

Keeping the Midlands moving

Our RIS 3 recommendations



Midlands Connect
Transport | Investment | Growth

August 2024

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“Successful road infrastructure seamlessly connects people, goods and businesses. When it works, we often do not think about it. But when things start to go wrong, it can quickly cause chaos and we feel the impacts on our daily lives, from both an economic and personal perspective.

“While getting stuck in traffic on your morning commute is frustrating, it can also result in higher fuel costs, lower work productivity and lost time that could have been spent elsewhere. The business impact can be even bigger – a heavy goods vehicle (HGV) idling in traffic gives rise to missed deadlines, reduced profitability, and frustrated customers.

“Some of our road infrastructure is working at full capacity. If we want to avoid the effects of congestion and our economy to grow, we need to free up additional space and make sure our road network is up for the challenge. The simple message is the food we eat, the products we order and the services we depend on need roads, but we can use that investment wisely and that is what Midlands Connect tries to do.

“This report outlines the top projects we believe deserve investment across the region, which will create a more resilient road network that can support both the Midlands’ and national economy.”



**Sir John Peace
Chair, Midlands Connect**



Our road priorities

Roads and highways are vital to the Midlands’ social and economic success. People, like you, rely on them every day - to get to school, to go shopping, see a doctor and visit family. Businesses rely on them to access suppliers and deliver goods to customers. Our logistics companies keep food on the shelves, medicine in our pharmacies and take deliveries directly to our doors.

The Midlands is at the heart of the UK logistics network, with East Midlands and Birmingham Airports, as well as international companies such as Amazon, DHL and TNT choosing to locate here. These companies, and their thousands strong workforce rely on the road network.

For many people living in rural areas, rail travel isn’t an option, and bus services are not always commercially viable. Some people, due to their location and individual needs, do need to travel in private vehicles by road. We cannot ignore the needs of these people.

We use them, a lot. Over seven out of ten journeys are made by road. We need to make sure that they are fit for purpose, efficient and safe.

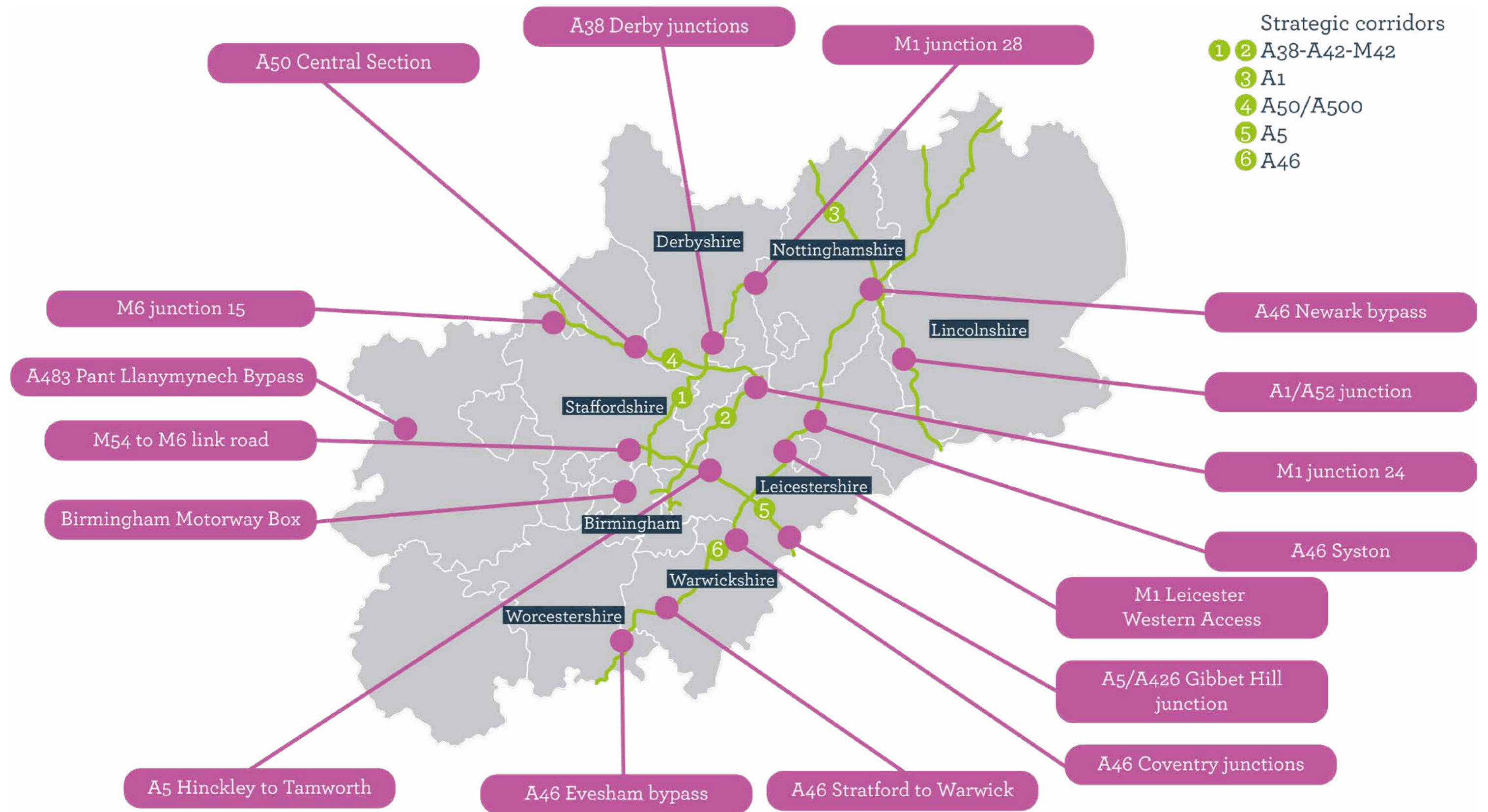
We are working with partners to integrate national, regional and local transport systems to deliver the best outcomes for the region and the wider UK.

Midlands Connect can help the new government to deliver devolution, acting in partnership with government and businesses and help to deliver a ‘decade of delivery’ in the Midlands through key schemes like the upcoming Road Improvement Strategy 3.

Midlands Connect researches, develops and progresses transport projects that provide the biggest possible social, economic and environmental benefits, this includes responsible investment in the Midlands’ Strategic Road Network. The proposals outlined in this document have been pulled together by our Integrated Transport team, looking at evidence and working with partners. We have tried to make sure we don’t just put forward every road, but a strong list, backed by overwhelming evidence and we look forward to working with the new government to deliver it.



Our road priorities

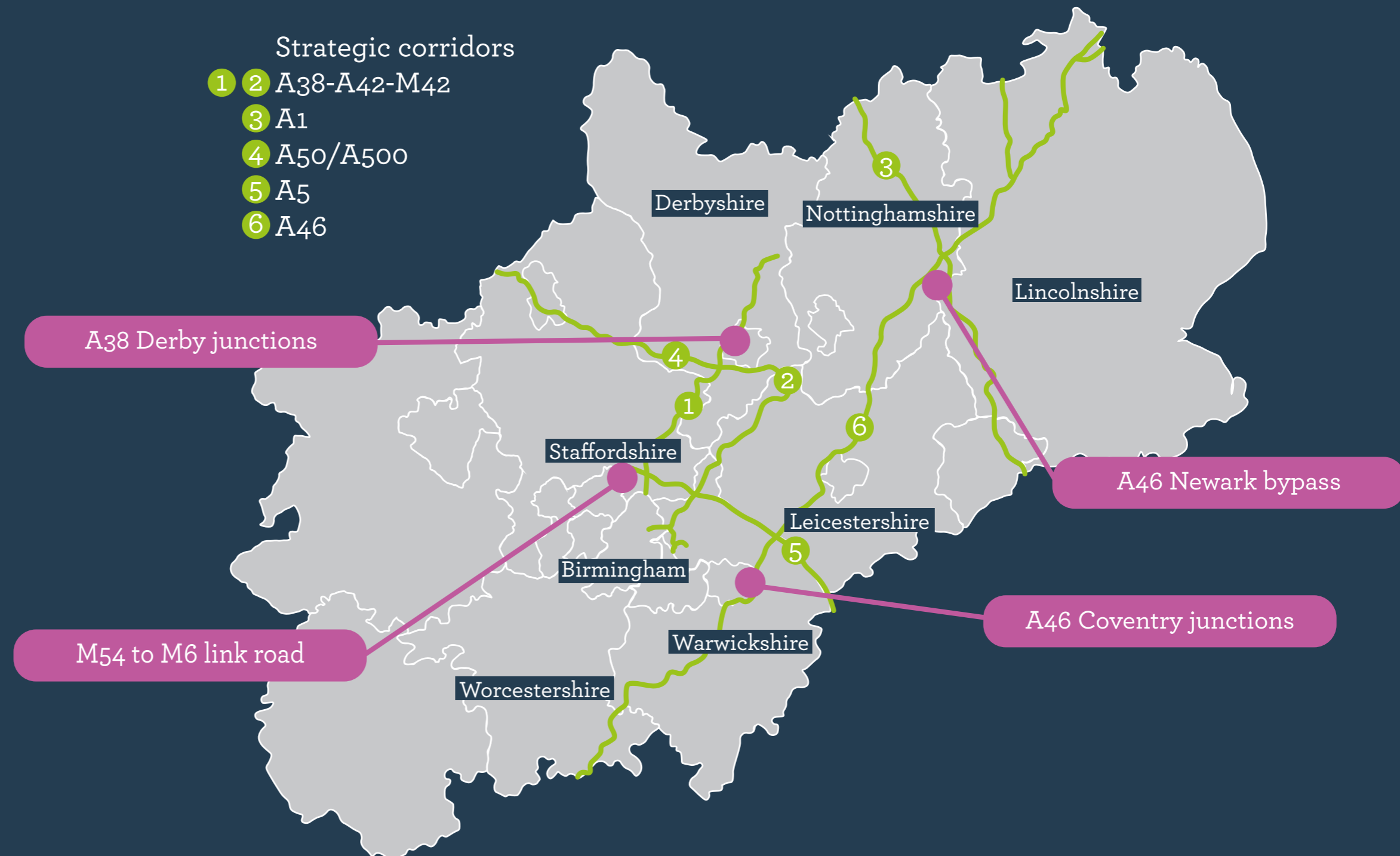


Delivering RIS 2

A number of Midlands projects earmarked for RIS 2 (2020-2025) will not be completed before the end of the period. These projects are of vital significance to the future of the regional and national transport systems and it is essential that outstanding schemes are completed during RIS 3 (2025-2030). We continue to support National Highways and the relevant Local Authorities in making the case for these much-needed schemes, which are shown on the map to the right.

Other local schemes

We also support the delivery of the A628(T) Mottram Moor Link Road & A57 Link Road, which was identified as a RIS 2 scheme and remains a priority for National Highways for delivery in RIS3, now that legal disputes have been resolved. The improvements fall primarily within Greater Manchester, but the western end of the scheme reconnects to the A57 in Derbyshire. The proposals will support strategic traffic between Sheffield and Manchester passing through the Midlands, and support local transport objectives in Derbyshire too.



A38 Derby junctions

The A38 Derby junctions improvement scheme was earmarked as part of RIS 2 but has been put on hold indefinitely. We continue to support National Highways in making the case for this much-needed scheme.

The investment location

The A38 is an important route from Birmingham to Derby and through to the M1 at junction 28. Where it passes through Derby, long distance traffic interacts with a large volume of local journeys, causing congestion and delays.

Delays are significant at three junctions as traffic has to wait to cross, these are:

- A38/A5111 Kingsway roundabout
- A38/A52 Markeaton roundabout
- A38/A61 Little Eaton roundabout

Improvements at the above junctions will help reduce congestion on the A38 and improve journey time reliability for drivers. The proposed scheme will allow us to improve road safety, as well as meet the needs of future traffic growth from existing and planned developments in the area.

