

# Local Pinch Point Fund



## Expression of Interest Form: 2021/22 and 2022/23 proposals

This form is for proposals to be funded by DfT in 2021/22 and 2022/23. Proposals should demonstrate the benefit to local businesses, and improvements to productivity on completing the project. The proposal should indicate the range of funding sought from the Department for Transport, e.g. £5 million to £10 million, £10 million to £15 million, or over £15 million.

The closing date for Expressions of Interest is **31 January 2020**.

For proposals submitted by components of a Combined Authority a separate EOI form should be completed for each one, then the CA should rank them in order of preference.

### Applicant Information

**Local authority name:** Staffordshire County Council

**Manager Name and position:** [REDACTED] – Connectivity Strategy Manager

*Name and position of officer with day to day responsibility for delivering the proposal.*

**Contact telephone number:** [REDACTED]

**Email address:** [REDACTED]

**Postal address:** Sustainable and Connected County  
Staffordshire County Council  
1 Staffordshire Place  
Stafford ST16 2LP

### **Combined Authorities**

*If the proposal is from a local highway authority within a Combined Authority, please specify the contact and ensure that the Combined Authority has submitted a Combined Authority Application Ranking Form.*

**Name and position of Combined Authority Co-ordinator for CA proposals:** N/A

**Contact telephone number:**

**Email address:**

**Postal address:**

**Postcode**

## **SECTION A – Description of works**

**A1. Name of proposal:** Five Ways Island Cannock Capacity Improvement Scheme

### **A2. Geographic area:**

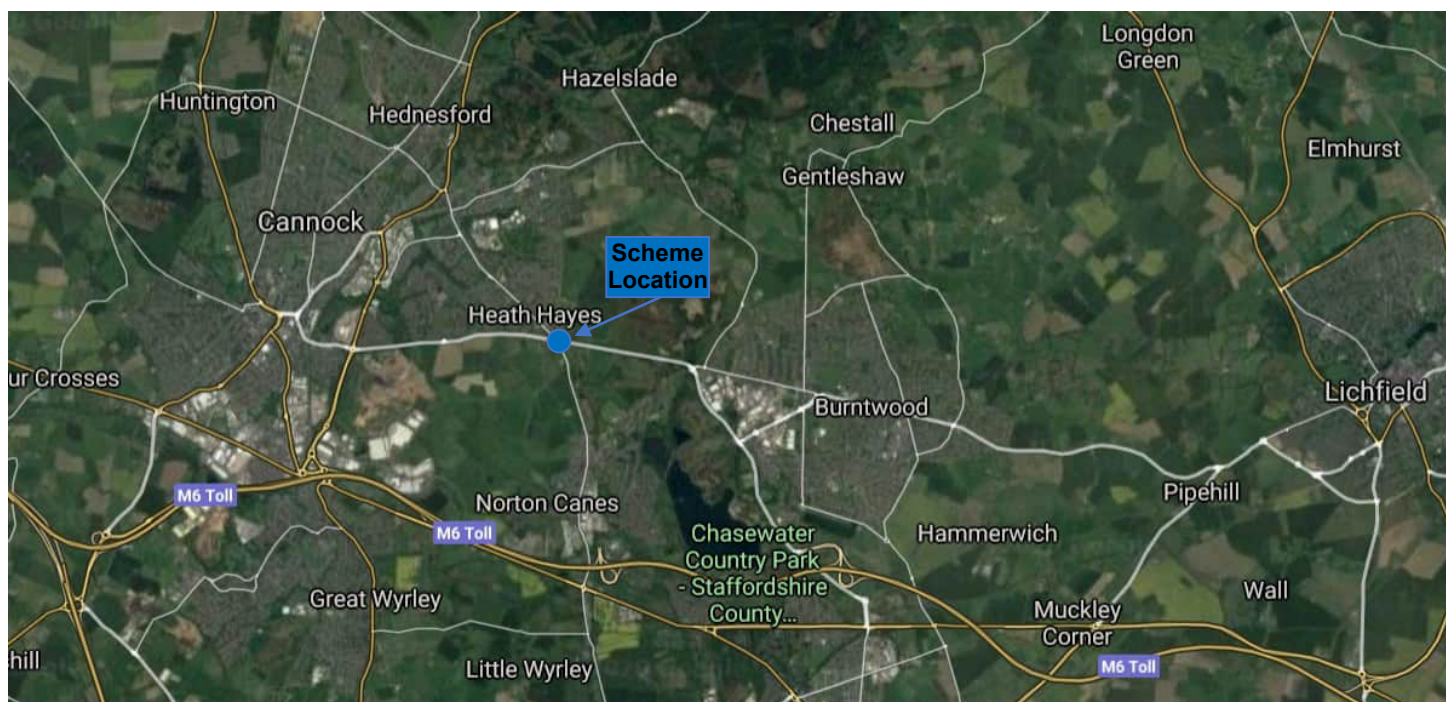
Please provide information about the location of the proposal (in no more than 50 words)

The junction is located within Cannock Chase District Council on the boundary of the Heath Hayes East & Wimblebury and Norton Canes wards.

A5190 corridor approximately 3km east of Cannock, 10km west of Lichfield and is adjacent to key employment, retail and housing sites.

OS Grid Reference: **SK 01603 09931**

Postcode: **WS12 3HZ (nearest)**



### **A3. Description of existing problems and how the proposal would address them. Please set out which other options have been considered:**

The Five Ways Island junction is a five arm priority controlled roundabout formed primarily by the A5190 and B4154 corridors.

The junction provides direct local connectivity between Cannock to the west, Hednesford to the north-west, Wimblebury to the north, Burntwood/Lichfield to the east and Norton Canes/Walsall to the South.

The junction also provides wider connectivity as part of



access routes to the SRN including to the M6 toll (via B4154) and the M6 (via the A5190).

The roundabout operates as a wide single lane circulatory and all five approach arms are a single lane with no flaring on the entry or exit arms of the junction. Heavy goods vehicles circulate some sections of the circulatory carriageway at very low speeds due to tight turning radii.

