

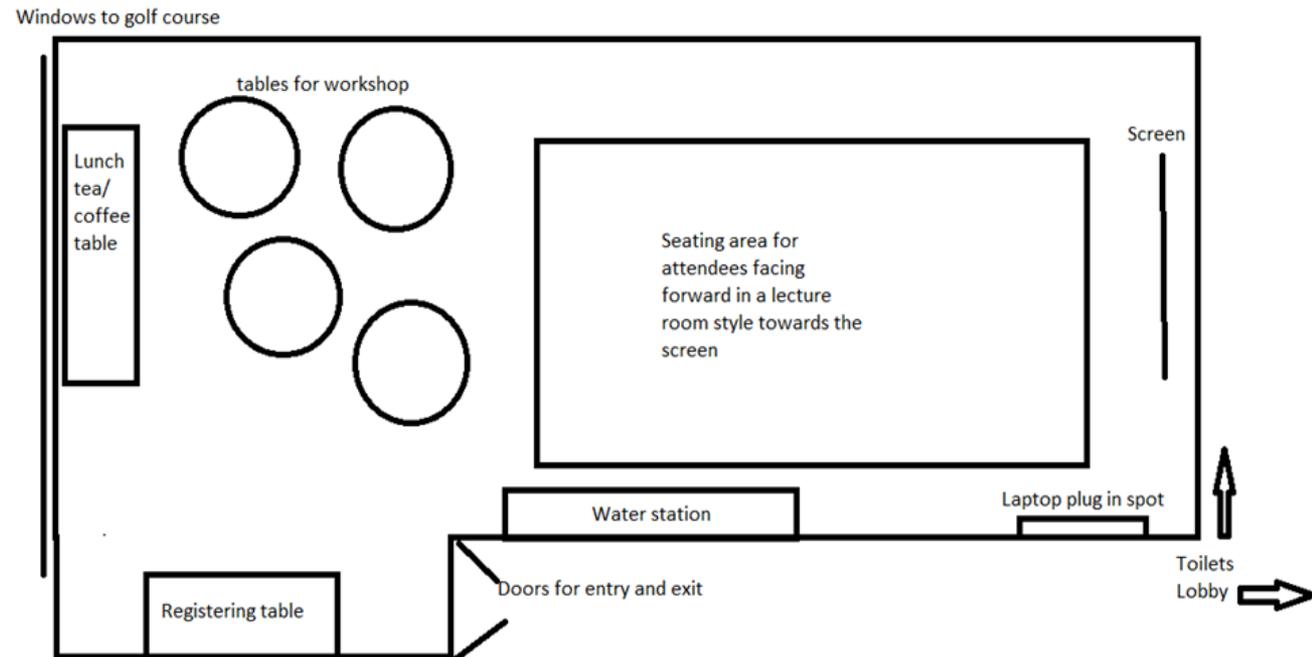
Welcome to the
A1 East of England
and
Oxford to Cambridge Expressway
Strategic Study

Final Stakeholder Reference
Group

18 October 2017

Administration points

- Evacuation in case of fire
- Meeting photographer
- Feedback forms – *please tell us how we can improve your meeting experience for the future*
- WiFi (Mercure Hotspot)
- WCs
- Q&A
- Mobile phones
- Safety Moment



Agenda

Item	Topic	Lead	Start Time
1	Welcome & Introductions Opening address	Philip Andrews, Deputy Director RIS, DfT	10:00
2	Transformational Growth in England's Economic Heartland (EEH)	Martin Tugwell, Programme Director, EEH	10:10
3	Part 1 - A1 East of England and Oxford to Cambridge Expressway (Ox-Cam) - Closing out the strategic studies	Jeremy Bloom, Network Planning Director, Highways England (HE)	10:45
	• A1 East of England	Alan Kirkdale, A1 Study Project Manager, HE, and Rehan Mian, WSP	11:00
	• Ox-Cam	Matt Stafford, Ox-Cam Project Director, HE	11:15
4	Question & Answer Panel	Andrews/Tugwell/Bloom	11:30
	Lunch	All	12:00
5	Part 2 - Ox-Cam, the Way Ahead Ox-Cam Corridor and Route Option Identification and Selection, and Scheme Strategic Direction	Dean Sporn, Ox-Cam Senior Responsible Owner, HE Matt Stafford, Ox-Cam Project Director, HE David Fairman, Ox-Cam Project Director, Jacobs	12:30
6	Engagement and Communications Strategy	Steve Tomkins, Engagement, Project Team	13:10
7	Question & Answer Panel	Sporn/Stafford/Tomkins	13:35
8	Workshops and Open Discussions / refreshments	Project Team	13:50
9	Event Closure	All	15:00

Aim of meeting

*...build working relationships with stakeholders for
the A1 East of England and Oxford to Cambridge
Expressway schemes*

*We are here to listen....understand....and develop
the dialogue that will assist in setting the conditions
for successful conduct and completion of these
schemes*

Item 1. Welcome, Introduction & Opening Address

Philip Andrews

Deputy Director Road Investment Strategy DfT

18 October 2017

Major Projects Lifecycle

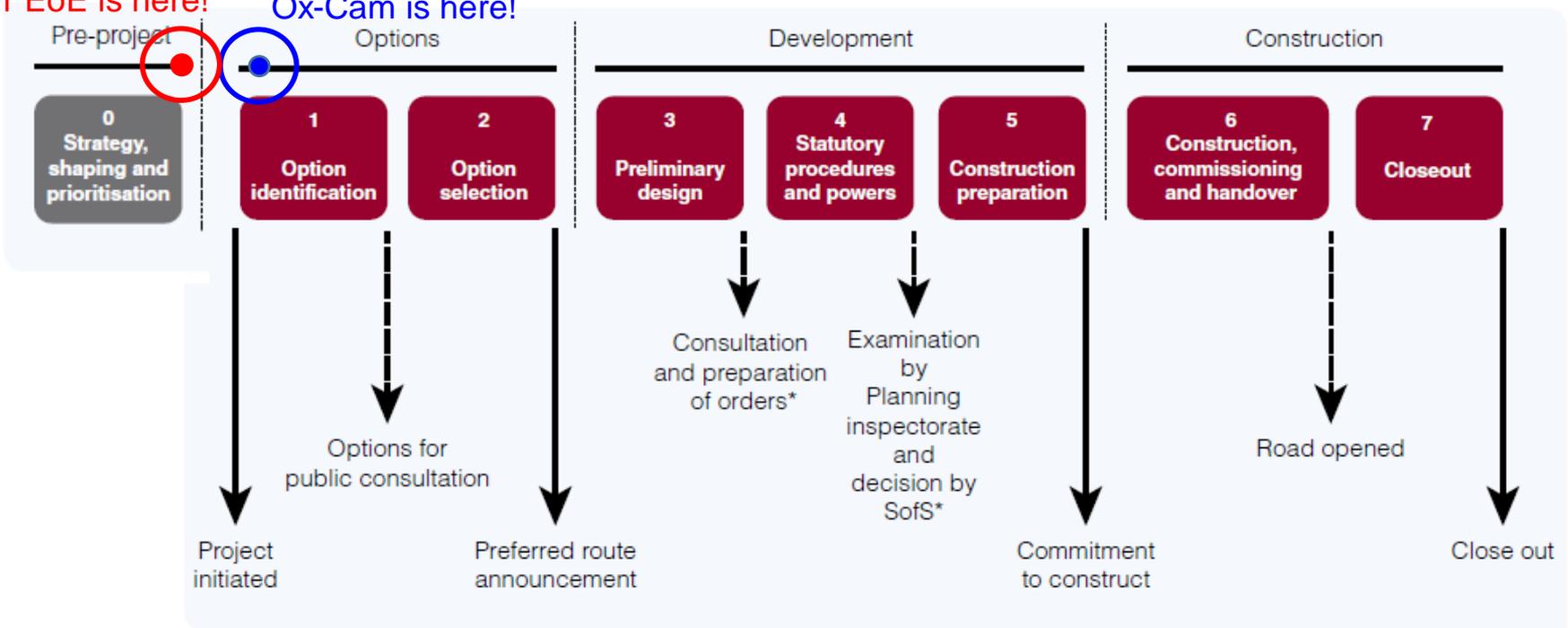
Stage 0 - Strategy, shaping and prioritisation - COMPLETED

Key decision points in the Major Projects lifecycle

The stages reflect the significant decision points in the project's development and delivery.

A1 EoE is here!

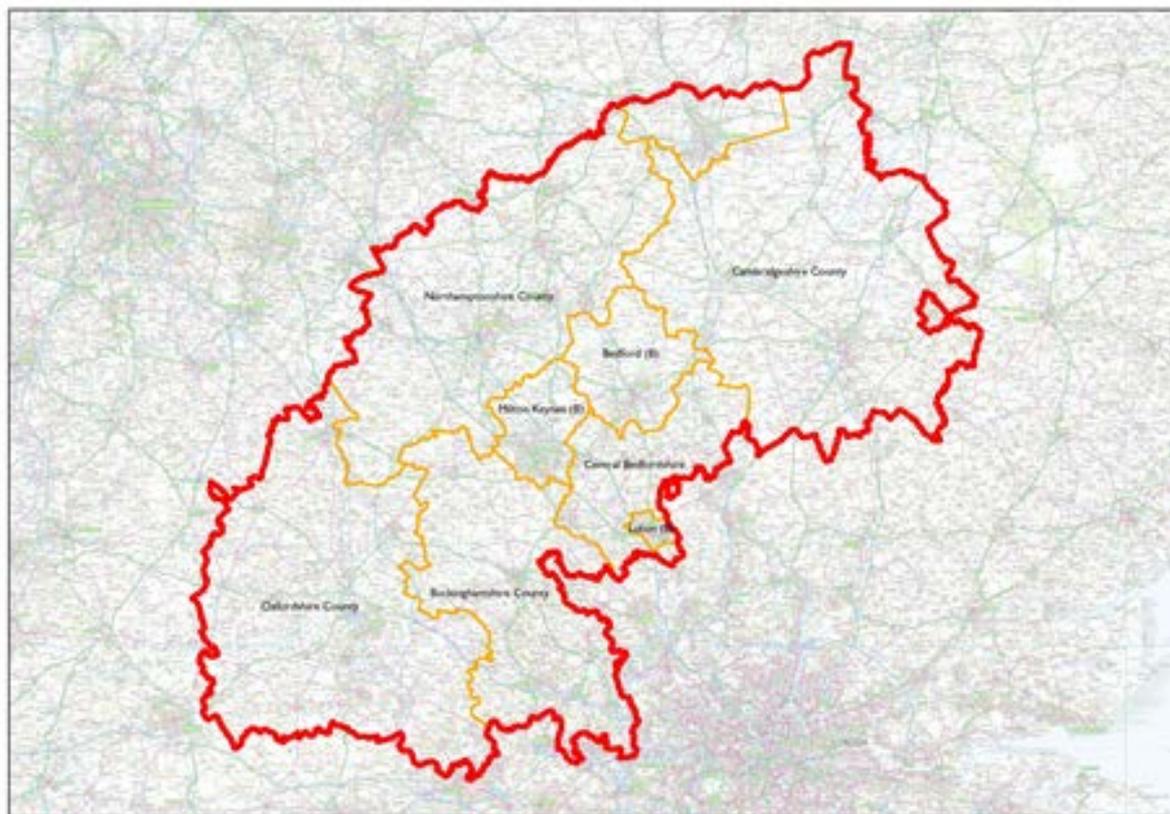
Ox-Cam is here!



Item 2. Transformational Growth in England's Economic Heartland

Martin Tugwell
Programme Director EEH
18 October 2017

England's Economic Heartland Strategic Alliance



Collaborative working founded in mutual trust and confidence

At the Heart of Technology Enabled Science and Innovation



Population
3.45 million



Gross Value
+
Added



of over
+
£92.5bn

175,000 businesses



employing
+
over

1.64 million people



Why the Strategic Alliance?

Strategic Alliance initiative came about in response to recognition that:

- Strategic infrastructure issues (and solutions) **extend beyond any one single area**
- Issues that are common to one or more area can benefit from a **co-ordinated response**
- Need for **stronger integration of investment** by Government, its agencies, local authorities, as well as infrastructure and service providers

The **Alliance partners share a common aim**: to look beyond current success and:

- Address identified barriers to economic activity (both existing and planned growth)
- Raise productivity to match, and where possible exceed, that of our global competitors

To achieve this requires the Strategic Alliance to:

- Strip away duplication, remove inefficiencies, **enable faster, more agile decisions**
- Simplify funding streams wherever possible so that the **time (and cost) taken to develop proposals and get them delivered on the ground is reduced**
- Provide **greater certainty for private sector investors** thereby encouraging them to commit sooner to investments with greater confidence

Our Potential

(as identified by the National Infrastructure Commission)

'The corridor connecting Cambridge, Milton Keynes and Oxford could be the UK's Silicon Valley – a world renowned centre for science, technology and innovation.'

