

Oxford-Cambridge Expressway

Public Information Meeting

Seacourt Hall, Botley

7th November 2019, 7.30p.m.

David Rogers

No Expressway Group

Horton-cum-Studley

noexpresswaygroup@gmail.com

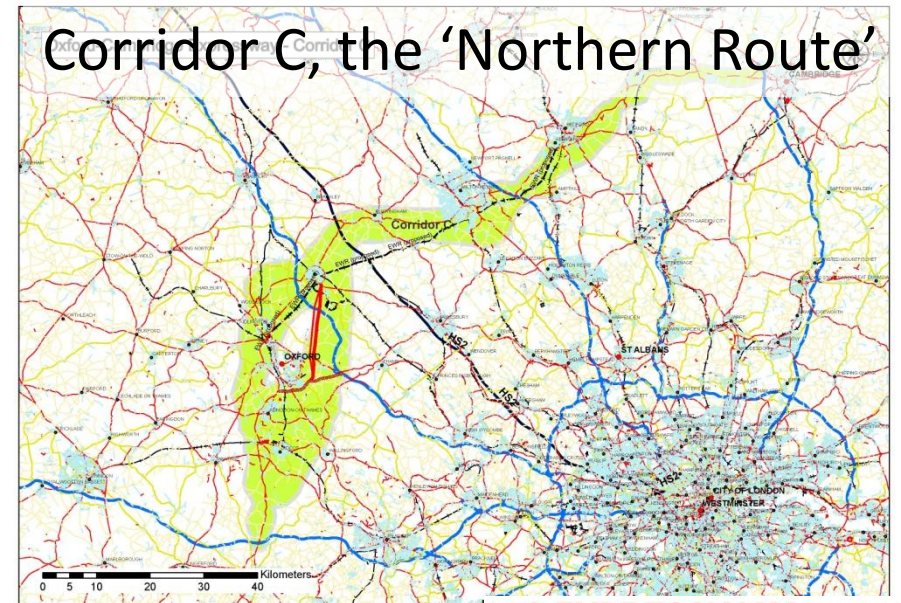
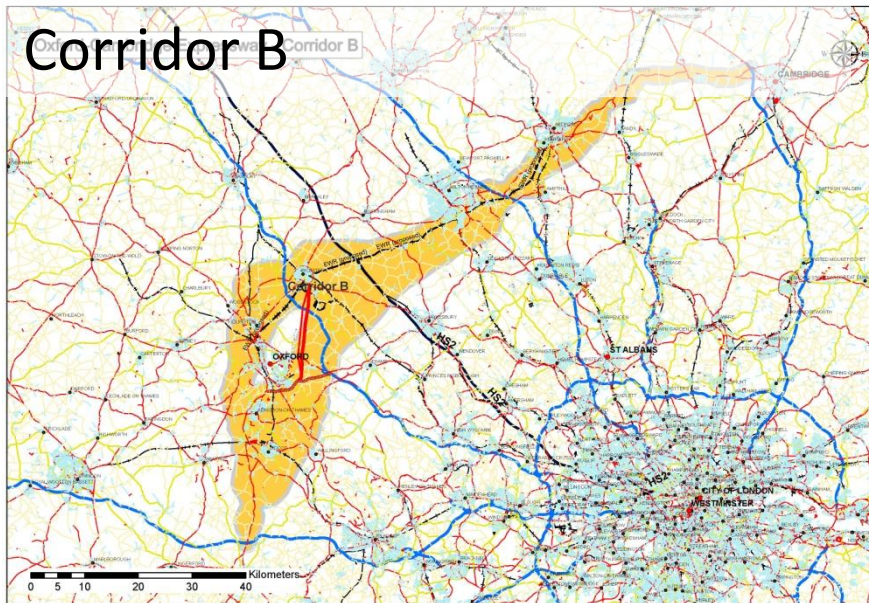
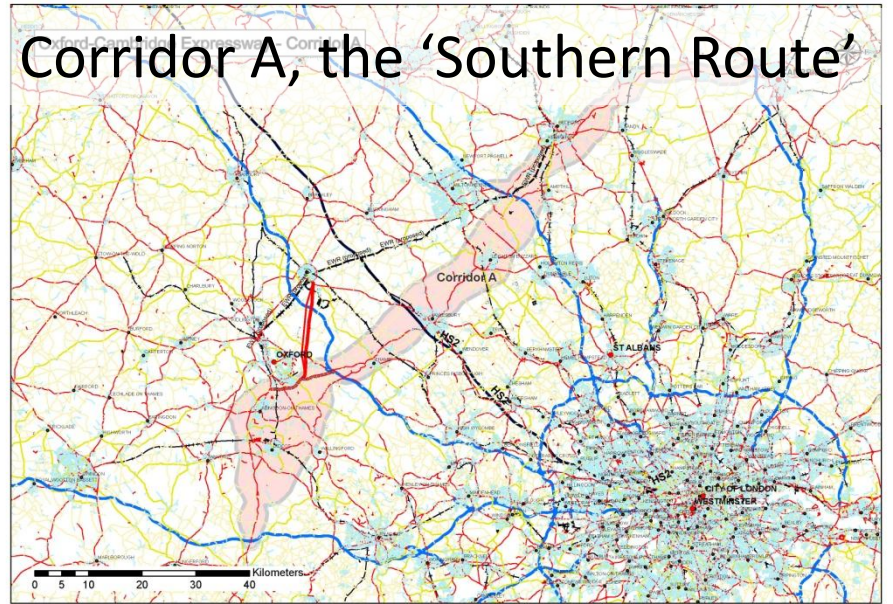
NO EXPRESSWAY
ALLIANCE



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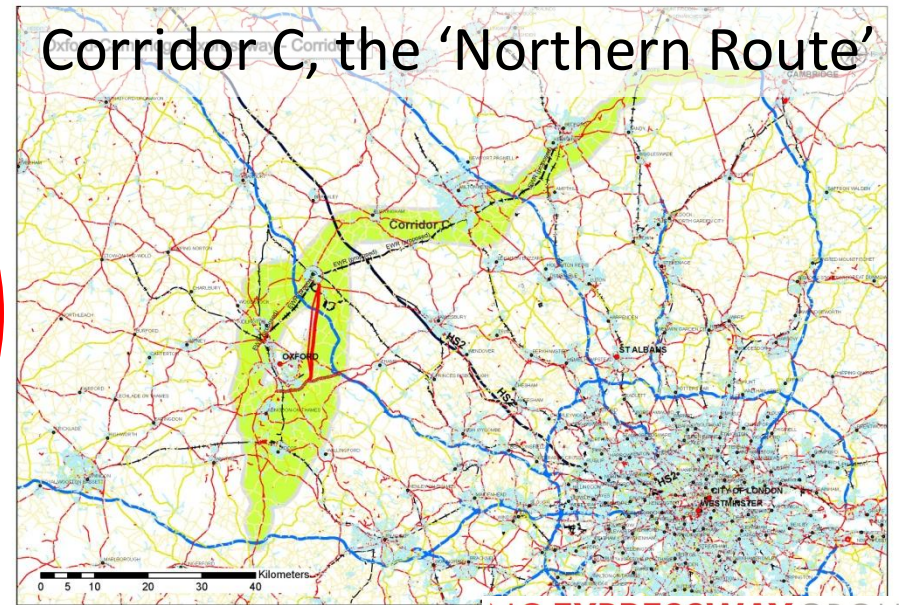
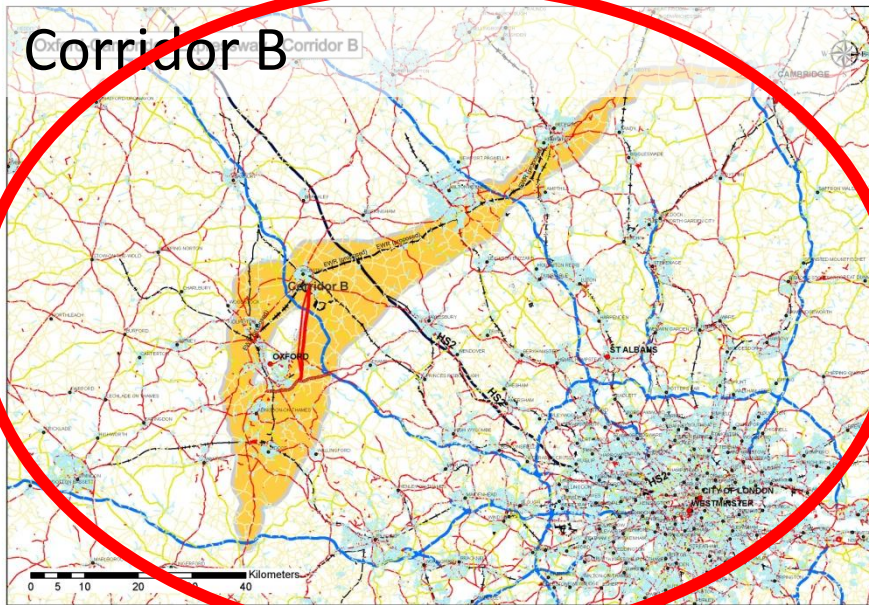
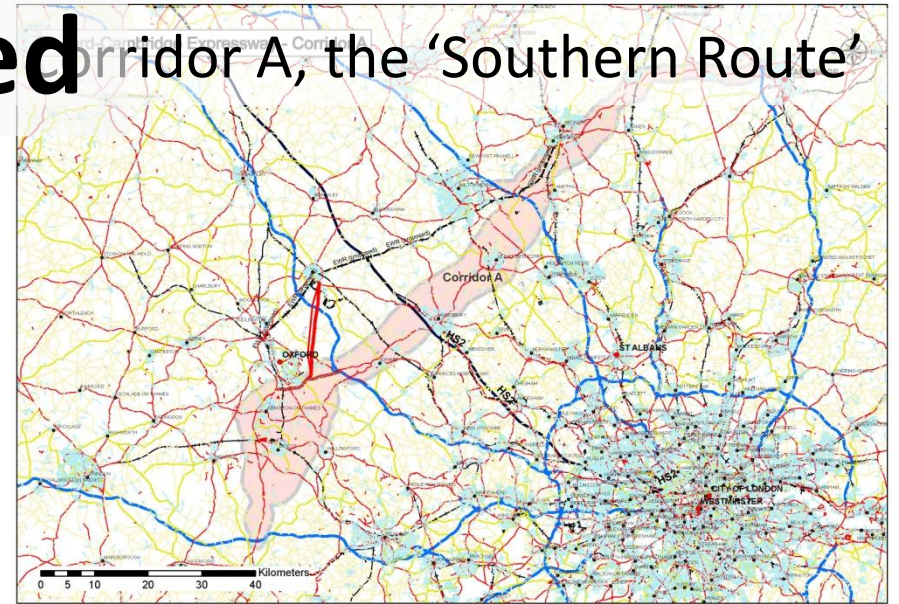
From Spring of 2018 Highways England talked of three broad corridors, A, B and C for the Ox-Cam Expressway. Only one would be taken forward for route development.

Stakeholders had very little influence on Corridor choice.



Corridor Announced

On September 12th last year Highways England announced a modified Corridor B for further study.



Route B1

Route B3

M40, Junction 9

Bicester

From the Corridor Assessment Report, Appendix G.

