



# BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr P. Hodson

INTERIM  
FULL COUNCIL

Tuesday, 22 June 2021

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on Monday 28<sup>th</sup> June 2021 at **Lace Hill Sports and Community Centre**, MK18 1RP following an Extraordinary meeting of Full Council.

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 3.f, which will last for a maximum of 15 minutes.

Residents are very welcome to ask questions or speak to Councillors about any matter relevant to the meeting at the start of the meeting in the usual way. **Due to Covid restrictions limited places are available in the hall for members of the public, so do let us know in advance if you wish to attend. Please email [committeeclerk@buckingham-tc.gov.uk](mailto:committeeclerk@buckingham-tc.gov.uk) or call 01280 816426 if you wish to attend.**

*Paul Hodson*

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 3.f, which will last for a maximum of 15 minutes.

## AGENDA

### 1. Apologies for Absence

Members are asked to receive apologies from members.

### 2. Declarations of Interest

To receive declarations of any personal or prejudicial interest under consideration on this agenda in accordance with the Localism Act 2011 Sections 26-34 & Schedule 4.

### 3. Amended Plans

#### [19/00148/AOP](#)

Land off Osier Way, East of Gawcott Road and South of Buckingham Ring Road Outline Planning Application (with all matters other than means of access reserved) for a residential development of up to 420 dwellings (including affordable housing), and associated infrastructure including provision of open space (including formal playspace); car parking; new pedestrian and cycle linkages; landscaping and drainage works (to include SuDS attenuation), two new accesses off Osier Way and one new access off Gawcott Road. Includes demolition of the existing pigsty.

*Wates Developments Ltd.*

Additional information provided by the Planning Clerk

[IM/20/21](#)



Twinned with Mouvaux, France; Neukirchen-Vluyn, Germany

Members are reminded when making decisions that the Public Sector Equality Duty 2010 requires Members to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Act, advance equality of opportunity between people who share a characteristic and those who don't, and to foster good relations between people who share a characteristic and those who don't.

All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

**4. Review of arrangements for committees and working groups**

**5. Oxford-Milton Keynes and Peterborough-Northampton-Oxford connectivity studies**

To receive information on England's Economic Heartlands online Consultation, and discuss and decide a response.

<https://www.englandseconomicheartland.com/our-work/connectivity-studies/> [IM/21/21](#)

**6. Chairman's Announcements**

**7. Date of next Meetings:**

Full Council

Monday 12<sup>th</sup> July 2021

Interim Council

Monday 13<sup>th</sup> September 2021

To: All Councillors

## INTERIM COUNCIL

MONDAY 28<sup>TH</sup> JUNE 2021

Contact Officer: Mrs. K. McElligott, Planning Clerk

Additional information on Major Planning Application

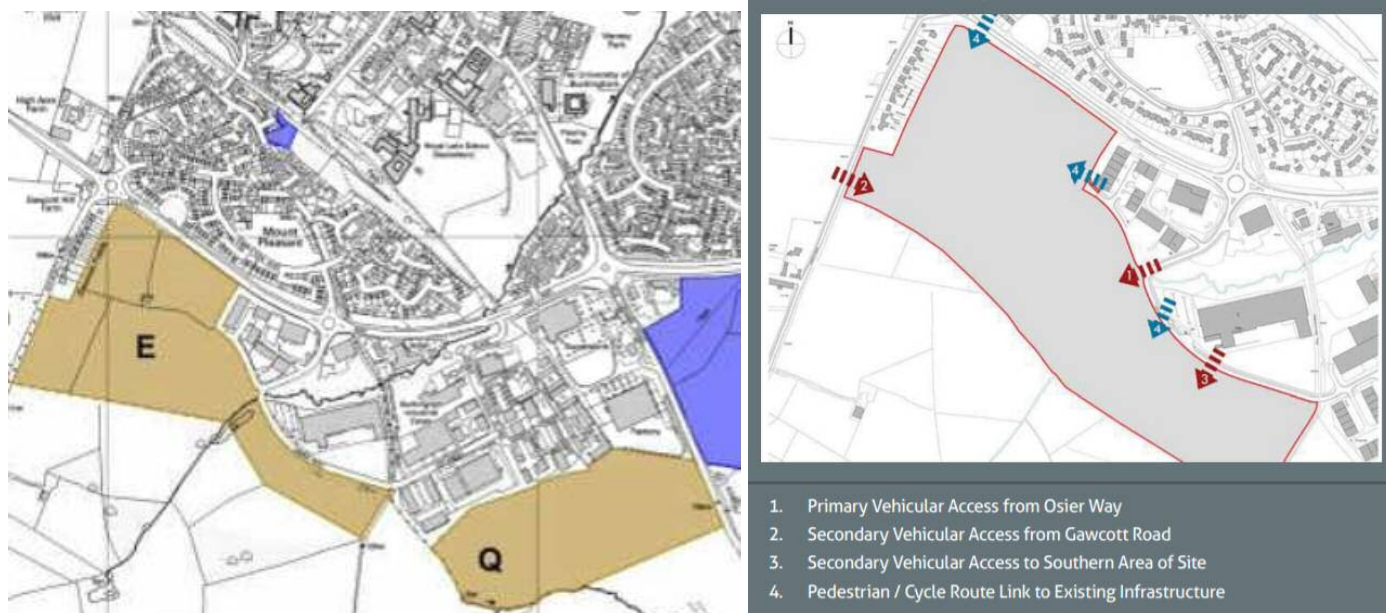
19/00148/AOP

Land Off Osier Way, East Of Gawcott Road And South Of Buckingham Ring Road Outline Planning Application (with all matters other than means of access reserved) for a residential development of up to 420 dwellings (including affordable housing), and associated infrastructure including provision of open space (including formal playspace); car parking; new pedestrian and cycle linkages; landscaping and drainage works (to include SuDS attenuation) and two new accesses off Osier Way and one new access off Gawcott Road. Includes demolition of the existing pigsty. *Wates Developments Ltd.*



The site is 23.3 ha of land south of the bypass between the Gawcott Road and Osier Way roundabouts, with Gawcott Fields' housing on the west, Aldi and the Swan Business Park to the north-east, the main industrial areas to the east, and agricultural land to the south. In the early development of the Neighbourhood Plan it was site E and together with site Q designated for employment use, but AVDC did not support this (VALP has no employment development land in Buckingham) and added it into VALP as a site suitable for housing. A stream runs through the site from west to east and then through the industrial areas and under the bypass near the end of Railway Walk. The primary access points are from Osier Way

by the spice factory and Gawcott Road, with a secondary access from the Swan Business Park, and there are no community facilities except play areas. The density is calculated at 18 dph, which is low (Lace Hill is about 33dph), but there is a lot of unusable land (because it floods – see Open Spaces plan on p6).



