

		Score of 1	Score of 2	Score of 3	Comment	Score	
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	Project seeks to provide capacity enhancements to accommodate Local Plan allocations and committed developments. Seeks to improve sustainable access to the town centre and rail station and to provide enhanced connectivity for sustainable modes.	2
		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	Town Centre regeneration (retail/leisure/office based employment) and transformation to attract significant private sector investment. North-South corridor links towards Coventry and MIRA/A5.	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	Essential infrastructure identified in NBBC Local Plan Infrastructure Delivery Plan.	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 focus of project is to improve connectivity across the town centre by walking and cycling, improving sustainable access to the rail station, remodelling of the station and potential for inclusion of bus priority and relocation of bus interchange	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	Potentially improves connectivity to the A5, M6 and M69.	2
		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	Project will seek to address flooding issues and improve air quality - currently there are Air Quality Management Areas (AQMAs) on Old Hinckley Road and Corporation Street	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	Further work is underway to ensure a package of improvements is capable of being delivered towards the end of the MRN 1 period (2020-2025) or early during the MRN 2 period (2025-2030).	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	£25 million allocated in CIF for wider Transforming Nuneaton project. £7.5 million growth deal funding allocation (£1 million for highway improvement schemes). £25 million in Towns Fund (MHCLG). Approx. £0.5 million developer funding secured.	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	Part of wider Transforming Nuneaton project which is a corporate priority with support from key partners including Coventry and Warwickshire Local Enterprise Partnership (CWLEP), the West Midlands Combined Authority (WMCA) and Midlands Engine.	3
		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	Requires third party land (to be secured through CPO if not through negotiation). May increase costs.	2
	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 2.98 (excludes the costs and benefits associated with the Bus Station and Bus Bridge element of the proposal). With additional costs added, a BCR of 2.15 is achieved. Further economic assessment work underway.	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)	Funding and land assembly likely to be the key risks (see 'Security of funding' and 'Requirement for land' above).	0
	Total Score						26