						SIFTING SUMMARY						**CONNECTIVITY** - Improve connectivity across the corridor. This will include recommendations to improve connectivity within, and between, the area's towns and cities, including public transport and a consideration of the interdependencies with social infrastructure					**EMPLOYMENT AND PRODUCTIVITY** - Create more and better jobs. Drive the regeneration of communities, spread the benefits of economic growth along and beyond the corridor, and ensure effective				**HOUSING** - Develop sites to meet existing and expected housing need (including public sector		**ENVIRONMENT** - Ensure new infrastructure is of a high quality, maintains and/or protects the area's environment and cultural assets			**DELIVERABILITY** - Value for money, Affordability, Timescale		
Map Ref.	**Scheme Name**	**Scheme Status**	**Scenario**	**Area**	**Total Cost (£m) - numerical**	CONNECTIVITY	EMPLOYMENT AND PRODUCTIVITY	HOUSING	ENVIRONMENT	DELIVERABILITY	**OVERALL SCORE**	Improve connectivity within study area towns and cities	Improve connectivity between study area towns and cities	Improve connectivity outside the study area	Includes public transport connectivity	Provides/improves access to social infrastructure (schools, universities, hospitals, community	Reduces journey times / improves reliability to employment areas	Provides access to regeneration areas	Potential to create agglomeration benefits within and between cities	Potential to create specialisation benefits by providing links to related hubs / supporting clusters	Provides/improves access to existing and future housing site(s)	Comment	Potential impact on environment (noise, air quality, greenhouse gases, landscape, townscape	Impact on green belt	Creates opportunities to maintain or protect environment and cultural assets	Is the scheme likely to demonstrate value for money (high / medium / low)	Is the scheme likely to be affordable (high / medium / low cost)	What is the delivery timescale (short / medium / long term)
1	A1(M)HCC transport package A1(M) Growth Area	Committed	Baseline	London Radial	18	3.6	3.5	2	2.67		2.94	3	4	3	4	4	4	3	4	3	2		3	2	3		medium	short
2	A14 Cambridge to Huntingdon Improvement Scheme	Committed	Baseline	Cambridge	1,200	3.8	4.25	5	2.33		3.85	3	5	3	4	4	5	5	4	3	5		2	2	3		high	short
3	A421 Dualling from Fen Farm to J13	Completed		0 Inter Urban	24	3.4	3.75	1	2.67		2.7	3	4	3	3	4	4	3	4	4	1		2	3	3		medium	short
4	A43 Abthorpe roundabout improvement scheme	Committed	Baseline	MK-	7	3.6	3.5	1	3		2.78	3	4	3	4	4	4	3	4	3	1		3	3	3		low	short
5	A45 Daventry Development Link Road	Committed	Baseline	MK-	32	3.6	3.5	5	3		3.78	3	4	3	4	4	4	4	3	3	5		3	3	3	high	medium	short
6	A5 - M1 Link Road	Committed	Baseline	Inter Urban Corridors	162	3.8	4.25	5	2.33		3.85	3	5	3	4	4	5	5	4	3	5		2	2	3	high	high	short
7	Aylesbury Eastern Link Road and Stockdale Link	Committed	Baseline	MK-	31	3.6	3.25	4	3		3.46	4	3	3	4	4	4	3	3	3	4	supports	3	3	3		medium	short
8	Bletchley Station	Committed	Baseline	MK-	2	3.2	3.5	3	3		3.18	3	3	3	3	4	4	4	3	3	3		3	3	3	high	low	short
9	Cambridge North New Station	Committed	Baseline	Cambridge	50	3.8	4	3	2.67		3.37	3	4	4	4	4	4	4	4	4	3		2	3	3	high	high	short
10	Didcot Station Car Park Expansion (Foxhall Road)	Committed	Baseline	Oxford	14	3.4	3.75	2	2.67		2.95	3	4	3	3	4	4	3	4	4	2		2	3	3		medium	short
11	East-West Rail Link Western Section Phase 1 Oxford-Bicester	Committed	Baseline	Inter Urban Corridors	332	4	4.25	3	2.67		3.48	3	5	4	4	4	5	4	4	4	3		2	3	3	high	high	short
12	East-West Rail Link Western Section Phase 2 Bicester-Milton Keynes/Bedford	Committed	Baseline	Inter Urban Corridors	402	4	4.25	5	2.67		3.98	3	5	4	4	4	5	4	4	4	5		2	3	3	high	high	short
13	Electric Spine Development Programme - Oxford to Coventry	Committed	Baseline	Oxford	208	3.8	3.25	1	3.33		2.85	3	4	4	4	4	4	3	3	3	1		4	3	3	medium		short
14	Ely Southern Bypass	Committed	Baseline	Cambridge	35	4	3.75	2	3		3.19	4	4	4	4	4	4	3	4	4	2		3	3	3	high	medium	short