Members considered this application at an Extraordinary Meeting on 4<sup>th</sup> February 2019 and made the following response:

#### **OPPOSE & ATTEND**

Members noted that at the date of validation of this application, the ruling local plan was the Buckingham Neighbourhood Plan, therefore

1. This application site is outside the settlement boundary, and not a designated site, contrary to Policy HP1. The Secretary of State had already upheld this policy in the matter of Moreton Road Phase III (14/02601/AOP) in July 2017.
2. Should the application nevertheless be approved, the proportion of Affordable Housing should be 35%, not the submitted 25% contrary to policy HP5. This meant a difference of 42 Affordable dwellings. Mention was also made of the DCLG figure (3686 in March 2018, quoted in the *Buckingham & Winslow Advertiser* of 1st February 2019) for households on the waiting list in the Vale which showed a clear need for a higher percentage.
3. Connectivity with the town had not been demonstrated, particularly with respect to the schools. Lace Hill, Bourton Meadow and George Grenville were all an unfeasible walking distance for young children, and the result would be an exacerbation of the parent-car problem already very evident at all three schools.
4. Using the VALP figure of 1.5 working residents per dwelling gives a figure of 630 people seeking employment. Buckingham does not have this number of vacancies so a sizeable number of vehicles out-commuting will be generated at peak times; the applicants appear to think that all can be accommodated in the Industrial Park and thus walk or cycle to work. Members point out that the only employment development is to be at Silverstone and Westcott, neither of which are accessible by public transport or a safe cycleway; there is no cycle shop or repair service in Buckingham.
5. The complete lack - on AVDC's instruction – of any communal facilities other than play areas will reinforce the isolation of this dormitory estate beyond the industrial area and the bypass; there will be no opportunity to build a community spirit or integrate it with the town in the way that has proven successful at Lace Hill (which has a primary school and sport/leisure centre for 700 dwellings). Taken together with the 382 dwellings approved for the adjacent site diagonally across the Gawcott Road roundabout a total of 800 dwellings in this quadrant of the town will have no community meeting place, no facilities other than the Aldi

store and no school within walking distance. It should be noted that the school in Gawcott is for juniors only; its infants department is in Tingewick.

6. The smaller (eastern) housing area is even more isolated, having only a footpath connection to the larger site and a single access on to a rough road; concern was expressed that a single access point was unsafe, in the event of – say – a fire or chemical spill at the factory opposite; an emergency access should be included.

7. Members (and the County Council) do not favour Shared Surface Streets; they are unsafe for pedestrians, children and the visually and physically disabled; if the refuse lorries cannot use them, bins get left out to reduce the hauling distance to the collection point, and they require more maintenance than conventional surfaces.

8. Water supply is inadequate, sewage capacity not mentioned (in the Utilities document) and concern was expressed that the small attenuation ponds might not be adequate for the amount of stormwater run-off, to the detriment of the wildlife dependent on the water courses, both on-site and downstream.

9. Planning Notices had not yet been posted at the site.

Proposed by Cllr. Cole, seconded by Cllr. Stuchbury, and a recorded vote called for, that the Council Oppose the application, with the rider that a representative would attend the Committee meeting(s) at which the application was reviewed by the LPA.

For the proposal:

Cllr. Harvey (Town Mayor); Cllr. Cole, Cllr. P. Hirons, Cllr. Isham, Cllr. Mahi, Cllr. Mordue, Cllr. L. O'Donoghue, Cllr. A. Ralph, Cllr. M. Smith, Cllr. Mrs. C. Strain-Clark, Cllr. Stuchbury, Cllr. M. Try  
Against: none; Abstentions: none.

Gawcott-with-Lenborough PC and BCC would be informed of the response. A news release was also agreed.

*[Gawcott-with-Lenborough PC opposed the application on 14<sup>th</sup> February 2019]*

No further consultation has been requested since February 2019 until now and a considerable number of documents and comments have been received in the intervening period and nearly 60 Objections:

Single consultee comments from:

- Crime Prevention Advisor (support in general, but pointing out some problem areas)
- Affordable Housing (pointing out the BNDP requires 35%, not the 25% offered, and outlining mix of types)
- Parks & Recreation (inadequate provision; lists requirements for this size of site)
- Education (Schools in the area currently at or close to capacity and includes the set education infrastructure costs per dwelling type) *[house types will follow at the detail stage – this is an AOP]*
- Waste & Recycling (No plan submitted for recycling and waste collections; link to website given)
- Ecology – Objection, does not demonstrate a net diversity gain per NPPF; *[there must be other comments not recorded, the fourth iteration of the appraisal is among the new documents]*

And rather more extensive comments from:

- Environmental Health (concerned about noise from the bypass and adjacent factory; second memo indicates an agreed mitigation scheme to be conditioned, and maintained in perpetuity)
- NHS (Buckinghamshire CCG) January & July '19 - estimates 1000 new patients; outlines aims, requirements and funding
- Anglian Water (Feb'19 - concerns about flooding downstream of site; April '19 - lists requirements; further details of assets in the area; April '19 apology for error in previous letter)
- SuDS (February'19) requires further details of groundwater and surface water flooding, and sight of the modelling carried out for the FRA; (May'19) puts in a holding Objection due to insufficient information supplied; (July '19) withdraws Objection and lists Conditions

- Highways: (May'19) most facilities including schools, and all bus stops, are beyond normal walking distance, so increasing car traffic; the proposed staggered crossroad junction at the site access can easily be blocked by right-turning lorries; the swept path analysis does not show all the possible manoeuvres; the Stage 1 Road Safety Audit shows several causes of concern not addressed; the Osier Way turning head is used for overflow parking – applicant has not addressed this; the secondary access needs a better vision splay and a pedestrian footway; Gawcott Road access is generally OK but would need 30mph limit extending (subject to consultation); the raw data of the traffic survey must be submitted including queue length surveys; redesign of the Osier Way (Primary Access), including swept path analysis; need a review of the traffic distribution methodology applied; concerns regarding traffic impact assessment methodology, including TEMPro adjustment and committed development trips; need to access the Strategic Model for Buckingham held by Buckinghamshire County Council to inform the traffic flows for the future year 2033; need to review operational assessments for junctions 4, 5 and 6 against EWR transport models and reconsider mitigation proposed for off-site Junction 5: Embleton Way/A421/Osier Way; reconsider mitigation proposed to offset the impact of the development traffic on off-site Junction 6: London Road / A421; and update all operational assessments taking account of the points noted above.

(March'20): 27 pages of text and tables showing why the applicant's figures are wrong, concluding

Mindful of the above, the applicant is required to address the concerns raised in this response before the Highway Authority's assessment can be finalised. In summary, this includes:

- Proposed mitigation measures carried out as Sensitivity Analysis for both Embleton Way (Gawcott Road (North) / A421 / Gawcott Road and Embleton Way / A421 / Osier Way roundabout junctions are required to be confirmed by the applicant along with the submission of the evidence in the form of plans of the junction showing these mitigation measures.
- Further assessment of the A421/London Road roundabout addressing the required mitigation measures on the A421 arms, especially the A421 western arm along with the suggested mitigation measures on London Road north arm.
- Submission of detailed assessment based on Delay analysis for all three roundabouts as mentioned in this response to determine whether this methodology and its results are acceptable.

