



**Thrive**

Junction 9, M42

**Active travel,  
access and  
public rights  
of way  
workshop**

**4 December 2024**



# Thrive

Junction 9, M42

## Objectives:

- **To update on proposals for Thrive**
- **To gain insight and feedback on detailed plans for active travel, access and public rights of way**

# The opportunity

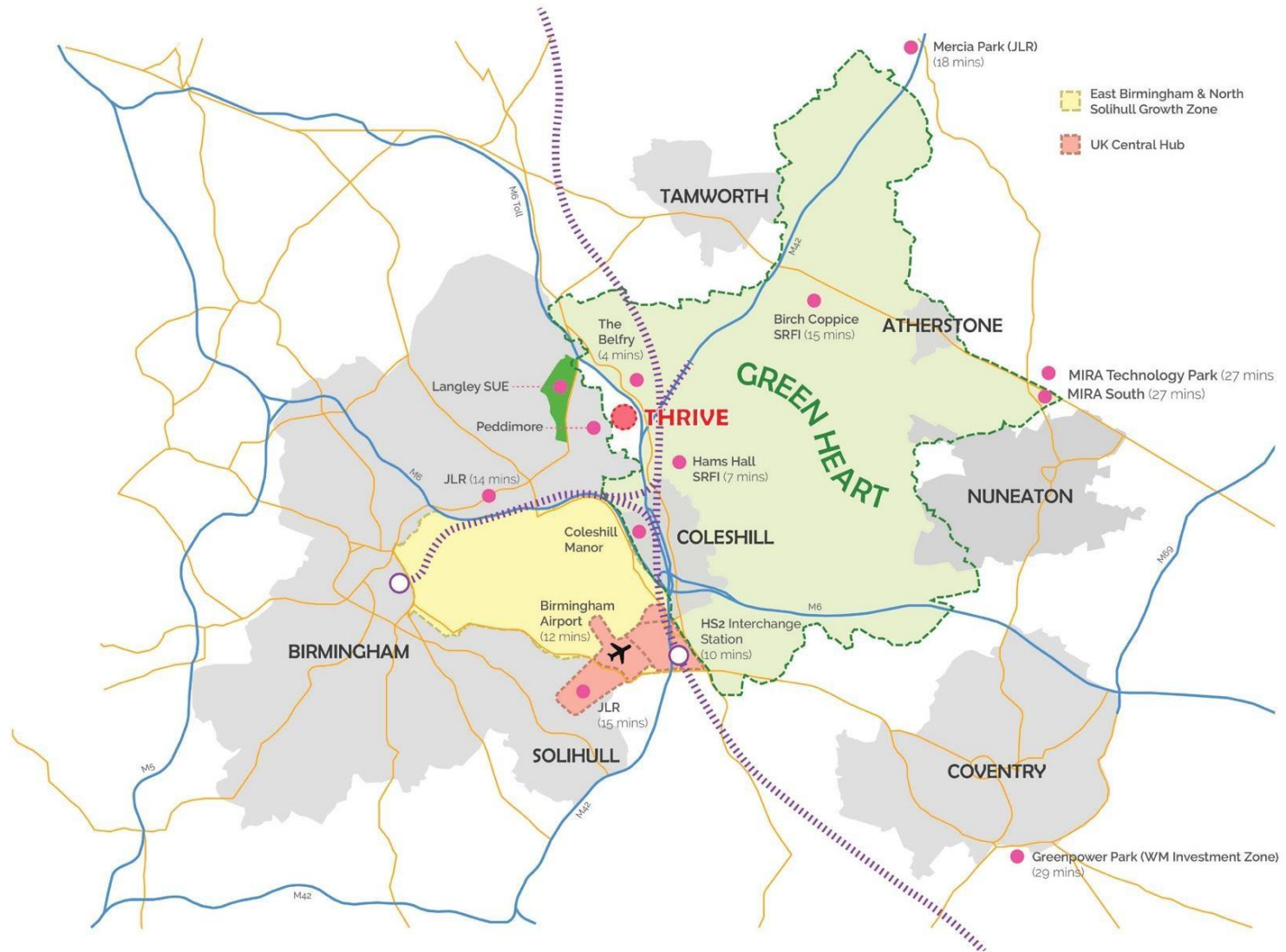
Thrive is an opportunity for North Warwickshire and IM Properties to deliver a strategic and future-facing employment park for emerging economic clusters including advanced manufacturing, R&D and logistics.

Thrive will be the most important development to our business for the next decade. Within one development and through partnership working with public stakeholders it will:

- **Deliver a legacy for North Warwickshire**, ensuring economic diversity and resilience and a breadth of employment opportunities
- **Target and support** companies focused on advanced automotive, aerospace and rail manufacturing, low carbon and digital technologies
- Create a collaborative environment where businesses can **start, grow and thrive**
- Create a place which sets **new standards** across built form, sustainability, natural capital and community benefits