OXFORD












Botley

OXFORD

M40, Junction 8A

Corridor B boundary

M40

- Legend**
-  RSPB reserves England
 -  Sites of Special Scientific Interest England
 -  Special Areas of Conservation England
 -  Ancient Woodlands England
 -  Parks and Gardens
 -  TVERC Conservation Target Areas (Oxon)
 -  EWR
 -  HS2
 -  Oxfordshire
- Elevation, m.**
- Value**
-  High : 343
 -  Low : 0



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Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

M40, Junction 9

Bicester

OXFORD

Botley

OXFORD

M40, Junction 8A

Corridor B boundary

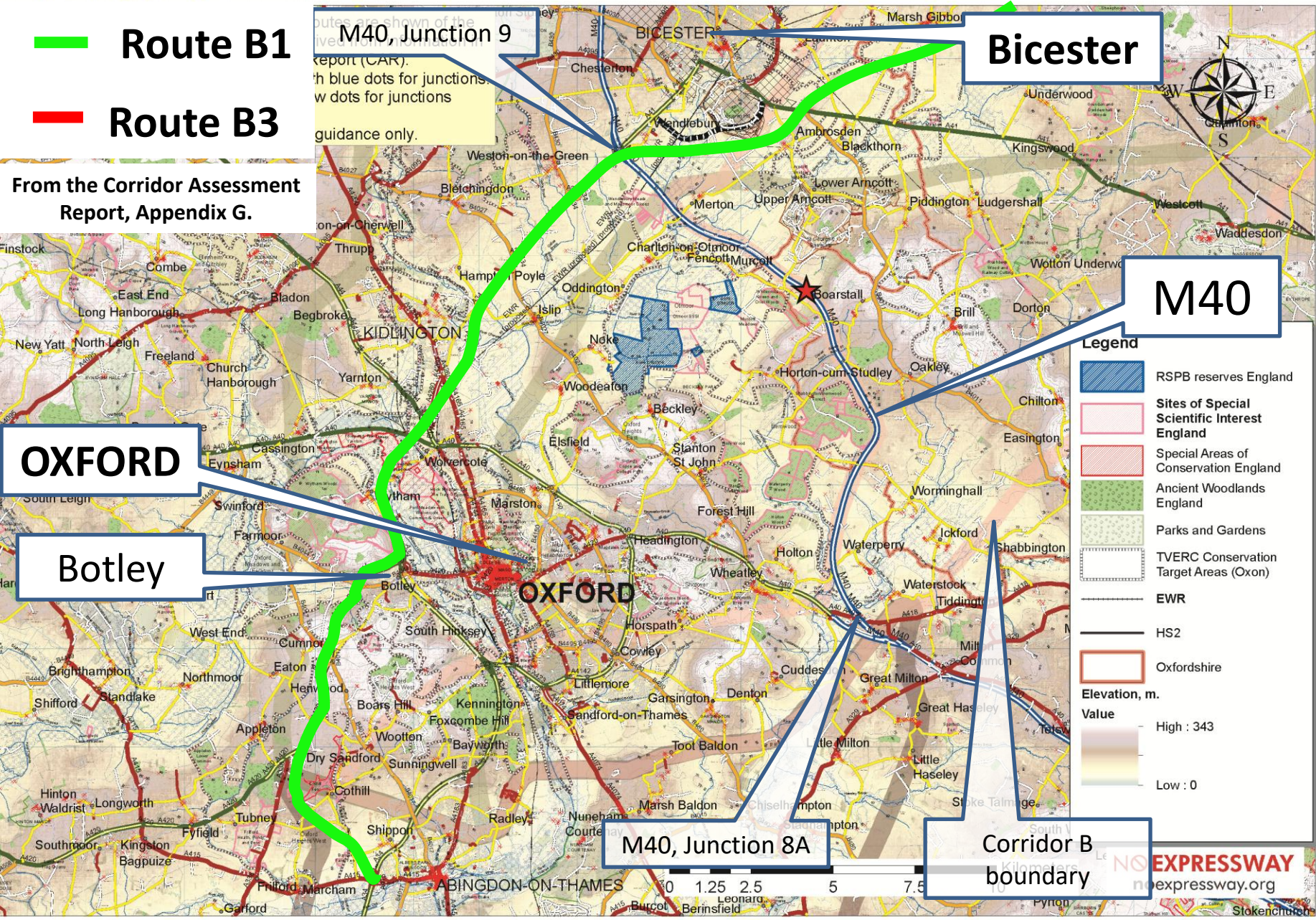
M40

Legend

- RSPB reserves England
- Sites of Special Scientific Interest England
- Special Areas of Conservation England
- Ancient Woodlands England
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- EWR
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Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

M40, Junction 9

Bicester

Routes are shown of the...
report (CAR).
with blue dots for junctions...
with red dots for junctions...
guidance only.

M40, NEW junction

M40

OXFORD






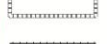



Botley

OXFORD

M40, Junction 8A

Corridor B boundary

Legend

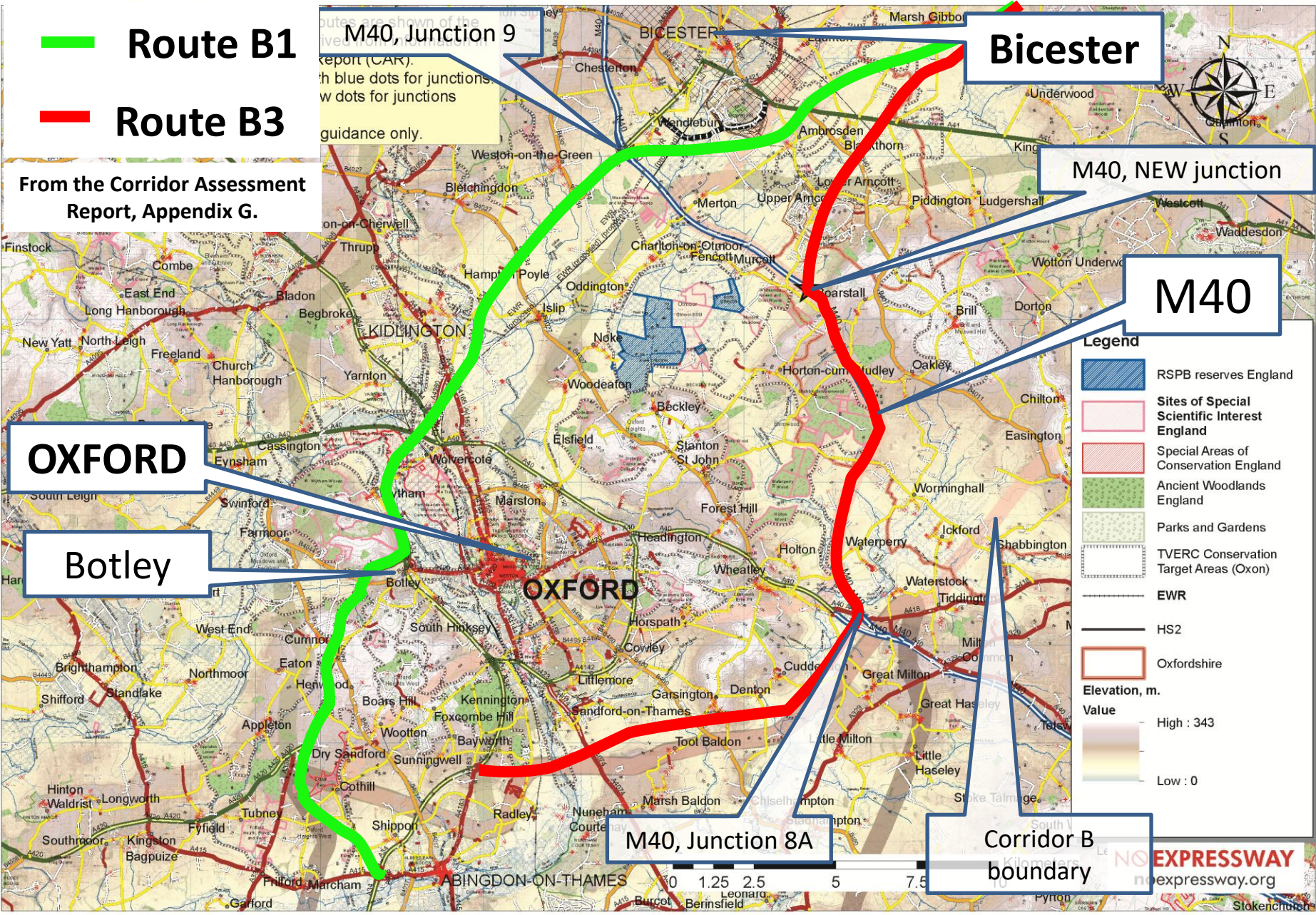
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Route B1

Route B3

Routes are shown of the M40, Junction 9 report (CAR) with blue dots for junctions with blue dots for junctions with yellow dots for junctions for guidance only.

Bicester

M40, NEW junction

M40







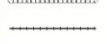


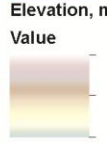
OXFORD

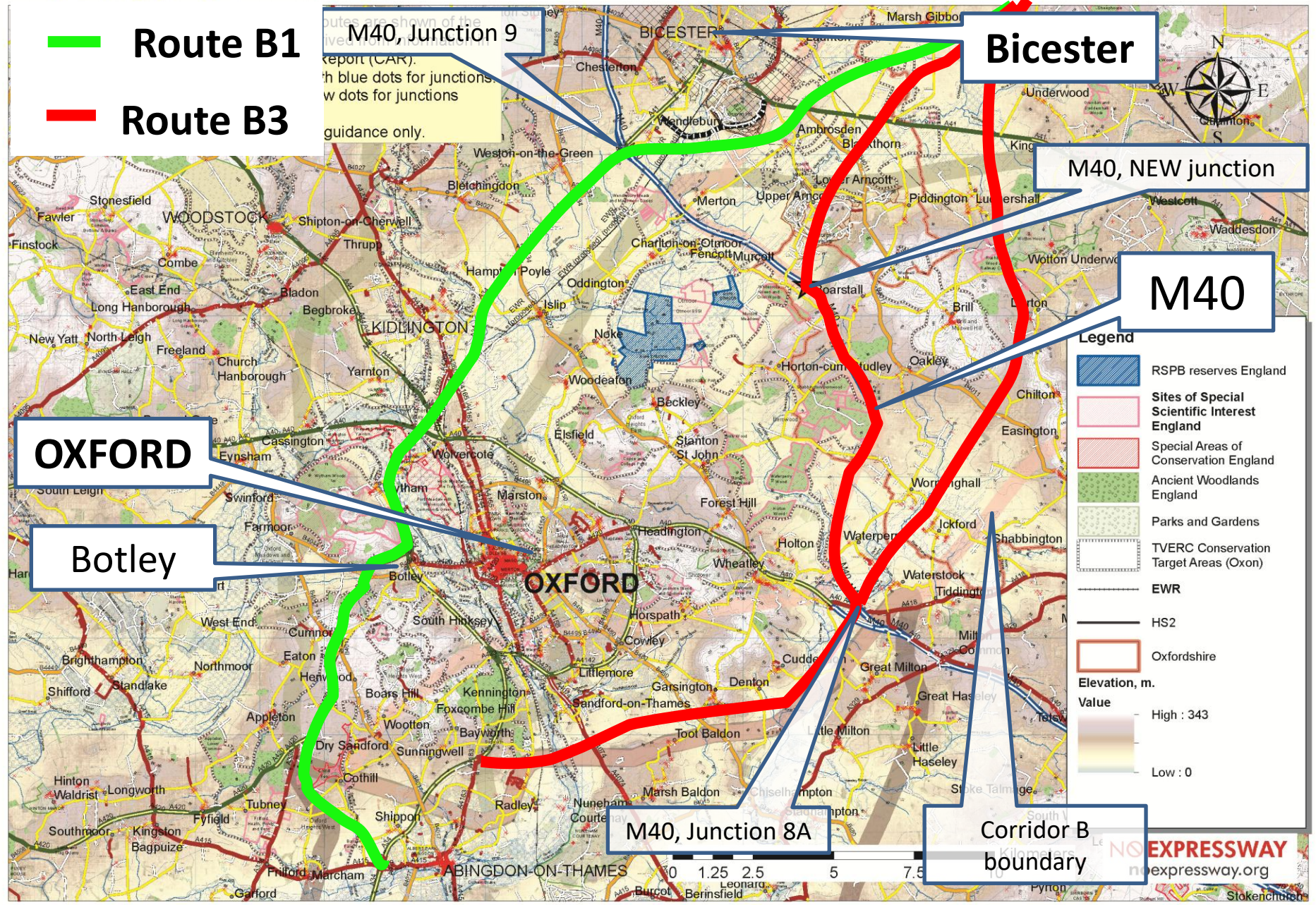
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OXFORD