There are no formal pedestrian crossing facilities at the junction at present and non-motorised users in the form of pedestrians or cyclists wishing to cross the junction do so using dropped kerbs and during gaps in traffic. There is currently no pedestrian guard rail or tactile paving in use at the junction which may require addressing as part of the emerging Local Plan.

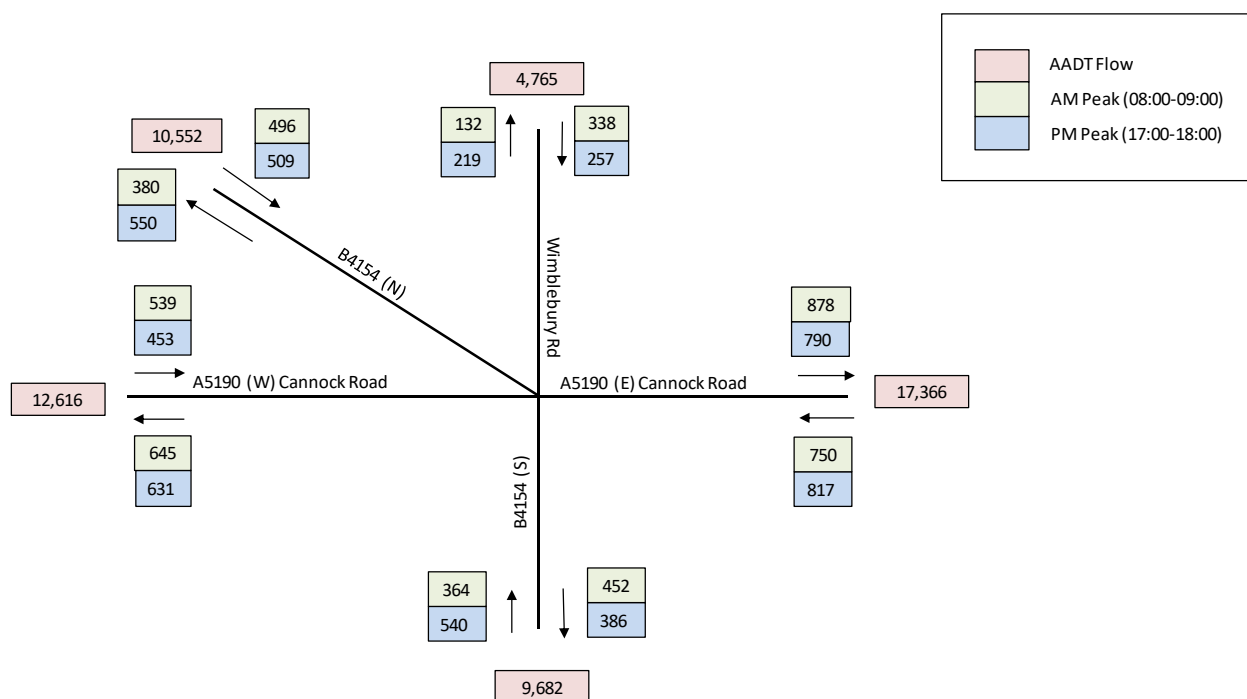
Speed limits on the approach arms vary from 30 mph to single lane national speed limit.

The junction suffers from capacity constraints during both the AM and PM peak. This congestion causes significant delays to vehicles travelling through the junction.

Observed 2017 turning counts captured the respective peak hour junction throughput at just over 2500 vehicles (2531 AM and 2576 PM).

The main movements through the junction are along the A5190 Cannock Road corridor with AADT traffic flows of between 17,366 and 12,616. There are also heavy movements on the B4154 northern and southern approaches to the junction with AADT flows of 10,552 and 9,682 respectively.

The flows in and out of each arm of the junction over AM and PM peak hours and the two-way AADT flows are pictured below.



The junction is currently served by several bus routes including the 3, 3a, 60 and 60a which are all operated by Arriva. Five buses in each direction per hour travel through the junction and many utilise stops along the B4154 corridor. The 3 and 3a provide public transport connectivity between Cannock, Norton Canes and Walsall whilst the 60 and 60a provide connectivity between Cannock, Norton Canes and Lichfield.

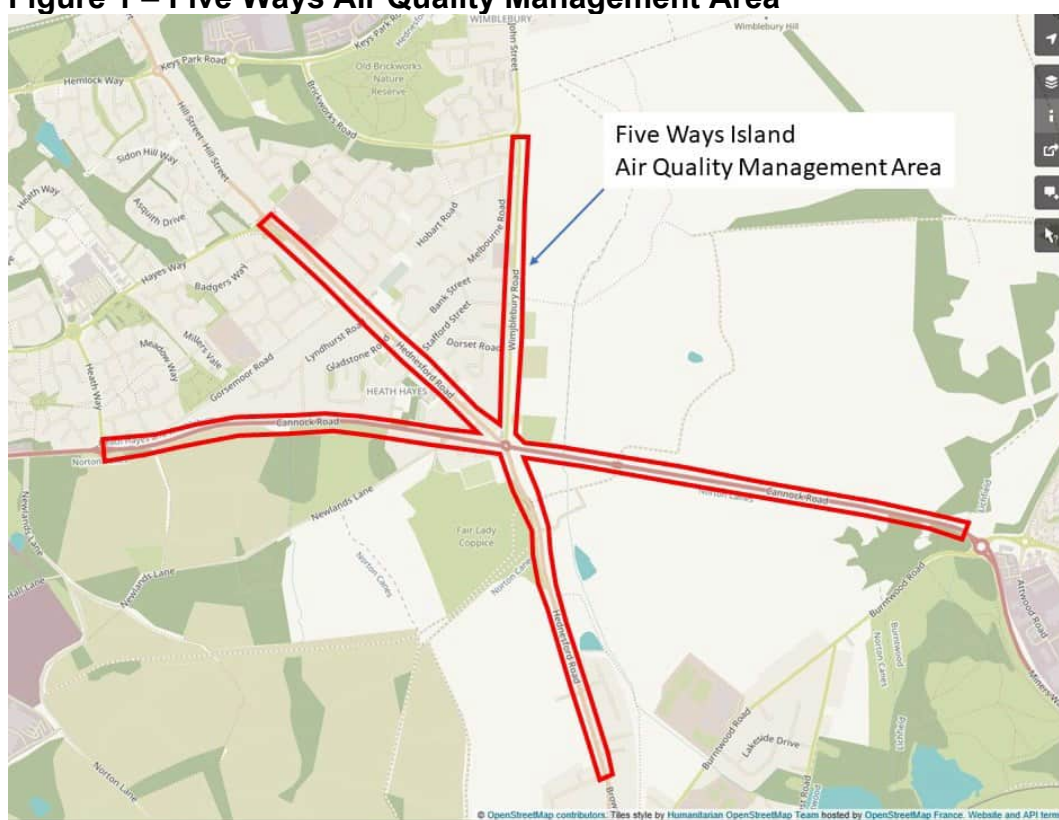
Queue surveys undertaken in 2017 AM and PM peak periods showed significant queues on all approaches with the exception of Wimblebury Road. The maximum observed queue was during the PM peak on the approach from Norton Canes and comprised of 108 vehicles. Traffic congestion and delays on the A5190 corridor make it an unattractive option for accessing local labour markets, suppliers, and for distribution purposes. Queues interfere with the operation of retail premises located on Heath Hayes High Street and impact on local terraced properties.