Project summary	Long-term improvements to journeys on the A38 by altering the Kingsway, Markeaton and Little Eaton junctions in Derby.
Details of proposed works	<ul style="list-style-type: none">• Lower the A38 to pass underneath modified Kingsway and Markeaton junctions.• Widen the A38 to three lanes in each direction between the Kingsway and Kedleston Road junctions.• Build two new bridges to carry A38 traffic over a modified roundabout at the Little Eaton junction.
Benefits	<ul style="list-style-type: none">• Reduce congestion and improve the reliability of journey times between Birmingham, Derby and the M1.• Help facilitate regional development and growth in Derby City and its surrounding areas.• Improve safety for all road users and for those people living near the junctions.• Connect people by maintaining existing facilities and providing new ones for cyclists, pedestrians and disabled people to cross the busy junctions.
Public support	Public consultations held in 2015 and 2018.
Cost	£200 million – £250 million

Key

Strategic Road Network

Study Area

Major employer



A46 Coventry junctions

Phase one of National Highway’s A46 Coventry junctions project was completed in 2023, whereas phase two is still in a development phase. A public consultation on the latest proposals was held in December 2023, with responses informing the final design and Development Consent Order (DCO) application to the Planning Inspectorate. It is essential that both phases of this project are completed in full to reduce congestion levels and create a more reliable road network.

The investment location

The A46 is a strategic road link between the East and West Midlands, and around the investment location connects Coventry and Warwickshire to the motorway network. Traffic congestion has led to slower speeds, longer trip times, and more queueing for drivers for local, regional and national journeys.

The Coventry junctions scheme involves the upgrade of two junctions (Binley and Walsgrave) to reduce congestion and improve journey reliability on the A46 between the M6 and the M40. It will also enhance the importance of the nationally important A46 ‘Trans-Midland Trade Corridor’.

Phase one of the project was the upgrade of Binley junction, which involved converting the at-grade signalised roundabout to a grade separated junction. Without improvements to the Walsgrave junction, the strategic benefits of the Binley junction upgrade will be extremely limited.

The A46 has historically experienced safety issues, and the section south of Coventry was in the top 45% for total casualties and in the top 250 collision locations in England.

Project summary	Upgrade of two junctions (Binley and Walsgrave) along the A46.
Details of proposed works	Designs for the A46 Walsgrave scheme will be subject to consultation responses.
Benefits	<ul style="list-style-type: none">• Improve safety• Increase road capacity• Relieve traffic congestion• Smooth the flow of traffic• Support the growing economy
Public support	Statutory consultation with the public held by National Highways and completed in December 2023. This information is in the process of being reviewed and a full consultation report will be published by National Highways in the summer.
Cost	£112.5m (Walsgrave only)



A46 Newark bypass

The A46 Newark bypass scheme has been delayed and will therefore be deferred for the RIS 3 period. We continue to support National Highways in making the case for this much-needed scheme that was dubbed 'the last piece of the puzzle' in that part of the region.

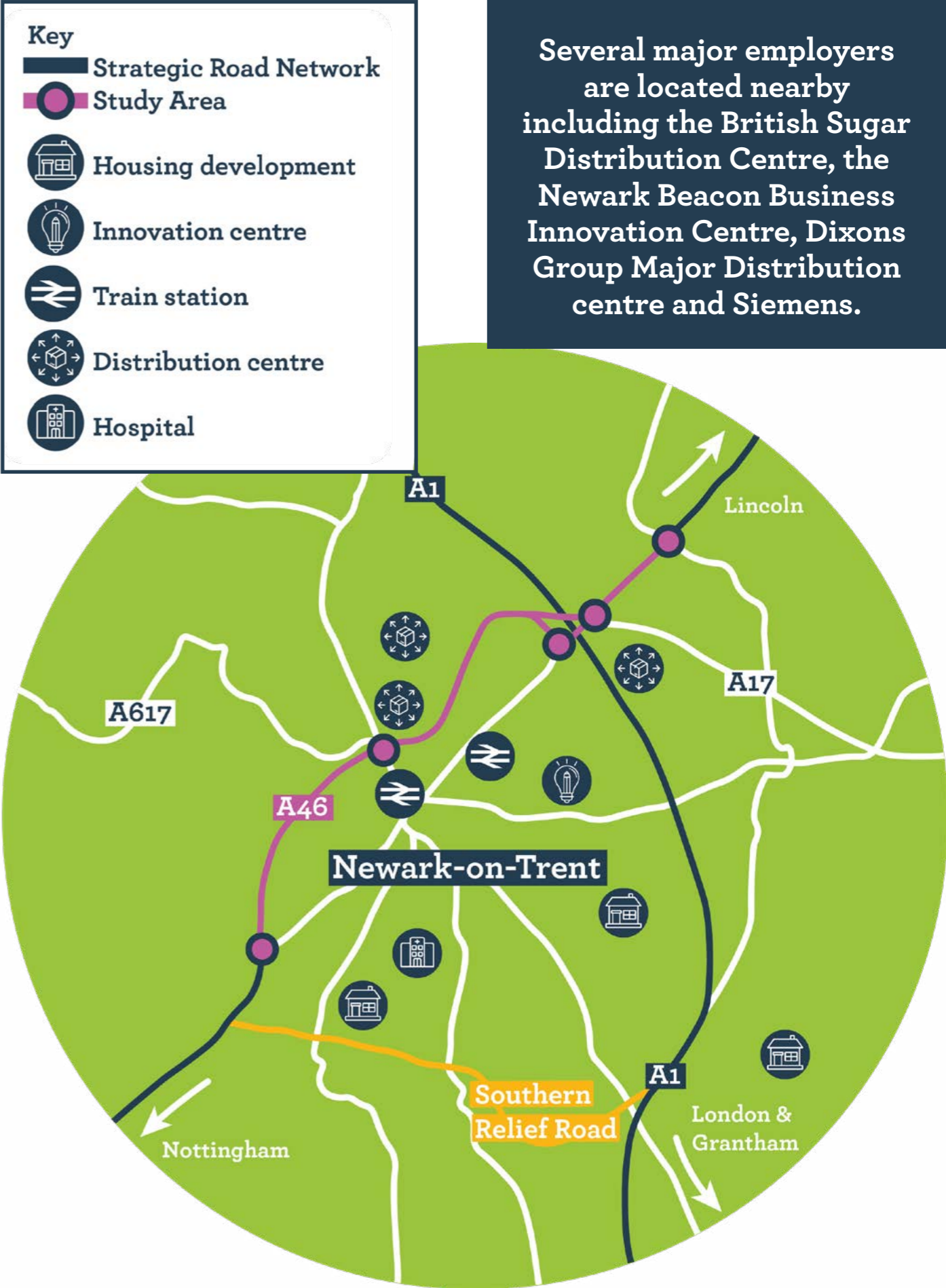
The investment location

Part of the Strategic Road Network, the A46 Newark Bypass is a 6km section of the A46 corridor that provides a key link through the East Midlands.

The A46 is a critical component of the Strategic Road Network, of which a number of employers in sectors such as manufacturing, logistics, and distribution are reliant on in and around the Newark area.

The major international shipping ports of Grimsby and the Humber are also located just 90km away. The A46 Newark Bypass is a top priority for Midlands Connect in order to maintain momentum for the A46 'Trans-Midland Trade Corridor' and support the delivery of one of Midlands Connects' key priorities to create a 'coast-to coast highway without the need for major new roadbuilding across open countryside'.

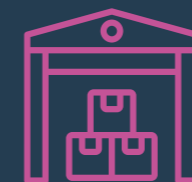
Project summary	Widening of the 6.5km of existing single carriageway between the Farndon and Winthorpe roundabouts to a dual carriageway.
Details of proposed works	<ul style="list-style-type: none">• Improvements to Farndon roundabout to achieve smoother traffic flows in peak hours.• A new dual-carriageway bridge over the A1.• Enlargement and partial signalisation of Winthorpe roundabout to reduce congestion and improve journey time reliability.• New grade separate junction at the Cattle Market roundabout.
Benefits	<ul style="list-style-type: none">• Increased capacity of the A46 around Newark.• Forecasted 30% reduction in journey times for traffic using the improved section.• Meets the five scheme objectives of improving safety, easing congestion, increasing connectivity, protecting the environment and benefitting all road users.
Public support	53% of respondents to a National Highways consultation responded satisfied or very satisfied with the proposed scheme improvements.
Cost	£400 - £500 million.



The bypass is vital for supporting manufacturing, logistics and distribution sectors, and provides vital connectivity to the Grimsby and Humber ports.

There are approximately 41,500 jobs located within 10km of the Newark Bypass, 23,000 of which dependent on a reliable, functioning road network.

Why this location?



The A46 corridor provides key connectivity for the East Midlands and serves both long-distance strategic and local journeys. Strategic Road Network-dependent sectors of the economy such as manufacturing, logistics and distribution are projected to continue growing in and around Newark.



The A46 Newark Bypass frequently suffers from congestion and poor journey time reliability.



Newark and Sherwood have been placed in the highest category by the UK Government in terms of levelling up requirements.



Newark and Sherwood District Council has declared a climate emergency with an aim to become carbon neutral by 2035.



9,080 new dwellings are required across Newark and Sherwood by 2033, with up to 100,000 new dwellings required in Lincolnshire by 2031.

M54 to M6 link road

The M54 to M6 link road was earmarked as part of RIS 2 but has been subject to significant delays due to design alterations and legal disputes. We continue to support National Highways in making the case for this scheme.

The investment location

There is currently no direct motorway link from the M54 to the M6 north. Road users wanting to access the M6 north or M6 Toll must use local roads such as the A460. This means high volumes of both

long-distance and local traffic which passes through the villages of Featherstone, Hilton and Shareshill.

The A460 was not designed for the amount and type of traffic currently using it which has resulted in delays, congestion and high accident rates.

When the proposed link road is open, it could reduce traffic on the A460 to and will create a safer and less congested environment for local road users, including pedestrians, cyclists and horse riders.

Project summary	Construction of a new dual carriageway link road between the M54 and M6.
Details of proposed works	Detailed designs are still being developed and are subject to change. Previous works consulted on in 2020 included freeflow slip roads to and from M54, around Junction 1, a dual carriageway to the east of Featherstone and Shareshill, with the link road ending at M6 J11, which will also be improved.
Benefits	<ul style="list-style-type: none">• Provide additional capacity and relieve traffic congestion on the A460, A449, and A5.• Enhance facilities for local residents, pedestrians, cyclists, and equestrians.• Improve customer journeys from east to west and north to south. This will support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes.• Keep the right traffic on the right roads by separating local traffic from long-distance and commuter traffic.
Public support	Consultation has taken place on the proposals since 2014. The preferred route, as detailed above, was preferred by 71% of respondents in the 2017 consultation. Over 80% of respondents were concerned or very concerned about current road safety and congestion on the A460.
Cost	£175-200 million



RIS 3 priorities

In this section we will outline many of the other schemes we are proposing for delivery in the next RIS (2025 to 2030). We believe this will unlock the full economic potential of the region and deliver jobs and growth and allow key businesses and sites like the East Midlands Freeport to be the global gateway it can be.

We examine every option for improving major transport infrastructure in our region, analysing the cost, impact and benefits of delivering these changes, and ensuring there is a strong pipeline of projects being developed to improve mobility across the Midlands. Our evidence base is then used to prioritise the most urgent and beneficial improvements, and we work alongside our partners and Government to secure funding for their development and implementation.