Botley

OXFORD

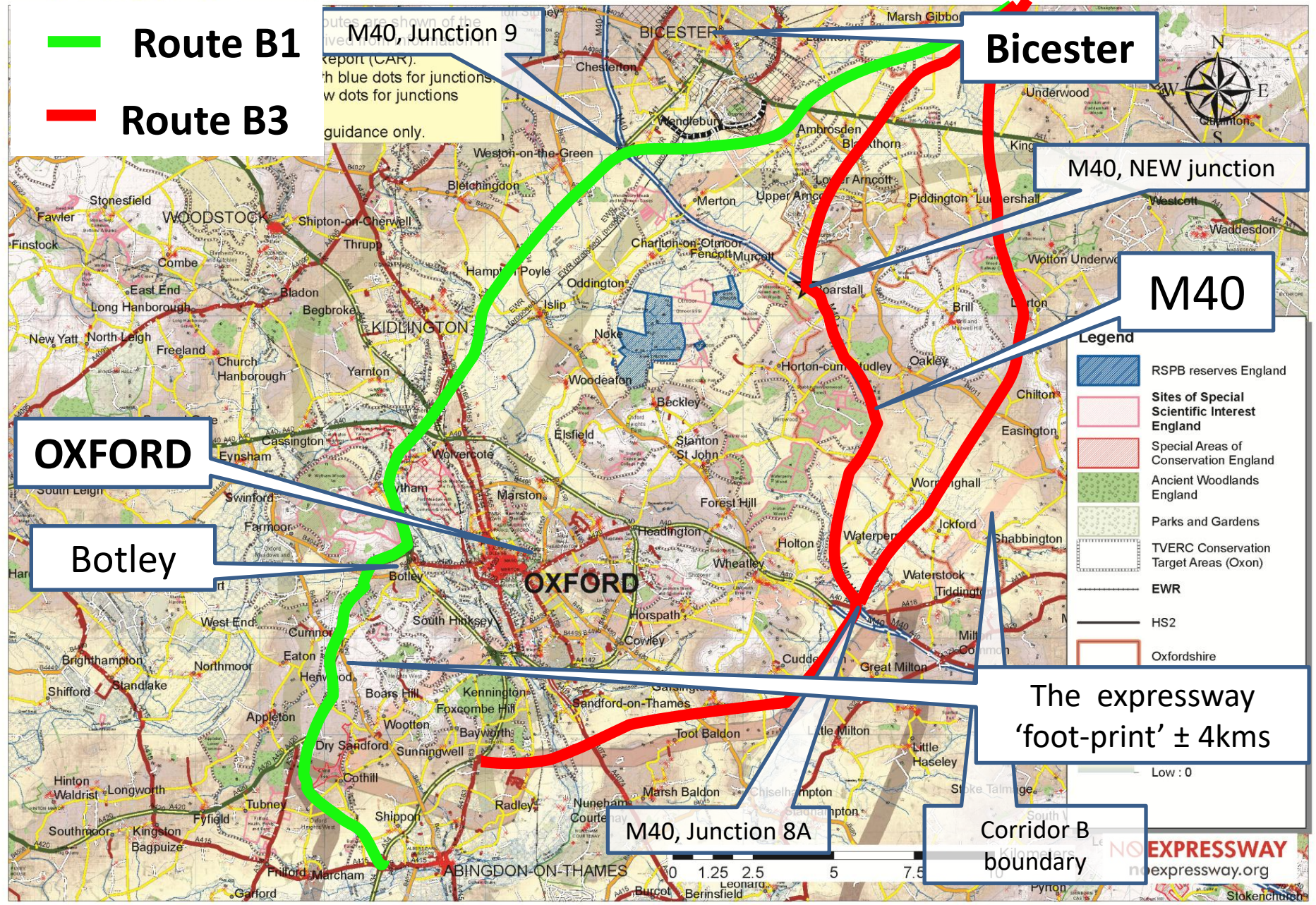
The expressway 'foot-print' ± 4kms

M40, Junction 8A

Corridor B boundary

Low : 0

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Route B1

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M40, Junction 9

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M40, NEW junction

M40

OXFORD

Botley

OXFORD

M40, Junction 8A

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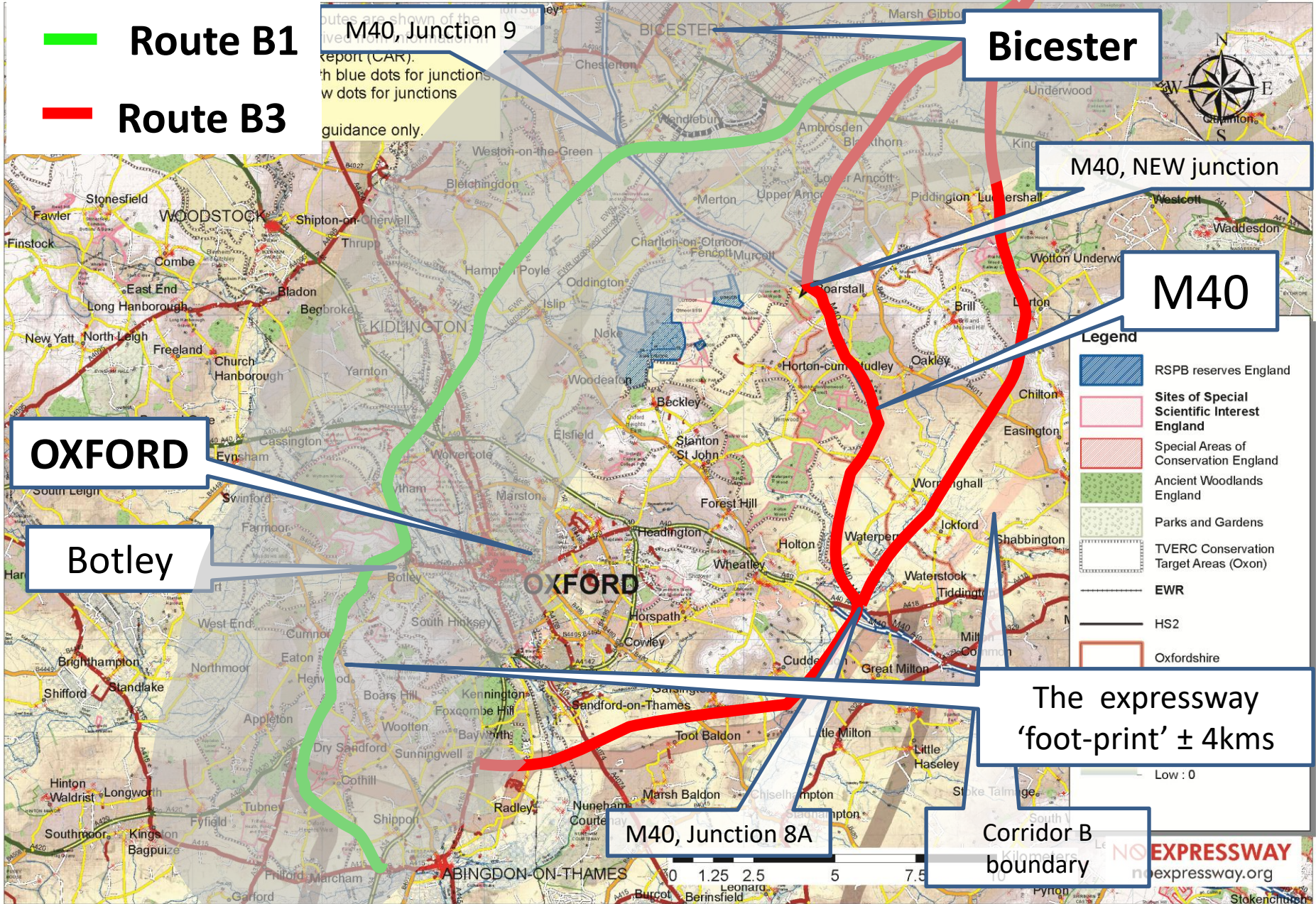
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0 1.25 2.5 5 7.5



Route B1

Route B3

Routes are shown on the live map (CAR).
Blue dots for junctions.
Red dots for junctions.
Yellow dots for junctions.
Guidance only.

Bicester

M40, NEW junction

M40

OXFORD

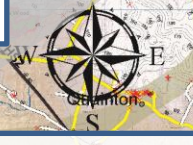
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M40, Junction 8A

