

Oxford-Cambridge Expressway: Where roads and houses might go...

Beckley

10th June 2019, 7.30p.m.

David Rogers

No Expressway Group

Horton-cum-Studley

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NO EXPRESSWAY GROUP
noexpressway.org

B News ▶ Midlands News ▶ Jaguar Land Rover

Men drive into 3ft of icy water - after following SAT NAV

They had to flee car and stand on roof

SHARE    

NEWS



The scene as the men awaited rescue.

Slavishly following a formula leads to disaster

B News ▶ Midlands News ▶ Jaguar Land Rov

Men drive in NAV

They had to flee car and s

SHARE    

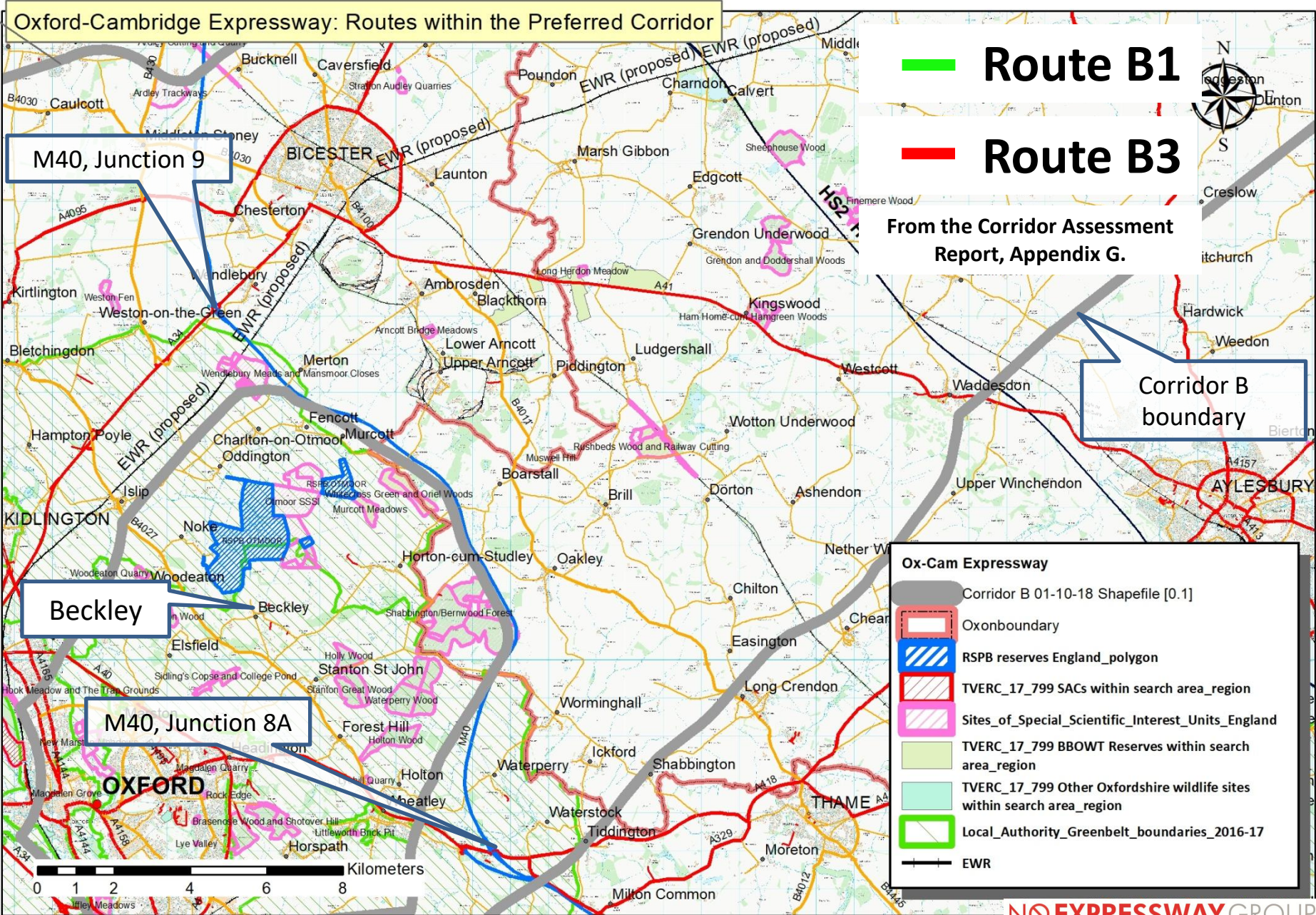
NEWS

COMMON SENSE

The scene as the men awaited rescue.

Slavishly following a formula leads to disaster

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

From the Corridor Assessment Report, Appendix G.



Corridor B boundary

- Ox-Cam Expressway**
- Corridor B 01-10-18 Shapefile [0.1]
 - Oxonboundary
 - RSPB reserves England_polygon
 - TVERC_17_799 SACs within search area_region
 - Sites_of_Special_Scientific_Interest_Units_England
 - TVERC_17_799 BBOWT Reserves within search area_region
 - TVERC_17_799 Other Oxfordshire wildlife sites within search area_region
 - Local_Authority_Greenbelt_boundaries_2016-17
 - EWR