15	Evergreen 3 Project on the Chiltern Line	Committed	Baseline	Inter Urban	200	3.8	4	3	2.67		3.37	3	4	4	4	4	4	4	4	4	3		2	3	3	high	high	short
16	Great Western Electrification	Committed	Baseline	Inter Urban Corridors	2,800	3.8	3.25	3	3.33		3.35	3	4	4	4	4	4	3	3	3	3	supports growth in Swindon through better connections to London/Oxford	4	3	3	high	high	short
17	Headington Phase 1 & Eastern Arc Transport Improvements	Committed	Baseline	Oxford	13	3.6	3.75	3	2.67		3.25	4	3	3	4	4	4	4	4	3	3		2	3	3	high	medium	short
18	Iver, Taplow and Winslow stations	Committed	Baseline	MK-Northampton	1	3.8	3.5	5	3		3.83	3	4	4	4	4	4	3	4	3	5	Winslow Station on EWR unlocks sites around Winslow	3	3	3	high	low	medium
19	Joining up St. James Mill Road	Committed	Baseline	MK-	1	3.6	3.75	1	2.67		2.75	4	3	3	4	4	4	3	4	4	1		2	3	3	high	low	short
20	London Luton Airport Surface Access	Committed	Baseline	London Radial	20	3.4	3.75	1	3.33		2.87	4	3	3	4	3	4	3	4	4	1		4	3	3	medium	medium	short
21	M1 Junctions 19 to 16: All Lane Running; Smart Motorway	Committed	Baseline	Inter Urban	91	3.4	3.25	1	3		2.66	3	4	3	3	4	4	3	3	3	1		3	3	3		high	short
22	M1 Old Park Charity Toddington Parapet	Committed	Baseline	Inter Urban Corridors	2	3.2	3	1	3		2.55	3	4	3	3	3	3	3	3	3	1		3	3	3		low	short
23	M11 Junctions 8 -14 Technology Upgrade	Committed	Baseline	Cambridge	30	3.4	3.25	1	3		2.66	3	4	3	3	4	4	3	3	3	1		3	3	3			
24	M40 major Maintenance Junction 6 to 8	Committed	Baseline	London Radial	200	3.4	3.25	1	3		2.66	3	4	3	3	4	4	3	3	3	1		3	3	3			short
26	Oxford Corridor Capacity Improvements	Committed	Baseline	Oxford	50	3.6	3.75	3	3		3.34	3	4	3	4	4	4	3	4	4	3		3	3	3			short
27	Oxford Science Transit Scheme	Planned	Incremental	Oxford	40	4	3.75	4	2.67		3.6	3	5	4	4	4	4	3	4	4	4		2	3	3	high	medium	short
28	Oxford to Bletchley Electrification	Committed	Baseline	Inter Urban	190	3.6	3.25	3	3.33		3.3	3	4	3	4	4	4	3	3	3	3		4	3	3			short
29	Sandy Lane Relief Road Phase 2	Committed	Baseline	MK-Northampton	5	3.4	3.5	4	2.67		3.39	4	3	3	3	4	4	3	4	3	4	unlocks developments on west of northampton	2	3	3	medium	low	short
30	Smart Commuting	Committed	Baseline	MK-	2	3.4	3.5	1	3.33		2.81	4	3	3	3	4	4	4	3	3	1		4	3	3	high	low	short
30	Smart Corridors (Local Sustainable Transport Scheme)	Committed	Baseline	MK-	9	3.4	3.5	1	3.33		2.81	4	3	3	3	4	4	4	3	3	1		4	3	3	high	low	short
31	St Neots to Cambridge PT capacity	Committed	Baseline	Cambridge	4	3.6	4	5	3		3.9	3	4	3	4	4	4	4	4	4	5	actively	3	3	3			
32	Sustainable Transport Links to East West Rail's arrival in Winslow	Committed	Baseline	MK-	1	3.8	3.25	1	3		2.76	4	4	3	4	4	4	3	3	3	1		3	3	3			
33	Thameslink Improvements	Committed	Baseline	London Radial	3,550	4.4	4.75	5	2.33		4.12	3	5	5	5	4	5	4	5	5	5	actively	2	2	3	high	high	short
34	Woodside Link	Committed	Baseline	Inter Urban Corridors	20	3.6	4.25	5	2.33		3.8	3	5	3	3	4	5	5	4	3	5	actively supports sites unlocked by A5-M1 link	2	2	3	high	high	short
35	Wootton Hall Park Access Improvements	Committed	Baseline	MK-	3	3.4	3.5	2	3		2.98	4	3	3	3	4	4	4	3	3	2		3	3	3		low	
36	Greater Cambridge City Deal	Committed	Baseline	Cambridge	168	4	4	3	3.67		3.67	5	3	3	5	4	5	3	4	4	3	package of bus priority and cycle measures improving access into Cambridge	4	3	4		high	short
46	A10 Royston to Cambridge foot & cycleway	Planned	Incremental	Cambridge	7	3.8	4	1	4		3.2	4	4	3	3	5	5	3	4	4	1		5	3	4		low	short
47	Transport Strategy for Cambridge	Committed	Baseline	Cambridge	398	4	3.5	4	3		3.63	5	3	3	5	4	4	4	3	3	4		3	3	3		high	long
68	GCGP Growth Deal 3	Planned	Incremental	Cambridge	14	4	3.75	1	2.33		2.77	3	5	4	4	4	4	3	4	4	1		2	2	3		medium	short

