

Scheme: A435 Alcester to Gorcott Hill Corridor Improvements (also covering parallel routes in Worcestershire including the A441 corridor)

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	Options Appraisal Study covering the A435 and parallel routes in Redditch including the A441 on the MRN is due to be commissioned jointly with Worcestershire County Council in early 2020. This will seek to identify operational constraints on the A435 corridor, develop a range of costed options to mitigate identified constraints and undertake an initial assessment and sifting of potential scheme options.	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	Facilitates access to Redditch Eastern Gateway (2,300 jobs). Potential scheme options will seek to support improved business connectivity and supply chain linkages between Worcestershire, south Warwickshire and south Birmingham and M42/UK Central.	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	A proportion of traffic generated by proposals for 2,560 dwellings at Foxlidiat/Webheath on the western edge of Redditch may impact on the A448 and A435 corridors. Potential longer-term options for significant housing growth north of Redditch could not be accommodated on the corridor without potentially severe environmental, road safety and community severance impacts.	2	
	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	Potential scheme options will seek to reduce motorised traffic in sensitive locations to address community severance problems and consider scope for possible reallocation of road space along relieved sections of the A435 to facilitate a shift away from private car to walk and cycle modes for local trips.	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	Improvements to capacity constrained sections of the A435 and A441 corridor which provide direct north-south links between the A46 and M42 are likely to support the SRN by providing greater network resilience. Further evidence required to estimate impacts on journey times.	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	Potential scheme options will seek to reduce traffic volumes and HGV impacts thereby improving air quality in the Studley Air Quality Management Area (AQMA).	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	Given the current embryonic stage of scheme development and the need for engagement to secure local public and political support, it is extremely unlikely that scheme proposals could be put forward to Midlands Connect and Government for delivery during the MRN Period 1 (2020-2025). However, the County Council is seeking to progress scheme development work during MRN Period 1 for a first phase of improvements for potential delivery during MRN Period 2 (2025-2030).	1	
		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	Given the likely significant costs involved in scheme development and delivery, it is anticipated that proposals identified by the Options Appraisal Study will need to be prioritised and delivered in phases.	1	
		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	High political profile locally due to long-standing nature and severity of traffic and environmental problems affecting communities on the A435 corridor.	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	Indicative land requirements to be identified by Options Appraisal Study.	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	Initial BCR to be estimated by Options Appraisal Study.	1
		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)	Scheme deliverability and risks to be assessed by Options Appraisal Study.	-1
Total Score							18	