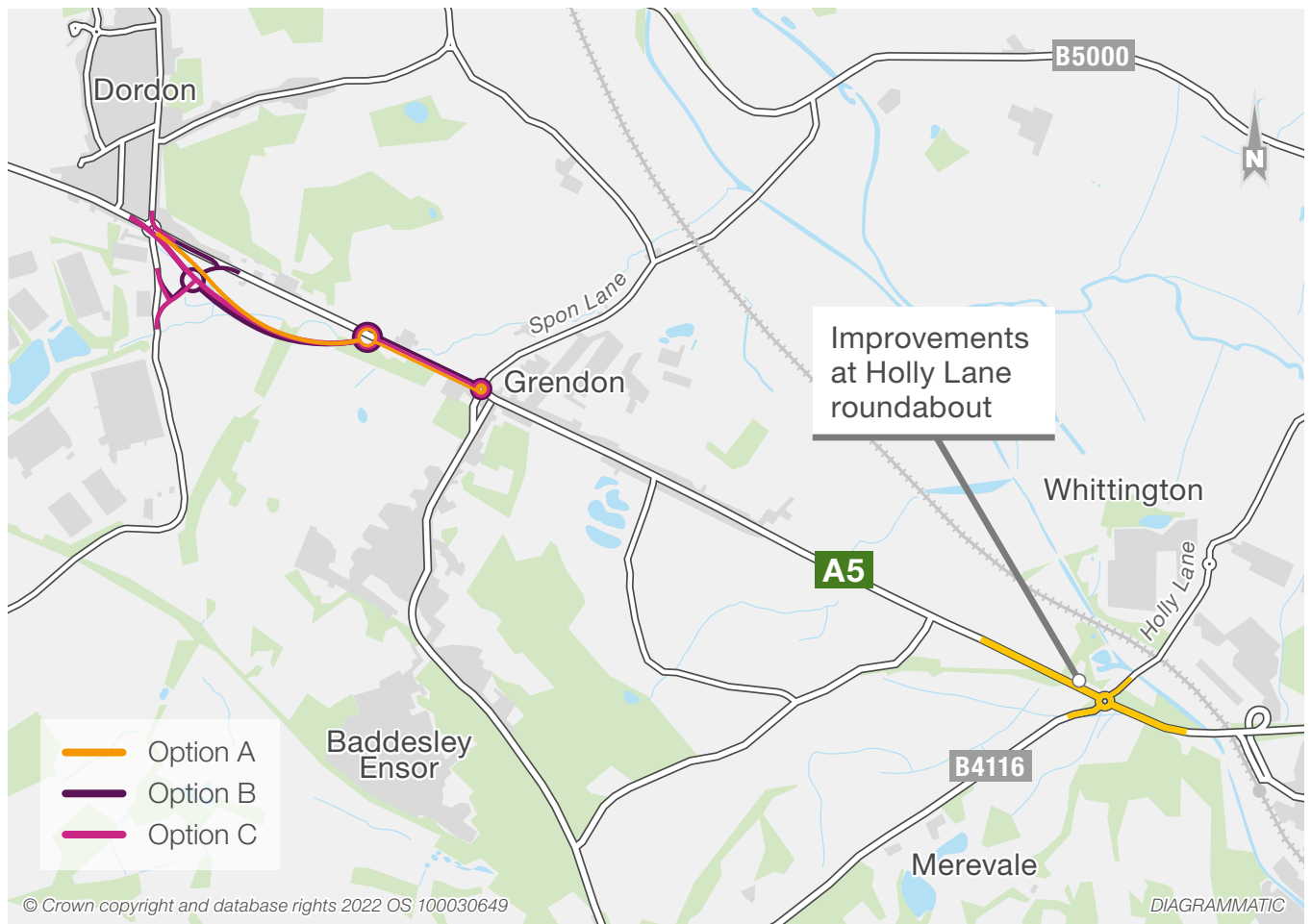
To support the development of options for this public consultation and encourage full and active participation in the planning process, engagement with North Warwickshire Borough Council, Warwickshire County Council and the A5 Partnership together with county, borough, town and local parish councillors has been taking place since July 2021.

These stakeholders have provided valuable insight that has enabled us to have a greater understanding of the concerns affecting road users, businesses and residents within the study area. We will continue to meet with these stakeholders throughout the life of the project. Such input is essential to help inform the development and design of the scheme.