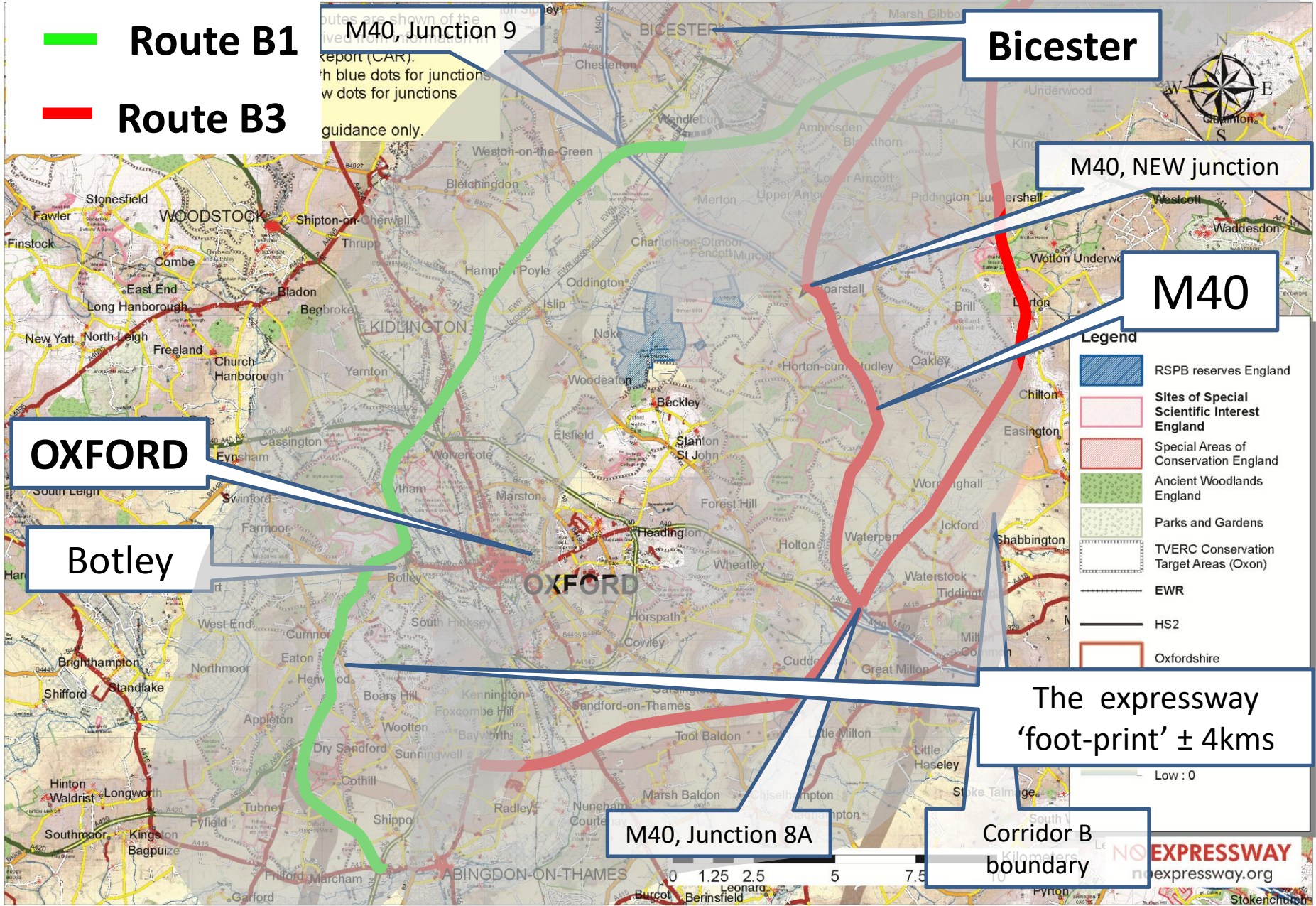
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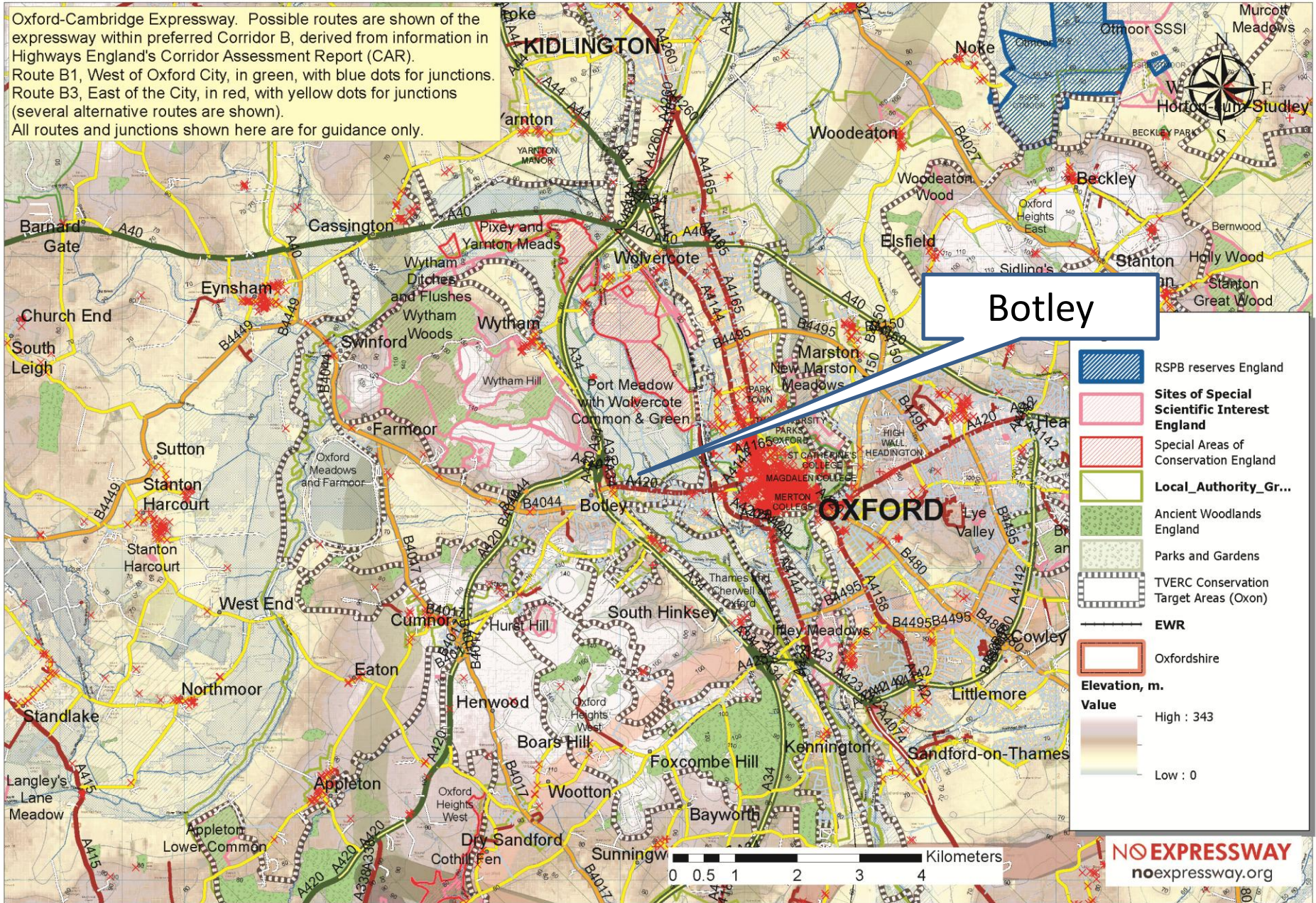
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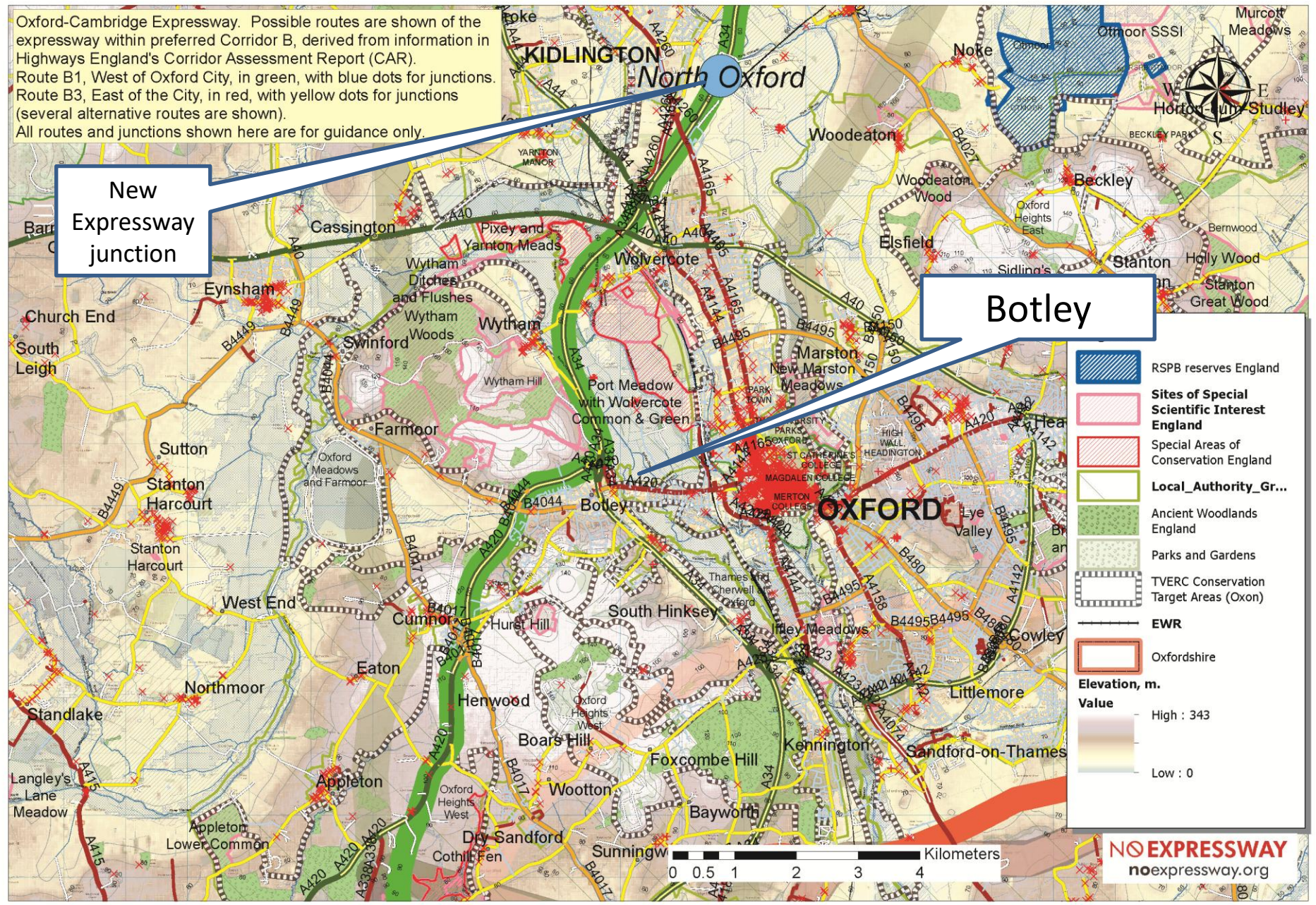
New Expressway junction

Botley

-  RSPB reserves England
-  Sites of Special Scientific Interest England
-  Special Areas of Conservation England
-  Local_Authority_Gr...
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Britain's first garden town: housing crisis solution or 'dog's breakfast'?

By Patrick Barkham

How the development of old market town Bicester turned ugly

Houses

Even without the Expressway, Oxfordshire is growing at an unprecedented rate





AECOM



OXFORDSHIRE
INFRASTRUCTURE STRATEGY
STAGE ONE REPORT

2016 - 2040

OXIS Proposed Growth 2016 - 2040

Executive Summary

2016-2040:

123,500

Additional Homes

267,000

Additional people (39%)

101,000

Additional jobs

Oxfordshire is a place of opportunity. Currently home to 688,000 people, with a further 267,000 forecast to live in the area by 2040.

Expected growth on such a substantial scale is testament to the economic strength and quality of life offered by the towns and villages within Oxfordshire. But to be successful, growth requires infrastructure, and infrastructure needs investment.

To better understand the scale of the infrastructure challenge, the Oxfordshire Growth Board commissioned AECOM to prepare an Oxfordshire Infrastructure Strategy (OXIS) for the county. The strategy presents an overview of growth patterns to 2040, evidence the infrastructure

Key Findings from Stage 1

A number of key findings have been established. Section 3 of the strategy document explains the assumptions applied to forecast housing, population and employment to 2040. Section 5 of the strategy explains the assumptions applied to arrive at interim stage 1 estimates of infrastructure costs and funding gaps.

- Oxfordshire authorities are forecast to accommodate housing and economic growth over the period 2016 to 2040 delivering the equivalent to **5,100 dwellings per annum, a total of 123,500 dwellings over the period.** This compares to average annual completions of 2,333 dwellings per year across Oxfordshire from 2011 to

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Current totals 2016

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* 2017/18 figures

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%increase

47.5%

41.1%

27.6%

NIC
Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

The Expressway will add even
more houses

5th
studio

SQW

For the purpose of this study, overarching targets to 2050, based on the previous Savills/Arup/Econometrics analysis and their "Transformational Scenario", were agreed as follows:

TRANSFORMATIONAL + DEVELOPMENT ACCOMMODATED DUE TO PRESSURES FROM LAND CONSTRAINED MARKETS

23,000 + 7,000
homes per year

+



3,500 equivalent

782,000 to 1,020,000
additional homes

1,462,000 up to 1,900,000
additional people

The drawing alongside illustrates this quantum of development, broken down into each of the four sub-areas used within the previous reports.

The areas are shown scaled at an overall development density of 3,500 people/km², including development in the pipeline.