(August'20): still concerns re queuing calculations for the junctions – 13pp concluding:

“We are keen to bring this process to a close and work with the applicant to finalise matters. In my previous consultation response I listed the outstanding issues that required addressing and it remains the case that if these matters are addressed to the satisfaction of the Highway Authority then I will be in a position to make a positive highways recommendation on the planning application. The applicants need to provide the following for this to happen;

- Commit to and provide a drawing to support the proposed mitigation measures carried out as Sensitivity Analysis in SIN2 for both Embleton Way (Gawcott Road (North) / A421 / Gawcott Road and Embleton Way / A421 / Osier Way roundabout junctions
- Provide a further assessment of the A421/London Road roundabout addressing the required mitigation measures on the A421 arms, especially the A421 western arm along with the suggested mitigation measures on London Road north arm.”

(January'21): Applicant has still not provided figures calculated as required by BC [despite a 575pp Junction Mitigation Options document supplied in October; on top of the original 950pp Transport Assessment]

(March'21): 20 more pages of tables and photos, concluding

“The proposed mitigation measures are now considered acceptable for the A421/Gawcott Road and A421/Embleton Way junctions. However, the applicants need to correct the results of the capacity assessments at the London Road/A421 junction and consider additional mitigation measures at the junction to deal with the impacts on the A421E arm.”

(May'21): Officer is now satisfied with the mitigation measures for the bypass roundabouts at Embleton Way and Gawcott Road, which are increases in flare lengths for both, and entry widths on the Gawcott one; but the similar mitigation measures proposed for the northern and western arm of the London Road roundabout have thrown up a new problem with the queue length on the eastern arm, which cannot be solved using increased width due to the embankment on the north side and third party land on the south. So the applicant is to make a contribution of £840,000 towards the Buckingham Transport Strategy, for what specific purpose is not stated apart from alleviating traffic congestion in the town centre.

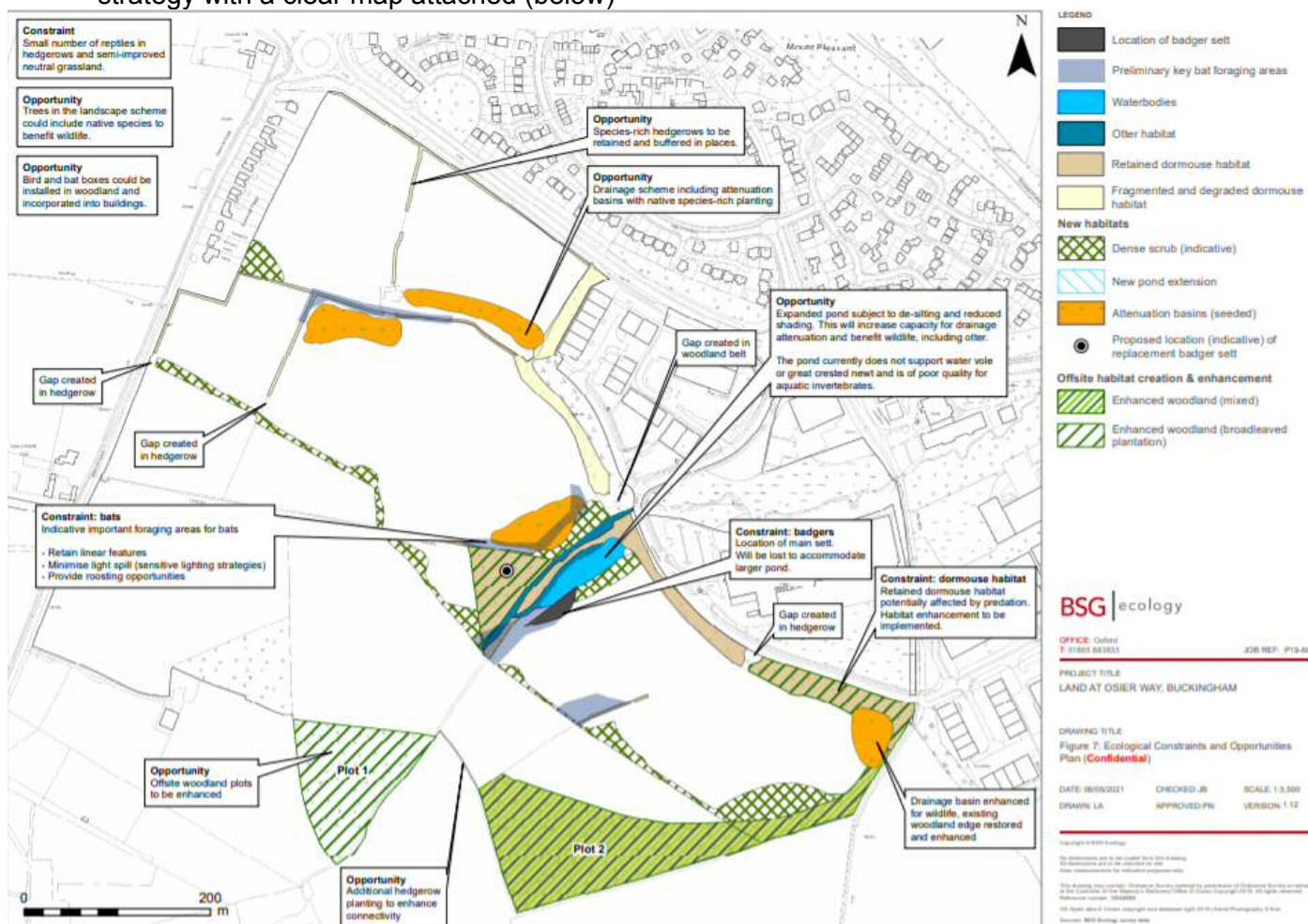
Public Transport: the nearest bus stops are on Embleton Way and London Road and over the 400m recommended walking distance. It is therefore proposed to provide two laybys on the site bypass frontage for new stops for the X5, and extend the 131/132 Embleton Way services to run through the site Osier Way-Gawcott Road (contribution £100,000pa x 5 years) and possibly on to Gawcott. Pedestrian/Cycle Access: there is no path along the bypass near the site, so a 3m wide shared footway/cycleway is proposed, to link up with the existing network, and a new toucan crossing across the bypass/Gawcott Road/Embleton Way junction, and an extension of the existing footpath north of Gawcott to connect to the site entrance on the Gawcott Road. The s106 contributions and Conditions are listed on pp8-12 of this document.

