

Scheme: A4071/A426 Corridor Improvements between A45 Blue Boar and A5 Gibbet Hill Roundabout

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	The A426 Leicester Road Corridor Study (LRCS) is undertaking a feasibility assessment of potential measures to reduce congestion on the northern section of the corridor to complement improvements already identified in the Rugby Borough Infrastructure Delivery Plan (IDP). These further measures could include possible access improvements into Swift Valley, carriageway widening, potential bus priority and demand management measures including park and ride. It is also proposed to develop options for improving A4071 Cawston Bends and for potential rationalisation of movements at A45/A4071 Blue Boar Interchange on the sothern section of the corridor.	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	Corridor improvements will support Local Plan employment growth at Whitley South, South West Rugby, Coton Park East and Gateway Rugby. Improves strategic connectivity to Magna Park in Leicestershire on the A5 corridor.	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	Directly supports significant Local Plan housing growth at South West Rugby (5,000 dwellings) and Coton Park East (800 dwellings) in addition extant growth at Houlton (6,200 dwellings) and Gateway Rugby (1,300 dwellings).	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	Potential options for bus priority and park and ride are being considered by the A426 LRCS to facilitate modal shift by reducing reliance on the private car. The County Council is also seeking to secure funding towards further cycle improvements on less heavily trafficked routes parallel to the A426 corridor to link the Gateway Rugby/Coton Park East developments with the retail parks on the corridor, the railway station and town centre. It is also seeking funding contributions from the South West Rugby developers towards improving National Cycle Network Route 41, which links Potsford Dam with Draycote Water.	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	Corridor improvements will support the SRN by improving connectivity for strategic traffic between the M1/M6/A5 to the north of Rugby and the A45 to the south west.	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 whole of Rugby town is a designated Air Quality Management Area (AQMA). There is significant congestion on the A426 Leicester Road corridor during weekday peaks and also at weekends due to the retail parks.	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	Proposals for the A426 Leicester Road corridor are at an early stage of scheme development and further work is required to identify and estimate costs for a preferred package of measures. Potential options for improving the A4071 Cawston Bends and Blue Boar Interchange have yet to be identified.	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 LRCS is developing indicative cost estimates for potential A426 improvements. Potential options for improving the A4071 Cawston Bends and Blue Boar Interchange have yet to be identified.	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	The County Council and Rugby Borough Council are developing a new Joint Transport Strategy for the Rugby area. The strategy recognises the challenges facing the A426 Leicester Road corridor and the LRCS is seeking to identify viable options to address growing congestion pressures on this corridor and mitigate against future growth.	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	Access improvements into Swift Valley are likely to require third-party land but further work is required to identify these requirements in more detail. Improvements at A4071 Cawston Bends are also likely to require third party land but the extent and timescales for acquisition have yet to be determined.	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	The A426 LRCS has identified an indicative BCR of 3.49 for access improvements into Swift Valley. Further work is required to progress and evaluate scheme options at A4071 Cawston Bends.	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)	To be investigated in more detail following completion of the A426 LRCS and during scheme development work for improvements at A4071 Cawston Bends.	-1
Total Score						19	