A5 Gibbet Hill

Options Consultation

Frequently Asked Questions

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Registered office Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ

National Highways Limited registered in England and Wales number 09346363

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Project Manager:	Naomi Brace
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1. Introduction

1.1.1 National Highways is considering potential improvements to the A5 Gibbet Hill roundabout, located near Rugby on the border of Leicestershire and Warwickshire. The junction is a key part of the strategic road network, linking the A5 and A426 and providing connections to Rugby, Leicester and the wider motorway network. It is also important for freight movement, access to major employment and logistics sites, and as a diversion route during incidents or closures on the M1 and M6.

1.1.2 The junction currently experiences significant congestion, particularly during peak periods, with queues developing on the A5 and A426 approaches. Planned housing and employment growth in the surrounding area is expected to increase the number of journeys using the junction in future years. National Highways is therefore consulting on three potential options to improve how traffic moves through the junction, reduce delays and make journeys safer and more reliable.

1.1.3 The A5 Gibbet Hill roundabout comprises a National Highways Major Project and is identified in the Road Investment Strategy 3: 2026 - 2031 (RIS3) published on 26 March 2026 (Department for Transport (DfT), 2026) in the 'Enhancements Pipeline'. This means that National Highways will develop the Project during RIS3, but construction would occur after 2031 (subject to approval and funding).

1.1.4 As a Major Project, the Project is required to progress through the National Highways Project Control Framework (PCF) illustrated in Plate 1 (Highways England, 2018).

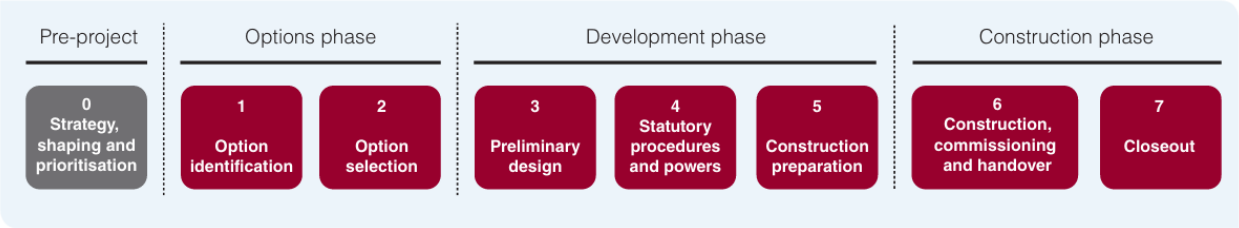


Figure 1: Major Project lifecycle

1.1.5 The Project is currently at PCF Stage 2, referred to as the 'Option selection' stage – this involves identifying Project Options and presenting them to the public and stakeholders in a Non-Statutory Public Consultation.

1.2 Options Consultation and Frequently Asked Questions

1.2.1 The A5 Gibbet Hill Options consultation commenced on 23 September 2026. National Highways has received a number of queries via our project inbox including some traffic-specific queries such as questions about traffic modelling, future traffic growth, congestion, journey times and the potential effects on surrounding roads. These frequently asked questions have been compiled here and responses produced to those queries.

1.2.2 This document should be read alongside the wider consultation materials, which provide further information about the project, the three options and their potential benefits and impacts. All consultation materials are available on the A5 Gibbet Hill consultation page on Citizen Space.

1.2.3 The consultation closes at **11.59pm on Tuesday 17 November 2026**. Responses should be submitted before the closing date to ensure they can be considered.

1.3 Frequently Asked Question Responses

1.3.1 The following Table 1.1 sets out the frequently asked questions received during the options consultation, together with National Highways' response to each question. The responses are based on the traffic assessment and other information available at this stage of the project. Further assessment and design development will be undertaken as the project progresses.