Cannock Chase has seen particularly strong jobs growth in recent years with employment within the area increasing by around 8% since 2015, over double the regional and national averages. Investment in infrastructure will be required to enable continued sustainable growth in jobs and productivity within Cannock Chase, including the continued development and expansion of employment sites such as Kingswood Lakeside, the construction of new homes and the sustained increase in visitors to the area which will increase exponentially on the opening of the Mill Green Outlet Village. Investing in Cannock by improving this junction will enhance connectivity, lead to an increase in productivity and help to attract higher paid jobs into the local area.

Both Stoke-on-Trent and Staffordshire and Greater Birmingham and Solihull Local Enterprise Partnerships are committed to ensuring that the focus in the coming years is to build on our recent successes and improve productivity levels within the County.

The roads leading up to the Five Ways junction and the junction itself have been highlighted within Cannock as a hotspot for transport related poor air quality and have been identified as an Air Quality Management Area (AQMA) as shown in Figure 1.

**Figure 1 – Five Ways Air Quality Management Area**



Source: Cannock Chase District Council website

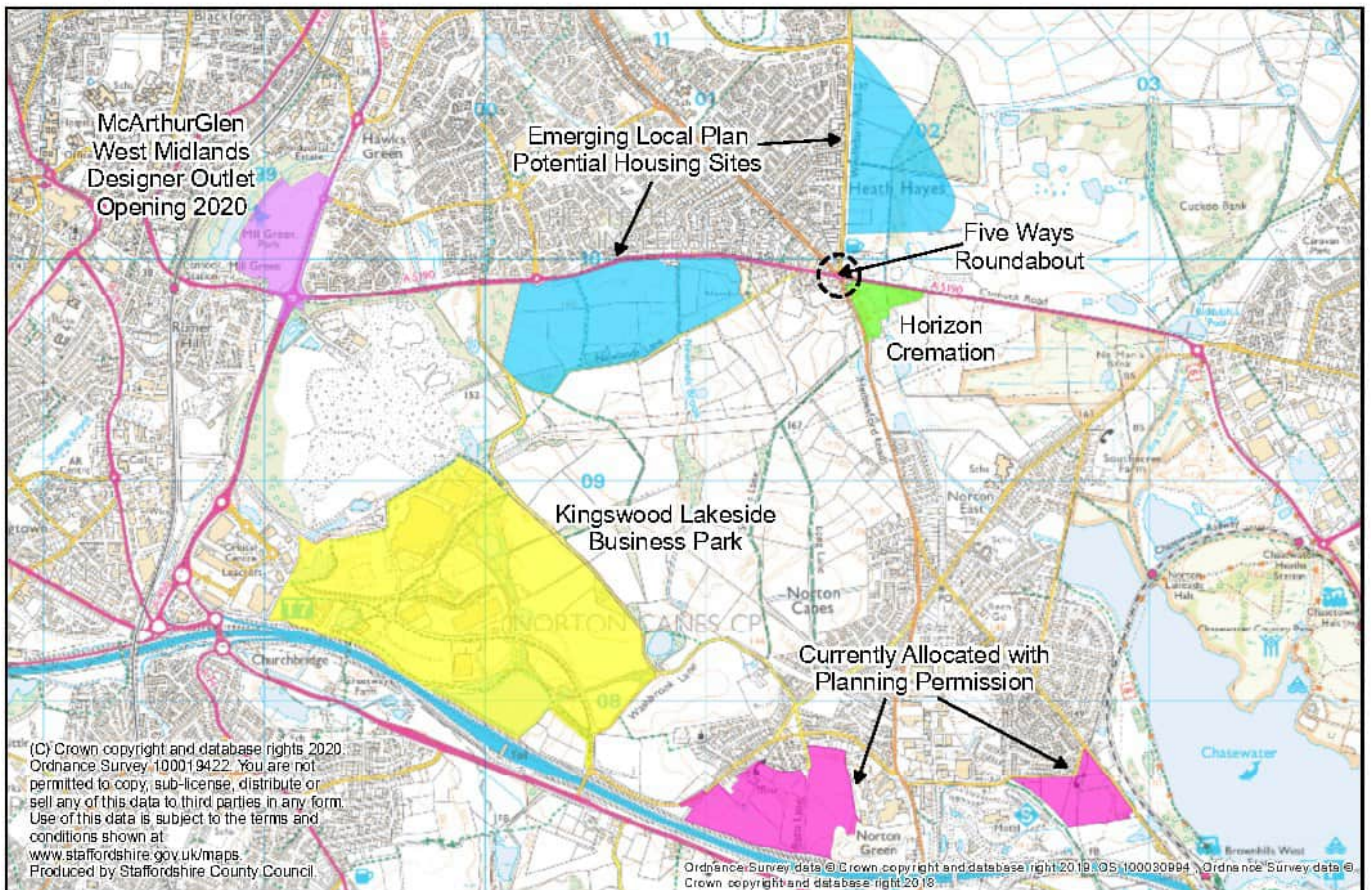
Monitoring on the A5190 Cannock Road near the Five Ways Island continue to show that annual levels of nitrogen dioxide exceed the national objective for the pollutant and the AQMA for the area was declared in 2017. There are residential properties along these roads whose residents are negatively affected by the poor air conditions.

