

# **Oxford to Cambridge expressway**

Appendix D: Stakeholder Engagement Report 2018

## Contents

<b>1.</b>	<b>Introduction</b> .....	<b>4</b>
1.1	Purpose of this report.....	4
1.2	Report structure .....	4
1.3	Project summary .....	5
1.4	Project timeline .....	8
1.5	Stage 1A and 1B.....	9
<b>2.</b>	<b>Governance</b> .....	<b>10</b>
2.1	Engagement team.....	10
2.2	National Infrastructure Programme Committee, Project Committee, Project Team .....	10
2.3	Project Team engagement responsibilities .....	11
2.4	Approvals process for outputs to stakeholders .....	11
2.5	Agreed communication owners .....	12
<b>3.</b>	<b>Stakeholder engagement</b> .....	<b>13</b>
3.1	Methodology .....	13
3.2	Stakeholder engagement framework.....	13
3.3	Stakeholder engagement approach.....	16
3.4	Technical engagement.....	19
3.5	Other engagement .....	19
3.6	Communication channels used.....	20
<b>4.</b>	<b>Supporting software</b> .....	<b>21</b>
4.1	How and where engagement is recorded .....	21
4.2	Microsoft Dynamics Customer Relationship Management.....	21
4.3	Business Collaborator .....	22
4.4	Training and data quality.....	22
4.5	Future of engagement recording on the Oxford to Cambridge Project .....	23
<b>5.</b>	<b>Engagement to date</b> .....	<b>24</b>
5.1	Engage and inform.....	24
5.2	Listen and record .....	25
5.3	Analyse .....	32
5.4	Communicate .....	39
<b>6.</b>	<b>Representations</b> .....	<b>40</b>
6.1	Request for representations .....	40
6.2	Feedback received.....	40
6.3	Methodology .....	45
6.4	Corridor A.....	48
6.5	Corridor B.....	52
6.6	Corridor C.....	54
6.7	Variation .....	56
6.8	Breakdown by discipline .....	58
6.9	Closing Remarks.....	60

<b>Appendix A. Oxford to Cambridge Expressway stakeholder engagement framework .....</b>	<b>63</b>
<b>Appendix B. Stage 1A engagement timeline .....</b>	<b>64</b>
<b>Appendix C. Stakeholder group members .....</b>	<b>65</b>
<b>Appendix D. SRG workshop outcomes - March 2018 .....</b>	<b>87</b>
<b>Appendix E. Organisations sent a request for written representations .....</b>	<b>99</b>
<b>Appendix F. Breakdown of representation themes .....</b>	<b>107</b>

# 1. Introduction

## 1.1 Purpose of this report

This report sets out a comprehensive record of our stakeholder engagement in Stage 1A of the Oxford to Cambridge Expressway Project, covering topics such as our engagement approach, tools used in managing engagement and key activities and milestones. Stage 1A of the Project is the period between the start of Stage 1 in October 2017 and corridor decision, expected summer 2018.

## 1.2 Report structure

- Section 1 introduces the Project and current stage of development
- Section 2 of this report covers the governance structure and responsibilities for stakeholder engagement on the Project.
- Section 3 describes the stakeholder engagement methodology for Stage 1A and the methodology for analysing feedback from stakeholders. The Engagement Framework identifies the different groups engaged and what their functions are. The stakeholder approach is outlined, covering our programme of activities. Technical engagement to request technical input and other engagement with action groups are also covered.
- Section 4 covers the supporting software used for the Oxford to Cambridge Expressway Project. Topics include how the engagement described in the previous section is recorded, and our use of a Customer Relationship Manager (CRM) tool and Business Collaborator for recording and data storage. We have also listed what training we have undertaken to be able to use this software and to enable future engagement recording on the Oxford to Cambridge Expressway Project, through CRM.
- Section 5 outlines engagement to date to explain with whom we have engaged so far on the Project and how we have listened to their feedback, analysed it and communicated it back to them.
- Section 6 covers requests for written submissions which fed into the corridor sifting process, what representations we received and the key issues raised. It also describes how the analysis of representations was undertaken.

Supporting information:

- Appendix A - Oxford to Cambridge stakeholder engagement framework
- Appendix B – Stage 1A engagement and communications activity milestones
- Appendix C – Stakeholder group members
- Appendix D – SRG workshop outcomes March 2018
- Appendix E – Organisations sent request for written representation

- Appendix F – Breakdown of representation themes

### 1.3 Project summary

It is the Department for Transport's (DfT) intention to take a once in a generation opportunity to create an Oxford to Cambridge Expressway, to construct an east-west economic spine to deliver transformational growth potential and address significant transport issues.

The DfT commissioned a strategic study for the Oxford to Cambridge Expressway in 2015 to address some of the main challenges for the area. The broad arc from Oxford – Milton Keynes – Cambridge includes some of the UK's most successful, productive and rapidly growing economic areas. Existing east-west road and rail connections between these knowledge-rich economies are notably poor. There is no direct dual carriageway or rail link between Oxford, Milton Keynes and Cambridge, creating a significant infrastructure barrier that risks constraining growth. An east-west expressway would complement plans for East West Rail (EWR) and support the continued growth and attractiveness of the corridor as a place to live and work.

The study team actively engaged with a wide range of stakeholders including England's Economic Heartland (EEH) – a subnational transport body, which has identified this study as one of its strategic priorities.

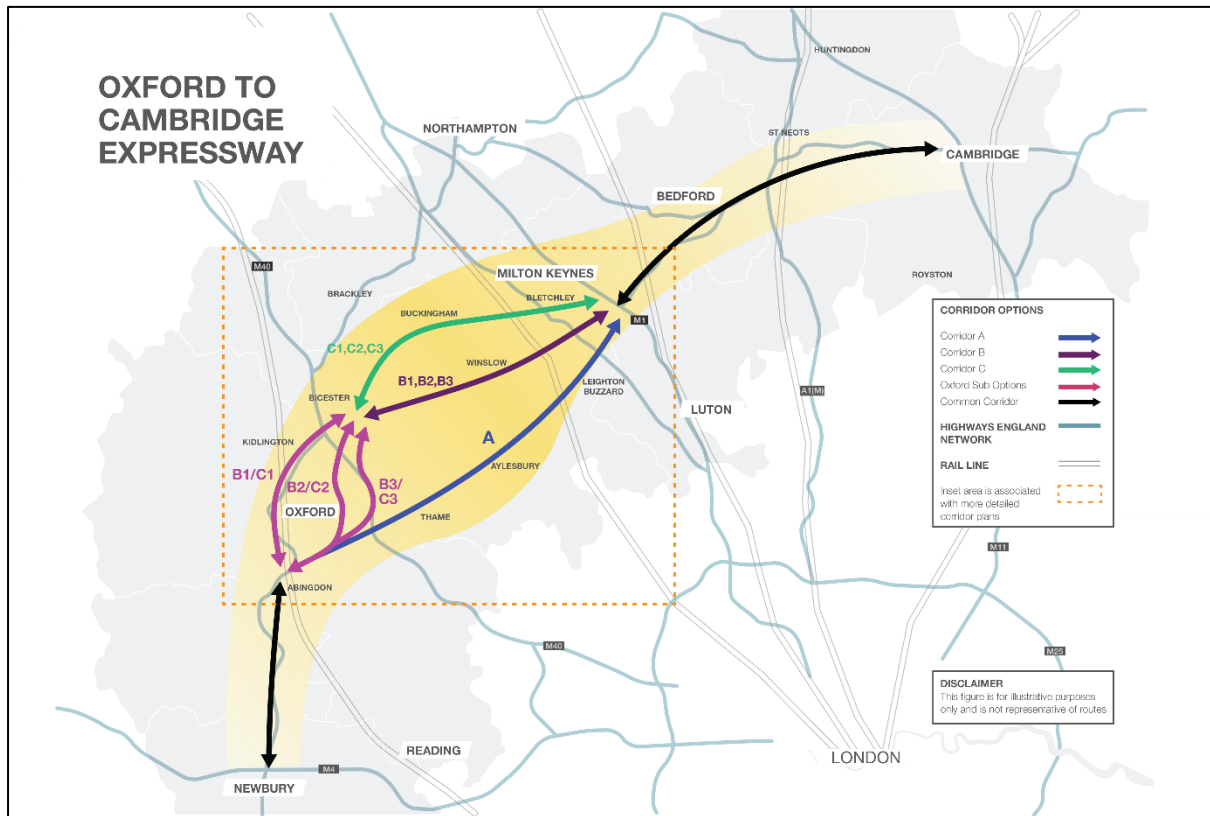
Discussions with the study area's strategic stakeholders have also established strong support for investment in strategic transport infrastructure that improves east-west connectivity, which is viewed as vital to supporting housing and economic growth in their respective regions.

The outcomes of the study, the Oxford to Cambridge expressway strategic study: stage 3 report was published in November 2016. This reported on the initial sifting of a long-list of 36 options that addressed the study objectives. The shortlist identified 3 corridor options for the 'missing strategic link' between Oxford and Milton Keynes (Figure 1.1) which were:

- Option A – Southern Option via Aylesbury.
- Option B – Central Option generally following the East West Rail corridor
- Option C – Northern Option via the existing A421 route

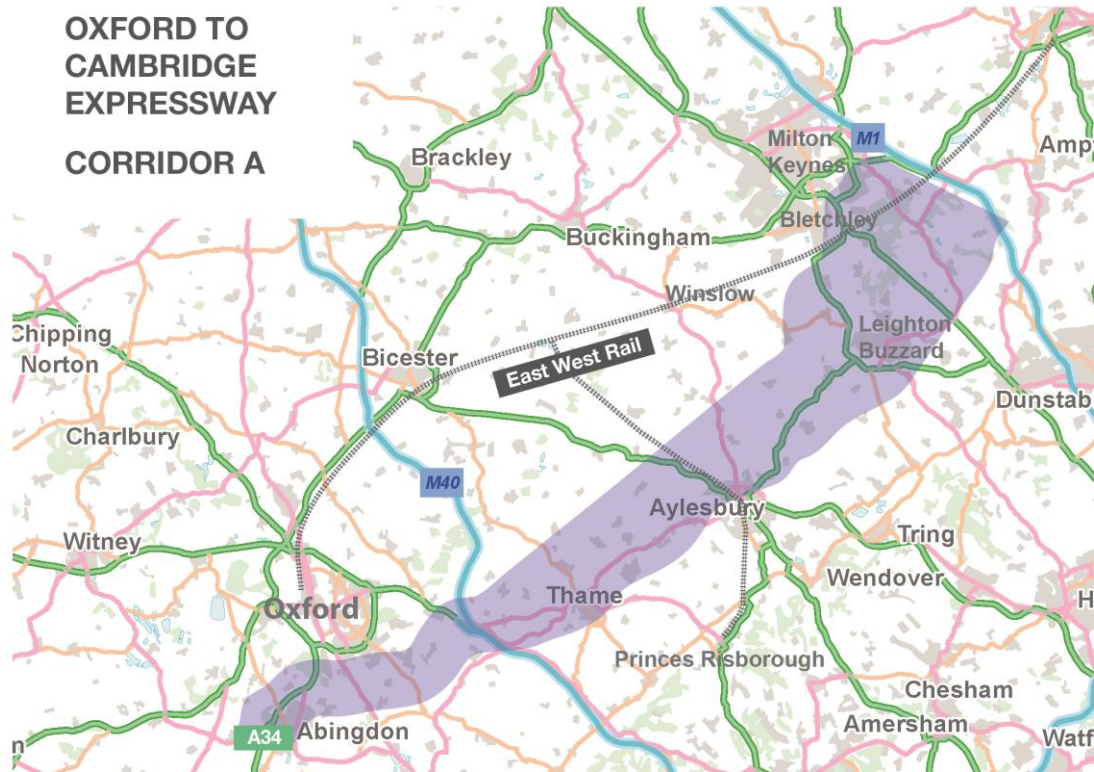
The Project is now in Stage 1A, which will validate the selection of a single corridor to develop route options, within that corridor. Closely associated with this selection is the requirement also to select a route around Oxford.

**Figure 1.1: Shortlisted corridor options**

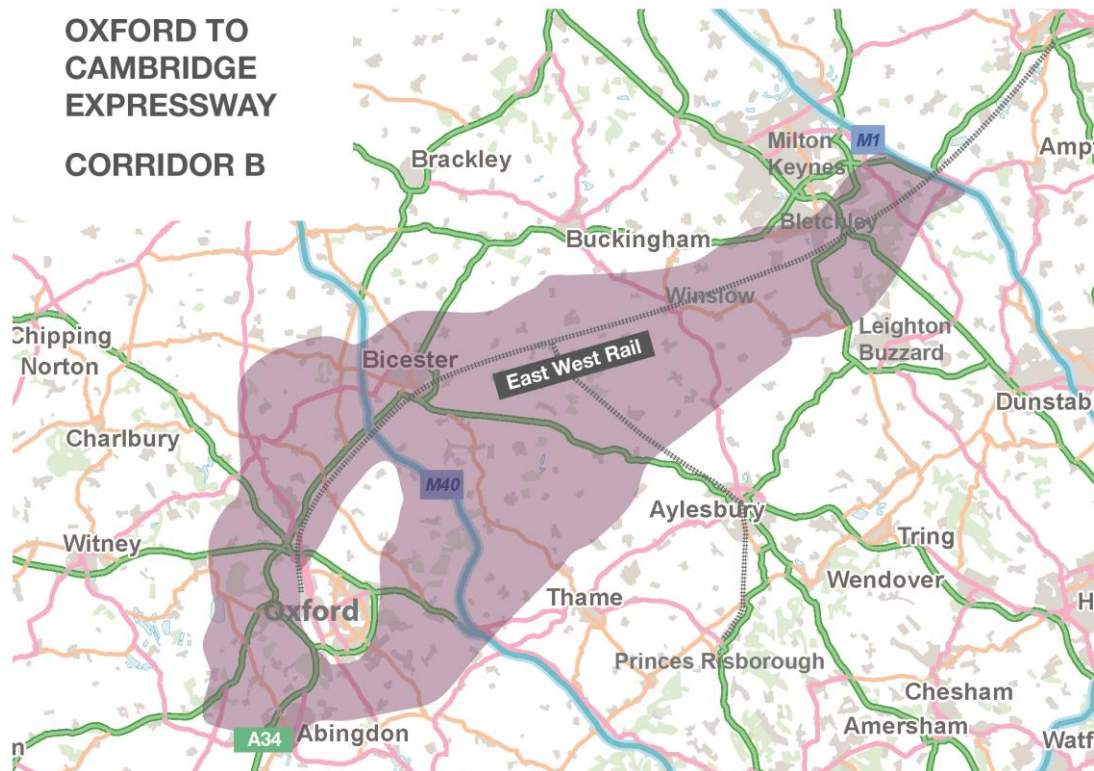


During Stage 1A, the Project Team used broad constraints to produce corridor boundaries for Corridors A, B and C as shown in Figures 1.2, 1.3 and 1.4 respectively.

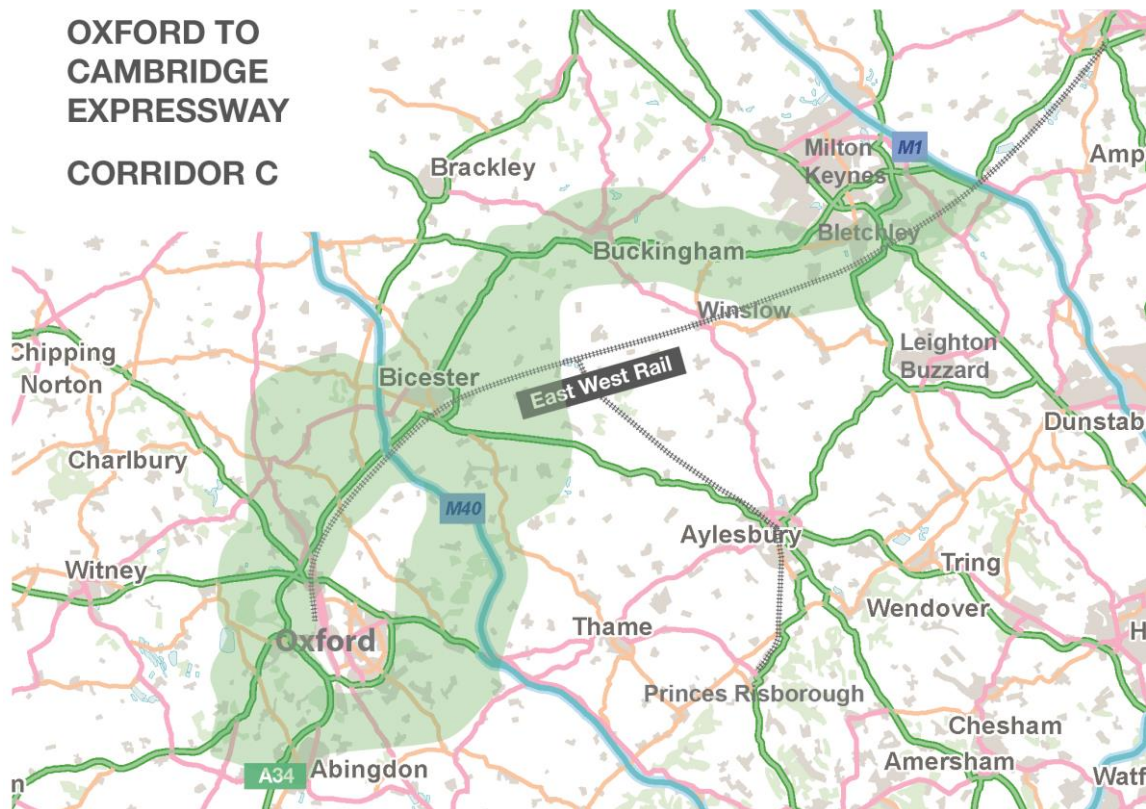
**Figure 1.2: Corridor Option A**



**Figure 1.3: Corridor Option B**



**Figure 1.4: Corridor Option C**



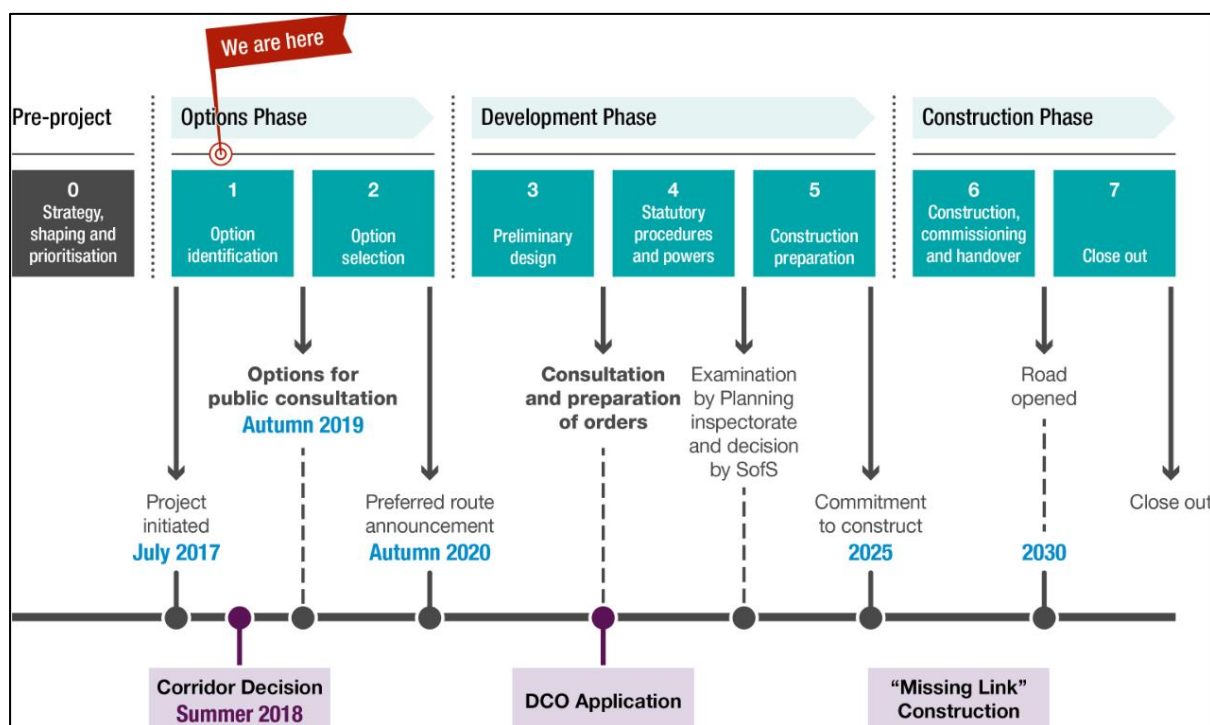
#### 1.4 Project timeline

Figure 1.5 provides an overall timeline for the Oxford to Cambridge Expressway Project.

Following the strategic study, the government committed funding in the 2016 Autumn Statement to start developing the Oxford to Cambridge Expressway. The Project has now entered Stage 1 – Option Identification.



**Figure 1.5: Indicative project timeline**



## 1.5 Stage 1A and 1B

Stage 1 was split into 2 stages, 1A and 1B; with Stage 1A focused on reaching a feasible corridor option and Stage 1B focused on identifying route options to be taken into public consultation. The aim of the work completed in Stage 1A is to allow the identification of the corridor which performs best against the Project strategic objectives. The decision to split Stage 1 was taken in relation to the scale of the study area. By concentrating on identifying a feasible corridor first, the Project Team were able to thoroughly assess the high level constraints in the broad area and sift through issues to identify the best corridor ahead of a more detailed route analysis in Stage 1B.