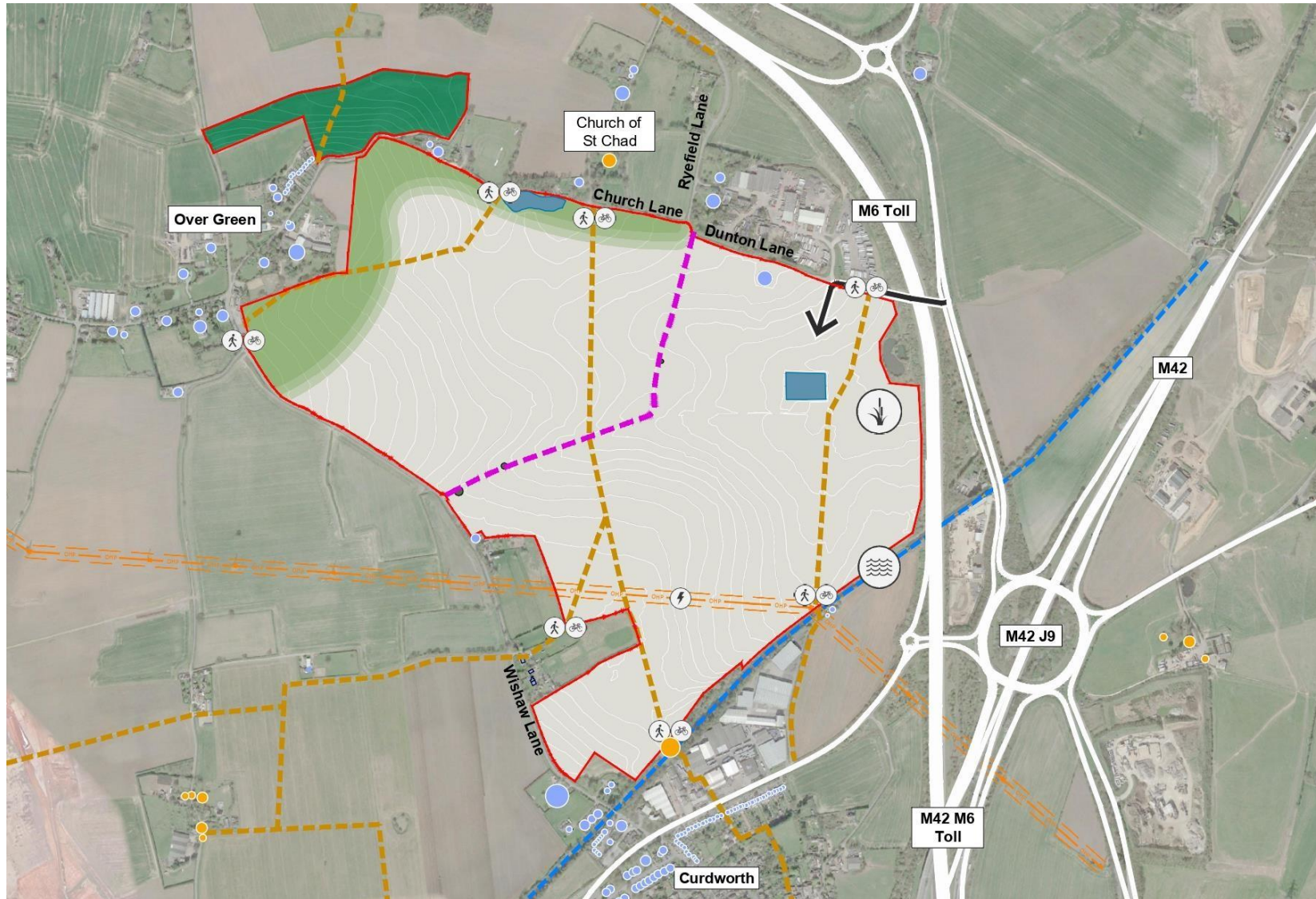


# The site and the regional ecosystem





# Site layout and constraints



**Key**

— Land controlled by IM Properties Development Ltd

**Constraints**

- Listed Buildings
- Residential Buildings
- Water Body
- Topography Levels
- Overhead Lines and Pylons
- Existing Public Right of Way
- Birmingham & Fazeley Canal Towpath
- Blindpit Lane
- Veteran Trees

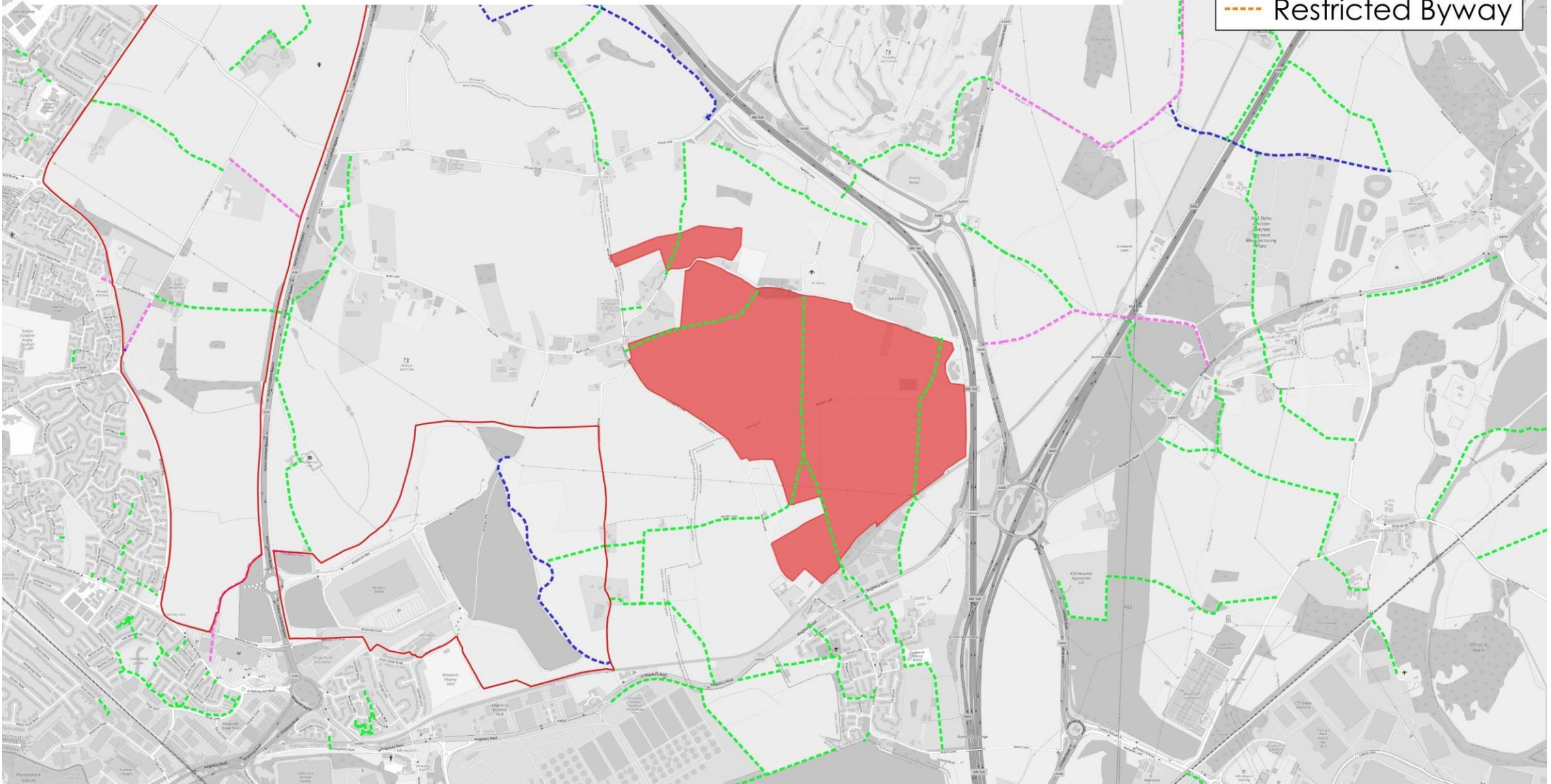
**Opportunities**

- Primary Site Access
- ⊙ Cycling Connections
- ⊙ Pedestrian Connections
- ⊙ Power Supply
- ⊙ Enhanced canal interaction
- ⊙ Wetland habitat creation (SUDs)
- Green infrastructure enhancement including BNG
- Green buffer to Over Green and Wishaw