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M40, Junction 8A

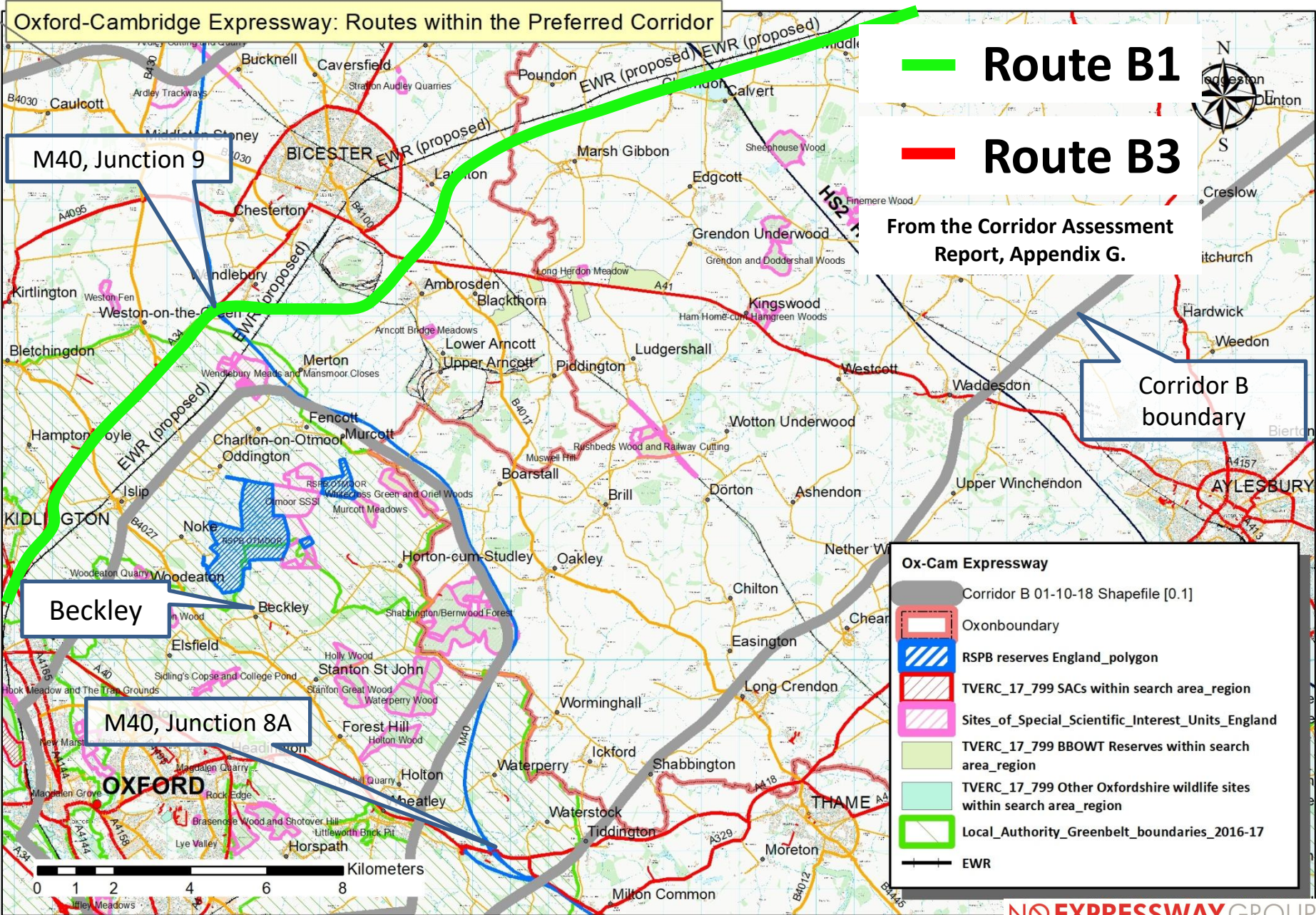


Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3

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Corridor B boundary

M40, Junction 9

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M40, Junction 8A

Ox-Cam Expressway

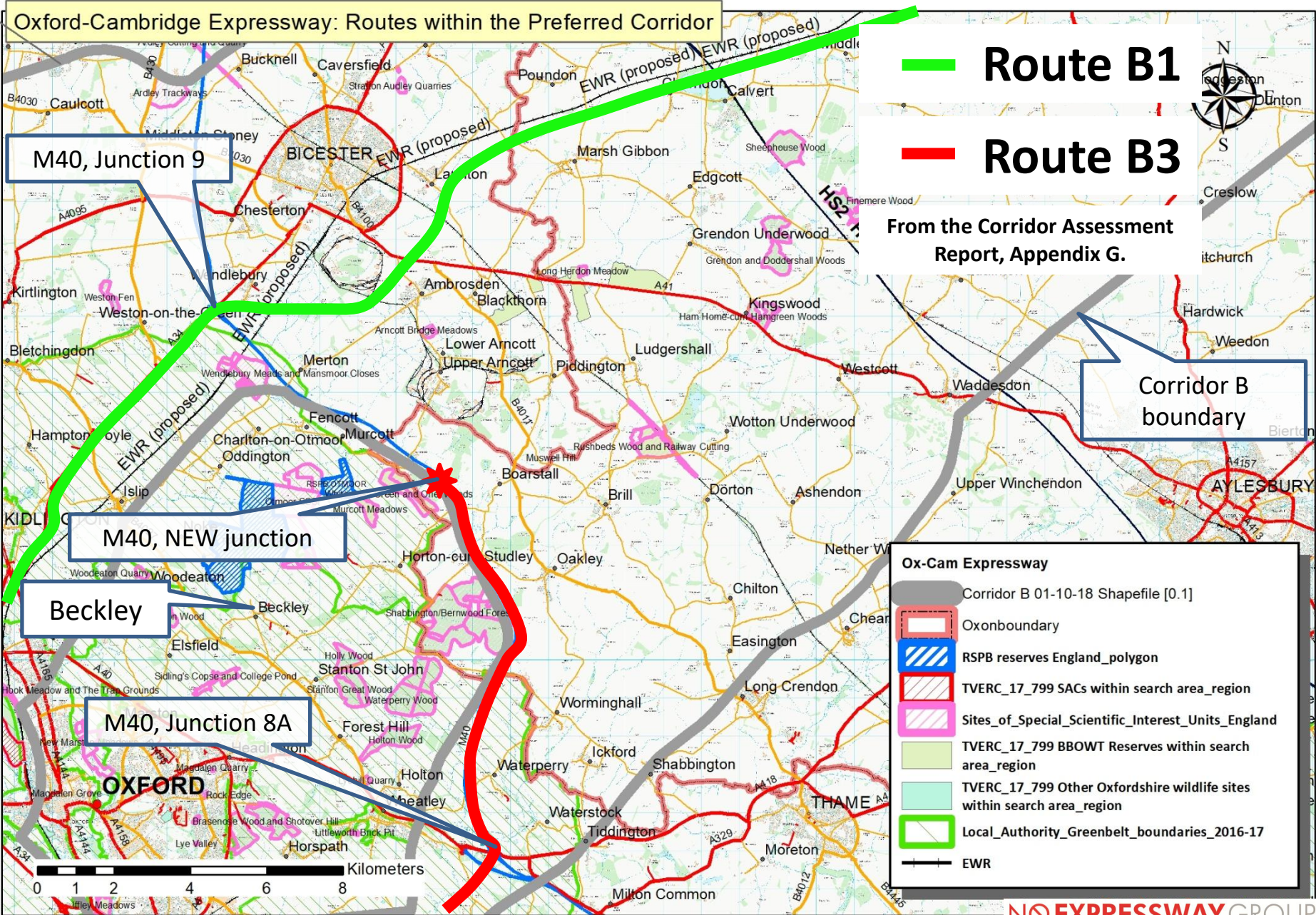
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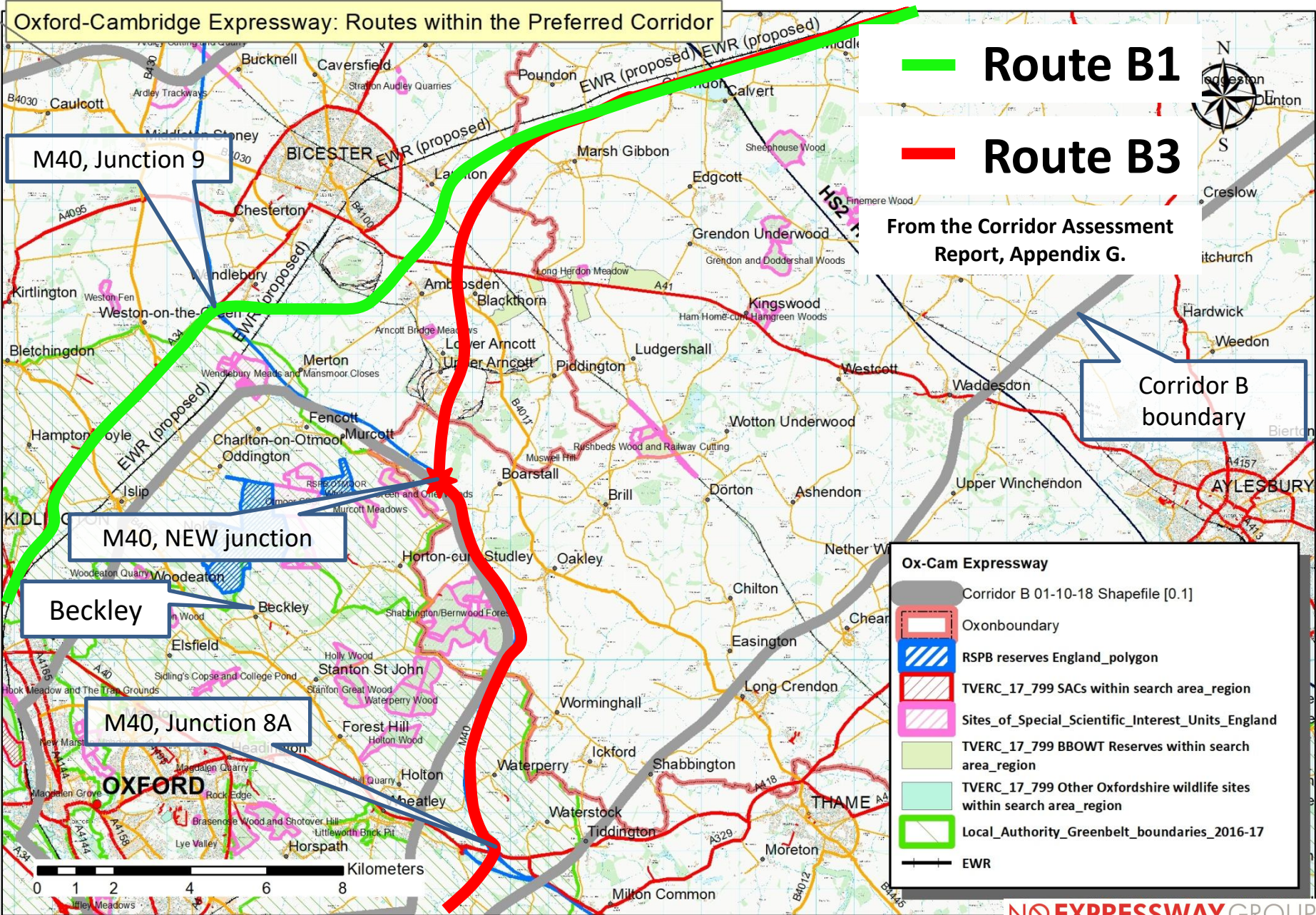