While such a rate of growth is not unusual in the context of the last 100 years, it is a significant challenge in absolute terms, not least given the scale of urbanisation that has already occurred in this region of the country.

Development at a density typical of much twentieth century growth (3,500 p/km² serves as a proxy for this), and as indicated by the scaled areas shown here, would mean a significant reduction in areas of open countryside.

More efficient use of land through increasing development above this relatively low level, and the careful and co-ordinated location of new development, are therefore key challenges if this scale of growth is to be acceptable, while preserving the overall character and quality of the area.

TRANSFORMATIONAL SCENARIO TO 2050

New areas of settlement at a scale of 3,500 people / km² with approximate totals.

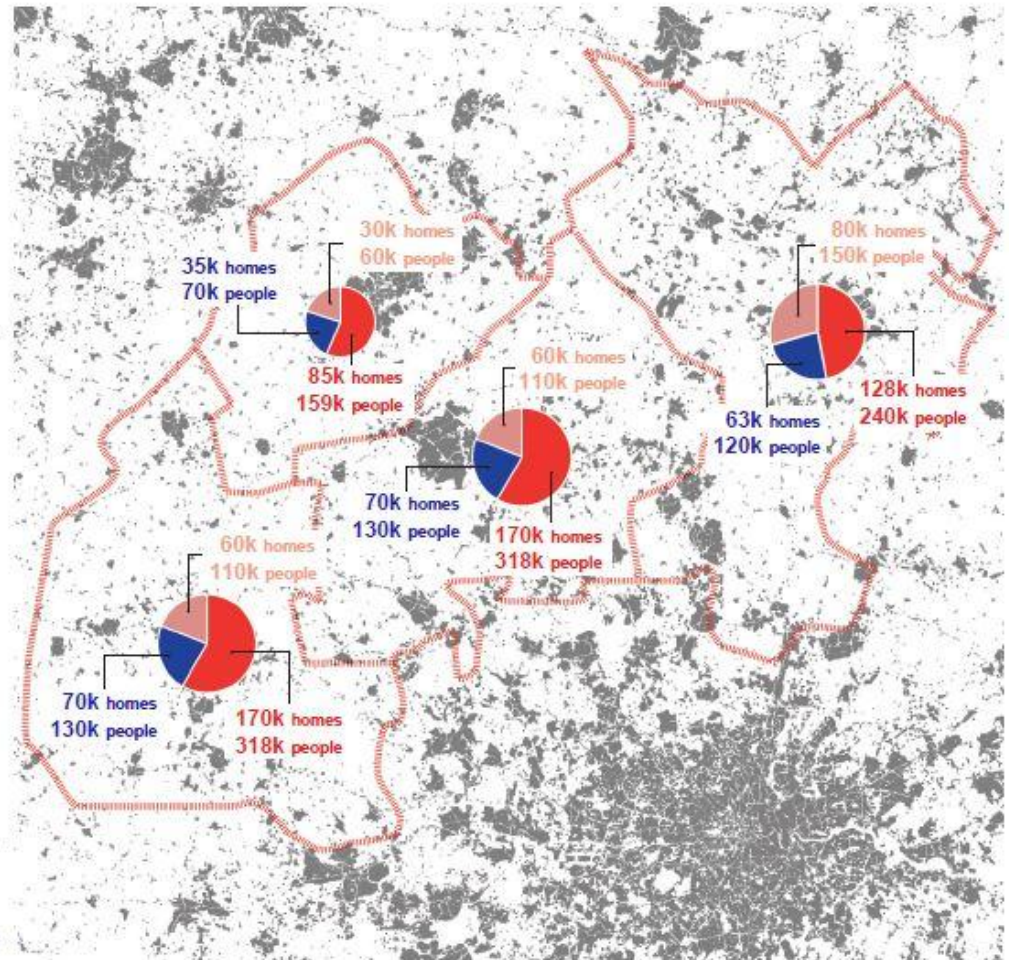
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

The density is typical of much twentieth century growth and was selected based on a rounded average of the 'built-up density found across the corridor.

- Current known planned development*
- Additional development required to meet the Transformational Scenario's Housing and Population Targets by 2050
- Development accommodated due to pressures from land constrained markets**

* Under construction, approved, in for planning, or allocated.

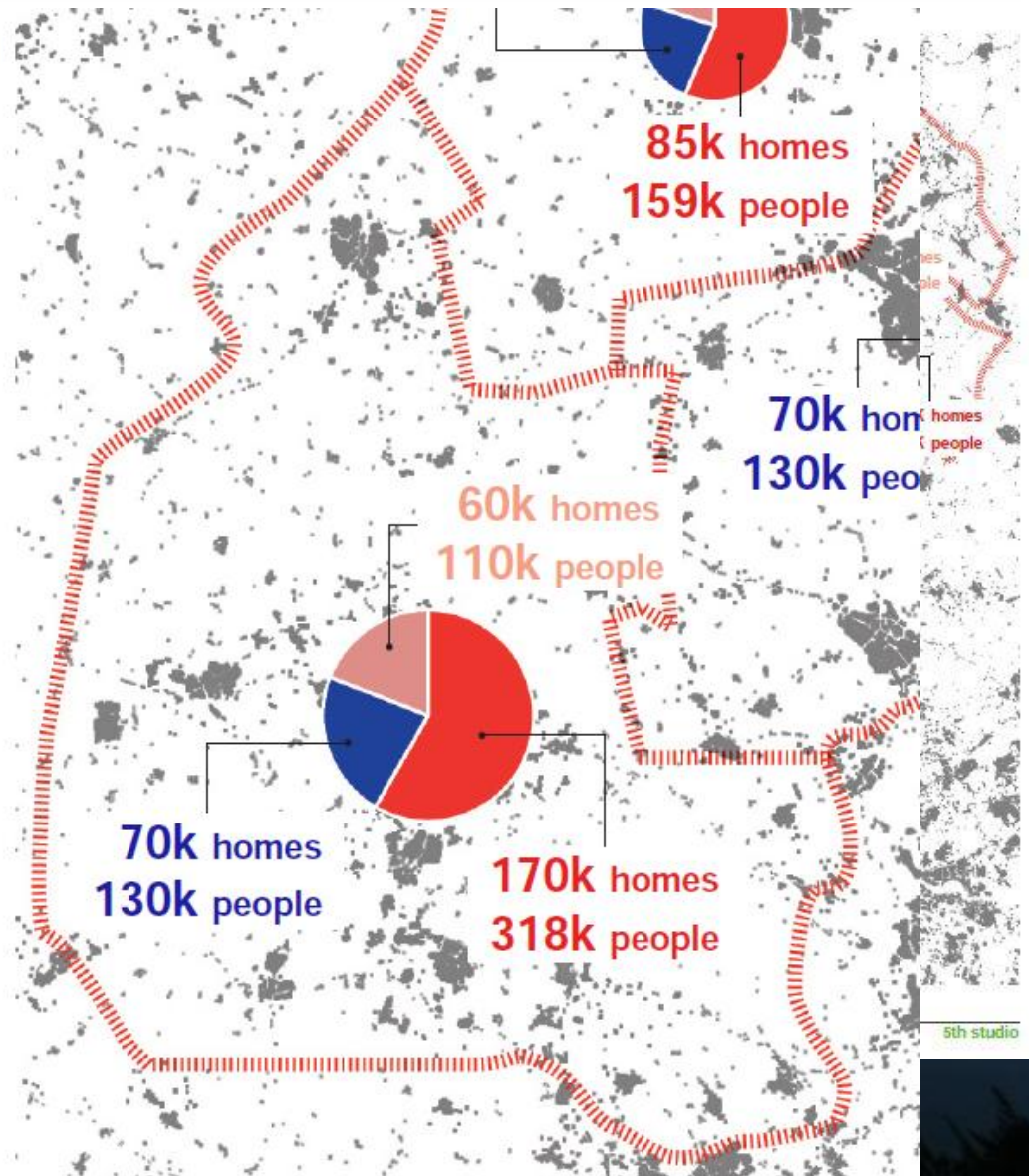
**The distribution is indicative and follows a proportional trend according to the distribution of the 'Additional development required to meet Transformational Scenario's Housing and Population Targets by 2050'.



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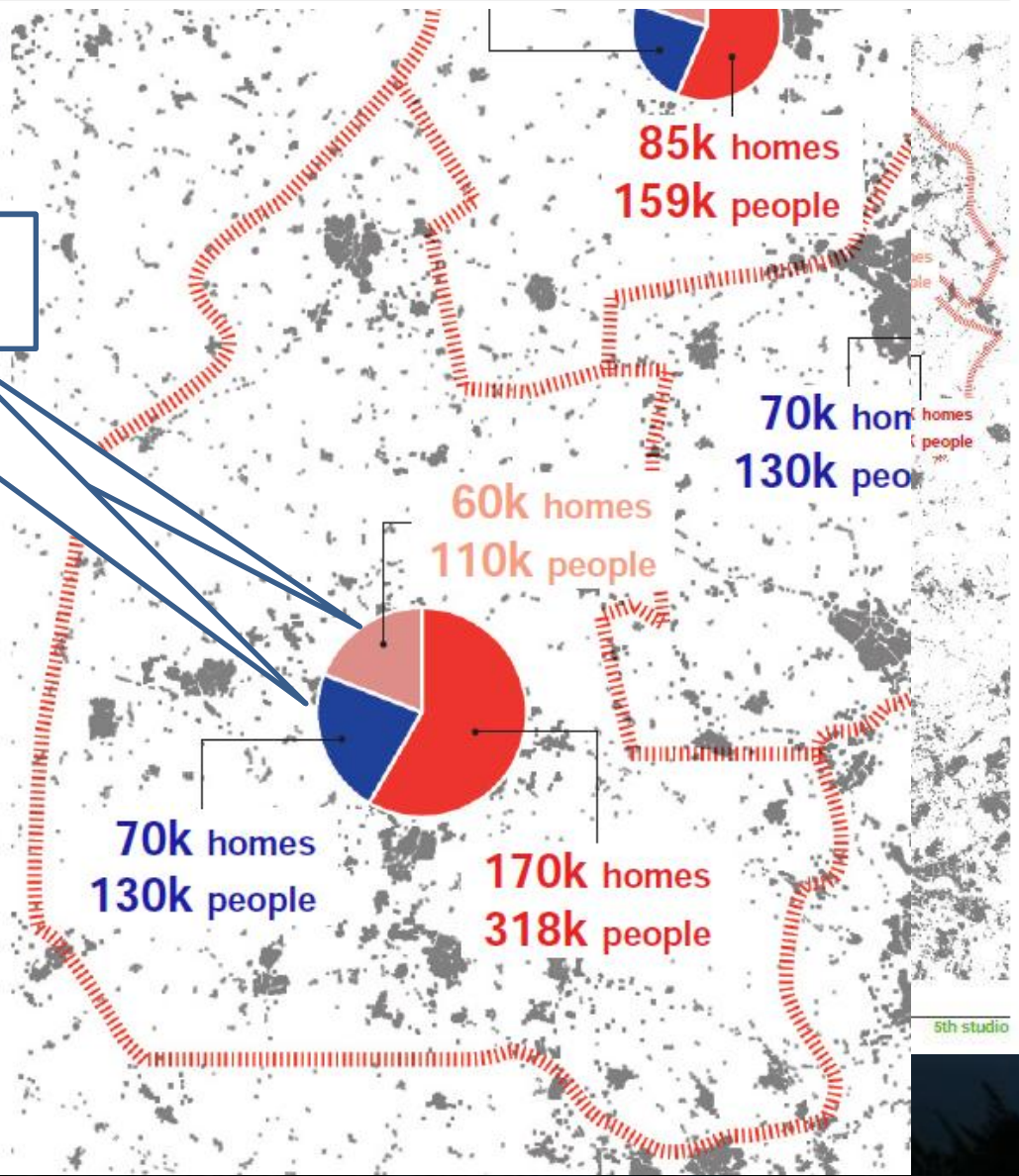
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Currently planned + backlog homes