						SIFTING SUMMARY						CONNECTIVITY - Improve connectivity across the corridor. This will include recommendations to improve connectivity within, and between, the area's towns and cities, including public transport and a consideration of the interdependencies with social infrastructure					EMPLOYMENT AND PRODUCTIVITY - Create more and better jobs. Drive the regeneration of communities, spread the benefits of economic growth along and beyond the corridor, and ensure effective					HOUSING - Develop sites to meet existing and expected housing need (including public sector		ENVIRONMENT - Ensure new infrastructure is of a high quality, maintains and/or protects the area's environment and cultural assets			DELIVERABILITY - Value for money, Affordability, Timescale		
Map Ref.	Scheme Name	Scheme Status	Scenario	Area	Total Cost (£m) - numerical	CONNECTIVITY	EMPLOYMENT AND PRODUCTIVITY	HOUSING	ENVIRONMENT	DELIVERABILITY	OVERALL SCORE	Improve connectivity within study area towns and cities	Improve connectivity between study area towns and cities	Improve connectivity outside the study area	Includes public transport connectivity	Provides/improves access to social infrastructure (schools, universities, hospitals, community	Reduces journey times / improves reliability to employment areas	Provides access to regeneration areas	Potential to create agglomeration benefits within and between cities	Potential to create specialisation benefits by providing links to related hubs / supporting clusters	Provides/improves access to existing and future housing site(s)	Comment	Potential impact on environment (noise, air quality, greenhouse gases, landscape, townscape	Impact on green belt	Creates opportunities to maintain or protect environment and cultural assets	Is the scheme likely to demonstrate value for money (high / medium / low)	Is the scheme likely to be affordable (high / medium / low cost)	What is the delivery timescale (short / medium / long term)
71	Oxford's Northern Gateway and A40 approaches to Oxford	Committed	Baseline	Oxford	12	3.6	3.25	5	3		3.71	4	4	3	3	4	4	3	3	3	5	See A40 improvements	3	3	3		medium	
72	Connecting Oxfordshire	Committed	Baseline	Oxford	1,476	3.8	3.5	4	2.67		3.49	4	4	3	4	4	4	4	3	3	4		3	2	3		high	long
92	Improvements to the A43 in Northampton - extra lanes, improved public transport and roundabout improvements	Committed	Baseline	MK-Northampton	21	3.6	3.5	3	2.67		3.19	4	3	3	4	4	4	3	4	3	3		2	3	3		medium	
93	A361 Chipping Warden relief road	Committed	Baseline	MK-	2	3.4	3.25	1	3		2.66	4	3	3	3	4	4	3	3	3	1		3	3	3		low	short
94	A422 Farthinghoe Bypass consultation	Committed	Baseline	MK-	11	3.4	3.25	3	3		3.16	3	4	3	3	4	4	3	3	3	3		3	3	3		medium	
95	A45 Nene Valley Way - junction improvements between Great Billing and M1 J 15	Committed	Baseline	MK-Northampton	8	3.4	3.25	1	3.33		2.75	3	4	3	3	4	4	3	3	3	1		4	3	3		low	
96	A45 Northampton to Wellingborough - upgrades including the Wilby Way roundabout	Committed	Baseline	MK-Northampton	3	3.2	3.25	2	3		2.86	3	4	3	3	3	4	3	3	3	2		3	3	3		low	
98	Upgrade of Northampton radial routes - Lumbertubs Way, Kingsthorpe Corridor and connections through to Dallington Grange / Kings Heath	Committed	Baseline	MK-Northampton	3	3.4	3.5	4	3		3.48	3	4	3	3	4	4	3	4	3	4	helps to unlock sites around Northampto	3	3	3		low	
99	Northampton town centre to Brackmills Connectivity	Committed	Baseline	MK-	2	3.8	3.5	1	3		2.83	4	4	3	4	4	4	3	4	3	1	2	3	3	3		low	
101	Royston Rail Crossing	Completed	Baseline	Cambridge	0	3.4	3.25	1	3		2.66	4	3	3	3	4	4	3	3	3	1		3	3	3		low	short
102	A602 Corridor Strategy - Ware to Stevenage Improvements	Committed	Baseline	Inter Urban Corridors	16	3.8	3.25	4	2.67		3.43	4	4	3	4	4	4	3	3	3	4		2	3	3	high	medium	short
104	Hitchin Flyover	Completed	Baseline	London Radial	47	3.8	3.75	1	3		2.89	3	4	4	4	4	4	3	4	4	1		3	3	3		medium	
105	Smarter Routes to Employment projects in Luton and Dunstable	Committed	Baseline	MK-	2	3.6	3.25	1	3.33		2.8	4	4	3	3	4	4	3	3	3	1		4	3	3		high	short
106	Improving the A413 to enhance connections within the County and to growth areas beyond	Committed	Baseline	Inter Urban Corridors	20	3.8	3.75	4	3		3.64	3	4	4	4	4	4	3	4	4	4		3	3	3			