'But its future success is not guaranteed'

'The Cambridge – Milton Keynes – Oxford corridor has a major role to play in the future of the UK economy.'

'With the exception of London, no other part of the country hosts such a powerful combination of:

- *World leading universities and research institutes*
- *Globally competitive business clusters*
- *Highly-skilled workers'*

**Potential to realise £85bn - £163bn
additional GVA per annum**

**But a lack of housing and connectivity are
putting future success at risk**



Transformational Growth

- Realising growth on this scale will require:
 - Investment in additional capacity in strategic transport infrastructure and services
 - Investment in digital infrastructure to both enable business to operate in global markets and to enable user focused solutions
- Delivery of a multi-modal transport spine represents a 'once-in-a-generation' opportunity to realise a step-change in connectivity
- This requires planning and delivery of improvements in connectivity to be taken forward as part of a wider approach across the Heartland





Strategic Transport Forum

Established Feb '16 – involves all the Alliance partners, DfT, Highways England, Network Rail, public transport operators, Transport Systems Catapult, Civil Engineering Contractors Association (CECA)

It is the focus for a single conversation with Government:

- Maintaining a single overview of strategic priorities
- Co-designing investment programmes with Government and its agencies
- Establishing joint project teams to deliver strategic proposals
- Sharing of resources and rationalisation of standards, practices and policies to improve the operation of the transport system
- Establishing the area as a 'living laboratory' for technology enabled innovation



Providing Strategic Leadership

- The Overarching Transport Strategy needs to contribute to:
 - Improving connectivity between homes and employment
 - Improving co-ordination of investment in connectivity and new development, in particular supporting delivery of development opportunities focused around transport hubs and interchanges
 - Delivering a transport system that supports the place shaping agenda and accelerates delivery of planned growth
 - Acting as a catalyst for private investment in improvements that enable economic potential, thereby unlocking broader local and national benefits
 - Acting as a framework for enabling local authorities and government to capture a more appropriate share in the uplift of land values for the benefit of local communities



A User Focused Transport System

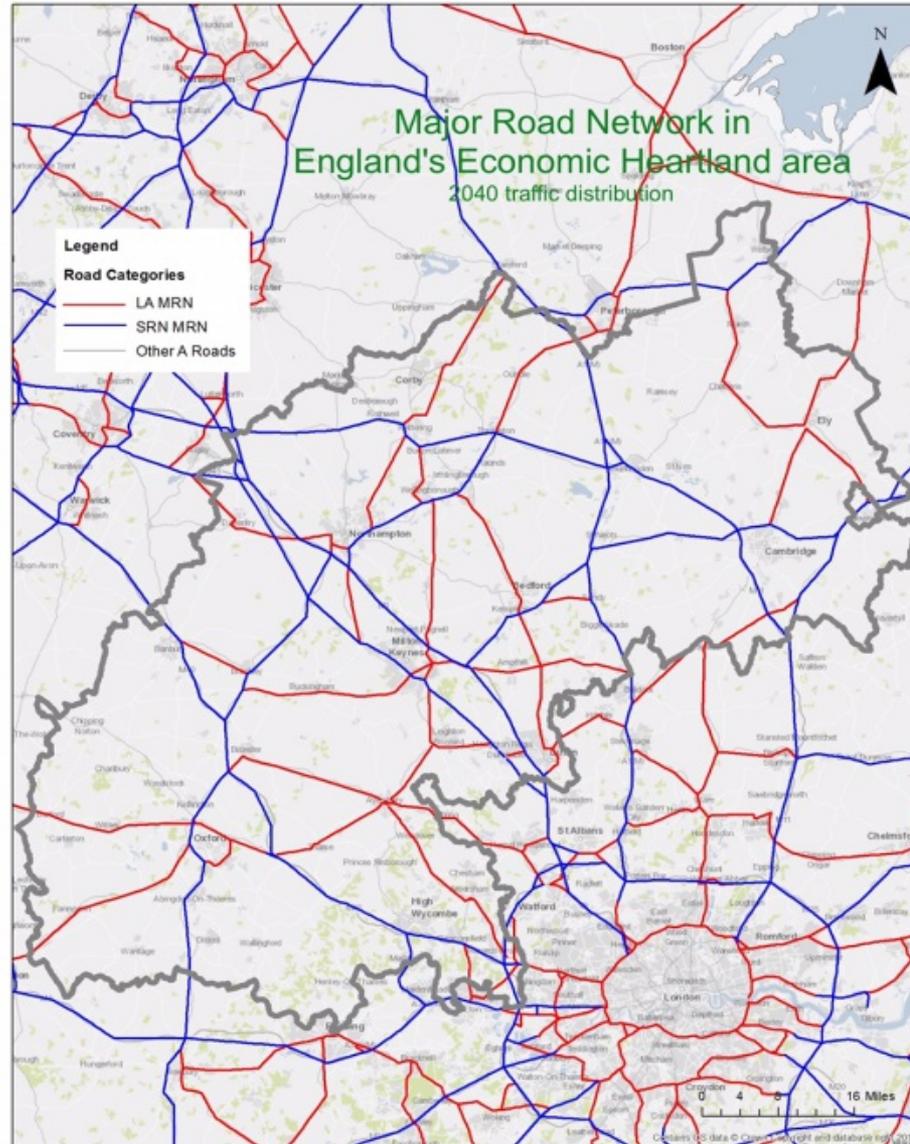
- Need to look beyond immediate issues and take a long term perspective that looks beyond individual Political, economic and planning cycles
- Our traditional approach to identifying and addressing transport issues is no longer sufficient – we need a framework that:
 - Actively promotes a user focused transport system
 - Enables investment in maintaining existing transport infrastructure assets where this supports delivery of planned growth
 - Actively promotes solutions that reduce the environmental impact of the transport system
 - Actively promotes solutions that reduce the environmental impact of the transport system
 - Facilitates integration of strategic investment with 'first/last' mile infrastructure and services provided locally



Strategic Road Investment Priorities

- Three key principles:
 - Ensure that RIS1 commitments are delivered in full
 - Ensure that investment priorities identified as a result of the strategic studies undertaken as part of RIS1 are programmed in RIS2 and taken forward into delivery
 - Ensure that any additional investment priorities are determined on a joint basis between Highways England, and the Strategic Transport Forum, using an agreed Major Road Networks as the basis for identifying those priorities





Strategic Issues for Further Consideration

Key driver – ensuring that there is common understanding and agreement as to the strategic objectives that form the basis for making the investment

Issues that need to be considered in greater detail in order to secure that common understanding:

- The ‘missing link’ – need to align the investment available with the delivery of the strategic objectives: the linkage with planned growth
- The ‘eastern section’ – need to look beyond delivery of A428 Black Cat to Caxton Gibbet: the linkage with planned growth
- The Major Road Network – the multi-modal spine will fundamentally change the shape of both functional economic areas and strategic housing market areas; transformational investment will change travel patterns
- East-West Rail – need to consider the inter-relationship between elements of the multi-modal spine
- North-South Connectivity – need to consider the inter-relationship with A1 East of England, and other north-south corridors

***Item 3. A1 East of England and
Oxford-Cambridge Expressway
RIS2 Context***

Jeremy Bloom

Network Planning Director, Highways England

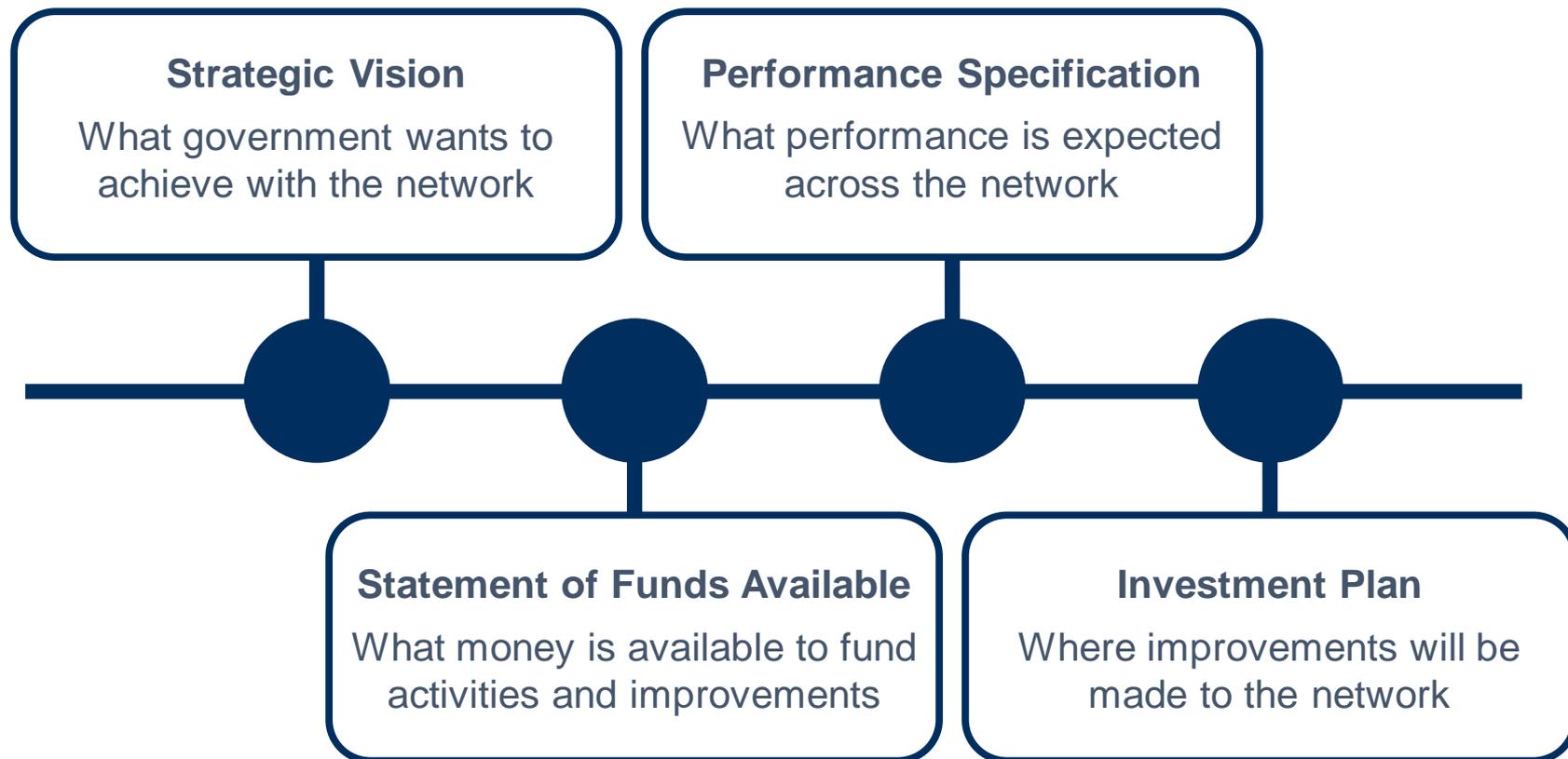
18 October 2017

Road Investment Strategies

Road Investment Strategy: for the 2015/16 – 2019/20 Road Period



What makes up RIS2?