The A5190 Cannock Road is one of the main strategic routes between Cannock and towns like Lichfield and Burntwood, and as such is heavily used by commuters and businesses travelling between these places. It serves as an alternative strategic route to the A5(T). There have been 11 accidents in close proximity to the junction between 01/07/2014 and 06/12/2019, all slight severity.

A number of proposed and existing developments are located within the immediate vicinity of the junction as shown below in Figure 2.

**Figure 2 – Existing and Proposed Developments**

Five Ways Roundabout



Cannock Chase District is currently carrying out a review of the Local Plan with the intention of accommodating housing and employment growth to satisfy local needs. Due to the constrained nature of the District it is unlikely that the existing urban areas will be able to accommodate the numbers needed and areas outside of the urban area will need to be considered. In addition, there is a known shortfall from the Greater Birmingham and Black Country Housing Market Area that will need to be accommodated outside of the main conurbation where capacity exists. Cannock Chase will therefore be required to assess the potential to accommodate some of this shortfall.

To the south of the junction, around 500 new dwellings are currently under construction. This will add a significant amount of traffic to the area and without improvements to the Five Ways junction it will struggle to cope with the increase. The presence of this congested route is unlikely to encourage local inward investment in business and economics growth which in turn will act as a constraint to job creation.

There are a number of large business parks in the area, including one along the A5190 in Burntwood to the east of Five Ways, and the large Kingswood Lakeside employment park to the south. There are

plans underway to further develop this land and construction is currently taking place on 20ha and another 9ha is remaining to be later built on. Presently there are approximately 1,400 jobs located and ultimately there will be approximately 2,800 jobs in total when the site is fully occupied.

A large McArthur Glen Designer Outlet is due to open in 2020 at the junction of the A5190 and A460, just west of the Five Ways junction. This will contain 130 stores and restaurants, employ over 1,000 people, and be a major draw for employment and leisure for people all over the West Midlands and Staffordshire. Most of the traffic generated by the developments coming from the east, such as Burntwood, Lichfield, and Tamworth will use the A5190 as the main route to get there. Five Ways Island is already a bottleneck along this route with current demand levels and without improvements will stifle these benefits to the east.

Directly to the south east of the junction planning permission has been granted to build a crematorium which will join the road network on B4154 Norton Road. There is also planning consent for a cemetery on the same side.

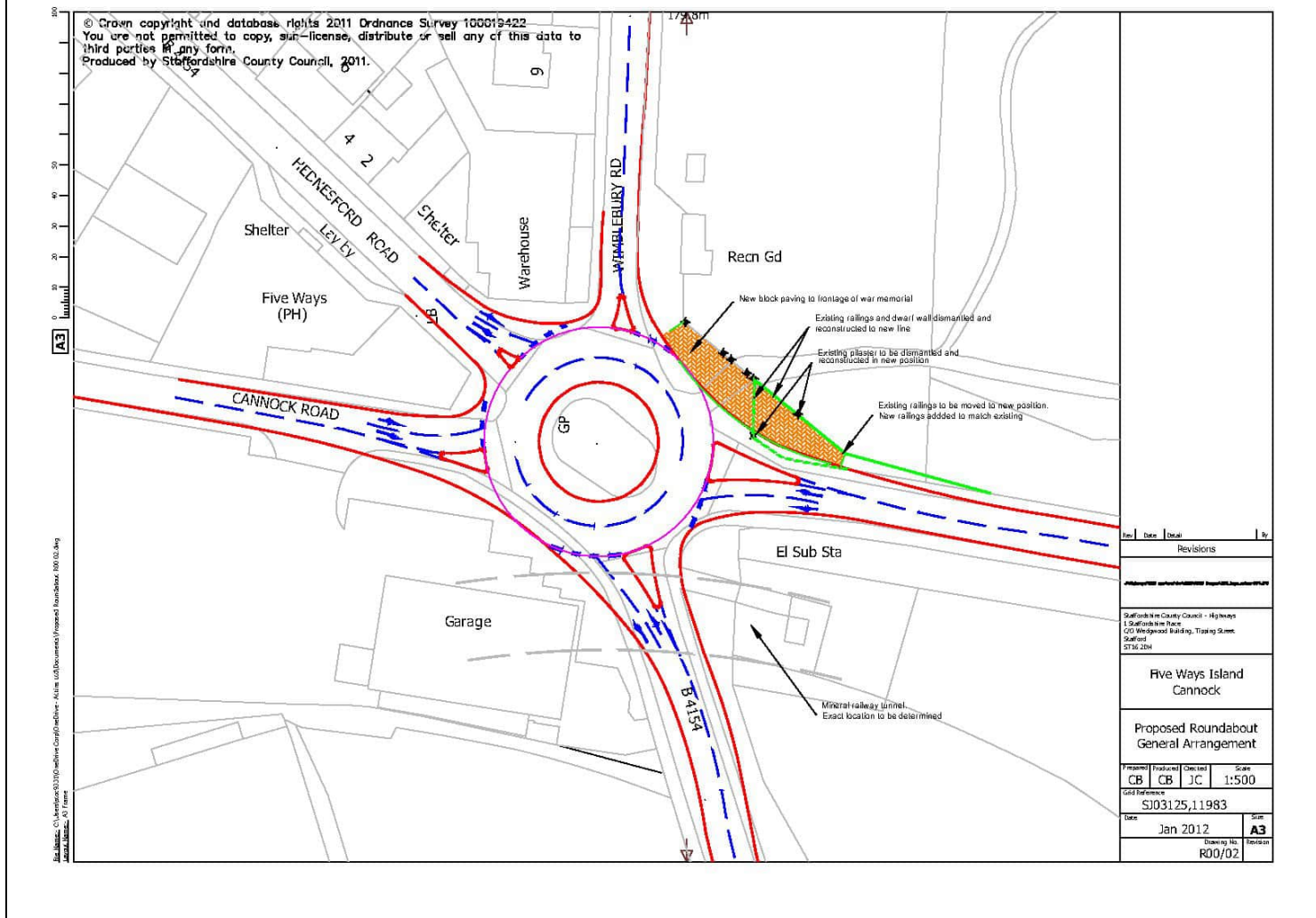
There are also sites in the vicinity of Five Ways junction that are being promoted through the emerging Local Plan for residential development. Development of sites in these areas would depend on the potential to improve the junction such that air quality issues could be resolved but also through associated highway improvements that provide further traffic capacity at this key location.