Additional documents:

- Flood Risk Assessment
- Drainage Assessment
- Junction Mitigation Options (compiled)
- Ecological Appraisal } in Feb. 2019, Oct. 2019, Dec20/Jan21 & June 21 (see below)
- Ecological Mitigation Strategy }

The most recent documents (added to the website in June), and presumably those being consulted on, are




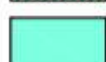



- A Habitat Impact Assessment Calculator, a multi-coloured spreadsheet rating the different habitats on the site
- A note accompanying this from BSG Ecology describing the current revision of the mitigation strategy with a clear map attached (below)



- A File Note with a table of Emerging Policy Requirements for Open Space and Green Infrastructure
- A map accompanying this (below)



**LEGEND**

-  Application Boundary  
(Total Site Area: 23.291ha)
-  Green Infrastructure. Total: 9.055ha which includes:
  -  4.783ha considered as site constraints or mitigation requirements: existing streams / woodland / hedges and buffers, and key areas of new habitat creation separate from POS areas.
  -  0.98ha indicative seasonally wet areas (1 in 30 year flood risk zone) associated with attenuation basins. Detailed design of all drainage features to maximise amenity and biodiversity value at reserved matters stage.
- 3.29ha Accessible / Useable Public Open Space :
  -  1.58ha Incidental Open Space: VALP definition: 'Accessible natural greenspace that incorporates amenity / landscape planted areas, green corridors'. (1.47ha required). Note: additional will be provided within development parcels.
  -  1.45ha Major Open Space: VALP definition: 'Accessible natural greenspace that incorporates parks, formal gardens and public open space'. (1.26ha required).
  -  0.26ha Equipped Playspace comprising one Neighbourhood Equipped Area of Play: 0.1ha; and three Local Equipped Areas of Play: 2 x 0.4 ha and 1 x 0.8ha. (0.26ha required).

-  Neighbourhood Equipped Area of Play (NEAP)
-  Local Equipped Area of Play (LEAP)
-  Buffers to Equipped Playspace activity zones:  
30m to residential boundary for NEAP; 10m to residential boundary for LEAP. (LEAPs to be 20m from habitable rooms).
-  600m straight line walking distance to Neighbourhood Equipped Area of Play
-  240m straight line walking distance to Local Equipped Area of Play
-  465sqm hard surfaced multi use court to be provided within the NEAP.



**BUCKINGHAM TOWN COUNCIL**

**FULL COUNCIL**

**Monday 28<sup>th</sup> June 2021**

**Contact Officer: Sheena McMurtrie, Town Plan Officer**

**Proposed response to a call for evidence for England's Economic Heartland's connectivity study between Oxford and Milton Keynes & Oxford-Northampton-Peterborough [for Silverstone]**

**1. Recommendation**

1.1. It is recommended that the Town Council submits the proposed responses, which are marked in red.

**2. Background**

2.1. "England's Economic Heartland" is the sub-national transport body for the region. The group's overarching Transport Strategy is a 30-year strategic vision for a transport system which is intended to put the needs of businesses, individuals and the environment at the forefront of investment decisions. The group's work on wider strategic infrastructure is focused on making sure investment in transport, digital and utilities infrastructure is 'joined up'. The group aims to:

2.2. *"Support sustainable growth and improve quality of life and wellbeing through a world-class, decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole."*

2.3. Since March 2020 people are making different travel choices and businesses and services are operating more flexibly as technology opens up new ways of delivering and accessing services and opportunities. The group have launched a call for evidence which is open to all interested parties and members of the public and will run until midnight on June 30.

2.4. The first two studies will conclude in spring 2022, when a report will be published setting out the package of interventions which can then be developed into business cases.

2.5. Proposed responses from the Town Council are given below, marked in red.

### 3. Connectivity Study Frequently Asked Questions of interest here

3.1. *Is the Oxford-Milton Keynes study a reincarnation of the Oxford-Milton Keynes Expressway?*

3.2. The Government has scrapped the Oxford – Milton Keynes Expressway. However, there remains a need to invest in our existing road network if we are to enable new housing and economic growth to be delivered. Our evidence base, which underpins the regional transport strategy, identifies the strategic importance of improving connectivity between Milton Keynes and Oxford. This study is being taken forward in collaboration with local partners to agree what improvements are needed moving forward. In this we will build on the investment being made in East West Rail and in improved digital connectivity.

3.3. *How does this work relate to the work on the Oxford-Cambridge Arc?*

3.4. There is a need to identify what's required in order to improve connectivity in support of what is already set out in Local Plans. In doing so, the study will also be looking at how we meet the longer-term ambition for our transport system. All of the work undertaken by EEH is being fed into the Government-led initiative for the Oxford-Cambridge Arc." [Frequently Asked Questions at England's Economic Heartland: <https://www.EnglandSEconomicHeartland.com/our-work/connectivity-studies/connectivity-studies-faqs/>]

### 4. Oxford – Milton Keynes: Questions and Proposed answers:

4.1. *Question One: What are the key themes for the study area?*

Suggested answers: Three to be highlighted

These could include:

- Decarbonisation
- Accessibility
- Safety
- Levelling up
- Access to public transport or walking and cycling provision
- Digital connectivity
- Environment

#### 4.2. Question Two: What do you consider to be the key movements in the area?

For example:

- Based on your experience, what are the key journeys being made in the study area? **Buckingham to Milton Keynes**
- How are these journeys being made? Could they be made by a different mode of travel in the future (including virtually)?

**Car – then bus – traffic has remained relatively high during the pandemic and working from home, so there is still an impact even when work is being conducted virtually. This may be through traffic for freight.**

- Why are these journeys being made (employment, leisure etc)? **Both employment and leisure**

• Are there gaps in connectivity which means that people cannot easily connect between key places? **Bus services are not at all frequent and so people are more likely to use cars. The X5 Stagecoach [Oxford – Buckingham-Milton Keynes-Bedford] has a reduced service and no longer connects directly with Cambridge, requiring a change at Bedford. The service is currently hourly, which is a reduction from the previous half-hourly service during the day.**

**X60 – Buckingham to Milton Keynes – either hourly or half-hourly**

**The ability to connect to the main bus services be it from the housing estates on the edge of the town or the villages in close proximity is time-consuming – forcing people back into cars.**

**In addition, there are through journeys, freight and private, being made to connect M1 with M40 and A34 to the western ports and vice versa which impact on traffic congestion between Oxford-Buckingham-Milton Keynes and so to environmental pollution.**

#### 4.3. Question Three: What are the key connectivity opportunities and challenges in the study area?

For example:

- Where are the opportunities to improve connectivity (location specific)?

**Bus services that are more responsive to newer working patterns – early shift-work; flexible working; part-time working [but needing to be home for school collection];**

**Electric car infrastructure such as charging points – at workplaces; petrol stations; shopping areas; homes**

**Connecting housing estates and villages**

**Providing accessible public transport for those with mobility issues at all stages of the journey.**

- What types of opportunities and challenges exist?

**Challenges:** (i) convincing people that public transport is an environmentally friendly option which is also economic and reliable and meets their requirements as to timing and destination by delivering that service.

(ii) Ensuring fast broadband is available to all to promote home/hub-working and remove unnecessary journeys

**Opportunities:** (i) providing interconnecting bus services from Buckingham [and possibly surrounding villages] to Winslow station to connect with traintimes for services to both MK and Oxford.

(ii) maintaining the cycle path from Buckingham to Winslow Railway station and ensuring that any cycle pathways have a regular maintenance budget.

(iii) making electric car ownership possible for all in terms both of cost but also infrastructure in both private homes and public spaces.

- Who do you think would benefit from improving connectivity in this area?

Those in economic activity and those promoting economic activity; employers who will have a wider pool of talent available.

#### 4.4. Question 4: What interventions do you think the study should consider?

The outcomes of the study will be a package of interventions to improve connectivity in the region. Are there any interventions you think should be considered during the development of the study?