The Project Team has engaged extensively with strategic stakeholders to develop an appreciation of their views on the expressway. This report details that process and how opinion from stakeholders has been captured through a process of meetings, facilitated workshops and written feedback.

The Department for Transport (DfT) took the decision to engage with strategic stakeholders in Stage 1A to help inform the corridor decision. At such an early stage of the project consultation with the public would be based on incomplete information and analysis of the corridors. Therefore, in line with the approach on other schemes, this has not been carried out. Instead, we have engaged regularly with a broad selection of stakeholders to develop a strong understanding of local issues and concerns relevant to corridor assessment. Appendix A outlines the stakeholder engagement framework for Stage 1A. The engagement and communication activity milestones for Stage 1A are shown in Appendix B.

Section 3.3 of this report outlines the programme of engagement for Stage 1A.

## 2. Governance

### 2.1 Engagement team

The Oxford to Cambridge Expressway engagement and communication team (hereafter known as the engagement team) is a joint, combined team of staff from Department for Transport (DfT), Highways England and Jacobs. A collaborative cross-organisational team was commissioned to deliver the Oxford to Cambridge Expressway Project in an efficient and robust way as is usual practice across Highways England projects.

The engagement team coordinates engagement and communication activity through monthly stakeholder meetings. The purpose of these meetings is to align all external messaging and activity to ensure that stakeholders receive consistent, coherent and accurate information and all internal bodies are appropriately briefed on plans and activities.

### 2.2 National Infrastructure Programme Committee, Project Committee, Project Team

The political landscape across the Oxford to Cambridge arc is diverse and complex, making engagement a sensitive matter.

The Oxford to Cambridge Expressway Stakeholder Framework and its association with Project governance is outlined in Appendix A.

This framework has allowed the Phase 1A engagement process to be more intense than is usual for this stage of development in the Highways England project lifecycle. The governance structures responsible for engagement on the Oxford to Cambridge Expressway Project are as follows:

#### 2.2.1 National Infrastructure Programme Committee

The National Infrastructure Programme (NIP) Committee is a high-level governance group in Highways England that provides strategic guidance on the Oxford to Cambridge Expressway Project in particular relation to other projects. The NIP Committee meets monthly and its membership includes:

- Highways England programme management across the following projects:
  - A66
  - Manchester North-West Quadrant
  - Oxford to Cambridge Expressway
- Interface Directors between nationally significant infrastructure projects:
  - HS2
  - Heathrow

### **2.2.2 Project Committee**

The Project Committee is responsible for the evaluation of all engagement and communication carried out between stakeholders and the Engagement Team. The Project Committee meets monthly and is made up of the cross-organisational team leads.

### **2.2.3 Project Team**

The Project Team is a multi-disciplinary team charged with the day to day delivery of the Project. The team is represented by members of the Highways England project management team, the engagement team, discipline leads and subject matter experts from the following disciplines:

- Highways
- Transport and planning
- Technical
- Environment
- Innovation

Stakeholder engagement activity is fed into the governance structure so that the approach to engagement going forward is actively led by intelligence gathered from the stakeholders, particularly at key milestones in the programme.

## **2.3 Project Team engagement responsibilities**

Highways England was commissioned on behalf of the Department for Transport (DfT) to develop the Oxford to Cambridge Expressway Project. Highways England provides policy and planning guidance as well as interfacing with DfT at a strategic level.

The Project Team undertakes technical work associated with Stage 1. The Project Team ensures that stakeholder information is managed effectively and securely using Highways England's Customer Relationship Management system (CRM). Due to initial system integration challenges, stakeholder records are managed by a series of sophisticated Excel trackers alongside CRM to enable a robust record over time. As outlined in section 3, migration to CRM is likely to proceed in phases and the trackers will remain until full operation of CRM is enabled.

## **2.4 Approvals process for outputs to stakeholders**

### **2.4.1 Correspondence**

All correspondence arising on the Oxford to Cambridge Expressway Project initially goes to the Oxford to Cambridge Expressway Project mailbox [OxfordToCambridgeExpressway@highwaysengland.co.uk](mailto:OxfordToCambridgeExpressway@highwaysengland.co.uk) or through the Highways England customer contact centre.

The Project Team now uses one inbox to manage all stakeholder correspondence. Any mail sent to a previously used mailbox for the project is forwarded to the above address for consistent and accurate recording.

The Engagement Team assists with drafting responses upon request and seeks input from technical leads in the Project Team as required. All correspondence is sent via the project mailbox and logged in the Stakeholder Engagement tracker on Excel formatted to ensure seamless transition to the Customer Relationship Management (CRM) system in the future.

Correspondence with subject matter experts in the Project Team (for example engineers or environmentalists) is sent directly to the stakeholder and recorded by the Engagement Team.

#### **2.4.2 Presentations**

Presentation documents, minutes and agendas are drafted by the Project Team and issued to stakeholders using the Project mailbox.

All communications are recorded in the Stakeholder Engagement Project Register and the emails stored within the Project Server.

#### **2.5 Agreed communication owners**

Identified and approved relationship owners in the Project Team are responsible for communicating with the stakeholders. Correspondence with stakeholders is approved by the relevant relationship owner or the delegated person.

Communications to stakeholders are handled by the assigned relationship owner through the Oxford to Cambridge Expressway Project mailbox:

[OxfordToCambridgeExpressway@highwaysengland.co.uk](mailto:OxfordToCambridgeExpressway@highwaysengland.co.uk)

## 3. Stakeholder engagement

### 3.1 Methodology

#### 3.1.1 Stage 1A plan

The main focus of stakeholder engagement in Stage 1A of the Project was to:

- Give stakeholders an understanding of how the Oxford to Cambridge Expressway is being developed (stakeholder list in Appendix C)
- Support the Project Team to get the information it needs to assess the Corridor options
- Give stakeholders the chance to provide feedback on the corridor options
- Review feedback received and explain how this was taken into consideration in the corridor decision

The 4 periods of engagement activity were undertaken in Stage 1A, as shown in Appendix B and described in Section 3.3 (Stakeholder engagement approach).

#### 3.1.2 Feedback analysis methodology

Feedback from stakeholders is important to Highways England.

In February 2018, we invited key Stage 1A stakeholders to provide feedback, in the form of written representations, on the corridor options. Organisations were asked to respond by 12 April to the Project mailbox:

[OxfordtoCambridgeExpressway@HighwaysEngland.co.uk](mailto:OxfordtoCambridgeExpressway@HighwaysEngland.co.uk)

A detailed description of the questions asked and the responses received is in Section 6 of this report.

All of the representations were documented and allocated a reference number. The Project Team sorted through all the representations to highlight the key themes, and provided these to the subject matter experts who would be responsible for analysing the issues in more detail.

### 3.2 Stakeholder engagement framework

The stakeholder engagement framework (red outline on Appendix A) has been developed to give a clear structure to engagement with the stakeholder community in Stage 1 of the Project.

Engagement with stakeholders started in Stage 0 in the first quarter of 2017. This Stage was led by the Department for Transport as part of its Strategic Studies programme. A single Stakeholder Reference Group (SRG) was set up to contribute to generating ideas about how east-west connectivity between Oxford, Milton Keynes

and Cambridge could be improved. Feedback from stakeholders about possible ideas helped the study team to develop a longlist of potential options for an expressway<sup>1</sup>.

The current stakeholder engagement framework came about from discussions at the end of Stage 0 to agree the best way to engage with stakeholders moving into Stage 1A because the Project covers a vast area and there are a large number and variety of stakeholders, it was decided that it would be better to separate stakeholders into manageable groups. The functional groups under the framework were initially developed at a Project meeting held by Highways England in September 2017.

Initially the Oxford to Cambridge Expressway Project Team worked in collaboration with related projects in the area to establish stakeholder groups. This included the A1 East of England, A428 and M25 project teams.

Stakeholders were invited to an event to close Stage 0 on Wednesday 18 October 2017 and were encouraged to give their opinions about the stakeholder groups. The opinions were recorded and any suitable and relevant stakeholders were added to form the stakeholder group structure set up by Highways England in Stage 1A.

It is important to note that many stakeholders at the event and in Stage 1A suggested that parish councils should be included in the engagement framework. However, it was decided by the Project Committee and Project Team that the Project was in too early a stage for parish councils to be formally represented with the study area encompassing over 400 separate parishes. Among the initial meetings with the SRGs (section 3.2.4 below) in December 2017 was also a meeting with related members of the National Association of Local Councils to explain the current status of the Oxford to Cambridge Expressway and answer questions about the Project.

The stakeholder engagement framework will evolve as the Project moves into the next stage.

The function and membership of the stakeholder groups shown in Appendix A are described below.

### **3.2.1 All Party Parliamentary Group (APPG)**

The Oxford to Cambridge Expressway Project Team has contributed to the Oxford – Milton Keynes – Cambridge Corridor APPG, led by Iain Stewart, the Member of Parliament for Milton Keynes South, the government's 'East West champion'.

An initial APPG event was held on 31 January 2018 and a briefing about the Oxford to Cambridge Expressway was given to MPs.

### **3.2.2 Strategic Stakeholder Group (SSG)**

The SSG is an advisory body that was established on 28 November 2017.

<sup>1</sup> Oxford to Cambridge expressway strategic study: stage 3 report. Published 28 November 2016  
<https://www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report>; page 35

The SSG provides a forum for dialogue between strategic stakeholders: Highways England, DfT, East West Rail (EWR) and England’s Economic Heartland (EEH). Highways England’s Senior Responsible Owner, Dean Sporn, chairs the SSG.

Information from other related schemes (for example HS2) is drawn in when required.

### 3.2.3 Members’ Forum

A Members’ Forum comprising all county, district and borough council leaders, and the leaders of all the local enterprise partnerships has been established. The forum is set up to advise members on plans for engagement and gain strategic knowledge of stakeholder issues so the Project Team can adapt and respond accordingly.

The first meeting of the Members’ Forum was convened in collaboration with EEH on 9 February 2018. A second meeting was held on 16 May 2018.

The forum was split into three regional groups following feedback from the first meeting that the group was too large. The engagement team took a proactive approach and suggested a regional split to the group inviting feedback on the most appropriate groupings according to interest and organisational alliances.

A list of the local authorities invited to sit on the Members’ Forum is provided in Appendix C.

### 3.2.4 Stakeholder Reference Groups (SRGs)

The original SRG concept was enhanced in Stage 1A following feedback, creating 6 functional groups:

**Table 3.1: Organisation types in the Stage 1A Oxford to Cambridge Expressway SRGs**

SRG	Organisation types	Key objectives
Officers reference group	Officers with a strategic infrastructure or strategic planning and highways remit in local authorities (county councils, district and borough councils and unitary authorities)	Facilitate a local voice and communicate information to a wider group of regional and local stakeholders.
Growth and development	Local enterprise partnerships; growth boards; chambers of commerce; business and trade associations, housing organisations	Maximise the understanding among stakeholders of the potential for transformational growth and development within the Oxford-Milton Keynes-Cambridge arc.

SRG	Organisation types	Key objectives
Strategic employers / traffic generators	Companies in the following sectors: agriculture, defence and aerospace, communications, construction, financial services, food and drink, health care, hospitality, manufacturing, transport service providers, universities	Provide guidance to the Project Team in the development of appropriate objectives for transport planning.
Strategic road users	Emergency services (police, fire, medical), walking, cycling & horse-riding groups, bus service providers; freight and logistics associations and professional institutes; transport interest groups	Understand and communicate to parent organisations the variables associated with Oxford to Cambridge corridor and route selection.
Strategic infrastructure	Drainage authorities; transport regulators; utilities service providers; utilities regulators	Provide support and delegated authority collaboratively to secure a successful delivery of Highways England's strategic aims and objectives.
Strategic environment	Statutory environmental bodies; local authority officers; non-governmental organisations	Provide stakeholders with an understanding of the environmental assessment being undertaken.

Initial SRG forums took place in December 2017. In March 2018 workshops with the SRGs were held to seek feedback on the corridor options, refer to Section 5.2.

All engagement with the Oxford to Cambridge Expressway stakeholder groups is used to update the Project Register. This information is then used to help decide the best approach to communicating with stakeholders about the Project.

### 3.3 Stakeholder engagement approach

Early stakeholder engagement records were used to categorise the stakeholders into 4 different tiers as shown in Table 3.2.



**Table 3.2: Tier Groups**

Tier 1	Tier 2	Tier 3	Tier 4
Cabinet office	Local political representatives	Road user groups	Parish councils
National political representatives	District, borough and city councils	Emergency services	Community groups
Regional political representatives	Non statutory bodies	Campaign groups	Residents' groups
County councils and unitary authorities	Highways England internal partners		General public
Statutory bodies			Landowners
Local economic Partnerships			
Technical experts			

The approach to engagement and communications has a strong customer focus and aims to build confidence, support and trust in the Project Team and how the Project will be taken forward.

Tier 1 stakeholders have a strategic overview of the Project and of communities, assets and business in the area, therefore the Project Team have been focused on engaging with them. Tier 1 stakeholders have a significant role to play in the development of the Project throughout its lifecycle.

Tier 2 stakeholders have regional knowledge of the Project study area from a technical and operational position. Stage 1A engagement consisted of workshops, forums and technical meetings to gather intelligence and relay feedback on progress.

Tier 3 stakeholders have an interest in the Project from a service delivery, community or business perspective. Limited engagement took place in Stage 1A however they have local knowledge that will inform assessment of route options in Stage 1B.

Tier 4 stakeholders hold or represent individual interests in the Project. There are potentially a large number of interests which will evolve as the Project develops. Information about the Project is made available and queries addressed in Stage 1A.

The primary focus for stakeholder engagement in Stage 1A was to establish working relationships with Tier 1 and Tier 2 stakeholders, ensure that the Project Team receive the information needed to progress assessment of corridor options and that stakeholders were informed and empowered to contribute to the Oxford to Cambridge Expressway Project. To achieve this, the Engagement Team identified clear engagement periods and communication activities in Stage 1A. This is shown in Figure 3.1, repeated in larger form in Appendix B.

**Figure 3.1: Stage 1A engagement periods and activity**



### 3.3.1 Engage and inform

Following the end of Stage 0, we took the opportunity to meet with stakeholders to introduce Stage 1A of the Project and gather views on the engagement framework plans. This took place from October to December 2017.

### 3.3.2 Listen and record

From January to April 2018, we met with stakeholder groups again to listen to the views and opinions of stakeholders and gather technical information to support corridor sifting. In this period, we formally asked stakeholders to submit their views on the corridors and held SRG workshops to stimulate open discussion on the corridor options and provide the opportunity for stakeholders to understand the range of issues discussed with their peers.

### 3.3.3 Analyse

In the period of April to summer 2018, the engagement team has focused on analysing the feedback received from stakeholders. The final corridor sifting exercise took place in May and stakeholder views supported this process as described in Section 6 of this report.

### 3.3.4 Communicate

This period is led by the government's Corridor decision, which at the time of writing, is summer 2018. The Engagement Team is focused on communicating the rationale behind the chosen corridor to stakeholders and where information can be accessed.

The Engagement Team will also be communicating the programme of engagement and route analysis for Stage 1B which is due to start late summer 2018 through to autumn 2019 when a public consultation is expected.

### **3.4 Technical engagement**

We are continuously engaging with local authorities and environmental, construction and utilities organisations within the study area to gather technical data and information (almost 70 different organisations to date). This aids us in building a complex picture of impacts within their areas of concern. We have also been collaboratively working with other ongoing projects within the area, such as the A14 Cambridge to Huntingdon, High Speed 2 (HS2) and East West Rail, to gather data and understand lessons learned.

This engagement will be ongoing as necessary for the project development to inform sifting. We communicate with these organisations using emails, telephone calls and face-to-face meetings. All technical engagement is led by technical discipline leads in the Project Team.

The Project Team also received some detailed technical information as part of the submission of corridor representations from stakeholders with a localised interest, such as the Expressway Action Group. While Stage 1A has focused on a broader overview of the study area, we have reviewed additional data and made a note of issues to consider in more detail at a later stage of the programme.

### **3.5 Other engagement**

In addition to engaging with the different stakeholder groups described in Sections 3.2 and 3.4, we have met with other groups, such as the Expressway Action Group (EAG), the Earth Trust and related members of the National Association of Local Councils (NALC). We have met with these different groups upon their request and presented them with the same project information as the SRGs received. You can find further details on our engagement in Section 5.

The EAG represent a collection of villages and parishes in the Oxfordshire area. It campaigns to protect communities and the environment from the impacts of the Oxford to Cambridge Expressway. The group requested information on the Project and to be kept informed of the stakeholder engagement process.

The Earth Trust is an environmental learning charity based in Little Wittenham, Oxfordshire. The group was concerned about the Oxford to Cambridge Expressway impacting the green belt across Oxfordshire and requested information on the Project and to be kept informed of the stakeholder engagement process.

The NALC is formed of a group of organisations comprising Buckinghamshire & Milton Keynes Association of Local Councils (BMKALC), Oxfordshire Association of Local Councils (OALC), Northampton County Association of Local Councils (NCALC), Hertfordshire Association of Parish & Town Councils (HATC), Bedfordshire Association of Town & Parish Councils (BATPC) and Cambridge and Peterborough Association of Local Councils. They were included in the engagement period at the start of Stage 1A.

We have also presented at some events arranged by some of our stakeholders, such as the local economic partnerships and All Council meetings, to build relationships and keep stakeholder organisations informed. Details of all our engagement in Stage 1A are outlined in Section 5.

### 3.6 Communication channels used

To date, we have communicated with the different stakeholder groups through various channels that include, but are not limited to, emails, meetings and forums. A summary of the different channels used for each group is given in Table 3.3.

**Table 3.3: Communication channels used for different stakeholder groups**

	Emails	Letters	Forums	Workshops	Meetings	Conference	Social media / Website	Leaflets
<b>APPG</b>	✓		✓			✓	✓	✓
<b>Strategic Stakeholder Group</b>	✓		✓		✓	✓	✓	✓
<b>Members Forum (including LEPs)</b>	✓		✓			✓	✓	✓
<b>Stakeholder Reference Groups</b>	✓		✓	✓	✓	✓	✓	✓
<b>Non-statutory bodies</b>	✓		✓	✓		✓	✓	
<b>Expressway campaign groups</b>	✓				✓	✓	✓	✓

## 4. Supporting software

### 4.1 How and where engagement is recorded

All engagement carried out by the Project Team is recorded for the purpose of stakeholder identification and engagement tracking.

All communications are recorded in the Stakeholder Engagement Project Register and the emails are stored within the Project Server.

This section explains how we analyse and track our engagement with stakeholders.

#### 4.1.1 Stakeholder tracker

The stakeholder tracker is a tool used primarily by the Engagement Team. This is used in the interim while awaiting the full capabilities of the Microsoft Dynamics Customer Relations Management (CRM) system to become fully available to the Project. Details of the CRM can be found in Section 4.2 below.

The stakeholder tracker is an Excel document that helps team members have greater visibility of the stakeholders including who they are, their interests/concerns, when they have been engaged, previously and how.

The tracker was initially developed by identifying stakeholders through a series of desktop exercises with discipline leads. Contact details and other pertinent information was recorded for each individual or group of stakeholders.

The tracker is a live document which is updated regularly with further details about upcoming meetings, forums, conferences, membership and contacts in organisations.

The tracker is maintained throughout Stage 1A and 1B. The data from the tracker will be transferred to the CRM system once it is fully functional.

### 4.2 Microsoft Dynamics Customer Relationship Management

Highways England is rolling out a common cloud-based Microsoft Dynamics Customer Relationship Management (CRM) system across all of its projects. By using a common tool, engagement activity that has taken place on other projects can be more quickly shared and used to plan engagement.

The Oxford to Cambridge Expressway is one of the first projects that is being transitioned to the CRM system and it will work as a digital solution to manage and process all levels of stakeholder engagement. It will interface with Microsoft Outlook and provide a history of all correspondence with interested parties. This will improve efficiency and enable us to present this appropriately and on demand as evidence of engagement in order to fulfil the 'Duty to Consult' requirements of the Development Consent Order (DCO) to which the Oxford to Cambridge Expressway will be subject.

CRM is important to stakeholder engagement on the Oxford to Cambridge Expressway due to the scale of the Project and numbers of stakeholders in the region. It will work as a common reference point so that our technical teams are aware of what

other communication with stakeholders has taken place, both for the Oxford to Cambridge Expressway and, eventually, related projects such as the A428, A1 East of England, and M25.

The CRM system will be supported by a common set of business processes and governance structures to ensure that robust and timely data captured throughout the Project lifetime is maintained.

Use of the CRM system in Stage 1A was limited to operational capabilities within Highways England at the time. Continuous upgrades to the CRM system are developing in the background led by a working group of technical developers and users across different projects at Highways England. As further rollouts of the CRM system are enabled, its use on the Oxford to Cambridge Expressway Project will naturally expand to the point where it supersedes the stakeholder tracker to become the single source of up-to-date stakeholder information for the Project.

### **4.3 Business Collaborator**

Business Collaborator is the document management and file sharing system that is used by Highways England. This system is designed to interface with the CRM system for efficient file sharing and document control. Use of Business Collaborator as a file storage system also maintains efficient use of existing tools on the Project.

As a document management system, Business Collaborator helps to ensure that everyone is working from the same information and files are in one place for ease of access.