# Established public rights of way

- Footpath
- Bridleway
- Byway
- Restricted Byway





# Sustainable transport strategy



## Key

- Site Boundary
- Water course
- Site Centre
- Radius (2km, 4km, 6km)
- PRoW
- Road Network
- Rail Network
- Train Station

1. Sustainable access (including new bus access) to be focused via Peddimore and Langley to the west

2. Active travel connections to be provided to rail services to the south (Water Orton Station):

A. Water Orton Lane and B4118 Water Orton Road - key routes identified for high priority intervention by WCC

B. Birmingham to Fazeley Canal towpath - medium priority for overall upgrade (circa 5 miles / 8-9km in length)

C. Options to consider cycle linkage to Water Orton via PRoW cutting through existing grassland.

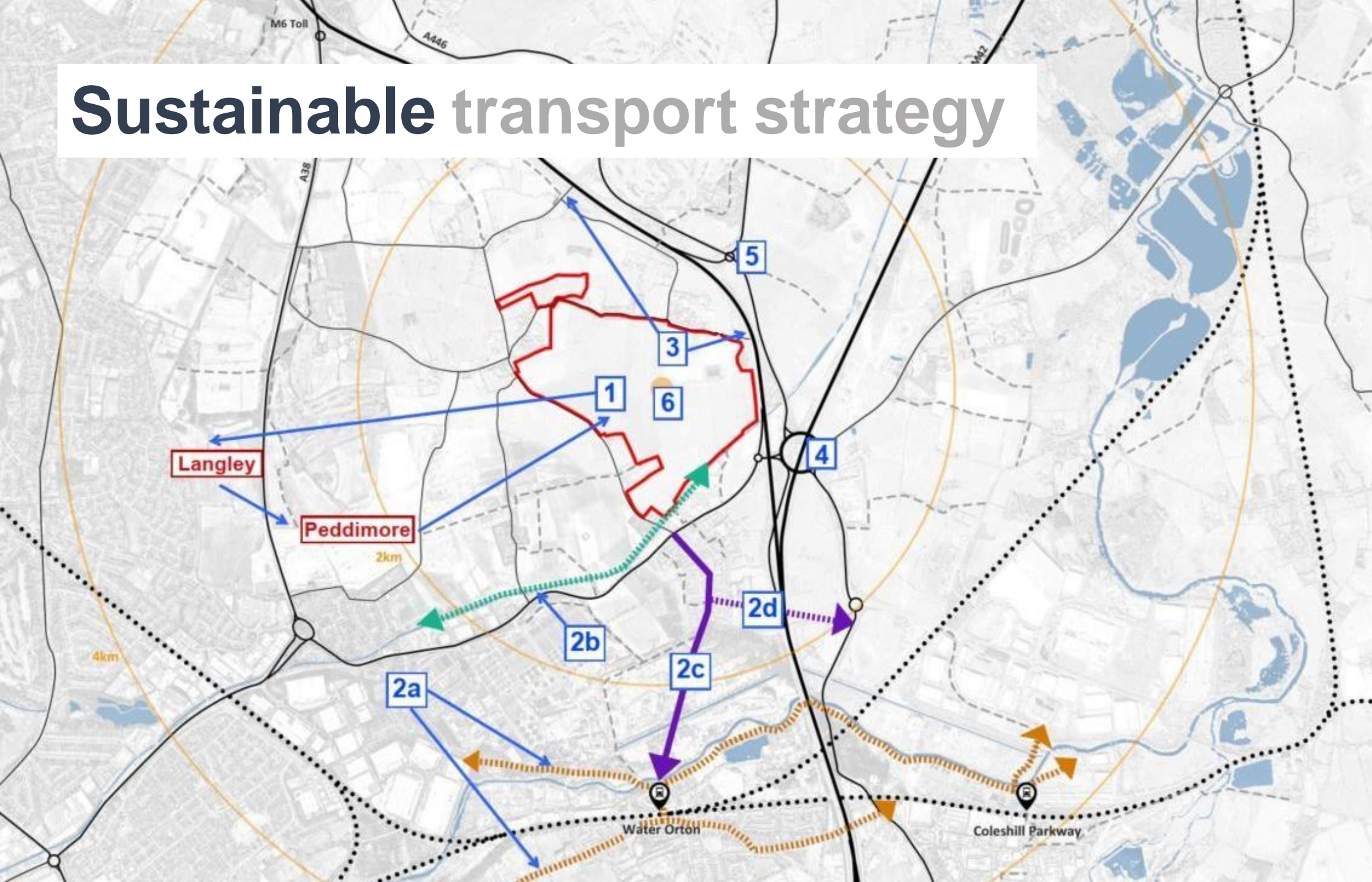
D. Marsh Lane enhancements - also identified originally through the A38 improvements