140	A34 Technology Enhancements	Planned	Incremental	Oxford	25	3.2	3.5	3	3.33		3.26	3	3	3	3	4	4	4	3	3	3		4	3	3	medium	medium	medium
141	A428 Black Cat to Caxton Gibbet	Committed	Baseline	Inter Urban Corridors	375	3.8	4.5	3	2.67		3.49	3	5	3	3	5	5	5	4	4	3		2	3	3	medium	medium	medium
142	Addenbrooke Railway Station	Planned	Incremental	Cambridge	50	3.8	4.25	5	2.33		3.85	3	3	4	4	5	4	5	4	4	5		2	2	3	high	medium	medium
143	East West Rail Link Eastern Section	Planned	Incremental	Inter Urban Corridors	734	3.8	4.25	5	2.67		3.93	3	3	4	5	4	5	4	4	4	5		2	3	3	high	high	long
144	East-West Rail Link Central Section (Bedford - Cambridge)	Planned	Incremental	Inter Urban Corridors	1,361	4.2	4.5	5	2.33		4.01	3	5	3	5	5	5	5	4	4	5		2	2	3	medium	high	medium
146	Kings Lynn Cambridge 8 car Project	Planned	Incremental	Cambridge	50	3.6	3.5	3	2.67		3.19	3	3	4	4	4	4	4	3	3	3		2	3	3	medium	high	medium
148	Northampton Northern Orbital Route	Planned	Incremental	MK-Northampton	50	3.4	3.75	4	2.67		3.45	4	4	3	3	3	5	4	3	3	4	Supports allocated sites in Northampton, which is a less attractive market than other locations in the study area.	2	3	3	medium	medium	medium
149	Northampton North-West Relief Road	Planned	Incremental	MK-Northampton	32	3.4	3.75	4	2.67		3.45	4	4	3	3	3	5	4	3	3	4	Supports allocated sites in Northampton, which is a less attractive market than other locations in the study area.	2	3	3	medium	medium	short
150	Oxford access to EZ	Planned	Incremental	Oxford	29	3.8	4.5	3	2.33		3.41	4	3	4	4	4	4	4	5	5	3		2	2	3	high	high	medium
151	Oxford Station Redevelopment	Planned	Incremental	Oxford	75	4	3	2	3		3	4	4	4	4	4	3	3	3	3	2		3	3	3	high	medium	short
152	Oxford to Cambridge Expressway	Planned	Incremental	Oxford	3,500	3.8	4.75	3	2.33		3.47	3	5	4	4	3	5	4	5	5	3		2	2	3	medium	high	medium
153	Oxford to Leamington Electrification 'Electric Spine'	Planned	Incremental	Oxford	208	3.6	3.25	3	3.33		3.3	3	3	4	4	4	4	3	3	3	3		4	3	3	medium	high	medium
154	Soham Railway Station	Planned	Incremental	Cambridge	50	4	3.75	3	3.33		3.52	4	4	4	4	4	4	4	4	3	3		4	3	3	high	medium	medium
155	Steeple Claydon potential new station	Planned	Incremental	MK-	50	4.2	3.25	5	2.67		3.78	4	5	3	4	5	4	3	3	3	5		2	3	3	high	medium	medium
156	West Anglia Mainline Improvement	Planned	Incremental	London Radial	3,550	4.4	4.25	5	3.33		4.25	4	4	5	5	4	4	5	4	4	5	Unlocks housing sites at Harlow north and Bishop's	4	3	3		high	short

						SIFTING SUMMARY						CONNECTIVITY - Improve connectivity across the corridor. This will include recommendations to improve connectivity within, and between, the area's towns and cities, including public transport and a consideration of the interdependencies with social infrastructure					EMPLOYMENT AND PRODUCTIVITY - Create more and better jobs. Drive the regeneration of communities, spread the benefits of economic growth along and beyond the corridor, and ensure effective					HOUSING - Develop sites to meet existing and expected housing need (including public sector		ENVIRONMENT - Ensure new infrastructure is of a high quality, maintains and/or protects the area's environment and cultural assets			DELIVERABILITY - Value for money, Affordability, Timescale		
Map Ref.	Scheme Name	Scheme Status	Scenario	Area	Total Cost (£m) - numerical	CONNECTIVITY	EMPLOYMENT AND PRODUCTIVITY	HOUSING	ENVIRONMENT	DELIVERABILITY	OVERALL SCORE	Improve connectivity within study area towns and cities	Improve connectivity between study area towns and cities	Improve connectivity outside the study area	Includes public transport connectivity	Provides/improves access to social infrastructure (schools, universities, hospitals, community	Reduces journey times / improves reliability to employment areas	Provides access to regeneration areas	Potential to create agglomeration benefits within and between cities	Potential to create specialisation benefits by providing links to related hubs / supporting clusters	Provides/improves access to existing and future housing site(s)	Comment	Potential impact on environment (noise, air quality, greenhouse gases, landscape, townscape	Impact on green belt	Creates opportunities to maintain or protect environment and cultural assets	Is the scheme likely to demonstrate value for money (high / medium / low)	Is the scheme likely to be affordable (high / medium / low cost)	What is the delivery timescale (short / medium / long term)