RIS 2 Development

Research

Decision

Mobilise

Road to Growth

Strategic Studies

Route Strategies

Strategic
Road
Network
Initial
Report

Public Consultation

Develop RIS2

Develop SBP

ORR Efficiency
Review

Road
Investment
Strategy

Strategic
Business
Plan

Delivery
Plan

2016-2017

2017-2018

2019

Strategic aims

Safe and
serviceable
network



Supporting
economic
growth



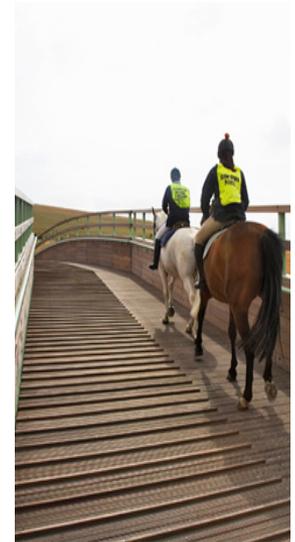
More
free-flowing
network



Improved
environment

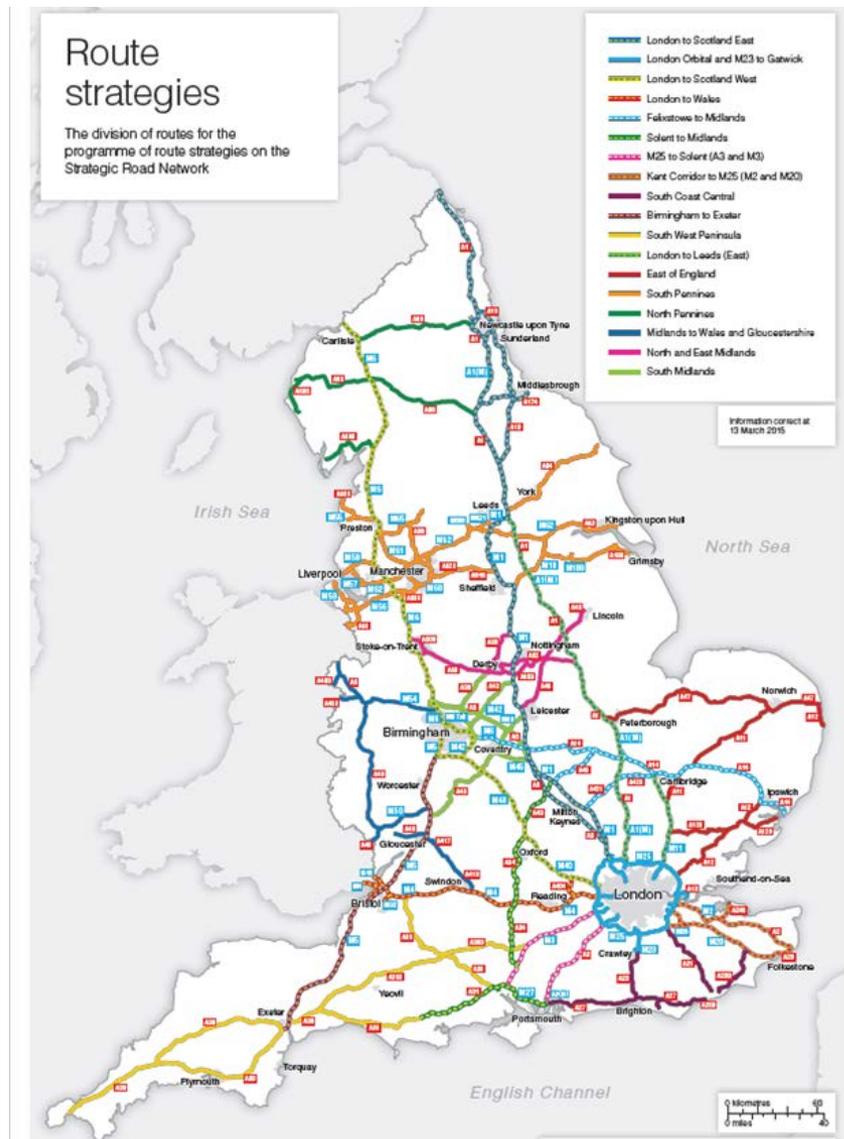


Accessible
and
integrated

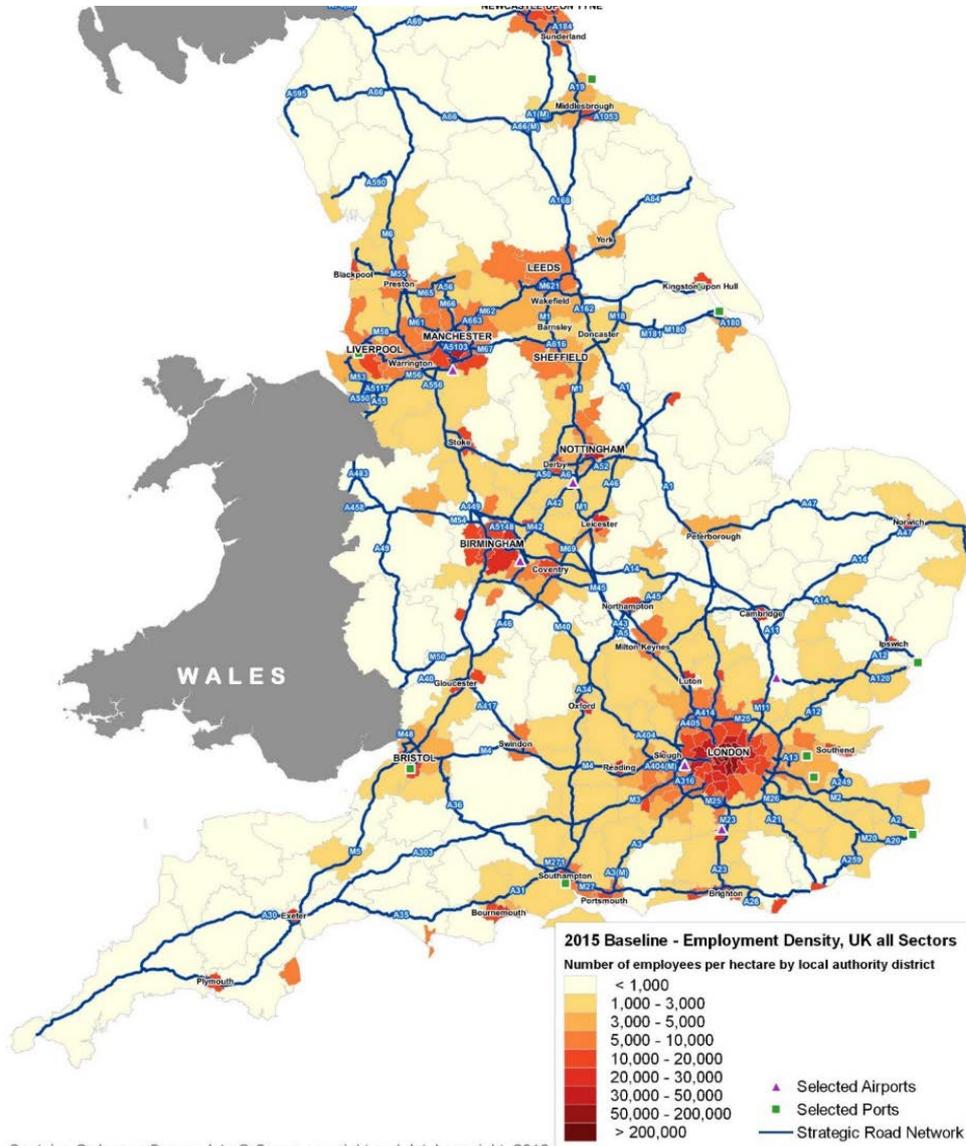


Route strategies

- 18 route strategies describing condition of the road and issues affecting them
- Comprehensive assessment link by link and junction by junction

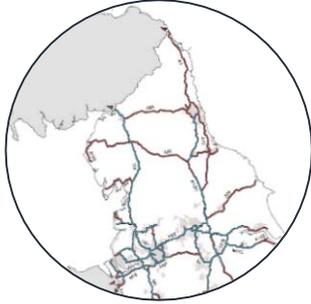


The Road to Growth



- Sectors dependent on the SRN contribute **£314bn to England's economy**
- **91% businesses** in England are located within 15km of SRN

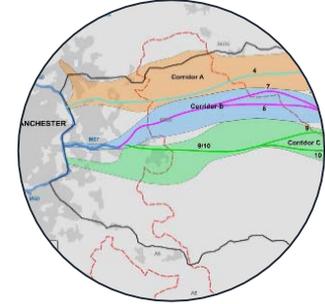
Strategic Studies



**Northern
Trans-Pennine route**



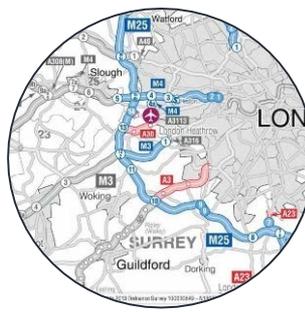
**Manchester NW
quadrant**



**Trans-Pennine
Tunnel**



**Oxford to Cambridge
Expressway**

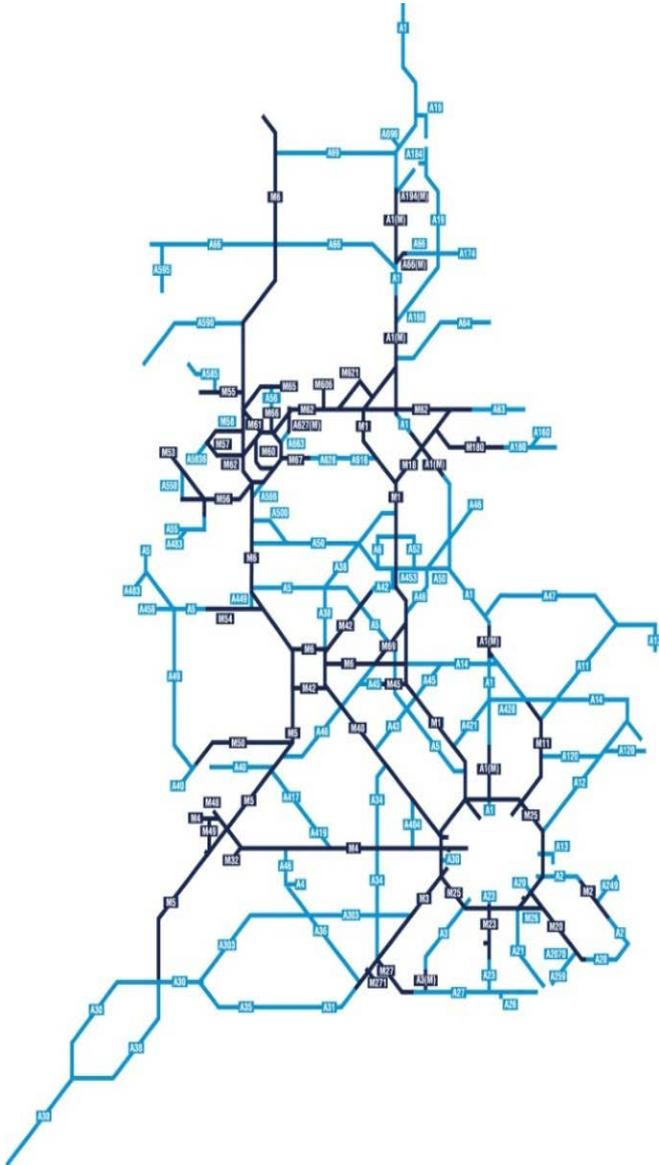


**M25 SW
Quadrant**



**A1 East
of England**

The SRN Initial Report



- An assessment of the current state of the network and user needs
- Published November 2017

Selecting schemes

Gather evidence, including:

Stakeholder views

Strategic Studies

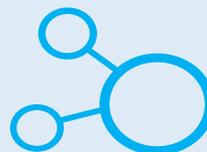
Route Strategies

Road to Growth

Monitoring of Delivery

Traffic Forecasting

Business Performance



Consider impacts of schemes against factors including stakeholder views, safety, environment, economic growth, supply chain capability, and connectivity

Secretary of State

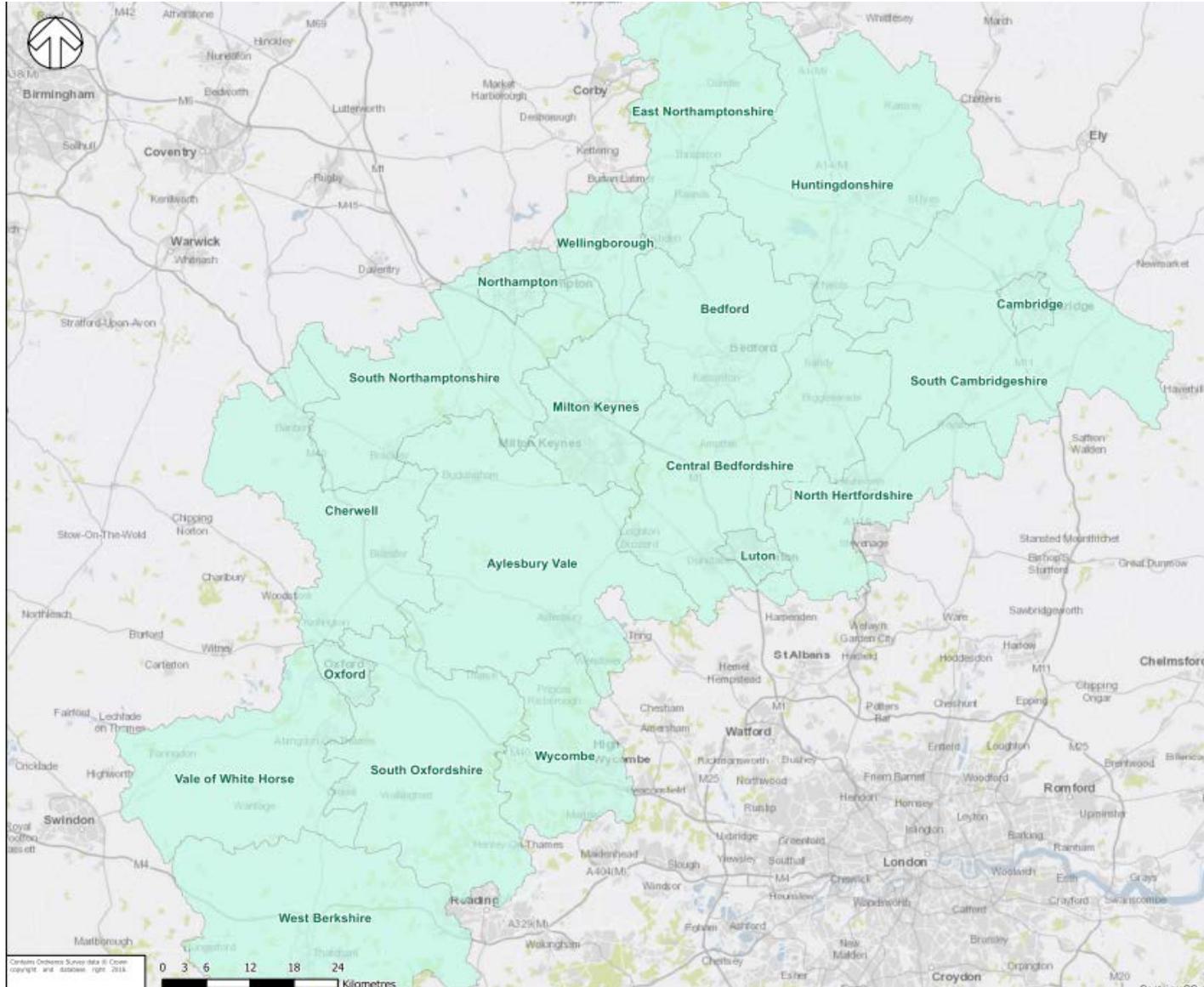
Secretary of State decides strategic vision, funds available, performance specification and investment plan

Delivery Plan

A1 East of England Strategic Study

- Further analysis using Regional Transport Model
- Focus on Central section
- Consideration of local housing plans and National Infrastructure Commission's work
- Results of all analysis will be considered alongside wider evidence base for RIS2.