Table 1.1: Frequently asked questions and National Highways' responses

No	FAQ	Response
Q1.	What information has been used to understand existing traffic conditions and how has it been checked?	To understand how the junction operates today, we collected and reviewed a wide range of information, including traffic counts, vehicle turning movements, journey times and collision records. Existing traffic data from National Highways, Warwickshire County Council and Leicestershire County Council sources covering the period 2019 to 2024 was used, alongside new traffic surveys undertaken around the junction in June 2024. Additional traffic surveys were carried out in October 2025 to provide up-to-date information and fill any remaining gaps in the dataset. The traffic model represents a 2023 base year, which is the reference year used for forecasting future conditions. The model was checked against observed traffic counts and journey times to ensure it accurately reflects how people travel today. Journey time information from commercial traffic data sources was also used to verify performance on key routes. The model was then developed and tested in line with the Department for Transport's Transport Analysis Guidance (TAG), which sets the national standard for transport modelling. Where any differences were identified, the model was refined and retested to ensure it provides a reliable representation of existing traffic conditions. The modelling work has been regularly reviewed by National Highways Transport Planning Group.
Q2.	What information and modelling have been used to forecast future traffic flows, and which future years and times of day have been assessed?	Future traffic has been forecast using a computer model that represents how people and goods move around the wider road network. We have adapted the Midlands Regional Traffic Model (MRTM2) developed by National Highways for our scheme. Our traffic model covers local roads around the junction as well as longer-distance journeys using routes such as the A5, A426, M1 and M6. It was refined using traffic survey information collected between 2019 and 2025, with 2023 used as the base year representing current conditions. The assessment looks at three future years: • Assumed opening year. • Design year (15 years after opening). • Horizon year (used to test longer-term performance in line with current traffic appraisal guidance). Traffic has been assessed during the main periods of the day when travel demand peaks: • Average morning hour, between 7am and 10am. • Average daytime hour, between 10am and 4pm. • Average evening hour, between 4pm and 7pm. The modelling helps us understand how traffic patterns, journey times and route choices may change in the future, both with and without the proposed improvements. This work would be continually refined as the project progresses through future stages.

No	FAQ	Response
Q3.	How has future traffic growth, planned housing and employment development, and uncertainty around future traffic levels been considered?	The forecasts include both expected population and employment growth and known planned developments in the area. This includes major housing, industrial and logistics developments that are already built, under construction or expected to come forward over the coming years. As we are unable to predict the future with complete certainty, we tested the options under a range of possible scenarios in line with national standards. These include a central forecast, a lower-growth scenario and a higher-growth scenario. This helps us understand whether the proposed improvements would continue to perform well if future traffic levels are lower or higher than currently expected. The results showed that the shortlisted options continued to provide benefits across all scenarios tested, giving confidence that the scheme would remain effective under a range of future conditions. A more detailed list of large housing developments and large employment sites included in the core traffic model is listed in Section 2.
Q4.	Could the proposed improvements change the routes people use or affect traffic levels on nearby road?	Yes. When a busy junction is improved, some drivers may change the route they choose because journeys become quicker or more reliable. The modelling shows that traffic patterns are likely to change on some surrounding roads, particularly on routes connecting to the A5 and A426. The improvements are also expected to reduce the need for some drivers to divert through local roads and villages to avoid congestion at the junction. By improving traffic flow at A5 Gibbet Hill, the scheme aims to make the wider road network work more effectively and reduce pressure on surrounding routes by keeping long distance strategic trips on the strategic road network. Traffic conditions on local roads would continue to be assessed as the scheme develops. Should the scheme be progressed to development and opened in the future , traffic levels on nearby routes could be monitored and, if issues are identified, National Highways and the local authorities would consider appropriate measures.
Q5.	How have other planned highway schemes been considered?	A5 Gibbet Hill is one of several proposed improvements being developed along the A5 corridor. National Highways is also developing the A5 Dodwells to Longshoot scheme and the M42 Junction 10 scheme, and these have been considered alongside Gibbet Hill during the assessment process. The traffic forecasts include testing to understand how the road network could operate if more than one of these schemes is delivered. This helps ensure that future traffic patterns are considered across the wider area rather than looking at each scheme in isolation. The assessment has also considered major planned developments in the surrounding area and whether the proposed improvements can accommodate future growth and work effectively alongside other planned investment. A more detailed list of planned road schemes included in the core traffic model is listed in Section 2.