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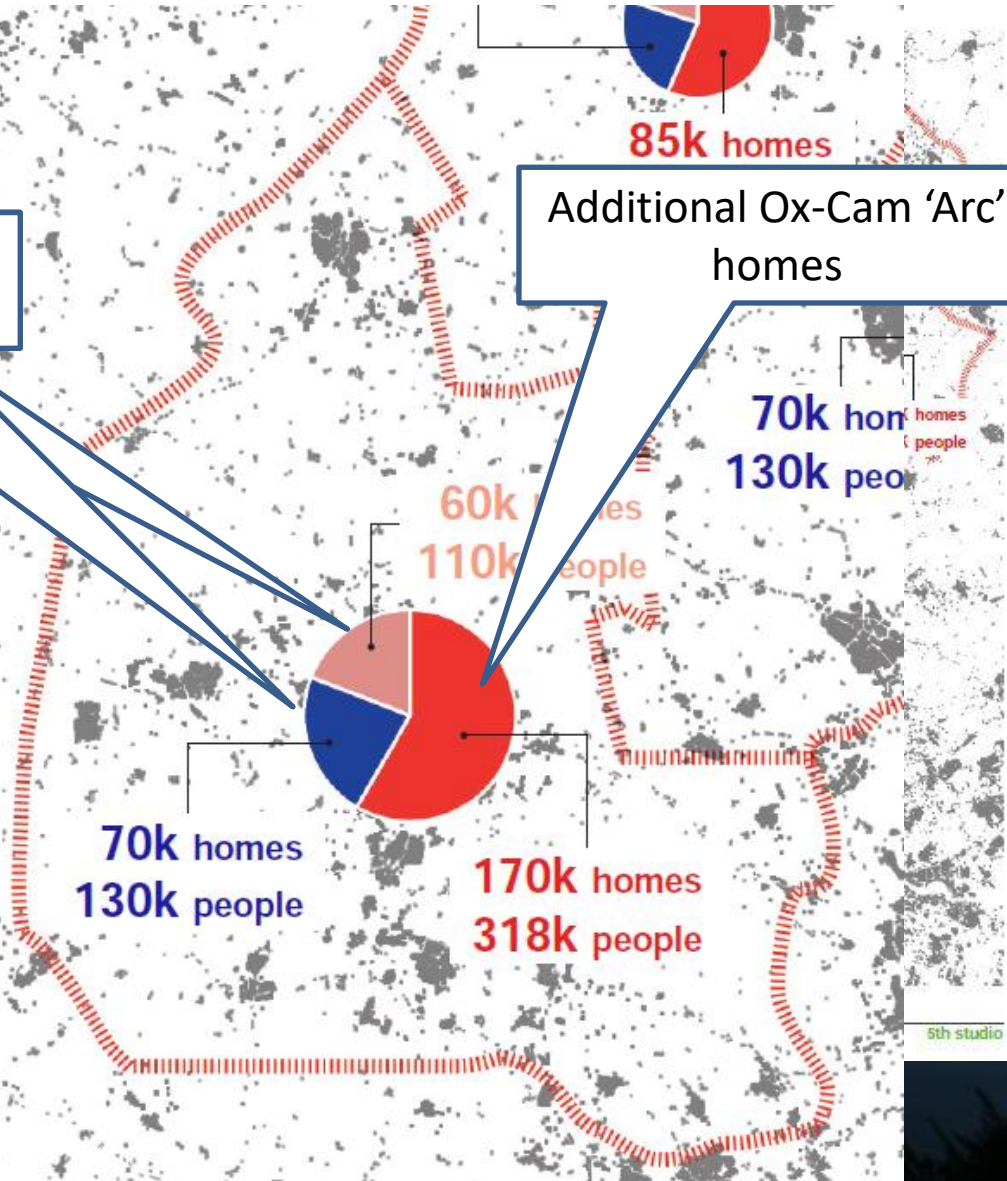
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

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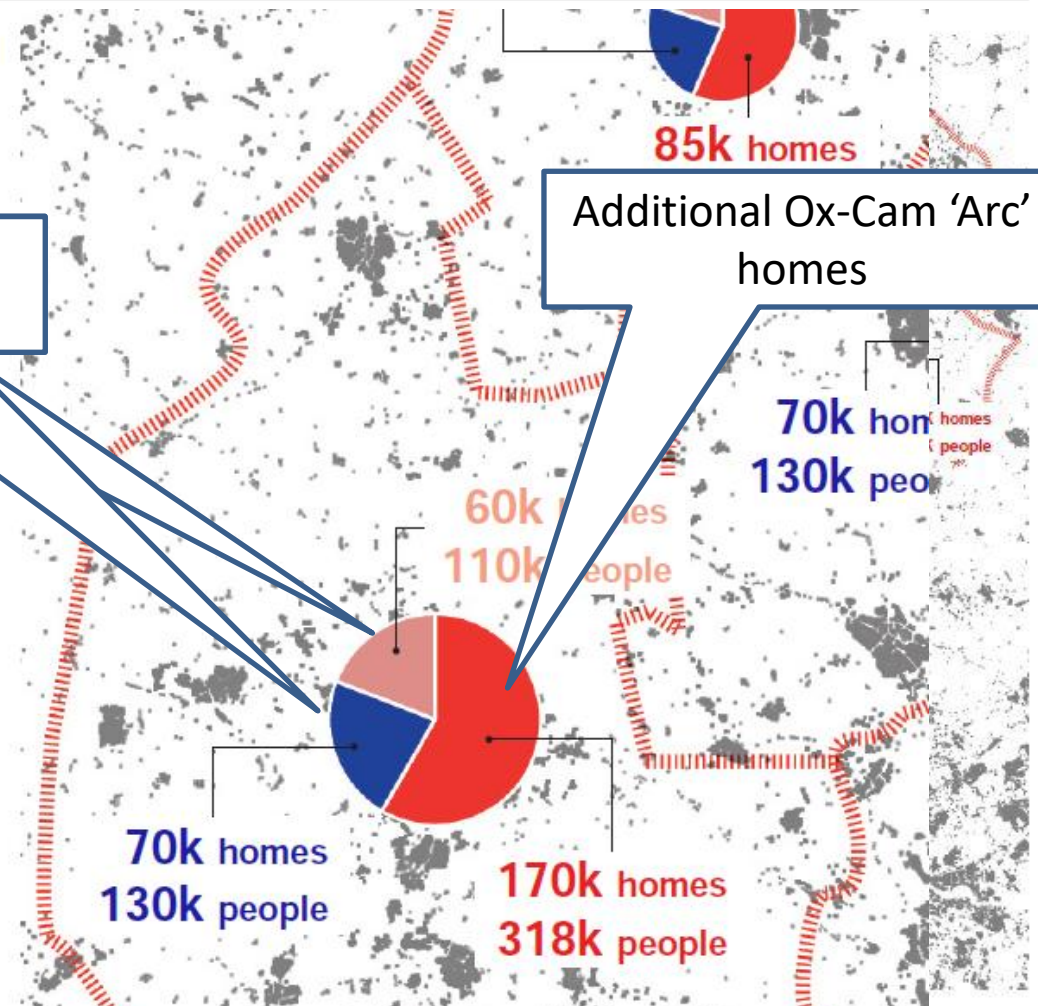
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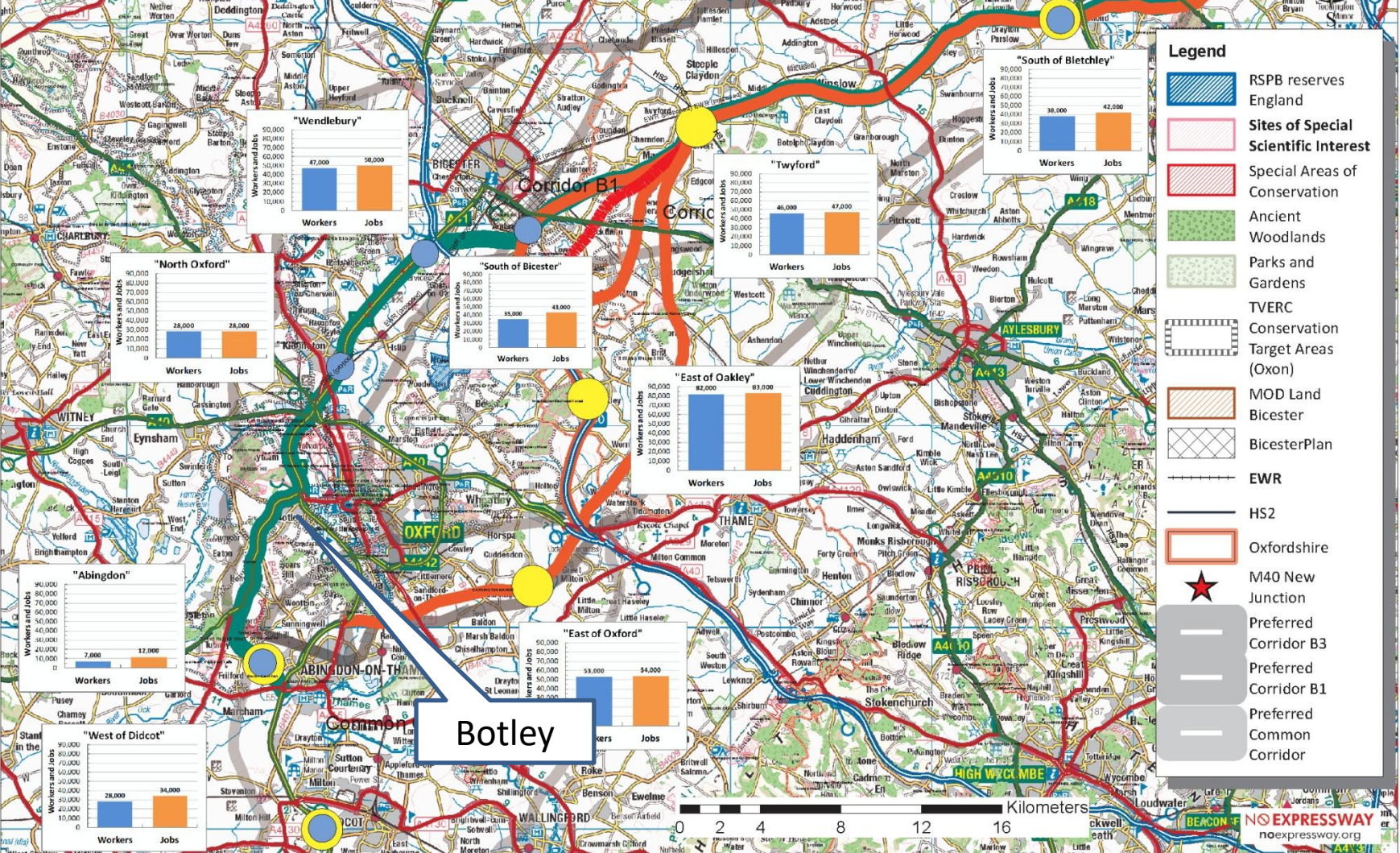
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300,000 houses in total for Oxfordshire to 2050 (100,000 in Local Plans and 200,000 Expressway 'unlocked')

..how many new homes along the Expressway itself?