A comprehensive local consultation exercise was undertaken to consider options for improving capacity at this junction. This included considering the closure of specific approach arms, implementation of One-Way Traffic Regulation Orders, traffic calming measures such as build outs, and low-cost engineering interventions such as kerb realignments.

Two options were considered as potential solutions. The first is a reconfigured roundabout junction, and the other the addition of traffic lights to create a signalised junction. Local residents did not support changes or restrictions to vehicle movements through the junction but were in favour of modifications including carriageway widths and alterations to the central island diameter.

The microsimulation analysis of the roundabout improvement and the traffic signal layout indicated that the proposed traffic signal option would not result in a reduction in traffic queues and delays compared to the existing junction layout. As a consequence, this option was not progressed further and the preferred solution is a reconfigured roundabout junction incorporating increased approach widths and a widened circulatory carriageway. The preferred solution has been modelled in VISSIM to determine the improvements to journey times. The preferred roundabout improvement is shown below in Figure 3.

**Figure 3 – Proposed Roundabout Improvement Scheme**



A summary of the roundabout improvement scheme is provided below:

**Roundabout Option**

- Redesign of the junction, modifying the existing five arm priority-controlled roundabout into a five arm higher capacity roundabout junction;
- Widening of the circulatory carriageway from a one to two lanes thus increasing the circulatory capacity;
- Minor widening and approach realignment of Wimblebury Road arm;
- Widening of the A5190 Cannock Road (East) approach and provision of a two lane entry flare;
- Widening and slight re-alignment of the B4154 Norton Road approach and provision of a two lane entry flare;
- Widening of the A5190 Cannock Road (West) and provision of a two lane entry flare; and
- Widening of the B4154 Hednesford Road approach and provision of a two lane entry flare.

Pedestrian and cycle crossing provision will be provided away from the junction in line with the emerging LCWIP and funded through integrated transport block.

Therefore, the key benefits of the scheme are the increase approach capacity in the form of widening and flaring, increased circulatory capacity in the form of a widened circulatory carriageway and increased discharge from entry arms achieved by a slight increased arc distance between neighbouring arms (reducing the proximity of entry arms).

## **SECTION B – The Business Case**

### **B1. The Financial Case – Project Costs and Profile**

Please indicate the anticipated cost of the proposal in the table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

#### **Funding profile (Nominal terms)**

<b>£000s</b>	<b>2021-22</b>	<b>2022-23</b>
<i>DfT Funding Sought</i>	100	1430
<i>LA Contribution</i>	50	
<i>Other Third Party Funding</i>	50	

#### *Notes:*

- 1) Department for Transport funding will be granted in the 2021-22 and 2022-23 financial years but local highway authorities may carry that funding over to following financial years if necessary.*
- 2) There is no specific amount for a local contribution by the local authority and/or a third party but if additional funding is proposed please state what this is expected to be.*

### **B2. Timetable**

Proposed start date: Q1 2022-23

Estimated completion date: Q3 2022-23

### **B3. Further information in support of the proposal**

*At this Expression of Interest stage we will be looking at the impact of the proposal on traffic congestion, and its benefit to local residents and businesses. For example, details about the level of congestion on the route, delays at junctions, and evidence of queuing in the peak hours. You should set out the wider strategic benefits that the proposal is expected to address.*

Plans to improve the junction include carriageway widening, amendments to the central island, and signing and lining improvements. Not only will this be necessary to accommodate traffic from new developments but will decrease the journey time and improve the reliability for local residents and current users. The improvement of the route along the A5190 will encourage further local inward investment within Cannock. The reduced congestion and improved journey time reliability on the A5190 will encourage and support local development, both residential and employment.

At peak times traffic will be able to travel through the junction more efficiently, improving journey times and reliability. The reduction in congestion issues at the junction would provide local residents and commuters with improved access to employment opportunities and services locally and therefore reduce social exclusion problems. The scheme will increase accessibility to Kingswood Lakeside, Cannock, and Burntwood employment areas and proposed development expansion sites.



Additionally, the stop/start nature of the traffic queuing at the Five Ways Island contributes to the poor air quality, and by decreasing the delay at the junction this negative effect would be diminished. This would especially impact the residential properties to the west and north of the junction.

The proposed roundabout improvement scheme has been modelled within the microsimulation package VISSIM for a proposed opening year of 2023 and a design year of 2038. Forecast growth in traffic has been derived from TEMPRO.

A comparative modelling assessment assessing changes in turning movements, network wide performance statistics and queue lengths has been undertaken using VISSIM micro-simulation.

**Table 1 – 2023 Junction Throughput Differences**

Peak	2017 Base	2023 Do-Nothing	Growth vs Base		2023 Do-Something	Growth vs Base		Scheme vs DN	
			Diff	% Diff		Diff	% Diff	Diff	% Diff
AM	2500	2550	50	1.96%	2639	139	5.56%	89	3.49%
PM	2558	2573	15	0.58%	2648	90	3.52%	75	2.91%

**Table 2 – 2023 Junction Throughput Differences**

Peak	2017 Base	2038 Do-Nothing	Growth vs Base		2038 Do-Something	Growth vs Base		Scheme vs DN	
			Diff	% Diff		Diff	% Diff	Diff	% Diff
AM	2500	2594	94	3.62%	2780	280	11.20%	186	7.17%
PM	2558	2594	36	1.39%	2735	177	6.92%	141	5.44%

The results in the tables above demonstrate that the scheme under higher year forecast 2038 growth year will accommodate 186 vehicles (7.17%) and 141 vehicles (5.44%) more than the respective Do-Nothing scenario.

