national highways

A5

M42 junction 10

Options consultation

November - December 2026





Investing in your roads

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

We know how important reliable journeys are for everyone who uses the A5. The A5 / M42 junction 10 will improve journeys between Atherstone and Tamworth.

In this brochure, we explain our proposed approach for reducing delays at the A5 / M42 junction 10 and we want your feedback.

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

What are pipeline projects?

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

The A5 / M42 junction 10 scheme is one of nine schemes in the pipeline that will be developed during the third road period between 2026-2031 to start construction early in the fourth road period, beyond 2031. This is subject to the business cases demonstrating they are consistent with National Highways' and wider government objectives and are value for money, affordable and deliverable.

This brochure can also be viewed online at:
https://nationalhighways.citizenspace.com/he/a5-m42-j10-consultation
It is important that you submit your response by
11.59pm on Friday 11 December 2026.

How investment decisions are made

Decisions about whether A5 / M42 junction 10 project ultimately receives funding will be made following a detailed assessment of its benefits, costs and deliverability.

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

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

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

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

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





Why is the project needed?

The junction sits at a key location on the Strategic Road Network (SRN). It forms a vital interchange between the A5 corridor and the wider motorway network, linking the Midlands to major routes including the M40, M42, M5 to the south and the M1 to the north. This makes it important for both long-distance and local journeys, providing access to key employment sites and growth areas.

The junction experiences congestion, delays and a high number of collisions. With further development planned nearby, traffic is expected to increase, making improvements to capacity, safety and access essential.

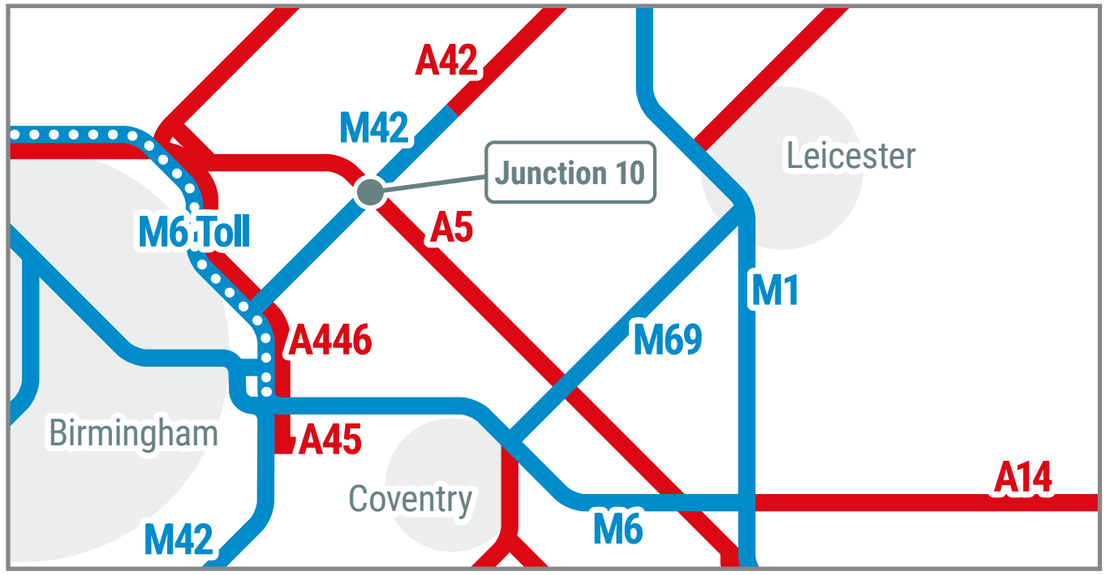
The scheme is expected to support economic and planned housing growth in the region by reducing congestion at A5 / M42 junction 10. It would also contribute to tackling economic inequalities by improving access to employment opportunities and making the area more attractive to investors and skilled workers.

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

The A5 corridor runs through the Golden Logistics Triangle, where many distribution centres and high-tech industries are based. Improving how this corridor works would help businesses move goods more efficiently across the country.

Project location map

A5 / M42 junction 10



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What are the project aims?