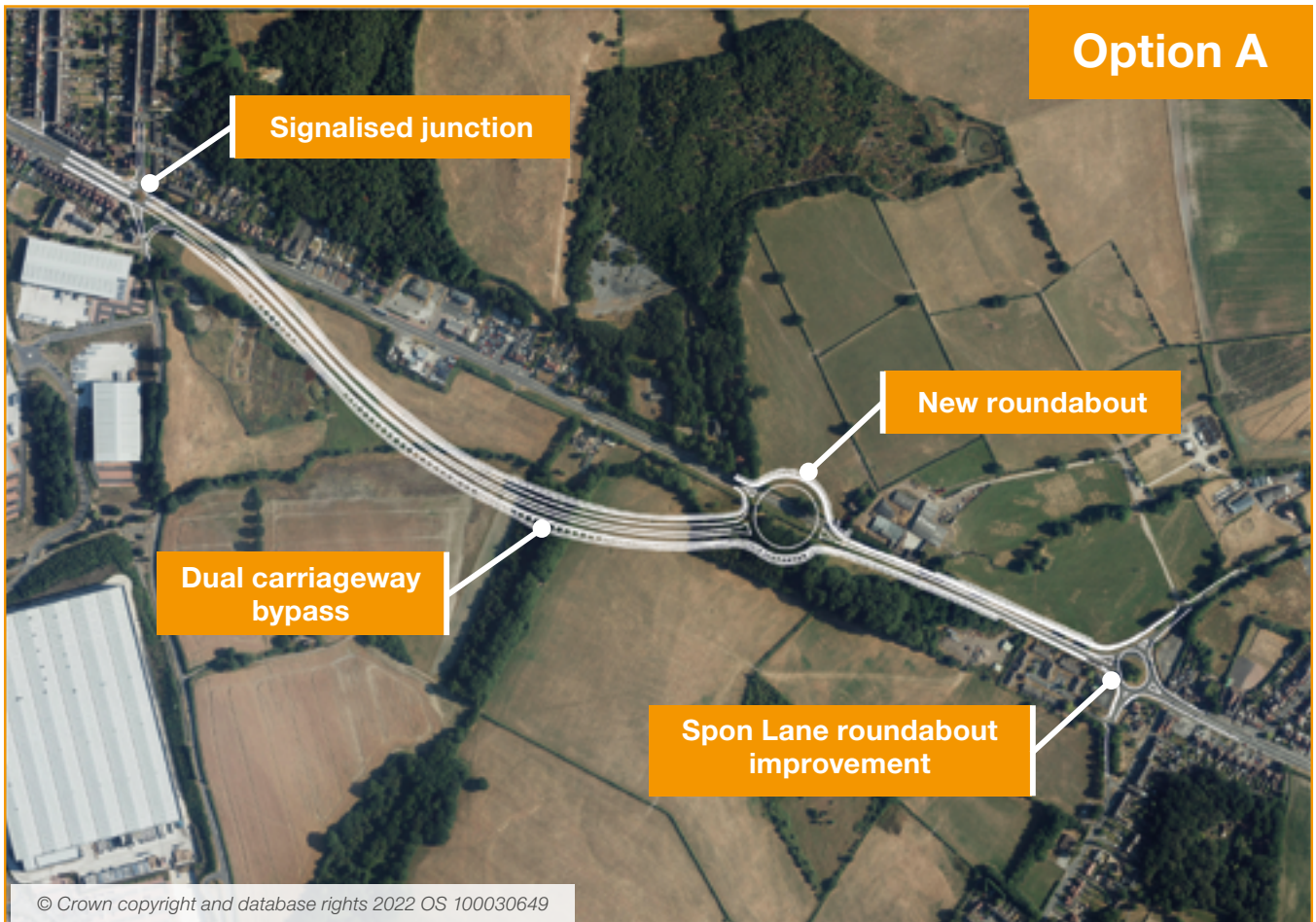


# Summary of options

We are consulting on three options which have varying levels of improvements against the scheme objectives.

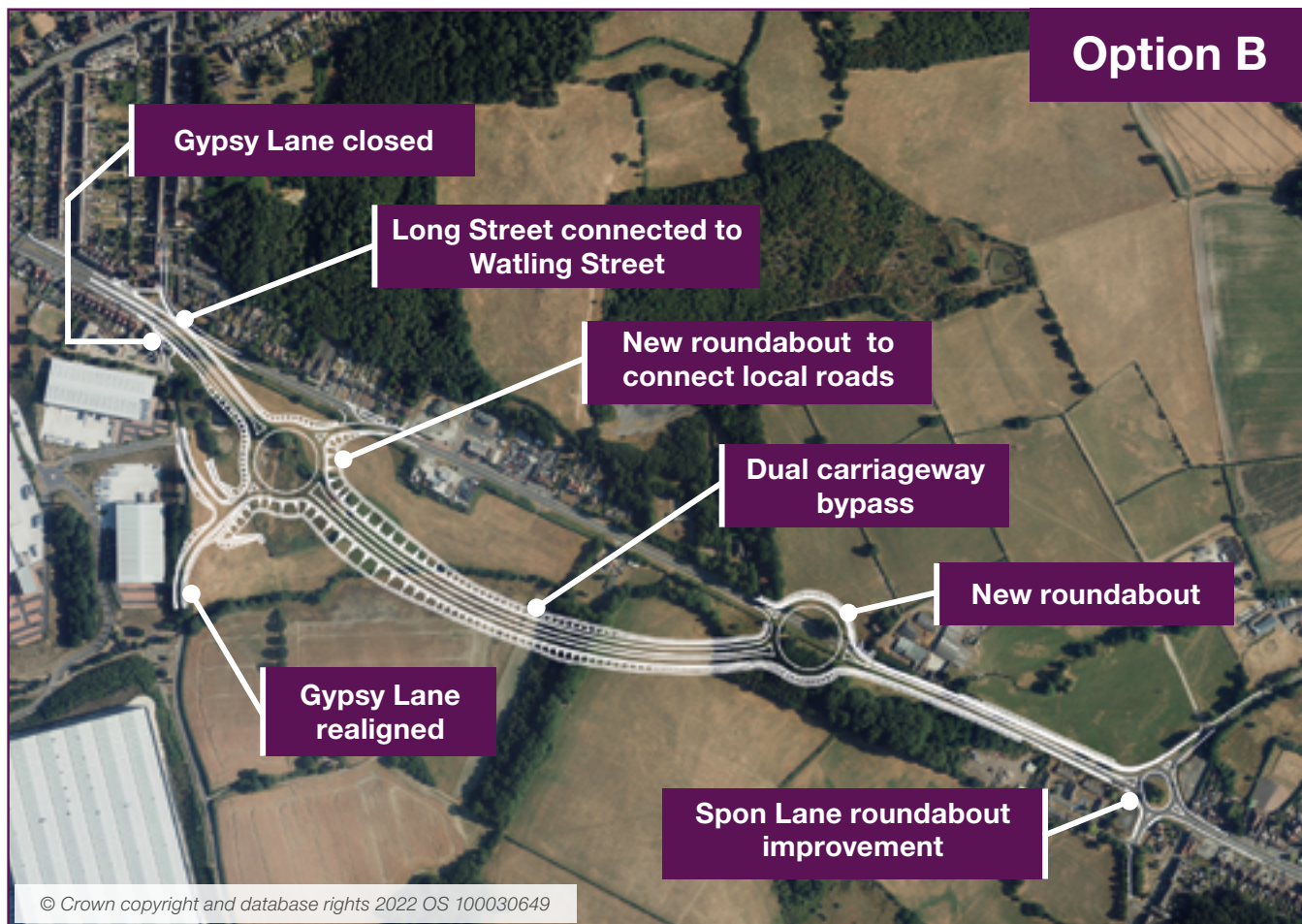


# Option A (Dual carriageway, signalised junction and new roundabout)



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.