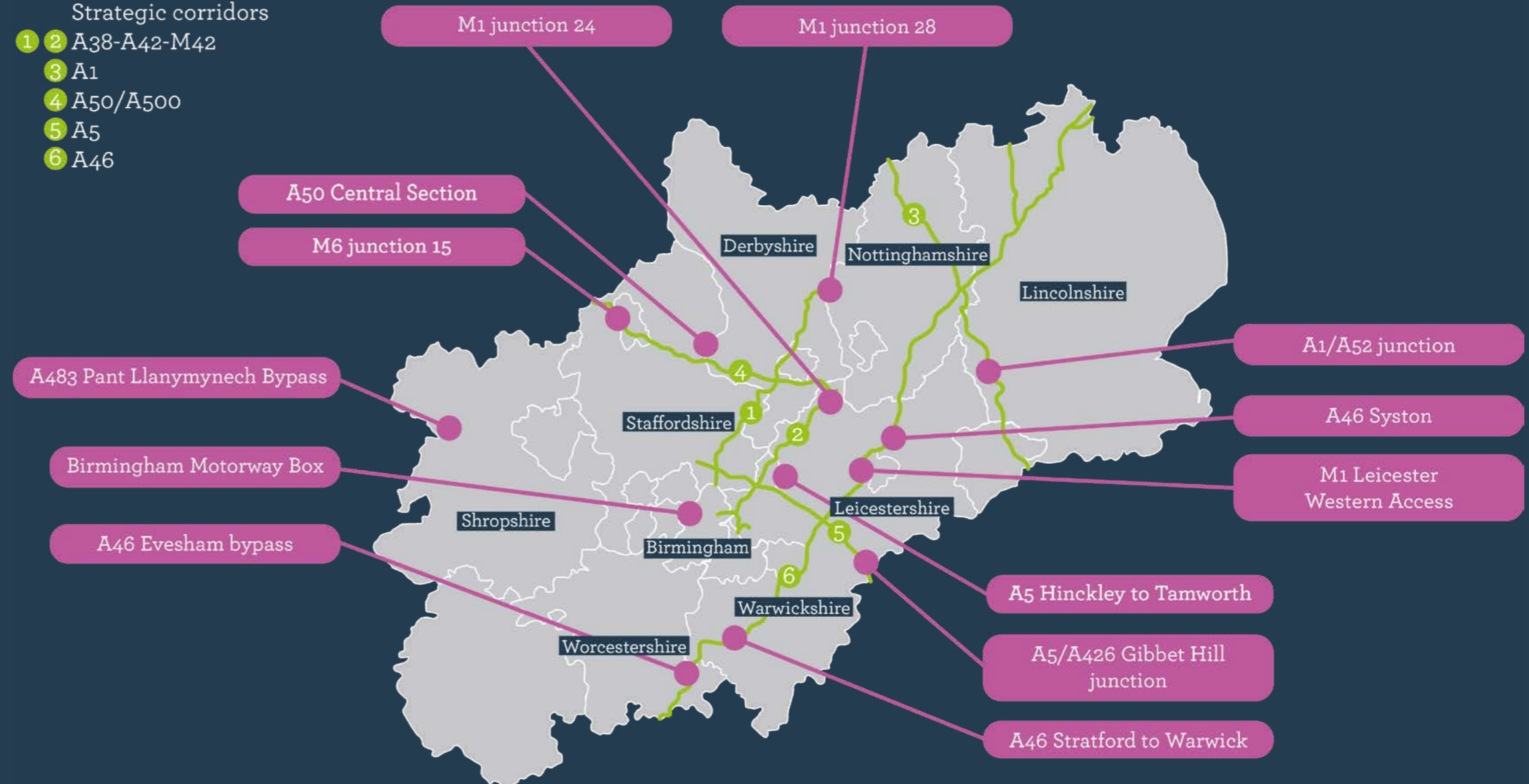
Our aim of these improvements is to transform regional and UK gateways, bringing the Midlands closer together and accelerating cost-effective improvements to unlock east-west connectivity that will enable the Midlands' economies to work more effectively together.

Midlands Connect will never recommend a project for funding and delivery unless we believe the benefits outweigh the costs. Although we won't build anything ourselves, we will recommend projects for funding and help gain Government commitment to deliver them. Once those projects become a reality, we will offer oversight and review their impacts before returning to and updating our long term strategy to take account of their contribution to the Midlands and UK transport networks.

Other road priorities

Added to this are a series of other road schemes, that have been put forward through the Major Road Network and Large Local Majors pipeline (MRN/LLM). They are priorities of Midlands Connect but lay outside the remit of this report and our proposals to government for the next RIS round. These are listed to the right:

- Strategic corridors
- 1 2 A38-A42-M42
 - 3 A1
 - 4 A50/A500
 - 5 A5
 - 6 A46



East Midlands

- A511 Growth Corridor
- A614/A6097 Corridor scheme
- North Hykeham Relief Road
- Chesterfield – Staveley Regeneration Route

West Midlands

- A4123 Birchley Island
- A426/A4071 Avon Mill/Hunters Lane improvements
- A454 between Wolverhampton and East Park Gateway

A1/A52 junction

The investment location

Located 3km northwest of Grantham in Lincolnshire, the A1/A52 junction sits between East Midlands cities Leicester, Nottingham and Lincoln. The junction serves a variety of road users from a local to national perspective:

- **Local:** Connects Grantham residents to the A1 and A52, providing easy access to Lincoln in the north, Nottingham to the west and Leicester to the south-west.
- **Regional:** Provides a link between distribution ports and suppliers to the east, serving the booming logistics, agri-food and low carbon technology sectors in the area.
- **National:** Serves those travelling to tourist destinations such as Lincoln and Skegness on the East Coast.

Due to the current design of the junctions and crossing points, there is a history of collisions and accidents in this location.

There are concerns from all parties that growth surrounding the development will proceed regardless of junction interventions, resulting in higher traffic levels. In this case, remedial action may be required and we therefore recommend A1/A52 junction upgrades happening at pace.

Approximately 41,000 jobs are located within 10km of the A1/A52 junction.

Interventions at this location could address:






Safety	Safer junction for all road users and reduced incidents causing diversion of strategic traffic onto local roads in and around Grantham.
Air quality	Reduce congestion and improve journey time reliability.
Connect people to new jobs and homes	Better connectivity to new employment land and new housing sites around Grantham.
Strategic connectivity	Better links between East and West Midlands, also safeguarding north-south movements along the A1.
Active travel	Maximise benefits of the Grantham Southern Relief Road, encouraging more people to walk and cycle.



Driving social mobility

Despite the future investment potential of the area, there is an imbalance in the prosperity of its residents when compared to the wider region and UK as a whole. Average weekly wages around the investment area are significantly lower, with surrounding districts such as Boston faring even worse, with less than 75% of the national average.

Average wages per week		
UK average		£508.20
Local area		£453.20
Surrounding districts (e.g. Boston)		£439.60

Local aspirations for Grantham			
14% predicted population growth by 2041		8,000 new homes	
		11,500 new jobs	
			
£100m retail destination Grantham Designer Outlet Village under construction		£100m warehousing and industrial development planned	
Investment potential of A1/A52 junction			
13,000	81,000	2,000	500
Additional journeys per day	Additional jobs	Additional houses	Additional workers

Improving safety

The junction has one of the highest collision rates along the A1 with 17 collisions occurring in the last five years, four of which involved serious injuries

What happens next?

National Highways is currently investigating the effect of closing central reservation gaps on the A1 and are carrying out engagement and seeking feedback from roads users on their views. National Highways is already in the process of making improvements to a series of junctions along the A52 in and around Nottingham, as part of RIS 2 funding. Although the Grantham A1/A52 junction has not been selected for junction improvements, Midlands Connect will continue to engage with National Highways regarding any future potential upgrades to the junction and adjacent slip roads.



A46 improvement at Evesham

The investment location

The Evesham bypass sits along the A46 and consists of five junctions connected by a single carriageway. It is located to the east of Evesham town centre and serves a variety of road users:

- **Local:** Provides access to the centre of Evesham for local residents, crossing paths with strategic traffic at intersecting junctions. Despite being a useful access route for local journeys, the A46 also causes community separation as it divides residential and employment areas.
- **Regional:** Offers a through-route for regional traffic accessing other parts of the UK.
- **National:** Delays at the roundabouts make the route less attractive for longer regional and national journeys, with many vehicles choosing to travel longer distances to use more reliable alternative routes.

Investment needs to focus on ensuring a consistency of road standard across the entire corridor, allowing the wider A46 corridor to provide a viable alternative to other parts of the Strategic Road Network (A42/M42/M6).

50% of jobs located within 10km of the Evesham bypass rely on the Strategic Road Network.

Interventions at this location could address:

Safety	Safer junctions for all road users and reduced incidents causing diversion of strategic traffic onto local roads in and around Evesham.
Air quality	Reduce congestion and improve journey time reliability.
Connect people to new jobs	Better connectivity to expanding employment sites such as Vale Industrial Park.
Links to international gateways	Better connecting the Humber, A46 corridor and road-dependent businesses.

Key

Strategic Road Network

Study Area

Housing development

Industrial park

The Vale of Evesham plays a key role in producing top-quality produce and is known as the ‘fruit and vegetable basket of England’. The agri-food sector relies on the road network for national and international distribution.



Local aspirations for Evesham and surrounding areas

1,300 new
jobs at Vale
Park



6,000
new
homes



50ha
of new
employment
land



Investment potential of A46 improvements at Evesham

7,545

Additional journeys
per day

666

Additional
jobs

1,209

Additional
houses

361

Additional
workers

What happens next?

National Highways is developing the case for enhancements to the A46 around Evesham and have completed an assessment to fully understand the scale and nature of the problems in the area.

This has resulted in developing a Project Control Framework study. Following the completion of this study, Midlands Connect will work with National Highways to develop a preferred solution and gaining wider support for investment.



A46 between Stratford and Warwick

The investment location

The section of the A46 between Stratford-upon-Avon to Warwick is approximately 13 miles in length and sees an average of 44,000 vehicles pass through the location each day. It serves a variety of road users from a local and national perspective:

- **Local:** Utilised by local bus services, providing wider opportunities to those who do not own a car.
- **Regional:** Connects local towns to the M40 and M5, which in turn provides national connectivity around the country.
- **National:** Serves tourists in accessing some of the UK's most popular tourism destinations, including Warwick Castle and Shakespeare's Stratford.

High levels of traffic along the route have an impact on congestion and journey times, with speeds dropping significantly at intersecting junctions.

The A46 also acts as the main alternative route to the M5/M6/M42 Birmingham Motorway Box when the Motorway Box becomes congested or during incidents. It is therefore essential the A46 is reliable to ensure it can provide a genuine viable alternative to other parts of Strategic Road Network, enhancing the wider network resilience.