The project aims have been developed to address the issues identified at A5 / M42 junction 10 and to deliver improvements for those who use and rely on the A5. They are to:

- Support economic and housing growth in the region and contribute toward tackling regional economic inequalities by improving the attractiveness of the area to investors and workers and improving accessibility to employment areas by improving the flow of traffic at A5 / M42 junction 10
- Contribute to tackling economic inequalities for the region by improving accessibility to employment opportunities and making the area more attractive to investors and skilled workers
- Enhance network resilience and connectivity for the strategic traffic using the A5 by improving journey time reliability



Find out more and have your say

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

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

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

Why are your comments important?

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

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

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

How to respond

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

Online: complete the response form online at: **https://nationalhighways.citizenspace.com/he/a5-m42-j10-consultation**

Hard copy: complete a consultation response form (available at our events, at local venues or on request) and return it by post to: **FREEPOST A5 / M42 JUNCTION 10**

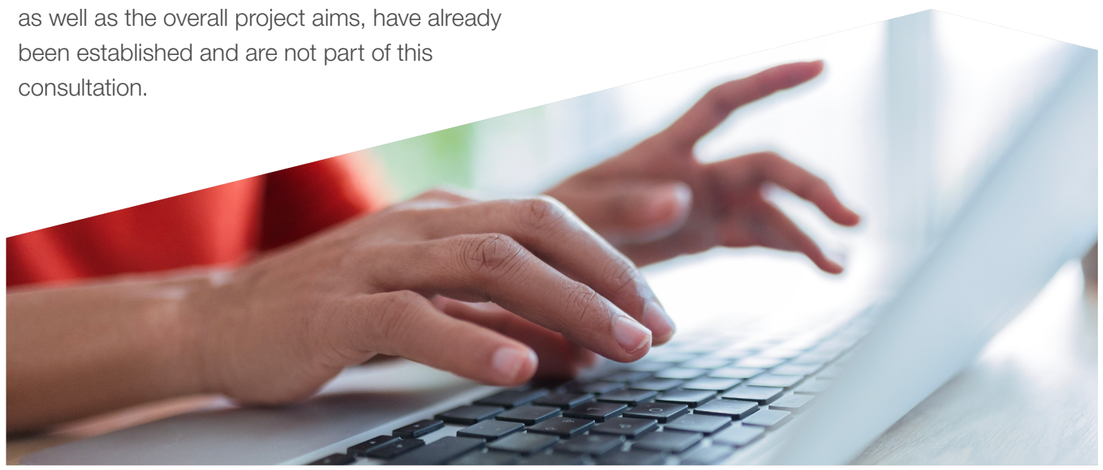
In person: complete a copy of our printed response form and give it to a member of staff at one of our consultation events

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

You can view all of our consultation materials and submit your feedback at: **https://nationalhighways.citizenspace.com/he/a5-m42-j10-consultation**

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

Please scan for more info



Options consultation exhibitions

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

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

Event 1

Saturday 21 November

Dordon Village Hall, Browns Lane, Dordon, Tamworth, B78 1TL
10am - 4pm

Event 2

Thursday 26 November

Tamworth Assembly Rooms, Corporation Street, Tamworth, B79 7DN
2pm - 8pm

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

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

Venue	Address
Tamworth Information Centre	Borough Council, Marmion House, Lichfield Street, Tamworth, B79 7BZ
Glascote Library	80 Caledonian, Tamworth, B77 2ED
Polesworth Library and Information Centre	Bridge Street, Polesworth, Tamworth, B78 1DT
Atherstone Library	Long Street, Atherstone , CV9 1AX
Dordon Library	Roman Way, Dordon, Tamworth, B78 1RD

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

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

How to contact us

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

Alternatively you can email:
A5M42junction10@nationalhighways.co.uk

When getting in touch, please include the reference

'A5 / M42 junction 10 consultation'

to help us track your enquiry.

THANK YOU

The Options

We have looked at different ways to improve A5 / M42 junction 10 and assessed the performance of a range of potential options, considering:

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

Following this assessment, a number of options were discounted as they performed less well against these considerations (see page 19 for further detail in the Discounted Options section).