### **4.4 Training and data quality**

The Project Team has undertaken a series of training sessions to enable consistency and good data quality on the Oxford to Cambridge Expressway Project.

#### **4.4.1 CRM**

In November 2017, members of the Project Team received training on the customer relationship management (CRM) system. The key objective of the training day was to allow the Engagement Team to begin the process of uploading all stakeholder information to the CRM system.

There have been some issues to overcome with the CRM system use across the Oxford to Cambridge Expressway Project. Ongoing training and system updates will address these issues over time and the engagement team continues to use existing Excel trackers alongside the CRM system to develop and maintain a full profile of stakeholder activity in the meantime.

In April 2018, an in-house training session was held for new users and an update for current users of the CRM system. The session covered the basic features of and allowed users to gain some practical experience on the CRM system in a controlled environment.

We have also developed a user guide that is available to CRM system users across Highways England. This is distributed and promoted by the CRM system super users in the organisation who provide guidance on data quality and standards.

#### **4.4.2 Lessons learned workshop**

In January 2018, the Project Team attended a CRM system pilot lessons learned workshop to identify areas that worked well and explore issues and areas that could be improved, both in the short and long-term.

#### **4.4.3 Train the trainer workshop**

In February, super users in the engagement team attended a CRM 'Train the Trainer' workshop. The aim of this workshop was to help the super users to develop the skills required to train current and future colleagues to use the CRM system.

#### **4.4.4 Business Collaborator**

A training session was presented by Highways England in Birmingham in October 2017. This was followed by in-house and refresher training sessions.

### **4.5 Future of engagement recording on the Oxford to Cambridge Project**

The CRM system will be subject to phased rolling upgrades in 2018 together with discussions about a coherent way ahead for further developments. A partial upgrade was rolled out in spring 2018, to be followed by a later full upgrade in summer 2018.

The CRM system data migration has been planned as a one-off exercise to reduce the time involved in uploading the data from the stakeholder tracker in Excel to the CRM system, thus ensuring increased accuracy, better quality of data and overall cost saving.

This will also minimise the amount of manual data input required, allowing users to review all CRM data, check wording, quality and cleanse where required.

The engagement team will use guidelines on how to standardise and update the Excel spreadsheet to ensure that the data migration process is completed successfully and to a uniform standard.

## **5. Engagement to date**

### **5.1 Engage and inform**

#### **5.1.1 Meetings and workshops**

##### **October and November 2017**

The Department for Transport Stakeholder Reference Group met to close out Stage 0 in preparation for Stage 1 of the Oxford to Cambridge Expressway Project in October 2017.

Throughout November 2017, there were a number of meetings and workshops with members of the Confederation of British Industry (CBI), Milton Keynes Development Partnership, locally elected members, local enterprise partnerships (LEPs), local authority officers, England's Economic Heartland (EEH) and the Strategic Stakeholder Group (SSG).

The main objectives of these engagement meetings were to:

- Promote the Oxford to Cambridge Expressway Project
- Understand any concerns from the CBI community
- Present previous works carried out on the condition of the property market in the study area
- Formally establish terms of reference for the SSG
- Carry out cross-corridor local authority discussions
- Provide leaders, officers and CEOs with a written brief on the way forward with Oxford to Cambridge Expressway engagement and technical work

##### **December 2017**

In early December 2017, the Project Team met with council CEOs, local authority Officers and England's Economic Heartland for cross-corridor local authority discussions, and to update this group on future engagement activities on the Oxford to Cambridge Expressway Project.

In the same month, the Project Team attended a seminar entitled Developing the Cambridge – Milton Keynes – Oxford Corridor. This seminar coincided with the publication of the National Infrastructure Commission's final report which mentions the Oxford to Cambridge Expressway in advance of the Autumn Budget and gave key stakeholders the opportunity to discuss priorities for developing an integrated strategic plan for the Cambridge – Milton Keynes – Oxford corridor to support economic growth.



### 5.1.2 Forums

In December 2017, we set up the Stakeholder Reference Groups (SRGs) and ran a series of forums to provide regular opportunities for dialogue between the Project Team and stakeholders. This was an opportunity to introduce the Stage 1A programme and discuss key regional issues.

Organisations from relevant stakeholder groups were advised that SRG forums were being held in response to the project's planning programme and that there would be approximately 4 meetings per year. They were invited to confirm their interest in joining the SRG and attending the respective forums and asked to nominate a suitable representative. The SRGs were as follows:

- Growth and Development
- Strategic Road Users
- Strategic Infrastructure
- Strategic Environment
- Strategic Employers (Traffic Generators)

The main objective of these initial SRG forums was to start to build the Project Team-stakeholder relationship through dialogue and the following generic outcomes:

- Understand stakeholders' concerns about the Oxford to Cambridge Expressway Project
- Share information about the Oxford to Cambridge Expressway Project and correct any misunderstandings
- Communicate how the Project will develop through Stage 1 (parts A and B)
- Explore how the Oxford to Cambridge Expressway Project will affect their areas of responsibility and the forum's functional areas of concern
- Understand stakeholders' role within, and contribution to, the engagement framework, as an SRG forum and as individual organisations, moving forwards into 2018
- Confirm that the purpose of each forum is clear and contribute to the development of each SRG's terms of reference.
- Ensure that the individual linkage of SRG forums to Oxford to Cambridge Expressway strategic objectives is clear, enabling the development of objectives for each forum as part of terms of reference.

## 5.2 Listen and record

The 'Listen and Record' period of engagement took place between January 2018 and mid-April 2018.

The Project Team also fulfilled stakeholders' requests to meet where possible. Most of the meetings took place with council leaders and are listed in the sub-sections that follow.

### **January 2018**

The Project Team supported the launch of the Oxford – Milton Keynes – Cambridge Corridor APPG in January 2018.

Members of the Project Team attended an event in Westminster and a leaflet was produced and made available about the Project at the event. As well as MPs, a number of other organisations attended the event, including businesses, local authorities, LEPs and universities. Videos of the question-and-answer session from the event are available online: <https://www.youtube.com/watch?v=hP5T5C0wbKI>

Other meetings that took place as part of non-programmed engagement in January were between the Project Team and the following stakeholders at their request:

- Aylesbury Vale District Council
- Campaign to Protect Rural England (CPRE)
- Central Bedfordshire Council
- Cherwell and South Northamptonshire Council
- England's Economic Heartland (EEH) Strategic Transport Forum
- MP for Witney
- Oxford City Council
- South Oxfordshire District Council and Vale of White Horse District Council
- The Expressway Action Group

### **February 2018**

The first meeting of the Members' Forum took place in February 2018. The agenda for the meeting was similar to the information that was communicated in December 2017 to the SRG.

The Oxford to Cambridge Expressway Project was explained, including key milestones, the Project strategic objectives, the main components of corridor assessment and how the objectives and analysis would be used to recommend a corridor. The invitation to submit representations on the corridor options was repeated at the event – see Section 6.1 – and an open forum for questions took place.

A meeting to start discussion about innovation in the Oxford to Cambridge arc took place in February, between representatives of the Project Team, EEH and East West Rail (EWR).

Other meetings that took place as part of non-scheduled engagement in February were between the Project Team and representatives from:

- Oxfordshire County Council
- Bedford Borough Council
- Buckinghamshire County Council
- EWR and EEH
- High Speed 2 (HS2)

### **March 2018**

The second meeting of the SSG took place on 12 March 2018, with representatives from DfT, EEH and EWR. The focus of the meeting was on previous and planned stakeholder engagement and discussion of the strategic objectives.

A cross-corridor meeting of local authority leaders also took place in March.

Six SRG workshops were held between 19-27 March 2018 in Milton Keynes. All SRGs were engaged, except for the Strategic Infrastructure SRG with low interest in attending this particular workshop. The Environment SRG was divided into three groups based on the high level of interest and turnout at the first SRG meetings in December 2017: (1) land and communities, (2) water and wildlife and (3) national and local authorities. The groups were established on the basis of organisations' profile and main interests in the Project.

Ultimately, the land and communities and water and wildlife workshops were able to be combined and a total of two environment workshops were held.

The purpose of the workshops was to provide the opportunity for the SRG members to discuss their thoughts on the corridor options without formally committing to a position and to hear what other organisations with similar interests or responsibilities thought (see Section 6). These were set up ahead of the April 12 deadline for corridor representations so that stakeholders could form a view on the corridors with a better understanding of the wider issues raised across the study area.

Stakeholders were invited to read the Oxford to Cambridge Expressway strategic study: stage 3 report<sup>2</sup> before attending the workshops.

The workshops were split into two parts. The first part of each was a presentation from the Project Team (Figure 5.1). The content presented at each workshop was the same, except for the technical update, which was specific to the interests of the stakeholder group.

The topics covered were:

<sup>2</sup> Oxford to Cambridge expressway strategic study: stage 3 report. Published 28 November 2016  
<https://www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report>

- Project recap – how the Project was being delivered, the Project timeline and milestone dates
- Project objectives – how the strategic objectives and intervention objectives had evolved since the first round of SRG forums in December 2017
- Engagement framework –an overview and key messages from the first round of engagement (October-December 2017)
- Technical update – the areas being assessed and what activities the technical team(s) had been working on since the last SRG forums and how the outputs would be communicated
- Next phase of engagement – when the next stakeholder-focused events would be held

The second part of the workshops was an interactive break-out discussion of Corridor Options A, B and C. Attendees were asked to select the corridor table that they most supported and discuss their reasons with each other.

**Figure 5.1: Project Team presentation at the Oxford to Cambridge Expressway Officers Reference Group workshop**



A map of all corridors and the corridor in question were at each table to facilitate discussion (Figure 5.2). At each table, a member of the Project Team recorded the main points made. Technical leads and members of the Project Management team

were on hand to answer questions. The session was then repeated to discuss stakeholders' least preferred corridor and their reasons.

A total of 54 stakeholders came to the workshops, including representatives from county councils, district and borough councils and unitary authorities, local enterprise partnerships (LEPs), central government, companies operating in the arc, environmental interest groups, statutory agencies and educational institutions. The list of attendees and key points of discussion on corridors are provided in Appendix D.

Points raised about the corridors were not attributed to organisations to encourage debate, however a log was made of the numbers of stakeholders at each of the tables. The numbers need to be treated with caution, because certain attendees did not want to discuss their organisation's views in terms of a preferred or least preferred corridor.

Viewed as a whole, the data suggests no significant preference for one corridor over another. While corridors A and B come out as the most preferred, Corridor A is also the most contested, particularly among the Officers Reference Group and Strategic Environment group.

**Table 5.1: Numbers of stakeholders at each corridor table, by workshop and session**

	SRG Workshop	Corridor A	Corridor B	Corridor C	Overall
Preferred corridor	Officers Reference Group	6	3 to 4	5 to 6	A
	Growth & Development	4	4	0	A and B
	Strategic Infrastructure	0	0	0	n/a
	Strategic Environment - 1	1	2	4	C
	Strategic Environment - 2	1 to 2	4	2	B
	Strategic Road Users	3	1	0	A
	Strategic Employers/Traffic Generators	3	1	3	A and C
	TOTAL	12 to 13	12	9	
	Least preferred corridor	Officers Reference Group	6	3 to 5	3 to 4
Growth & Development		3	0	4	C
Strategic Infrastructure		0	0	0	n/a
Strategic Environment - 1		6	1 to 2	1	A
Strategic Environment - 2		3	0	1	A
Strategic Road Users		0	0	4	C
Strategic Employers/Traffic Generators		0	3	3	B and C
TOTAL		18	7 to 10	16 to 17	

The main points of discussion at each of the workshops are summarised in Appendix D.

**Figure 5.2: Interactive break-out discussion on corridor options – Officers Reference Group**



After the workshops, the presentation slides were circulated and the corridor boundaries were provided in GIS format to those who requested it.

46 of the 54 stakeholders who attended provided written feedback about their impressions of the workshops. Slightly lower numbers came to the second round of SRGs, however their overall impression was slightly more positive. See Appendix D.

Other meetings that took place outside the core engagement programme in March 2018 were with representatives from:

- Milton Keynes Council
- EEH
- Oxfordshire County Council
- Buckinghamshire Thames Valley LEP
- Oxfordshire Growth Board
- MP for Oxford East
- MP for Oxford West and Abingdon

A South-East Midlands LEP logistics event was aimed at companies in the freight and logistics sector and focused on opportunities in the Oxford – Milton Keynes – Cambridge corridor.

### **April 2018**

The engagement programme for April 2018 did not include any specific events with the stakeholder groups in the engagement framework. Following the SRG workshops in late March 2018, the focus was on follow-up actions and analysis of written representations following the submission deadline.

Individual meetings that did take place in April 2018 were between members of the Project Team and the following stakeholders at their request:

- The Expressway Action Group
- EEH
- Bedford Borough Council
- MP for Milton Keynes South

#### **5.2.1 Technical meetings**

A series of technical meetings was set up between the Project Team and local authority planning and development and highways officers from February 2018 to April 2018.

The purpose of the meetings was to collect additional data and check relevant information gathered. Technical engagement meetings took place between the transport economics and growth teams and the following local authorities:

- Aylesbury Vale District Council
- Bedford Borough Council
- Buckinghamshire County Council
- Cambridge City Council
- Cambridgeshire and Peterborough Combined Authority
- Central Bedfordshire Council
- Cherwell & South Northamptonshire District Councils
- Hertfordshire County Council
- Huntingdonshire District Council
- Milton Keynes Council
- Northamptonshire County Council

- Oxfordshire County Council
- Peterborough City Council
- South Cambridgeshire District Council
- West Berkshire District Council
- West Oxfordshire District Council

The Project Team was responsible for arranging the meetings, providing notes and actions to attendees and managing any follow-up engagement. Some local authorities chose to engage via email rather than face-to-face meetings.

Members of the Project Team also met with several stakeholders about environmental matters over the same period:

- Cranfield University/Bedfordshire Local Nature Partnership
- Natural England
- Bedfordshire Local Nature Partnership/Federation of Local Nature and Environment Partnerships
- The Oxford – Milton Keynes – Cambridge Growth Arc Cross Sector Collaborative Group (multiple agencies<sup>3</sup>)
- The Environment Agency
- The River Thames Conservation Trust

### 5.3 Analyse

The 'Analyse' period of Stage 1A engagement was between mid-April 2018 and July 2018. The Project Team met some stakeholders separately to the programmed engagement events. This phase included engagement with:

- MP for Milton Keynes South
- Natural England
- Oxfordshire County Council
- Daventry District Council
- Buckinghamshire County Council

<sup>3</sup> Environment Agency, Network Rail, East West Rail, Natural England, DEFRA, Environment Agency, Forestry Commission, Urban and Civic, Barratts, Berkeley Homes, Bloor Homes, Buckingham Group, Taylor Wimpey, Oxfordshire CC, Wild Oxfordshire, Buckinghamshire County Council, Central Bedfordshire Council, Natural Capital Committee, Cranfield University, Bedfordshire Local Nature Partnership (LNP), Cambridgeshire County Council, Natural Cambridgeshire LNP, Cherwell & South Northamptonshire Council, North Northamptonshire Joint Planning Unit, Northants LNP, Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust, Buckinghamshire Natural Environment Partnership, RSPB, Northamptonshire County Council, TOE, Abbeygate Development, East Northants Council, BES, Homes England, South East Midland local enterprise partnership (SEMLEP)



- Strategic Stakeholder Group
- Strategic Reference Group
- Elected members
- The Expressway Action Group
- Bedford Borough Council
- EEH

## **May 2018**

### Members' Forum

The second Members' Forum took place in May 2018. Following feedback since the previous meeting (February 2018), the Members' Forum had been split into three geographic groups to better manage numbers. The meetings were subsequently combined into one central meeting in Milton Keynes.

There has since been further feedback on the proposed split of the Members Forum and so the group will be refined into suitable geographical clusters to better facilitate member participation.

The suggested breakdown of the Members' Forum for this meeting can be found in Figure 5.3.

**Figure 5.3 – Suggested breakdown of the Member’s Forum**

Regional area	Members	Forum date and venue
South West Arc	Basingstoke and Deane Borough Council, Buckinghamshire County Council, Oxford City Council, Oxfordshire County Council, Oxfordshire LEP, Reading Borough Council, South Buckinghamshire District Council, South Oxfordshire District Council, Swindon Borough Council, Test Valley Borough Council, Thames Valley Berkshire LEP, Buckinghamshire Thames Valley LEP, Vale of White Horse District Council, West Berkshire Council, West Oxfordshire District Council	Oxford Town Hall, St Aldate’s, Oxford, OX1 1BX Monday 14 May
Central Arc	Aylesbury Vale District Council, Bedford Borough Council, Central Bedfordshire Council, Cherwell District Council, Chiltern District Council, Corby Borough Council, Dacorum Borough Council, Daventry District Council, East Northamptonshire Council, Hertfordshire County Council, Hertfordshire LEP, Kettering Borough Council, Luton Borough Council, Milton Keynes Council, Northampton Borough Council, Northamptonshire County Council, North Hertfordshire District Council, South East Midlands LEP, South Northamptonshire District Council, St Albans District Council, Wellingborough Borough Council, Wycombe District Council	Milton Keynes Community Foundation Margaret Powell House 401 – 447 Midsummer Boulevard MK9 3BN Wednesday 16 May
North East Arc	Cambridge City Council, Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council, East Cambridgeshire District Council, Fenland District Council, Greater Cambridgeshire/Greater Peterborough LEP, Huntingdonshire District Council, Peterborough City Council, South Cambridgeshire District Council	Arthur Rank Hospice, Cherry Hinton Road Shelford Bottom, Cambridge, CB22 3FB Thursday 17 May

## Stakeholder Conference

On 23 May, the Project Team held a stakeholder conference at The Ridgeway Centre, Milton Keynes. Its purpose was to give stakeholders the chance to share ideas, gain a further understanding of the process and provide an opportunity to hear more from the people involved in decision-making.

The conference was designed to demonstrate the method of appraising and reviewing feedback by sharing information on the progress of engagement and the various activities, which were undertaken. Such an approach aimed to provide evidence that stakeholders were listened to while explaining the next steps of the engagement process.

Involvement from stakeholders was encouraged so they could stay informed about the Project and see how the Oxford to Cambridge Expressway Project fits into the wider aspiration for the region.

The conference also included a workshop for stakeholders to identify discuss and influence legacy benefits and opportunities arising as a result of the delivery of the scheme.

The conference was split into two parts: the morning held a high-level update on the Project, with a question-and-answer panel. The afternoon session focused on legacy, with workshops and interactive market stalls aimed at creating conversations about the Project's unique potential and ideas for future initiatives.

**Figure 5.4: Stakeholder Conference**







In addition to the Members' Forum and Stakeholder Conference, a number of other meetings took place:

- 1 May 2018 – Daventry District Council
- 2 May 2018 – Buckinghamshire County Council
- 11 May 2018 – Whole Corridor Chief Executive meeting
- 18 May 2018 – EEH Leaders Meeting

### **June 2018**

The inaugural meeting of the Oxford to Cambridge Expressway Parliamentary Forum took place in June 2018.

This meeting sees Members of Parliament within the region gather to be briefed about the scheme and next steps.

The Whole Corridor Chief Executive meeting is also in June 2018 focusing on updating stakeholder feedback from the conference and planned activities around the corridor decision.

## July 2018

The following meetings take place in July:

- 4 July 2018 – Strategic Stakeholder Group (SSG) meeting
- Mid-July 2018 – Strategic Reference Group (SRG) meetings

Unlike the previous phases, where we gathered information and sought stakeholders' views on corridors, these meetings focus on updating attendees about the engagement process. The Project Team provides information about the updated engagement plan and framework for Stage 1B after the corridor decision following the feedback at the conference.

There are also a series of technical meetings, the purpose of which is to verify information relating to technical disciplines.

### 5.4 Communicate

The 'Communicate' period of Stage 1A engagement runs from July to September 2018. This phase covers corridor decision and release of the technical information that informed the final decision. The engagement team focus efforts on communicating the decision and the programme for engagement in Stage 1B of the Project.

#### 5.4.1 Corridor Assessment Report (CAR)

A Corridor Assessment Report (CAR) was prepared to bring together the appraisal of the shortlisted corridor options against the strategic objectives for the Oxford to Cambridge Expressway.

The CAR includes a description of the Project's strategic and intervention objectives, the corridor options and how they have been developed, constraints and sifting methodology.

The report also gives a recommendation on which corridor should be taken forward for the identification of route options. All the evidence presented in the report was passed to the DfT which reached a final corridor decision to be announced on completion of Stage 1A.

#### 5.4.2 Stage 1A completion activities

At the end of Stage 1A, the CAR is published alongside this Stakeholder Engagement Report and the corridor decision leaflet. The information is also provided through the Highways England website as evidence to support the corridor decision.

#### 5.4.3 Stage 1B and beyond

During Stage 1B, we will continue to engage with the stakeholder groups and communicate any feedback and analysis received following the engagement. The detailed Stage 1B engagement and communications plan is produced in summer 2018, derived from a detailed analysis of the success of the Stage 1A strategy and plan.

## 6. Representations

### 6.1 Request for representations

To inform Stage 1A options analysis, stakeholders were specifically asked during the 'Listen and record' period to provide feedback to the Project Team on the three corridor options.

The request for feedback was sent in February as an invitation to submit written representations on the corridor options by 12 April 2018. The request was directed the established stakeholder groups to respond and sent to some 192 organisations.

To ensure feedback was analysed in the next phase in a fair and consistent way, we asked organisations to frame their responses to two questions:

- What is your preferred corridor, and why?
- Are there any corridors you would not support, and why?