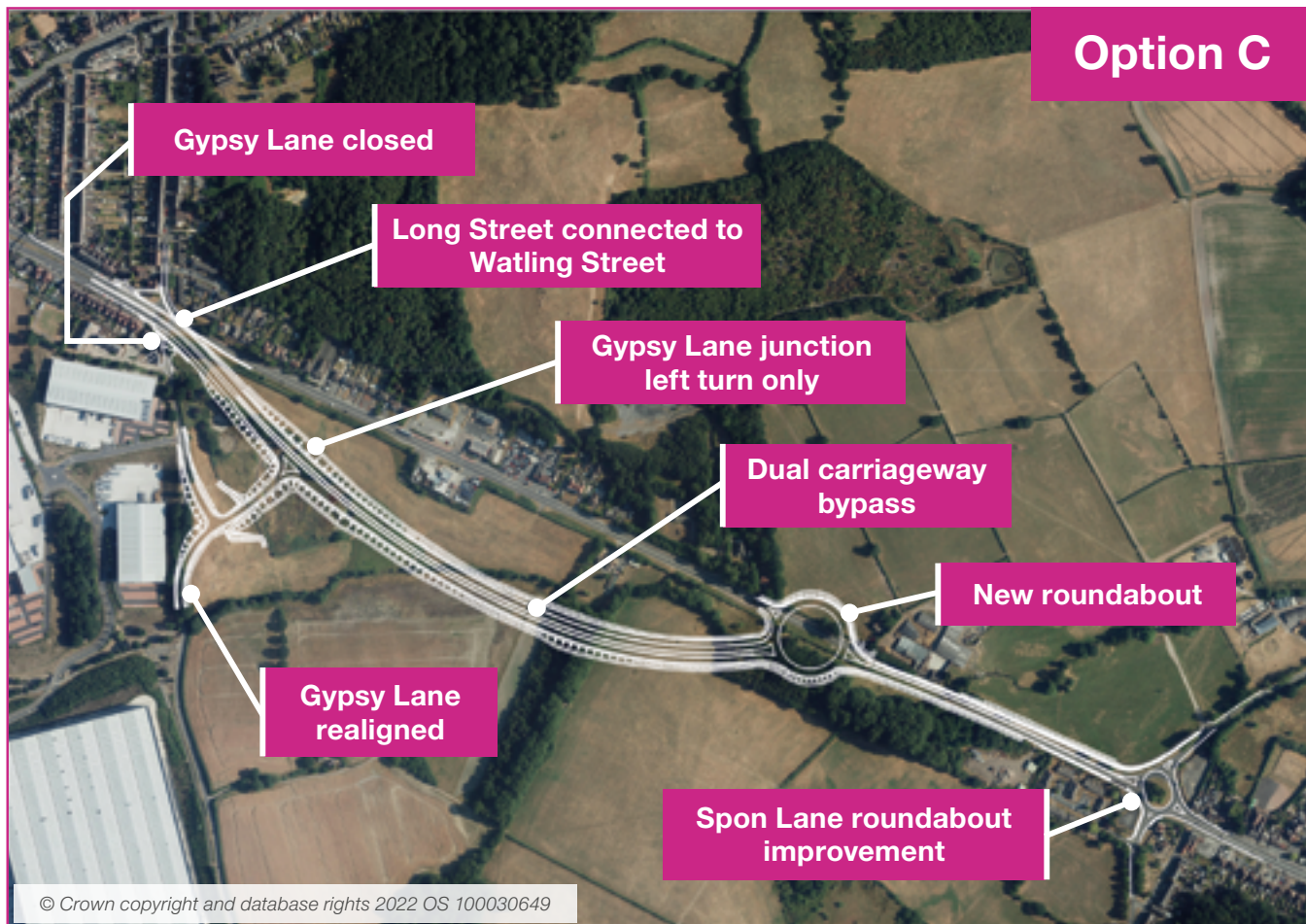
## Option B (Dual carriageway and two new roundabouts)



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.