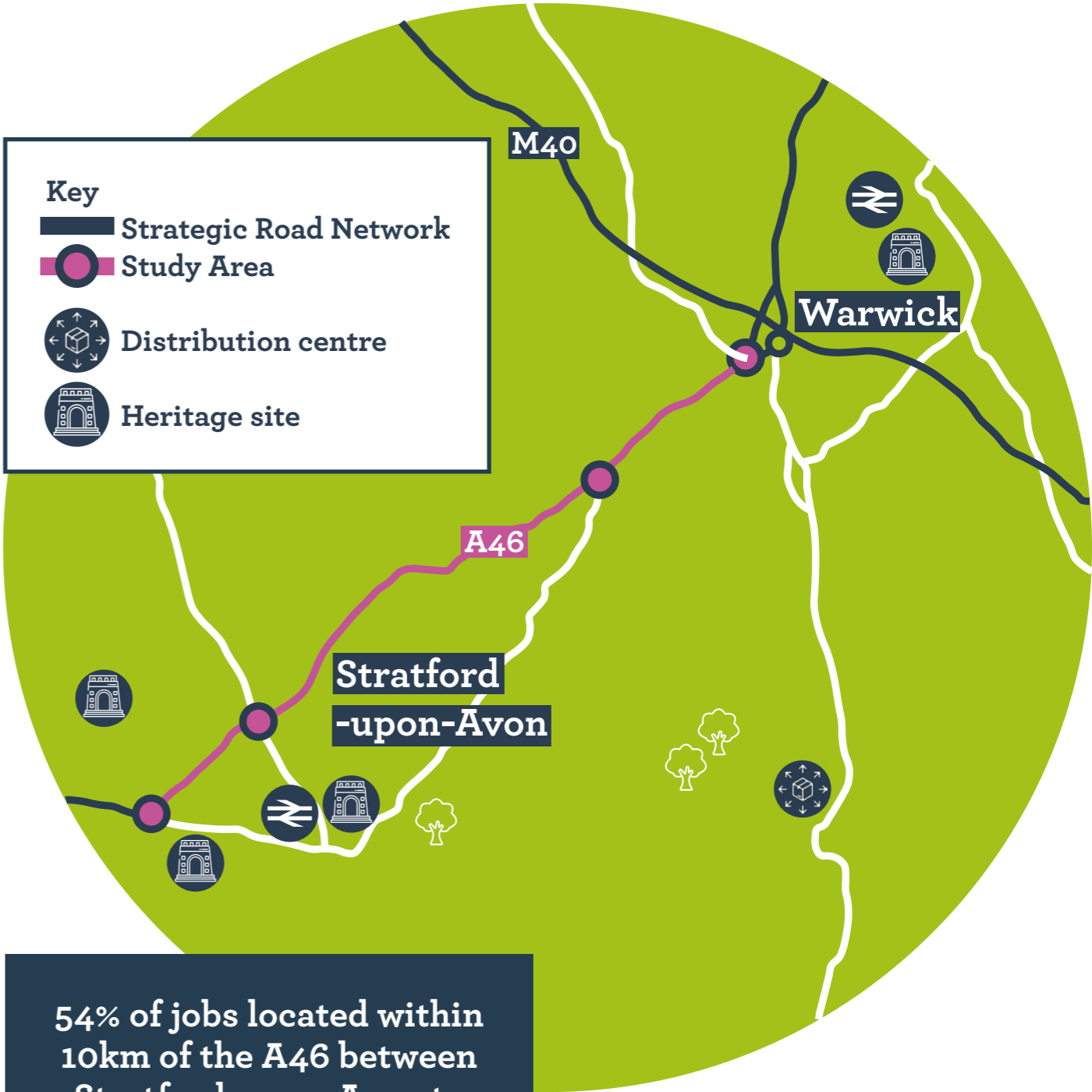
Investment at other schemes mentioned within this report such as the A46 at Newark, Leicester, Coventry and Evesham would be complimentary to the improvements between Stratford and Warwick.

Interventions at this location could address:







Safety	Safer junctions for all road users and reduced incidents causing diversion of strategic traffic onto local roads in and around Stratford and Warwick.
Air quality	Reduce congestion and improve journey time reliability.
Links to international gateways	Links businesses depending on the road network for access to the Humber and A46 corridor.
Connecting people to new jobs	Significant employment growth planned with West Midlands Gigafactory, providing 6,000 highly skilled new jobs. There has also been significant employment growth at Jaguar Land Rover near Gaydon.
Connecting people to new homes	Support the delivery of new housing sites including Long Marston Airfield, as well as housing growth around Warwick/Leamington Spa and Stratford-upon-Avon.
Connecting cities	Improved accessibility to Coventry, Leicester and Birmingham as well as high value employment opportunities outside of the region, including Gloucester and Cheltenham.

Several major businesses that rely on the road network are located close to the corridor, including Jaguar Land Rover and Aston Martin Lagonda.

Key employment sectors in Stratford-upon-Avon include wholesale and retail, tourism, technical services and manufacturing.



54% of jobs located within 10km of the A46 between Stratford-upon-Avon to Warwick rely upon the Strategic Road Network.

Local aspirations for Warwick			
16,776 new homes		60ha of new employment land by 2029	 6,000 jobs at JLR Gaydon 
Local aspirations for Stratford-upon-Avon			
 16,423 new homes		 35ha of new employment land by 2031	
Investment potential of A46 Stratford and Warwick improvements			
14,000 additional journeys per day	2,000 additional jobs	4,000 new houses	1,000 additional workers

Creating a safer road network

Bishopton Roundabout near Stratford has been identified as a road safety hotspot, with 18 recorded accidents between 2013 and 2017.

What happens next?

National Highways is developing the case for enhancements to the A46 between M40 J15 and M5 J9. An assessment of the area to understand the scale and nature of the problems it faces, has been undertaken, including the A46 around Stratford.

Following completion of this research, Midlands Connect will work with National Highways to develop an intervention for improvements along the A46 between Stratford and Warwick, also gaining wider support for investment.

Warwick is recognised as an international global hub for knowledge-based industries, leading the way in advanced manufacturing and engineering and digital sectors.



A46 improvement at Syston

The investment location

Sitting along the A46, Hobby Horse junction provides access to Syston as well as Leicester to the south, and connects to the A46 Trans-Midland Trade Corridor and destinations further afield like Warwick, Lincoln and Grimsby.

- **Local:** Utilised by locals, with more than a quarter of journeys starting and ending in Leicester.
- **Regional and national:** Distributes goods across the country from the high proportion of clothing production businesses based along the A46 corridor.

- **National:** Used by the high proportion of quarries along the route, who provide materials for the construction industry and depend on the A46 to deliver its products across the UK.

Access to road networks is essential for this area considering the high number of manufacturing and logistics businesses located in Leicestershire who rely on being able to move goods efficiently and reliably.

In recent years, concerns have been raised over speeds and journey time reliability at the junction where the A46 Leicester Bypass meets the A607, known as Hobby Horse roundabout.

Interventions at this location could address:

Safety	Safer junction for all road users and reduced incidents causing diversion of strategic traffic onto local roads in and around Syston.
Air quality	Reduce congestion and improve journey time reliability.
Connecting cities	Better connecting Leicester to major cities such as Nottingham and Coventry.
Connecting people to new jobs	Access to a labour pool in Leicester and Leicestershire of over 1m people.
Connecting people to new homes	Support the delivery of new housing at sites such as the Leicester Sustainable Urban Extension.
Active travel	Encouraging more people to walk and cycle.



Key

Strategic Road Network

Study Area

Business park

Housing development

Approximately 213,000 jobs are located within 10km of Hobby Horse junction, 45% of which depend on a reliable Strategic Road Network.

32

Local aspirations for Charnwood

19,461 new
homes by
2037



81.8ha
employment
land by 2037



Investment potential of A46 improvements at Syston

12,000

additional journeys
per day

2,000

additional
jobs

3,000

additional
houses

1,000

additional
workers

Driving social mobility

Despite Leicester and Leicestershire's significant contribution to the UK economy, there has been a historic imbalance in the level of investment across the region.

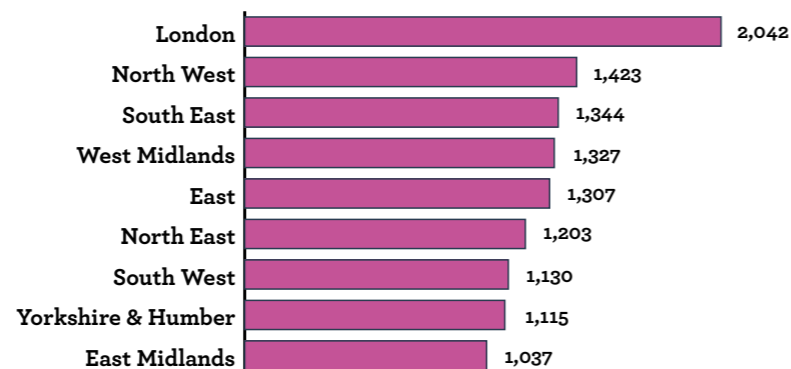
Leicester is ranked the 32nd most competitive city in the UK out of a total of 44 cities, placing it in the bottom 30% of the most competitive cities across the UK.

Residents of the East Midlands also receive the lowest amount of government funding of any region in the UK: approximately 10% lower than the UK average between 2020 and 2021.

Creating a safer junction

Hobby Horse roundabout has been identified as having the worst traffic bottlenecks on the whole A46 corridor. It is also the fifth worst road safety hotspot on the A46 corridor, with 25 severe accidents occurring between 2013 and 2017.

UK Capital spending per person by country and region (£ per person, 2020/2021)



What happens next?

National Highways is exploring potential design solutions to address the problems identified on the A46 at Syston. This work is contributing to the evidence base used to decide the schemes in the Road Investment Strategy Period 3 (2025-2030), which will be published in 2024.



A483 Pant Llanymynech Bypass

The investment location

Sitting on the border between Shropshire and North Wales, villages Pant and Llanymynech acts as a gateway for those travelling between the West Midlands and North Wales. The area therefore accommodates a high level of traffic, particularly heavy goods vehicles, alongside local and farm traffic, serving a variety of road users:

- **Local:** Used frequently by residents living in Pant and Llanymynech, alongside high levels of farm traffic.
- **Regional:** Serves tourists accessing North Wales from the West Midlands and beyond.
- **National:** Significant route for HGVs moving goods between England and Wales.

There have been significant safety concerns raised by local residents due to the narrowness of the road and the close proximity to locals homes.

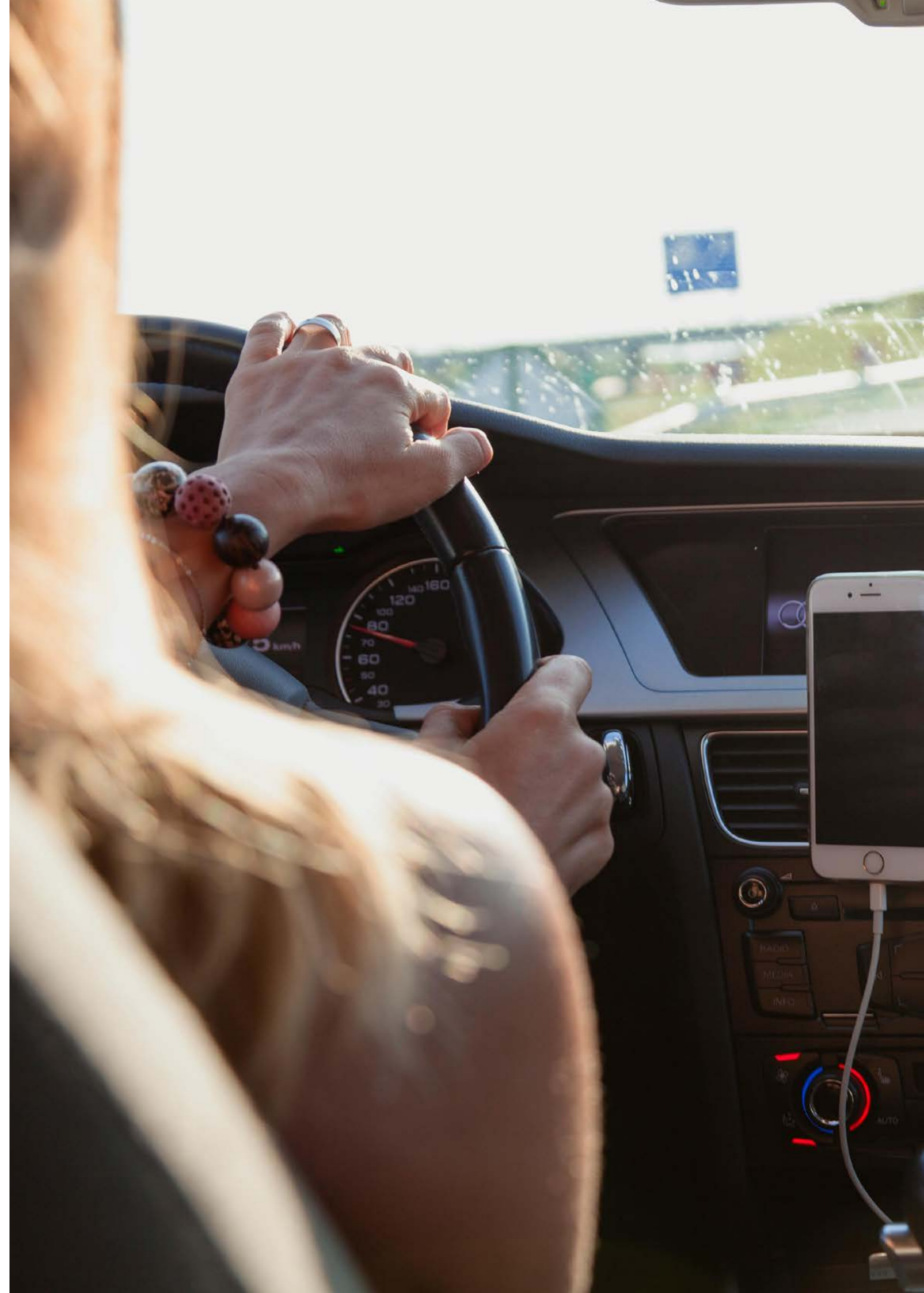
Improvements would aim to:

- Reduce journey times and reduce congestion levels
- Reduce the number of overall accidents, alongside proportion of fatalities and serious injuries along the route.
- Reduce east-west separation caused by the A483 for residents of Pant and Llanymynech.
- Protect and enhance the quality of the surrounding environment.