The questions were designed to draw out the issues, concerns and opportunities associated with each of the corridors, without asking for technical detail on specific locations, which will come later in Stage 1B.

As the technical assessment of corridor options was at the time still ongoing, we did not share incomplete information with stakeholders. Stakeholders were instead asked to refer to the Oxford to Cambridge Expressway strategic study: stage 3 report.

The development of stakeholder representations was supported by an invitation to workshops organised by the Project Team for the stakeholder reference groups, held in mid-March 2018 (refer to Section 5.2). To encourage discussion, views expressed were not recorded against individuals in the workshops, which were an open forum. This workshop also provided an opportunity to advise stakeholder about the best format for written representations. We also encouraged stakeholders to apply their detailed knowledge of the Oxford-Milton Keynes-Cambridge arc to their responses. The corridor maps shown in the workshops were circulated after the event with presentation slides, and GIS boundaries of the corridors were sent to stakeholders who requested them, for more refined analysis of how the different options could affect assets of interest in the arc.

The deadline of 12 April 2018 for written representations was aligned with the corridor sifting programme, providing time for the Project Team to collate and analyse representations before the sifting process in early May 2018.

Please refer to Appendix E for the list of organisations invited to submit a written representation.

### 6.2 Feedback received

The Project Team sent requests for written representations to 192 organisations. The invitations were sent to organisations within the Stakeholder Reference Groups.



**Table 6.1 Breakdown of representations by stakeholder group**

Stakeholder Group	Number of organisations asked to submit a representation	Number of representations received
Officers Reference Group	34	14
Growth & Development	23	6
Strategic Infrastructure	14	2
Strategic Environment	28	14
Strategic Employers	54	6
Strategic Road Users	37	3
Others	2	2
Total	192	47

A total of 47 organisations sent submissions to the Project Team. 6 environmental organisations also sent representations without being initially invited. One environmental submission was from the archaeological department of the local authority and so it was not recorded as a separate organisation when doing the final count of organisations that participated. Similarly, there were representations submitted from 5 councillors independent of their local authority organisation. These were not counted as separate organisations in the final count.

## 6.2.1 Number of respondents that expressed a preference

Figure 6.1: Expression of corridor preference

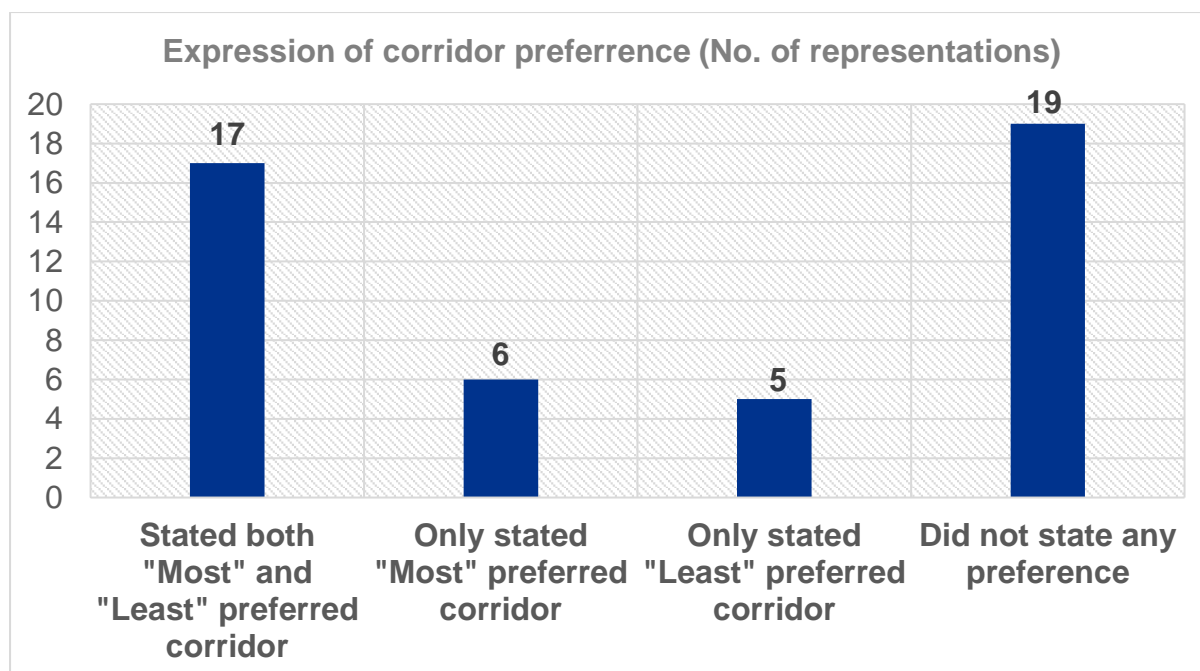


Figure 6.2 depicts the number of respondents who expressed a preference for each of the corridor options. As the graph shows, a large number of respondents (19) did not state a preference for any corridor. Comments from respondents suggest that this is because there was not enough technical information available for them to make an informed decision. This is discussed at greater length in section 6.2

### Late responses

Four late responses were received by the Project Team after the 12 April deadline had passed. These came from organisations with whom we had previously engaged. However, we were aware that these responses would be late because they informed us beforehand.

We have analysed the late responses and highlighted the significant issues to be considered in greater detail in the next stage of development – the same as we have done for all other respondents. It should be noted that there was nothing found in these late responses that significantly impacted on the corridor sifting.

### Broader points raised

#### *Availability of information*

Some respondents expressed concern that not as much information was being shared as could have been during the corridor assessment process, or that we were deliberately withholding information.

While every effort was made to communicate information to stakeholders in a timely manner, it was considered prudent to not release certain information that was still

incomplete and would be relied upon to inform part of decision-making. We refer to the EIR Regulations 12(4)(d) Material in the course of completion, unfinished documents and incomplete data for guidance on what is appropriate to share with stakeholders on this Project.

Certain calls for further information also referred to bodies of work out of the immediate remit of the Oxford to Cambridge Expressway Project Team. The Department for Transport (DfT) set the scope of the corridor assessment. We noted these concerns for due consideration by government, such as the call for a Strategic Environmental Assessment (see below).

### ***Need for a Strategic Environmental Assessment (SEA)***

A concern raised during Stage 1A was about the perceived need for a SEA that would encompass the Oxford to Cambridge Expressway. The concern was voiced in the March 2018 workshops as well as a number of stakeholders' written representations.

The concern referred to the potential for the Expressway to interact with other major projects in the area and have additional impacts beyond the scope of the Project Team's assessment.

### ***Growth assumptions***

Stakeholders highlighted the interaction between the Expressway and housing. With Local Plans going under review, stakeholders were seeking to understand what level of growth was assumed would come forward, and what the Expressway might generate over and above existing planned and proposed development.

The Project Team met with local authority representatives to confirm data collected and mapped from their Local Plans and additional information coming through in updates to the Local Plans.

On several occasions the Project Team acknowledged that the Expressway was an enabler to growth, but made clear to the stakeholder groups that levels of growth were for central and local government to determine.

### ***Connectivity to other transport infrastructure***

For certain stakeholders, connectivity to the rest of the transport network was their main concern, and the potential effects that any preferred corridor would have on congestion, access and public transport availability within the Oxford-Milton Keynes-Cambridge corridor.

---

*“We are concerned that decisions about investment in new transport infrastructure should be properly integrated with other key decisions in the arc and are informed by the right evidence being available at the right time to inform not just final decisions but to also enable meaningful engagement”*

---

### **Function of the Oxford to Cambridge Expressway**

The function and necessity of the Oxford to Cambridge Expressway was raised in several representations and during face-to-face engagement. Some felt that there was a risk that the Expressway would be the preferred transport mode rather than East West Rail and would generate additional carbon emissions. Others felt that it was presumptive of the legitimacy of a so-called “brain belt” highway, when further investment could be made in other geographical routes of academia and skills.

While it is understood there is concern over the potential of the Oxford to Cambridge Expressway in this respect, it in no way discounts the possibility for investment in other geographical locations.

---

*“There is limited guidance and information available to help inform the response to this stakeholder engagement. This includes limited information on the corridors themselves and in the criteria for assessing the corridor impacts.*

*We wish to make it absolutely clear that our preference as expressed above is based on the limited information currently available to us as provided by yourselves and an assessment of designated heritage assets. As such, it is a very basic, high-level assessment”.*

---

### **Scope of engagement on corridor options**

A number of respondents expressed concern that the wider public was not consulted on the corridor options.

---

*“We are strongly concerned that there has been no public consultation on the proposed corridors for the Expressway and would recommend that there is a period of public consultation on the corridors in addition to later consultation on the route.”*

---

The request for written responses was part of targeted non-statutory engagement with stakeholder reference groups considered able to represent the main interests

Formal consultations will be conducted at a later stage and will be open to the wider public, who can be presented with detailed and complete technical background information.

### ***Volume of representations on corridor options***

The data for analysis provides a good indication of the overall mood in the region and specific points to be addressed. Future stages of the Project will open engagement wider sample, including to the general public as and when it is necessary and helpful.

### **Summary of feedback received**

The stakeholder team received a wealth of detailed comments in the feedback which has been helpful in identifying the overall mood from stakeholders and issues of importance. There was nothing raised that was not already being considered as part of the sifting process, however we now have a strong collection of issues to inform a more detailed analysis in Stage 1B.

There was a number of unsolicited responses from organisations that were not included in the analysis. Unsolicited responses are those we received from organisations that were not part of our established stakeholder groups. While the interest in the Project is appreciated, we were mindful that the request was limited to our established stakeholder groups and not circulated widely across the region.

The Engagement Team took a decision to include submissions from organisations similar to those in our established groups, such as the Butterfly Conservation. These organisations were not on our stakeholder list but would have been if we were aware of their interest in the Project earlier in the process.

Other smaller organisations or individuals that did not fit our rationale for engaging with strategic stakeholders were not included in the analysis. This is because similar organisations and individuals across the arc did not have the same opportunity to respond and, therefore, to accept submissions like these at this stage would not be appropriate or fair.

However, all unsolicited responses received were analysed separately for issues to be considered at Stage 1B and the stakeholders were added to the database for public consultation.

## **6.3 Methodology**

The Project Team sorted all the representations to highlight the key themes and provided these to the subject matter experts responsible for analysing the points in more detail.

### **Data sorting**

The Project Team highlighted a total of 466 points raised in the representations. Each point was allocated a theme according to the topic discussed.

The Project Team undertook steps to identify common themes: the first of which was to compile a list of points raised.

Once this was completed, the data was cleaned – by erasing typos, deleting duplicates and sorting alphabetically (see figure 1 for process of sorting into final themes). This produced an overall view of the entirety of points raised.

While completing this process, it became apparent that respondents were addressing multiple themes in their written responses, rather than focusing on one predominant issue. For instance, some respondents discussed connectivity and growth, expressing equal concern for both topics. Consequently, to ensure all such responses were captured, the Project Team created a formula that would sort points with more than one theme. These were then split into distinct topics to provide focused and targeted actions to the points raised. These were then coded to create a final list of themes.

Data was then filtered and sorted into a new column, according to how many times a theme was raised by respondents. Doing so provided obvious benefits: clearly depicting which themes were most popular and allowing the Project Team to take the necessary consideration of such matters.

Written responses we received during the consultation includes quality feedback and suggestions for the scheme. The overall response rate was 47 responses out of 170 requests for written representation. At the SRGs workshops many stakeholders did not want to take a final view on the corridors at this stage.

It is generally common for those with the strongest views to respond to such requests, while those who are less concerned, apathetic or even generally supportive tend to either not respond or give less detailed representations.

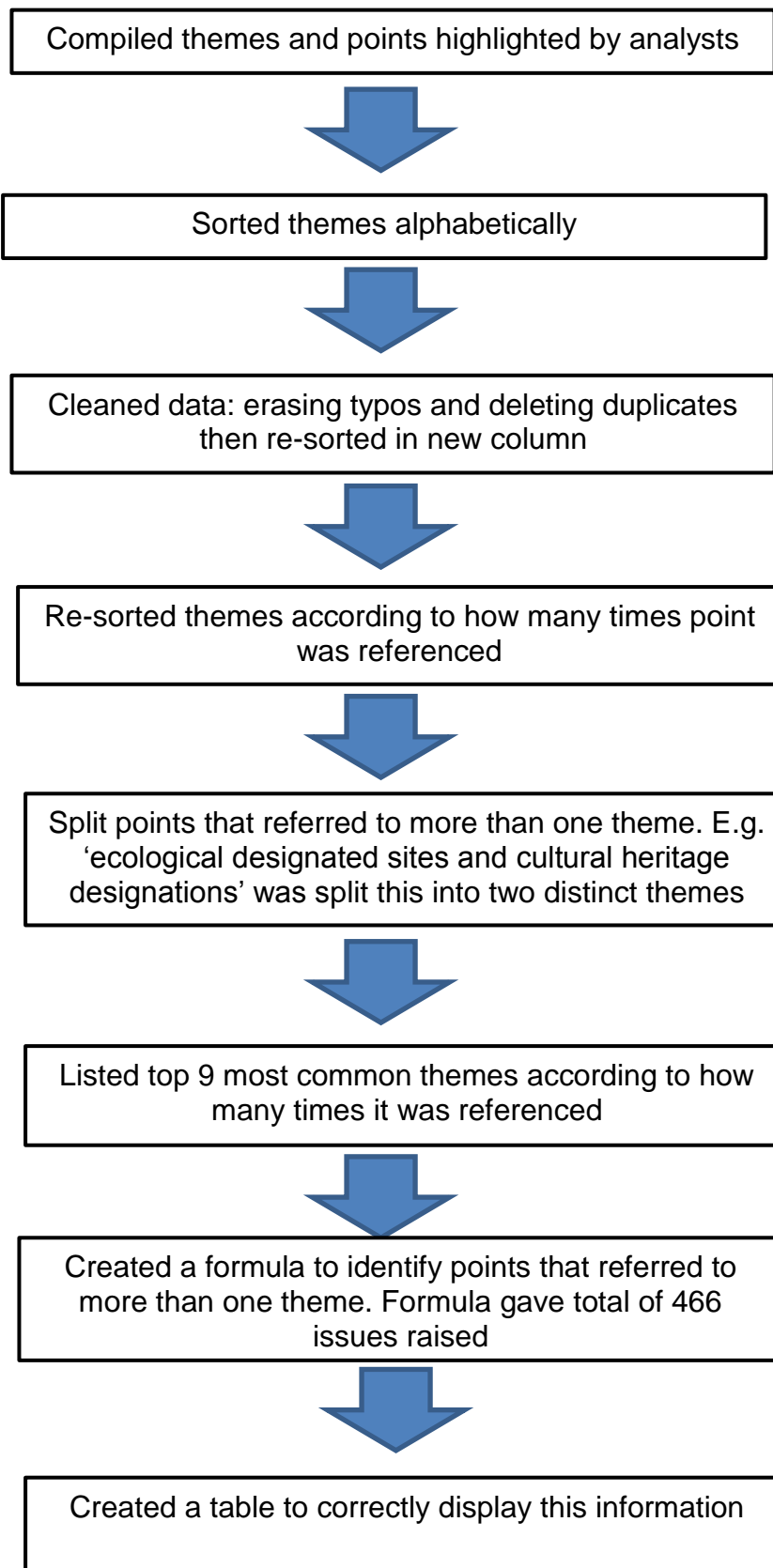
The final set of themes is as follows:

- Biodiversity
- Nature conservation, woodlands and ancient woodlands (including Chilterns AONB)
- Planning, growth and strategy (including other schemes)
- Water
- Congestion, connectivity and accessibility
- Design, construction and cost (including mitigation and compensation)
- Archaeology and cultural heritage
- Other (including consultation, lessons learned, lack of information)
- Safety

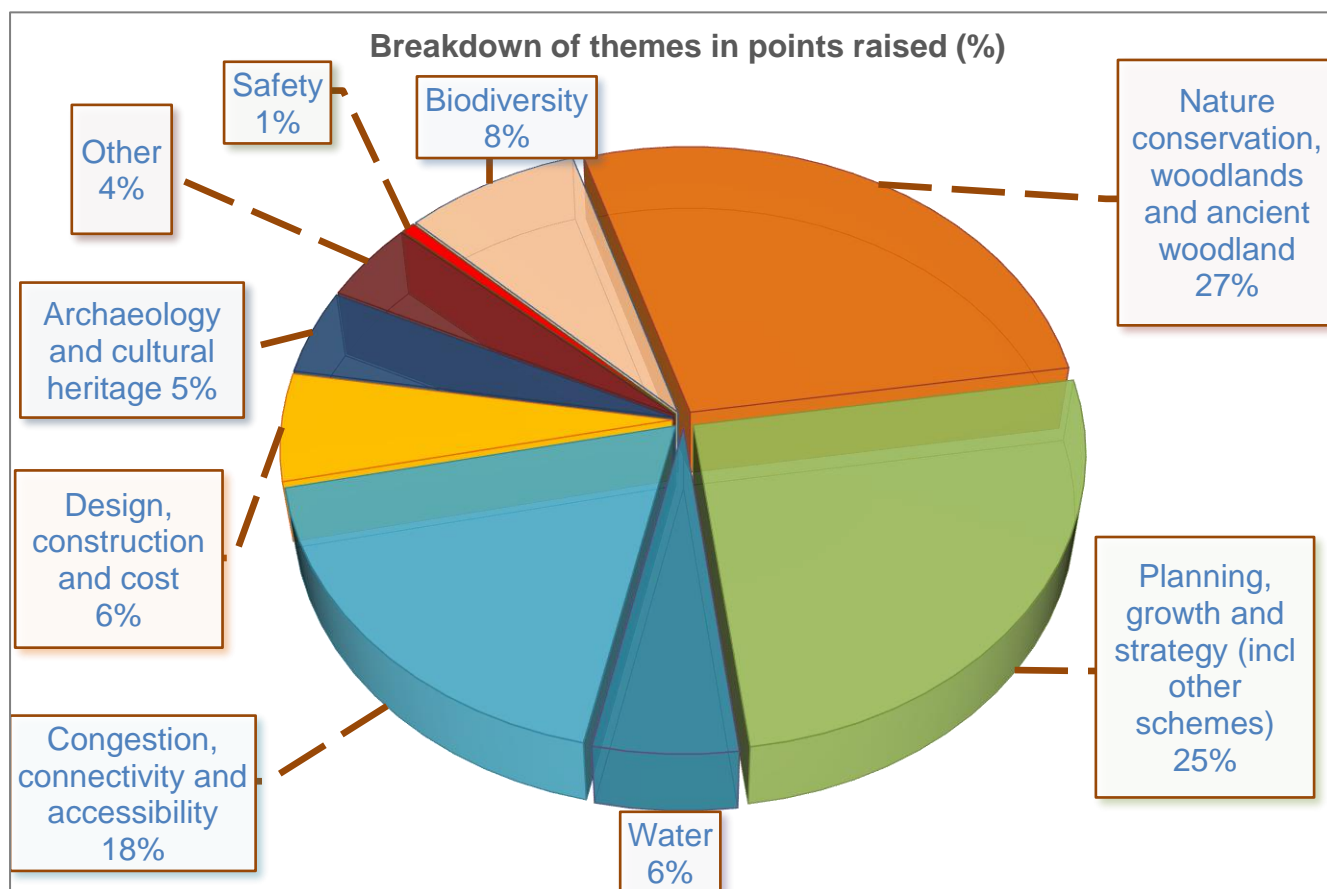
The full coding for the themes is available in Appendix F. The flowchart in Figure 1 below depicts the method for sorting and analysing stakeholder written representations. Figure 2 displays the final themes by popularity.

The final list of points raised in each theme was passed to each discipline lead to consider as part of the corridor sifting analysis.

**Figure 6.2: Flowchart for sorting and analysing written representations**



**Figure 6.3: Final themes raised in written responses**



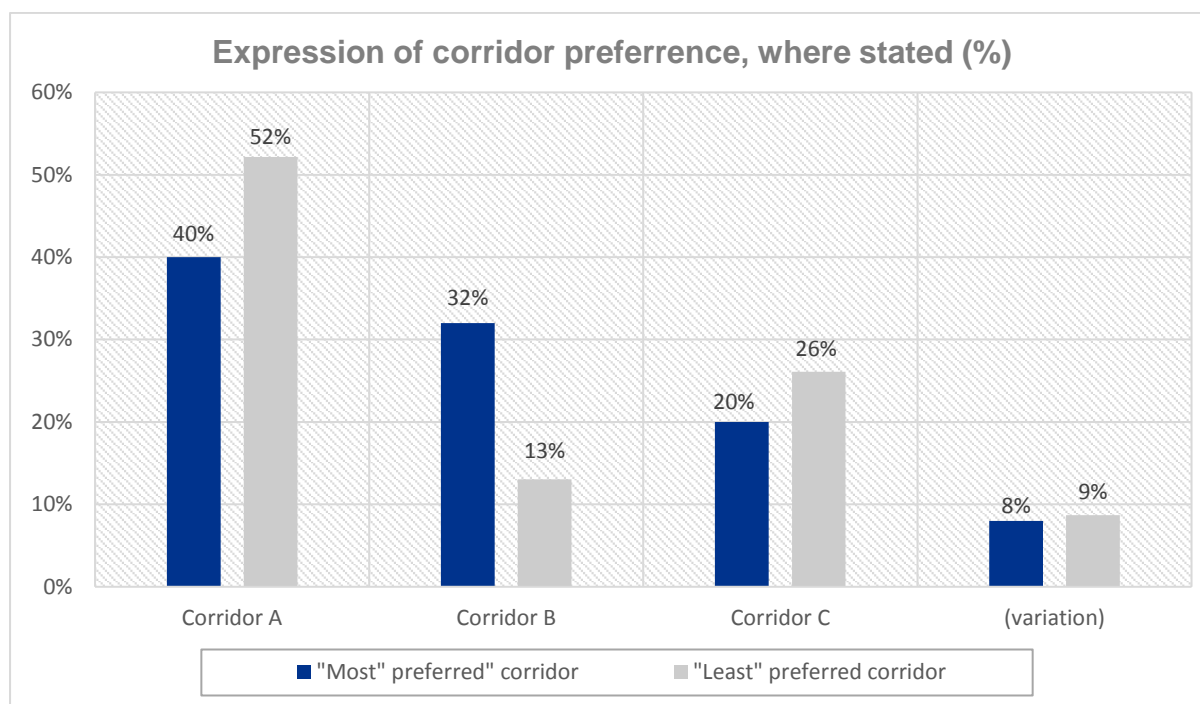
#### 6.4 Corridor A

This section of the report provides a description of the responses received for each corridor and covers the themes raised. A selection of quotes from the responses has been used to illustrate points made here. The quotes have been selected randomly to provide an indication of the representations.