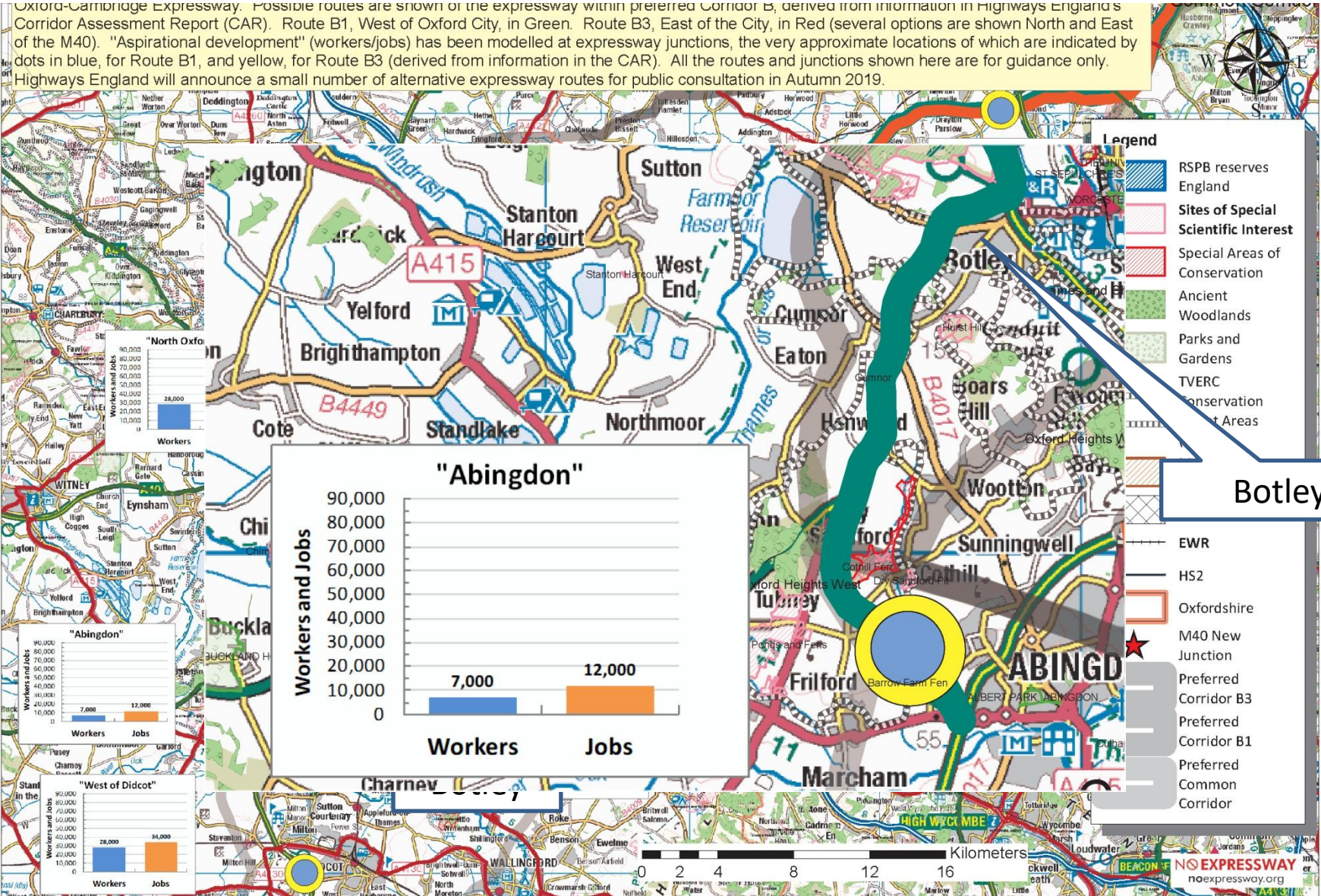
Oxford-Cambridge Expressway. Possible routes of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East of the M40). "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.



Option B1, 7,000 workers/5,500 new houses nr Abingdon'

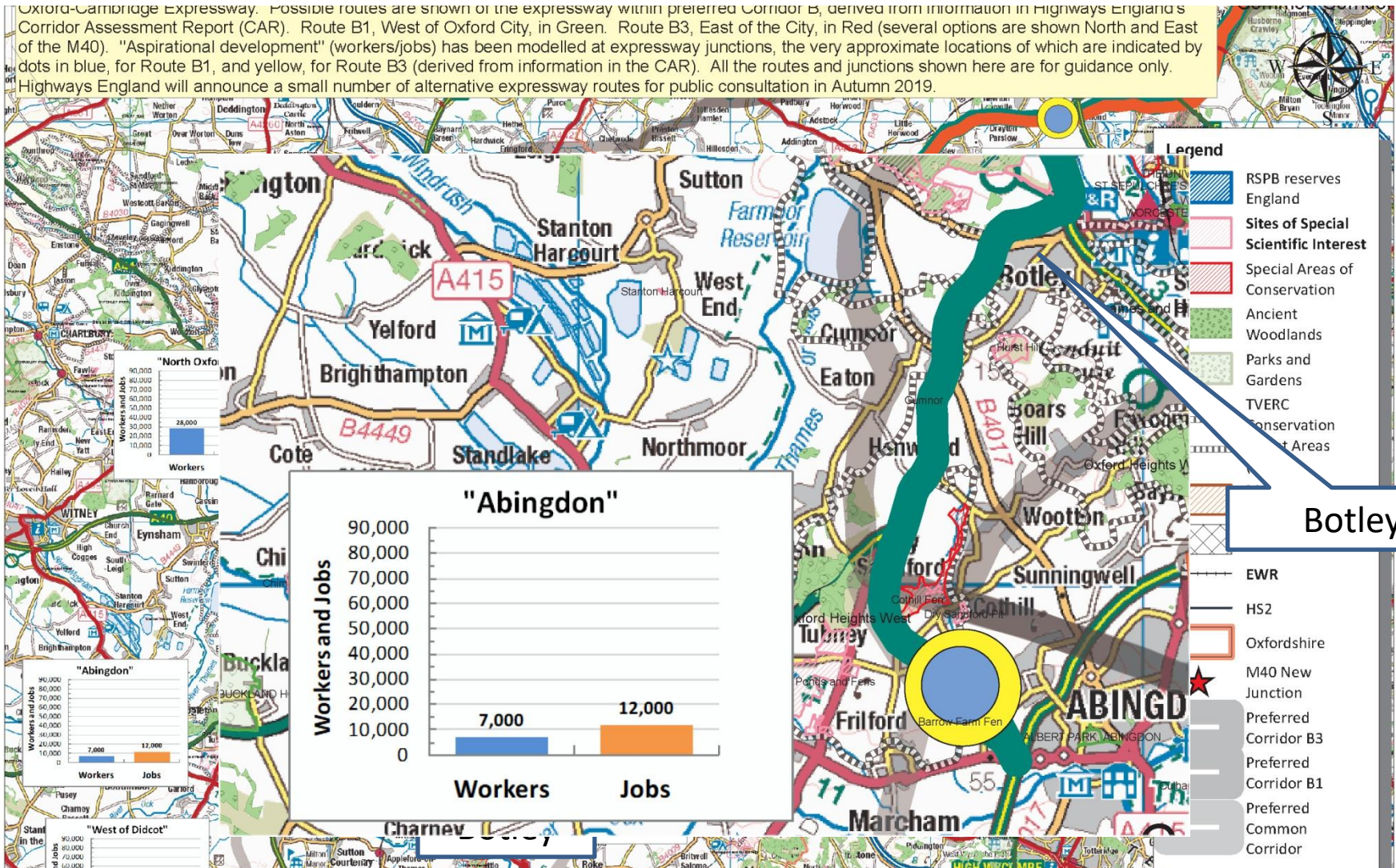
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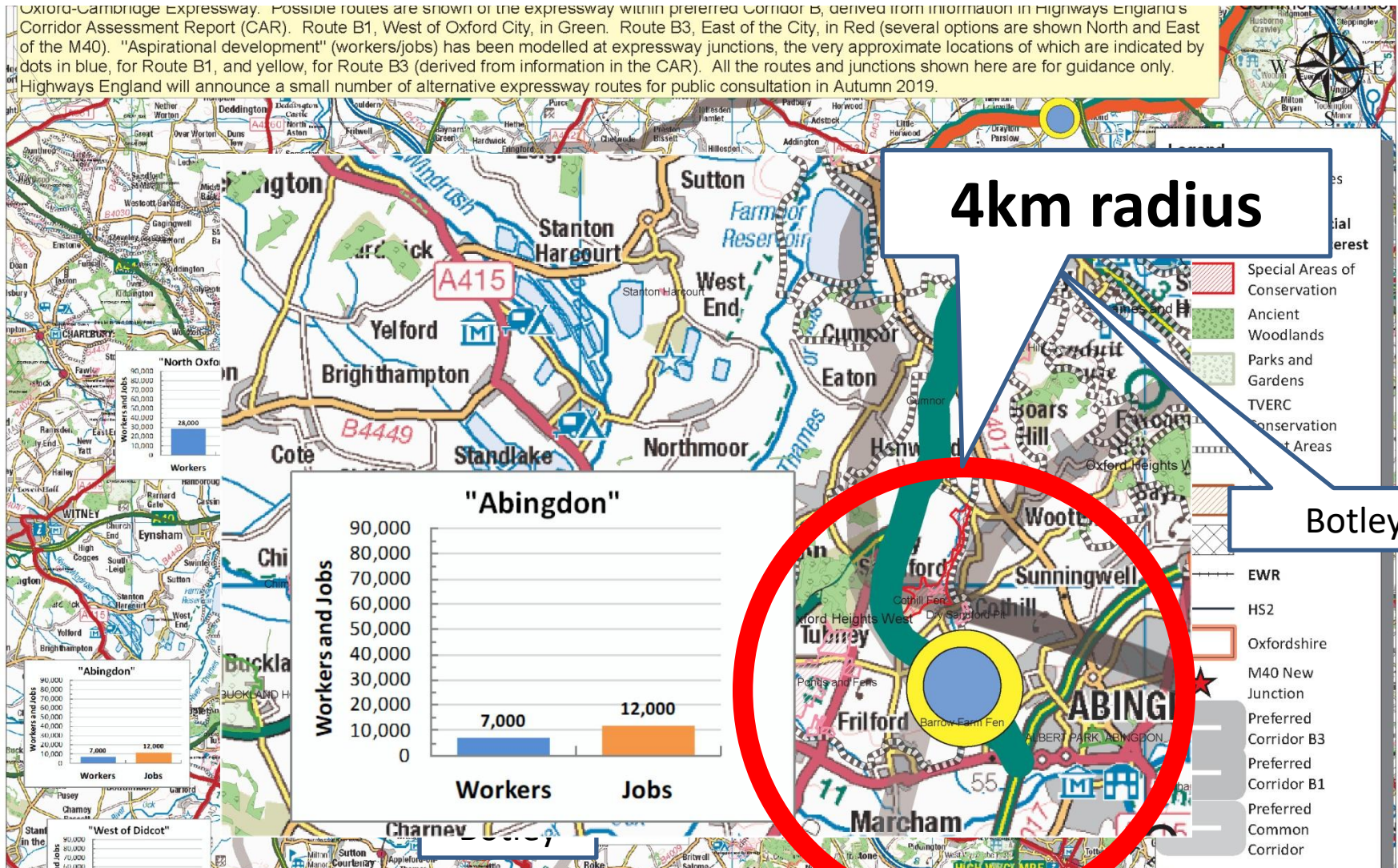


That's 13,000 people (Kidlington 13,700, Didcot 27,700)