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Route B3

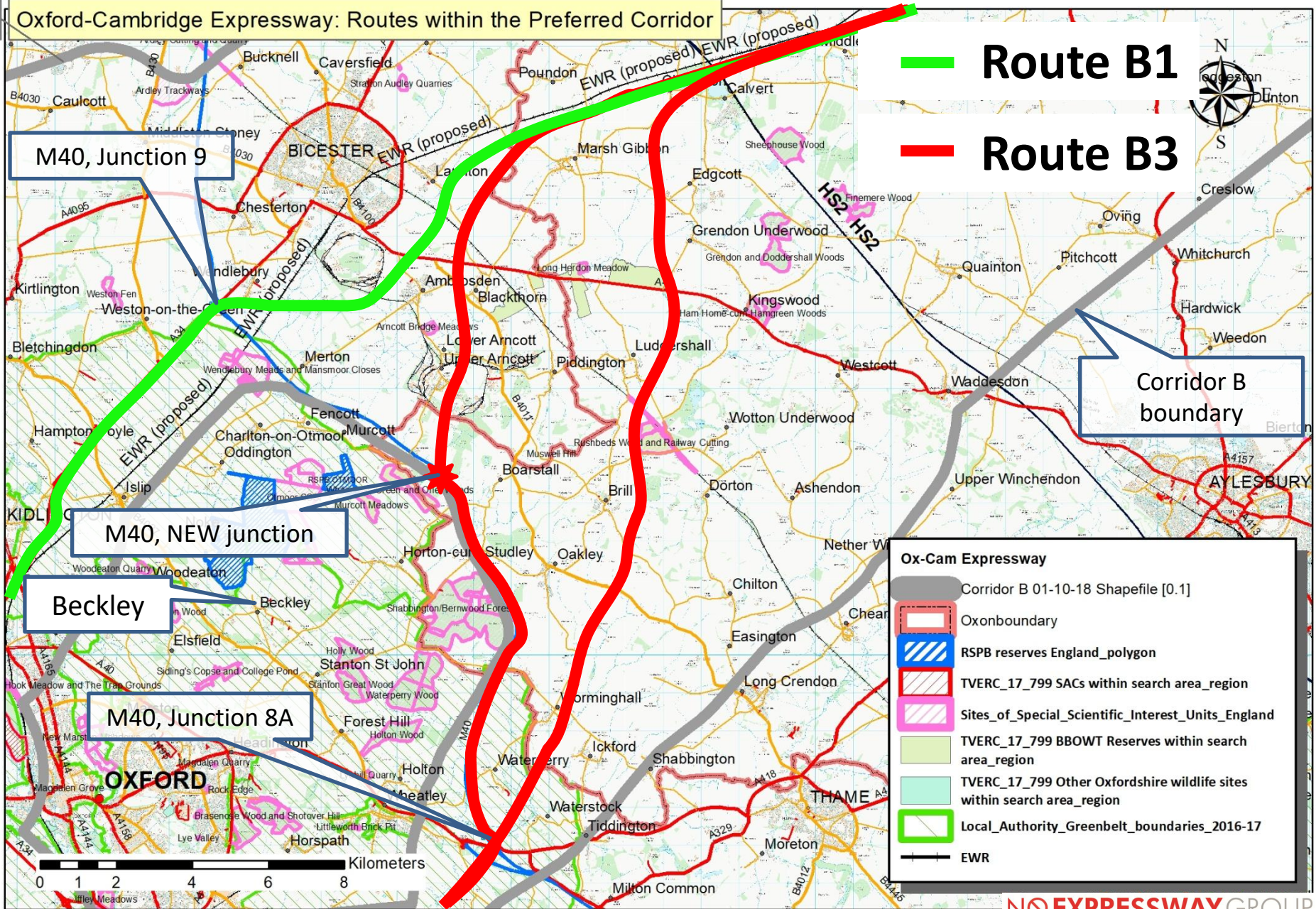
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M40, Junction 9

Corridor B boundary

M40, NEW junction

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M40, Junction 8A

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The expressway 'foot-print' will extend 4kms



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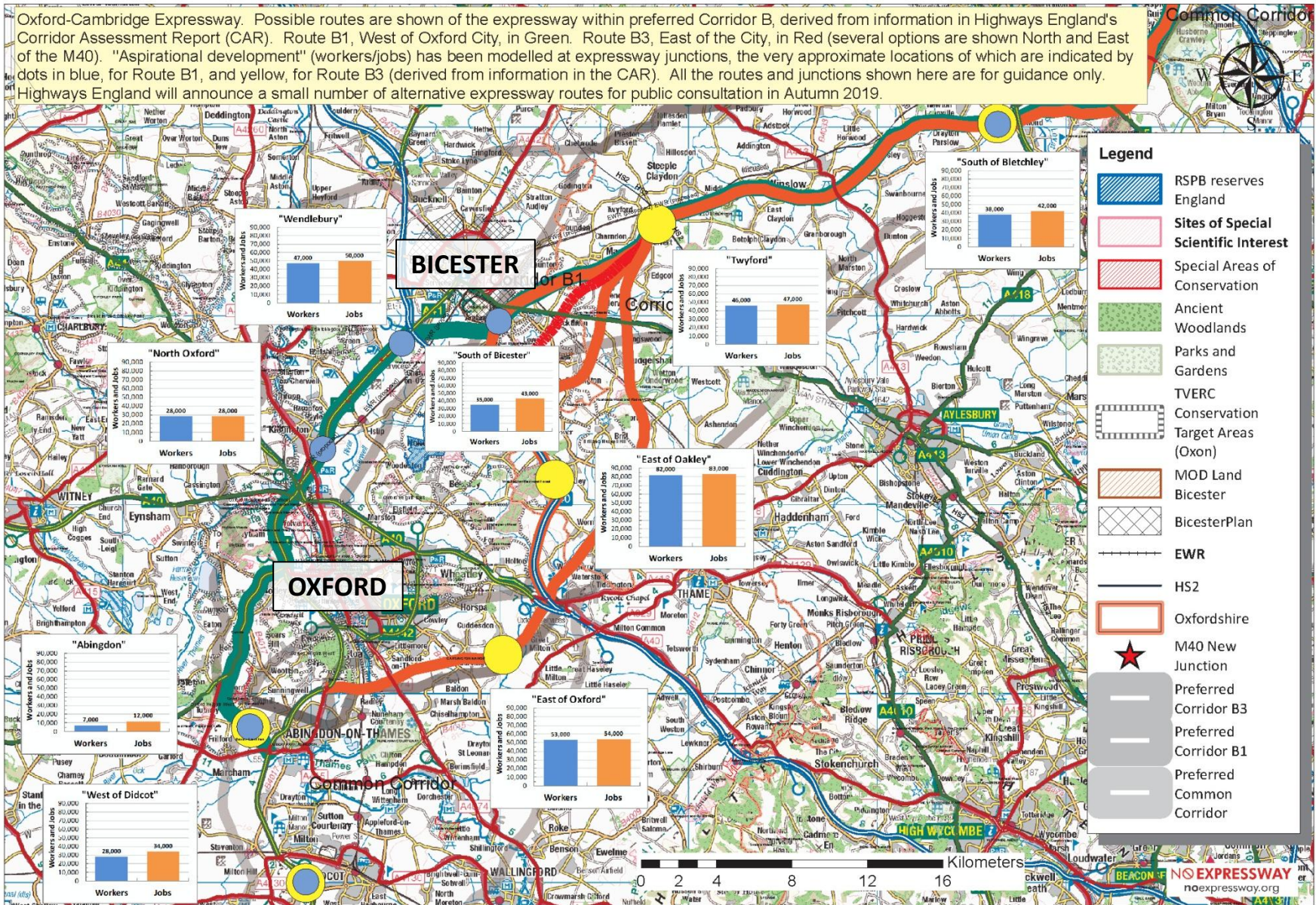
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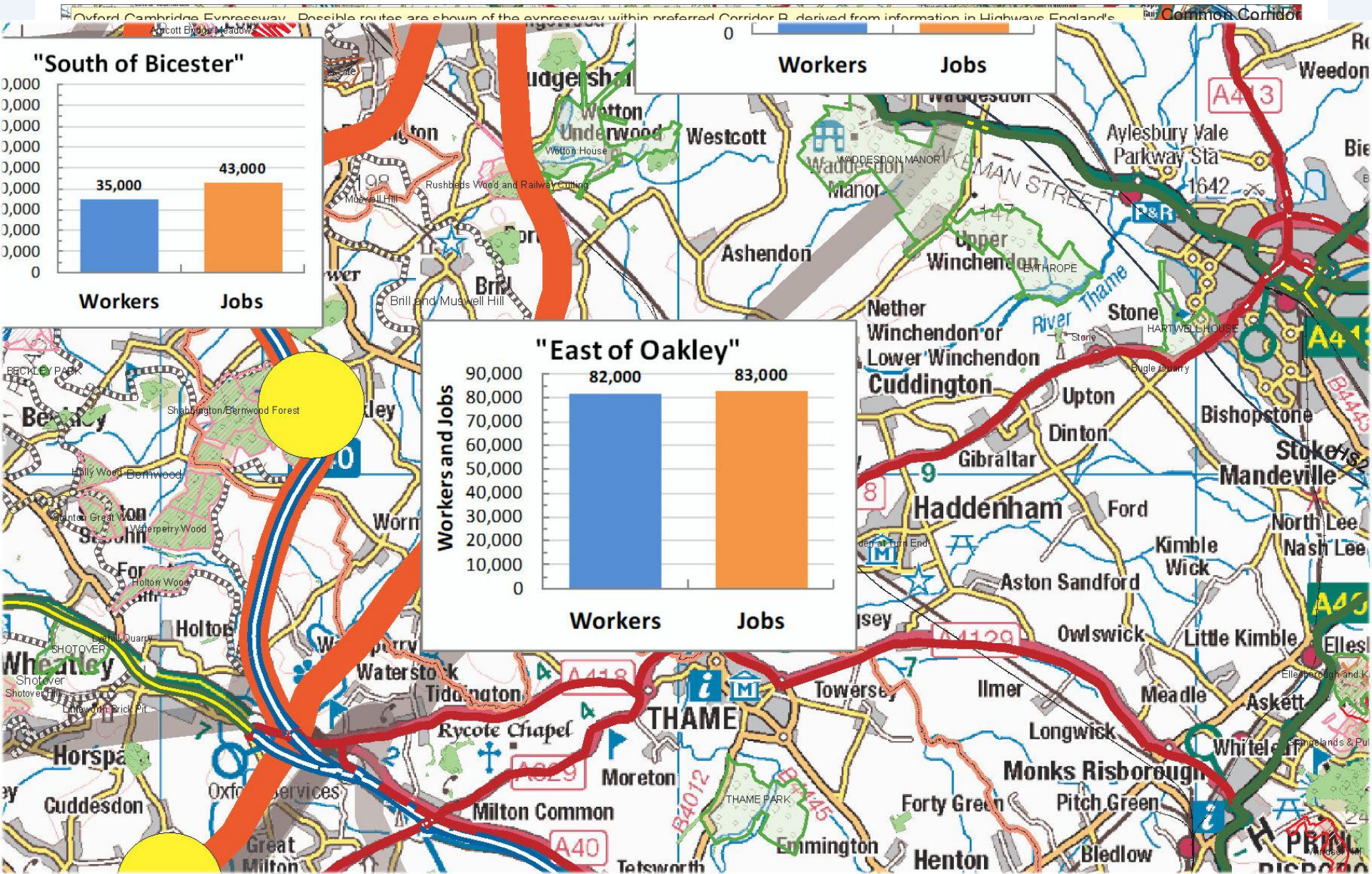
...how many new homes along the Expressway?

Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East of the M40). "Aspirational development" (workers/jobs) has been modelled at expressway junctions, the very approximate locations of which are indicated by dots in blue, for Route B1, and yellow, for Route B3 (derived from information in the CAR). All the routes and junctions shown here are for guidance only. Highways England will announce a small number of alternative expressway routes for public consultation in Autumn 2019.

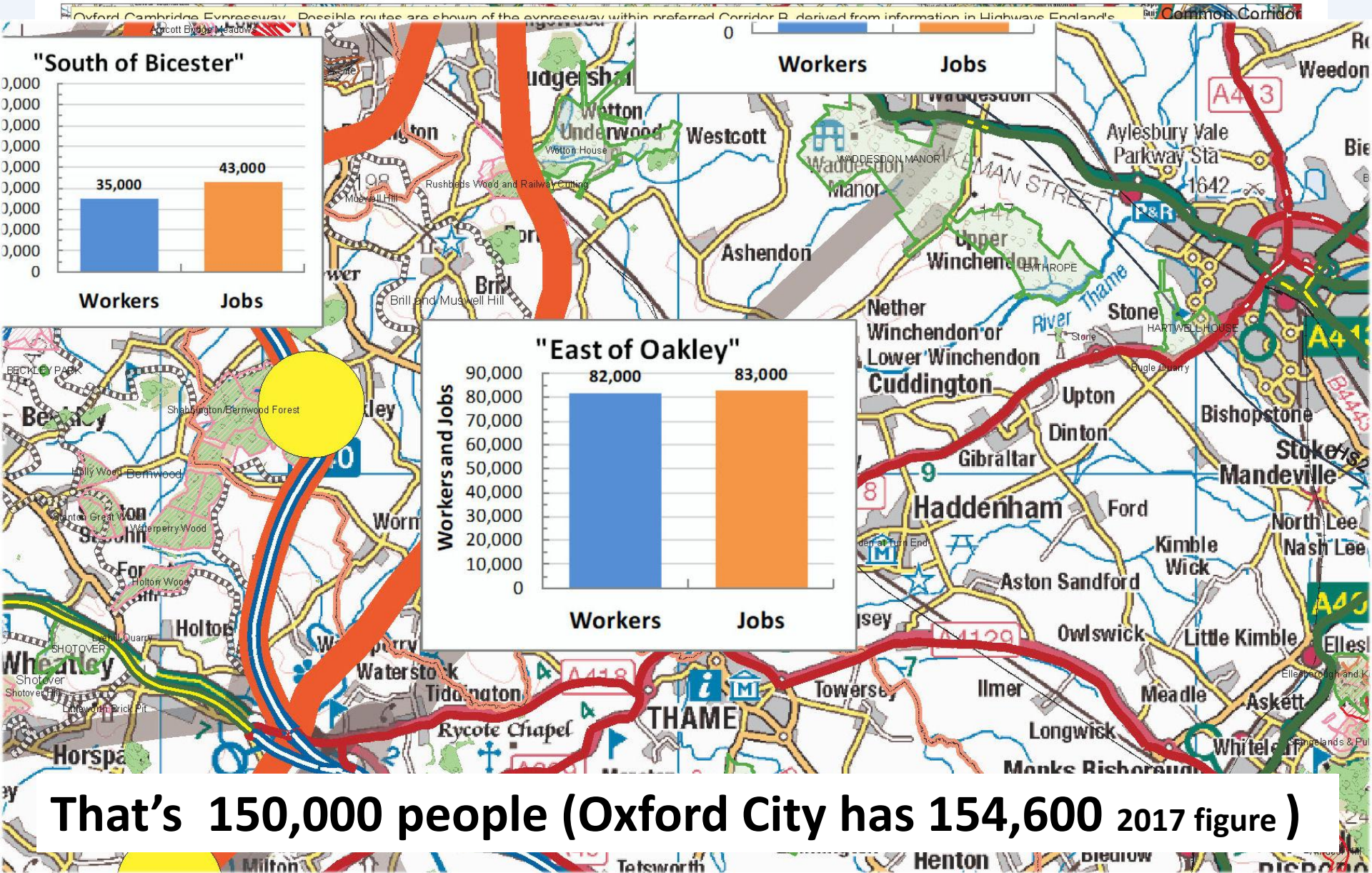


- Legend**
- RSPB reserves
 - England
 - Sites of Special Scientific Interest
 - Special Areas of Conservation
 - Ancient Woodlands
 - Parks and Gardens
 - TVERC
 - Conservation Target Areas (Oxon)
 - MOD Land Bicester
 - BicesterPlan
 - EWR
 - HS2
 - Oxfordshire
 - M40 New Junction
 - Preferred Corridor B3
 - Preferred Corridor B1
 - Preferred Common Corridor