The number of points raised in reference to Corridor A shows that it attracted the most attention among respondents. When expressing a preference for their 'Most Preferred Corridor', respondents selected Corridor A most frequently (40%). Similarly, when expressing a preference for their 'Least Preferred Corridor', the majority of respondents selected Corridor A (52%). This indicates that while Corridor A has much support, it also has the most opposition.



**Figure 6.4: Corridor preference**



There is a considerable margin (26%) between the number of respondents who opted for Corridor A as their ‘Least Preferred Corridor’ and the second ‘Least Preferred Corridor’ – Corridor C.

In expressing a preference for one corridor or another, it became apparent that certain points were linked to specific corridors. For example, many of the respondents who were opposed to Corridor A expressed concern about its potential environmental impact.

### Support

*“Our preferred option is the southern Corridor linking Oxford/M40/Thames/Aylesbury and Milton Keynes. This selection mirrors our preference set out in the response to the National Infrastructure Commission’s call for evidence on the Oxford – Cambridge Growth corridor. The key reasons for selecting this as the preferred corridor are the anticipated housing and economic growth along this corridor...”*

### Planning, growth and strategy

Respondents cited current planning for future housing growth along the stretch of Corridor A as an opportunity. Respondents thought selecting this corridor would help to realise the return on investment through the creation of new homes. This was, in fact, a repeated theme which was raised numerous times at the Stakeholder Reference Group (SRG) workshops in March 2018.

Corridor A was also thought to bring the most economic benefits to the region. Respondents observed the potential to significantly improve links between the Science Vale in Oxfordshire and the Enterprise Zone sites at Westcott and Aylesbury, where strong connections are being established in the high growth sectors of healthcare and space technologies. This is thought to have cumulative benefits for the entire region:

*“Corridor A projects 47,000 more jobs than the next highest option (Corridor C). Although the cost of Corridor A is projected to be the third most expensive, the tax income (and knock on social impact benefits) from an additional 47,000 jobs will more than make up the costs of construction over a 25-year time scale”.*

---

Supporters of Corridor A were keen to stress that an improvement to east-west infrastructure would improve linkages to business which would help enable business growth by delivering substantial journey time savings.

### ***Congestion, connectivity and accessibility***

A lack of east-west connectivity was identified by respondents as an on-going problem of the Oxford to Cambridge region. They saw Corridor A as best placed to address such points.

*“We consider that the southern (Corridor A) route, is best placed to achieve the key connectivity improvement, whilst also providing the desired east/west connectivity... it is also the shortest and most direct route strengthening what will inevitably be a more strategic role in providing some relief to the M25 on its western side.*

---

Because connectivity is one of the Project objectives, many respondents believed we should take full account of the wider connectivity points in the Oxford to Cambridge arc, particularly in Buckinghamshire where this has been recognised as lacking within the county for some time.

Linked to this was Buckinghamshire’s high-level of car ownership:

*“Car ownership in Buckinghamshire is high. Residents in the study areas have a high car dependency are reliant on the local and strategic road network to access jobs and services.”*

---

As such, Corridor A was regarded as an important part of improving connectivity for those who were especially reliant on the road network. The following points outline some respondents’ justification for supporting Corridor A in relation to connectivity:

- Connectivity to Luton Airport – the southern corridor could provide linkages to Luton Airport, providing employment and connectivity to business flights running out of Luton Airport, utilising the A5-M1 Link road
- North-south connectivity – The southern corridor provides the opportunity for greater connectivity between Aylesbury and High Wycombe – 2 of the top 100 towns in the UK. These two towns currently have very poor connections. It

would also provide connectivity to Princes Risborough, a town in the Wycombe district

- The southern corridor option provides potential for linking two Garden Towns. Aylesbury and nearby Didcot were both awarded Garden Town status in 2015. The southern corridor option would benefit the two Garden Towns, both of which are due to experience a high level of growth.
- Connections to new settlements south of the M40
- A southern corridor route joining the A34 south of Oxford could help relieve traffic congestion on the northern and western sections of the Oxford ring road and connect Oxford Science Park.

## **Opposition**

### ***Nature conservation, woodlands and ancient woodlands***

Many respondents were concerned that Corridor A would negatively impact the natural landscape, including Brasenose Wood and Shotover Hill which is a designated Site of Special Scientific Interest.

The most common environmental feature that respondents were opposed to in regard to Corridor A, was the potential impact on the Chilterns Area of Outstanding Natural Beauty (AONB).

*“Corridor A is closest to the Chilterns Area of Outstanding Natural Beauty (AONB) and, although Corridor A is outside the Chilterns AONB, it is within the setting of the Chilterns AONB... Understanding the effects on the Chilterns AONB is important for shaping the corridor decision.*

*The effects on the Chilterns AONB are not just visual, it is not simply a landscape issue. It is a common misunderstanding that development which is sited and designed to reduce visual harm in the AONB is all that is needed... Impacts can be direct (e.g. loss of habitat by building on it) or indirect (e.g. traffic generation through the AONB, air pollution, water abstraction, recreation pressure, noise, effect on tranquility, dark skies etc.)”*

---

As the quote indicates, respondents believed the impact would be considerable on these areas, not only in terms of physical impact, but also visual and other indirect impacts.

27% of points raised in respondents’ written representations related to nature, woodlands, and ancient woodland conservation, signifying its importance in relation to Corridor A (see Figure 2). Where suitable, we will use this information to help inform the decision-making process in the later stages of the Project.

## **Water**

Water-related points were the second most common justification for objecting to Corridor A. As the quote below demonstrates, respondents felt that any route inside Corridor A could still impact on a number of watercourses and areas of floodplain.

*“Any route would likely involve a number of main river crossings, particularly in the River Thames catchment. There would likely be few main river crossings in the section between Aylesbury and MK, although we note that a new crossing of the River Ouzel may be required.”*

---

## **6.5 Corridor B**

Evidence suggests Corridor B is the least contentious corridor of all 3. This is because it has the lowest number of ‘Least Preferred Corridor’ responses (13%), indicating that respondents do not have the same level of concerns about Corridor B, as they do about Corridors A or C.

Furthermore, Corridor B was ranked second with respondents when asked for their ‘Most Preferred Corridor’. As such, it is reasonable to infer from the data that Corridor B is the most ‘neutral’ option.

## **Support**

### ***Congestion, connectivity and accessibility***

As discussed previously, connectivity was mentioned both in support and opposition to Corridor B.

Respondents saw the potential for multi-modal connections between new settlements. Key to this is the potential link between East West Rail and the Oxford to Cambridge Expressway Project. Respondents consider such connections between settlements as beneficial to Milton Keynes: helping to serve the city’s demand for skilled labour, whereas Corridors A and C are not seen as facilitating settlement opportunities by respondents.

*“Corridor B has the distinctive merit of sharing common ground with the East West Rail development plans. This factor provides opportunities for the development of integrated multi-modal transportation solutions and the establishment of passenger interchanges that serve a range of very local and longer distance requirements; not only for inter-city journeys, but also for workforce commuting from existing and emergent metropolitan centres... not to overlook the plans to establish a new university for Milton Keynes by 2023 focused on the burgeoning fields of smart cities/improved living, intelligent mobility (future transportation), Artificial Intelligence, robotics, digital creativity and business and entrepreneurial skills.”*

---

As the quote demonstrates, connectivity was one of the predominant reasons for supporting Corridor B. This was mentioned numerous times at the SRG workshops.

Rather than the Oxford to Cambridge Expressway Project Team and East West Rail working distinctly from each other, respondents in support of Corridor B desired collaboration. They maintained that this is the best way to implement multi-modal connections to best serve communities and capitalise on growth potential.

## **Safety**

Respondents referred to safety as part of their rationale for supporting Corridor B and safety is one of the Project Team's high-priority objectives. In this respect, Corridor B was favoured by some respondents because it will not intrude on towns within the arc, nor is it situated too closely to any existing settlements.

This is important for emergency services when attending incidents. Routing the Oxford to Cambridge Expressway in a corridor that is positioned too closely to existing towns could have an adverse impact on safety, meaning that emergency vehicles could be stuck in traffic when trying to attend incidents.

Some supportive respondents pointed out that hazardous weather conditions in the Corridor B area could impact alignment of the expressway. The Project Team welcome such comments and will consider them in more detail at a later stage.

## **Opposition**

### ***Nature conservation, woodlands and ancient woodlands***

Respondents opposed to Corridor B believed it caused the greatest concern to environmentally sensitive areas. Specifically, Otmoor Wetlands Nature Reserve contains Special Areas of Conservation and Sites of Special Scientific Interest, which would be impacted by any route placed there in future.

*“Otmoor was deemed to be so special that the route of the M40 was diverted around it and therefore it makes no sense that it should be any different now”*

---

While it was acknowledged by some respondents that it is theoretically feasible to envisage a route within Corridor B that avoids conservation assets, it was noted that this would result in a road so convoluted it would fail to qualify as an expressway. It was on these grounds that a significant portion of the 13% of respondents opposed Corridor B.

### ***Archaeology & cultural heritage***

Many respondents expressed their concern about the Bernwood Forest and Ray Valley Living Landscape. These areas, while being ancient landscapes, are also full of wildlife reserves. In addition to this, they also support a number of Sites of Special Scientific Interest. Written responses regarding Corridor B, archaeology and cultural heritage conveyed that the areas were extremely sensitive.

### ***Congestion, connectivity and accessibility***

The most contentious issue relating to Corridor B was connectivity. This is because respondents used connectivity as a reason to both support and oppose Corridor B. Support for Corridor B is discussed later in this section.

Respondents were aware that Corridor B is broadly aligned with East West Rail. Many respondents saw this as advantageous, noting the potential for the projects to complement each other. Other respondents expressed concern that there is too much infrastructure development planned for the region and were concerned about the potential for cumulative impacts.

*“The impact of two major infrastructure projects on a more rural area as in the case of road option B (both construction traffic and on an ongoing basis) would be high and may lead possible severance of local communities. Community relations leading from the impact of two large infrastructure projects would need careful management.”*

### **6.6 Corridor C**

Only 20% of respondents selected Corridor C as their ‘Most Preferred Corridor’ – meaning that of all three corridors, C was ranked lowest. When discussing their ‘Least Preferred Corridor’ however, respondents placed Corridor C as second (26%).

In consideration of this, Corridor C can be viewed – from a Stakeholder Engagement perspective – as the least popular corridor overall. The lowest number of people selected it as their ‘Most Preferred Corridor’ and the second-highest number of people selected it as their ‘Least Preferred Corridor’ highlighting a lack of popularity generally.

#### **Support**

With only a 20% indication of support for Corridor C, it is unsurprising that some of the same reasons that were given in opposition of this route, were also given by other respondents as reasons in support. Therefore, support was indicated on the basis of two themes which are nature conservation, woodlands and ancient woodlands; and congestion, connectivity and accessibility.

With minimal variation between Corridor C being the most or least preferred, it becomes difficult to helpfully conclude an overriding opinion. However, the themes raised for Corridor C (nature conservation, woodlands and ancient woodlands, and congestion, connectivity and accessibility) are among the three largest identified themes of the stakeholder engagement process.

#### ***Nature conservation, woodlands and ancient woodlands***

Despite other groups voicing concerns about the potential of Corridor C to inhibit a number of listed buildings and conservation areas, it was also clearly expressed by others that Corridor C was geographically the furthest from the Chilterns AONB and would have the least impact.

Similarly, other stakeholder replies included a preference for Corridor C in that it has the least impact on a local Nature Improvement Area. This again highlights the issue of conflicting environmental concerns and the difficulty of identifying which areas are prioritised for protection or actions of mitigation.

*“Conserving natural beauty involves conserving the flora, fauna and geological and physiographical features of the AONB”*

---

### ***Congestion, connectivity and accessibility***

Corridor C was identified by some respondents as providing better links to the western side of Northamptonshire. This, however, was only a slight preference because of its ability to complement the existing A43 corridor.

Compare this to comments raised on another section of the Expressway where respondents felt that mirroring a corridor with an already existing A34 is a redundant task. While some respondents feel they largely benefit from the enhancement it would bring to existing highways and industry, others feel this approach would offer little in the way of increased economic growth, and would become an unhelpful traffic and congestion burden. This is an interesting contrast and one that the Project Team will take into careful consideration.

### **Opposition**

#### ***Nature conservation, woodlands and ancient woodlands***

Environmental concerns were a major part of respondents' justification for opposing Corridor C. Respondents believed that, depending on the exact alignment and design, Corridor C has the potential to affect a number of listed buildings and conservation areas. A scheduled monument of a roman town called Magiovinium which could also be affected. This was of particular concern.

Therefore, consideration ought to be given to how conflicting environmental and conservation concerns are prioritised. Environmental mitigation as a ready solution for damage or disruption caused instead of avoiding the damage altogether was also a key consideration for opposing Corridor C.

### ***Congestion, connectivity and accessibility***

Connectivity was a major concern for respondents objecting to Corridor C. This is because it does not appear to address the connectivity points within the region. It was noted that the A34 effectively provides a northern corridor so it would be redundant to add another route in the same area. Further to this, Corridor C was seen to perform worst against the assessment set out in the Oxford to Cambridge Expressway strategic study: stage 3 report in terms of directness, journey time savings and potential cost. Other respondents also commented on the Corridor's directness:

*“My least preferred Corridor (although if it was the only option, I would support it) is C. It is longer, slower and more expensive than Corridors A and B. Projections are that it will only generate 6,000 more jobs than Corridor B, and (as noted above) some 47,000 fewer jobs than Corridor A”.*

---

## 6.7 Variation

Among respondents who indicated a preference, some also added stipulations to their preferred routes. This is represented by the ‘variation’ column in Figure 6.4. The blue column indicates that, out of the respondents who responded with a most preferred corridor, 8% included conditions that would need to be satisfied to secure this as their most preferred option, or further explanations of why this was their preferred route. The red column indicates that 8.7% of people who responded with a least preferred corridor also did so with conditions that would need to be satisfied if the least preferred corridor was implemented, as well as an indication of why it was the least preferred route.

### Corridor A

#### ***Most preferred***

Only one of the respondents who indicated that Corridor A was the most preferred route did so with conditions: that it would be implemented in conjunction with Oxford Sub-Option S4. This refers to the option to the south of Oxford between Abingdon and Didcot as identified in the Oxford to Cambridge Expressway strategic study: stage 3 report. They expressed that this would enhance the ongoing plans in the surrounding identified growth towns, including Didcot Garden Town – a key motivation for increased industry and infrastructure for such new development towns. Furthermore, they specified that this option would benefit the ongoing congestion problems on the roads that surround and intersect the city of Oxford. This option would also provide better access for commuters to the M40, bringing a much-needed relief of congestion to the A34 which has become jointly used by local traffic as well as bypassing commuters. In turn, this traffic relief would bring about a much-needed improvement in air quality and pollution, which was of concern to the respondents in the area in question.

Finally, it was also noted that Corridor A with the use of Oxford Sub-Option S4 would have minimal environmental impact for the surrounding landscape and wildlife.

#### ***Least preferred***

Corridor A was also indicated as the least preferred route unless the Oxford to Cambridge Expressway was linked with Oxford Sub-Option S4. Respondents also agreed that it would make identified growth towns, again mentioning Didcot Garden Town as well as Bicester, more accessible and desirable for infrastructure and industry.

### Corridors B and C

Corridors B and C are included together in this section because they were jointly expressed as least preferred routes in the responses that were given with condition or



explanation. This was because the concerns or conditions in question were identical for each of the routes.

### ***Most preferred***

Corridor C was listed as the preferred route by one stakeholder, along with a second preference of Corridor B, only if either of these routes were combined with Oxford Sub-Option S1. This was stated for reasons of alleviation of traffic and congestion, benefiting local growth areas, as well as aligning with other east-west infrastructure schemes such as rail projects.

*“This route would more closely align with the growth locations along the corridor such as Bicester and Didcot Garden Town, and potential further growth areas in Buckinghamshire and Northamptonshire.”*

---

### ***Least preferred***

Environmental concerns were a recurring issue for respondents who cited Corridors B and C as their least preferred option. This included the potential destruction or damage to a local wetland reserve, which is a habitat for some 90 species of breeding birds; possible demolition of a local residence; challenging landscape constraints; and potential impact to ancient woodland.

For the stakeholder who attached a condition under which they would find any appeasement in the use of Corridor C, they noted that Corridor B or C would only be acceptable, and still not preferable, if it was routed in such a way as to not interfere with the existing A34. They commented that the congestion and air pollution as a result of the vast amount of traffic could be tackled if the A34 was allowed to exist solely as a ring road for local traffic, and not, as it currently stands, as an access route to the M40.

*“In addition, there are 46,000 commuters into and out of Oxford city centre each day. Many of these are commuting from beyond the bypass, and hence must navigate intersections with the A34 and A40 twice per day.”*

---

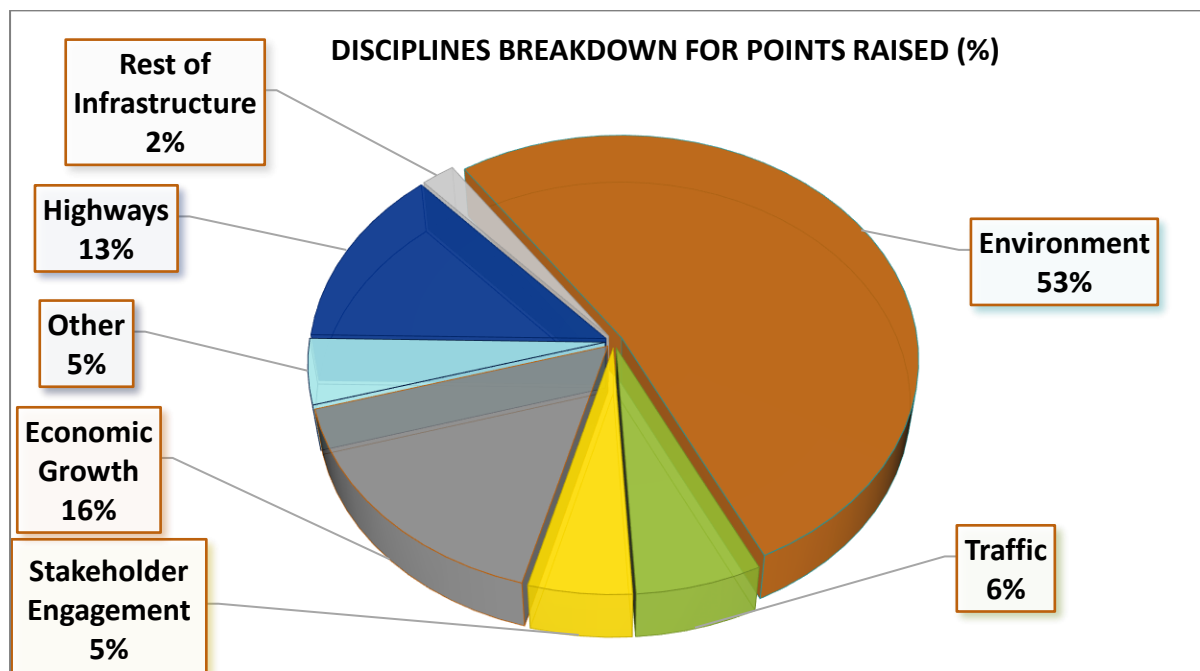
## **Conclusion**

It is clear from each of the comments and the feedback from the respondents in the variation process that the two main concerns are congestion, connectivity and accessibility, and planning, growth and strategy. These are warranted concerns, also supported by the wider data, which indicates that they make up 18% and 25% respectively of identified points among respondents.

However, it is difficult to assess how widely these views might be supported across a larger sample.

## 6.8 Breakdown by discipline

Figure 6.5: Issues raised by technical discipline



### Breakdown

Figure 3 shows how we allocated points, queries, and tasks from the representations received to the Project disciplines.

As is clear, a large proportion was assigned to and managed by the Environment team, with the smallest portion being assigned to and dealt with by teams concerned with other infrastructure.