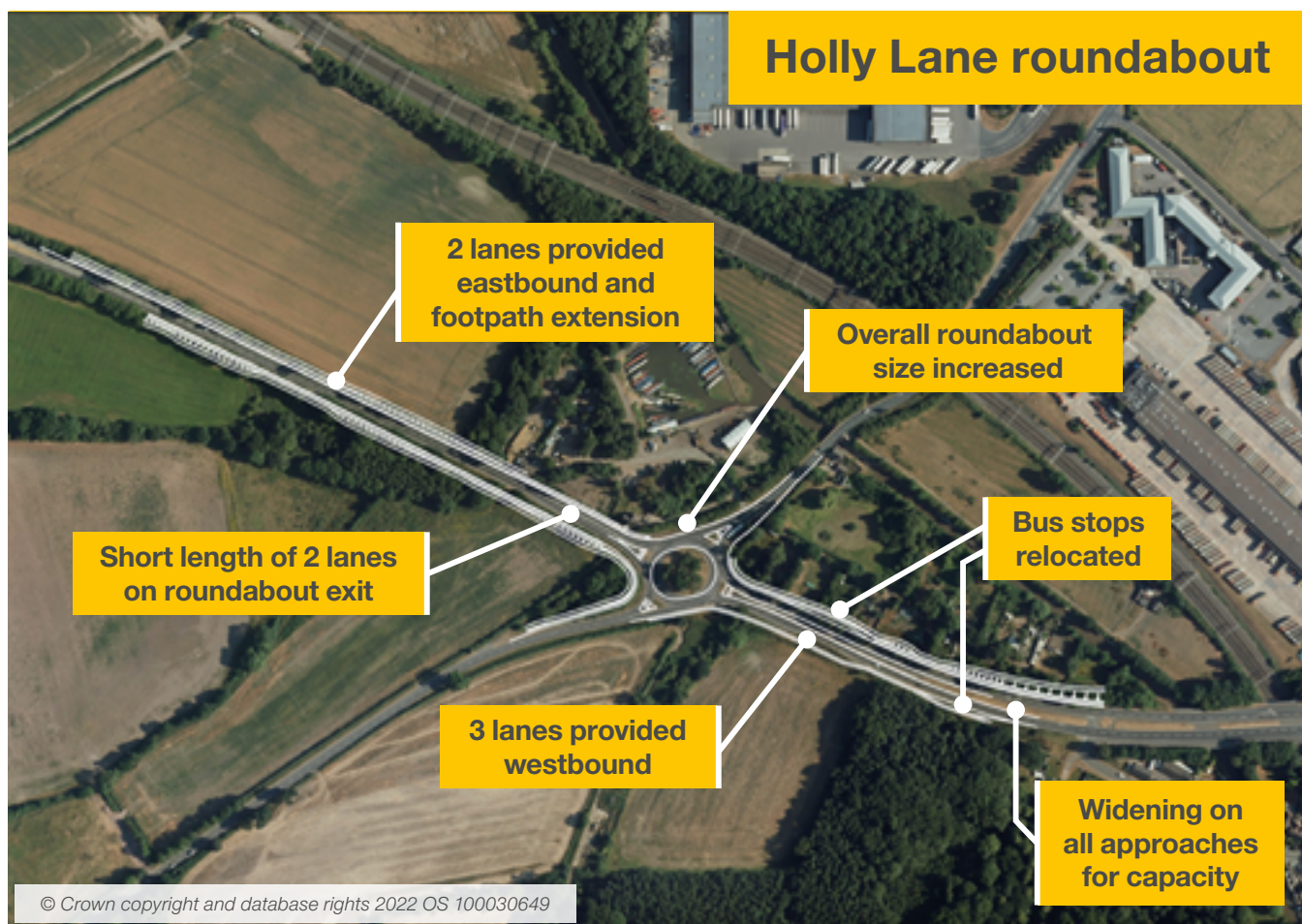
## Option C (Dual carriageway, new roundabout and new junction)



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 improvement



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

# What benefits does the scheme deliver?

The section of the A5 between Dordon and Atherstone has been recognised as an area in need of improvement, in order to support housing growth being proposed by North Warwickshire Borough Council, and this forms a key element of the Housing Infrastructure Grant application. Junction and associated improvement works at A5 / Long Street, A5 / Holly Lane and A5 / Spon Lane have been identified as necessary in order to support this housing growth.

As well as supporting proposed housing growth, the scheme improvements will also aim to:

1. Improve journey time reliability
2. Contribute to enabling local and regional economic growth
3. Meet the needs of all users
4. Minimise impacts on noise and air quality
5. Maintain safety for all and improve it where possible
6. Support wider economic growth created by the capacity improvements at the housing developments
7. Minimise impacts on the natural environment and optimise environmental opportunities and mitigation
8. Provide opportunities for improved accessibility for all users



# Benefits and impacts of the options

	Option A	Option B	Option C	Existing
<b>Transport</b>				
Journey times and congestion	★ ★ ★	★ ★ ★	★ ★	★
Vehicle movements Gypsy Lane	★ ★ ★ ★	★ ★ ★ ★	★	★ ★
Vehicle movements Long Street	★ ★ ★ ★	★ ★ ★	★	★ ★
Road safety	★ ★ ★ ★	★ ★ ★ ★	★ ★ ★ ★	★ ★
Walking, cycling and horse-riding provision	★ ★ ★ ★	★ ★ ★ ★	★ ★ ★ ★	★
<b>Economy</b>				
Economic growth	★ ★ ★	★ ★ ★	★ ★ ★	★
Construction duration (approximate)	13 months	24 months	24 months	N/A
Construction disruption	X X	X X X	X X X	N/A
Cost	£ £ £	£ £ £ £ £	£ £ £ £	N/A
<b>Environment</b>				
Air quality (overall emissions)	★ ★	★ ★ ★	★ ★ ★	★
Greenhouse gas	★ ★	★ ★ ★	★ ★ ★	★
Land take	X X X	X X X X	X X X	N/A
Noise	X X X	X X X	X X X	X X X X
Cultural heritage	X X	X X X	X X X	N/A
Landscape	★ ★ ★	★ ★	★ ★ ★	★ ★ ★ ★
Biodiversity	★ ★ ★	★ ★ ★	★ ★ ★	★ ★
Road drainage and the water environment	★ ★ ★	★ ★ ★	★ ★ ★	★ ★

## Key

★ ★ ★ ★	Very significant positive impact	X X X X	Very significant negative impact
★ ★ ★	Significant positive impact	X X X	Significant negative impact
★ ★	Positive impact	X X	Negative impact
★	Slight positive impact	X	Slight negative impact

# Benefits and impacts of the options

Each of the options to upgrade the A5 between Dordon and Atherstone can deliver benefits for road users, the local economy and local residents but have differing benefits and impacts. Below is a summary of the impacts and benefits of each one.

## Transport

### **Journey times and congestion**

The A5 between Dordon and Atherstone is often heavily congested, being largely single carriageway. The junctions / roundabouts at Dordon, Spon Lane and Holly Lane are particular sources of congestion. This affects journey times.

The options proposed will all reduce journey times and congestion along this section of the road with option C providing the most benefit.