Oxford to Cambridge Expressway



A428 Black Cat to Caxton Gibbet update

- RIS1 Scheme currently in development stage
 - Non Statutory Consultation was held during March and April 2017
 - 3 routes consulted upon
 - The scheme development will be completed in alignment with both the Oxford-Cambridge Expressway and the A1 strategic study



Next Steps

- Completion of “Stage 0” using Regional Traffic Models
- **Strategic Outline Business Cases (SOBCs)**
- Government committed to spend up to £27m on the next phase of development work on the Oxford-Cambridge Expressway (detailed Options Assessment)

Next Steps contd

- Completion of A1 East of England Strategic Study
- Multi-criteria assessment of potential route strategy schemes
- Development of schemes to produce SOBCs in 12 months
- Initial Report, Government consultation and preparation for RIS2

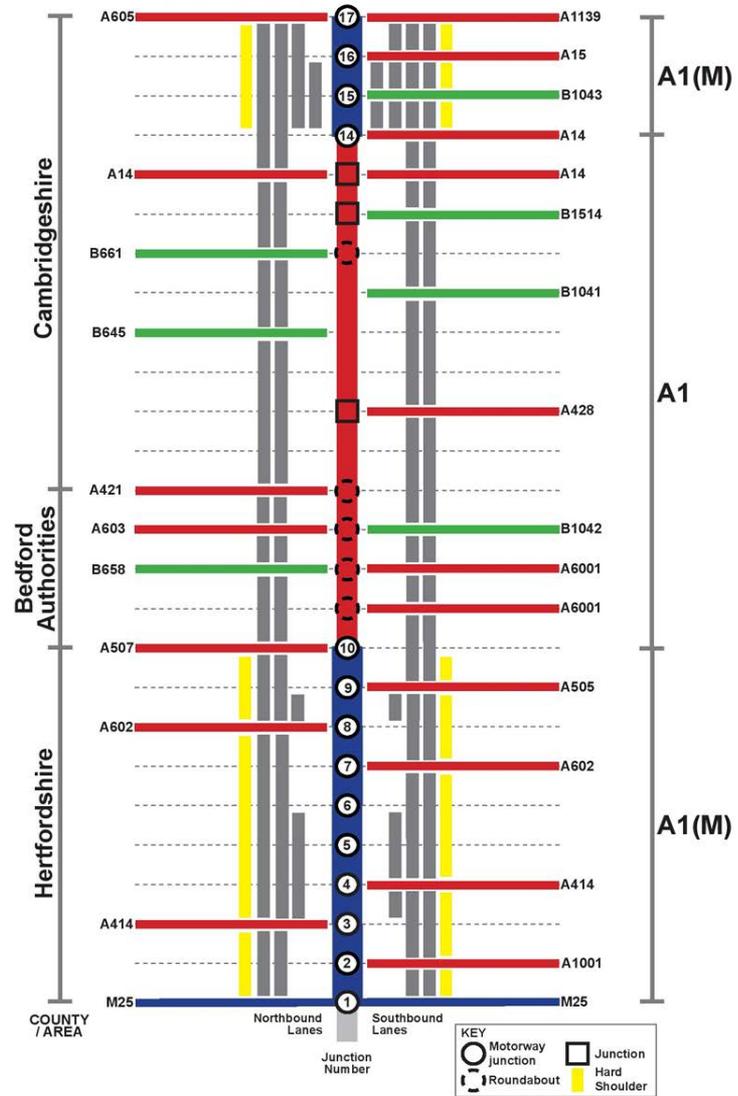
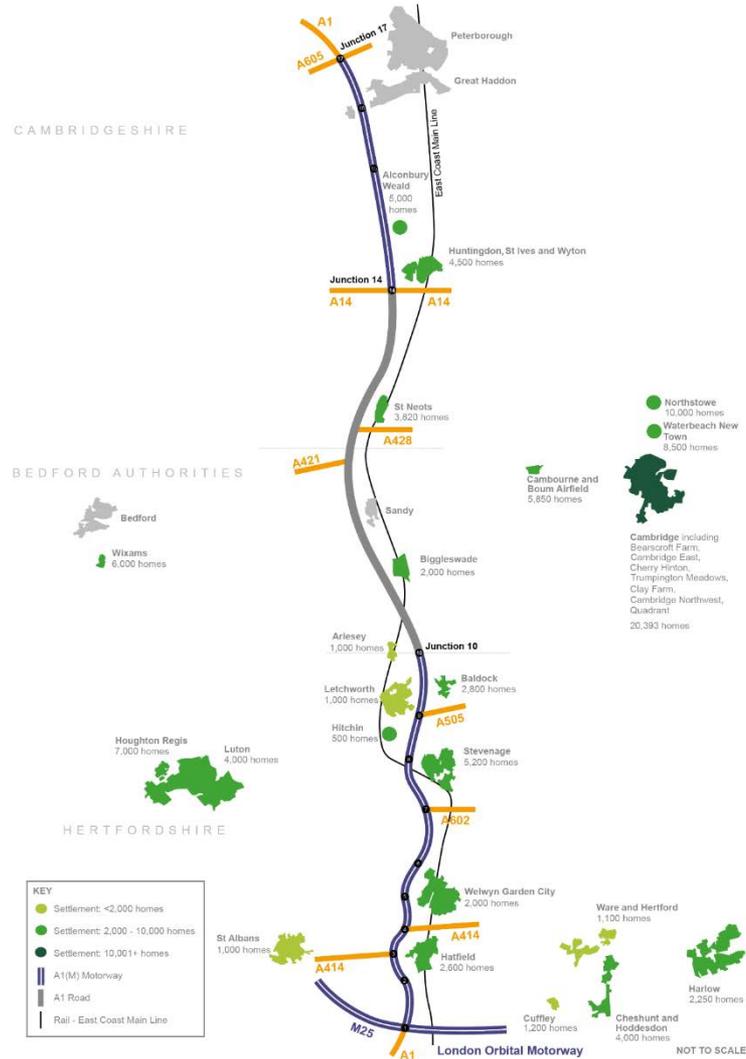
Item 3. A1 East of England Strategic Study – update

Alan Kirkdale

A1 Study Project Manager, Highways England

Rehan Mian, WSP

A1 East of England



Packages from previous work

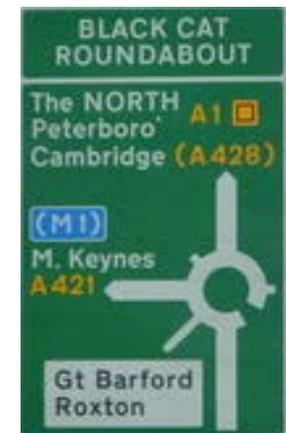
Package	A	B	C
Description	Improve A1(M) through Smart Motorway Local Public Transport and Active transport Improvements Alternative approaches for Junction 10-14		
Junction 10-14	Middle Bypass, mostly off-line	Improve Existing Junctions	Modest Improvements
Benefits	Significant	Significant	Modest
Costs	High	High	Modest
Conclusion	Poor VFM	Poor VFM	Complementary only

- Conclusion of Initial Phase: Investigate Junction 10-14 in more detail

Analysis of A1 J10-14

- Current traffic volumes relatively modest for a strategic corridor
- Significant delay largely at Black Cat
- Future growth in corridor under NTEM scenario: 25% to 2031 and a further 8% to 2041.
- Emerging conclusion is that VfM based on transport benefits alone is likely to be poor for A1 J10-14

Flows at Black Cat	NB AM/PM	SB AM/PM	Lane Capacity
North	2300 / 2100	2100 / 2400	1800
South	850 / 1000	1000 / 800	1800



Ongoing work to assess VfM

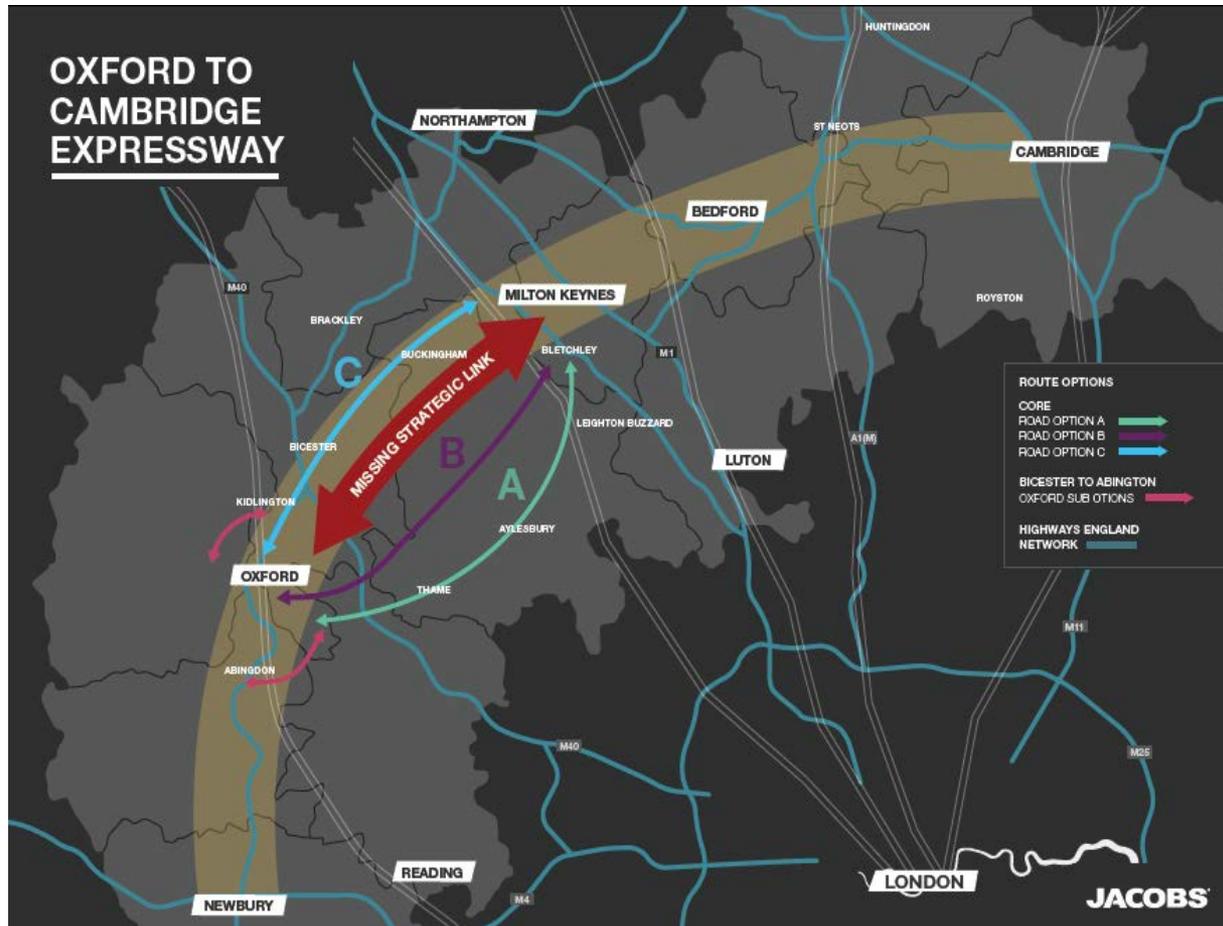
- Aspirations for study area will change VfM of scheme
- Impact of Ox-Cam and associated employment and housing
- Consideration of Bedford and Central Bedfordshire Draft Plans: impact on current road and contribution of A1 scheme to delivering housing and jobs
- Recognition of NIC plans for infrastructure and expectations for additional houses and jobs
- **Conclusion** – work in progress to demonstrate VfM and how an A1 Scheme could unlock growth potential