**Table 3 – AM Network Performance Statistic Analysis**

AM	2023		2038	
	Do-Mimumum	Do-Something	Do-Mimumum	Do-Something
Average Delay per vehicle (seconds)	96	35	187	60
Stopped Delay per vehicle (seconds)	15	8	36	18
Average Speed per vehicle (MPH)	19	28	12	23
Total Distance Travelled (KM)	4171	4273	4227	4509
Total Travel Time (Hours)	139	95	219	121
Total Delay Time (Hours)	2	1	5	1
Vehicles Arrived	2549	2642	2597	2784
Latent Demand	0	0	46	16

**Table 4 – PM Network Performance Statistic Analysis**

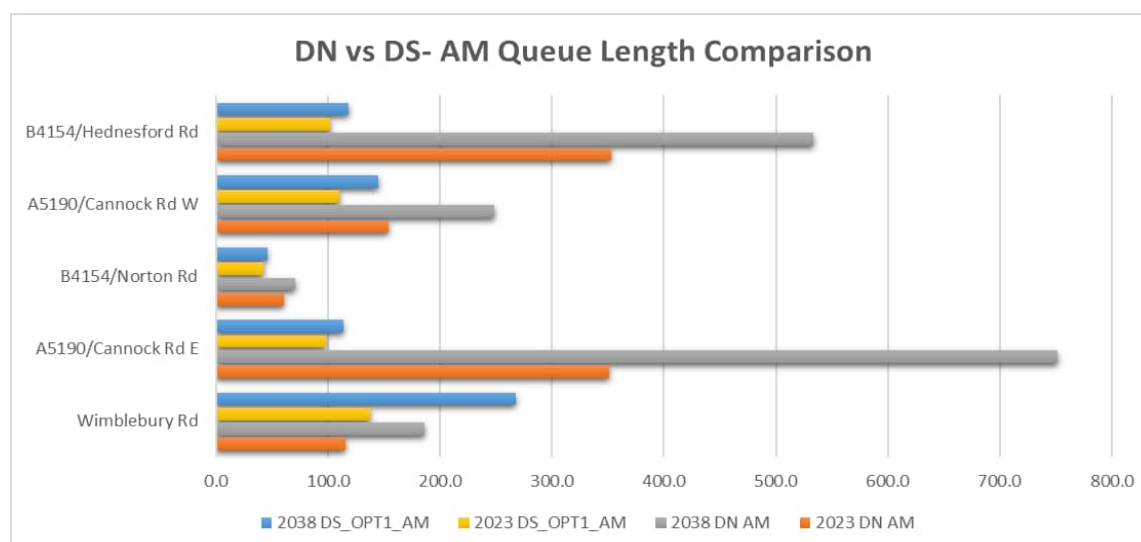
PM	2023		2038	
	Do-Mimimum	Do-Something	Do-Mimimum	Do-Something
Average Delay per vehicle (seconds)	123	26	170	28
Stopped Delay per vehicle (seconds)	20	5	35	5
Average Speed per vehicle (MPH)	16	30	13	29
Total Distance Travelled (KM)	4166	4240	4205	4363
Total Travel Time (Hours)	161	88	202	93
Total Delay Time (Hours)	2	0	3	0
Vehicles Arrived	2574	2649	2596	2738
Latent Demand	2	0	3	0

The forecast traffic queue lengths (in metres) are presented in Tables 5 and 6 for the AM and PM Peak respectively and also in Figures 4 and 5 respectively.

**Table 5 – AM Peak Queue Lengths (Metres)**

Approach	2023		2038	
	Do-Minimum	Do-Something	Do-Minimum	Do-Something
Wimblebury Rd	115	138	186	268
A5190/Cannock Rd E	351	98	752	113
B4154/Norton Rd	60	42	71	46
A5190/Cannock Rd W	154	110	248	144
B4154/Hednesford Rd	352	102	533	118

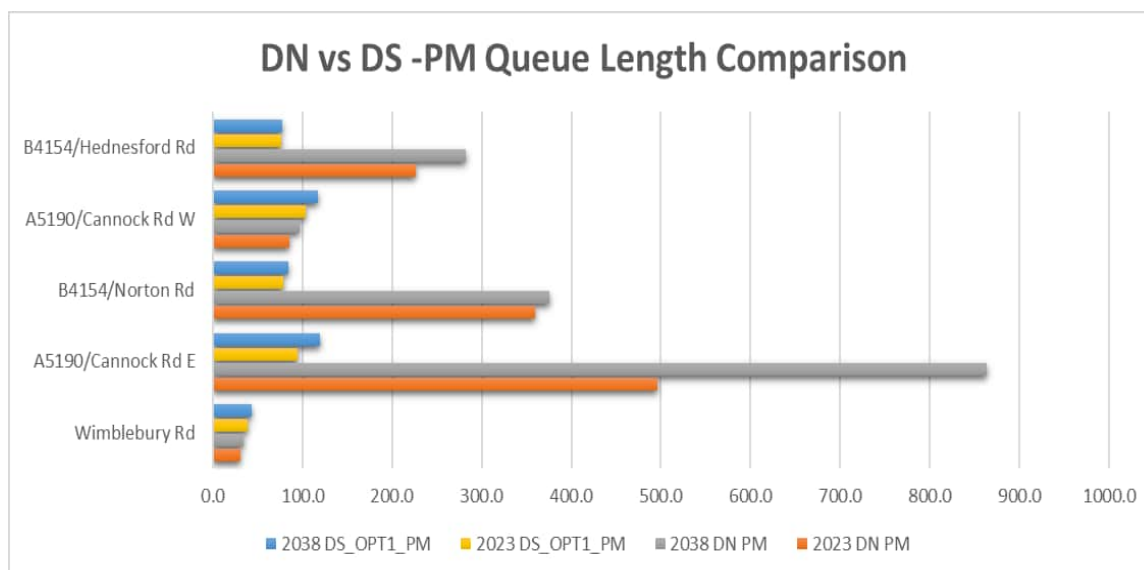
**Figure 4 – DN vs DS - AM Queue length comparison**



**Table 6 – PM Peak Queue Lengths (Metres)**

Approach	2023		2038	
	Do-Minimum	Do-Something	Do-Minimum	Do-Something
Wimblebury Rd	30	39	34	44
A5190/Cannock Rd E	496	94	863	119
B4154/Norton Rd	360	79	375	84
A5190/Cannock Rd W	85	104	97	117
B4154/Hednesford Rd	227	76	282	77

**Figure 5 – DN vs DS - PM Queue length comparison**



It can be seen that, with the exception of the Wimblebury Road approach to the junction, all arms of the roundabout are forecast to experience a reduction in traffic queues as a result of the proposed improvement. The junction as a whole is forecast to operate more efficiently with a corresponding reduction in delays through the junction.