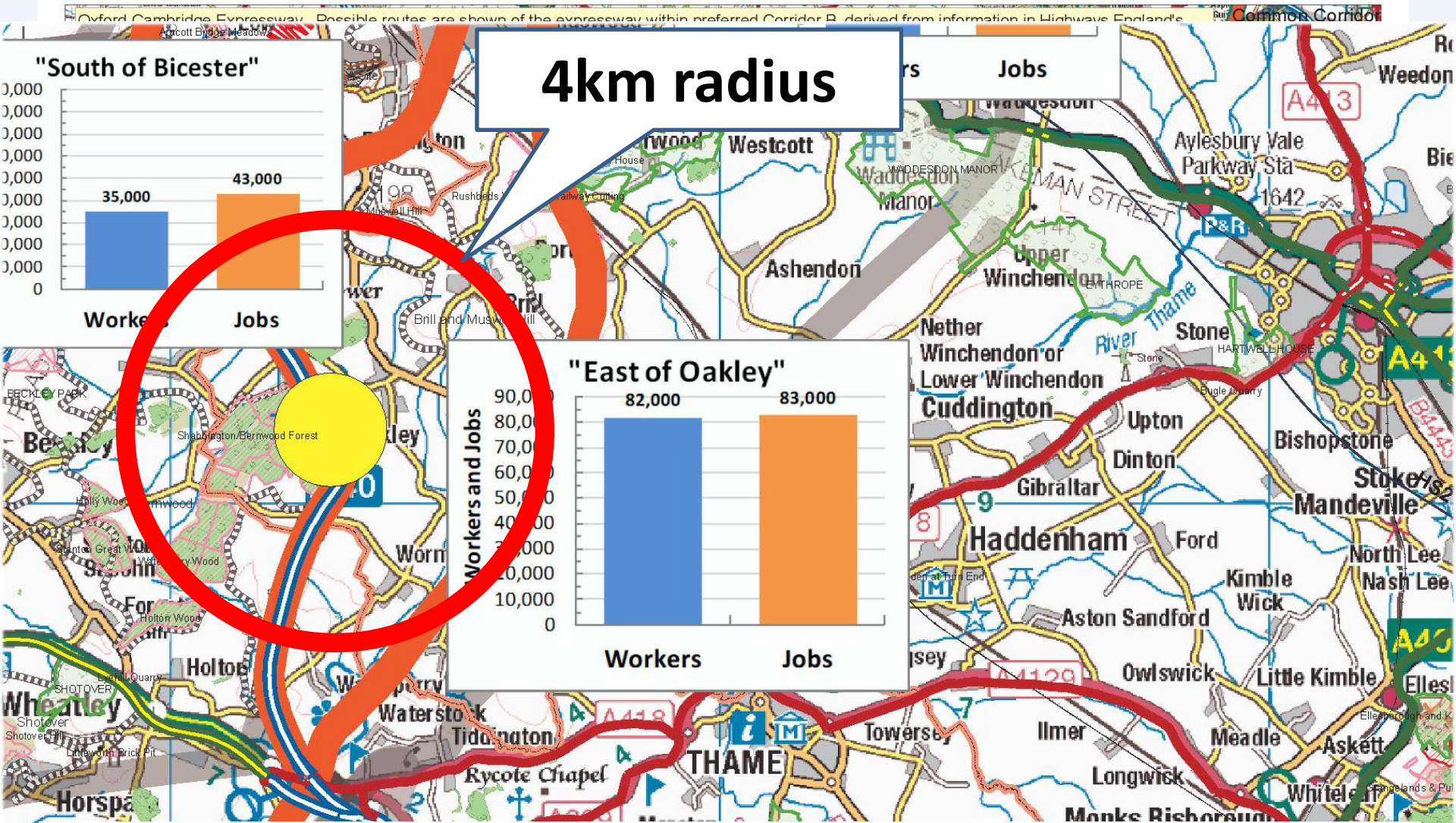
A car-driven model for 'East of Oakley'... 65,000 houses



A car-driven model for 'East of Oakley' ... 65,000 houses



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That's 150,000 people (Oxford City has 154,600 2017 figure)

