

Scheme: A46/A452 Thickthorn Island to Bericote Road Roundabout Corridor Improvements, Kenilworth

Criteria		Scoring thresholds			Comment	Score	
		Score of 1	Score of 2	Score of 3			
National and Local Criteria	National MRN and Local LTP 3 Objectives	Reducing Congestion	Potential to reduce congestion at the scheme location but also likely to displace problems elsewhere on the network.	Potential to reduce congestion at the scheme location, but further evidence is required to demonstrate that problems will not be displaced elsewhere on the network	Potential to reduce congestion at the scheme location with clear evidence demonstrating problem will not be displaced elsewhere on the network	Evidence shows that the scheme will reduce congestion at the scheme location and improve journey time reliability on a key bus route corridor which currently carries approx 27,000 vehicles per day including 12 buses per hour in each direction. Extensive modelling undertaken to date on an area-wide basis indicates that the scheme would not lead to significant wider congestion impacts in Leamington Spa. If the scheme does not proceed, there would be very significant negative congestion and environmental impacts across the network as a whole.	3
	Supporting Economic Growth & Rebalancing	Limited potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites or connectivity to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites but limited connectivity improvements to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites and connectivity to ports and airports	Improves accessibility to Whitley South via A46/A45, Ansty via A46/M69.	2	
	Supporting Local Plan Housing Delivery	Limited potential to support the creation of new housing developments or boost suitable land capacity	Potential to support the creation of new housing developments, but sites are relatively remote from scheme location	Directly supports the creation of new housing developments in scheme vicinity by improving access and boosting suitable land capacity	Identified as an essential element in WDC's IDP, the scheme location is directly adjacent to a major Sustainable Urban Extension (SUE) H40 at Thickthorn comprising a proposal for 1,800 houses.	3	
	Supporting All Road Users	Limited potential to benefit public transport and non- motorised users or to provide safety benefits on the MRN	Likely to benefit public transport and non-motorised users and provide safety benefits on the MRN but further evidence required to demonstrate this	Potential to deliver benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people. Reduces risk of deaths/serious injuries for all users of the MRN	Significant potential to improve sustainable transport accessibility and safety for cyclists though complementary K2L scheme with potential options for bus priority and P&R. Evidence shows that the scheme will address a risk of death/serious injury on the SRN by reducing the propensity for queuing traffic to block back from Thickthorn roundabout off-slips onto the A46 mainline. This can extend into the A46 running lanes which carry fast-moving traffic. This problem is predicted to significantly worsen unless action is taken. Highways England support the principles of the scheme in view of the safety benefits it would provide for the A46 on the SRN and road users seeking to access the MRN.	3	
	Supporting the Strategic Road Network (SRN)	Limited potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN or journey time reliability	Potential to improve network resilience on the SRN and improve end to end journey times on the SRN/MRN and journey time reliability but further evidence is required to demonstrate this	Potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN and journey time reliability which is based on clear evidence	The scheme is expected to boost sub-regional productivity as journey times on the A452 between Kenilworth and Leamington Spa to the A46 and forecast impacts on the A46 itself will be reduced with improved journey time reliability.	3	

		Reducing Transport-Related Greenhouse Gas Emissions	Limited potential to improve air quality and reduce greenhouse gas emissions	Potential to improve air quality and reduce greenhouse gas emissions at the scheme location, but further evidence required to demonstrate this	Potential to improve air quality and reduce greenhouse gas emissions which is demonstrated by clear evidence	The scheme is expected to improve air quality through a reduction in stationary/slow moving traffic at the A46 junction and between Thicketthorn and Bericote Road. Further work is proposed to refine the scheme and to estimate its likely effects on vehicle emissions and air quality.	2
Midlands Connect criteria	Deliverability Assessment	Robustness of programme	Programme is unclear and there are significant risks to delivery	Clear milestones but minimal contingency to accommodate any delays to programme	Robust programme, clear milestones, and contingency to accommodate delays	Construction start could occur towards the end of MRN Period 1 in 2024/25. Works cannot be undertaken in parallel with HS2 construction. Delivery of A46 Link Road Phase 1 at Stoneleigh would need to precede this project.	2
		Security of funding	Uncertainty about how local funding contribution will be sourced and secured	Local contribution support in principle but formal decision to still be made	Local contribution approved/secured	Cabinet approval to be sought to add the scheme to the Capital Programme.	2
		Political commitment	No clear political support and not within local planning/transport policies	Within local planning/transport policies but political support still sought	Evidence of political commitment (for example, through Cabinet Report or delegated decision) and within local planning/transport policies	Junction improvements are identified within Warwickshire Local Transport Plan and within Warwick District Local Plan Infrastructure Delivery Plan.	2
		Requirement for land	Land may be required but not yet understood and timescales for land acquisition are uncertain	Land is required but Compulsory Purchase Order processes not commenced	No land required, or land is needed and has been identified/safeguard within local plan or Compulsory Purchase Order process has commenced	Land requirements may be a challenge to delivery. Requirements for land will be identified as preliminary design stage. CPO likely to be pursued in parallel with negotiations with third-party landowners.	1
	Economic Assessment	Value for Money / strength of business case	No clear evidence of value for money potential	Evidence of value for money potential but no indicative Benefit Cost Ratio	BCR > 2 or less than 2 with a clear understanding of optimisation required	BCR of 5.35 based on Outline Business Case developed for CWLEP Growth Deal Bid which was submitted in 2015/16	3
	Other	Other risks to delivery	Unlikely to be additional risks to delivery based on current information (score 0)	Likely to be additional risks to delivery but possible scope to reduce or mitigate these (score -1)	Likely to be additional risks to delivery such as major environmental constraints, dependencies on other transport or wider initiatives (e.g. HS2) with limited scope for reducing or mitigating these (score -2)	May be implications from HS2 linked to haul routes, however if the A46 Stoneleigh scheme is delivered in advance, then agreements are in place for the HS2 haul route to switch to A46 Stoneleigh thus enabling delivery.	-1
Total Score							25