### Analysis by Discipline

#### *Environment*

Figure 3 reflects what was also demonstrated during the engagement process – 53% of points raised were assigned to the Environment team. The largest turnout for any of the Stakeholder Reference Group forums was the environmental forum, which would suggest that this aspect is a high priority across all the representatives. Environmental concerns covered a broad range of aspects, including: air pollution, congestion, landscape, cultural heritages, and biodiversity.

The gathered data suggests that environmental concerns are of high priority by respondents.

It is acknowledged that environmental concerns are expressed at both local and national levels, by corporations and by individuals. Therefore, it could reasonably be predicted to still remain the highest priority.

*“Development on this scale would inevitably have significant impact on the natural environment. Climate change is one of the greatest single long-term threats to wildlife and people and there are proven links that rises in CO<sub>2</sub>, including those by car emissions, contribute to climate change. The Wildlife Trusts are therefore very concerned about road redevelopment on this scale and the implications it will have for greenhouse gas emissions and climate change.”*

---

### **Economic Growth**

Economic growth made up 16% of the concerns and points raised: this included the impact on local industry and the future contributions that would be made possible by opening up a “knowledge route” between Oxford and Cambridge. Although some concern was expressed that such a route, and particularly the attribution of descriptions such as “knowledge route” or “brain belt”, would be at the detriment of further development between north and south routes, it was also recognised to be an opportunity for local industry to flourish.

Furthermore, many of the respondents identified opportunities to encourage economic growth in identified new or focus towns, such as Didcot Garden Town and Bicester. Strategies are already underway to increase the industry and economies of such towns and it can be suggested that a new Oxford-Cambridge Expressway would impact and enhance the strategies which are already in place or underway.

*“The opportunity to deliver local aspirations that link to the strategic objectives should be a consideration in the next stage of the scoring process.”*

---

### **Highways**

Highways contributed to 13% of the points raised by respondents. Concerns in this area focused on respondents not wanting the existing local roads to suffer at the expense of the Oxford to Cambridge Expressway. This included local roads not having to bear new and increased amounts of traffic. Stakeholder points of this nature were also supportive of an expressway which would make the most use of the already well served motorways and A-roads.

*“This takes advantage of the existing A43 and M40 which are already almost at or above expressway standard.”*

---

### **Traffic**

With 6% of apportioned concern, traffic is not necessarily a low priority issue, but naturally some of the concerns raised were also dealt with as environmental points. This includes an increase in emissions as a result of traffic, as well as air pollution and air quality.

While some of the concerns indicated a worry for local roads having to deal with an increase in traffic flow from commuters choosing to avoid an expressway, others were

optimistic that some corridor options offered an alleviation of traffic from already heavily used roads and highways.

*To avoid a catastrophic seizing-up of the road network in this area in coming years, it is clear that a means is urgently required to separate the long-distance traffic from local traffic.*

---

### **Stakeholder Engagement**

Some concerns were raised about the stakeholder engagement process itself: 5% of points were handled by the engagement team. Concerns included the scope of who was involved and invited to various forums, how information of the corridor options was limited, and how further analysis and engagement would need to be carried out.

It is important to note at this stage that the engagement process of the Oxford to Cambridge Expressway Project is still in its infancy and, therefore, it is reasonable to keep a limited scale of respondents who are surveyed.

### **Rest of Infrastructure**

With just 2% of points concerning surrounding infrastructure, this was the lowest priority expressed by respondents.

These concerns were largely about surrounding land points, as well as connectivity and accessibility for current infrastructure. Where necessary, specific concerns that may also have been related to infrastructure would have been delegated to Economic Growth, Environment and Highways.

Many respondents expressed optimism if a new Oxford to Cambridge Expressway would allow local existing infrastructure to become more accessible on a national level.

*“A corridor alignment such as B or C would maximise the potential to integrate the Expressway with local transport proposals for Milton Keynes to be served by rapid public transport links and park and rides.”*

---

### **Other**

5% of the points raised were not specifically identified to any of the aforementioned disciplines and, therefore, went grouped together in their own category. These included concerns about the ongoing plans for development of land and impact on established towns.

Some comments were made about future government strategies that would need to be consulted and, in due time more consideration and consultation can be given in line with such concerns.

## **6.9 Closing Remarks**

The inclusion of written representations at this early stage of project development is unusual when compared to other similar projects. Engaging so early is a challenge because there is no complete technical data to release that may inform stakeholder

thinking. Instead the Engagement team asked stakeholders to rely on their existing knowledge of their areas in their responses. The concern about this is understood and we are, therefore, grateful for the responses we received. The Project Team now has a good indication of the current mood across the arc and of the assets that are of most importance to stakeholders.

What has been clear from this exercise is the range of conflicting views that are present, as indicated in the previous section of this report. While there are some clear areas of agreement, such as highly valued environmental assets or the challenges of congestion in the region, people's preferred solution to these has been divided. The Oxford to Cambridge Expressway's perceived ability to relieve congestion on the A34 for example changes depending on who is talking – some stakeholders believe a solution near the A34 will help, others believe further away is better.

The result has been that the Project Team has referred more heavily to the technical data to form a detailed corridor analysis. The Project Team was already aware of all the points raised in the representations and the popularity of the themes was a useful sense check when assessing the strengths and weaknesses of each corridor.

The Project Team found that stakeholders' views, particularly in regard to important environmental features and aspirations for planning, growth and connectivity backed up the technical data and analysis for each corridor. This is important because the work carried out in Stage 1 is largely desk based. To, therefore, have a clear indication that stakeholders' views support the data gives a level of robustness to the corridor sifting that would not have been achieved otherwise.

The Project Team has therefore been able to develop a rounded recommendation regarding a corridor to the DfT based on both detailed technical data and an appreciation of stakeholder views. The Project Team plans to proceed with the next stage of development with these stakeholder representations as a starting point to build ongoing collaboration and input from stakeholders.

### **Next steps**

Following corridor decision, we will be engaging with our stakeholders on the updated structure of the engagement groups. Those with an interest in the Project will still be informed, particularly where we are seeking ideas on wider benefits. However, the stakeholder groups and engagement plan will be restructured to focus more closely on the stakeholders most affected by the chosen corridor.

At the end of Stage 1B we will be producing another engagement report that details the journey of engagement through to summer 2019. At this point the route analysis will be complete and Stage 1 will close. Stage 2 of the Project, Option Selection, will open with a public consultation on the route options with all the technical appraisal and engagement for Stage 1 published as supporting information. This is expected in the autumn of 2019.

Once the consultation closes and the results have been analysed a recommendation will be presented to the DfT. We expect the preferred route will be announced in Autumn 2020.

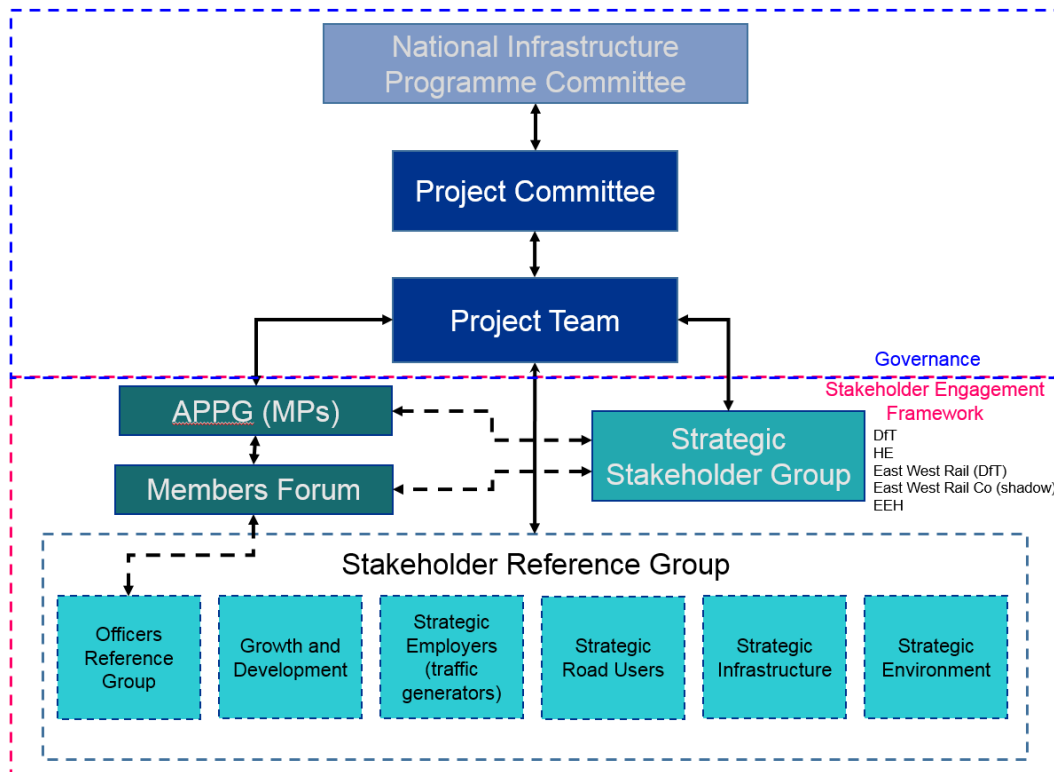
This will then trigger Stage 3 of the Project which is focused on detailed design and preparation for a Development Consent Order (DCO). Another public consultation will take place towards the end of Stage 3. The government is committed to begin construction on the Oxford to Cambridge Expressway in 2025.

The following documents related to this report and the Oxford to Cambridge Expressway development are listed here and can be found on the Highways England website:

- Oxford to Cambridge Expressway Stage 1A Corridor Assessment Report 2018
- Oxford to Cambridge Expressway Corridor Decision Leaflet 2018
- Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc
- Oxford to Cambridge Expressway strategic study: stage 3 report 2016

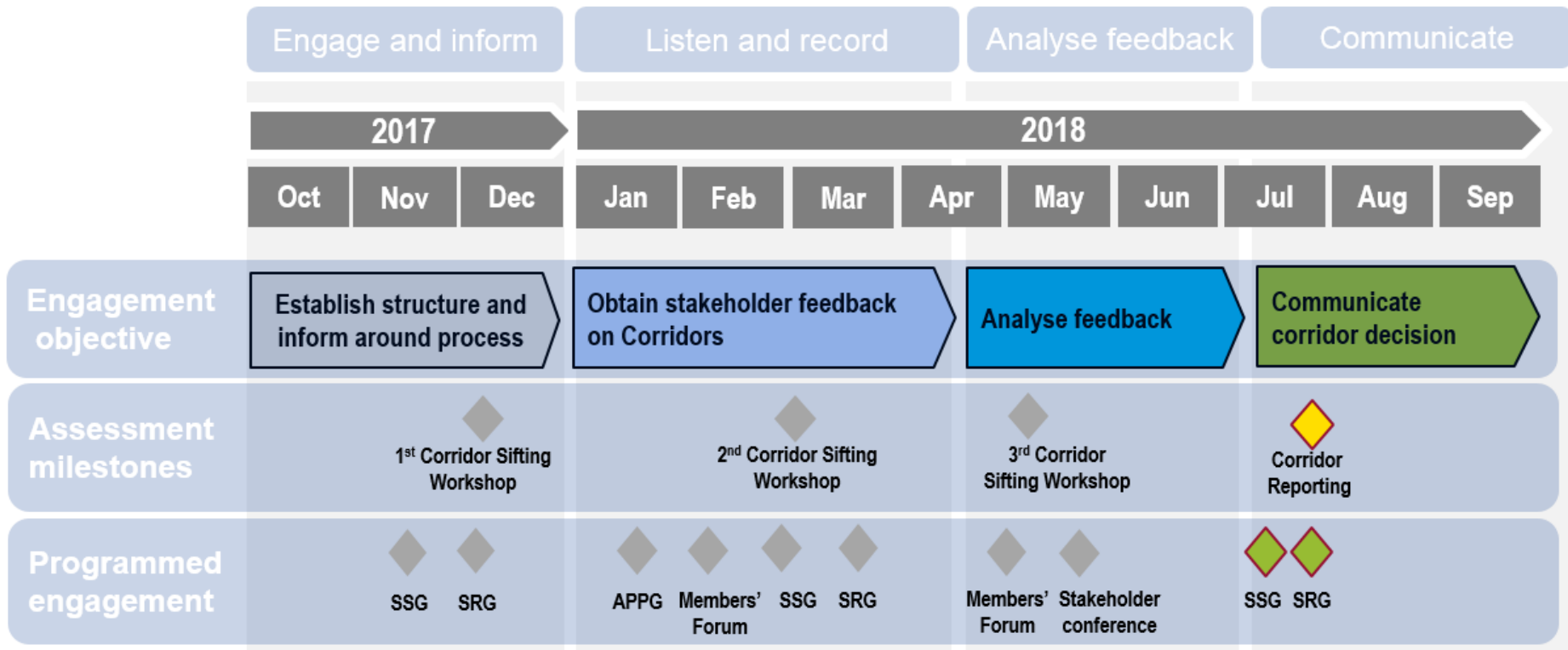
## Appendix A. Oxford to Cambridge Expressway stakeholder engagement framework

Figure A1: Oxford to Cambridge Expressway stakeholder engagement framework



## Appendix B. Stage 1A engagement timeline

Figure B1: Stage 1A engagement and communications activity and project milestones





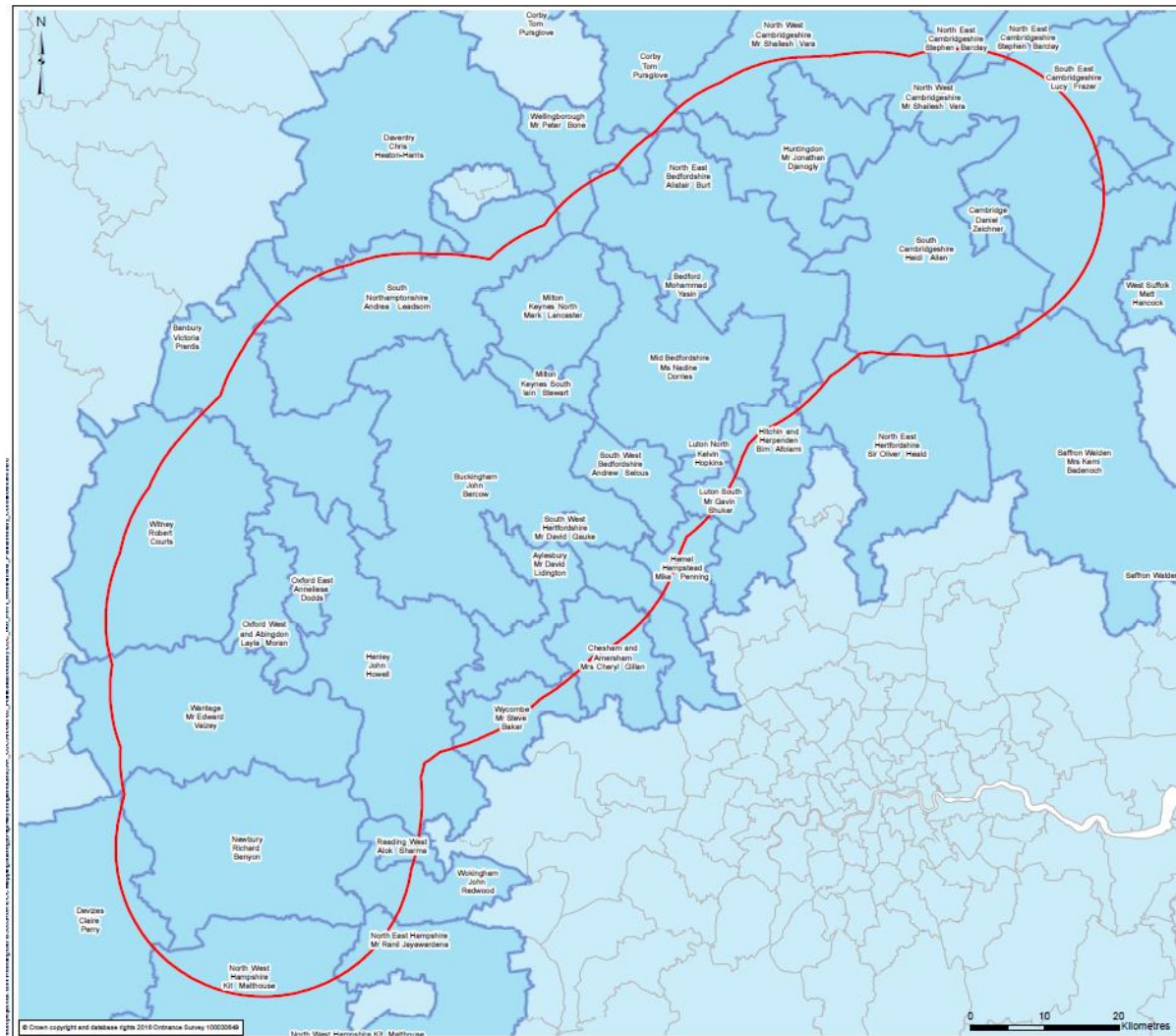
## Appendix C. Stakeholder group members

### C1. All Party Parliamentary Group (APPG)

Parliamentary Constituency	MP
Aylesbury	Rt Hon David Lidington MP
Banbury	Mrs Victoria Prentis MP
Beaconsfield	Rt Hon Dominic Grieve QC MP
Bedford	Mr Mohammad Yasin MP
Buckingham	Rt Hon John Bercow MP
Cambridge	Mr Daniel Zeichner MP
Chesham and Amersham	Ms Cheryl Gillian MP
Hitchin and Harpenden	Mr Bim Afolami MP
Henley	Mr John Howell OBE MP
Hertsmere	Mr Oliver Dowden CBE MP
Huntingdon	Mr Jonathon Djanogly MP
Luton North	Mr Kelvin Hopkins MP
Luton South	Mr Gavin Shuker MP
Mid Bedfordshire	Ms Nadine Dorries MP
Milton Keynes North	Mr Mark Lancaster MP
Milton Keynes South	Mr Iain Steward MP
Newbury	Rt Hon Richard Benyon MP
North East Bedfordshire	Rt Hon Alistair Burt MP
North East Cambridgeshire	Stephen Barclay MP
North East Hertfordshire	Rt Hon Sir Oliver Heald QC MP
North West Cambridgeshire	Mr Shailesh Vara MP
Oxford East	Ms Anneliese Dodds MP
Oxford West and Abingdon	Ms Layla Moran MP

<b>Parliamentary Constituency</b>	<b>MP</b>
Peterborough	Ms Fiona Onasanya MP
South Cambridgeshire	Ms Heidi Allen MP
South East Cambridgeshire	Ms Lucy Frazer MP
South Northamptonshire	Rt Hon Andrea Leadson MP
South West Bedfordshire	Mr Andrew Selous MP
St Albans	Mrs Anne Main MP
Stevenage	Mr Stephen McPartland MP
Wantage	Rt Hon Edward Vaizey MP
Welwyn Hatfield	Rt Hon Grant Shapps MP
Witney	Mr Robert Courts MP
Wycombe	Mr Steve Baker MP

Figure C.1.1: Parliamentary constituencies in the Project study area.