3. Car and HGV access to be focused to the north and east of the site (via Dunton Lane and Grove Lane)

4. M42 Junction 9 improvements

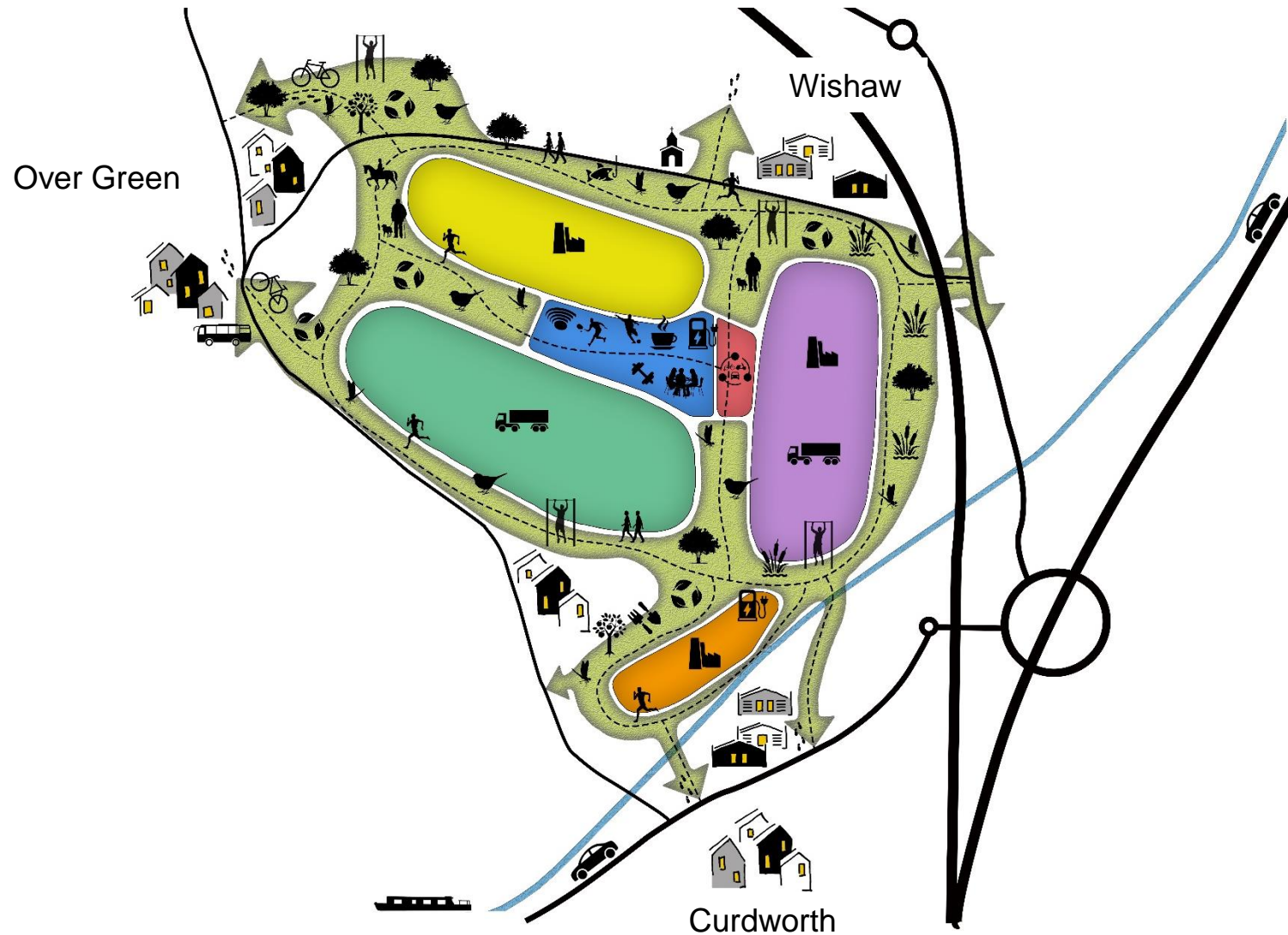
5. Wider highway mitigation

6. Traffic calming (speed and rat running reduction measures)





# Emerging layout concept





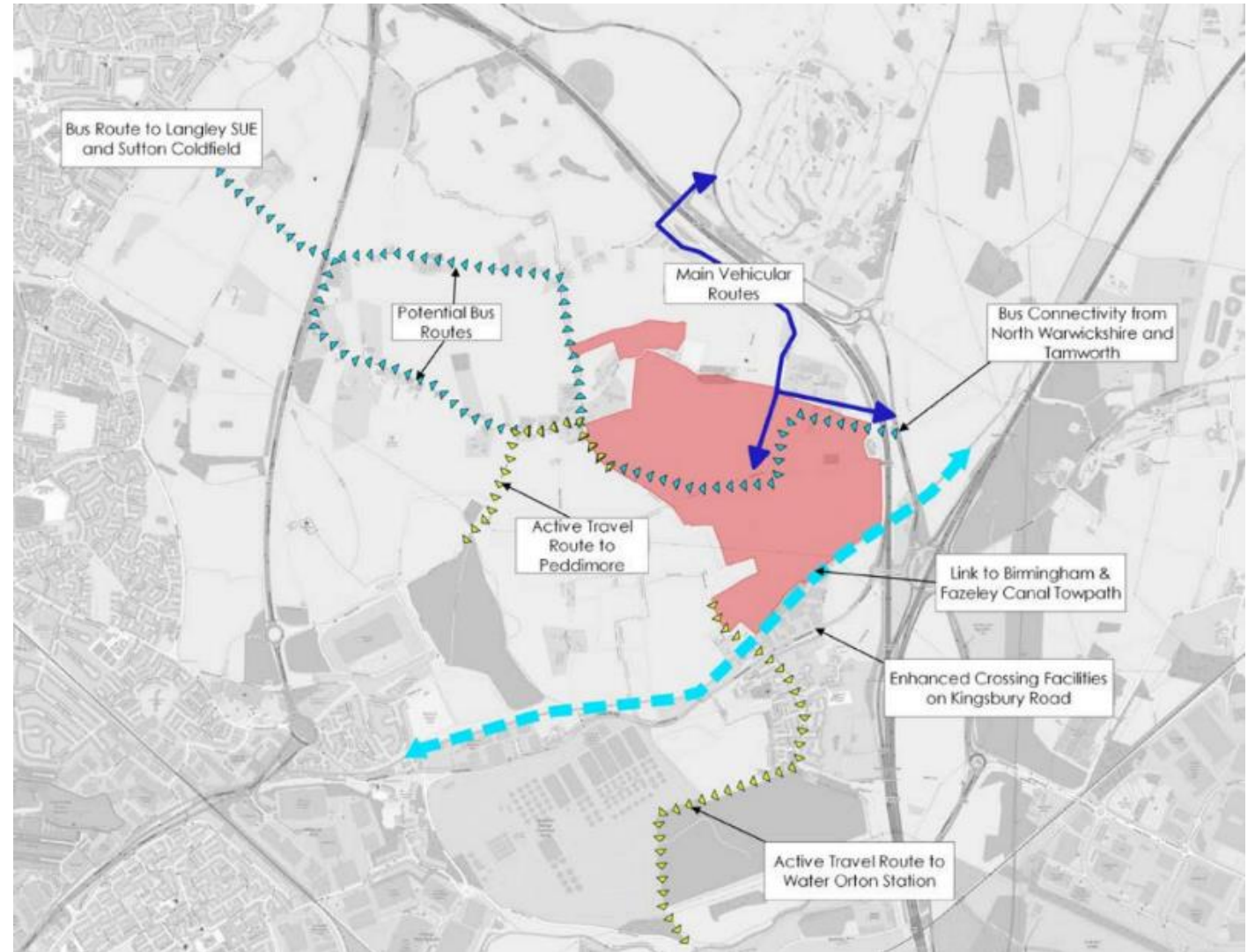
# Emerging masterplan layout



# Access: sustainable travel

## Key principles

- Active travel routes to Curdworth and Peddimore (Langley)
  - Enhanced provision across Kingsbury Road
  - Contribution to LCWIP to Marsh Lane
- Vehicular routes focused to the East and the A446
- Bus connections through the site, with a mobility hub for all