Item 3. Oxford to Cambridge Expressway – closing out Stage 0

Matt Stafford, Ox-Cam Project Director
Highways England
18 October 2017

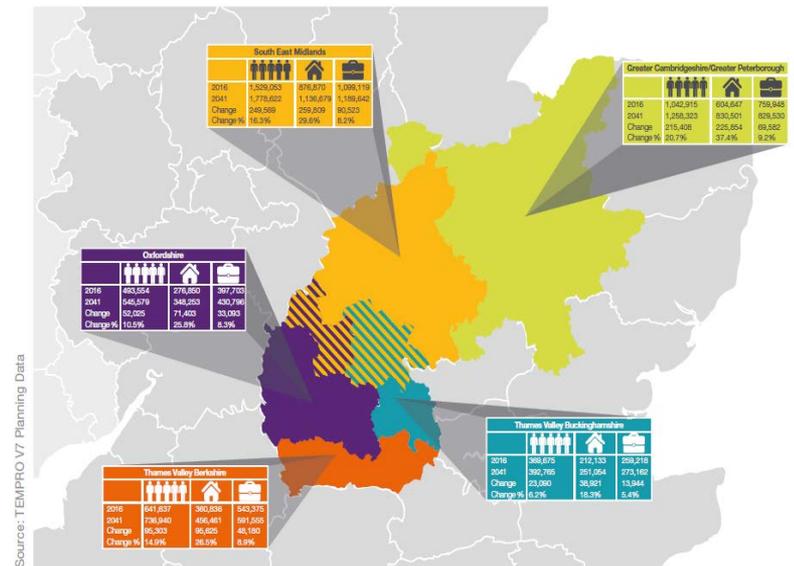
Ox-Cam - Closing out Stage 0 (1/3)

- EAST sifting: Ox-Cam and EWR options compared well against the long-list of options
- Strategic Study Stage 3 Report short listed options for further assessment



Ox-Cam - Closing out Stage 0 (2/3)

- Case for intervention has been shown
- Initial assessment of benefits is promising
 - East-west connectivity
 - Supporting housing and jobs growth
 - Reduced journey times
 - More reliable journeys
 - Improved route safety
 - Network resilience
 - Attractive freight route
- More detailed assessment now required



Ox-Cam - Closing out Stage 0 (3/3)

- Initial option sifting resulted in 3 main Expressway options scoring highest together with EWR
- Initial assessment of benefits of 3 options showed enough promise to take forward to next stage
- Next stage = a more detailed qualitative and quantitative assessment of short listed options
 - VfM, environmental, transport, and economic impacts of Expressway interventions
 - Will be reported in a Strategic Outline Business Case
- Next stage of study to include further analysis of potential interaction between short listed options and EWR - understand complementary benefits

Item 4. Question & Answer Panel

Philip Andrews, Deputy Director Road Investment Strategy, DfT
Martin Tugwell, Programme Director, EEH
Jeremy Bloom, Network Planning Director, HE

Please note that this Q&A session will focus on Stage 0 for A1 East of England and Ox-Cam

*Please save questions that deal with future (Stage 1) activity to the next Part (2) of the
meeting*



Department
for Transport



highways
england

ENGLAND'S
ECONOMIC
HEARTLAND

Lunch

Item 5. Ox-Cam Corridor and Route Option Identification and Selection, and Scheme Strategic Direction

Dean Sporn

Matt Stafford

Ox-Cam Senior Responsible Owner

Ox-Cam Project Director

David Fairman

Ox-Cam Project Director

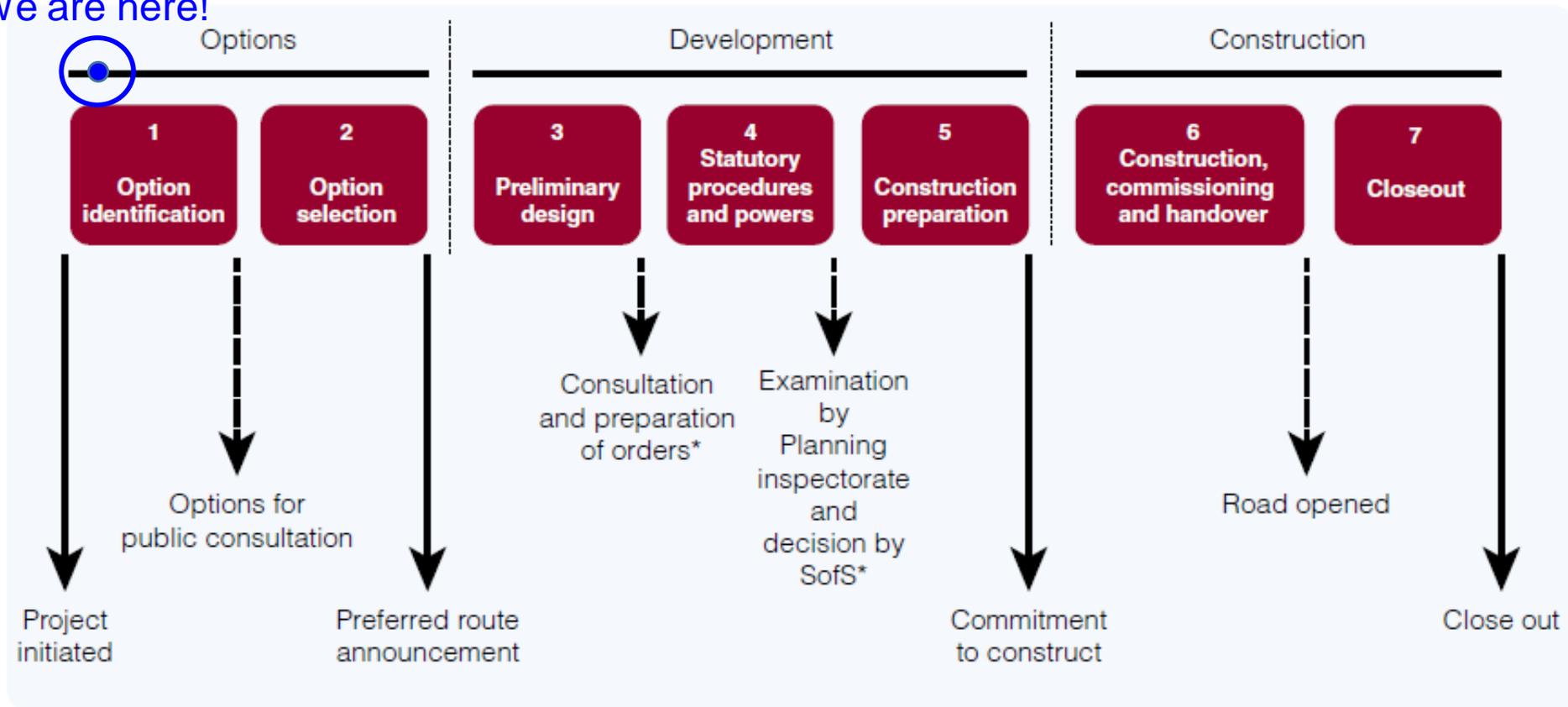
18 October 2017

Major Projects Lifecycle

Key decision points in the Major Projects lifecycle

The stages reflect the significant decision points in the project's development and delivery.

We are here!



Stage 1

Stage 1 will be delivered in 2 parts

- Stage 1A Corridor Selection July 2018
 - Corridors identified in Stage 0 will be assessed to determine which will deliver scheme objectives which are categorised under 6 headings

Connectivity	Economic Growth
Skills and Accessibility	Planning for the Future
Environment	Innovation

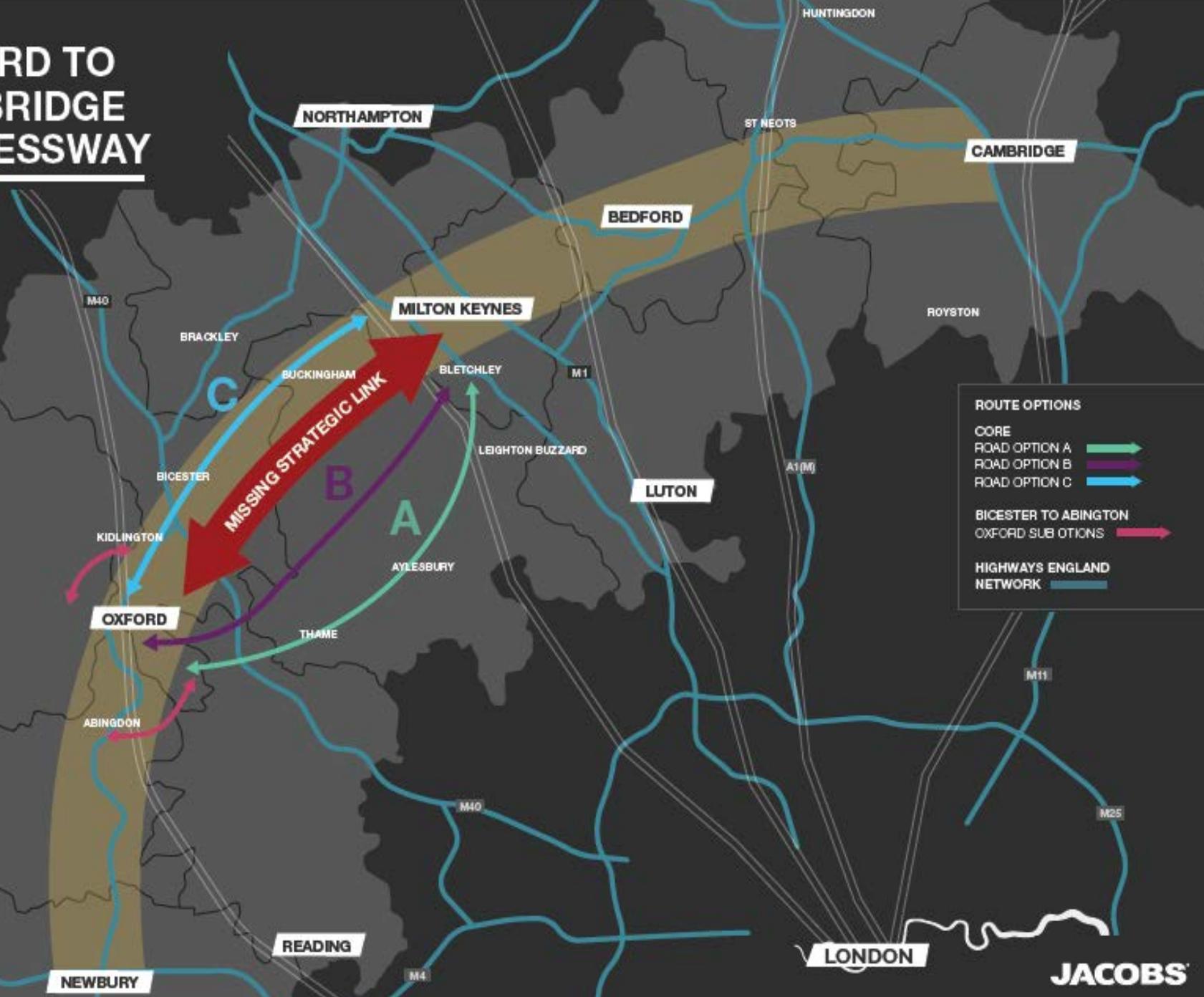
Stage 1

- Stage 1B Selection of Options July 2019
 - Long list of route options identified within the selected corridor
 - Options sifted taking into account the case for the scheme under the following headings:

Strategic	Economic
Managerial	Financial
Commercial	

- Shortlist of options selected for public consultation in Autumn 2019

OXFORD TO CAMBRIDGE EXPRESSWAY



ROUTE OPTIONS

- CORE
- ROAD OPTION A
- ROAD OPTION B
- ROAD OPTION C

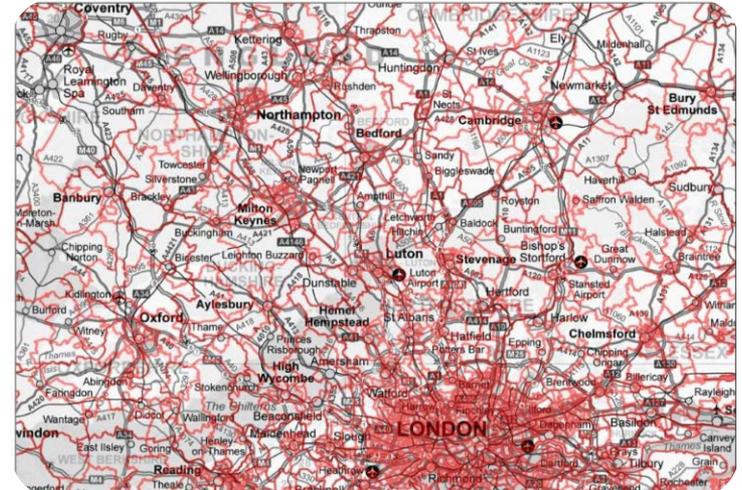
BICESTER TO ABINGTON OXFORD SUB OPTIONS

HIGHWAYS ENGLAND NETWORK

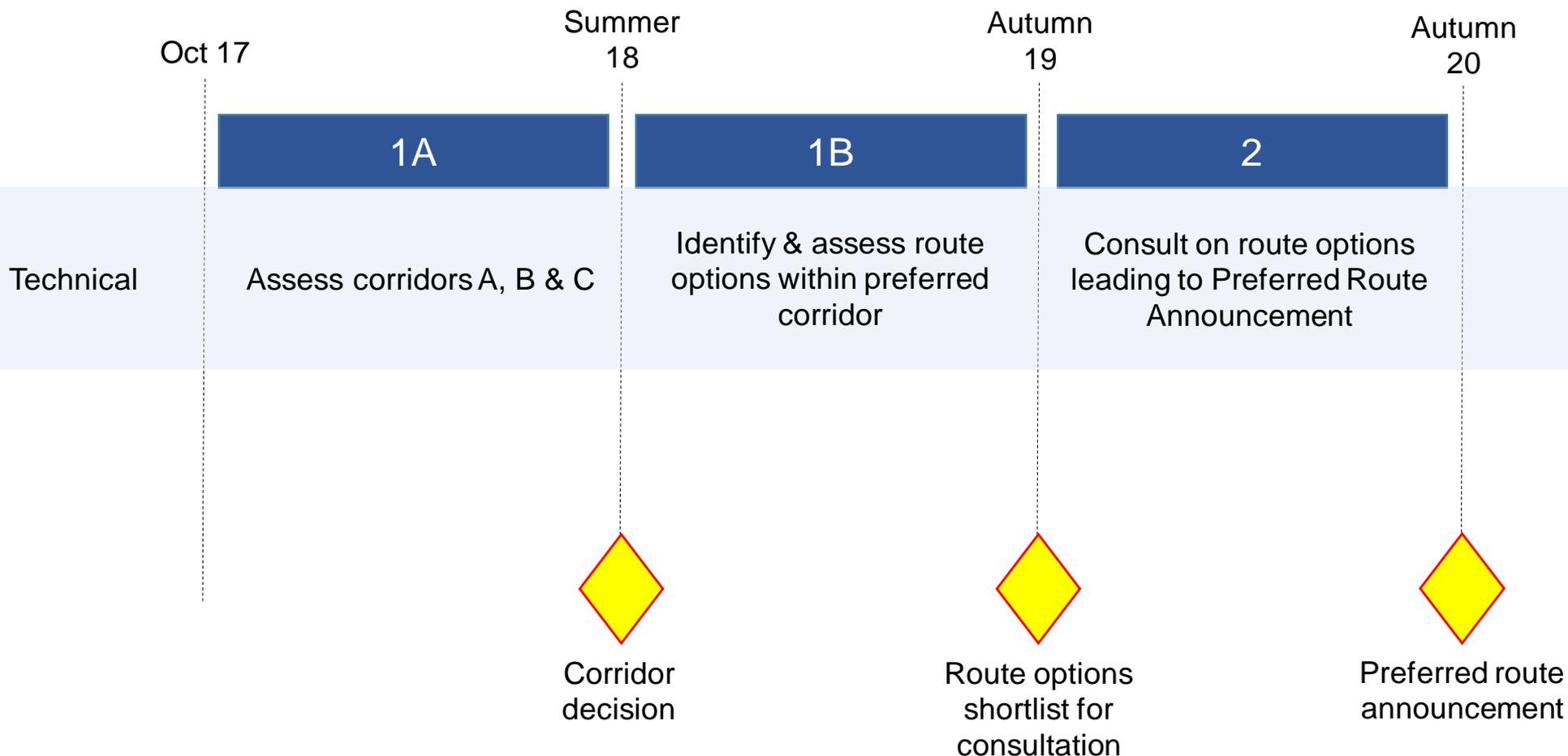
Technical Components (Technical Assessment)

To be delivered by specialist teams:

- Traffic modelling
- Growth
- Engineering
- Environment
- Economic assessment
- Stakeholder Engagement (Item 6)

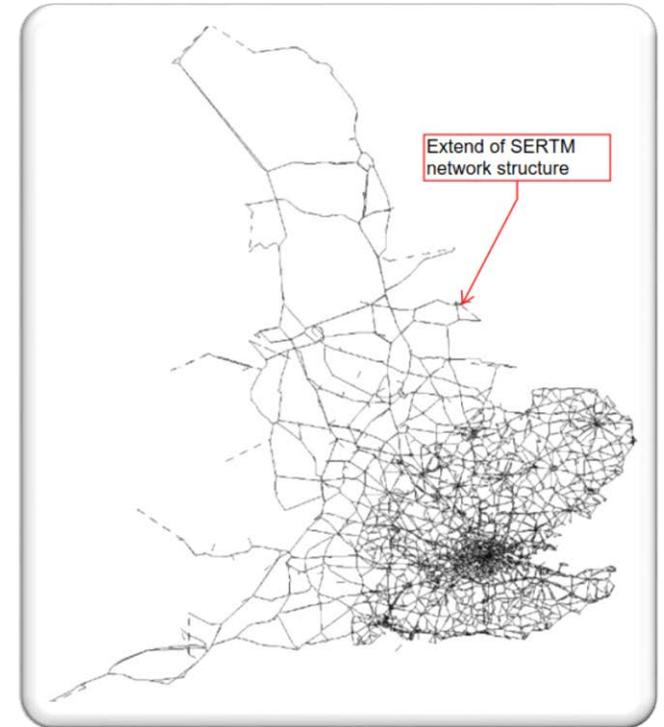


Ox-Cam Indicative Timeline



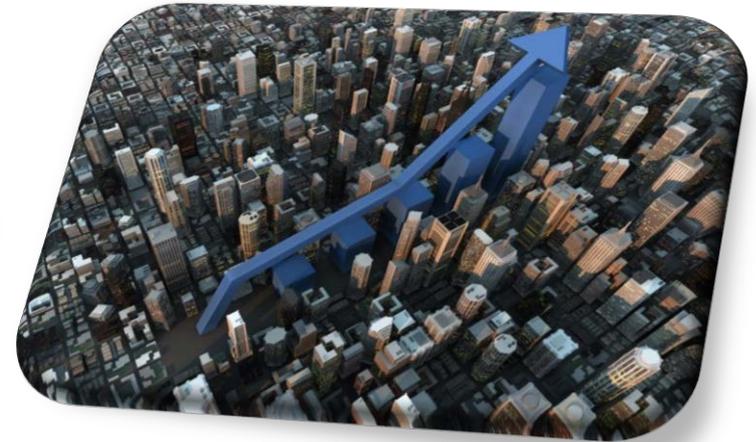
Technical Components (Traffic Modelling)

- Review and update existing traffic data and models
- Obtain, validate and verify new information
- Agree scope and methods with HE's Transportation Planning Group
- Liaise with transport authorities and operators
- Carry out area wide computer modelling
- Undertake simulations and operational assessments
- Output fed into option sifting assessment



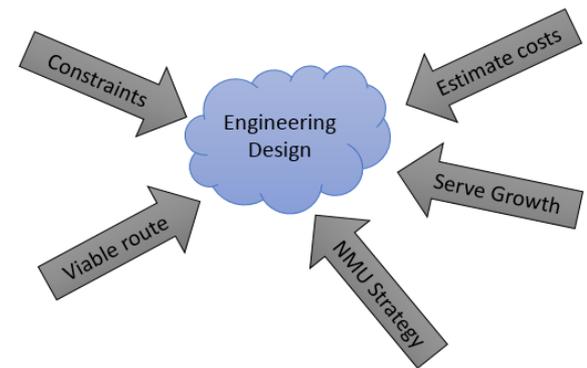
Technical Components (Growth Modelling)

- Identify regional planning authorities and policies
- Identify committed and potential development in the study area
- Determine network demand from business and residential growth
- Input data to traffic model for the nominated future design years
- Data used to influence route options and to assess the growth potential of each option
- Output fed into option sifting assessment



Technical Components (Engineering Design)

- Determine the engineering constraints within the study area
- In collaboration key operational stakeholders, determine the operational concept, design standards and safety targets
- In collaboration with operational and walking cyclist and horse teams develop a strategy for non vehicle users
- Prepare viable route option designs based on avoiding constraints and serving growth centres
- Estimate costs of each option
- Output fed into option sifting assessment



Technical Components (Environmental Impact Assessment)

- Determine the environmental features and constraints within the buffer zone
 - May include, sensitive areas, water bodies, ground types, buried features, areas of potential archeology finds and heritage sites, potential impacts to the wildlife & plant life as a result of the project
- Engage with national, regional and local environmental stakeholders
- Carry out baseline surveys for habitats and air and noise quality
- Determine environmental impacts of each option (positive or negative)
- Output fed into option sifting assessment



Technical Components (Economic Assessment)

- Agree the approach to be taken to determine the monetised impacts with HE's Transportation Planning Group
- Use the model traffic forecasts to inform the assessment
- Carry out an estimate of the benefits including traffic and growth benefits
- Calculate the ratio of scheme costs to benefits
- Carry out the economic assessment
- Output fed into option sifting assessment



Item 6. Ox-Cam Engagement and communications strategy

Steve Tomkins

Engagement Delivery Lead

Project Team

Scope

- Governance and engagement framework
- Engagement activity to Feb 18
- Relationship with other schemes
- Our opportunity to deliver results together

Questions

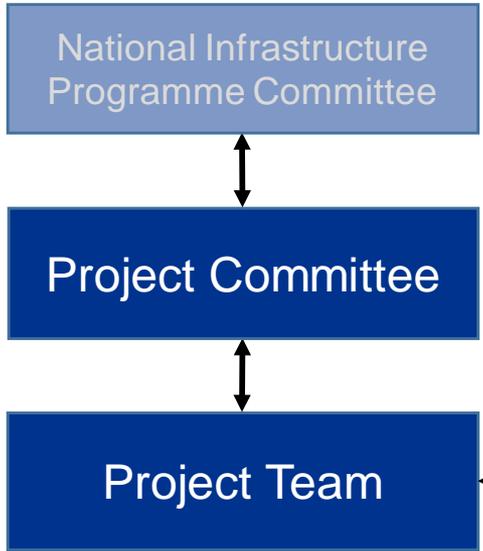
Right engagement structure?

Right organisations / people?

Right venues?

Your opportunities and concerns?

Ox-Cam Governance and Stakeholder Engagement – Stage One



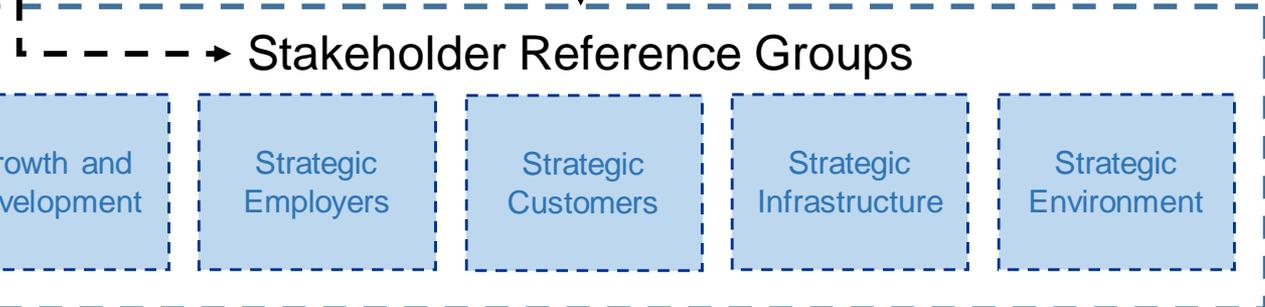
To be developed....