Subsidies and incentives towards public transport and/or home-working.

Joined-up connectivity in providing local shuttle services to connect with main route services be it train or bus and increasing the frequency of services to reflect modern work practices.

## 5. Oxford-Northampton-Peterborough [Silverstone]: Questions and draft answers:

### 5.1. Question One: What are the key themes for the study area?

What are the over-arching themes the connectivity study should look to consider when developing a package of potential measures? Please identify three themes you consider to be the most important.

These could include:

- Decarbonisation
- Accessibility
- Safety
- Levelling up
- Access to public transport or walking and cycling provision
- Digital connectivity
- Environment

*5.2. Question Two: What do you consider to be the key movements in the area?*

For example:

- Based on your experience, what are the key journeys being made in the study area?

Commuter journeys – Silverstone Business Park is a designated primary employment site for the north Vale of Aylesbury in the draft Vale of Aylesbury Plan (VALP). It is planned as a major employment site for Buckingham.

Tourists' journeys for the Silverstone Experience from hotels in Buckingham, and for Buckingham services; also notably for the British Grand Prix.

- How are these journeys being made? Could they be made by a different mode of travel in the future (including virtually)?

Car – or private hire coach/minibus – there is no direct public transport whatsoever, and other public transport is unlikely to meet varied working patterns.

- Why are these journeys being made (employment, leisure etc)?

Employment and Leisure and also education to the College

- Are there gaps in connectivity which means that people cannot easily connect between key places? Yes; there are no adequate public transport, and the most direct routes by road are small country roads.

*5.3. Question Three: What are the key connectivity opportunities and challenges in the study area?*

For example:

- Where are the opportunities to improve connectivity (location specific)?

Regular bus service between Buckingham and Silverstone Business Park

- What types of opportunities and challenges exist?

- Who do you think would benefit from improving connectivity in this area?

Employers; employees; visitors [tourists].

*5.4. Question Four: What interventions do you think the study should consider?*

The outcomes of the study will be a package of interventions to improve connectivity in the region. Are there any interventions you think should be considered during the development of the study?

Substantially improving the bus services between Buckingham and Silverstone Business Park.



### **Call for evidence launched for Oxford-Milton Keynes and Peterborough-Northampton-Oxford connectivity studies**

England's Economic Heartland has launched a call for evidence to inform the development of its connectivity studies between Oxford and Milton Keynes; and Peterborough, Northampton and Oxford.

The connectivity studies will take the policies set out in our transport strategy and apply them 'on the ground'. The output of the studies will be an evidence-based joined-up package of investment that reflects the step-change in approach required to achieve net zero emissions by as early as 2040, while supporting sustainable economic and housing growth.

One of the first stages of the connectivity studies is an in-depth analysis of the issues present in each corridor. As part of this, EEH is inviting interested parties to complete a short survey which aims to capture evidence about the two study areas. The survey is available on the EEH website and will be open until midnight on June 30. These are not 'traditional' transport studies. Instead, EEH is working with partners and stakeholders to set the desired outcomes for the study area from which we can collectively identify the investment requirements that are needed. Taking this approach ensures that, as we plan connectivity in the future, we are doing so in a way that can achieve the region's long-term ambitions.

EEH has appointed a consortium of Steer, WSP and 5th Studio to lead the two studies. They will be co-designed with the local planning and transport authorities and LEPs along each corridor, ensuring the views of EEH's partners are fully represented.

The studies will conclude in spring 2022, when a report will be published setting out the connectivity opportunities and needs in each corridor. The package of interventions identified will form a key part of our investment pipeline for the region going forward.

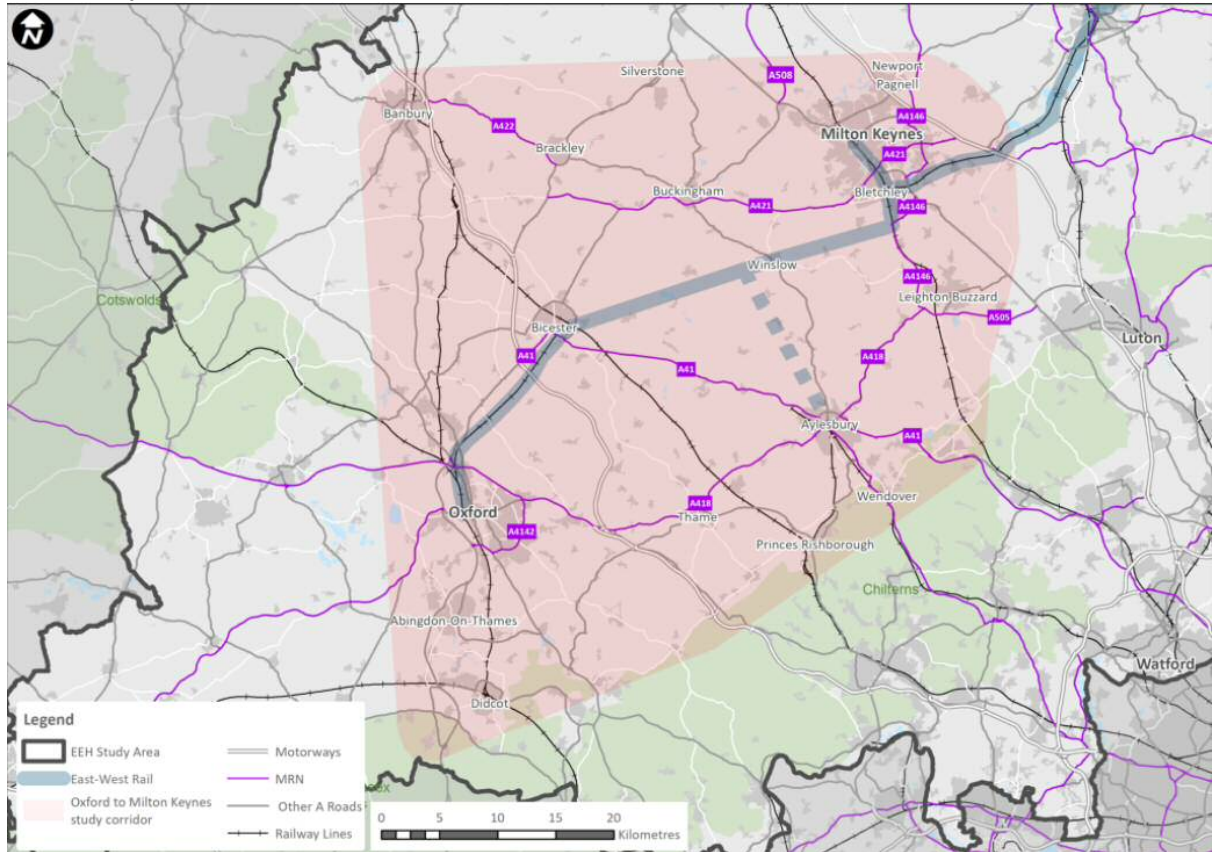
EEH is planning 10 connectivity studies in total, with Swindon-Didcot-Oxford and London-Buckinghamshire-Milton Keynes-Northampton the next corridors to follow in due course. All the studies will take account of existing studies at a local, regional and national level to ensure work is joined-up and avoids duplication.