No	FAQ	Response
Q6.	How were signal-controlled junction options modelled, and why were they not taken forward as one of the consultation options?	Signal-controlled layouts were modelled using LINSIG software and considered alongside roundabout options during the early stages of the project. They were assessed against the scheme objectives, particularly reducing congestion, improving journey times and increasing reliability. The assessment showed that signal-controlled options generally performed less well than the roundabout-based options in addressing the key problems at the junction. While some signal options provided benefits, they were not as effective at improving traffic flow or reducing delays. There were also concerns about how a signal-controlled layout would operate safely with high traffic volumes, heavy goods vehicles and the complexity of the surrounding road network. For these reasons, roundabout-based solutions were taken forward for consultation. Futureproofing measures to support the later addition of traffic signals to the roundabout options could be included as the design develops.
Q7.	Have previously proposed improvements at the junction been considered as part of the options assessment?	Yes. Previous proposals for improving the junction have been reviewed and considered as part of the scheme development process. The project has built on earlier work and assessed a wide range of possible solutions rather than starting from scratch. During the early stages of the project, a wide range of improvement options were identified and evaluated, including concepts that had been developed previously. These options were assessed using the same process and criteria as newly developed options, considering factors such as traffic performance, safety, environmental impact, deliverability and value for money. This assessment included previously proposed signal-controlled layouts as well as different roundabout arrangements. The options that performed best against the scheme objectives were then taken forward for more detailed assessment and public consultation. Refer to the Discounted Options section of the Consultation brochure (page 18) for more details. As a result, the shortlisted options reflect both earlier concepts and new design development, ensuring that lessons from previous work have been fully considered before identifying the options now being consulted on.
Q8.	Given that construction is not expected to start until at least 2031, has an interim solution been considered?	The proposed improvements are intended to provide a long-term solution to the congestion, reliability and safety issues at the junction. While construction is not currently expected to begin until around 2031 (subject to the approval and progression of the scheme), National Highways will continue to monitor the performance of the junction and consider whether any smaller-scale measures could help in the meantime. Potential measures could include improvements to road markings, signing or lighting where these are shown to provide benefits. However, these types of measures would not address the main causes of congestion or provide the additional capacity needed to accommodate future traffic growth. For this reason, any interim measures would be considered as short-term improvements rather than an alternative to the proposed scheme. As the project progresses, further opportunities for interim improvements would be reviewed alongside the ongoing development of the preferred option.

No	FAQ	Response
Q9.	How do Options 5, 6 and 11 differ in terms of their expected effect on journey times, queues and journey-time reliability?	All three options are expected to improve traffic flow through the junction compared with keeping the existing layout. They would reduce delays, shorten queues and provide more reliable journey times, making it easier for people and businesses to plan their journeys. The main difference between the options is the scale of improvement they provide: • Option 5 would increase the capacity of the junction and improve traffic flow on all approaches. It delivers clear benefits over the existing layout and performs well across the assessment criteria, while requiring a smaller overall change to the surrounding area than some of the other options. • Option 6 would provide a new roundabout to the north of the existing junction, helping to reduce congestion and improve journey reliability. It offers significant benefits compared with the current layout, although the modelling indicates that the improvement in traffic performance will be smaller than Options 5 and 11. • Option 11 provides the largest increase in junction capacity and generally delivers the greatest reduction in delays and queues. The modelling indicates that it offers the strongest improvement in journey times and reliability, particularly as traffic grows in the future, although it also involves a larger scale intervention. While there are differences in performance between the options, the modelling shows that all three would improve conditions at the junction compared with doing nothing. The preferred option will be selected based not only on traffic performance, but also on factors such as environmental impacts, land requirements, cost, deliverability and stakeholder feedback.
Q10.	What factors will be considered to inform the selection of a preferred option?	Choosing a preferred option involves consideration of multiple factors. The assessment considers: • How well each option reduces congestion and improves journey reliability. • Road safety and network resilience during incidents and diversions. • Impacts on local communities, land and the environment. • Opportunities to improve facilities for walking, cycling and horse-riding. • How straightforward the option is to build and maintain. • The amount of land and utility diversions required. • Affordability and value for money. • Feedback received from the public, local authorities, businesses and other stakeholders. The preferred option will be the one that provides the best overall balance of benefits impacts, affordability and deliverability. Feedback received during the public consultation will form an important part of that decision.