What happens now?

National Highways are conducting research in partnership with the Welsh Government to understand the feasibility of providing an intervention in this area. If the study progresses to the next stage, a number of fixed route options will be developed and proposed to the public.

We will continue to work with National Highways and the Welsh Government to develop the evidence base for this scheme and hope to see it included within the Road Investment Strategy for Roads Period 3 (2025-2030), which will be published in 2024.



A5/A426 Gibbet Hill junction

The investment location

The A5 is a key artery of economic activity and growth, serving the heart of the Midlands’ ‘Golden Triangle’ of logistics activity.

Sitting on the boundary between Warwickshire and Leicestershire, the A5/A426 junction is a key interface between the Strategic Road Network (A5) and the Major Road Network (A426). Known as Gibbet Hill, provides the required strategic connectivity between M1 southbound and M6 westbound, and vice versa, and acts as an important diversion route. It serves local, regional and national purposes:

- **Local:** Used by locals, where significant population growth has been observed over recent years. These journeys contribute towards traffic on the A5 and A426.

- **Regional:** Known as a hub of freight and logistics, major employers such as DIRFT, Magna Park, Royal Mail and Rugby Gateway are located near the junction.
- **National:** Utilised by a significant portion of Heavy Goods Vehicles (HGVs) to move goods across the region and around the country.

Gibbet Hill is currently operating at capacity and is anticipated to deteriorate as the area continues to grow.

Investment is needed to support the growth of the key logistics industry in this part of the Midlands, to improve safety and maximise the performance of the A5.

Interventions at this location could address:

Safety	Safer junction for all road users, and reduced incidents causing diversion of strategic traffic onto local roads, or blocking of strategic link between M6 and M1.
Air quality	Reduced idling at congested junctions, resulting in improved air quality.
Links to international gateways	Enhanced access to DIRFT and Magna Park, as well as ports such as Felixstowe and London Gateway.
Connecting people to new jobs	Providing links to deprived areas and skilled industries near the location.
Connecting people to new homes	Supporting growth planned such as at Lutterworth East, as well as Rugby Gateway and Houlton in Rugby.
Improved regional connectivity	Provide connections for Rugby and Harborough.

A further enhanced strategic case was developed in collaboration with this report, focusing on the A5 between Hinckley and Tamworth (further west along the broader A5 corridor) to recognise the intrinsic link between the two locations and the importance of the A5.

Key

Strategic Road Network



Study Area

Distribution centre

Industrial park

Housing development








Local aspirations for Rugby			
	8,200 new homes		15ha employment land
Investment potential of Gibbet Hill Junction			
6,800 additional journeys per day	1,125 additional jobs	2,050 additional houses	640 additional workers

Driving social mobility

Research shows 77% of transport, distribution and manufacturing firms are suffering from a skills shortage. Improving the transportation system would help provide a labour pool with the ability to access training and jobs.

The area surrounding Gibbet Hill junction is performing well relative to the region in terms of Gross Value Added (GVA) and job density. However, these are still significantly lower than the UK average.

GVA per head (2016)		
Rugby		£23,603
Harborough		£22,372
West Midlands		£22,315
East Midlands		£20,562
UK		£37,907

Approximately 49,000 jobs are located within 10km of Gibbet Hill junction, 62% of which depend on a reliable Strategic Road Network.

What happens next?

National Highways is exploring potential design solutions to address the problems identified at Gibbet Hill junction.

This work is part of developing the evidence base that will determine the schemes that are included within the Road Investment Strategy for Roads Period 3 (2025-2030), which will be published in 2024.



A5 Hinckley to Tamworth

The investment location

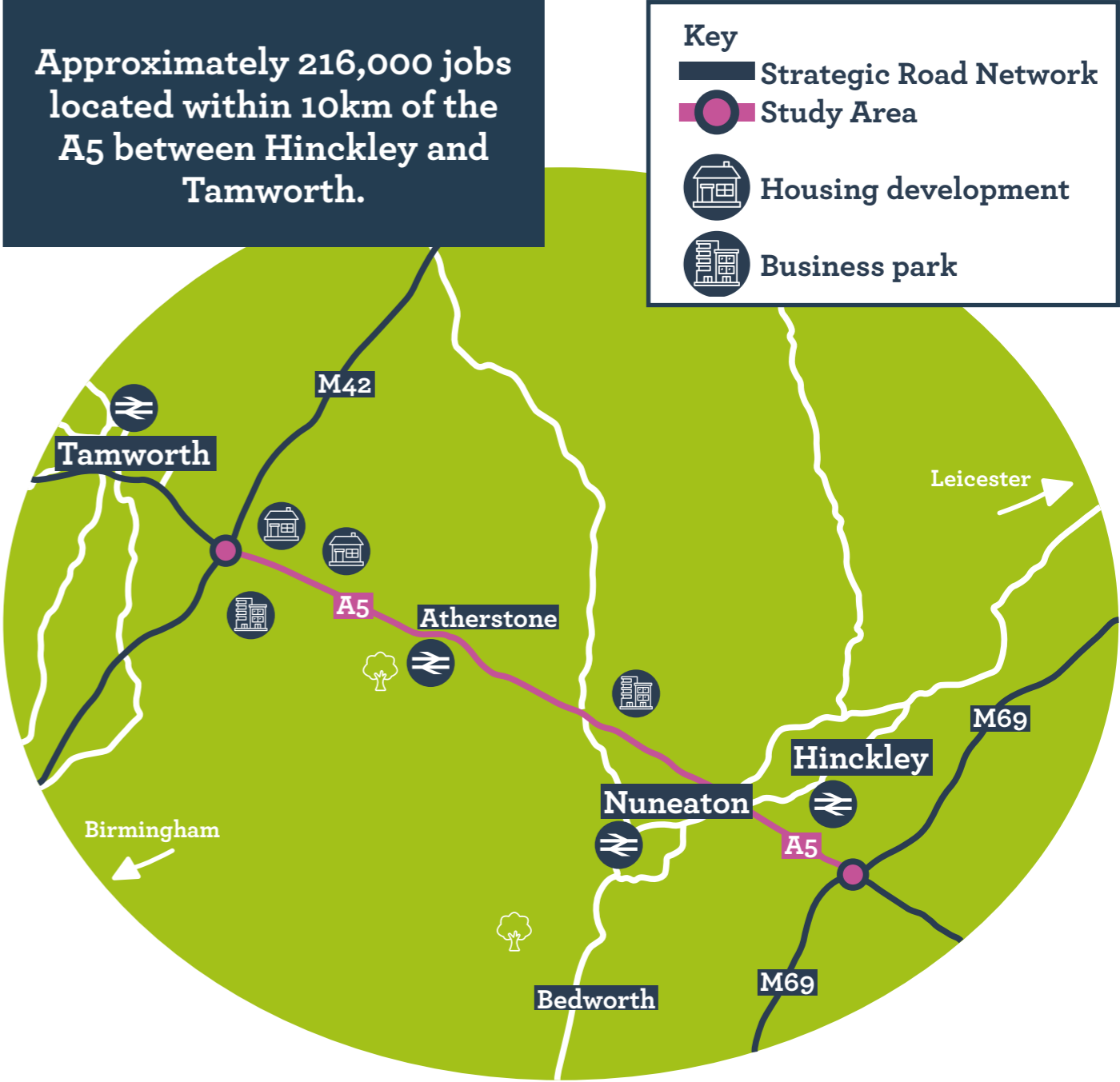
The A5 between Hinckley and Tamworth is 14 miles long and located to the north-east of Birmingham. It links the M69 at Junction 1 with the M42 at Junction 10 and serves local, regional and national purposes:

- **Local:** Many business and residential accesses open directly onto the A5.
- **Regional:** Utilised for trips between Warwickshire and Staffordshire, as well as between Staffordshire, Leicestershire and Birmingham.

- **National:** Provides access to several major business parks such as Birch Coppice and Triumph, as well as distribution centres and enterprise zones (including MIRA and Magna Park), shipping goods around the country.
- This area has some of the highest traffic volumes anywhere on the A5 corridor, with between 12,000 and 14,000 vehicles moving between the M42 and M69 per day.
- The A5 is also used as a diversion route when there are problems on the M6, M1 and M42. However, this causes problems along the A5 and local roads as the already high number of vehicles can rise further still when diversions are in place, demonstrating a lack of strategic network resilience in the area.









Interventions at this location could address:

Safety	Safer roads and junctions for all users and reduced incidents causing diversion of strategic traffic onto local roads including Nuneaton and Hinckley.
Air quality	Moving traffic off local roads will have air quality benefits for local residents.
Links to international gateways	Provides access to ports such as Felixstowe, London Gateway and Southampton. It also provides resilience to the M6 when incidents occur, ensuring access to international gateways.
Connecting people to new jobs	Help to fill the skills gap along the A5 by providing access to larger labour pools, and supporting the expansion of the Horiba-MIRA Enterprise Zone
Connecting people to new homes	The improvements will directly unlock major housing growth in the adopted North Warwickshire Local Plan in Polesworth and Dordon, as well as supporting the delivery of new housing at other locations including Tamworth, Nuneaton, Hinckley and Bedworth. Planned schemes such as the A5 Housing Infrastructure Grant improvements will also capitalise on investment.
Connecting cities	Provide connections to major cities such as Coventry and Leicester.



The location of Tamworth at the centre of the UK makes it an excellent location for logistics, warehousing and distribution activities, which have clustered around the A5.

The A5 is a key artery of economic activity and growth, serving the heart of the Midlands’ ‘Golden Triangle’ of logistics activity.

Local aspirations for Nuneaton & Bedworth			
16,776 new homes		60ha of new employment land by 2029 	6,290 new jobs related to the MIRA Enterprise Zone 
Local aspirations for Tamworth			
 6,250 new homes 		69ha of new employment land 	
Local aspirations for North Warwickshire		Local aspirations for Hinckley & Bosworth	
9,600 new homes by 2033 		 8,000 new homes by 2026	
Investment potential of the A5 between Hinckley and Tamworth			
17,000	2,500	5,000	
Additional journeys per day	Additional jobs	New houses	

What happens next?

The A5 between Hinckley and Tamworth was identified as a RIS 3 pipeline scheme, with improvements currently being investigated by National Highways, with public consultation to follow. Whether the project progresses will be dependent on the result of a ministerial review.