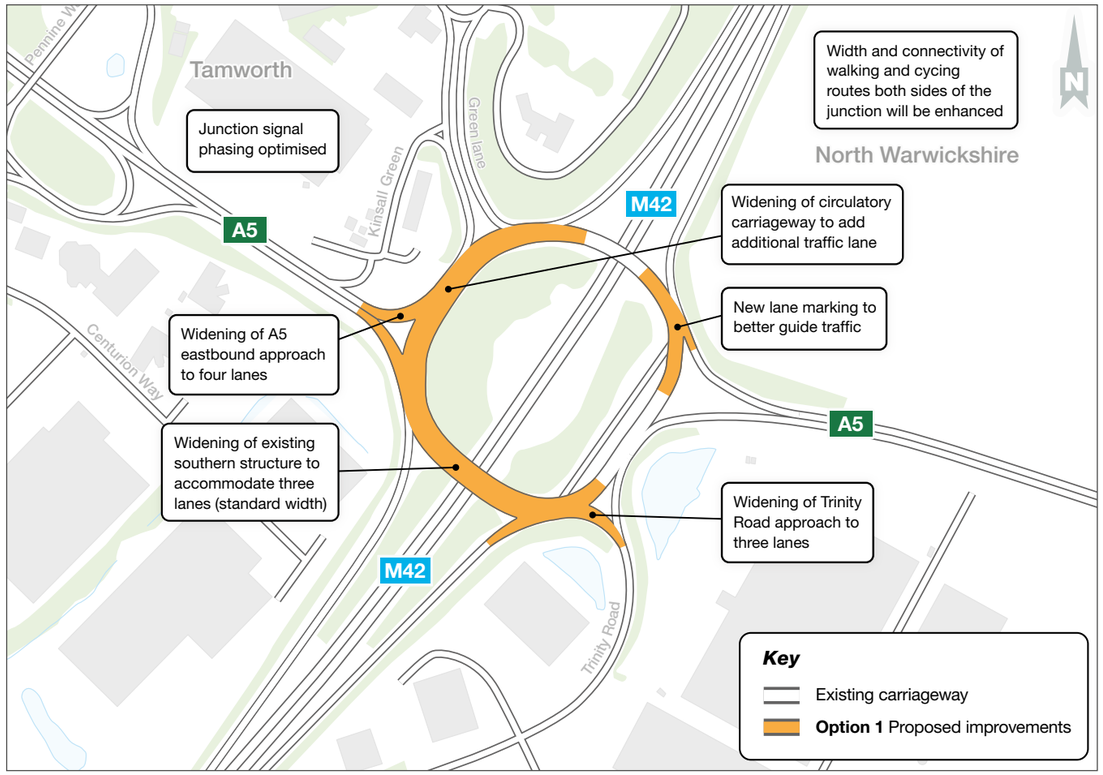
The remaining options presented in this brochure called Option 1 and Option 2 have been identified as the most suitable for further consideration.

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



Option 1

Enhancement of the existing junction



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Option 1

The A5 eastbound approach would be widened to four lanes to increase capacity for road users joining the roundabout. Trinity Lane would also be widened to three lanes.

The existing southern structure of the roundabout would be widened to accommodate three lanes of traffic.

The circulatory would also be widened to add an additional lane, with improved road markings to better guide traffic.