159	Oxford Transport Strategy	Planned	Incremental	Oxford	76	3.6	4	5	2		3.65	4	4	3	3	4	4	5	4	3	5	Supports multiple housing sites west of Oxford.	1	2	3		high	medium
163	Transport Strategy for Cambridge	Committed	Baseline	Cambridge	7	3.6	3.75	2	2.33		2.92	3	4	3	4	4	4	4	4	3	2		2	2	3		low	short
165	Milton Keynes Transport Strategy	Committed	Baseline	MK-	11	3.8	3.5	3	3		3.33	4	4	3	4	4	4	4	3	3	3		3	3	3		medium	
167	A509 Wellingborough Development Link	Planned	Incremental	MK-Northampton	39	3.6	3.5	4	2.67		3.44	4	4	3	3	4	4	4	3	3	4	Supports allocated sites in Wellingborough.	2	3	3		medium	short
168	Northampton Transport Strategy	0	Baseline	MK-	14	3.8	3.75	2	2.67		3.05	4	4	3	4	4	4	3	4	4	2		2	3	3		medium	short
181	Northamptonshire Transportation Plan	Committed	Baseline	MK-	11	3.4	3.5	1	3		2.73	3	4	3	3	4	4	3	4	3	1		3	3	3		low	short
187	Bourn Airfield	Committed	Baseline	Cambridge	0	3.6	3.25	3	2.33		3.05	3	4	3	4	4	3	4	3	3	3		2	2	3			medium
188	Bicester London Road level Crossing	Cancelled	0	Oxford	3	3.6	3.5	3	2.67		3.19	4	4	3	3	4	4	4	3	3	3		2	3	3	medium	medium	short
189	M1 to A6 Link Road	Planned	Incremental	Inter Urban Corridors	50	3.4	3.75	4	2.33		3.37	4	4	3	3	3	5	4	3	3	4	Supports land for development north of Luton.	1	3	3		medium	short
190	Bedford Southern Gateway	Planned	Incremental	MK-	5	4	3.75	1	3		2.94	5	4	3	4	4	4	3	4	4	1		3	3	3		low	short
191	Wixams Rail Station	Planned	Incremental	MK-Northampton	30	4	4.25	5	3.33		4.15	4	4	4	4	4	4	5	4	4	5	Accelerates and unlocks significant housing development	4	3	3		medium	short
192	Ridgmont Station interchange	Planned	Incremental	MK-	8	3.6	3.5	3	3.33		3.36	3	4	4	4	3	3	4	3	4	3		4	3	3		low	short
193	A418 corridor study	Planned	Incremental	Inter Urban Corridors	375	3.8	4	5	2		3.7	3	5	4	3	4	4	5	3	4	5	Key link between Oxford and MK. Supports land for housing around Aylesbury	2	2	2		high	medium
194	Milton Keynes Strategic Roads - enabling growth to 2050 and beyond	Planned	Incremental	MK-Northampton	20	3.4	4	5	2.67		3.77	4	3	3	3	4	4	5	4	3	5	Unlocks significant housing development east of MK	2	3	3		medium	medium
195	Stoke Mandeville Outer Link Road (A413 to B4443)	Planned	Incremental	MK-	23	3.4	3.5	3	2.67		3.14	4	3	3	3	4	4	4	3	3	3		2	3	3		medium	medium
196	Grand Union Triangle "Greenways to Growth"	Planned	Incremental	MK-Northampton	7	3.4	3.75	1	4.33		3.12	4	3	3	3	4	5	3	4	3	1		5	3	5		low	short
197	Science Bridge, Didcot & A4130	Planned	Incremental	Oxford	53	3.6	4.5	4	2.67		3.69	4	4	3	3	4	5	5	4	4	4	Supports housing development in Didcot	2	3	3		medium	medium
198	Access to Culham Phase 1	Planned	Incremental	Oxford	16	3.2	4	3	2.67		3.22	4	3	3	3	3	5	4	4	3	3		2	3	3		medium	medium
199	SMART Oxford: Culham City	Planned	Incremental	Oxford	88	3.6	4.25	1	3.33		3.05	4	3	3	4	4	5	3	5	4	1		4	3	3		medium	long
200	Seacourt Park & Ride	Planned	Incremental	Oxford	2	3.6	3.5	1	3		2.78	4	3	3	4	4	4	3	4	3	1		3	3	3		low	short
201	Bicester Charbridge Lane Rail Crossing	Planned	Incremental	Oxford	18	3.6	3.5	3	2.67		3.19	4	4	3	3	4	4	4	3	3	3		2	3	3		low	short
203	Culham Rail station	Planned	Incremental	Oxford	13	4	4	2	3		3.25	4	4	4	4	4	5	3	4	4	2		3	3	3		medium	short
204	Didcot Northern Perimeter Road Phase 3	Planned	Incremental	Oxford	13	3.4	4	4	2.67		3.52	4	3	3	3	4	4	4	4	4	4	Supports housing development in Didcot	2	3	3		medium	short
205	A34 Lodge Hill Junction	Planned	Incremental	Oxford	32	3.4	3.25	2	2.67		2.83	4	3	3	3	4	4	3	3	3	2		2	3	3		medium	short