Cars, Houses, People..... and Freight

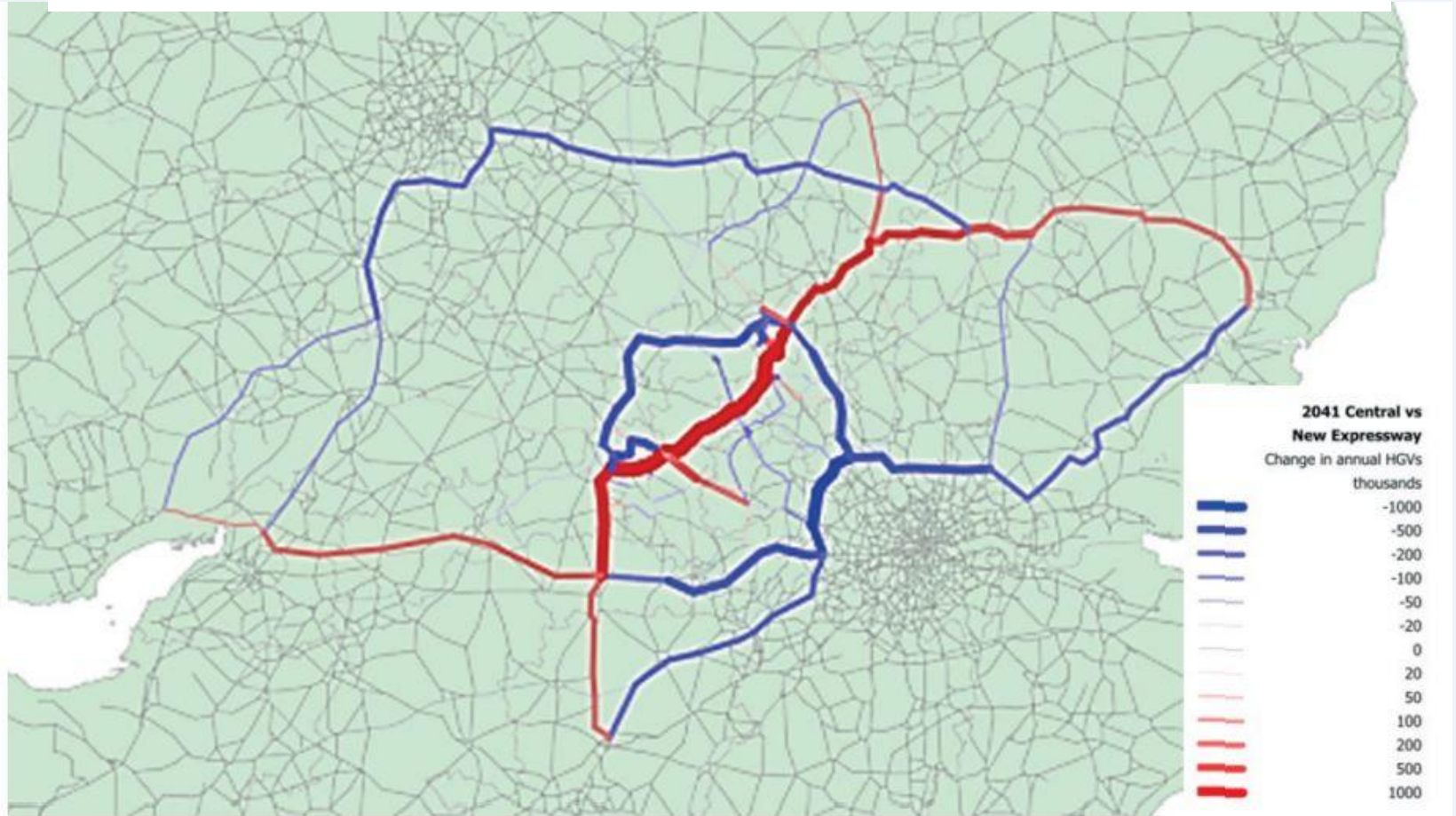


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

**HGV movements will increase along the RED routes
and decrease along the BLUE routes**

Cars, Houses, People..... and Freight

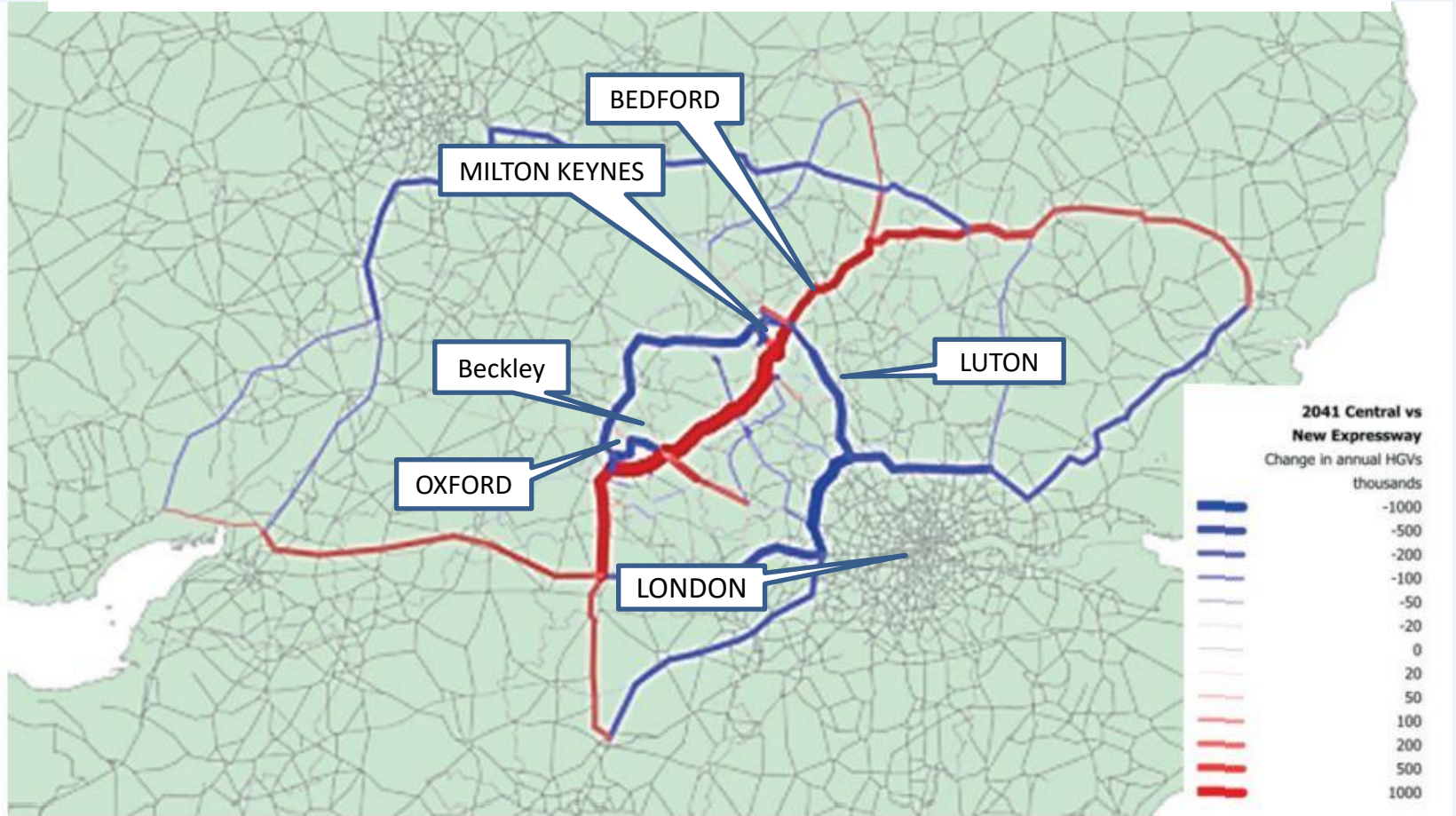


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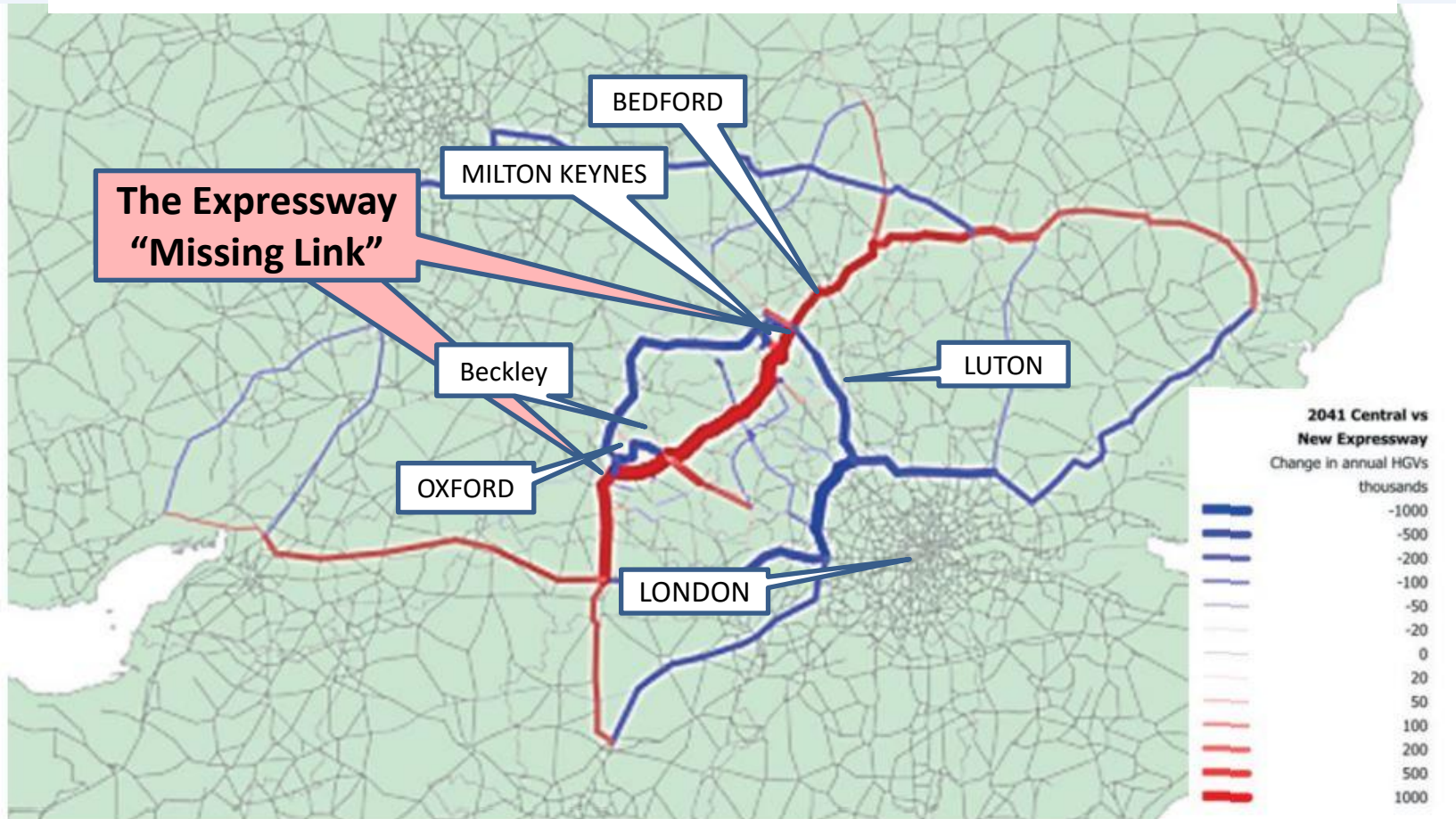
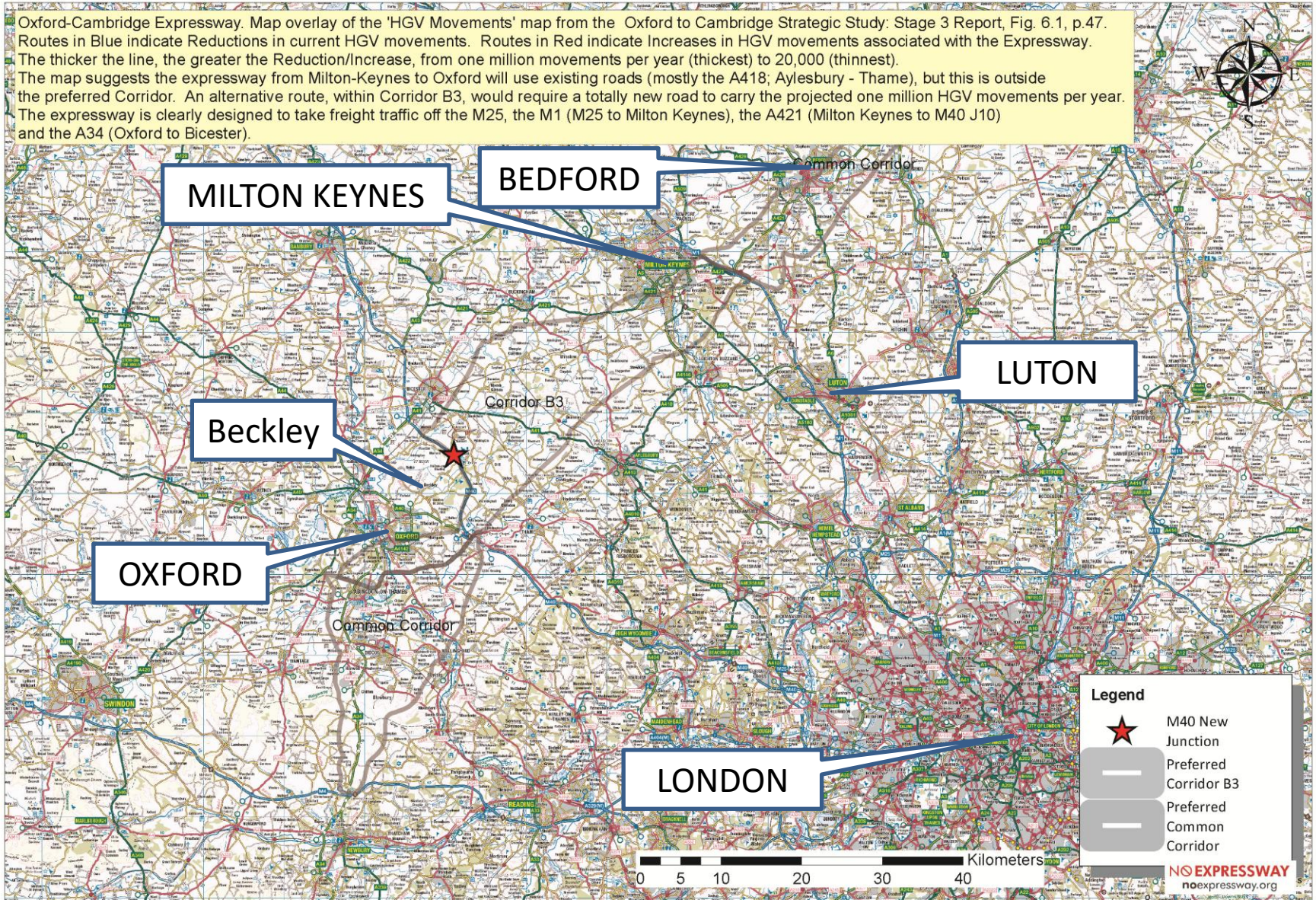