- Terms of reference
- Representation
- Inter-linkages & cross-fertilisation

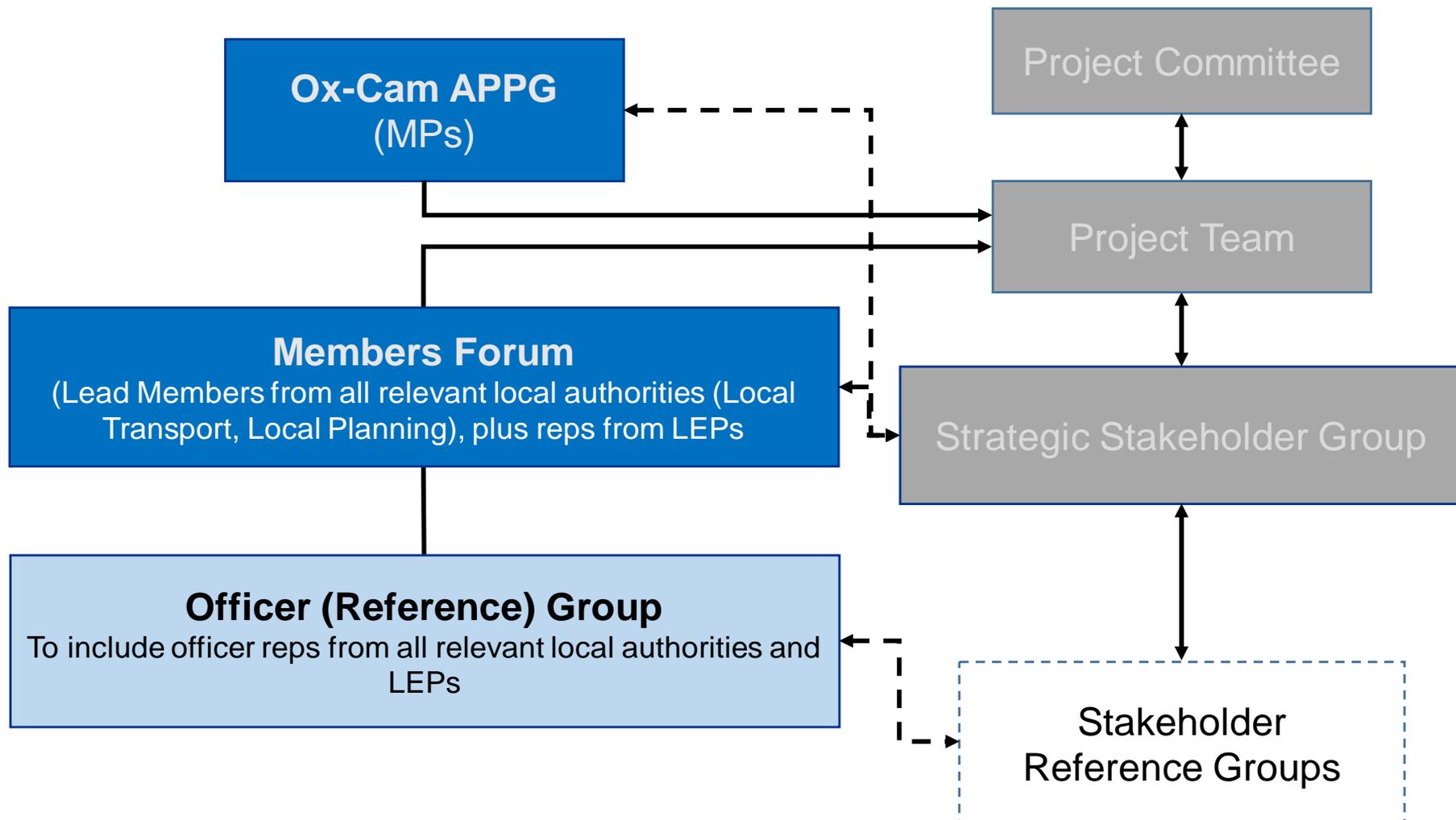


DfT
HE
East West Rail
EEH

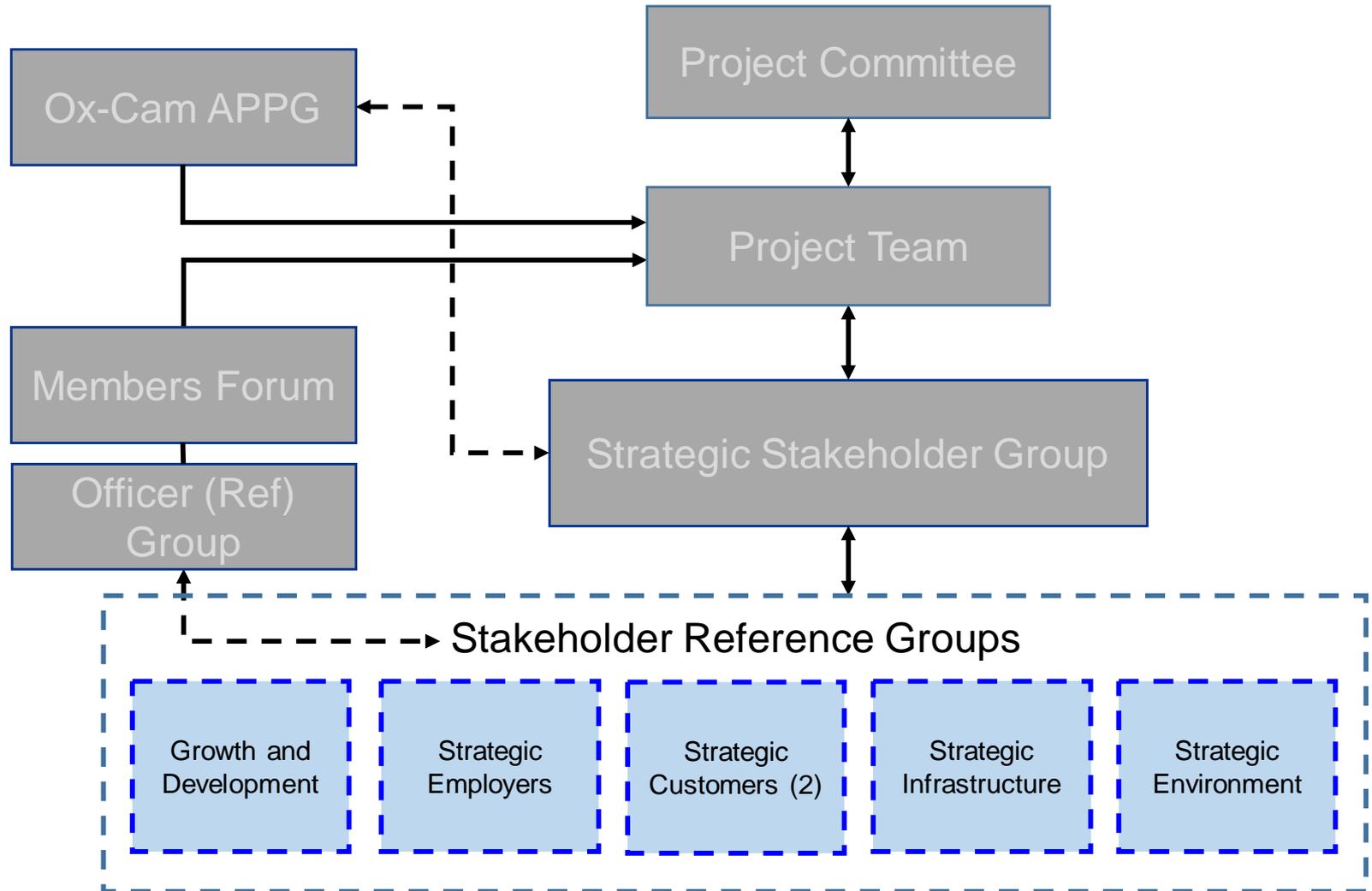
Change above reflects comments made at DfT SRG on 18 Oct 17 and subsequent discussions with EEH – this framework is still in development



Political Dialogue



Stakeholder Reference Groups



Growth and Development

Local Enterprise Partnerships

- Buckinghamshire Business First
- Buckinghamshire Thames Valley LEP
- Cambridgeshire LEP
- Oxfordshire LEP
- Greater Cambridge/Greater Peterborough LEP
- South East Midlands LEP
- Thames Valley Berkshire LEP

Chambers of Commerce

- Cambridgeshire Chamber of Commerce
- Thames Valley Chamber of Commerce
- Oxfordshire Chamber of Commerce
- Buckinghamshire Chamber of Commerce
- Bedfordshire Chamber of Commerce

Growth Boards

- The Greater Cambridge Partnership
- Oxfordshire Growth Board

CBI

- CBI South East

Property

- The Homes and Communities Agency
- House Building Federation

Business Groups

Other

- Local Government Association

Venue: Milton Keynes

Stakeholder Reference Group Forums

Strategic Employers

Universities

- Cambridge University
- Oxford University
- University of Buckingham
- University of Northampton
- Cranfield University
- The Open University
- Oxford Brookes University
- Anglia Ruskin University

Supermarkets

- Tesco
- Sainsbury's
- Waitrose
- Cooperative
- John Lewis
- Morrisons
- Lidl
- Aldi
- Asda

Telecommunications

- BT
- Vodafone
- More

Banks/Financial/Insurance

- HSBC
- Halifax
- Barclays
- Natwest
- More

Pharmaceuticals

- GSK
- AstraZeneca

Food/Drink/Tobacco

- British/American Tobacco
- Diageo
- AgriFood Charity Partnership

Leisure

Aerospace

Construction

Royal Mail

Farming

- National Farmers Union

Other

- Silverstone

Venue: Milton Keynes

Strategic Customers

Breakdown Companies

- AA
- RAC
- Green Flag
- Association of Vehicle Recovery Operators

Milton Keynes

Emergency Services

Coach/Bus/Rail

- Stagecoach
- Network Rail
- East Midland Trains
- Great Northern Trains
- London Midland Train
- Thameslink
- Chiltern Railways
- CrossCountry Trains Limited
- Great Western Railway
- Greater Anglia
- Southern
- Virgin Trains
- Megabus
- National Express
- First Bus
- Arriva
- Oxford Bus Company
- Office of Rail and Road

Road Hauliers

- Chartered Institute of Logistics and Transportation

Freight Associations

Aviation

- The Civil Aviation Authority

Car Users

- Alliance of British Drivers

Motorcyclists

- British Motorcyclists Federation

Other

- Transport Focus
- Campaign for better Transport
- Transport Systems Catapult
- East of England CIHT
- English Regional Transport Association

Venue: TBD

Strategic Infrastructure

National Grid

Water Companies

- Affinity Water
- Thames Water
- Anglian Water
- Cambridge Water

Power Companies

- Scottish and Southern Energy
- EON
- EDF Energy
- Centrica
- NPower
- Scottish Power

The Association of Drainage Authorities

Related Schemes

- HS2
- East/West Rail
- A1 East of England
- A428 Black Cat
- M25 South West Quadrant

Other

- The Gas and Electricity Markets Authority (Ofgem)
- The Water Services Regulation Authority (Ofwat)

Venue: London

We value your input

- Right organisations / people?

Strategic Environment

Canals and River Trust

CPRE

English Heritage

Environment Agency

Forestry Commission

Friends of the Earth

Historic England

Independent Agricultural Appeals Panel

Inland Waterways Association

National Trust

Natural England

Local Nature Partnerships

- Northamptonshire Local Nature Partnership
- Bedfordshire Local Nature Partnership

Open Spaces Society

Ramblers Association

RSPB

Wild Oxfordshire

Wildlife/Woodlands Trust

District/Borough Council Representatives

Milton Keynes Green Party

County Council Representatives

Unitary Authority Representatives

District/Borough Council Representatives

Venue: TBD

Stakeholder Engagement Activity Dec 17

Nov						Dec																							
25	26	27	28	29	30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S

SSG x 1

Ox-Cam
APPG,
Elected
Members
and Officers
(Reference)
Group

Growth
& Dev

Strat
Employers

Strat
Customers
(1 & 2)