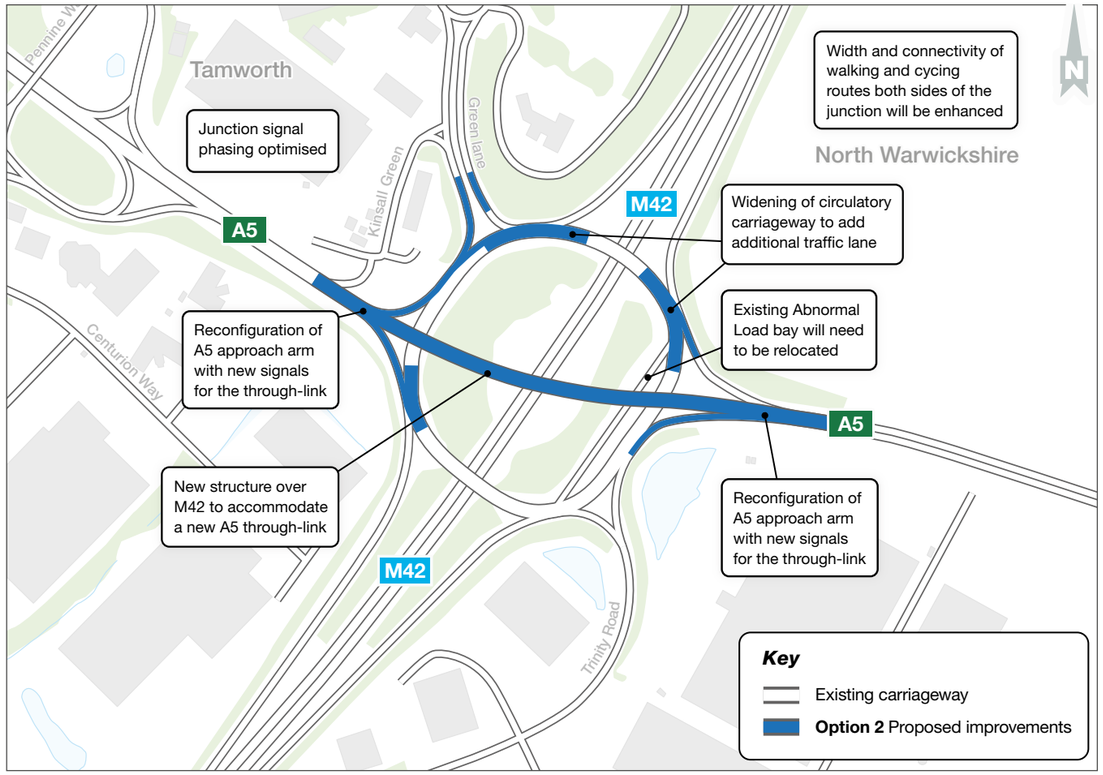
Traffic signals would also be optimised to better manage the flow of traffic through the junction.

The existing abnormal load bay would be unaffected by this option.

Along with widening of the roads, width and connectivity for walking and cycling routes would be enhanced to encourage active travel.

Option 2

New A5 through-link



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Option 2

This option involves creating a new A5 through-link.

A new bridge would be built over the M42 creating a dedicated link for the A5 through traffic.

Therefore, the A5 approaches would be modified on both sides of the existing roundabout, with new signals to manage connections between the through-link and existing junction. Road markings would also be improved to better guide traffic.

The existing abnormal load bay would need to be relocated, and we are still evaluating alternative locations.

Along with the through-link, width and connectivity for walking and cycling routes would be enhanced to encourage active travel.

Benefits and impacts of the proposed options

In assessing the benefits and impacts of our proposed options, we looked at a variety of features which can be found in the following sections.

Table 1 provides a summary and comparison of the key benefits and impacts of Options 1 and 2. The table below simplifies the technical information gathered to date. The scores are based on the combined findings of a range of different assessments.

Each topic includes a range of potential impacts, which may be both positive and negative. For more detailed information on all of the topics summarised in the table, please go to the next section of this brochure.

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

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

Table 1 Benefits and impacts of the options

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

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

Transport

Journey times and traffic congestion

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

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

For **Option 1**, by adding additional lanes on key approach arms and around the junction itself, more traffic can be accommodated, which would reduce congestion. This additional capacity would also make journey times more reliable and therefore more appealing to traffic currently avoiding the area.

For **Option 2**, the provision of a new direct A5 link road would allow traffic directly across the middle of the junction, meaning fewer vehicles would need to go around the roundabout. This would reduce congestion and improve traffic flow.

Option 2 would have slightly more journey time savings when travelling both eastbound and westbound on the A5 than **Option 1**. The journey time savings are greater for eastbound travel than westbound travel for both options.

Options 1 and 2 both provide congestion relief in Tamworth as the increased capacity at the junction makes this more attractive to users.

Road safety

The current junction has a high number of collisions linked to incorrect lane usage as road users navigate the roundabout. Both options involve improvements to road markings to better guide road users.

As the options would increase capacity, our model predicts that they would both reduce congestion and improve the safety of your journeys.

Walking, cycling and horse-riding

Our assessments identified that there was a lack of walking and cycling facilities around the roundabout and that they are of a low safety standard. Both proposed options would improve this.

Option 1 improves routes for walkers and cyclists. The wider bridge on the southern side creates better conditions and maintains routes on both sides of the junction. We would also improve crossing points, making it easier and safer to move around.

Option 2 also improves routes for walkers and cyclists. We would upgrade crossing points, helping people move around more easily.