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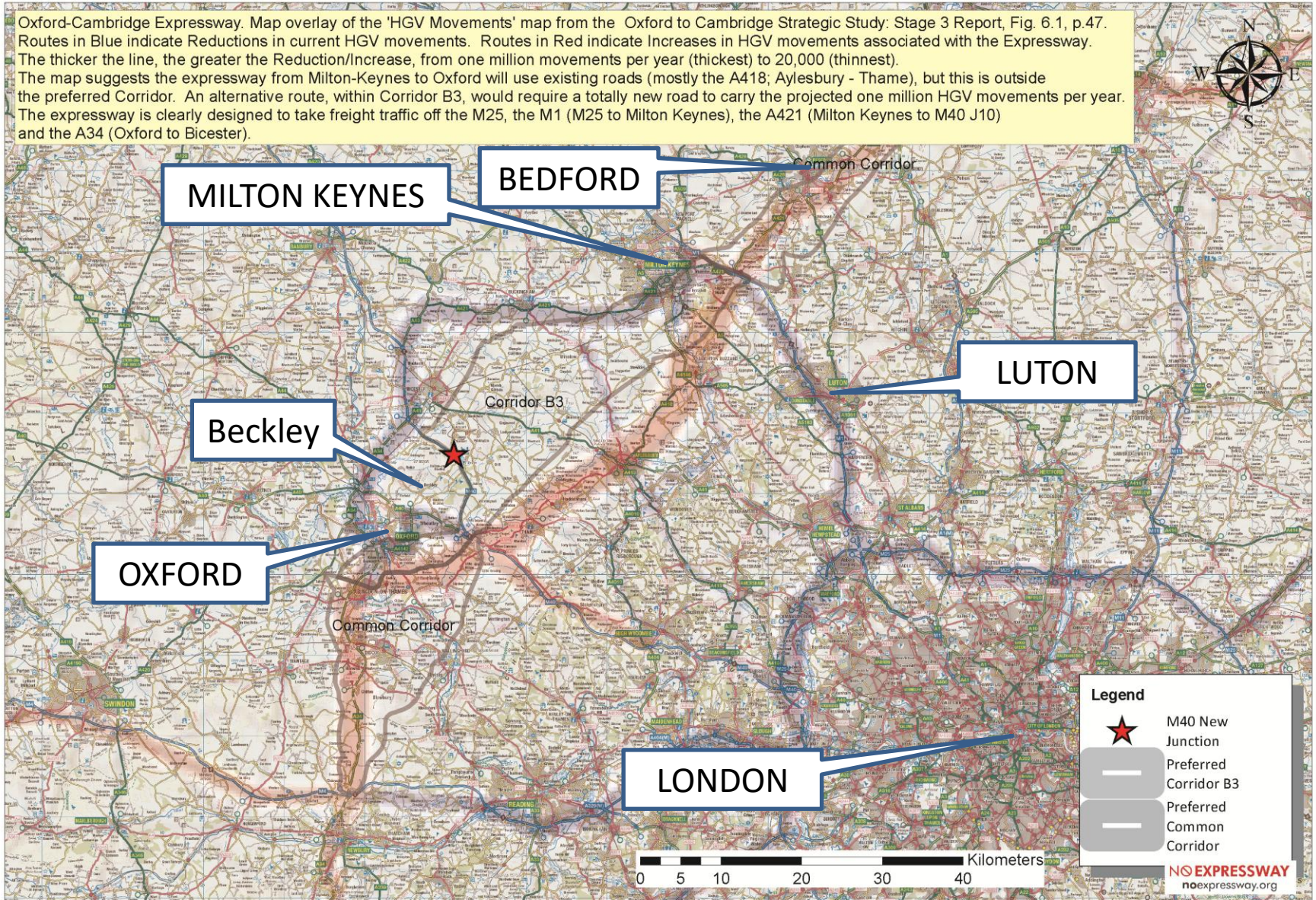
Cars, Houses, People..... and Freight

Oxford-Cambridge Expressway. Map overlay of the 'HGV Movements' map from the Oxford to Cambridge Strategic Study: Stage 3 Report, Fig. 6.1, p.47. Routes in Blue indicate Reductions in current HGV movements. Routes in Red indicate Increases in HGV movements associated with the Expressway. The thicker the line, the greater the Reduction/Increase, from one million movements per year (thickest) to 20,000 (thinnest). The map suggests the expressway from Milton-Keynes to Oxford will use existing roads (mostly the A418; Aylesbury - Thames), but this is outside the preferred Corridor. An alternative route, within Corridor B3, would require a totally new road to carry the projected one million HGV movements per year. The expressway is clearly designed to take freight traffic off the M25, the M1 (M25 to Milton Keynes), the A421 (Milton Keynes to M40 J10) and the A34 (Oxford to Bicester).