206	Bicester South East Perimeter Road	Planned	Incremental	Oxford	28	3.4	3.75	5	2.33		3.62	4	4	3	3	3	4	5	3	3	5	Key connection which supports Graven Hill development.	1	3	3		medium	medium
207	Bicester Active Travel – Cycle and Walking Bicester Garden Town Sustainable Transport	Planned	Incremental	Inter Urban Corridors	8	3.4	3.5	1	4		2.98	4	3	3	3	4	4	3	4	3	1		5	3	4		low	short
209	Hanborough station	Planned	Incremental	Oxford	8	3.8	3.25	1	3		2.76	4	4	4	4	3	4	3	3	3	1		3	3	3		low	short
210	Harwell Prime Access Road	Planned	Incremental	Oxford	29	3.6	4	1	2.67		2.82	4	4	3	3	4	4	3	5	4	1		2	3	3		medium	short
211	Ely area rail improvements GRIP 1-5 studies	Planned	Incremental	Cambridge	10	3.8	3.75	3	3.33		3.47	4	4	4	4	3	4	4	4	3	3		4	3	3		medium	short

						SIFTING SUMMARY						CONNECTIVITY - Improve connectivity across the corridor. This will include recommendations to improve connectivity within, and between, the area's towns and cities, including public transport and a consideration of the interdependencies with social infrastructure					EMPLOYMENT AND PRODUCTIVITY - Create more and better jobs. Drive the regeneration of communities, spread the benefits of economic growth along and beyond the corridor, and ensure effective				HOUSING - Develop sites to meet existing and expected housing need (including public sector		ENVIRONMENT - Ensure new infrastructure is of a high quality, maintains and/or protects the area's environment and cultural assets			DELIVERABILITY - Value for money, Affordability, Timescale		
Map Ref.	Scheme Name	Scheme Status	Scenario	Area	Total Cost (£m) - numerical	CONNECTIVITY	EMPLOYMENT AND PRODUCTIVITY	HOUSING	ENVIRONMENT	DELIVERABILITY	OVERALL SCORE	Improve connectivity within study area towns and cities	Improve connectivity between study area towns and cities	Improve connectivity outside the study area	Includes public transport connectivity	Provides/improves access to social infrastructure (schools, universities, hospitals, community	Reduces journey times / improves reliability to employment areas	Provides access to regeneration areas	Potential to create agglomeration benefits within and between cities	Potential to create specialisation benefits by providing links to related hubs / supporting clusters	Provides/improves access to existing and future housing site(s)	Comment	Potential impact on environment (noise, air quality, greenhouse gases, landscape, townscape	Impact on green belt	Creates opportunities to maintain or protect environment and cultural assets	Is the scheme likely to demonstrate value for money (high / medium / low)	Is the scheme likely to be affordable (high / medium / low cost)	What is the delivery timescale (short / medium / long term)
216	Cambourne to Papworth cycleway	Planned	Incremental	Cambridge	10	3.8	4	5	4		4.2	4	4	3	3	5	5	3	4	4	5	Planning obligation for the Bourn Airfield anmd West Cambourne development	5	3	4		low	short
218	Didcot Parkway Station Package A&B	Planned	Incremental	Oxford	175	3.8	3.25	1	3		2.76	4	4	4	4	3	4	3	3	3	1		3	3	3		medium	short
220	Eastern Arc Phase 2 – Access to Cowley	Planned	Incremental	Oxford	10	3.8	4.25	5	3.33		4.1	5	3	3	4	4	5	5	4	3	5	Unlocks land southeast of Oxford and improves radial route	4	3	3		low	medium
222	Stevenage First: Stevenage railway station redevelopment - Transformative investment in a new railway station for Stevenage	Planned	Incremental	Inter Urban Corridors	452	4	3.5	4	3.33		3.71	4	4	4	4	4	4	4	3	3	4	Supports housing development through town centre regeneration	4	3	3		high	medium
224	A10 Buntingford - Improvements to the capacity of a roundabout on the	Planned	Incremental	London Radial	1	3.2	3.5	2	3		2.93	4	3	3	3	3	4	4	3	3	2		3	3	3		low	short
226	Aylesbury NE Link Rd (also submitted to Large Local Transport Majors)	Planned	Incremental	MK-Northampton	25	3.4	3.5	4	2.67		3.39	4	4	3	3	3	4	4	3	3	4	Supports housing development in Aylesbury. A418 improvements required to realise	2	3	3		medium	medium