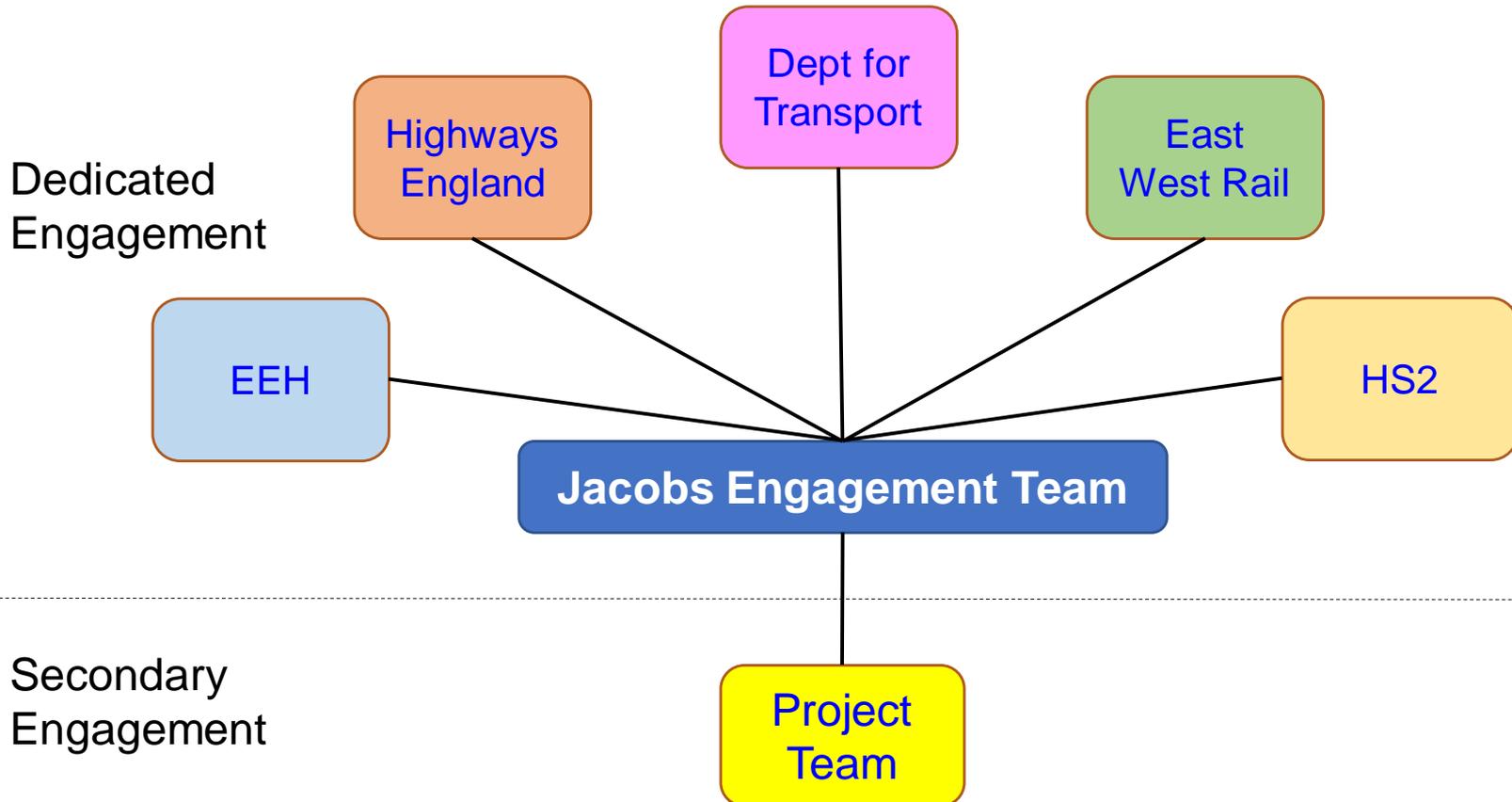
Strat
Infra

Strat
Env

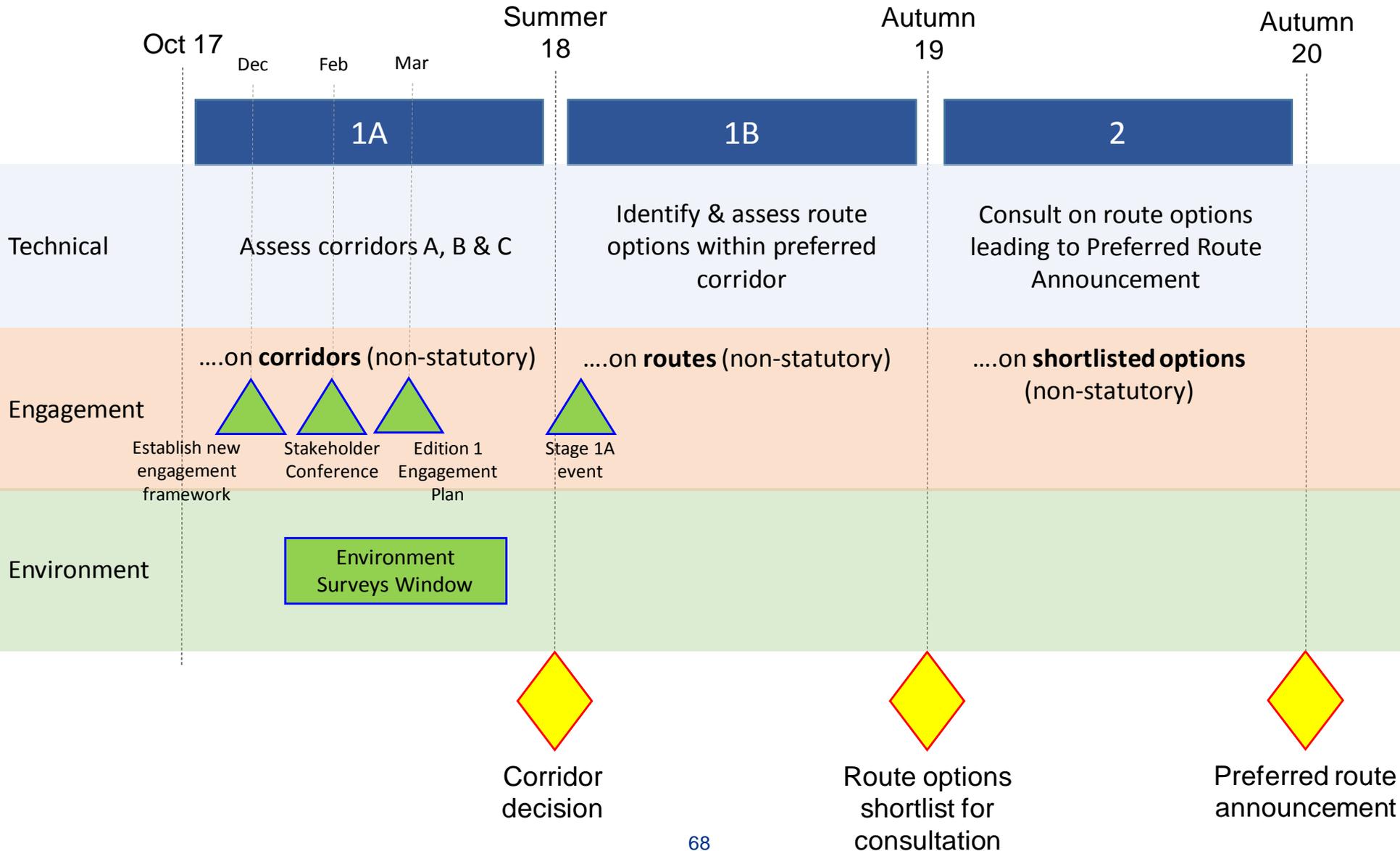
- Intention to have a Stakeholder Conference Feb 18

Relationship with other schemes

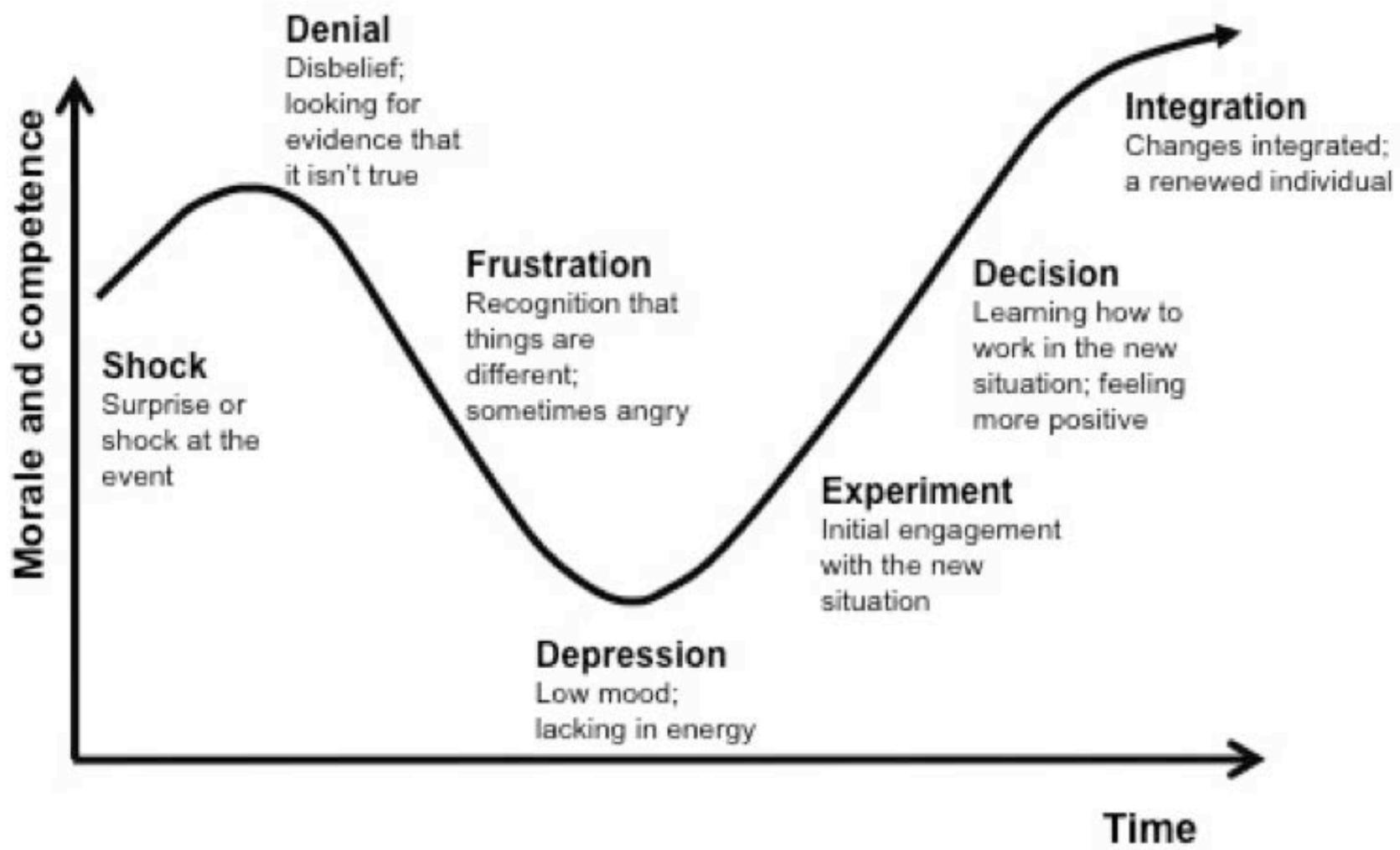
- A1 - A428 – Ox-Cam Relationship Framework



Ox-Cam Indicative Timeline



The Kübler-Ross change curve



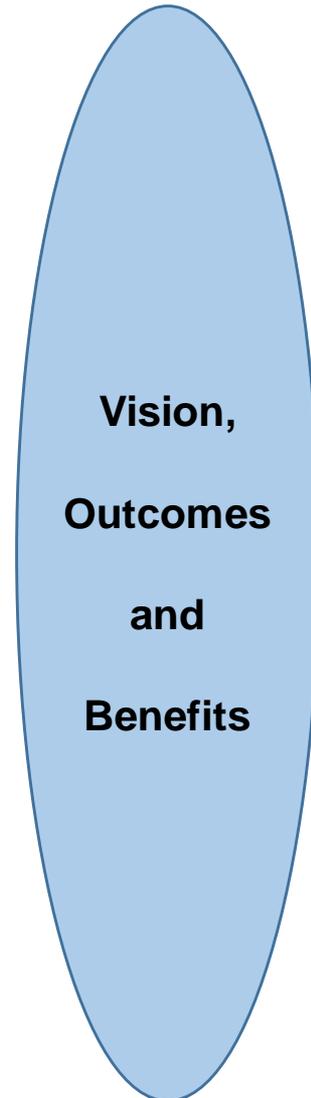
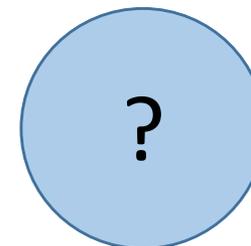
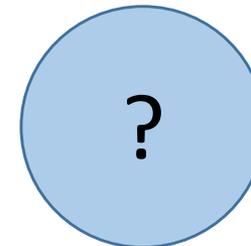
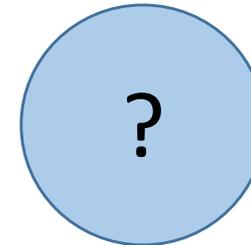
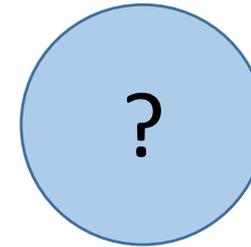
Objectives

- Which stakeholders & what motivations?
- Clarity & consistency of communication
- Effective communication methods
- Your feedback counts

Leadership
Trust
Relationships



Momentum
Unity of Vision
Focus on 'Success'
Diversity of Skills



Item 7. Question & Answer Panel

Dean Sporn, Ox-Cam Senior Responsible Owner, HE
Matt Stafford, Ox-Cam Project Director, HE
Steve Tomkins, Ox-Cam Engagement Delivery Lead, Project Team

Item 8. Ox-Cam workshops and discussions

Ox-Cam Project Team

18 October 2017

Workshops and discussions

Your opportunity to:

- Make yourselves known to the stakeholder engagement and communications staffs involved in Ox-Cam
- Pass on your concerns or requirements for Ox-Cam
- Discuss future engagement requirements
 - Who – when – where – etc?

Workshops

- Map your areas of concern M4 to M11
- What are your calendar milestones: 2018 through to 2025?
- What are your motivations/concerns, restraints and constraints – how can we help?
- Stakeholder engagement framework – have we identified the right organisations and the right people in them, and created an effective engagement framework?

Please attribute your comments

The medium is Post-its

Feedback forms – please leave them on your seats



Department
for Transport



highways
england

ENGLAND'S
ECONOMIC
HEARTLAND

Workshops.....!