## **Economic Appraisal**

### *TUBA*

A high-level cost benefit analysis has been undertaken to assess the performance of the junction using TUBA. TUBA software v1.9.13 was used to calculate the benefits arising from the scheme over a 60-year appraisal period for the option, starting from an assumed opening year of 2023.

The junction was modelled in VISSIM for peak hours in AM (07:30-08:30) and PM (17:00-18:00). These peak hours are flanked by 15-minute warm-up and cool-down periods. Forecasts were obtained using fixed growth factors from the base model. The following scenarios were modelled:

- Base 2017
- Do-Nothing 2023
- Do-Nothing 2038
- Do-Something 2023
- Do-Something 2038

The model has five zones, representing the five different arms of the junction. The following outputs were extracted from the model on an origin/destination basis separately for light and heavy vehicles:

- Total flow
- Average trip distance
- Average travel time

The VISSIM outputs were disaggregated into five user classes for assessment in TUBA:

1. Cars
2. LGV personal
3. LGV freight
4. OGV1
5. OGV2

This was achieved by splitting the lights into cars and LGVs using the proportions in the VISSIM model in each peak hour. Heavies were similarly split into OGV1 and OGV2. It was further assumed that 88% of LGVs were on business (freight) while 12% had other purposes (personal). All other purpose splits along with driver/passenger ratios were taken from the default values in the TUBA economics file.

By default, TUBA estimates the value of time of different users in the model based on the distance of the trips in a 'reference' file, usually the base model distance skims. Longer distance trips have a higher value of time than shorter distance ones. For this model, which comprises only the junction itself, the full length of trips is not modelled. As a result, the value of time method was changed to "method 3", which uses an average value and applies this to trips of all lengths in the model.

Expansion factors were derived to convert the peak hour flows to peak period flows (07:00-10:00 in AM and 16:00-19:00 in PM). The turning count from 2017 to which the base model is calibrated was used to derive factors from 07:30-08:30 to 07:30-09:30 and from 17:00-18:00 to 16:00-18:00. The remaining time in each of the peak periods was not included in the count so two DfT count sites on the A5190 either side of the junction were used to factor up to the resulting two-hour periods to the full three-hour periods. These were then multiplied by the number of working days per year – 253 – to obtain the following expansion factors for use within TUBA:

- 690 in AM, and
- 702 in PM.

It should be noted that the TUBA appraisal is therefore only based upon the impact of the proposed scheme in the AM and Pm Peak periods and excludes any impacts in the interpeak as no model results are currently available for this time period.

The TUBA appraisal indicates that the scheme would result in a benefit of **£31.2m** (2010 prices, discounted to 2010) over the 60-year period as a result of the travel time savings in the AM and Pm Peak periods.

### *Costs*

Cost estimates, including an allowance for contingencies and risk, were prepared by Faithful and Gould as detailed in Section B1. For the purposes of the economic appraisal it was assumed that construction would take place in 2022 and optimism bias was added to the costs at a rate of 44% in accordance with guidance given that the scheme is at the preliminary design stage. It should be noted that optimism bias is only used for the purpose of the economic appraisal and is not included within the costs given in section B1.

In general costs used within economic appraisal should also include ongoing operating and maintenance costs associated with the proposed intervention. However, at the current stage these costs are not known and have therefore not been included within the economic appraisal.

Construction costs were deflated and discounted to 2010 prices and values which results in a present value of costs of **£1.68m** (2010 prices and values).

### *Benefit to Cost Ratio (BCR)*

Based upon the economic appraisal that has been undertaken the proposed scheme would have a BCR of **18.6** and would represent very high value for money.

## **Delivery Record and Proposed Governance Arrangements**

### **Stafford Western Access Route - £63m on-site**

The scheme is currently under construction on difficult ground conditions requiring extensive piling. It comprises a new 7.3m road some 1.1km in length between A518 Newport Road and A34 Foregate Street. It unlocks a large strategic housing site, relieves congestion and provides improved access to Stafford Railway Station which will be served by HS2 trains.

### **Lichfield Southern Bypass (Phase 3) – £17.3m on-site**

The scheme is currently under construction and 100 hours of Christmas 2019 rail possessions were executed successfully with no over-run. The scheme is delivering a rail underbridge and housing distributor road. It relieves congestion, increases highway efficiency and creates housing/ high value jobs.

### **Lichfield Southern Bypass (Phase 2) - S278**

The scheme included a bridge to permit the road to pass beneath a disused rail line.

### **Liberty Park, Lichfield (Growth Deal 1) - £5.5m**

A bridge over the West Coast Main Line was replaced and approach roads improved to a “land locked” 14 hectare employment site. The scheme received the Sir Owen Williams Award for Technical Excellence. Funding was awarded in July 2014 and the scheme was successfully delivered just five months later using the allocated two-day 2014 Christmas rail possession, with no over-run. The new infrastructure was open to traffic in 2015.

### **Branston Locks (Growth Deal 1) – £7.38m**

A new bridge is being constructed over the Trent and Mersey Canal in Burton upon Trent, with new access roads to a 240 hectare employment and housing site. This was successfully delivered on time working in partnership with Nurtons Developments.