No	FAQ	Response
Q11.	None of the options includes facilities for walking, cycling or horse-riding. Will provision be added, and how will this be decided?	Improving facilities for people walking, cycling and horse-riding will be considered as the scheme develops. The current consultation focuses on options for addressing the main issues at the junction, including congestion, journey reliability and safety. As a result, detailed active travel proposals have not yet been incorporated into the shortlisted options. As the project moves into the next stage of design (and subject to internal approvals), opportunities to improve facilities for non-motorised users will be developed and assessed. These could include new or improved footways, safer crossing points, better links between existing routes, facilities for cyclists travelling through the junction, and improvements to routes used by horse-riders and other users of local rights of way. The type of provision that is taken forward will be informed by further design work, site assessments, relevant national design standards, and discussions with local authorities, user groups, stakeholders and the public. Feedback received during this consultation will help identify where improvements are most needed and how they can best be incorporated into the preferred option. The aim will be to ensure that the final scheme not only improves conditions for road users but also provides safer and more accessible journeys for people walking, cycling and horse-riding where practicable.
Q12.	How will traffic, access and diversion routes be managed during construction?	Subject to the scheme being approved to progress into the next stage at the end of Stage 2, construction is currently expected to commence early in the National Highways Road Investment Strategy 4 (RIS4) period (2031-2036). The exact construction programme will depend on the option selected and the detailed construction planning undertaken at a later stage. A key aim during construction will be to keep the junction operating and maintain access for road users, local residents and businesses wherever possible. The shortlisted options have been developed with construction in mind, and two of the options would allow much of the new infrastructure to be built alongside the existing junction before traffic is transferred onto the new layout. This would help minimise disruption to road users. Some traffic management measures will still be required, such as temporary lane closures, reduced speed limits and temporary traffic management arrangements. These would be carefully planned to minimise disruption and maintain safety for road users, the local public and construction workers. At this stage, detailed diversion routes have not yet been determined. These would be developed during the next stage of design in consultation with National Highways, local highway authorities, emergency services and other stakeholders. Any diversion routes would be signed and communicated in advance to help motorists plan their journeys. While occasional full closures may be required for activities such as surfacing, tying in new roads or installing traffic management, these would be planned for periods of lower traffic demand where possible, such as overnight or at weekends. The duration of any full closures has not yet been confirmed, but the intention would be to keep them as short and infrequent as practicable. More detailed information on traffic management, access arrangements and diversion routes would be developed and shared as the scheme progresses through detailed design.

No	FAQ	Response
Q13.	What could happen to existing traffic conditions if the proposed improvements were not delivered, and how has this been compared with conditions if the improvements were delivered?	Without improvement, traffic conditions at the junction are expected to worsen over time as traffic continues to grow and more developments come forward across the area. The junction already experiences congestion, delays and unreliable journey times, particularly during the busiest periods of the day. As traffic levels increase, delays are expected to become more frequent and longer-lasting. The junction could also become less resilient when incidents occur on nearby strategic routes such as the M1, M6 or M69, which often place additional pressure on the local road network. The assessment compares a future where no improvements are made with futures where each option is delivered. This allows us to understand the additional benefits each option would provide. The results show that all three shortlisted options improve journey times, reduce delay and provide more reliable journeys when compared with doing nothing. They are also expected to improve the ability of the network to accommodate future growth and respond more effectively when traffic is diverted from nearby motorways.
Q14.	How will access to Gibbet Lane, nearby services and neighbouring properties be maintained during construction?	Maintaining access for residents, businesses and visitors will be a priority throughout construction. While the detailed construction programme has not yet been developed, the aim would be to keep access to Gibbet Lane, the service station and neighbouring properties available. The shortlisted options have been designed to allow much of the construction work to take place while the existing road network remains operational. Where temporary changes to access arrangements are needed, clearly signed alternative routes would be provided and communicated in advance. Any temporary restrictions would be carefully planned to minimise disruption, particularly for local residents, businesses, delivery vehicles and users of the service station. Access for emergency services would also be maintained throughout the construction period. Once the scheme is complete, access to the service station would be maintained via the realigned Gibbet Lane included within the shortlisted options. Access to nearby properties would also be retained as part of the final design. More detailed information on temporary access arrangements, construction phasing and traffic management would be developed during the next stage of design, subject to the scheme being approved to progress to the next stage at the end of Stage 2, and shared before construction begins.

2. Additional Information

2.1 List of large housing sites included in the core traffic model

No.	Development
1	Langley SUE
2	Rugby Radio Mast Site
3	Keresley Village SUE
4	Land East Of Lutterworth
5	Lubbesthorpe Site Number 11/0100/1/OX Barratt/David Wilson/Davidsons
6	Remaining land at Top Farm
7	Land at Airfield Farm (Market Harborough SDA)
8	Eden Park (Gateway SUE R10/1272)
9	Land to north-west of Atherstone off Whittington Lane
10	Bilton Fields, Ashlawn Road
11	Land north of Nuneaton Site 31b001 - Watling Street (Callendar Farm)
12	Land NE Of Triumph Motorcycles Ltd, Hinckley
13	Dunstall Lane Tamworth
14	Land off Weddington Road, Nuneaton
15	Barwell Sustainable Urban Extension
16	Land off Golf Drive
17	Land north of Gipsy Lane (west of Maple Park) Nuneaton
18	Rugby Gateway Phase 5, 6 & 7
19	Overstone Park
20	Land at Holly Lane, Atherstone
21	Land opp Woodhouse Farm, Robey's Lane
22	Land west of Bulkington
23	Earl Shilton Sustainable Urban Extension
24	Hospital Lane
25	Blackhorse Road, Bedworth
26	Site 52D067 - Land off, Eastboro Way (Attleborough Fields)
27	Westfield Farm, Keats Lane