### **Vehicle movements around Gypsy Lane and Long Street**

Option A allows vehicles to access all roads in particular Gypsy Lane and Long Street. Option B allows vehicles to access all roads however traffic would have to use a short section of the new distributor road to gain access to Gypsy Lane and Long Street. The existing roundabout allows for access to all roads but is impacted by high volumes of traffic.

Option C has access to Gypsy Lane and Long Street, however there is a longer route to allow this to take place, and measures would have to be considered to prevent U-turns at entrances to Core42 and Birch Coppice Business Parks.

### **Road safety**

Options A and B are most likely to improve road safety. Option B provides the most benefit as it includes the traffic calming measures of a junction or roundabout. Option C has a slight disbenefit compared to the existing arrangement.

### **Walking, cycling and horse-riding provision**

Options A, B and C all identify the need for a grade separated crossing where an existing Public Right of Way (Warwickshire footpath section 24) will be severed by the southern bypass. A footbridge is proposed at this location.

Option A severs a Public Right of Way near Gypsy Lane (Warwickshire footpath section 50) with the proposed approach road to the new Dordon roundabout. Likewise, this Public Right of Way is also severed by the Option C proposals. A public footpath realignment to facilitate a safer crossing is proposed in this location.

# Economy

## Economic growth

Reducing congestion along this section of the A5 would have widespread economic benefits as businesses and productivity benefit from quicker, cheaper journeys. All three options will provide a road suitable for the increase in users from the proposed housing developments adjacent to the current A5.

## Construction duration

Option A is likely to take over a year to build. Options B and C will require more movement of earthworks on site and are likely to take up to two years to build.

## Construction disruption

For all three scheme options, a large amount of the proposed construction works will be undertaken offline from the A5. Where existing junctions are altered proposed road works will be programmed to minimise the disruption impact. National Highways will work closely with the local community to keep them informed of the scheme works including route diversions and closures.

## Cost

In comparison to the other options, Option A has the lowest cost followed by Option C with Option B being the most expensive option. This scheme will be funded via the Housing Infrastructure Fund (formerly Grant), provided by the Department for Levelling Up, Housing and Communities.

# Environment

A preliminary assessment of the environmental impacts of the proposed scheme and route options has been undertaken ahead of this public consultation. Below is a summary of the key findings relating to the main environmental topics. To learn about our ambitious plan to reach net zero carbon visit: [Nationalhighways.co.uk/netzerohighways](https://www.nationalhighways.co.uk/netzerohighways).

## Air quality

During construction, impacts from construction dust will be mitigated through the implementation of best practice measures during the works. All three options will increase the distance between the traffic on the A5 and properties on Watling Street, thus improving air quality experienced at these locations. The addition of the eastern roundabout in all options, the western roundabout in Option B and the T-junction in Option C, all have the potential to decrease air quality at nearby properties. However, the overall impacts on air quality from all options are likely to be neutral to slightly significant.

## Greenhouse gas

All three options have been designed to minimise greenhouse gas emissions and reduce the vulnerability of the scheme to climate change impacts. During the construction phase, the options would generate impacts to greenhouse gas emissions via site clearance and earthworks, with Option B requiring a larger area of land for the western roundabout. There would also be an increase in emissions from the production of materials required to build all of the options, fuel and water use and the treatment and transportation of waste. With this in mind, all three options will be designed to minimise greenhouse gas emissions and reduce the vulnerability of the scheme to climate change impacts.

## Land take

To build any of these options, we'll need to purchase land. Some of this land would be needed permanently and other parts would only be needed temporarily. Some land would already be part of the existing strategic and local road network.

A large part of the land required to build the options is agricultural. All options would result in the loss of agricultural land. We will work with the affected landowners directly to look at how we could reduce the impact on them.

As the scheme progresses and the design is developed, we'll be able to provide more accurate information on the land we would need. Key locations to note land take impacts include:

**Dordon:** Options A, B & C have no requirement to take land that is outside the current highway boundary. A number of verge areas will be used to realign junctions and roundabouts for the improvements that will take place.

**Bypass:** Options A, B & C all have the requirement to take land that is outside the current highway boundary. The land has a current agricultural or industrial use.

**New roundabout to tie in with existing A5:** Options A, B & C all have the requirement to take land that is outside the current highway boundary. The land has a current agricultural or industrial use.

## Noise

**Construction:** During construction, noise levels would increase where road construction works are required. We intend to minimise this where possible through good construction practice.

**Operations:** Options A, B and C will aim to reduce road traffic noise by the creation of a new section of dual carriageway which has the potential to reduce the noise levels for existing properties on the north side of the scheme. We will also look into opportunities to enhance the acoustic environment of the designated Noise Important Areas associated with the scheme.

## Cultural heritage

Options A, B and C will create no major impacts on heritage resources such as Listed Buildings, the Watling Street Bridge Conservation Area and the Grade II\* Registered Park and Garden at Merevale Hall. There are unlikely to be significant impacts on Watling Street (Roman Road) as the modern A5 is anticipated to have removed most traces of archaeological remains.

The most likely areas where undiscovered archaeology may be found would be in areas of new land take. This can be mitigated with advanced geophysical survey or field evaluation to inform the design stage and avoid areas of highest archaeological sensitivity. This would be followed by more detailed field evaluation and archaeological monitoring to inform a suitable and proportionate programme of construction phase mitigation.

## **Landscape**

Views from properties including along Watling Street and Swan Farm would be affected by all three options due to the elevated nature of the proposed bypass and roundabout on embankments. Views would also be affected from local Public Rights of Way and also from users of the Coventry Canal.

All of the options would permanently alter the existing topography of the area. The new road would introduce an engineered form into the landscape including the crossing over the Penmire Brook. This would alter some of the key landscape characteristics of the Arden National Character Area 97 as denoted by Natural England within which the project is located.