235	Northampton Town Infrastructure Delivery Fund	Committed	Baseline	MK-	1	3	3.25	3	3.33		3.15	3	3	3	3	3	3	4	3	3	3		4	3	3		low	short
239	Connections to Oxford station	Planned	Incremental	Oxford	14	4.4	3.75	1	3.67		3.2	5	4	3	5	5	5	3	4	3	1		4	3	4		low	short
243	Grove New Station	New	Transformational	MK-Northampton	50	3.8	4.25	5	2.33		3.85	3	4	4	4	4	4	5	4	4	5		2	2	3			
244	A34 link to M40 south of Oxford	New	Transformational	Inter Urban Corridors	75	3.8	3.75	5	2.33		3.72	3	4	4	4	4	4	5	3	3	5		2	2	3			
246	Waterbeach railway station relocate to better serve Waterbeach	New	Incremental	Cambridge	50	3.8	4	5	2.67		3.87	3	4	4	4	4	4	5	4	3	5		2	3	3			
247	Busway between new town at Waterbeach barracks and north Cambridge	Planned	Incremental	Cambridge	46	3.6	4.25	5	2.67		3.88	3	4	3	4	4	4	5	4	4	5		2	3	3		medium	medium
248	A10 Waterbeach park and ride	Planned	Incremental	Cambridge	12	3.4	3.25	5	2.67		3.58	3	4	3	3	4	4	3	3	3	5		2	3	3		medium	medium
249	Improving cycling and walking links between new town at Waterbeach barracks, Cambridge and surrounding villages	Planned	Incremental	Cambridge	12	3.6	3.5	5	3.33		3.86	4	4	3	3	4	4	4	3	3	5		4	3	3		medium	medium
250	A10 Hauxton park and ride	Planned	Incremental	Cambridge	17	3.4	3.25	3	2.67		3.08	3	4	3	3	4	4	3	3	3	3		2	3	3		medium	short
253	Proposed improvement to Luton Station	Committed	Baseline	London Radial	10	3.8	3.75	4	3		3.64	3	4	4	4	4	4	3	4	4	4		3	3	3			
256	Luton Airport Mass Passenger Transit Scheme	Committed	Baseline	London Radial	200	3.4	3.75	1	3		2.79	3	3	4	4	3	4	3	4	4	1		3	3	3		high	short
259	A10 Growth Corridor Littleport to Ely North	Committed	Baseline	Cambridge	30	3.8	4	4	2.67		3.62	3	4	4	4	4	4	4	4	4	4		2	3	3		medium	
262	A10 South Cycle Super Highway	Committed	Baseline	Cambridge	4	3.6	3.5	1	3.33		2.86	4	4	3	3	4	4	3	4	3	1		4	3	3		low	
263	Huntingdonshire Growth Capacity Feasibility and Implementation	Planned	Incremental	Cambridge	11	3.6	4	5	3		3.9	4	3	3	4	4	4	5	4	3	5	Unlocks significant housing development northwest of Cambridge	3	3	3		medium	medium
274	A420 improvements	New	Transformational	Inter Urban Corridors	20	4.2	4	5	2.67		3.97	3	5	4	5	4	4	5	4	3	5		2	3	3			
275	Direct rail Swindon-Oxford via Didcot	New	Transformational	Inter Urban Corridors	50	4	4	5	2.33		3.83	3	5	3	5	4	4	5	4	3	5		2	2	3			
276	Cholsey / Oxford Local PT improvements (connect to rail at Cholsey and into Oxford by bus)	New	Transformational	Inter Urban Corridors	15	4.2	4	3	2.33		3.38	3	5	4	5	4	4	5	4	3	3		2	2	3			
277	A5/A508/A45 improvements between Mk-N to provide alt route for local traffic off motorway network	New	Transformational	MK-Northampton	20	4	4.25	4	2.67		3.73	3	5	3	5	4	4	5	4	4	4		2	3	3			
278	MK Central – Bletchley Transit corridor (fast Bus/Tram link, potential to be suitable for AV/GRT in car as service world).	New	Transformational	MK-Northampton	150	4.4	4	4	3.33		3.93	5	5	3	5	4	4	5	4	3	4		4	3	3			
279	Northampton-Wellingborough-Daventry Busway	New	Incremental	MK-	150	4.2	4.25	2	2.67		3.28	4	5	3	5	4	4	5	4	4	2		2	3	3			
280	PnR – A45 M1 Junction 15 to Northampton Wellingborough service as well along A45	New	Incremental	MK-Northampton	5	4.2	4	2	2.67		3.22	3	5	4	5	4	4	5	4	3	2		2	3	3			
282	Alconbury station	New	Incremental	Cambridge	50	3.8	4	5	2.67		3.87	3	4	4	4	4	4	5	4	3	5		2	3	3			
285	Upgrade to high quality bus rapid transit system on A428 (Cambourne) corridor	New	Incremental	Cambridge	35	4	4.5	3	2.67		3.54	3	5	3	4	5	5	5	4	4	3		2	3	3	medium	medium	long
286	Upgrade to high quality bus rapid transit system on western orbital (M11) corridor	New	Incremental	Cambridge	25	4	4.5	3	2.67		3.54	3	5	3	4	5	5	5	4	4	3		2	3	3	medium	medium	long

