

## Oxford to Cambridge Expressway Briefing Note

All Party Parliamentary Group for the  
Oxford - Milton Keynes - Cambridge Corridor

January 2018

### Government Commitment

At Budget, the Government committed to accelerating work on the 'missing link' of the Oxford-Cambridge Expressway, between Oxford and Milton Keynes, in order for construction to start by 2025, and for the new route to be open by 2030.

### Strategic Objectives

- **Connectivity** – Deliver a step-change in east-west connectivity, create an expressway link well-integrated with road and public transport networks in the broad arc between Oxford, Milton Keynes and Cambridge.
- **Free-flowing Network** – Improve the quality, speed and reliability of journeys within the region and beyond.
- **Economic Growth** – Support transformational economic growth across the broad arc through the design and delivery of the route. Create fast, safe and reliable links to jobs, homes and businesses.
- **Protected Environment** – Protect the historic and environmental assets of the region. Enhance quality of life for customers and communities along the route.
- **Safety** – Deliver road safety improvements for customers and communities – place the right traffic on the right roads.

### Scheme background

- Oxford, Milton Keynes and Cambridge are amongst the most productive and successful cities in the country. Better connections will ensure we can consolidate this success in future – creating an environment where communities and businesses can thrive.

- Connecting these cities will be a catalyst for transformational growth. It will provide more job opportunities for those living along the corridor, stimulate housing development, reduce costs for businesses, providing better access to some of the world's most important businesses and research institutions.
- As part of Roads Investment Strategy 1, a study was commissioned in 2016 to explore the potential of connecting the 3 cities of Oxford, Milton Keynes and Cambridge by developing a fast, high quality route, along a single corridor. This includes filling a 30-mile gap in the network between the M1 and M40 (the 'missing strategic link').
- A high level case for the proposed Oxford to Cambridge Expressway (Ox-Cam) was published in November 2017, when the government committed up to £27m for further development. Since then, Highways England has continued to carry out a full analytical, evidence-based review of the proposed broad expressway corridors and has started to engage with stakeholders to give them an opportunity to inform this work.
- As part of this process, each corridor (and subsequently routes) will be tested against the value they offer for the scheme's strategic objectives (outlined to the left). Evidence provided by stakeholders will be fully taken into account in these initial stages of scheme development.
- The project team is collaborating closely with East West Rail and England's Economic Heartland in order to integrate project planning, decision making and activity wherever possible. This will help facilitate the delivery of a coherent multi-modal transport solution in response to acknowledged issues across the corridor.

## Key benefits

### Economic Benefits of the Arc

- **Improved** East-West connections will **develop** the **interdependence** of skills and **employment** opportunities, increasing the **economic interaction** between local areas.
- **Travel** demand is **forecast** to increase by 40% by 2035. Strategic transport **interventions** will bring jobs, **homes**, **businesses** and world-leading universities closer **together**.
- An additional 384,000 **people** are predicted to be brought into a 45-minute drive time of Milton Keynes and 470,000 more into the **Oxford Science Park**, bringing **greater** job opportunities to local residents.
- **National Infrastructure Commission (NIC)** estimates suggest that – with the right **interventions** – **annual** output along the **Cambridge, Milton Keynes and Oxford** corridor could be £163 billion higher than in 2014, or **approximately** twice the rate of **growth** expected with no interventions.

### Potential Benefits for Customers

- Reduced journey times, more reliable journeys, **improved** route safety and resilience.
- Improved **access** to jobs, **services** and amenities for local communities and to tourist **destinations** for leisure travellers.
- Relief of freight traffic **elsewhere** on the **network**.
- **Improved** safety for all road users - fundamental to any work that is taken **forward**.

### Environment Benefits

- Reduced traffic **congestion** provides **positive** environmental **benefits** for local **communities** including improvements in air quality, reduced noise and incidents.
- Ensuring a **minimal** impact and lasting **betterment** for the **environment** and **adjacent** communities will be fundamental in how the project is **progressed** to leave a lasting, positive impact on the **area**.