At detailed design stage, we will refine the horizontal and vertical alignments of the route and position of junctions and overbridges to reduce the impacts on landform, vegetation, field pattern and landscape features to reduce the effects on both the landscape character and local views.

We will replace vegetation lost during the construction phase to restore visual screening where possible, promote integration with landscape pattern and reconnect boundaries with wildlife corridors.

## **Biodiversity**

Options A, B and C have the potential for significant ecological effects due to the construction footprint associated with the dual carriageway, roundabout and junction. The requirement for watercourse diversions and the loss and severance of woodlands and other habitats including within Penmire Brook Swamp potential Local Wildlife Site means all options would result in significant biodiversity loss with likely impacts on the remaining ecology. Option A would incur marginally fewer impacts given its smaller construction footprint.

Further ecological surveying is required before the impacts of the scheme can be fully assessed. At the next stage of the project, we will devise detailed measures to reduce the impacts of habitat loss and review the need for additional land take to offset the impacts.

At National Highways, we're working hard to achieve our target on all current schemes of no net loss of biodiversity by the end of 2025. For schemes which start beyond 2025, as would be the case for this scheme, we will go further, aiming for a 10% biodiversity net gain as required by the new Environment Act 2021. We'll explore ways to increase biodiversity by 10% in and around this scheme at a later stage.

## **Water environment**

Options A, B and C are all proposed to cross over a new section of the Penmire Brook. This will impact the current alignment of the Penmire Brook requiring culverting under the road. The design of the culvert can impact the amount of flow downstream, impacting on flow regime and peak levels. This could lead to increased flood risk and impact natural habitats. All options also have the potential to increase surface water runoff with potential impacts on the watercourse and surrounding ecology. Excavations below ground have the potential to alter groundwater flow paths.

The effects on the water environment have the potential to be significant. We will be undertaking a more detailed level of assessment and modelling of the Penmire Brook and associated tributaries at the next stage of development to enable a more accurate assessment to be undertaken. This will help us to refine the necessary mitigation and monitoring.



# Long list options not taken forward

In previous stages of the study, Warwickshire County Council looked at a wide list of options and how they performed against the scheme objectives. The options not taken forward considered proposals to the north of the A5 and online widening, these were discounted due to their impacts on existing housing together with greater environmental impacts when compared to the southern options.

While there were many subtle variations of the three options that were finally selected, all long list options were compared against each other and assessed and appraised against the scheme objectives together with stakeholder opinions to create the short list to be consulted on.

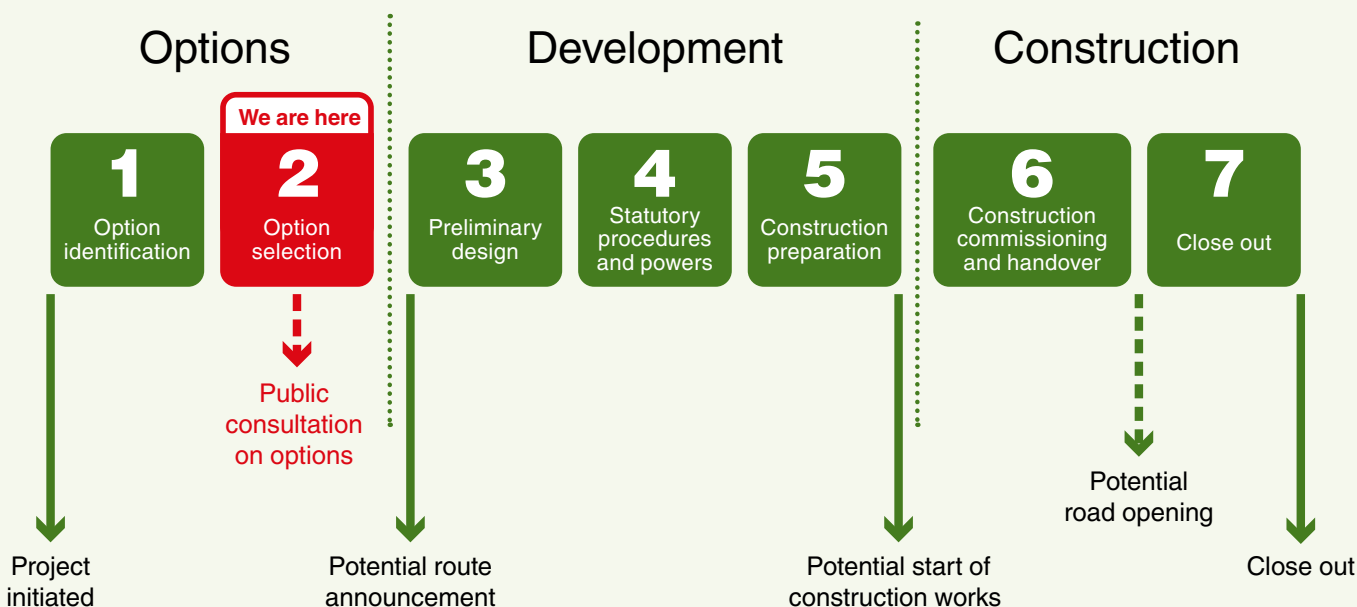
## What if we did nothing?

Increased traffic flows will cause additional pressure on the road and its junctions' capacity in the future.

The current levels of traffic congestion on the A5 between Dordon and Atherstone will increase without intervention. The forecasted increase in traffic together with housing that is proposed within the North Warwickshire Borough Council Local Plan means the congestion will worsen over time.

# What happens next?

Having received the full range of responses to the consultation, National Highways will undertake a programme of analysis and produce a consultation report. This report will summarise and consolidate the feedback received and will be made available to the public once the consultation has concluded. Comments, concerns and expressions of support will be passed on to the project team and included as part of the ongoing project development.



## How to find out more

### **Dordon Village Hall,**

Browns Lane, Dordon, Tamworth, B78 1TR.