No.	Development
28	Land at Sutton Stop, Alderman's Green
29	South of Coventry Rd South-west Rugby Ph3
30	LAND SOUTH OF HINCKLEY ROAD, LEICESTER FOREST EAST (Hastings Fields)
31	Land North of Normandy Way Phs1 & Phs2
32	Land East of Bulkington
33	Arbury (Heath End Farm)
34	Cawston Spinney, South-west Rugby Ph3
35	Land North Of Station Farm Cottage (Cawston Farm 2)
36	Land East of Castle Road & North of Camp Hill Road
37	Tamworth Golf Club
38	Land south west of Cawston Lane, South West Rugby
39	Land to the North East of Cawston Lane & Land to the East of Alwyn Road, South West Rugby
40	Land East and West of Cawston Lane, North of Coventry Road and Land East of Alwyn Road, South West Rugby

2.2 List of large employment sites included in the core traffic model

No.	Development
1	Daventry South East Gateway
2	NASMYTH ROAD DAVENTRY
3	Phoenix Way/Wilsons Lane
4	Nailstone Colliery
5	New Lubbesthorpe Employment Area
6	East of Lutterworth Strategic Development Area
7	Bowling Green Lane
8	Daventry North East SUE
9	Land south of A5 at Horiba MIRA
10	Land south of Lutterworth Road/Coventry Road, Lutterworth
11	Barwell SUE Employment
12	Rugby Radio Station
13	Land At Enderby Substation

No.	Development
14	Land To The West Of St Johns Enderby
15	Symmetry Park Rugby
16	Land At Mere Lane Magna Park Bittesby
17	Land Adj Glebe Farm Coventry Road Lutterworth (Magna Park)
18	Land at Cotesbach Landfill Site
19	Land North East of Castle Mound Way, Rugby
20	Land on the West side of Watling Street, Europark, Rugby
21	Land West Of Watling Street, Newton
22	Unit 11 Europark, Rugby
23	Unit 7100 Magna Park
24	DIRFT III
25	Land to south and west of Priory Business Park, Kibworth
26	Land at Padge Hall Farm, Hinckley
27	Land At Airfield Farm Gallow Field Road
28	Airfield Business Park Leicester Road Lubenham
29	SW Rugby (Inc Cawston Spinney) Tritax
30	Longford Road
31	Prologis Extension
32	Plot 4 Prospero Ansty Park
33	Coventry Road Employment Allocation
34	Land at Holly Lane/south of Rowlands Way
35	Land West of Birch Coppice - Hodgetts
36	Flexdart Marsh Lane, Water Orton
37	Land at Crowner Fields Farm (Frasers Campus)
38	MIRA Extant Permission
39	Prospero Ansty Developments
40	Gigafactory
41	Land south east of M42 J10, Trinity Road
42	Land To The North Of Symmetry Park
43	Indurent Park Signet Way, Dordon
44	South West Of Unit 4, Indurent Park

No.	Development
45	Land N&S of M42 J9:Lichfield Rd
46	Loades Ecoparc Blackhorse Road
47	Land at Tamworth Road Dosthill
48	Peddimore Industrial Development
49	Remaining Land at Padge Hall Farm, Hinckley

2.3 List of road schemes included in the core traffic model

No.	Road Scheme
1	M54 to M6/M6 Toll
2	M6 Junction 10 improvement
3	A46 Coventry Junction Upgrades (Walsgrave)
4	Top Farm highway infrastructure Phase 1
5	A38 Peddimore/Langley Access Junction
6	Kerseley Link Road - Developer section
7	Birmingham Business Park Southern Link Road
8	A4304 Lutterworth Road/'spine road'
9	Gilmorton Road
10	A4304 Lutterworth Road/access to B8 employment site
11	A426 Leicester/ Northern Access
12	M1 Junction 20
13	A426 Leicester Road/Bill Crane Way
14	New M1 road bridge improvements
15	New road bridges over the M1 and M69
16	Improvements to the A47 including junction improvements and bus priority measures
17	New public transport linkages along Baines Lane to the A47
18	Nuneaton signalised junction