Improving social mobility

Employers along the A5 have noted a skills gap, with research showing that 27% of residents have no qualifications and 61% have a Level 2 qualification or under. Improving access to jobs will allow a broader labour pool to fill the gaps that

currently exist in the local market. The UK Competitiveness Index ranks Tamworth as the fifth least competitive area in the West Midlands, with Nuneaton & Bedworth the ninth least competitive. There is a clear need for investment to counteract the potential for economic stagnation in the area.

A50 Central Section

The investment location

Stretching for 14 miles from Blythe Bridge to Sudbury, the A50 Central Section corridor is part of the North Midlands Manufacturing Corridor, which has an economic output of around £20.3bn. The area is utilised by a number of different road users:

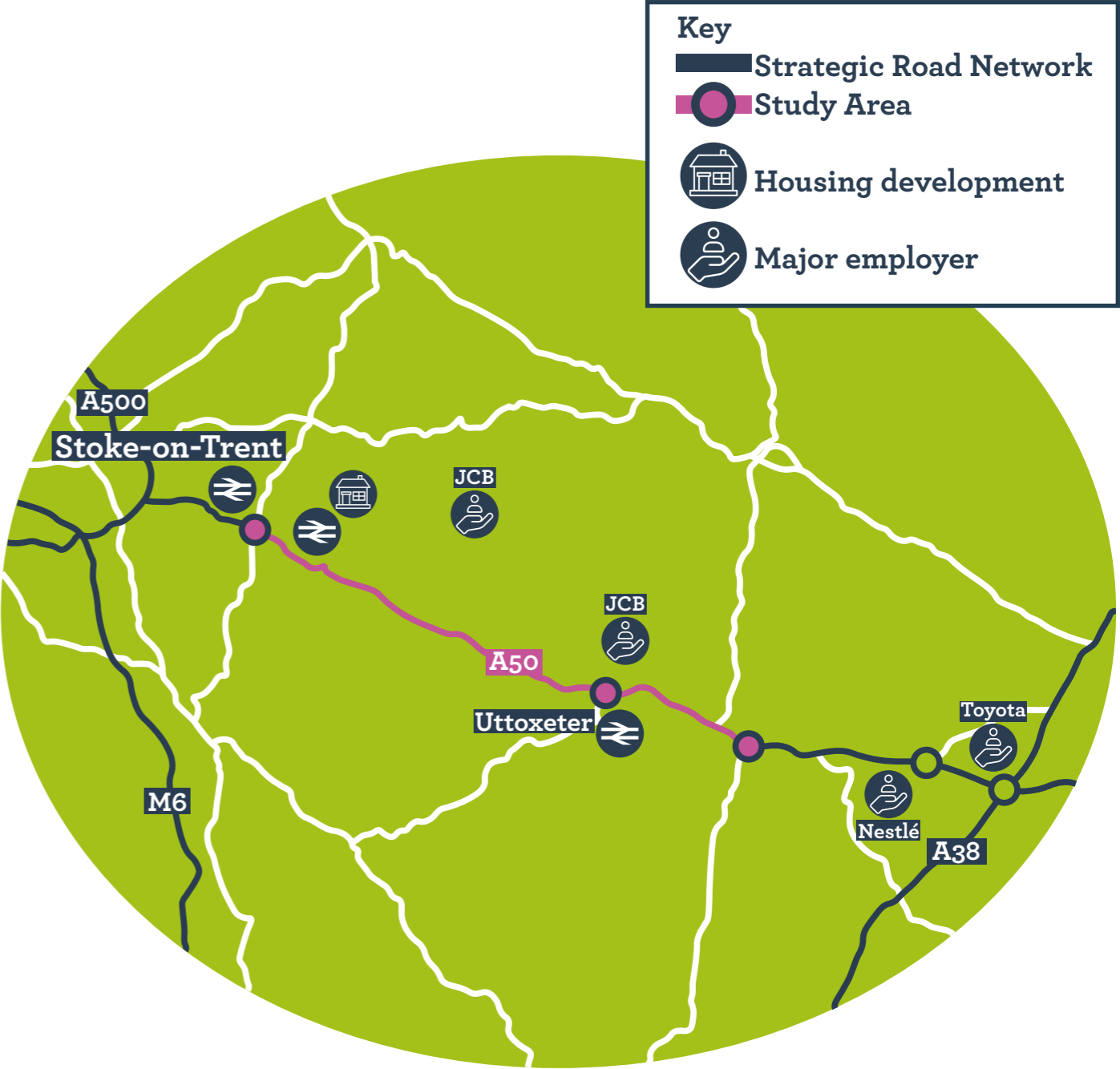
- **Local:** Provides employment in manufacturing and distribution/logistics industries to towns and villages along the corridor, plus cities of Stoke-on-Trent and Derby at either end.
- **Regional:** The A50 is the key route for trips between the East and West Midlands; it connects Stoke-on-Trent, Uttoxeter and smaller towns to Derby and Nottingham.

- **National:** The corridor is a significant freight route and is used by businesses along its length to connect with East Midlands Airport, Rail Freight Interchanges, East Midlands Freeports, East Midlands Parkway, and Infinity Park.

However, due to high congestion levels, the A50 does not always fulfil its role of connecting people, goods and businesses. Improvements to the A50 Corridor Central Section would provide an opportunity to deliver benefits for local communities along the route, as well as the longer-distance strategic uses of the corridor.



Interventions at this location could address:

Safety	Safer junctions for all road users with reduced incidents causing diversion of strategic traffic onto local roads in and around Uttoxeter. Diversions of abnormal loads onto local roads due to a weak structure would no longer be required, improving the safety of assets, reducing safety risks on local roads.
Air quality	Reduce idling at congested junctions, improving air quality.
Links to international gateways	Enhanced access to East Midlands Airport and East Midlands Freeports.
Connecting people to new jobs	Benefitting skilled industries near the location, or deprived, excluded areas that could benefit from enhanced access.
Connecting people to new homes	Support the delivery of new housing as part of the South Derby Growth Zone and Ashbourne development.
Connecting cities	Improved accessibility to major regional destinations including Stoke-on-Trent and Derby, and further afield via the M1 and M6.



The area contains major employers such as Toyota, JCB, Rolls Royce, Nestlé, Bentley, AZ, Michelin Tyres and Steelite.

Approximately 211,000 jobs are located within 10km of the A50 Central Section.


Local aspirations for East Staffordshire			
11,650 new homes by 2031		40ha of new employment land	
Investment potential of the A50 Central Section			
9,450 Additional journeys per day	1,515 Additional jobs	2,890 Additional houses	1,365 Additional workers

Improving social mobility

The area around the investment location is underperforming the region in terms of Gross Value Added (GVA) and job density. Both Staffordshire and Derbyshire have a GVA per head of 10-15% lower than their respective regions which already perform lower than the UK average.

What happens next?

National Highways is working on a study that will explore potential design solutions addressing the problems identified. This work is contributing to the evidence base used to decide the schemes in the Road Investment Strategy for Roads Period 3 (2025-2030), which will be published in 2024.

GVA per head (2016)		
Staffordshire		£18,947
Derbyshire		£18,386
West Midlands		£22,315
East Midlands		£20,562
UK		£37,907



Birmingham Motorway Box

The investment location

Birmingham is the UK’s second largest city, located within the West Midlands. Due to its expansive growth, Birmingham has merged into one larger metropolitan area surrounded by large towns and cities such as Wolverhampton, Coventry, Solihull, Dudley and Walsall.

The city is surrounded on all four sides by a network of motorways known as the Birmingham Motorway Box (or Midlands Motorway Hub) which is made up of the M5, M6 and M42. It is used by a variety of road users:

- **Local & regional:** Provides local connectivity, facilitating local trips and commuter journeys between the surrounding cities, towns and more rural communities.

- **National:** Home to a large manufacturing, logistics and warehousing sector which rely on the road network to distribute goods across the country.
- **International:** Home to an international gateway, Birmingham Airport, as well as providing strategic road links to ports across England, including Liverpool, the Humber, Felixstowe and Southampton.

The Motorway Box provides access to the HS2 Interchange and wider UK Central area, as well as strategic Park and Ride facilities such as Coleshill Parkway and Warwick Parkway.

Interventions at this location could address:

Safety	Safer roads and junctions for all road users and reduced incidents causing diversion of strategic traffic onto local roads in the West Midlands.
Air quality	Reduce number of slow-moving vehicles in stop/start conditions, improving air quality.
Access to international gateways	Enhanced links to nationwide ports and airports.
Connecting people to new jobs	Supporting economic growth and enhanced access for residents and employers to new employment locations.
Connecting people to new homes	Support the delivery of new housing in the West Midlands.
Regional connectivity	Improved accessibility into and through the West Midlands.
Maintain existing assets for the future	Safeguarding future operation of the road network to support strategic functions.

Traffic volumes on parts of the Birmingham Motorway Box are some of the highest in the UK, particularly at the interchange between the M6 and M42 where average daily traffic exceeds 150,000

vehicles. It is often under pressure due to high traffic volumes, resulting in delays and journey time unreliability.

The manufacturing sector in Birmingham and the surrounding area contributes £4bn to the UK economy annually

Key

Strategic Road Network

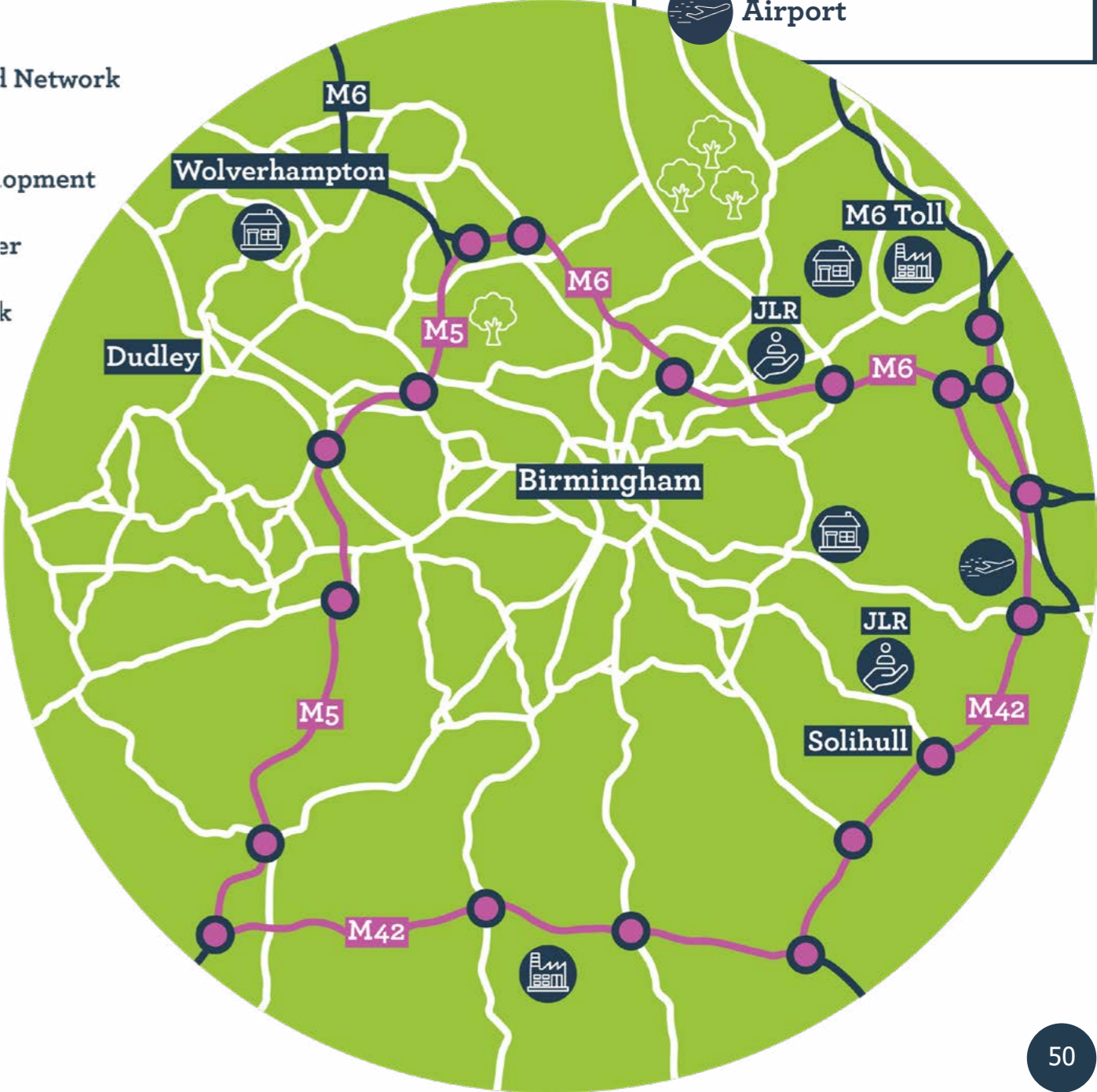
Study Area



Housing development

Major employer

Industrial park

Airport



Local aspirations for Birmingham and surrounding areas			
60,000 new homes across the region		Up to 200,000 new jobs across UK Central & Birmingham City Enterprise Zone	+9% population growth 
Investment potential of Birmingham Motorway Box			
80,000 Additional journeys per day	13,000 Additional jobs	24,000 Additional houses	10,000 Additional workers

The box is at the heart of the road network and an important freight route, with an estimated 70m road freight movements made through the Midlands each year.