They are keen to understand from interested parties:

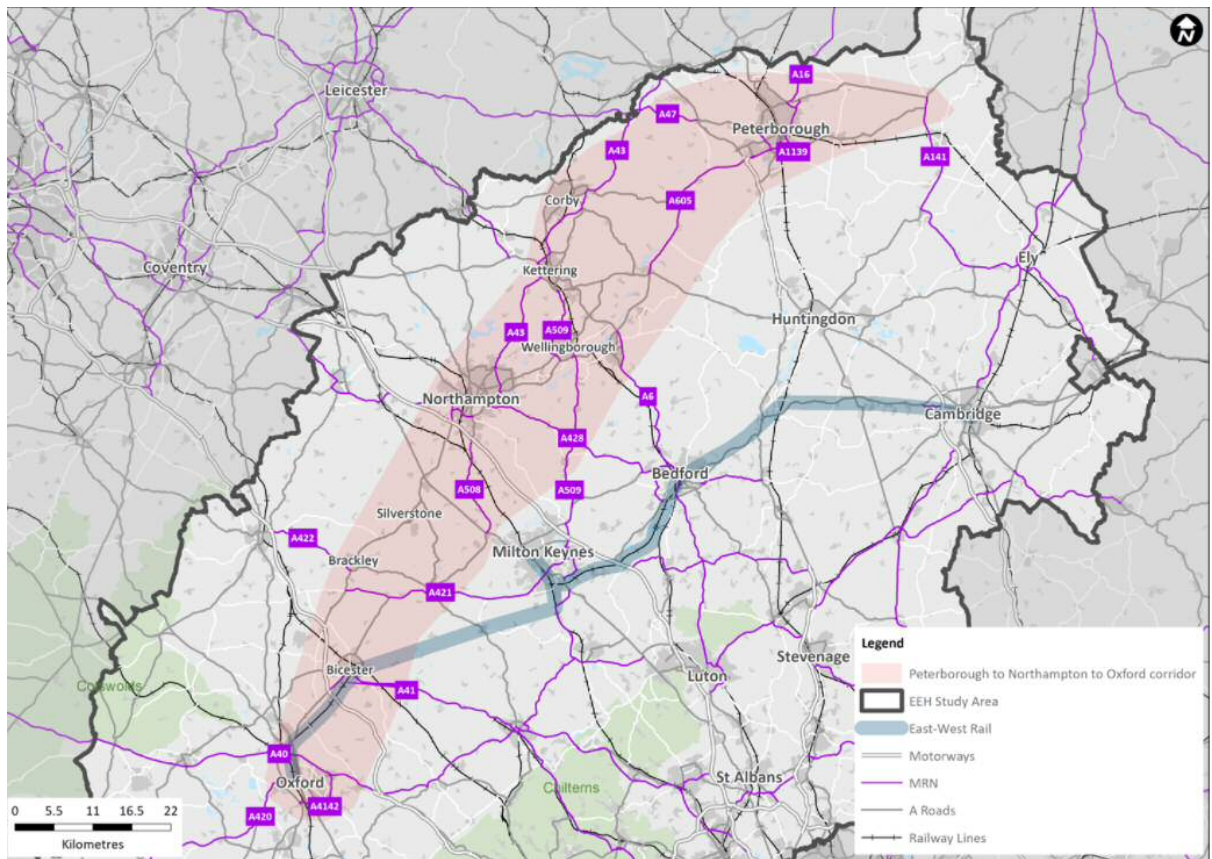
- What are the key themes for the study area?
- What do you consider to be the key movements in the area?
- What are the key connectivity opportunities and challenges in the study area?
- What interventions do you think the study should consider?

Members are invited to watch the attached Powerpoint slides for further information and consider their answers before the meeting. The Powerpoint slides and the questions are identical for each survey area.

Current study areas



Oxford – Milton Keynes



Oxford – Northampton - Peterborough





# **Oxford-Milton Keynes Connectivity Study**

**Call for evidence  
June 2021**



# Introduction

Welcome to the call for evidence for England's Economic Heartland's connectivity study between Oxford and Milton Keynes.

Since March 2020, the world has changed significantly. People are making different travel choices and businesses and services are operating more flexibly as technology opens up new ways of delivering and accessing services and opportunities.

These changes provide the opportunity for us to plan a different future: one where travel remains a necessity but at not the same time each day and not necessarily as frequently. Planned correctly, and with public transport supported to grow to pre-pandemic levels and beyond, the opportunity for change is significant.

This is not a 'traditional' transport study. Instead, we are working with partners and stakeholders to set the desired outcomes for the defined study area from which we can collectively identify the investment requirements that are needed.

Taking this approach ensures that, as we plan connectivity in the future, we are doing so in a way that can achieve the region's long-term ambitions. The output from the study will be taken forward as part of the Investment Pipeline associated with the Transport Strategy.

# The call for evidence

We are seeking to develop a comprehensive evidence base for the connectivity study and develop a clear position on the opportunities and challenges that need to be addressed.

We are holding an online survey throughout June (open from June 1 to midnight on June 30) to help inform the study. A parallel call for evidence on our second connectivity study, Peterborough-Northampton-Oxford, is also underway.

The survey is open to all interested parties and residents. The outputs of the call for evidence will feed into the study evidence base and will be published alongside a final study report (currently scheduled for spring 2022).