Thursday 8 September 2022  
2pm - 8pm

Thursday 6 October 2022  
2pm-8pm

### **Owen Street Community Arts Centre,**

Owen Street, Atherstone CV9 1DG.

Wednesday 28 September 2022  
11:30am - 5pm

### **Grendon Community Centre,**

Boot Hill, Grendon, Atherstone CV9 2EL.

Thursday 20 October 2022  
3pm - 8pm

**To speak to a member of the team, call 0300 470 0663 from 9am to 5pm, Monday to Friday**

### **Webinars**

We're holding two webinars, where attendees will receive a presentation about the route options from the project team and will be given opportunities to ask questions. These webinars will be held on:

Tuesday 20 September at 6pm  
Thursday 13 October at 6pm

### **Engagement van**

Our mobile engagement van will also be visiting a number of locations throughout the consultation period.

## Or pick up a brochure at:

**Dordon Library/Post Office,** Whitehouse Road, Dordon, Tamworth, Staffordshire, B78 1QE.

**Baddesley Village Hall, Community Hub and Library,** 31, 32 Keys Hill, Baddesley Ensor, Atherstone CV9 2DF.

**Atherstone Library and Information Centre,** Long Street, Atherstone, CV9 1AX.

**Baddesley Store & Post Office,** 17-19 New Street, Baddesley Ensor, Atherstone CV9 2DW.

**Grendon Newsagents,** 79 Watling Street, Grendon, Atherstone, CV9 2PQ.

**Coleshill Road Post Office and Convenience Store,** 90 Coleshill Rd, Atherstone CV9 2AF.

**Mancetter Post Office and Mobile Shop,** 1A Manor Rd, Mancetter, Atherstone, CV9 1NS.

**Esso Petrol Station,** A5 Watling Street, Dordon, Tamworth, B78 1SS (eastbound and westbound).

**Polesworth Library and Information Centre,** Bridge St, Polesworth, Tamworth B78 1DT.

**Polesworth Post Office/Spar,** 2-4 Bridge St, Polesworth, Tamworth B78 1DT.

**Costa Drive Thru,** Watling St, Grendon, Atherstone CV9 2PY.

**Moto Tamworth Services**  
M42, Junction 10.

For further details about our webinars or engagement van visit: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

# How to respond

Please respond using one of the following channels, set up for the specific purpose of this consultation:

**Online:** <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

**Email:** [A5dordontoatherstone@nationalhighways.co.uk](mailto:A5dordontoatherstone@nationalhighways.co.uk)

**Post:** Please note the address is case sensitive: **Freepost A5 D2A CONSULTATION**

## **National Highways wants to hear your views.**

You can find an online response form at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone> or post the response form at the centre of this document. National Highways is unable to guarantee that responses sent by channels other than those listed above will be included in the consultation process.

All responses should include your name and postcode and state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear what the organisation is and how the views of members were gathered if applicable.

All responses must be received by **11.59pm on 27 October 2022**. **Responses after this date may not be considered.**

If you are filling out our physical questionnaire please pull out of the full brochure and put it in an envelope with our Freepost address, there's no need for a stamp. If you need additional room to fill out your comments feel free to use extra paper.



# Public Consultation response form

We'd like to understand your views on the options for highways improvements on the A5 between Dordon and Atherstone. Our consultation is running for six weeks from **5 September to 27 October 2022**.

Before completing this response form we recommend you read the consultation brochure which can be found on our webpage at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

You can also find more information about this consultation and complete this response form online. All information provided is treated in confidence. To return this form by post, please put it in an envelope, write our Freepost address on the front and put it in a post box. There is no need for a stamp. The Freepost address is: **Freepost A5 D2A CONSULTATION** (Please note the Freepost address is case sensitive).

To ensure that your views can be taken into account, please return this form by **27 October 2022**. Please provide your name, address and either your email address or telephone number. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

**Name:** .....  
**Address:** .....  
**Postcode:** .....  
**Email address:** .....  
**Telephone number:** .....

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

**Are you happy for us to contact you about your response if required?**

Yes   
No

**Do you want to receive future updates about the scheme?**

Yes   
No

**Are you responding on behalf of an organisation?**

Yes   
No

If **Yes** please provide the name of your organisation and your role within it.

Organisation name:.....

Role within organisation:.....

# Section 1:

## Your views on the current road

The following questions relate to your current use of the A5 between Dordon and Atherstone.

### 1. Which of the following best describes you?

*(please tick):*

- I'm a local resident
- I'm a local business owner
- I work locally
- I'm an affected landowner
- I travel along the A5 between Dordon and Atherstone regularly using a private vehicle
- I travel along the A5 between Dordon and Atherstone regularly using a commercial vehicle  
i.e. HGV, van, coach
- Other (please specify): .....

### 2. Please tell us why you use the A5 between Dordon and Atherstone?

*(please tick):*

- Travelling to or from work
- Travelling for business
- Leisure/recreation
- School pick up/drop off
- Long distance journeys (greater than 10 miles)
- I don't use this section of road
- Other (please specify): .....

### 3. How do you normally travel along the A5 between Dordon and Atherstone?

*(please tick):*

- Car
- HGV or LGV
- Bus or coach
- Motorcycle
- Walking / cycling / horse riding
- Other (please specify): .....

### 4. How often do you travel along the A5 between Dordon and Atherstone?

*(please tick):*

- Daily
- Weekly
- Fortnightly
- Monthly
- Quarterly
- Twice-yearly
- Annually
- Never

**5. When do you usually travel along the A5 between Dordon and Atherstone?**

*(tick all that apply):*

- Weekday morning peak (typically between 7am to 10am)
- Weekday evening peak (typically between 4pm to 7pm)
- Weekday off-peak (all other times)
- Weekends anytime
- Never

**6a. How satisfied or dissatisfied are you with the following elements of the A5 between Dordon and Atherstone as it is now?**

*(Please tick one answer in each row):*

	Very dissatisfied	Dissatisfied	Neither dissatisfied nor satisfied	Satisfied	Very satisfied
<b>Congestion</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Journey time</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Road safety</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Road layout between Dordon and Atherstone</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Noise</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Air quality</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Visual impact</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Access for pedestrians, cyclists and horse riders</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**6b. Please provide any further comments you may have on the A5 between Dordon and Atherstone as it is now.**

Consider commenting on issues like safety, journey times, how it impacts on your livelihood or lifestyle.