Many large employers and areas of economic activity are located around the Motorway Box, including Jaguar Land Rover, Birmingham Airport and the NEC.



Addressing social mobility

Despite the buoyant West Midlands economy, there is an imbalance in the level of prosperity across the Motorway Box. Areas such as Sandwell rank as the 352nd most prosperous in the UK of 379 local authorities. By contrast, authorities such as Bromsgrove and Solihull rank as 127th and 154th in the UK, respectively.

There is currently a 14% productivity gap across the investment area compared to England as a whole. Of this, approximately 20% of the gap is estimated to be due to poor transport connectivity. According to the 2019 UK Competitiveness Index (UKCI), Birmingham is the 26th most competitive city in the UK (out of 44 cities).

Over one million jobs are located within 10km of Birmingham Motorway Box.

Creating a safer road network

Clusters of accidents, most commonly located at junctions, further add to delays. The local roads which are used as diversionary routes during incidents are usually already heavily congested. As such they are unable to cope with the increased traffic demand caused by closure of the motorway network, leading to gridlock on the local road network.

What happens next?

Midlands Connect is aware that new route strategies are in development and may include new or additional interventions on the Motorway Box. We will continue to collaborate with partners across the region to support the development of a comprehensive multi-modal strategy and roadmap for this priority location, supported by our previous technical analysis and ongoing research and development activities.

M1 junction 24

The investment location

Located in the East Midlands and providing access to East Midlands Freeport, the UK’s only inland freeport, the M1 junction 24 is considered a regional and national priority road project due to its strategic nature and location. It is used by a variety of road users:

- Local & regional: Used by residents to travel between Derbyshire, Nottingham and Leicestershire.
- National: Provides access to East Midlands Freeport, driving economic regeneration across the East Midlands.
- International: Provides access to East Midlands Airport, the second largest freight airport in UK. The airport recorded its highest ever monthly cargo volume in October 2019 when it handled almost 35,000 tonnes of goods.

Junction 24 is identified as being one of the biggest transport challenges across the East Midlands. The junction was upgraded in 2018, providing some

freeflow movements between the M1 and A50, but is predicted to become congested again following extensive planned growth in the area.

East Midlands Freeport

The East Midlands Freeport currently covers the size of three Olympic Parks with transformational expansion opportunities. There is significant growth anticipated within the freeport, accelerating regeneration, increasing skills, and training opportunities, which will help to level-up some of the UK’s most deprived areas.






The proportion of foreign direct investment in manufacturing within the East Midlands is 36%double the percentage of the UK as a whole.



The area has more than 88,000 businesses providing over 930,000 jobs in sectors with potential for growth. This includes advanced manufacturing, engineering, clean energy, logistics, creative and digital.

Interventions at this location could address:

Safety	Safer roads and junctions for all users and reduced incidents causing diversion of strategic traffic onto local roads including Nuneaton and Hinckley.
Air quality	Reduce congestion and improve journey time reliability.
Access to international gateways	Better connecting East Midlands Airport to road-dependent businesses.
Connecting people to new jobs and homes	Significant commercial and housing developments planned across the East Midlands.
Regional connectivity	Easier connections between Derbyshire, Nottingham and Leicestershire

Major aspirations for the East Midlands			
	20,000 new jobs at East Midlands Freeport	20,000 new jobs at Ratcliffe-on-Soar power station	4,200 new jobs at East Midlands Investment Zone
Sinfin Moor expected to deliver 30ha of new employment space 	£13 million East Midlands Institute of Technology campus planned 		
85,000 jobs and 20,000 homes by 2045 planned by East Midlands Development Corporation			
Investment potential of the M1 junction 24			
81,000 Additional journeys per day	7,000 Additional jobs	13,000 Additional houses	6,000 Additional workers

What happens next?

Midlands Connect is working with National Highways and local councils and MPs to provide evidence for the scheme. Midlands Connect also recognises the constraints on available budget for road investment schemes at this time, as outlined

in the Secretary of State for Transport’s ministerial statement released in March 2023. As a result, we recommend prioritising funding in the upcoming Road Investment Strategy 3 (2025-2030) for us to fully investigate options for upgrades, which could then be completed in RIS 4 (2030-2035).

Special recommendations

1. We recommend prioritising funding in the upcoming Road Investment Strategy 3 (2025-2030) in partnership with the government and in support of National Highways, we would fully investigate options for upgrades on the M1 junction 24 for delivery in Road Investment Strategy 4 (2030- 2035) or Road Investment Strategy 5 (2035-2040).
2. This would allow a full investigation of the project, allowing for all major preparatory works to be done in the area. As a part of our investigation, we will not just look at M1J24 but also at the wider strategic network including M1J23a-25 and other crucial locations on the SRN to ensure that wider supporting measures are also considered and any improvement at M1 J24 isn’t delivered in isolation to shift the problems to other locations.
3. To the west, and connected to the M1 Junction 24 via the A50, the A50/A38 Toyota Junction is strategically located, facilitates access to East Midlands Freeport sites, as well as other growth aspirations and provides network resilience. The junction needs improvement to improve capacity and safety, supporting developments in the vicinity. There is potential for a small scheme, funded by contributions from developers, but there is a case for improvements to be strategic in nature and future proofed to accommodate the growth potential of the area rather than just mitigating short term development impacts. To achieve that, some funding contributions from the RIS allocation may be required along with the developer’s contribution. We will work with National Highways to make a case for this, and Midlands Connect will investigate this in detail during our assessments for wider strategic connectivity requirements (including at M1 Junction 24) for East Midlands Freeport to be undertaken as part of project WISERR.



M1 junction 28

The investment location

Located in Derbyshire and adjacent to Nottinghamshire, the M1 junction 28 is a grade-separated roundabout with signals on all five of its arms. Also known as the Pinxton Interchange, the junction connects towns like Mansfield, Sutton-in-Ashfield and Amber Valley to the motorway network and is used by a number of different road users:

- **Local:** Provides the town’s primary access to the road network, as well as providing access to other areas of Nottinghamshire and Derbyshire.
- **Regional:** Connecting the East to the West Midlands, providing access via the M42 and A38.
- **National:** There are two industrial estates in the area with a mix of retail and logistics businesses who rely on the road network to distribute goods across the country.

Investment is needed at junction 28 of the M1 to support employment prospects for residents of deprived areas along this section of the A38 corridor. Junction improvement will also allow local development, improve safety and maximise the benefits of the investment on the A38 around Derby.

Approximately 154,000 jobs are located within 10km of the M1 junction 28, 53% of which depend on a reliable Strategic Road Network.

Interventions at this location could address:

Safety	Safer junction for all road users and reduced incidents causing diversion of strategic traffic onto local roads in and around Mansfield and Alfreton.
Air quality	Reduced queueing at M1 J28 and less ‘rat running’ through villages neighbouring the junction.
Access to international gateways	Provide better connectivity to East Midlands Gateway and across the national road network.
Connecting people to new jobs	Connecting Derbyshire and Nottinghamshire to the M1 and high value employment opportunities including Sheffield and the North.
Connecting people to new homes	Support the delivery of new housing, including major developments southwest of Mansfield.
Regional connectivity	Improved accessibility to major destinations in the M1 and railway corridors including Derby and Leicester.



Key

Strategic Road Network

Study Area

Housing development

Industrial park

Shopping outlet

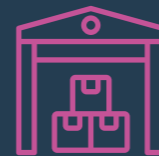
As part of the government’s Levelling Up Fund, Mansfield has been allocated £12.3m to redevelop and address issues of education and employment skills

Local aspirations for North Nottinghamshire & East Derbyshire

5.2ha of new
employment
land



575,000sq ft
warehousing and
logistics planned at
Panattoni Park



600 new
homes at
Lily Street
Farm

6,100 new
homes
across
Ashfield



2,700 new
homes in
Amber
Valley

2,600 new
homes for
Southwest
Mansfield

Investment potential of M1 junction 28

11,690

Additional journeys
per day

2,070

Additional
jobs

3,210

Additional
houses

1,140

Additional
workers

Driving social mobility

The area suffers from high levels of deprivation, heightened by poor connections to employment opportunities in Nottinghamshire, Derbyshire and the West Midlands.

Mansfield has a lower level of educational attainment than the national average, with only around 62% of residents being in employment. The business sectors in the area are primarily focussed on lower skilled and lower paying jobs. The adjacent borough of Ashfield also suffers from similar levels of deprivation and issues with employment, wages and education.

The region is also underperforming terms of Gross Value Added (GVA) and job density. Both Mansfield

and Ashfield have a GVA per head of 10-25% lower than their respective regions which already perform lower than the UK average.

GVA per head (2016)

Mansfield		£16,073
Ashfield		£17,876
Amber Valley		£21,192
East Midlands		£20,562
UK		£37,907

Creating a safer road network

The junction is subject to significant queues and delay during peak and off-peak periods, which hampers the operation of the A38 and access to the M1. There are also recorded instances of queuing back down the slip roads back to the M1 carriageway, which is a serious safety issue.

What happens next?

This location is in National Highways proposed pipeline of schemes, exploring potential design solutions which address the problems identified on the junction. This work is part of developing the evidence base that will determine the schemes that are included in the Road Investment Strategy for Roads Period 3 (2025-2030), published in 2024.