# Mobility Hub: connecting Thrive

**Proposed Mobility Hub to be central to the site and a focal point of the central amenity area.**

It will include:

- Dedicated bus layby and layover area
- Cycle and micro-mobility opportunities to use when on site or to connect to nearby destinations
- Ability to upgrade and expand as the site grows

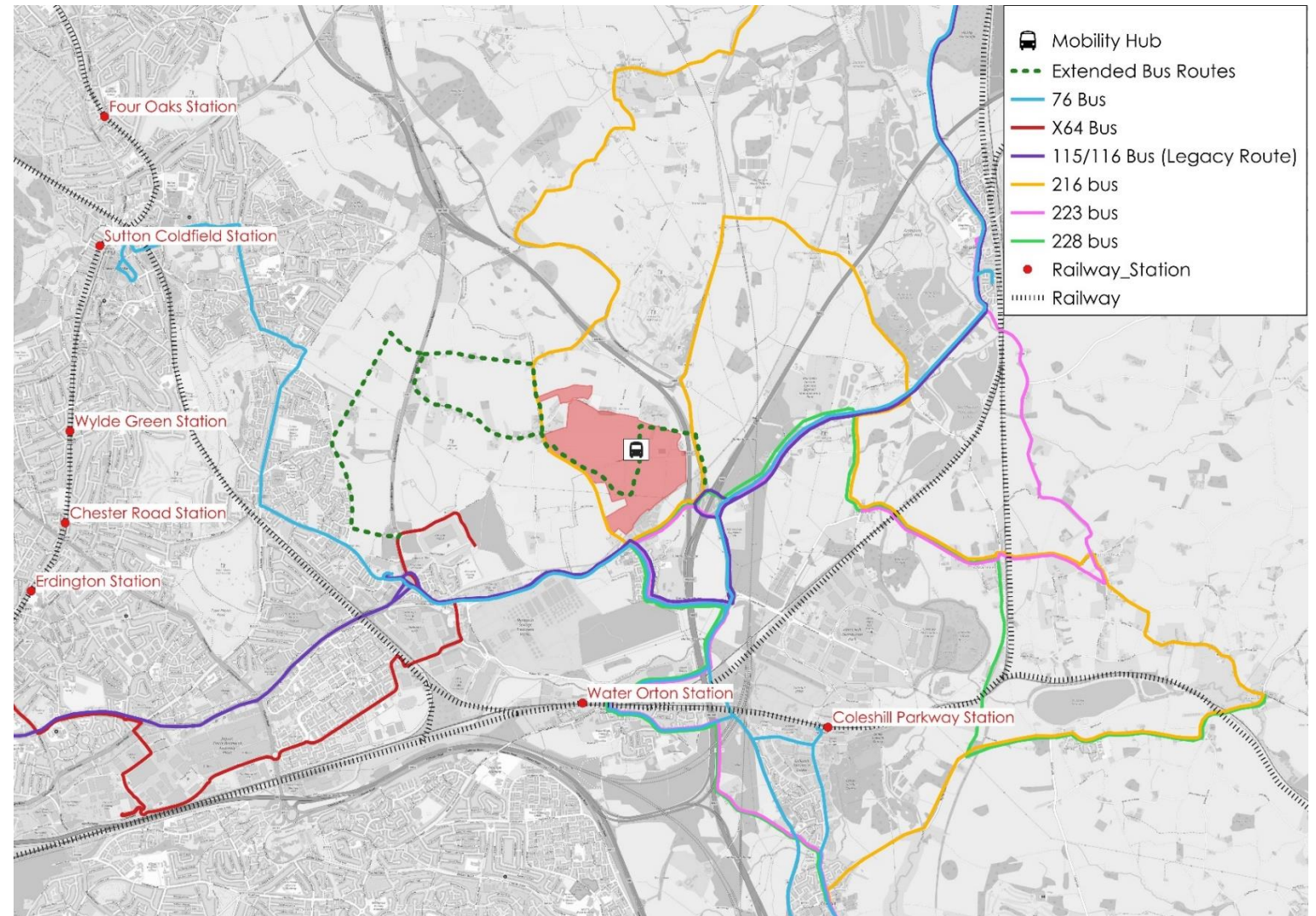


# Bus access: bus routes

Buses to provide direct links to:

- Water Orton
- Minworth
- Coleshill
- Sutton Coldfield
- Kingsbury

New routes explored with WCC and TfWM

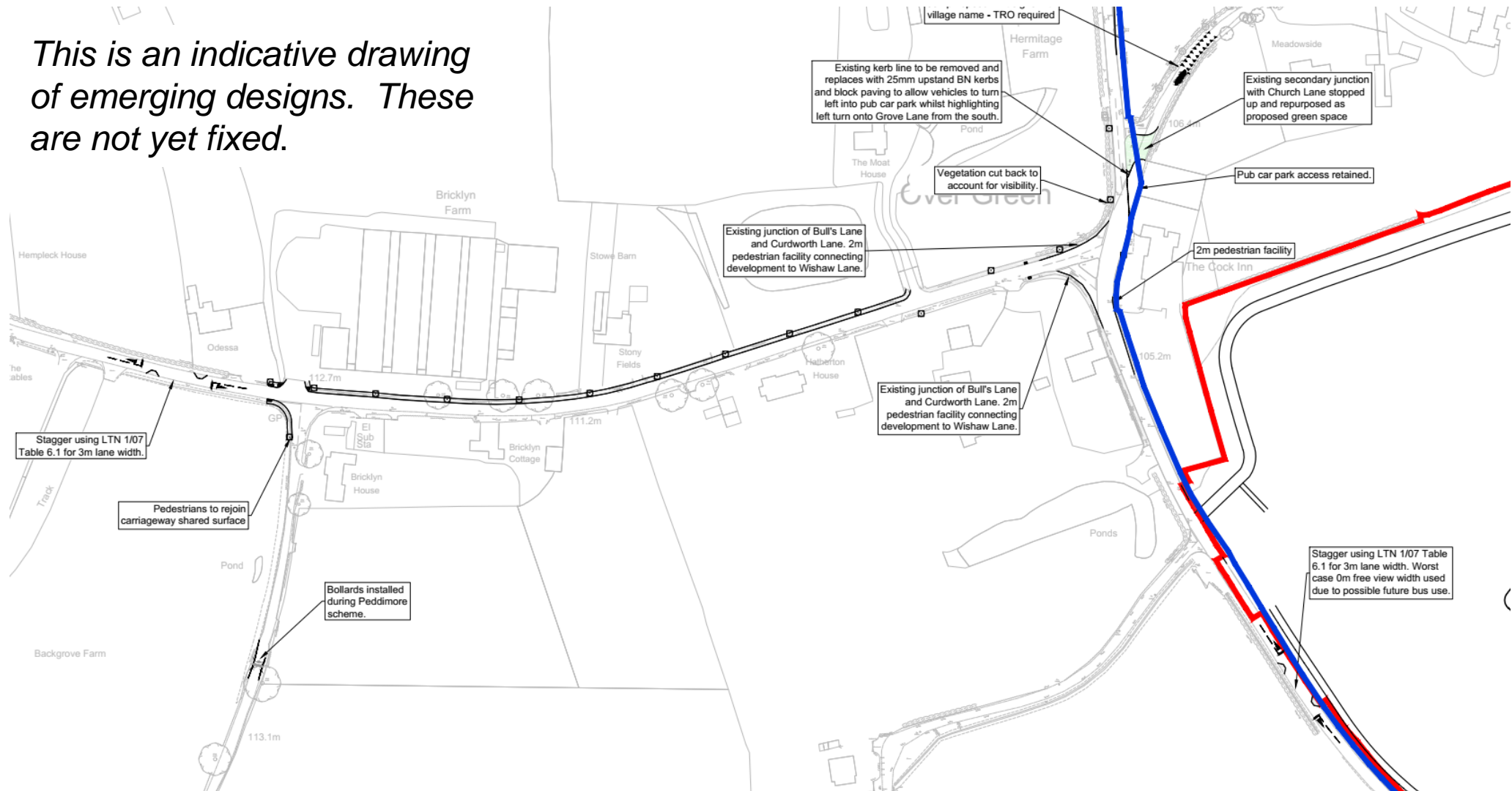




# Preliminary design - primary mitigation

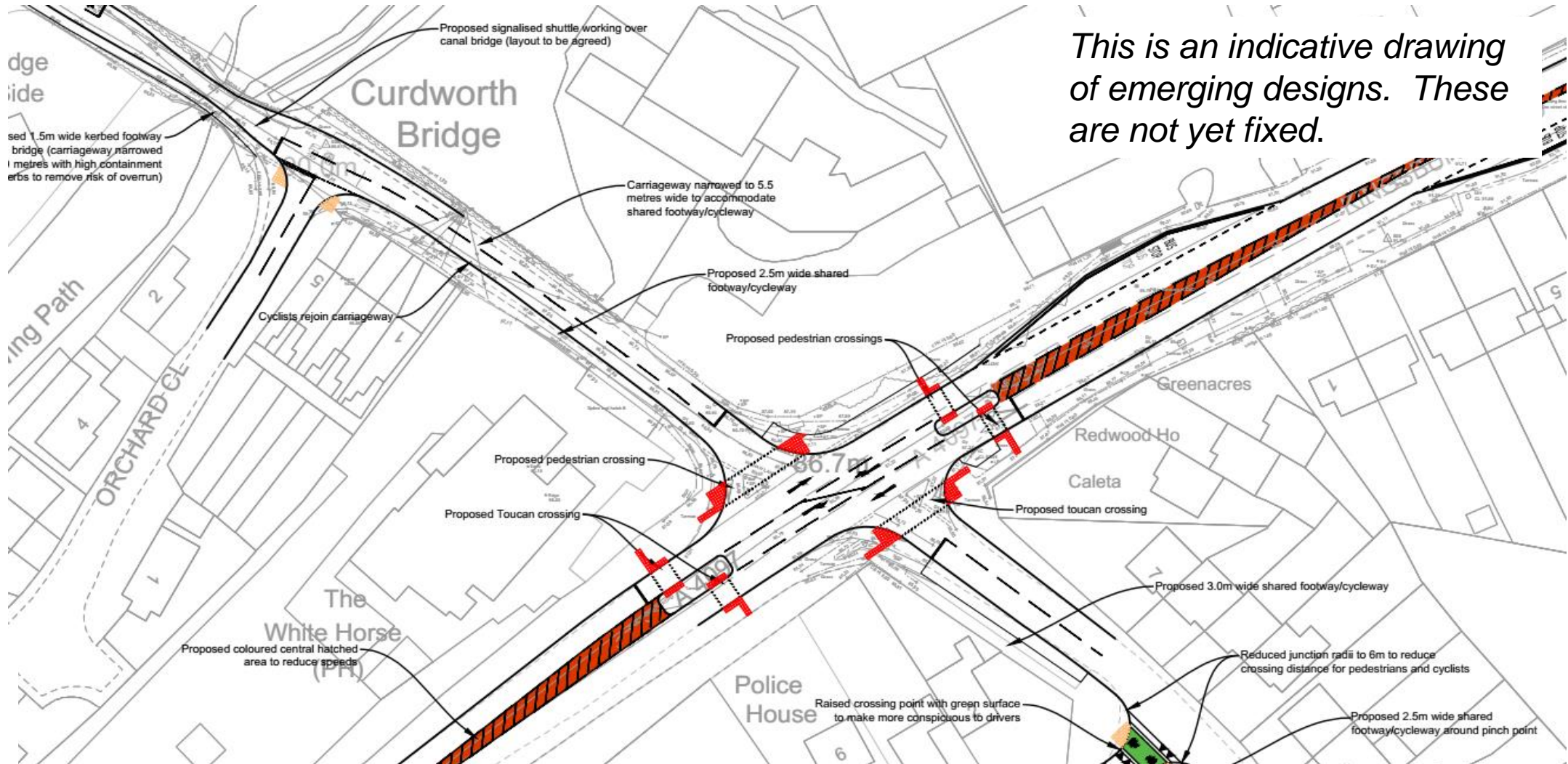
## Curdworth Lane / Bulls Lane pedestrian cycle link