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



Environment

An assessment of the environmental impacts of the proposed A5 / M42 junction 10 improvements has been carried out ahead of this public consultation. Below is a summary of the key findings relating to the main environmental topics.

The environmental impacts of the relocation of the abnormal load bay for **Option 2** have not been included in the assessment at this stage. Further work will be done to identify and confirm a suitable relocation area and assess its environmental impacts following this consultation.

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

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

Air quality

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

During construction, air quality may be affected for short periods by dust from vehicles, machinery and construction activity. These impacts are expected to be limited to areas close to the works, typically within around 200 metres. We do not expect significant effects for either option, as measures would be put in place to control and reduce dust.

Once the project is built, there is potential for changes in air quality to affect designated ecological sites near the road network, for both options. This will be considered in more detail as the design develops.

Cultural heritage

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

The amount of land required for the scheme is expected to be limited. However, there is a small possibility that construction works could uncover previously unknown archaeological remains in currently undisturbed areas. If this happens, it would be carefully managed through appropriate measures and in coordination with the relevant statutory bodies.

Options 1 and 2 require a similar amount of land and no significant impacts on cultural heritage are expected for either option.

Landscape

We have assessed how the options could affect views and the surrounding landscape around the junction. As the area is already influenced by major roads and infrastructure, significant effects are unlikely.

For **Option 1**, no significant effects on views or the landscape are expected during and after construction.

For **Option 2**, some people may notice more visual change during construction and works may be more visible in certain areas. These effects could be noticeable for views but would be temporary. We do not expect significant effects on the wider landscape during construction, and once the scheme is complete, significant effects on views are unlikely.

Planting and landscaping would help the scheme blend into the surrounding areas over time.



Biodiversity

We have assessed how the options could affect local habitats and wildlife.

The assessment shows that both options would have similar impacts on biodiversity.

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

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

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



Soils

We have assessed how the options could affect geology, soils and potential contamination in the area.

The assessment shows no major difference between the two options. They would need similar measures to protect people and the environment.

During construction, there is a risk that works could disturb contaminated soils, including areas that may be affected by contamination from previous land uses. This could allow pollutants to move through the ground or into nearby water if not properly managed. Effects on groundwater and surface water are expected to be small or neutral once measures are in place.

Noise

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

During construction, some people may notice short-term noise and vibrations from machinery and construction traffic. These effects are expected to be limited by the control measures we would put in place.

Once the scheme is complete, there is potential for changes in road traffic noise, particularly for some nearby properties. However, for both options we do not expect these changes to be significant.

Population and human health

We have assessed how the options could affect people, communities and land use in the area. Both options are expected to have limited effects overall.

Both options would require some permanent land-take. However, no significant impacts are anticipated for communities, businesses or land use.

For both options, access for walking and cycling is expected to improve slightly. Overall, no significant long-term impacts are anticipated on land use, accessibility or human health.





Road drainage and the water environment

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

The assessment shows that both options would have similar impacts on road drainage and the water environment.

During construction, there is potential for temporary impacts on water quality, for example from runoff, spills or disturbance of the ground. These risks would be managed through mitigation measures, such as pollution controls and drainage management.

The scheme design would include appropriate drainage systems to manage runoff and protect water quality.

Carbon emissions

A carbon assessment has estimated greenhouse gas emissions from the construction of the project, and from vehicle use of the junction once upgraded. Construction and operation would generate emissions, although measures would be taken to reduce these where possible.

Overall, neither option is expected to have significant effects on carbon emissions.

During construction, **Option 2** is expected to generate higher emissions than **Option 1**.

Once the scheme is complete, carbon emissions from vehicle users are expected to be similar for both options.

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

Combined and cumulative effects

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

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

- Residents close to the scheme
- Users of community facilities, public open spaces and routes used by walkers and cyclists
- Agricultural land holdings
- Emerging developments and planning applications

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

We have also considered whether impacts from the scheme could combine with impacts from other nearby developments and planned projects. This is known as cumulative effects.

For both options, there is potential for cumulative effects during construction and once the scheme is complete.

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



Economy

Construction duration and impacts

We have considered how each option could be constructed and the likely duration of the works. Construction is expected to take approximately three years for both options. During this time, there would be some temporary disruption to traffic on the roads surrounding A5 / M42 junction 10.