M1 improvements at Leicester

The investment location

The section of the M1 between the M69/M1 interchange (junction 21) and junction 21a provides access from Leicester to the Strategic Road Network, connecting the major north-south and east-west M1 and A46 routes. The junction serves a variety of road users from a local to national perspective:

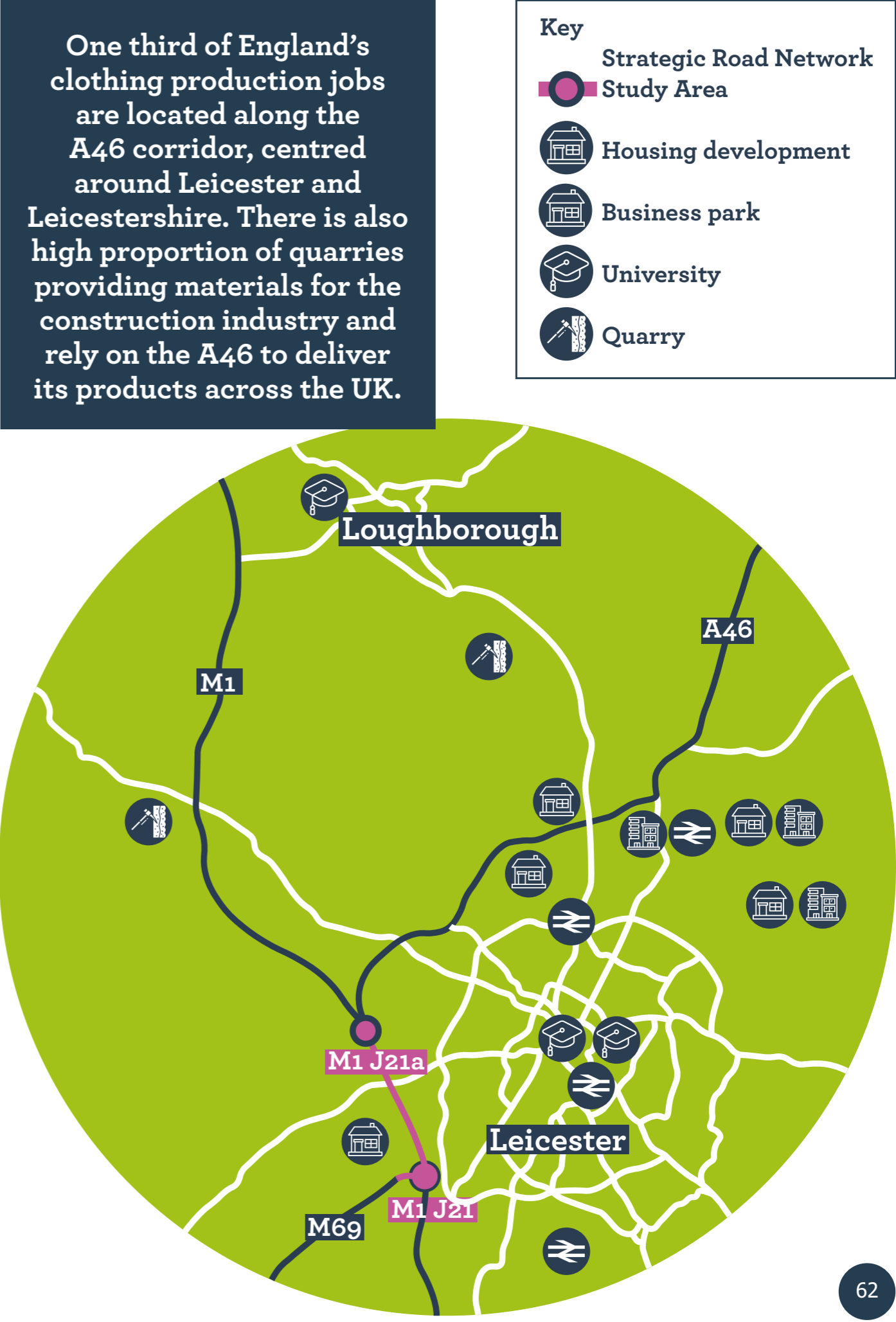
- **Local:** Utilised by locals, with 19% of journeys starting and ending in Leicestershire.
- **National & regional:** Distributes goods and materials across the country from quarries and clothing manufacturing businesses, based along the A46 corridor.



The M1 between J21 and 21a is one of the busiest locations on the M1 corridor, resulting in congestion and poor journey time reliability. Intervention on the M1 west of Leicester could help relieve this.

Several major companies are based in Leicester and Leicestershire, including the Sytner Group, Next, Barratt Developments, Bloor Investments, and Samworth Brothers.

Interventions at this location could address:

Safety	Safer roads and junctions for all users and reduced incidents causing diversion of strategic traffic onto local roads in and around Leicester.
Air quality	Smoother driving with less acceleration and deceleration, along with reduced journey times, will improve air quality.
Access to international gateways	Improved access along key north-south and east-west routes along the M1 and A46 corridors.
Connecting people to new jobs	Leicester and Leicestershire have a population of over 1m, providing an accessible labour market.
Connecting people to new homes	Support the delivery of new housing at sites such as the New Lubbethorpe development.
Connecting cities	Improved accessibility to major cities such as Coventry and Birmingham.



Local aspirations for Leicester & Leicestershire			
 95,000 new homes by 2031 & 90,000 new homes by 2050			 367ha of new employment land
Investment potential of M1 improvements at Leicester			
19,000 Additional journeys per day	3,000 Additional jobs	6,000 Additional houses	2,000 Additional workers

Driving social mobility

Despite the buoyant Leicestershire labour market, there has been a historic imbalance in investment in the region. Residents of Leicestershire receive the lowest amount of government funding of any region in the UK: approximately 10% lower than the UK average between 2020 and 2021.

The 2019 UK Competitiveness Index (UKCI) shows that Leicester is the 32nd most competitive city in the UK out of a total of 44 cities. This places it in the bottom 30% of the most competitive cities in the UK, demonstrating the need and value which could be generated from investment in this location.

What happens next?

Potential enhancements on the M1 west of Leicester (referred to as Leicester Western Access in National Highway's RIS2 strategy) were identified as a pipeline scheme to be considered in the RIS 3 period, however no precise scheme was identified. National Highways is continuing to consider a potential intervention in this area.

65% of jobs located in 10km of the Leicester Western Access rely on the Strategic Road Network.



M6 junction 15

The investment location

The M6 is one of the most important routes connecting the Midlands to the North-West and to the south via the M1, connecting people, goods and businesses.

Located on the western end of the A50/A500 North Midlands Manufacturing Corridor, junction 15 and 16 of the M6 are connected by the A500 'D-road' through the Stoke-on-Trent conurbation known as The Potteries. It serves a variety of road users:

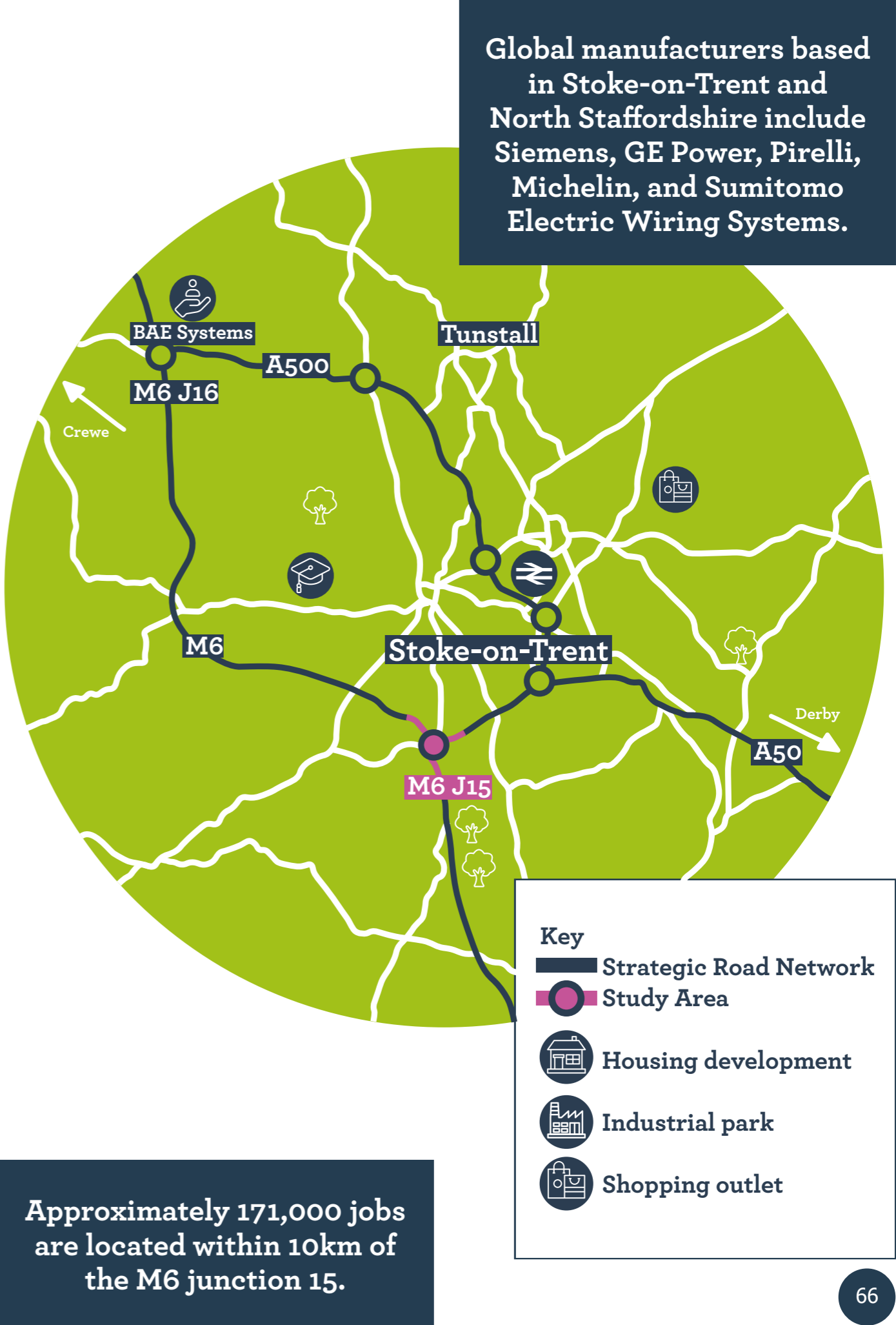
- **Local:** Used by locals for accessing cities and towns in the area – a portion of trips through the junction start and end in The Potteries.


- **Regional:** Connects Stoke-On-Trent and Newcastle-under-Lyme to the East Midlands and the North-West and beyond
- **National:** Significant Freight route for moving goods around the country, connecting to East Midlands Airport, East Midlands Parkway and Infinity Park.

However, the M6 at junction 15 suffers from regular congestion which restricts access to and from the M6 at this location. The mix of strategic and local traffic through The Potteries also causes significant air quality and noise issues, plus connectivity problems for local residents and businesses.

Interventions at this location could address:

Safety	Safer junction for all road users and reduced incidents causing diversion of strategic traffic onto local roads in and around The Potteries.
Air quality	Reduced idling at congested junctions.
Links to international gateways	Enhanced access to East Midlands Airport and East Midlands Freeports.
Connecting people to new jobs	Linked to skilled industries near the location, or deprived, excluded areas that could benefit from enhanced access.
Connecting people to new homes	Supporting local housing growth across the region.
Regional connectivity	Improved accessibility to major regional destinations including Stoke-on-Trent, Derby and further afield via the M1 and M6.



Local aspirations for Stoke-on-Trent & Newcastle-under-Lyme			
19,800 new jobs along the Ceramic Valley Enterprise Zone	30,400 new homes by 2040		171ha of new employment land
Investment potential of M6 J15			
6,460 Additional journeys per day	1,120 Additional jobs	1,850 Additional houses	735 Additional workers

Driving social mobility





Stoke-on-Trent is the 12th most deprived local authority in England and the second most deprived in the West Midlands (out of 30). Due to the local road-reliant industries it is necessary to establish the importance of the road network to encourage growth in the area.

Both Stoke-on-Trent and Newcastle-under-Lyme have a GVA per head of 10-25% lower than their respective regions, which already perform lower than the UK average.

What happens next?

This location is in National Highways proposed pipeline of schemes, exploring potential design solutions which address the problems identified on the junction.

This work is contributing to the evidence base used to decide the schemes in the Road Investment Strategy for Roads Period 3 (2025-2030), which will be published in 2024.

GVA per head (2016)		
Stoke-on-Trent		£20,612
Newcastle-under-Lyme		£16,291
West Midlands		£22,315
UK		£37,907





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