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## Section 2:

# Your views on the options to dual the route

These questions relate to the three options for dualling the A5 between Dordon and Atherstone. These can be seen on pages 7-9 of the consultation brochure.

### 7. To what extent do you agree that improvements to the A5 between Dordon and Atherstone are needed?

Strongly agree	Agree	Neither disagree nor agree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 8a. Which option would you prefer when considering safety?

For more information about each of these factors, see page 12 - 13 of the brochure.

*(Please tick):*

	Option A	Option B	Option C	No preference
Safety during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety of completed improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 8b. Which option would you prefer when considering journey time?

For more information about each of these factors, see page 12 - 13 of the brochure.

*(Please tick):*

	Option A	Option B	Option C	No preference
Journey time in construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time of completed improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**8c. Which option would you prefer when considering the environment?**

For more information about each of these factors, see pages 14 - 16 of the brochure.

*(Please tick):*

	Option A	Option B	Option C	No preference
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenhouse gas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land take	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscape	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9a. Out of the three options proposed for dualling the A5 between Dordon and Atherstone, which option do you think would be best overall?**

*(Please tick):*

Option A	Option B	Option C	No preference
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9b. If you have selected a preferred option in question 9a, please tell us your reason(s).**

*(tick all that apply):*

- Reduced congestion
- Improved journey time
- Improved road safety
- Least visual or noise impact
- Shortest construction time
- Least amount of land taken
- Smallest impact on biodiversity
- Don't know
- Other (please specify) .....



9c. Please expand on your reasons for selecting the answer(s) in question 9a and 9b.

.....

.....

.....

.....

## Section 3: Your views on proposed improvements to the A5

10a. How supportive are you of the proposed improvements to the A5?

Please tick the box that best represents your views (details on proposed improvements can be seen on pages 7-9 of the consultation brochure):

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10b. Please provide any further comments you may have on the A5 improvements:

.....

.....

.....

.....

## Section 4: Any additional comments

11. Do you have anything else you'd like to share in relation to the proposed dualling improvements, including how it may improve or impact your lifestyle or livelihood?

.....

.....

.....

.....

# Section 5:

## Working with you

To help us improve how we consult in future, we'd be grateful if you could answer the questions below.

### 12. How did you hear about the consultation?

(tick all that apply):

Leaflet received in the post	<input type="checkbox"/>
Local media	<input type="checkbox"/>
Scheme webpage alert	<input type="checkbox"/>
Social media	<input type="checkbox"/>
Word of mouth	<input type="checkbox"/>
Poster	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>

Other (please specify): .....

### 13. How helpful did you find our consultation materials and events?

(Please tick):

	Very helpful	Helpful	Neutral	Unhelpful	Very unhelpful
Consultation brochure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Online virtual exhibition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consultation event(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Online webinar(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**14. What is your preferred method of communication for consultation?**

*(Please tick):*

	Preferred communication method
Consultation brochure	<input type="checkbox"/>
Online virtual exhibition	<input type="checkbox"/>
In person consultation event(s)	<input type="checkbox"/>
Online webinar(s)	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>

## Section 6: Equality and diversity

We'd be grateful if you could answer the following equality and diversity questions.

We'll use this information to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, please email [DataProtectionAdvice@nationalhighways.co.uk](mailto:DataProtectionAdvice@nationalhighways.co.uk).

I consent to National Highways processing my special category data for the purposes of understanding the accessibility of the A5 Dordon to Atherstone consultation. I have read National Highways' privacy notice on page 30 and understood how it will be processing this data.

**15. How would you define your gender?**

- Male
- Female
- Transgender
- Other
- Prefer not to say

**16. How would you define your ethnicity?**

- Asian or British Asian
- White (British)
- White (other)
- Black African
- Black Carribean
- Black (British)
- Mixed or multiple ethnic
- Other ethnic group
- Prefer not to say

**17. Age:**

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

**18. Is your ability to travel limited by a health or disability which has lasted, or is expected to last, at least 12 months?**

- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

**19. Are you responsible for caring for an adult relative/partner, disabled child or other?**

- Yes
- No
- Prefer not to say

**20. Are you a blue badge holder?**

- Yes
- No
- Prefer not to say



# Data protection and you

National Highways has fully committed to compliance with the UK General Data Protection Regulation (UK-GDPR).

We collect and handle a variety of personal data so that we can deliver services to our customers and anyone using England's motorways and major A-roads.

This privacy notice applies to any personal data collected by us or on our behalf, by any format - phone, letter, email, online or face to face.

We collect and handle data to:

- provide the service you've asked for - for example, if you have a query that you need a response to, or if you use our crossing on the Dartford Tunnel

- process payments for our crossings
- stay in contact with you - for example, if you sign up to one of our newsletters to get information about traffic updates or are involved in our consultation exercises
- fulfil legal obligations
- provide information to central government, when the law says we need to
- assess our performance, ensure value for money, and set targets for departments
- provide information to the Office of Rail and Road and to Transport Focus, which are our regulatory authorities

For full details of our data protection policy please visit: [www.nationalhighways.co.uk/about-us/privacy-notice/](http://www.nationalhighways.co.uk/about-us/privacy-notice/) or contact: [dataprotectionadvice@nationalhighways.co.uk](mailto:dataprotectionadvice@nationalhighways.co.uk).





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