### **Rugeley Bypass (Major Transport Scheme) - £25m**

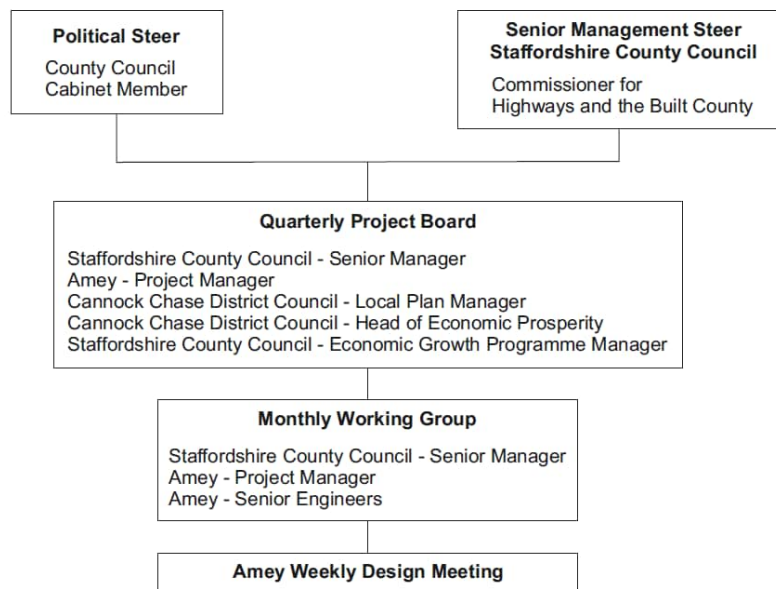
The scheme delivered by Staffordshire County Council and Birse Rail Ltd involved 2.2km of new bypass with five major structures including two river bridges, a canal bridge and two rail under-bridges, completed on-budget and three months ahead of programme. The unusual design and construction method for the bridge under the railway minimised disruption to the Rugeley to Cannock passenger line and met Network Rail’s exacting requirements.

The environmental success of the project was recognised with an ‘Excellent’ Whole Project Award from the Civil Engineering Environmental Quality and Award scheme (CEEQUAL). It also received the Staffordshire Construction Awards in recognition of engineering excellence and integrated team working.

### **Governance Arrangements**

Amey is the County Council’s established Infrastructure+ public/private partner which has had the major benefit of facilitating significant early contractor involvement. The Commissioner for Highways and the Built County will ensure delivery of the scheme within budget and timescales; actively manage risks; and seek approval from the Project Board. Amey’s Project Manager and delivery team will manage the work programme; produce regular financial reviews and deliver the communication plan. Quarterly financial reviews will be carried out as standard practice. During the construction phase, measures will be taken to ensure that the contractor manages costs downwards and achieves value for money and certainty.

Given the potential for local sensitivities in relation to moving the carriageway closer to the War Memorial, we would manage the project as a Major Scheme employing the arrangements shown in the organogram below.



## Deliverability of the Project

This scheme is considered to be shovel ready. It is not expected to require planning permission as the scheme is within land controlled by Staffordshire County Council and Cannock Chase District Council. No TROs or other statutory permissions are required. An allowance for diversion of utilities is included in the cost estimate based upon site inspection.

## Land

Our records indicate that the land necessary to deliver the scheme falls within the Highway Land Maintainable at Public Expense. An initial search of environmental records indicates there are no protected features in the vicinity of the scheme. There is the potential need to relocate or change the context of the War Memorial. This will be considered at the detailed design stage. There is an opportunity to improve the setting of the War Memorial as currently there is limited space for people to gather on Remembrance Sunday.

## Design

The scheme is at the preliminary design stage. A detailed design will be developed in 2021/22 for delivery in 22/23.

## Letter of Support

A letter of support is included from Cannock Chase District Council who recognise the importance of delivering an intervention in this location in order to improve the local economy and allow the sustainable delivery of their Development Plan .

## **SECTION C: Declarations**

### **C. Senior Responsible Owner Declaration**

As Senior Responsible Owner for Five Ways Island Cannock Capacity Improvement Scheme, I hereby submit this request for approval to DfT on behalf of Staffordshire County Council and confirm that I have the necessary authority to do so.

I confirm that Staffordshire County Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: [REDACTED]

Signed:

Position: Commissioner for Highways and the Built County

[REDACTED]

### **Submission of Expression of Interest:**

The deadline for the Expression of Interest submission is 5pm on **31 January 2020**  
Successful proposals for EOIs in the Local Pinch Point Fund are to be funded by DfT in 2021/22 and 2022/23.

There are two phases to the application process:

- this Expression of Interest stage where we will assess the proposal based on the eligibility criteria as set out in Section 3 of the published Guidance.
- for authorities successful in passing to Phase 2, we will expect a further and detailed submission. Further guidance will be issued to the successful authorities when they are notified

An electronic copy only of the EOI should be submitted to:

[REDACTED]

██████████  
Staffordshire County Council  
No1 Staffordshire Place  
Tipping Street  
Stafford  
ST16 2LP



21<sup>st</sup> January 2020

Dear ██████████

Five Ways Junction Traffic Assessments

Further to our recent discussions, I am pleased to confirm Cannock Chase District Council's support to your proposed assessment of the Five Ways traffic junction and application to DfT Local Pinch Point Fund.

The Five Ways junction is a constrained section of highway that experiences high levels of congestion and is also an identified Air Quality Management Area (AQMA). Each of the five approaches carry significant levels of traffic that contribute to congestion at this junction. The District is currently carrying out a review of the Local Plan with the intention of accommodating housing and employment growth to satisfy local needs. Due to the constrained nature of the District it is unlikely that the existing urban areas will be able to accommodate the numbers needed and areas outside of the urban area will need to be considered. In addition, there is a known shortfall from the Greater Birmingham and Black Country Housing Market Area that will need to be accommodated outside of the main conurbation where capacity exists. Cannock Chase will therefore assess the potential to accommodate some of this shortfall.

There are sites in the vicinity of Five Ways junction that are being promoted for residential development. Development of sites in these areas would depend on the potential to improve the junction such that air quality issues could be resolved but also through associated highway improvements that provide further traffic capacity at this key location. It is therefore important to carry out a thorough assessment in anticipation of designing a physical improvement that would help to unlock housing and employment opportunities within Cannock Chase District.

Yours sincerely,

██████████

██████████

Planning Policy Manager

Civic Centre, PO Box 28, Beecroft Road, Cannock, Staffordshire WS11 1BG

tel 01543 462621 | fax 01543 462317 | [www.cannockchasedc.gov.uk](http://www.cannockchasedc.gov.uk)

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