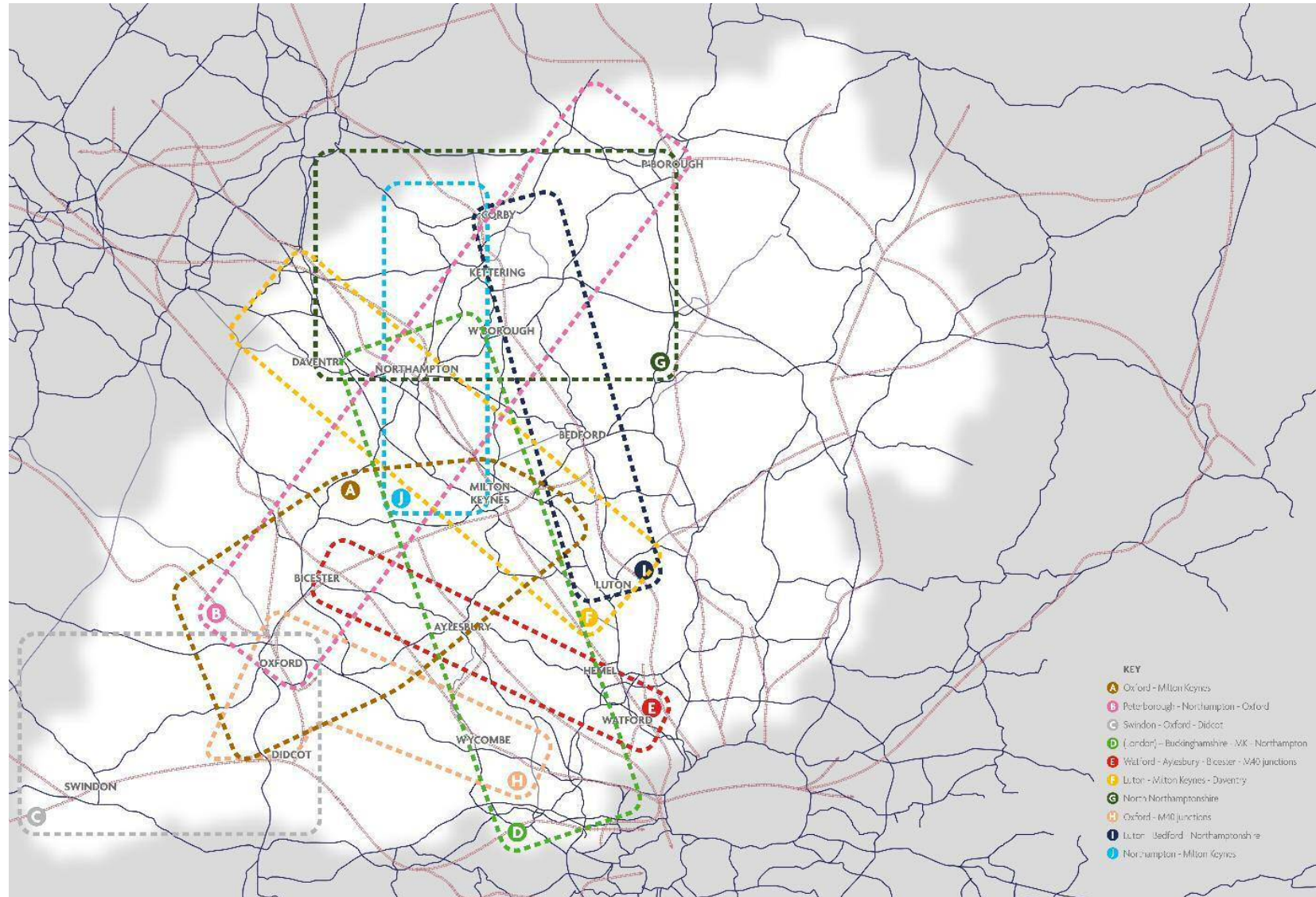
# Context

During the development of EEH's Transport Strategy we worked with partners to identify a programme of connectivity studies based on an independent assessment of a long list of corridors.

10 corridors are planned (subject to funding).

The first two studies we are undertaking are:

- Oxford-Milton Keynes
- Peterborough-Northampton-Oxford



# Purpose of connectivity studies

The overall purpose of our programme of connectivity studies is to :

- identify opportunities and solutions to maximise current and future connectivity in defined corridors or areas
- build on the policy framework in the EEH Transport Strategy – in effect providing a strategy for the area/ corridor to help achieve the Transport Strategy’s ambition to:

**“Support sustainable growth and improve quality of life and wellbeing through a world-class, decarbonised transport system which harnesses the region’s global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole.”**

Each study scope has been developed with our partners: the local transport authorities, local planning authorities and local enterprise partnerships along the corridor. It is anticipated that each study will identify interventions and solutions to improve connectivity within the corridor or area. These will be fed into the EEH Investment Pipeline.

The studies are multi-modal and therefore it is anticipated that the measures identified are likely to be a package of interventions (including digital).

# Our Transport Strategy

The connectivity studies will build on the policy framework in our Transport Strategy, published in February 2021.

The strategy, *Connecting People, Transforming Journeys*, was developed in collaboration with partners and government, informed by technical studies and ISA, and shaped by feedback from two public consultations.

It sets out the step-change required to decarbonise the transport system while supporting economic growth. It includes an ambition for net zero transport emissions by 2040.

The outputs of the connectivity studies will inform the iterative development of the strategy's Investment Pipeline.

The strategy's five-point plan of action is on the following page.



# The Transport Strategy's five-point action plan

**ONE:** Focus on **decarbonisation** of the transport system by harnessing innovation and supporting solutions which create green economic opportunities

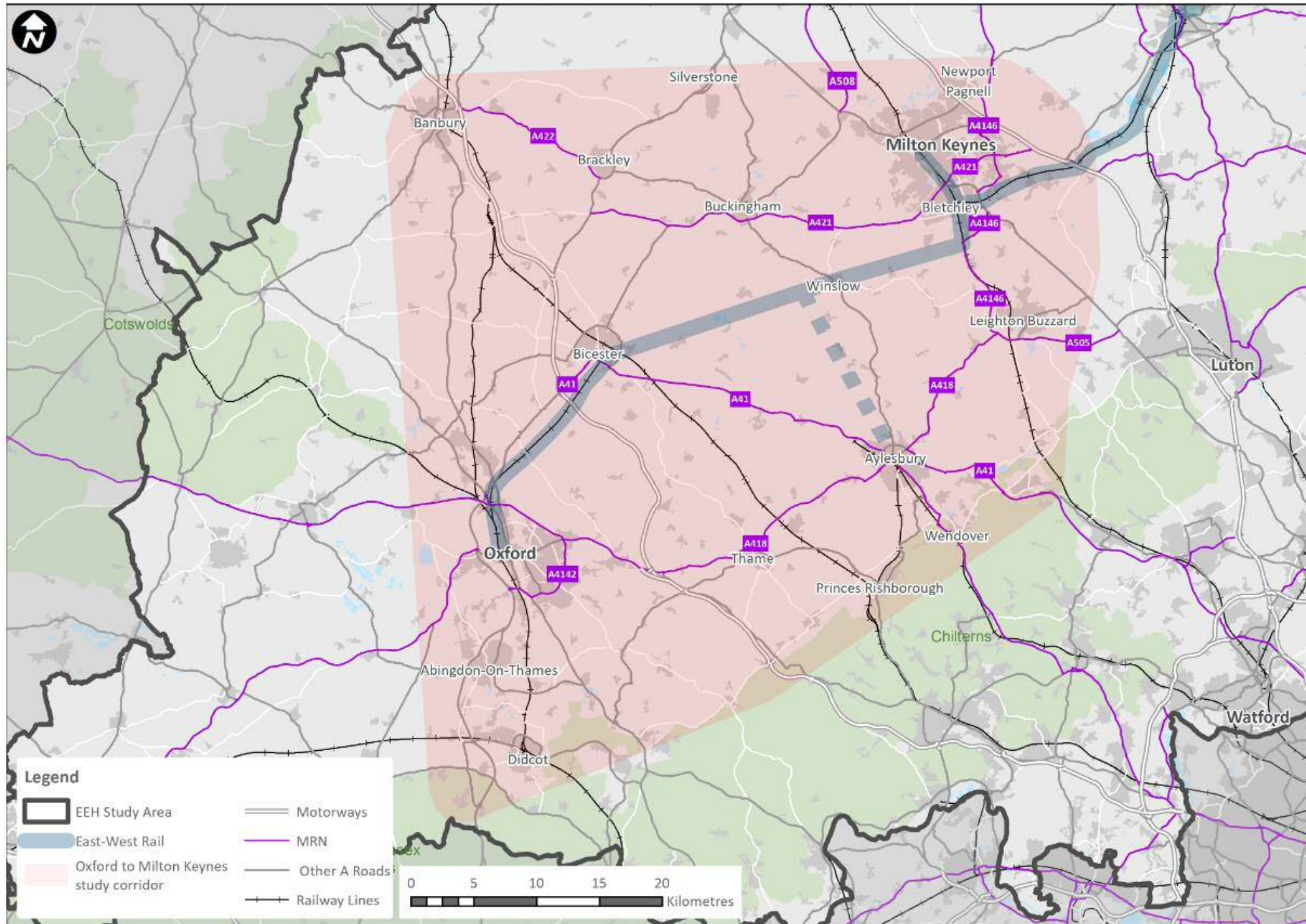
**TWO:** Promote investment in **digital** infrastructure as a means of improving connectivity