### Innovation

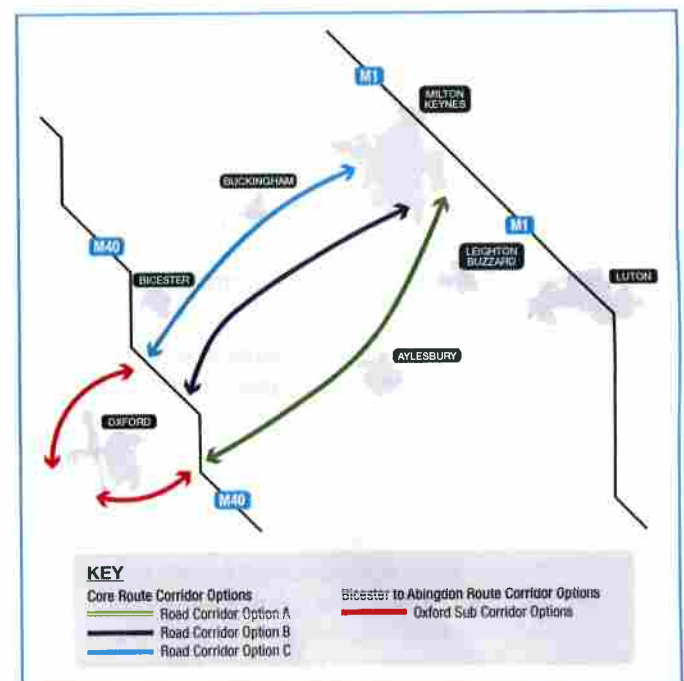
- There are **significant** opportunities for innovation within the **Expressway** solution with a planning **horizon** of 2050.  
*...What will be the profile of multi-modal transport across the Arc be in 33 years time? (autonomous vehicles; proliferation of electric vehicles; 5G enabled connectivity; etc.)*

- A project specific, multidisciplinary Innovation Group will be established to **generate**, **assess**, **develop**, **introduce** and **evaluate** innovative ideas and **technologies** that can be applied to the corridor and route selection work, in order to improve design and create efficiencies.

## Where have we been?

The Oxford to Cambridge Expressway Strategic Study (Stage 3 Report) identified a range of potential **corridor** options to complete the 'strategic missing link' between Milton Keynes and Oxford. The 3 highest-scoring options were:

- **Expressway Southern Corridor Option (Option A)** – via Aylesbury.
- **Expressway Central Corridor Option (Option B)** – following broad alignment of the East West Rail corridor.
- **Expressway Northern Corridor Option (Option C)** – broadly following the existing A421 to the south of Bicester and via Buckingham.



Shortlisted expressway corridor options

## Where are we now?

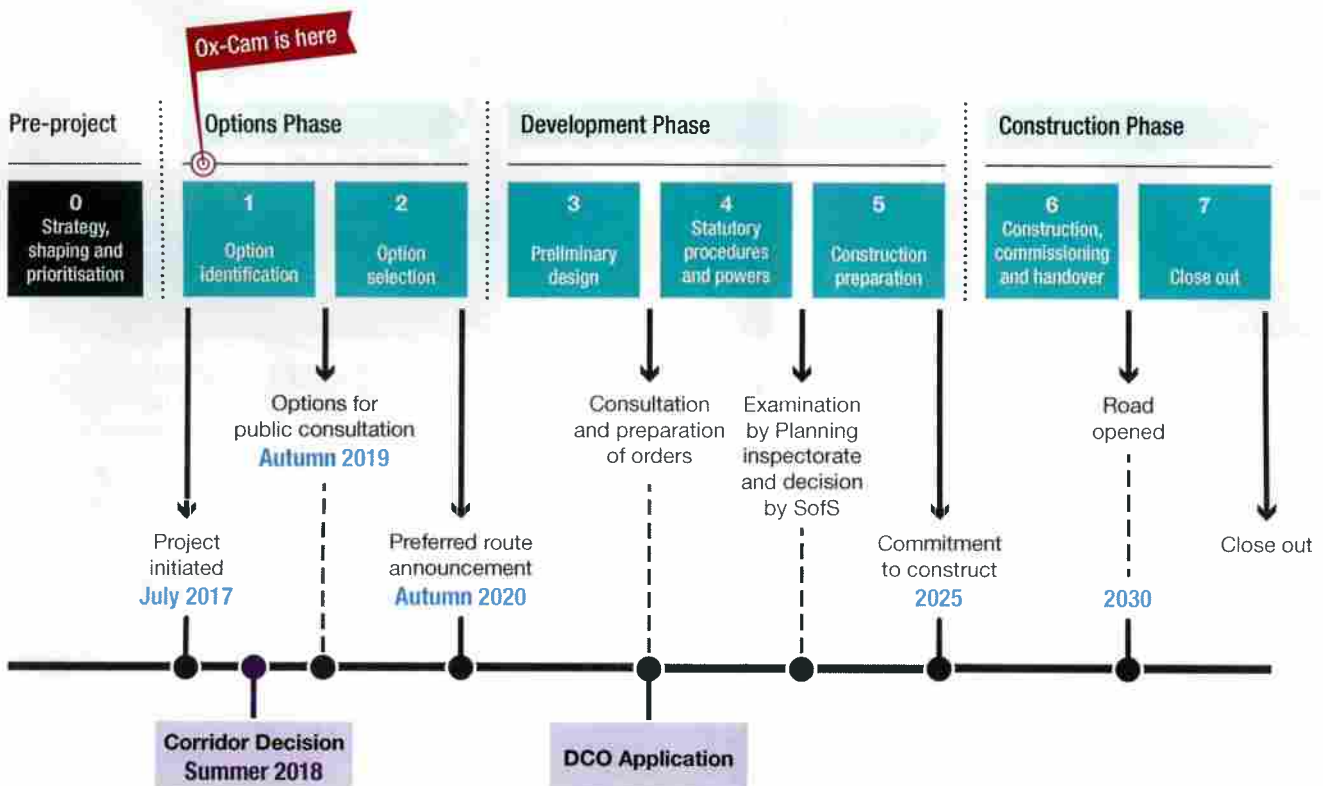
### Stage 1A: Corridor Selection

- Highways England's **Project Control Framework** process (Stages 1 to 7 below) is comprehensive, and therefore takes a number of years to complete. We want to ensure that we make the best choice on which corridor and route is selected and this requires examining extensive evidence.