## C2. Strategic Stakeholder Group

<b>Strategic stakeholders</b>
EEH Programme Office
EWR Company
The Department for Transport

## C3. Members Forum

<b>Local Authority</b>
Aylesbury Vale District Council
Bedford Borough Council
Buckinghamshire County Council
Cambridge District Council
Cambridgeshire and Peterborough Combined Authority
Cambridgeshire County Council
Central Bedfordshire Council
Cherwell District Council
Chiltern District Council
Corby Borough Council
Daventry District Council
East Cambridgeshire District Council
East Northamptonshire District Council
Fenland District Council
Hertfordshire County Council
Huntingdonshire District
Kettering Council
Luton Borough Council
Milton Keynes Council

<b>Local Authority</b>
Northampton Council
Northamptonshire County Council
Oxford City Council
Oxfordshire County Council
Peterborough City Council
South Buckinghamshire District Council
South Cambridgeshire District Council
South Northamptonshire District Council
South Oxfordshire District Council
St Albans District Council
Swindon Borough Council
Vale of White Horse District Council
Wellingborough Borough Council
West Berkshire Council
West Oxfordshire District Council
Wycombe District Council

<b>Local enterprise partnerships</b>
Buckinghamshire Thames Valley LEP
Greater Cambridgeshire/Greater Peterborough LEP
Hertfordshire LEP
Oxfordshire LEP
South East Midlands LEP
Thames Valley Berkshire LEP

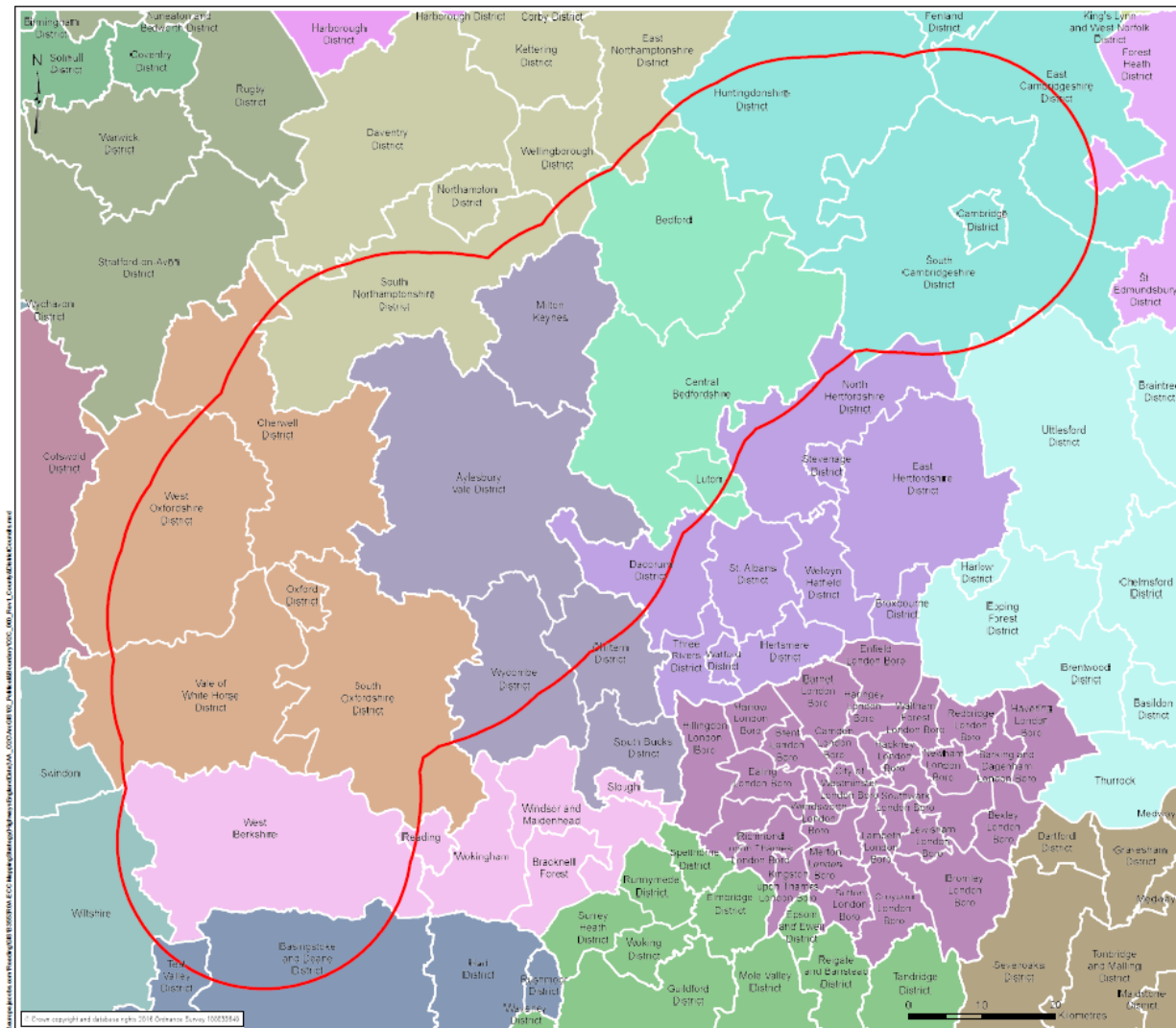
## Stakeholder Reference Group

### C3. Officers Reference Group

Aylesbury Vale District Council
Bedford Borough Council
Buckinghamshire County Council
Cambridge City Council
Cambridge District Council
Cambridgeshire and Peterborough Combined Authority
Cambridgeshire County Council
Central Bedfordshire Council
Cherwell and South Northamptonshire District Councils
Chiltern District Council
Corby Borough Council
Daventry District Council
East Cambridgeshire District Council
East Northamptonshire District Council
Fenland District Council
Hertfordshire County Council
Huntingdonshire District Council
Kettering Council
Luton Borough Council
Milton Keynes Council
Northampton Council
Northamptonshire County Council
Oxford City Council
Oxfordshire County Council
Peterborough City Council

South Buckinghamshire District Council
South Cambridgeshire District Council
South Oxfordshire and Vale of White Horse District Councils
St Albans District Council
Swindon Borough Council
Wellingborough Borough Council
West Berkshire Council
West Oxfordshire District Council
Wycombe District Council
Cambridgeshire and Peterborough Combined Authority

**Figure C.3.1: Ceremonial county, district and borough counties in the Project study area**





#### C4. Growth and Development Stakeholder Reference Group

<b>Local enterprise partnerships</b>
Buckinghamshire Thames Valley LEP
Cambridgeshire LEP
Hertfordshire LEP
Oxfordshire LEP
South East Midlands LEP
Thames Valley Berkshire LEP

<b>Growth Boards</b>
Greater Cambridgeshire/Greater Peterborough Partnership
Oxfordshire Growth Board
The Central Corridor Group

<b>Business &amp; trade associations</b>
Bedfordshire Chamber of Commerce
Buckinghamshire Business First
Buckinghamshire Chamber of Commerce
Cambridge Network
Cambridgeshire Chamber of Commerce
Confederation of British Industry
Federation of Small Businesses
Milton Keynes Chamber of Commerce
Milton Keynes Development Partnership
Oxfordshire Business First
Oxfordshire Chamber of Commerce
Thames Valley Chamber of Commerce

<b>Housing organisations</b>
Home Builders Federation
Homes England
Local Government Association

## C5. Strategic Infrastructure Stakeholder Reference Group

<b>Energy</b>
Centrica
EDF Energy
EON
National Grid
Scottish and Southern Energy (SSE)
Scottish Power
The Gas and Electricity Markets Authority (Ofgem)
Cadent Gas

<b>Highways England areas and projects</b>
Area 3
Area 6
Area 7
Area 8
A1 East of England
A428 Black Cat to Caxton Gibbet
A14
M11 to Junction 8 to 14 Technology Upgrade
A34 Technology Enhancements
M25 South West Quadrant

<b>Rail schemes</b>
High Speed 2 (HS2)
East West Rail (EWR)

<b>Water and Drainage</b>
Affinity Water
Anglian Water
Cambridge Water
Thames Water
The Association of Drainage Authorities (ADA)
Bedford Group of Internal Drainage Boards
The Water Services Regulation Authority (Ofwat)

## C6. Strategic Road Users Stakeholder Reference Group

<b>Emergency services (police)</b>
Bedfordshire Police
British Transport Police
Cambridgeshire Constabulary
National Police Chief's Council
Police and Crime Commissioner Thames Valley
Police Federation of England and Wales

<b>Emergency services (medical)</b>
Association of Ambulance Chief Executives
East of England Ambulance Services
NHS England South East
NHS Midlands and East
South Central Ambulance Trust
<b>Emergency services (fire)</b>
Thames Valley Police
Chief Fire Officers Association
Bedfordshire Fire and Rescue Services
Oxfordshire Fire and Rescue Service
Cambridgeshire Fire and Rescue Service
Buckinghamshire Fire and Rescue Service

<b>Automobile &amp; driving organisations</b>
AA
Alliance of British Drivers
Association of Vehicle Recovery Operators

British Motorcyclists Federation
Green Flag
RAC Foundation
RAC Limited
Bus companies
Arriva
Bus Users
Confederation of Passenger Transport
First Bus
Megabus
National Express
Office of Rail and Road
Oxford Bus Company
Stagecoach

<b>Freight &amp; Logistics</b>
Chartered Institute of Logistics and Transportation
Chartered Institution of Highways and Transportation
DHL
Eddie Stobart
English Regional Transport Association
Felixstowe Port
Freight Transport Association
Road Hauliers Association

<b>Transport groups</b>
Campaign for Better Transport

Transport Systems Catapult
Transport Focus
Sustrans

<b>Walking, Cycling, Horseriding</b>
British Cycling
British Horse Society
Cyclist Touring Club (CTC)
The Ramblers

## C7. Strategic Employers/Traffic Generators Stakeholder Reference Group

<b>Agriculture</b>
AgriFood Charity Partnership
British/American Tobacco
National Farmers Union

<b>Defence &amp; Space</b>
Marshall Aerospace and Defence Group
Oxford Space System

<b>Communications</b>
BT
Royal Mail
Vodafone

<b>Construction</b>
Cube Design
Ecofit Construction
Oxford Construction Company
Shire Construction Ltd
Swift Building Company

<b>Financial services</b>
Aviva
Barclays
Halifax



HSBC
Legal & General
Lloyds
Nationwide Building Society
Nat West
Virgin Money

<b>Food &amp; drink</b>
Aldi
Asda
Diageo
John Lewis
Lidl
Morrisons
Sainsbury's
Tesco
The Cooperative
Waitrose
Health care
AstraZeneca
GlaxoSmithKline

<b>Hospitality, entertainment &amp; sport</b>
Holiday Inn
Hotel Ibis
Hilton Hotels
Premier Inn

Travelodge
------------

Silverstone Circuits Ltd
--------------------------

<b>Manufacturing</b>
----------------------

BMW
-----

<b>Transport (rail)</b>
-------------------------

Chiltern Railways
-------------------

CrossCountry Trains
---------------------

East Midland Trains
---------------------

GB Rail Freight
-----------------

Govia Thameslink Railway (GTR)
--------------------------------

Greater Anglia
----------------

Great Western Railway
-----------------------

West Midland Trains
---------------------

Network Rail
--------------

Office of Rail and Road
-------------------------

Southern
----------

Virgin Trains
---------------

<b>Transport (air)</b>
------------------------

London Luton Airport
----------------------

London Oxford Airport
-----------------------

Stansted Airport
------------------

The Civil Aviation Authority
------------------------------

<b>Universities</b>
Anglia Ruskin University
Cranfield University
Oxford Brookes University
University of Buckingham
University of Cambridge
University of Oxford
University of Northampton
The Open University

## **C8. Strategic Environment Stakeholder Reference Group**

<b>Land and Communities'</b>
Campaign to Protect Rural England
GeoConservation UK
Berkshire Geoconservation Group
Cambridgeshire Geological Society
Bedfordshire Geology Group
Buckinghamshire Earth Heritage Group
Friends of the Earth
Marsden Vale Community Forest
National Farmers Union
Oxfordshire Geology Trust
Independent Agricultural Appeals Panel
Forest of Marston Vale Trust
Open Spaces Society
Oxfordshire Geology Trust
The Ramblers

<b>'Water and Wildlife'</b>
Bedfordshire Local Nature Partnership
Canals & River Trust
Friends of the Earth
Independent Agricultural Appeals
Inland Waterways Association Panel (IAAP)
Natural Cambridgeshire
Northamptonshire Local Nature Partnership
Woodland Trust

River Thames Conservation Trust
RSPB
Wild Oxfordshire
The Wildlife Trusts

<b>National and Local Authorities</b>
Bedford Group of Internal Drainage Boards
Chilterns Conservation Board
Forestry Commission
English Heritage
Environment Agency
Historic England
National Trust
Natural England
North Wessex Downs AONB Unit

## C9. Other stakeholders

<b>National Association of Local Councils – engaged in November 2017</b>
Oxfordshire Association of Local Councils
Berkshire Association of Local Councils
Buckinghamshire and Milton Keynes Association of Local Councils
Bedfordshire Association of Town and Parish Councils
Hertfordshire Association of Parish and Town Councils
Cambridgeshire and Peterborough Association of Local Councils
Northampton County Association of Local Councils
Earth Trust – engaged separately not as part of a group.
Expressway Action Group – engaged separately not as part of a group

## Appendix D. Stakeholder Reference Group workshop outcomes - March 2018

### D1. List of organisations who participated in March 2018 SRG workshops

#### Officers Reference Group

- Aylesbury Vale District Council
- Bedford Borough Council
- Buckinghamshire County Council
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- Cherwell and South Northamptonshire Council
- Chiltern District Council
- East Cambridgeshire District Council
- Hertfordshire County Council
- Kettering Borough Council
- Luton Borough Council
- Milton Keynes Council
- Northampton Borough Council
- South Cambridgeshire District Council
- South Oxfordshire District Council / Vale of White Horse District Councils
- Wycombe District Council

#### Growth & Development

- Buckinghamshire Thames Valley LEP
- Central Bedfordshire Council
- Cherwell and South Northamptonshire Council
- Hertfordshire LEP
- Home Builders Federation
- Homes England
- Milton Keynes Development Partnership

#### Strategic Environment

- Inland Waterways Association
- Bedfordshire, Cambridgeshire and Northamptonshire Wildlife Trust
- Royal Society for the Protection of Birds (RSPB)
- Campaign to Protect Rural England (CPRE)
- River Thames Conservation Trust
- Oxfordshire County Council
- Woodland Trust
- Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust
- National Farmers' Union
- Friends of the Earth (South Bedfordshire)
- Wild Oxfordshire
- National Trust
- North Wessex Downs AONB Unit

- Chilterns Conservation Board
- Oxfordshire County Council
- Chiltern District Council & South Buckinghamshire District Council
- Chiltern District Council
- Cambridgeshire County Council
- Central Bedfordshire Council
- Environment Agency

#### Strategic Road Users

- Chartered Institution of Highways & Transportation
- Freight Transport Association
- Oxford Bus Company
- Stagecoach East

#### Strategic Employers/Traffic Generators

- AstraZeneca
- Cranfield University
- GlaxoSmithKline (GSK)
- John Lewis
- Oxford Brookes University
- University of Northampton
- University of Oxford



## D2. Summary of key points on corridor options, by SRG workshop

### D2.1 Officers Reference Group

	Preferred corridor option	Least preferred corridor option
A	<ul style="list-style-type: none"> <li>• Ease congestion around High Wycombe and Aylesbury</li> <li>• Provides linkage to growth areas (Aylesbury is poorly connected) and to garden towns</li> <li>• May support growth in new Enterprise Zones in Buckinghamshire</li> <li>• Potential to link sites for space research (Didcot, Aylesbury, Stevenage) and develop economic clusters</li> <li>• Support improved access between Oxford and Abingdon</li> <li>• Better east-west connectivity to Luton airport, most important in the UK for general aviation (third in Europe) and business travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Connectivity north-south is weaker than B or C – particularly to south Oxfordshire or to the western part of Northamptonshire (A43, A45, M1) where growth is planned</li> <li>• Not clear how well the corridor would connect to Milton Keynes</li> <li>• May be short-term benefits to areas such as Aylesbury, however sites for growth have been allocated and scope for further development is limited</li> <li>• Appears more rural than other options and has feel of greater environmental impact: greenbelt, floodplain, historic parks and gardens, Chilterns AONB and European designated nature conservation sites, for example Otmoor</li> <li>• Lowest opportunity for modal shift via linkage with EWR</li> </ul>
B	<ul style="list-style-type: none"> <li>• Opportunity for alignment with East West Rail and options for mode share</li> <li>• In excess of 4,400 homes planned in some areas, however there may be constraints to existing settlements such as Bicester delivering the level of growth envisaged</li> <li>• Council initial assessment of corridors suggested Corridor B may be the least constraining</li> <li>• (Would not want B to extend as far north as Oxford, which is too congested – motorway junctions may be the solution in that area)</li> </ul>	<ul style="list-style-type: none"> <li>• Does not correspond with Councils' local plans and planned growth areas</li> <li>• Would connect fewer communities</li> <li>• May be better to have a separate transport corridor to EWR so that growth and benefits can be dispersed</li> <li>• Cumulative effect of major infrastructure projects going through certain sections and concern about impact on amenity</li> <li>• Biodiversity constraints south of Winslow</li> <li>• Heritage assets could be affected – Waddesdon Manor Grade I listed and managed by the National Trust</li> <li>• Potential to circle west of Oxford is limited by housing along A34 and physical constraints (Boars Hill)</li> </ul>

	Preferred corridor option	Least preferred corridor option
C	<ul style="list-style-type: none"> <li>Provides an alternative to M25, M4 and part of a long distance travel path east or west</li> <li>May relieve congestion more than other corridors and support north-south movements e.g. links to Bedford and M1 are maintained to facilitate growth</li> <li>Separate corridor to EWR may spread connectivity benefits over a wider area</li> <li>Potential linkages with EWR (Bicester to Oxford)</li> <li>Significant growth planned and occurring around Bedford and Northampton that will require good transport connections, and wider investment needed to take growth forward.</li> <li>Green belt is less of a constraint to northern C corridor</li> </ul>	<ul style="list-style-type: none"> <li>More closely associated with Milton Keynes where there are potential constraints to housing growth</li> <li>Corridors A and B align better to planned growth areas</li> <li>Impacts on settlements may be greater than other options and</li> <li>Weaker connectivity to the south and to Thames Valley and existing infrastructure such as M25 and M4</li> <li>Environmental considerations including Bernwood Forest and SSSIs, areas of ancient woodland, Greensand Ridge and quiet undeveloped rural character of the area</li> <li>Constraints to routing to the west of Oxford: proximity of houses along A34 and potential impacts on communities (for example, air quality), and physical constraints (Boars Hill)</li> </ul>

## D2.2 Growth and Development Stakeholder Reference Group

Broad (cross-corridor) points:

- What happens with A428 Black Cat to Caxton Gibbet (RIS 1) Project will influence effectiveness of the whole Oxford to Cambridge Expressway route.
- Oxford sub-options: depending on outcomes sought, if planning for Oxford, the western route would be preferable, and better connections to Swindon. If [the Expressway] is to help growth around Bicester and Buckingham, then the eastern route would be better and to serve Science Vale.

Corridor	Preferred option	Least preferred option
A	<ul style="list-style-type: none"> <li>Unlocks potential growth in Luton, Stevenage and Hitchin</li> <li>Positive opportunities for international airports and enterprise zones, including land value uplift</li> <li>Better road-rail connectivity both east-west and north-south than other options</li> <li>Contribute to unlocking future garden towns providing strong</li> </ul>	<ul style="list-style-type: none"> <li>May be too far south of Milton Keynes and miss the opportunity to consolidate it as a growth centre</li> <li>Lacks future proofing potential, existing settlements are constrained by near-term growth that will limit future development along the corridor</li> <li>Does not contribute to helping congestion issues in other areas of the Arc</li> </ul>

Corridor	Preferred option	Least preferred option
	<p>housing and employment opportunity</p> <ul style="list-style-type: none"> <li>• Will unlock infrastructure in Aylesbury</li> <li>• Offers economic potential to Hertfordshire and Leighton Buzzard, including growth in hi-tech and engineering sectors</li> <li>• Unlocks A505 links and value to A1 corridor</li> <li>• Supports improved capacity on A34</li> <li>• Growth unlocked by the corridor may have spillover effects on wider areas</li> <li>• Suggested corridor variant: northernmost parts of Corridor A and southernmost parts of Corridor B</li> <li>• Most direct corridor, simplest for journey times and connectivity</li> <li>• Connectivity important to delivering councils' growth targets in rural areas</li> </ul>	<ul style="list-style-type: none"> <li>• Does not provide the same opportunity for growth northward and southward as Corridor B</li> <li>• Southern end of the Corridor hits green belt which would limit growth</li> </ul>
B	<ul style="list-style-type: none"> <li>• Strong rail links north to south - more West Coast Main Line services and better connections from Milton Keynes.</li> <li>• Council planned growth areas would be facilitated by Corridor B</li> <li>• Aligns with nodes of certainty – HS2 and EWR – and opportunity for multi-modal links</li> <li>• Corridor A is the wrong side of feeder roads</li> <li>• Opportunities to capitalise on infrastructure being developed for HS2 e.g. Calvert maintenance depot</li> <li>• Expressway could facilitate upgrading the A34</li> <li>• A34 capacity could be freed up by new junction to serve Bicester between Jct 9 and 10</li> <li>• Could help relieve capacity constraints on A421 and A46</li> </ul>	<p>(no stakeholders in the Growth &amp; Development workshop nominated Corridor B as their least-preferred option)</p>

Corridor	Preferred option	Least preferred option
	<ul style="list-style-type: none"> <li>• Middle option gives potential for growth to both the north and the south</li> <li>• Could open up the area to the north of Aylesbury for growth</li> <li>• Greater potential for new towns along Corridor B, such as near Bicester or Winslow.</li> </ul>	
C	(no stakeholders in the Growth & Development workshop supported Corridor C as their preferred option)	<ul style="list-style-type: none"> <li>• Longer overall route; may generate unintended consequences by creating rat-runs through smaller communities as road users seek to cut down on journey times.</li> <li>• Corridor has less apparent interface with EWR.</li> <li>• Adds to the growth agenda of larger centres (Bicester, MK) but represents traditional, archaic strategic planning rather than seeking to create sustainable communities</li> <li>• Fails to facilitate international development by connecting airports</li> <li>• Does not help to address objectives set for the Expressway</li> </ul>

### D2.3. Strategic Environment SRG (combined workshops)

Broad (cross-corridor) points:

- Examples of other sites that may not be captured in public datasets: housing site to the east of Aylesbury – Kingsbrooke – setting new nature-friendly development benchmark, includes creation of wetland nature park.