**THREE:** Use delivery of East West Rail and mass rapid transit systems as the catalyst for the transformation of our strategic **public transport** networks

**FOUR:** Champion increased investment in active travel and shared transport solutions to improve **local connectivity** to ensure that everyone has the opportunity to realise their potential

**FIVE:** Ensure that our **freight and logistics** needs continue to be met whilst lowering the environmental impact of their delivery

# Study area





# Study approaches

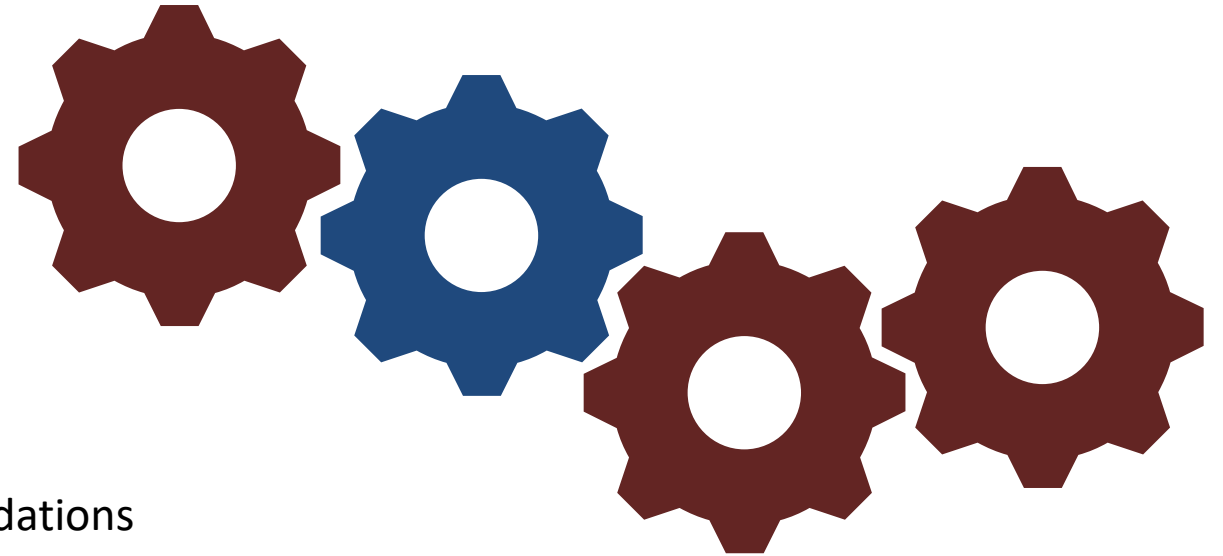
The connectivity study will run in four stages:

Phase 1: Methodology development

**Phase 2: 'Setting the scene'**

Phase 3: Delivery of the study and producing recommendations

Phase 4: Final report



We are moving into Phase 2 of our study development. During this phase we are developing our evidence base for the study and would like your input to identify opportunities, challenges, themes and potential interventions for each of the study areas.

The outputs from the survey will be presented to the study steering group and form part of the evidence base outputs, to be published alongside the conclusion of the study in spring 2022.

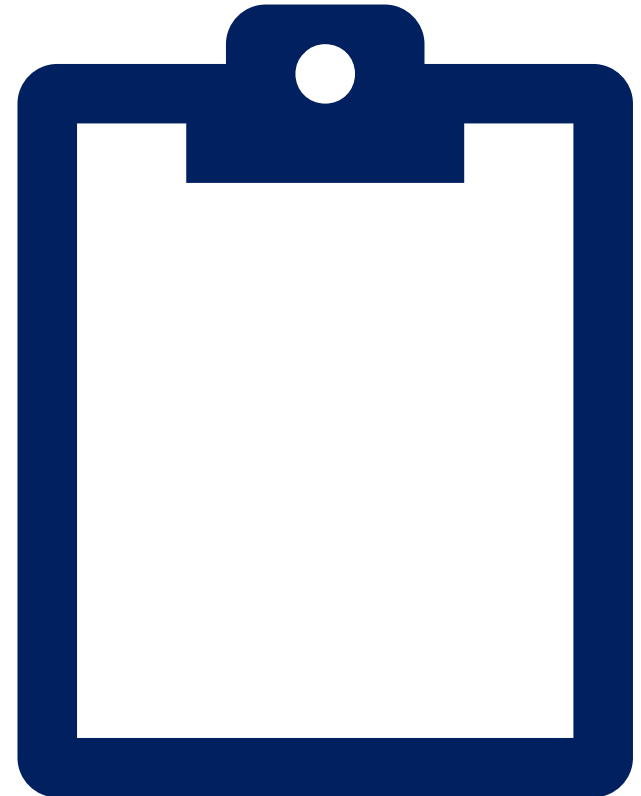
# About the survey

We are seeking your input into the studies. We want to know your views on the challenges and opportunities for improving connectivity in each corridor. The study covers a large geography and is therefore strategic in nature.

The following pages explain the questions being asked in the online survey.

[The Oxford – Milton Keynes survey can be found here.](#)

The survey will run from June 1 to midnight on June 30 2021.



# Question One:

## What are the key themes for the study area?

What are the over-arching themes the connectivity study should look to consider when developing a package of potential measures? Please identify three themes you consider to be the most important.

These could include:

- Decarbonisation
- Accessibility
- Safety
- Levelling up
- Access to public transport or walking and cycling provision
- Digital connectivity
- Environment



## Question Two:

# What do you consider to be the key movements in the area?

For example:

- Based on your experience, what are the key journeys being made in the study area?
- How are these journeys being made? Could they be made by a different mode of travel in the future (including virtually)?
- Why are these journeys being made (employment, leisure etc)?
- Are there gaps in connectivity which means that people cannot easily connect between key places?



## Question Three:

# What are the key connectivity opportunities and challenges in the study area?

For example:

- Where are the opportunities to improve connectivity (location specific)?
- What types of opportunities and challenges exist?
- Who do you think would benefit from improving connectivity in this area?



## Question Four:

# What interventions do you think the study should consider?

The outcomes of the study will be a package of interventions to improve connectivity in the region.

Are there any interventions you think should be considered during the development of the study?





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