*This is an indicative drawing of emerging designs. These are not yet fixed.*



# Preliminary design - secondary mitigation

## Wishaw Lane / Kingsbury road option 2: pedestrian cycle link speed limit reduction

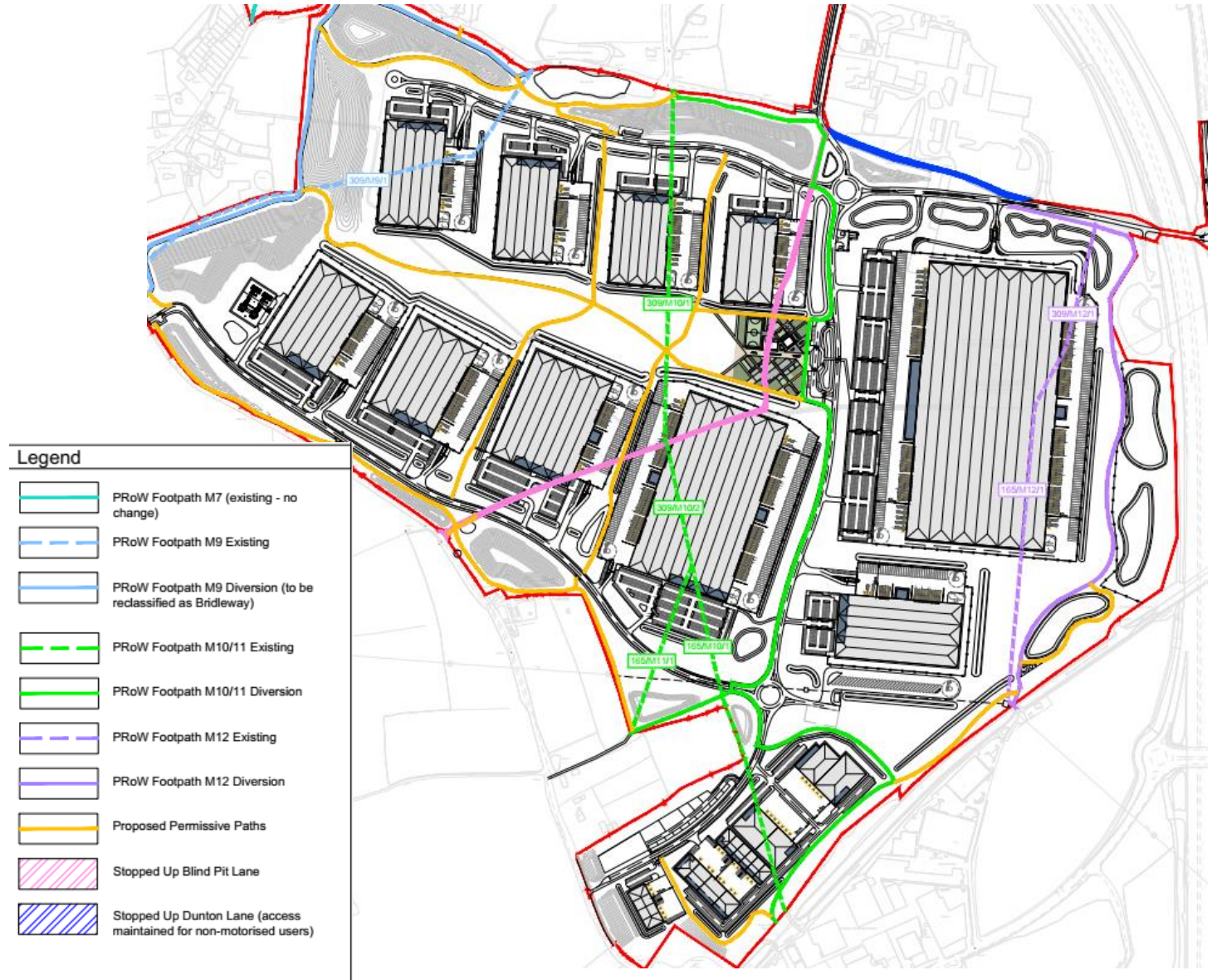




# Public Rights of Way: closures and diversions

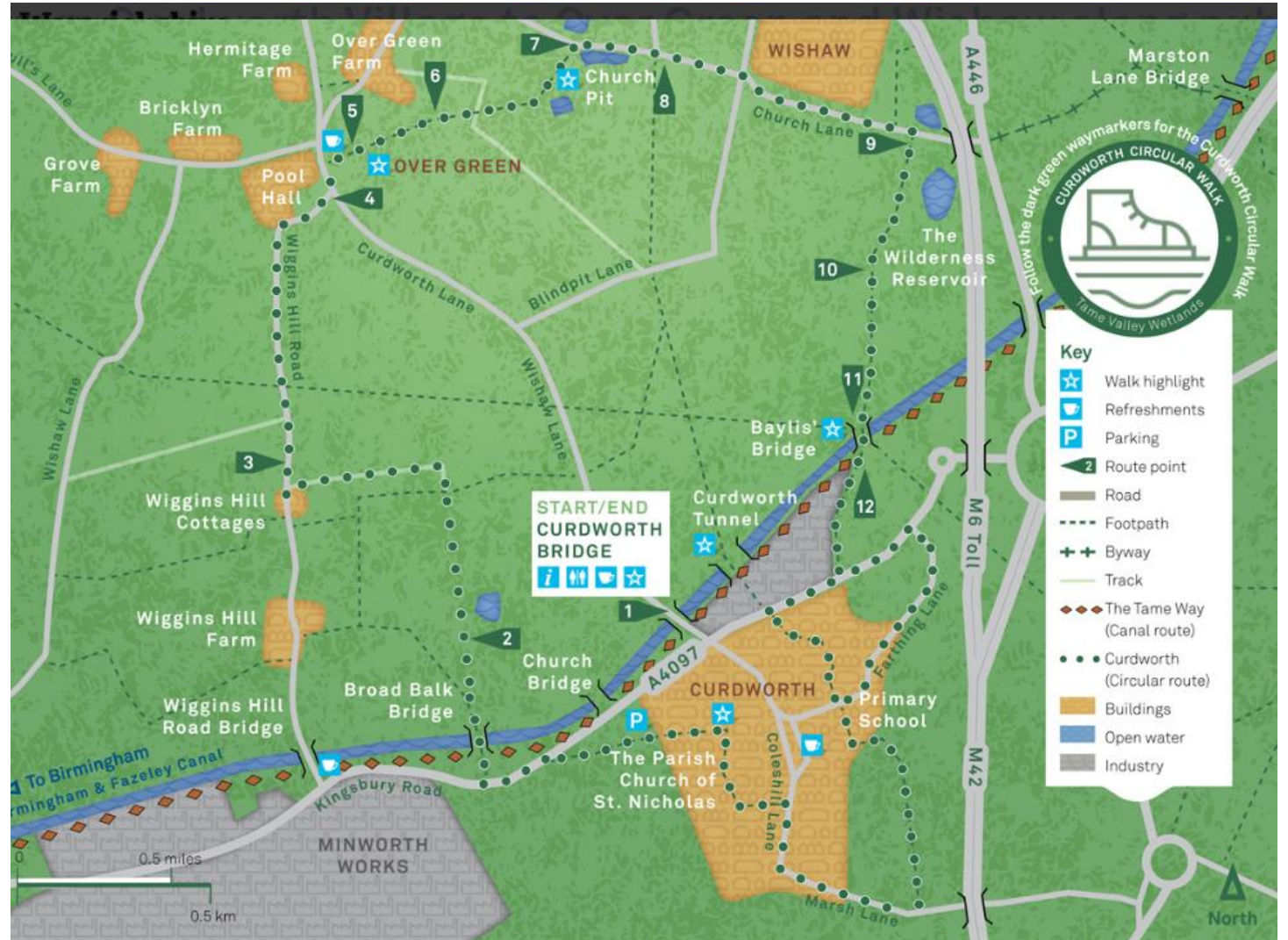
## Existing PRow:

- There are eight existing routes through the site (four contiguous paths)
- All paths will be diverted to the closest route- either on new footway or permissive paths through the site
- Bridleway on Blindpit Lane to be replaced to the top NW corner of the site



# Public Rights of Way: Curdworth Circular

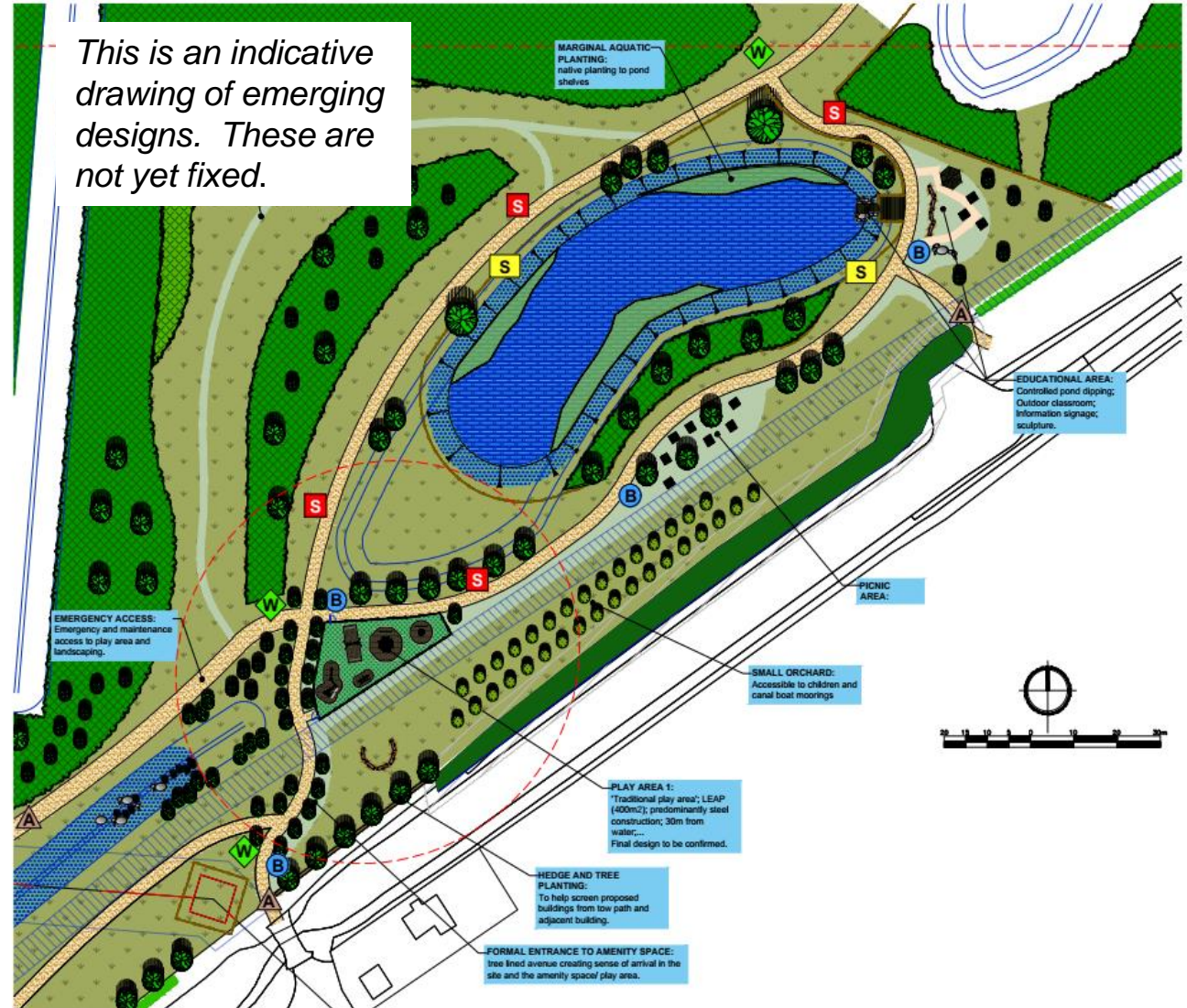
- Routes diverted slightly, improved alternatives through the site
- Safer connections to Church Pit
- New landscapes through the site





# Public Rights of Way: canal interface

- Connectivity to the canal towpath
- Creates buffer for the site
- Attractive environment for leisure focus





# Site examples

**Top left:** Peddimore



**Top right:** Peddimore



**Bottom left:** Blythe Valley Park



**Bottom right:** Mercia Park







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