	Preferred option	Least preferred option
A	<ul style="list-style-type: none"> <li>• ‘Least worst’ option for statutory nature protection sites, ancient woodland</li> <li>• Connects urban areas well – as with Corridor C, serves existing towns better than B and has potential to use existing road network</li> </ul>	<ul style="list-style-type: none"> <li>• More challenging landscape issues and potential to impact on the setting of the Chilterns AONB</li> <li>• Flooding concerns along the River Thames, which is also important for wildlife</li> <li>• Greensand Ridge NIA important for wildlife and recreational amenity –</li> </ul>

	Preferred option	Least preferred option
	<ul style="list-style-type: none"> <li>• Lowest impact to the setting of the Chilterns AONB</li> <li>• Most direct option (distance and journey times)</li> </ul>	<p>potential for direct and indirect impacts (for example, noise pollution)</p> <ul style="list-style-type: none"> <li>• Corridor ends up the wrong side of Oxford and would need a new route through greenbelt to the east and south of the city</li> <li>• An expressway from Aylesbury to Milton Keynes could drain jobs and retail spend from Aylesbury to Milton Keynes.</li> <li>• Leighton Buzzard urban area is increasingly severed from the countryside due to road development – congestion has increased since the Linslade Western Bypass and affected amenity of the area</li> </ul>
B	<ul style="list-style-type: none"> <li>• Best alignment to East West Rail</li> </ul>	<ul style="list-style-type: none"> <li>• Significant ecological value in Corridor B including Greensand Ridge Nature Improvement Area and Ouzel Valley; Bernwood Forest; Ray Valley and Upper River Ray nature reserve; Shabbington wood complex SSSI; Oxford Meadows SAC and Wytham Wood SSSI; Cothill SAC</li> <li>• Areas of ancient woodland and veteran trees known to occur</li> <li>• Waterways around Oxford and River Thames south, as well as proposed Bedford-Milton Keynes canal</li> <li>• Areas of open countryside which should remain undeveloped</li> <li>• Does not serve existing towns well – other options provide better linkages to Buckingham (C), Aylesbury (A) and Leighton Buzzard (A)</li> <li>• No advantage to putting EWR and expressway together</li> <li>• Designated nature conservation sites around Oxford which should be protected and could be damaged by Corridor C and B if it goes either side of Oxford</li> </ul>
C	<ul style="list-style-type: none"> <li>• Fewer areas of green belt and designated landscapes</li> </ul>	<ul style="list-style-type: none"> <li>• Designated nature conservation sites around Oxford which should be protected and could be damaged by</li> </ul>

	Preferred option	Least preferred option
	<ul style="list-style-type: none"> <li>• Utilising existing road network (such as A421) would be preferable, minimising severance and land take</li> <li>• Buckingham and Bletchley have fewer environmental concerns</li> <li>• Corridor C appears to be quicker solution between Cambridge-Milton Keynes and business parks north of Oxford</li> <li>• May support growth of existing towns and improve infrastructure</li> <li>• Close to East West Rail providing a more integrated corridor</li> <li>• If wildlife issues west of Oxford could be addressed, Corridor C builds on existing transport corridors into the Knowledge Spine</li> </ul>	<p>Corridor C and B if it goes either side of Oxford (Cothill Fens SAC, Little Wittenham SAC, Oxford Meadows SAC, Wytham Wood SSSI). European protected species such as Newts known to occur.</p> <ul style="list-style-type: none"> <li>• Areas of ancient woodland occur to the west of Bicester</li> <li>• Canals will be affected by the Expressway, particularly Corridor C</li> </ul>

#### D2.4. Strategic Road Users SRG

Broad (cross-corridor) points:

- There has been a drive to move to electric vehicles nationally, but trucks and HGVs are likely to be powered by gas. The Project Team needs to ensure the correct infrastructure is in place: this would include service areas to re-fuel gas for HGVs and lorries
- It is extremely important to have a free flowing network, especially from an environmental perspective. For truck drivers to go from 0-30mph three times in a mile, triples emissions as opposed to travelling at a constant speed of 30mph.
- A route east of Oxford would be a better strategy than west to reduce congestion in and around the city.
- Didcot is growing and more infrastructure is needed to support growth. A Park and Ride south of Oxford could be developed to reduce congestion in City centre, and have an Expressway route that veers east, taking longer-distance traffic away from the city.
- There is discussion of a busway from Cambridge-Cambourne. Stakeholders were encouraged by reference to a bus lane between the Science Vale to Oxford in the Oxford to Cambridge Expressway strategic study: stage 3 report
- Need to remember the first-last mile link – an expressway won't get people to/from workplace and home. Part of this is the junction strategy, and how the Expressway is integrated and supported by local measures:

	Preferred option	Least preferred option
A	<ul style="list-style-type: none"> <li>• Potential to ease traffic to Oxford by improving conditions on A34, reducing traffic from Oxford ring road</li> <li>• Would allow continuity of bus service through Milton Keynes, Buckingham, Bicester and divert HGVs and cars to avoid areas on route to end destination.</li> <li>• Improve local connectivity between smaller communities and local access to services in Didcot, Abingdon, Oxford area</li> <li>• May involve least community severance</li> </ul>	(no stakeholders in the Road Users SRG workshop nominated Corridor A as their least-preferred option)
B	<ul style="list-style-type: none"> <li>• (No points made in specific reference to Corridor B)</li> </ul>	<ul style="list-style-type: none"> <li>• (no stakeholders in the Road Users SRG workshop nominated Corridor B as their least-preferred option)</li> </ul>
C	<ul style="list-style-type: none"> <li>• (no stakeholders in the Road Users SRG workshop nominated Corridor C as their preferred option)</li> </ul>	<ul style="list-style-type: none"> <li>• Smaller-scale improvements and supporting public transport can be solution for Corridor C – Expressway is not the solution needed.</li> <li>• Corridor C would take the line of existing roads. Expressway needs to be actively different than the current road alignment and bypass the stop-start element of the existing route. Should effectively divert longer-distance traffic onto SRN and alleviates local roads to deliver efficient and effective bus service between communities</li> </ul>

## D2.5. Strategic Employers (Traffic Generators) SRG

Broad (cross-corridor) points:

- Congestion in Oxford and question about the effect of the Expressway on air quality and carbon emissions
- Stakeholders would like to see first-last mile investment including into sustainable transport measures
- Certain stakeholders did not have a view on corridors because they felt that there was too little information
- Stakeholders stated that if they could be certain that Corridor B would follow the East West Rail route that it would help to come to an informed decision
- If the Expressway was to route close to Oxford, it could make the land in Milton Keynes more valuable because of Oxford land being built on.

	Preferred option	Least preferred option
A	<ul style="list-style-type: none"> <li>• Provides good access to eastern arc of Oxford</li> <li>• Supports connectivity for existing towns</li> <li>• Potential for shorter journey times</li> <li>• Good option for HGVs – will help logistically</li> <li>• Provides good access to areas of future development in the east of Oxford</li> </ul>	<ul style="list-style-type: none"> <li>• (no stakeholders in the Strategic Employers/Traffic Generators SRG workshop nominated Corridor A as their least preferred option)</li> </ul>
B	<ul style="list-style-type: none"> <li>• (No points made in specific reference to Corridor B)</li> </ul>	<ul style="list-style-type: none"> <li>• Green belt – would not want this to be built upon</li> <li>• Businesses want to tread lightly (corporate social responsibility). Corridor B would cross more undeveloped/natural countryside and businesses wish to follow environmental sustainability principles. If there is a route that doesn't leave a 'concrete footprint' then that's the best option</li> </ul>
C	<ul style="list-style-type: none"> <li>• Opportunity to improve commuting times from Buckingham to Milton Keynes – road is in serious need of upgrading (single carriageway in sections and many roundabouts). Substantial growth is taking place in Buckingham. Commuting times between the two centres can be in excess of 45 minutes at 8am.</li> <li>• Improved freight productivity - Existing goods movement have to preview for congestion in travel plans between Oxford and Buckingham on A421</li> <li>• Corridor C would service greater population, major centres, outweighing the negligible journey time saving of B or A against C.</li> <li>• Connectivity from the north – More likely to come off at Junction 14 than other options</li> <li>• Businesses want to 'tread lightly' – avoid land take (loss of undeveloped countryside), severance and associated environmental impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Least efficient for journeys from one end of the Arc to the other: longest, slowest, second lowest employment growth. Would need to be other factors than length, job growth, speed to justify Corridor C.</li> <li>• Would have to bypass existing congestion hotspots e.g. Bicester Village.</li> <li>• Bicester has good rail links to Oxford, Oxford Parkway, while centres in the southern Corridor A are not so well connected e.g. there is only one bus service from Aylesbury to Oxford (280 bus route). Could develop a park and ride between Aylesbury and Oxford to help manage traffic generated.</li> </ul>

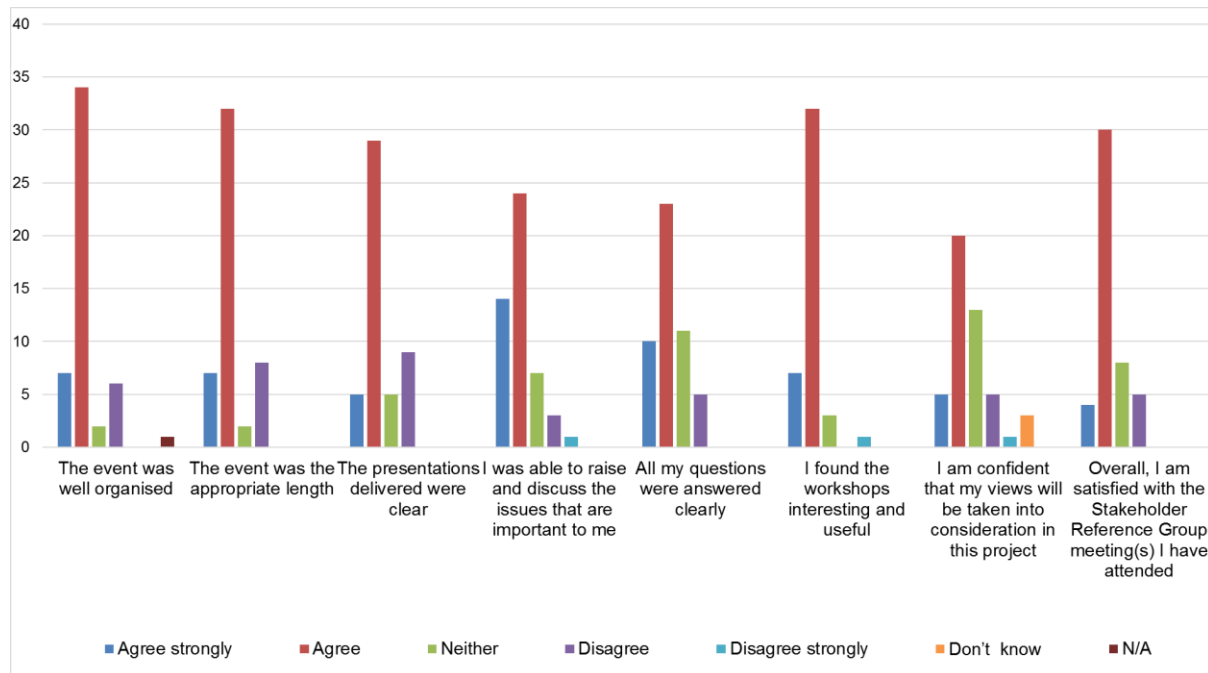


	Preferred option	Least preferred option
	<ul style="list-style-type: none"><li>• Opportunity to link up innovative technology clusters – test bed centres around MK, Oxford e.g. Millbrooke.</li><li>• Opportunity to create articulated alignment of Ivy League universities along knowledge spine – Oxford University, Buckingham, Bedford, Cranfield, Open University, new Milton Keynes University (working name MK:U), Cambridge University.</li></ul>	

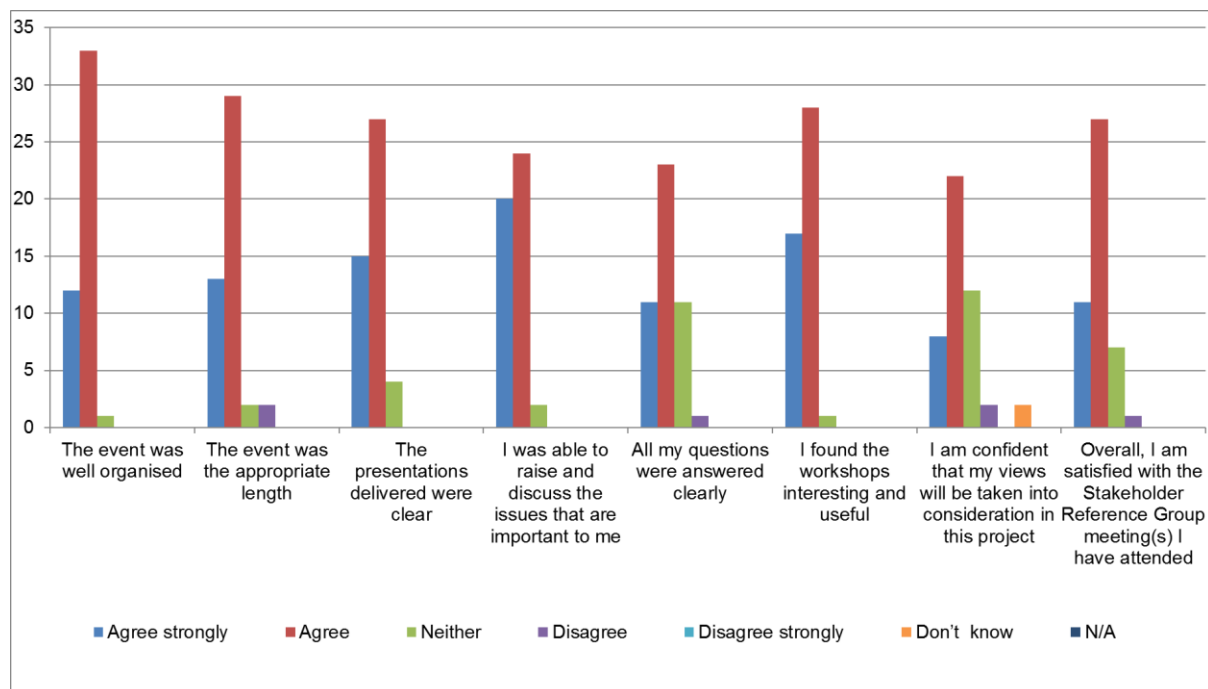
### D3. Stakeholder feedback

Feedback from the two rounds of engagement with the stakeholder reference groups has been compiled. The data shows the majority of stakeholders who attended were satisfied with the organisation, format, and content of the workshops.

**Figure D3.1.1: SRG forum feedback - December 2017**



**Figure D3.1.2: SRG corridor workshop feedback - March 2018**



## Appendix E. Organisations sent a request for written representations

1.	Affinity Water
2.	AgriFood Charity Partnership
3.	Aldi
4.	Alliance of British Drivers
5.	Anglia Ruskin University
6.	Anglian Water
7.	Arriva
8.	Asda
9.	Association of Ambulance Chief Executives
10.	Association of Vehicle Recovery Operators
11.	AstraZeneca
12.	Aylesbury Vale District Council
13.	Bedford and Milton Keynes Waterway Trust
14.	Bedford Borough Council
15.	Bedford Group of Internal Drainage Boards
16.	Bedfordshire Fire and Rescue Service
17.	Bedfordshire Local Nature Partnership
18.	British Cycling
19.	British Horse Society
20.	British International Freight Association
21.	British Motorcyclists Federation
22.	British Transport Police
23.	British/American Tobacco
24.	BT
25.	Buckinghamshire & Milton Keynes Natural Environment Partnership

26.	Buckinghamshire Business First
27.	Buckinghamshire Chamber of Commerce
28.	Buckinghamshire County Council
29.	Buckinghamshire Fire and Rescue Service
30.	Buckinghamshire Thames Valley LEP
31.	Bus Users
32.	Cadent Gas
33.	Cambridge & Peterborough Combined Authority
34.	Cambridge City Council
35.	Cambridge Network
36.	Cambridge University
37.	Cambridge Water
38.	Cambridgeshire Chamber of Commerce
39.	Cambridgeshire County Council
40.	Cambridgeshire Fire and Rescue Service
41.	Campaign for Better Transport
42.	Campaign to Protect Rural England
43.	Canals and River Trust
44.	CBI East of England
45.	Central Bedfordshire Council
46.	Centrica
47.	Chartered Institute of Logistics and Transportation
48.	Chartered Institution of Highways and Transportation
49.	Cherwell District Council
50.	Chief Fire Officers Association
51.	Chiltern District Council
52.	Chiltern Railways

53.	Chilterns Conservation Board
54.	Confederation of British Industry (CBI)
55.	Confederation of Passenger Transport
56.	Corby Borough Council
57.	Cranfield University
58.	CrossCountry Trains
59.	Cube Design
60.	Cyclist Touring Club (CTC)
61.	Daventry District Council
62.	Diageo
63.	Earth Trust
64.	East Cambridgeshire District Council
65.	East Midland Trains
66.	East Northamptonshire Council
67.	East of England Ambulance Services
68.	Ecofit Construction
69.	Eddie Stobart
70.	EDF
71.	English Regional Transport Association
72.	Environment Agency
73.	EON
74.	Expressway Action Group
75.	Federation of Small Businesses
76.	Felixstowe Port
77.	Fenland District Council
78.	Forest of Marston Vale Trust
79.	Forestry Commission

80.	Friends of the Earth
81.	FTA (Freight Transport Association)
82.	GB Rail Freight
83.	GlaxoSmithKline (GSK)
84.	Govia Thameslink Railway (GTR)
85.	Great Western Railway
86.	Greater Anglia
87.	Greater Cambridge Partnership
88.	Greater Cambridgeshire/Greater Peterborough LEP
89.	Green Flag
90.	Hertfordshire County Council
91.	Hertfordshire LEP
92.	Hilton Hotels & Resorts
93.	Historic England
94.	Holiday Inn
95.	Home Builders Federation
96.	Homes England
97.	Ibis
98.	HSBC
99.	Huntingdonshire District Council
100.	Inland Waterways Association
101.	John Lewis
102.	Kettering Borough Council
103.	Lidl
104.	Lloyds Banking Group
105.	London Luton Airport
106.	London Midland Trains

107.	London Oxford Airport
108.	Luton Borough Council
109.	Marshall Aerospace and Defence Group
110.	Megabus
111.	Milton Keynes Chamber of Commerce
112.	Milton Keynes Council
113.	Milton Keynes Development Partnership
114.	Milton Keynes Green Party
115.	Morrisons
116.	National Express
117.	National Farmers Union
118.	National Grid
119.	National Police Chief's Council
120.	National Trust
121.	Natural England
122.	Network Rail
123.	NHS Midlands and East
124.	North Wessex Downs AONB Unit
125.	Northampton Borough Council
126.	Northamptonshire County Council
127.	Northamptonshire Local Nature Partnership
128.	Office of Rail and Road
129.	Open Spaces Society
130.	Oxford Brookes University
131.	Oxford Bus Company
132.	Oxford City Council
133.	Oxford Green Belt Network

134.	Oxford Construction Company
135.	Oxford Space Systems
136.	Oxford University
137.	Oxfordshire Business First
138.	Oxfordshire Chamber of Commerce
139.	Oxfordshire County Council
140.	Oxfordshire Fire and Rescue Service
141.	Oxfordshire Growth Board
142.	Oxfordshire LEP
143.	Peterborough City Council
144.	Police Federation of England and Wales
145.	Premier Inn Hotels
146.	RAC Foundation
147.	Road Hauliers Association
148.	Royal Society for the Protection of Birds (RSPB)
149.	Sainsbury's
150.	Scottish Power
151.	Shire Construction Ltd
152.	Silverstone Circuits Ltd
153.	South Buckinghamshire District Council
154.	South Cambridgeshire District Council
155.	South Central Ambulance Trust
156.	South East Midlands LEP
157.	South Northamptonshire District Council
158.	South Oxfordshire District Council
159.	St Albans District Council
160.	Stagecoach



161.	Stansted Airport
162.	Sustrans
163.	Swift Building Company
164.	Swindon Borough Council
165.	Tesco
166.	Thames Valley Berkshire LEP
167.	Thames Valley Chamber of Commerce
168.	Thames Water
169.	The Association of Drainage Authorities (ADA)
170.	The Central Corridor Group
171.	The Civil Aviation Authority
172.	The Cooperative Group
173.	The Greensand Trust
174.	The Local Government Association
175.	The Office of Gas and Electricity Markets (Ofgem)
176.	The Open University
177.	The Water Services Regulation Authority (Ofwat)
178.	The Wildlife Trusts
179.	Transport Focus
180.	Transport Systems Catapult
181.	Travelodge UK
182.	University of Buckingham
183.	University of Northampton
184.	Vale of White Horse District Council
185.	Virgin Trains
186.	Vodafone
187.	Waitrose

188.	Wellingborough District Council
189.	West Berkshire Council
190.	Wild Oxfordshire
191.	Woodland Trust
192.	Wycombe District Council

## Appendix F. Breakdown of representation themes

Theme	Description
Archaeology and Cultural Heritage	This theme relates to respondents' concerns about the corridors' effect on archaeology and cultural heritage assets
Biodiversity	This theme refers to respondents who referred particularly to a commitment to a net gain in biodiversity.
Congestion, Connectivity and Accessibility	This theme refers to the connectivity of the road network, traffic on the roads – including buses and HGVs – and includes issues such as traffic speeds, congestion and traffic volumes.  It also refers to accessibility to different locations and for different groups of users.
Design, Construction and Cost (including mitigation and compensation)	This theme relates to stakeholders' points concerning scheme design and cost of construction.
Nature Conservation, Woodlands and Ancient Woodlands	This theme refers to respondents' concerns about the corridors' effect on nature conservation, woodlands and ancient woodlands.
Planning, Growth and Strategy	This theme refers to respondents' concerns about local authority planning and growth aspirations and the lack of an overall masterplan to coordinate them. This theme also encompasses comments on other related schemes
Water	This theme refers to respondents' concerns about the corridors' potential effects on watercourses, floodplains and drainage.
Safety	This theme relates to any points raised regarding safety, road-related incidents and road user behavior.
Other	This theme captured anything that was not covered in the other 8 codes.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

© Crown copyright 2018.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/) write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

Mapping (where present): © Crown copyright and database rights 2018 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk) For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PRxxxx**.

Highways England creative job number BED18\_0181

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by Highways England.

Registered office Bridge House,  
1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered  
in England and Wales number 09346363