

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	An indicative scheme has been developed which would upgrade a key 'pinch-point' on the southern section of the A446 corridor between Hams Hall (south of Faraday Avenue) and Gorse Lane near Coleshill from single to dual carriageway standard. The additional capacity provided will improve journey times on the A446, and the reduced congestion will help to improve productivity both locally and across the sub-region.	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	The A446 package of improvements will not only support planned growth within North Warwickshire and Birmingham, but will also facilitate enhanced access to the wider UK Central area including Birmingham Airport.	3	
	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	The scheme would remove a major pinch point on the A446 corridor mitigate the impacts of housing development in North Warwickshire, Birmingham and Solihull Borough – in particular the delivery of over 6,000 houses at the Langley SUE (site GA5).	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	It is envisaged that the scheme would include dedicated pedestrian and cyclist infrastructure along the length of the proposed dual carriageway, to provide a connection from both Water Orton and Curdworth to Hams Hall. There is existing cycling provision on Faraday Avenue from the A446 / Hams Hall roundabout, meaning that the above provision could enable a continuous cycle link to be provided between Water Orton / Curdworth and the various employment facilities at Hams Hall. The scheme would also complement the County Council's aspirations to enhance the role of Coleshill Parkway as a more significant strategic Park and Ride facility which is currently being promoted by Midlands Connect as a measure to remove car-based trips from the Midlands Motorway Hub.	2	
	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	An improved A446 will provide a viable and parallel alternative to the M42 and M6 Toll and so performs an important resilience function.	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	The scheme has potential to reduce congestion and improve local air quality, but further evidence is required to demonstrate this.	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 required to develop the scheme elements for inclusion in an Options Assessment Report in support of a scheme business case.	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	The A446 improvements south of Hams Hall are likely to be very costly (circa £35m 2015 prices). Although developer contributions from Birmingham Development Plan 9BDP sites will provide useful contributions towards these, further funding will be required from the County Council in order to meet DfT requirements for a minimum 15% local or third-party funding contribution.	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	Results from the BDP assessments indicate that upgrading the A446 route south of Hams Hall to dual carriageway standard is required prior the end of the plan period.	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	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	Indicative BCRs of 1.58 for dual carriageway scheme based on upper cost estimate of £34.4 million at 2015 prices. Consideration of other economic development benefits, benefits in non- modelled periods and potential accident cost savings has the potential to further increase the BCR to over 2.
	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)	It is proposed to develop the package of highway and sustainable transport improvements on the A446 south of Hams Hall for delivery following HS2 Phase 1 construction. This is now dependent upon the outcome of the Government's decision to review the HS2 programme, the outcome of which is expected to be announced in early 2020.	-2
Total Score							21