Option 1 would involve widening sections of the existing junction and the southern bridge structure over the M42. As much of the work would take place on the existing road network, temporary traffic management would be required on A5 and M42 throughout construction. This would include reduced speed limits, narrow lanes, lane closures and temporary changes to traffic layouts. Road users should expect some delays and queueing at busy times.

Option 2 would involve constructing a new bridge over the M42 and a new A5 through-link road. A utility diversion under the M42 would be required. Similar to **Option 1**, temporary traffic management would be required on the A5 and M42 throughout construction. This would include reduced speed limits, narrow lanes, lane closures and temporary changes to traffic layouts. Road users should expect some delays and queueing at busy times.

Both options are likely to require occasional overnight or weekend lane closures, and in some cases full carriageway closures on the M42, to safely carry out activities such as bridge construction. Suitable diversion routes would be provided where required. Exact construction and traffic management arrangements would be developed during future design stages.

Land take

Both options would require some permanent land take. As most of this is existing highways land, we do not expect significant impacts on community assets, businesses, agricultural land or walking routes. We would also require some temporary land take. This would be assessed further as the design develops.

For both options, impacts are expected to be small and localised, with no significant effects on nearby land or the community.

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



Discounted options

We have explored a wide range of options for improving A5 / M42 junction 10, which we assessed against a number of different criteria:

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

At-grade options (dedicated left turn lanes)

At-grade options = Options at the existing road level

Several discounted options included dedicated left turn lanes to prioritise specific A5 / M42 movements. These options were discounted because, while traffic performance was comparable to Option 1, they would be more expensive to build, and therefore costs were considered disproportionate to the benefits they could provide.

At-grade options (enhancement of existing junction)

We also assessed options involving partial enhancement of the existing junction, including modifications to the existing southern bridge to add an extra traffic lane. While these measures offered some potential benefits, they were discounted as they were not considered sufficient to justify the associated infrastructure changes and impacts when compared with Options 1 and 2.

Grade-separated options (new bridge over the M42)

Grade-separated = Options where roads pass over or under each other

We have also assessed flyover options (grade-separated). While some may have offered potential traffic benefits, these were discounted because a compliant layout would not fit within the existing junction.



Next steps

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

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

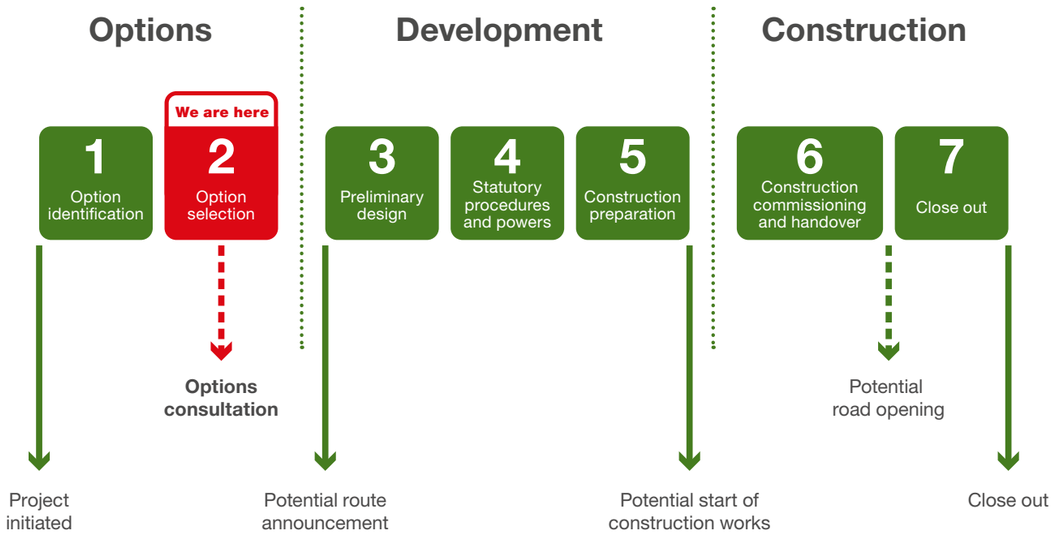
If we receive approval from the Department for Transport to proceed to preliminary design (Stage 3) we will announce a preferred option (via a Preferred Route Announcement).

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

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

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

Project timeline



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