						SIFTING SUMMARY						CONNECTIVITY - Improve connectivity across the corridor. This will include recommendations to improve connectivity within, and between, the area's towns and cities, including public transport and a consideration of the interdependencies with social infrastructure					EMPLOYMENT AND PRODUCTIVITY - Create more and better jobs. Drive the regeneration of communities, spread the benefits of economic growth along and beyond the corridor, and ensure effective				HOUSING - Develop sites to meet existing and expected housing need (including public sector		ENVIRONMENT - Ensure new infrastructure is of a high quality, maintains and/or protects the area's environment and cultural assets			DELIVERABILITY - Value for money, Affordability, Timescale		
Map Ref.	**Scheme Name**	**Scheme Status**	**Scenario**	**Area**	**Total Cost (£m) - numerical**	CONNECTIVITY	EMPLOYMENT AND PRODUCTIVITY	HOUSING	ENVIRONMENT	DELIVERABILITY	**OVERALL SCORE**	Improve connectivity within study area towns and cities	Improve connectivity between study area towns and cities	Improve connectivity outside the study area	Includes public transport connectivity	Provides/improves access to social infrastructure (schools, universities, hospitals, community	Reduces journey times / improves reliability to employment areas	Provides access to regeneration areas	Potential to create agglomeration benefits within and between cities	Potential to create specialisation benefits by providing links to related hubs / supporting clusters	Provides/improves access to existing and future housing site(s)	Comment	Potential impact on environment (noise, air quality, greenhouse gases, landscape, townscape	Impact on green belt	Creates opportunities to maintain or protect environment and cultural assets	Is the scheme likely to demonstrate value for money (high / medium / low)	Is the scheme likely to be affordable (high / medium / low cost)	What is the delivery timescale (short / medium / long term)
287	Upgrade to high quality bus rapid transit system on Addenbrooke to Science	New	Incremental	Cambridge	25	4	5	3	2.67		3.67	3	5	3	4	5	5	5	5	5	3		2	3	3	medium	medium	long
288	Increased rail service frequency on Cambridge-Cambridge North-Waterbeach, Ely North route	New	Transformational	Cambridge	200	3.8	3.75	4	2.67		3.55	3	4	4	4	4	5	4	3	3	4		2	3	3	medium	medium	long
289	Upgrade to high capacity tram system on A428 (Cambourne) corridor	New	Transformational	Cambridge	150	4.2	4.5	3	3		3.68	3	5	3	5	5	5	5	4	4	3		3	3	3	medium	high	long
290	Upgrade to high capacity tram system on western orbital (M11) corridor	New	Transformational	Cambridge	100	4.2	4.5	3	3		3.68	3	5	3	5	5	5	5	4	4	3		3	3	3	medium	high	long
291	Upgrade to high capacity tram system on Addenbrooke to Science Park corridor	New	Transformational	Cambridge	100	4.2	5	3	3		3.8	3	5	3	5	5	5	5	5	5	3		3	3	3	medium	high	long
292	Upgrade Northampton-Wellingborough-Daventry busway to high quality bus rapid transit system	New	Transformational	MK-Northampton	200	4.4	4.5	3	2.67		3.64	5	5	3	5	4	5	5	4	4	3		2	3	3	medium	medium	long
293	Upgrade of Oxford Science Transit to high quality bus rapid transit system	New	Incremental	Oxford	175	4.2	4.25	3	2.67		3.53	5	3	3	5	5	5	4	5	3	3		2	3	3	high	high	long
294	Oxford transit network – high quality rapid transit system linking Oxford with Bicester (north) and Didcot (south)	New	Transformational	Oxford	250	4.2	4	5	2.67		3.97	5	3	3	5	5	5	4	4	3	5		2	3	3	high	high	long
295	Inter-urban links in the Milton Keynes – Northampton – Bedford – Wellingborough area (bus priority / bus-based rapid transit / upgrades to the	New	Incremental	Inter Urban Corridors	50	3.8	4	4	2.67		3.62	3	5	3	4	4	4	4	4	4	4		2	3	3	high	high	long
296	Upgrade East West Rail to four trains per hour metro style service	New	Transformational	Inter Urban Corridors	200	4.4	4.75	5	2.67		4.2	3	5	4	5	5	5	4	5	5	5		2	3	3	medium	high	long
297	High Speed 2 (HS2) released capacity on West Coast Main Line	New	Transformational	London Radial	55,000	4.2	3	3	2.67		3.22	3	5	5	4	4	3	3	3	3	3		2	3	3	medium	high	long
299	Crossrail 2	Planned	Incremental	London Radial	32,000	4	4.25	5	3		4.06	3	3	5	5	4	4	5	4	4	5	actively supports significant development	4	2	3	high	high	long