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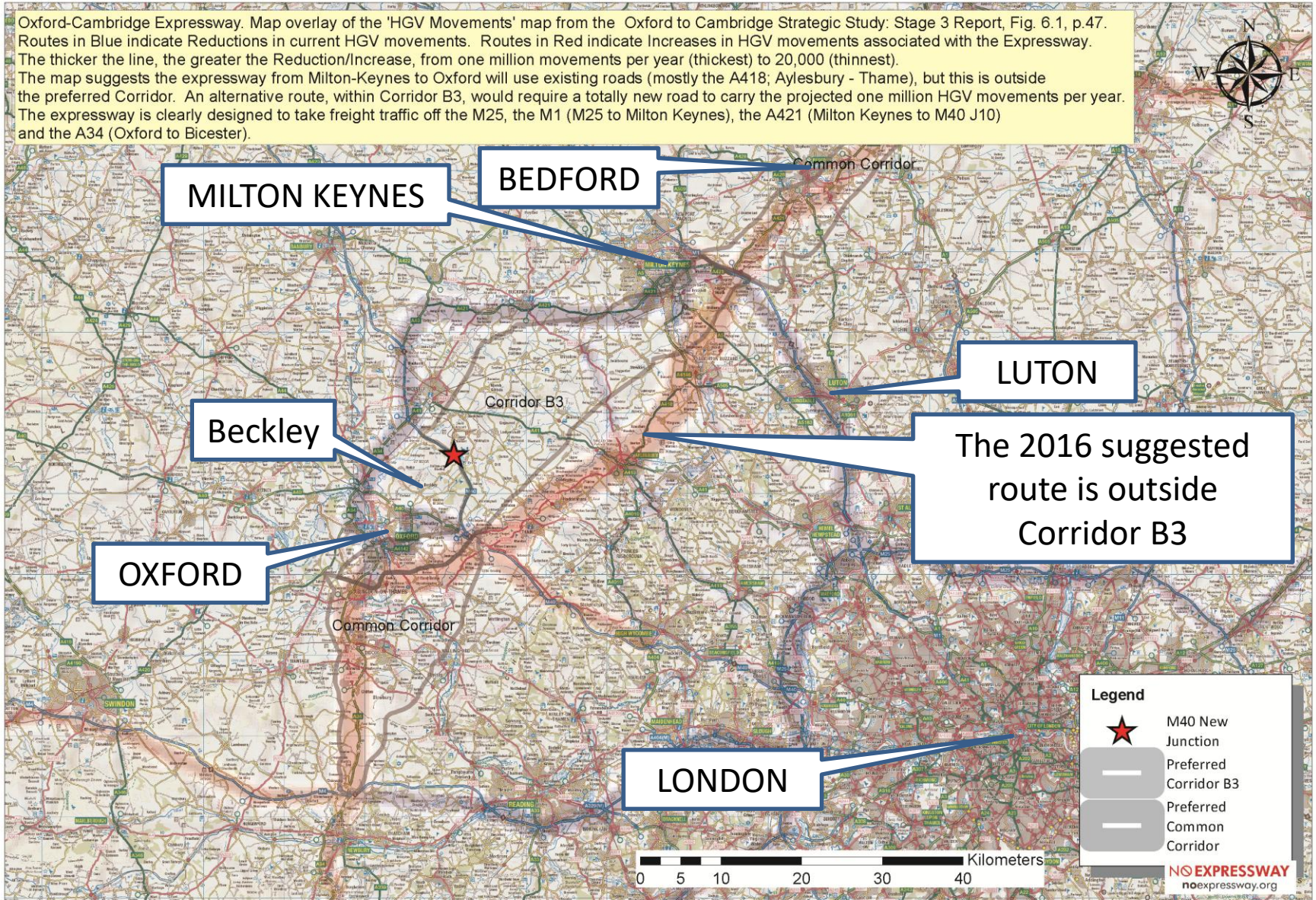
Legend

- M40 New Junction
- Preferred Corridor B3
- Preferred Common Corridor

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Cars, Houses, People..... and Freight

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MILTON KEYNES

BEDFORD

LUTON

Beckley

The 2016 suggested route is outside Corridor B3

OXFORD

LONDON

Legend



M40 New Junction



Preferred Corridor B3



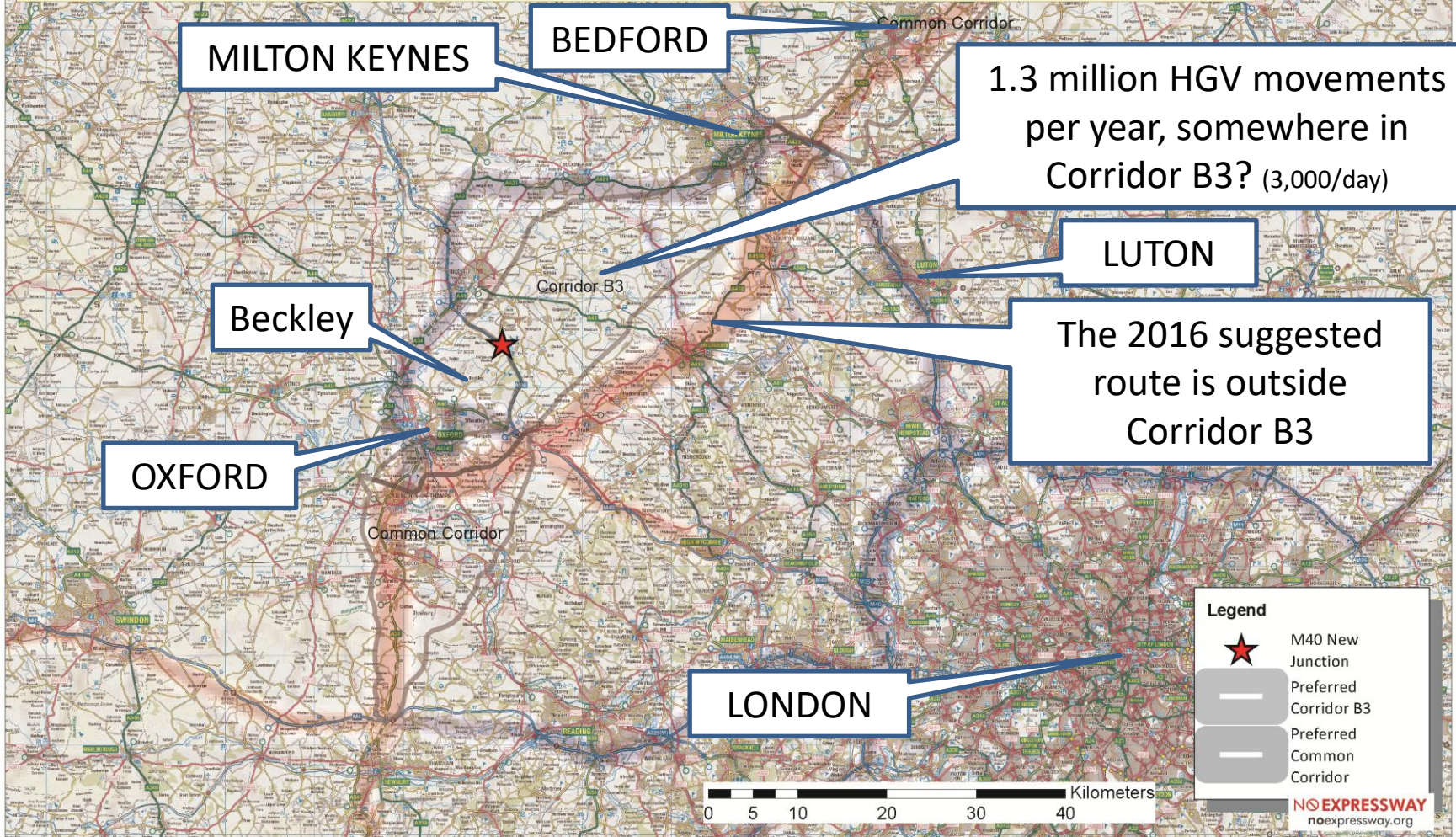
Preferred Common Corridor

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0 5 10 20 30 40 Kilometers

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BEDFORD

1.3 million HGV movements per year, somewhere in Corridor B3? (3,000/day)

LUTON

Beckley

The 2016 suggested route is outside Corridor B3

OXFORD

LONDON

Legend



M40 New Junction



Preferred Corridor B3



Preferred Common Corridor

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Common sense says.....



Common sense says.....

- 1) Public transport not private transport.**
- 2) Social housing not commercial/'affordable' housing.**
- 3) Jobs to the North of the country, not to the South.**
- 4) Freight by rail, not by road.**
- 5) Engage with the affected population.**
- 6) If you double a population in 30 years.....
It will be difficult to create a 'sense of place' for the newcomers... and....
...it will destroy the sense of place of those already living there.**

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In our digital, fast-changing world, why is common sense so un-common?



Thank you!

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