## Process and timetable

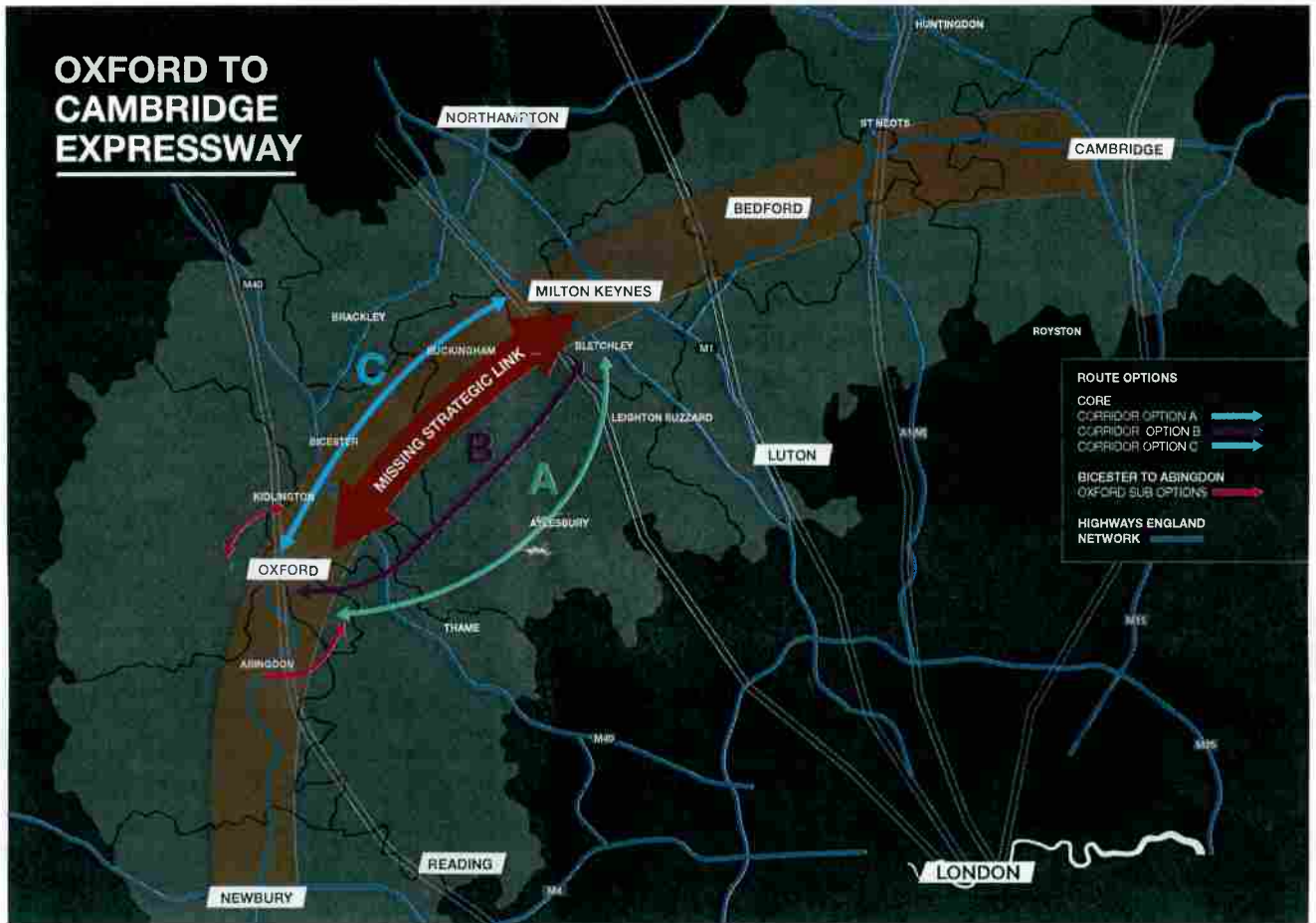
### Targets to hit

<b>Summer 2018</b>	Corridor decision – Summer 2018
<b>Autumn 2018</b>	Commence route options analysis
<b>Autumn 2019</b>	Route options shortlist for consultation
<b>Autumn 2020</b>	Preferred Route Announcement



*Key project milestones*

## The 'Arc'



*Oxford to Cambridge Expressway corridor options map*

## Project Contacts

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