Oxford to Cambridge Expressway

Corridor Assessment Report Appendix B

Decision Matrix Study of Oxford to Cambridge Expressway Corridors

PCF Stage 1

June 2018

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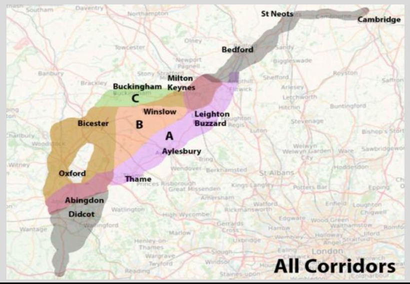
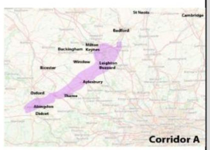
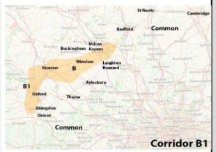
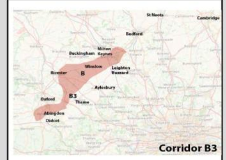
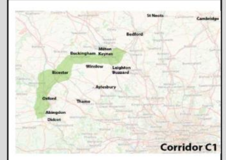
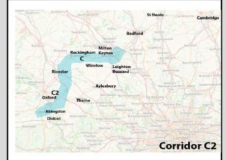
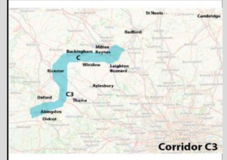
Highways England Company Limited registered in England and Wales number 09346363

Decision Matrix Study of Oxford to Cambridge Expressway Corridors (Stage 1a)

Alternatives



Missing link Corridor A	Missing link Corridor B1: north	Missing link Corridor B2: center	Missing link Corridor B3: south	Missing link Corridor C1: north	Missing link Corridor C2: center	Missing link Corridor C3: south
						
Corridor A	Corridor B1	Corridor B2	Corridor B3	Corridor C1	Corridor C2	Corridor C3

Criteria

Strategic Objectives

The National Infrastructure Commission (NIC) continues to examine the Oxford to Cambridge corridor, with particular attention on potential for new housing. Emerging growth aspirations enabled strategic objectives to be refined in light of government policy priority for housing delivery and alignment of investment in new east-west multi modal transport infrastructure, including improved east west rail links and completion of the missing link by 2030.

Connectivity

Connectivity DfT Strategic Objective
Provide an east-west strategic road link between Milton Keynes and Oxford that delivers enhanced connectivity through faster, safer and more reliable connections across the corridor in the broad arc from Oxford to Cambridge via Milton Keynes.

Connectivity Intervention Objectives:
1. Reduce journey times
2. Improve journey time reliability
3. Promote resilience
4. Safety performance of the project delivery
5. Safety performance of the finished product

Standard Differentiation Rating for Colour-coded 7-Point Scale:

Dark green	Highly avdantageous
Green	Moderately advantageous
Light green	Slightly advantageous
Grey	Neutral
Yellow	Slightly disadvantageous
Amber	Moderately disadvantageous
Red	Highly disadvantageous

	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	G	G	G	G	G	G	G
Sub-criteria	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5

Strategic Transformation

Strategic Transformation DfT Strategic Objective
Support the creation of an integrated corridor between Oxford and Cambridge, reflecting and advancing plans for infrastructure, housing, business investment and development.

Strategic Transformation Intervention Objectives:
1. Alignment with other transport infrastructure
2. Alignment with known and aspirational development

Standard Differentiation Rating for Colour-coded 7-Point Scale:
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	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	G	DG	DG	DG	LG	G	G
Sub-criteria	1 2	1 2	1 2	1 2	1 2	1 2	1 2

Economic Growth

Economic Growth DfT Strategic Objective
Unlock the economic potential in the corridor by facilitating strategic growth to the benefit of the UK economy through increased productivity, employment and housing, and maximising synergies with potential growth associated with East West Rail.

Economic Growth Intervention Objectives:
Maximise sustainable growth opportunities within the Arc and beyond for existing and new communities.
1. Economic Density
2. Access to gateways and freight terminals
3. Dependent development including jobs and housing
4. Skills Impact

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	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	G	G	DG	DG	G	G	G
Sub-criteria	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4

Skills and Accessibility

Skills and accessibility DfT Strategic Objective
Promote accessibility and wider socio-economic benefits by improving access to job opportunities at key employment centres, developments, and at education, leisure, health, and retail facilities whilst creating wider employment opportunities.

Skills and Accessibility Intervention Objectives:
Improve wider access to jobs by:
1. Reducing journey times
2. Supporting access to public transport and
3. Improve connection between homes and employment

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	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	G	G	DG	DG	LG	LG	LG
Sub-criteria	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3

Planning for the Future

Planning for the future DfT Strategic Objective
Reduce the impact of new housing on local roads for communities and contribute to better safety, security and health whilst promoting sustainable transport modes.

Planning for the Future Intervention Objectives:
1. Provide infrastructure that facilitates access for traffic onto the SRN ("Right traffic on the right roads")
2. Promote access to public transport
3. Support future transport technology (improved safety, electric vehicles, low emission vehicles etc.)
4. Improve walking, cycling, and horse riding links between communities and core traffic generators
5. Integrate with existing and known future multimodal projects

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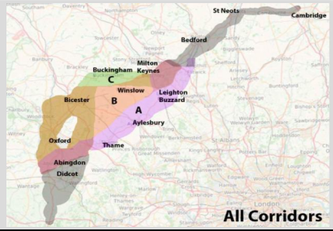
	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	LG	DG	G	G	G	LG	LG
Sub-criteria	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5

Decision Matrix Study of Oxford to Cambridge Expressway Corridors (Stage 1a)

Alternatives



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	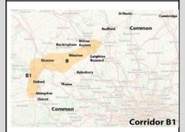	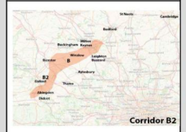	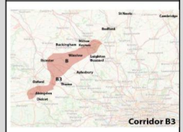		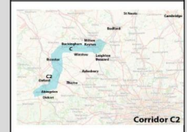	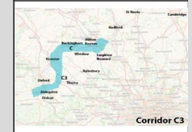

Criteria

Strategic Objectives

Environment DfT Strategic Objective
To provide a healthy, natural environment, reducing congestion, supporting sustainable transport modes and promoting equality and opportunity.

Environment

Environment Intervention Objectives:
1. Improve the net environmental impact of transport on communities
2. Reduce the impact of new infrastructure on natural & historic environment by design
3. No net ecology loss

Overall Rating

	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	A	R	R	A	R	R	A

Standard Differentiation Rating for Colour-coded 7-Point Scale:

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Red	Highly disadvantageous

Innovation DfT Strategic Objective
Apply innovative ecology wherever possible to support the sustainable planning, construction and operation of transport measures.

Innovation

Innovation Intervention Objectives:
1. Promote the use of current and future technologies to support shorter journey times and reliability
2. Promote technology use to enable customers to adopt sustainable transport

Overall Rating

	A	B1: North	B2: Centre	B3: South	C1: North	C2: Centre	C3: South
Overall Rating	LG	G	G	G	LG	LG	LG

Standard Differentiation Rating for Colour-coded 7-Point Scale:

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