2017 figures

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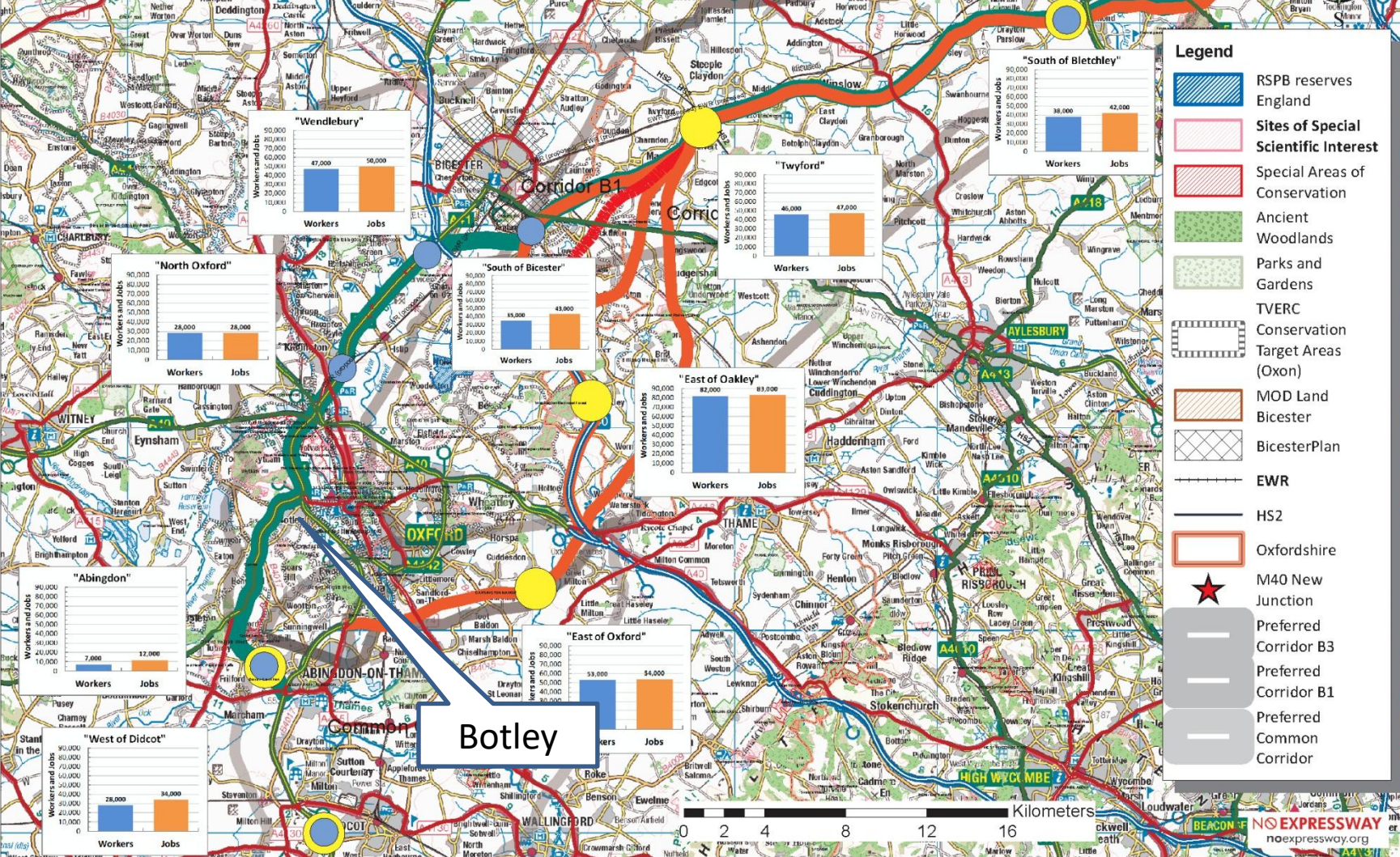


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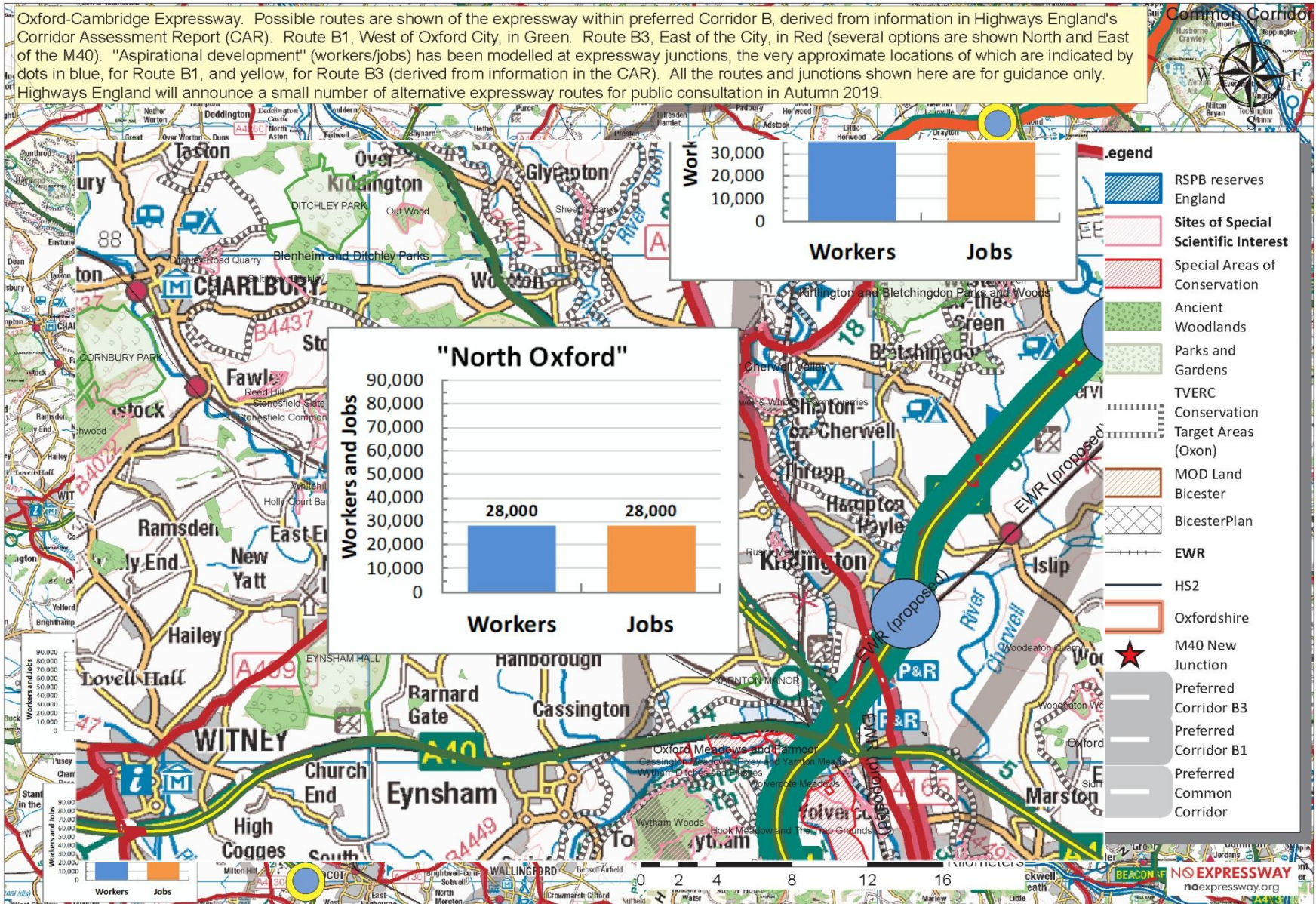
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- BicesterPlan
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- Oxfordshire
- M40 New Junction
- Preferred Corridor B3
- Preferred Corridor B1
- Preferred Common Corridor



noexpressway.org

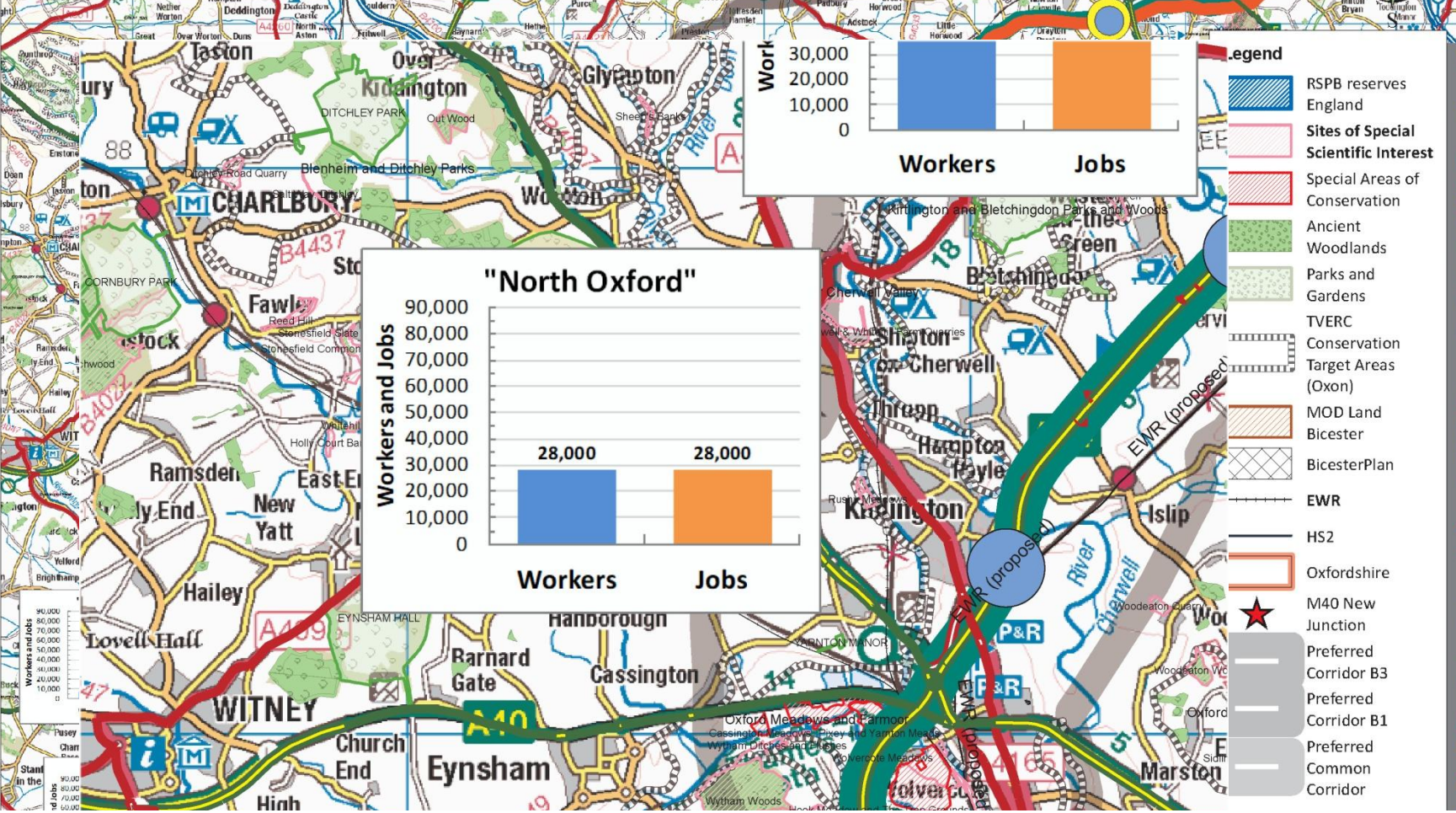
Option B1, 28,000 workers/22,000 new houses North Oxford ?

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.



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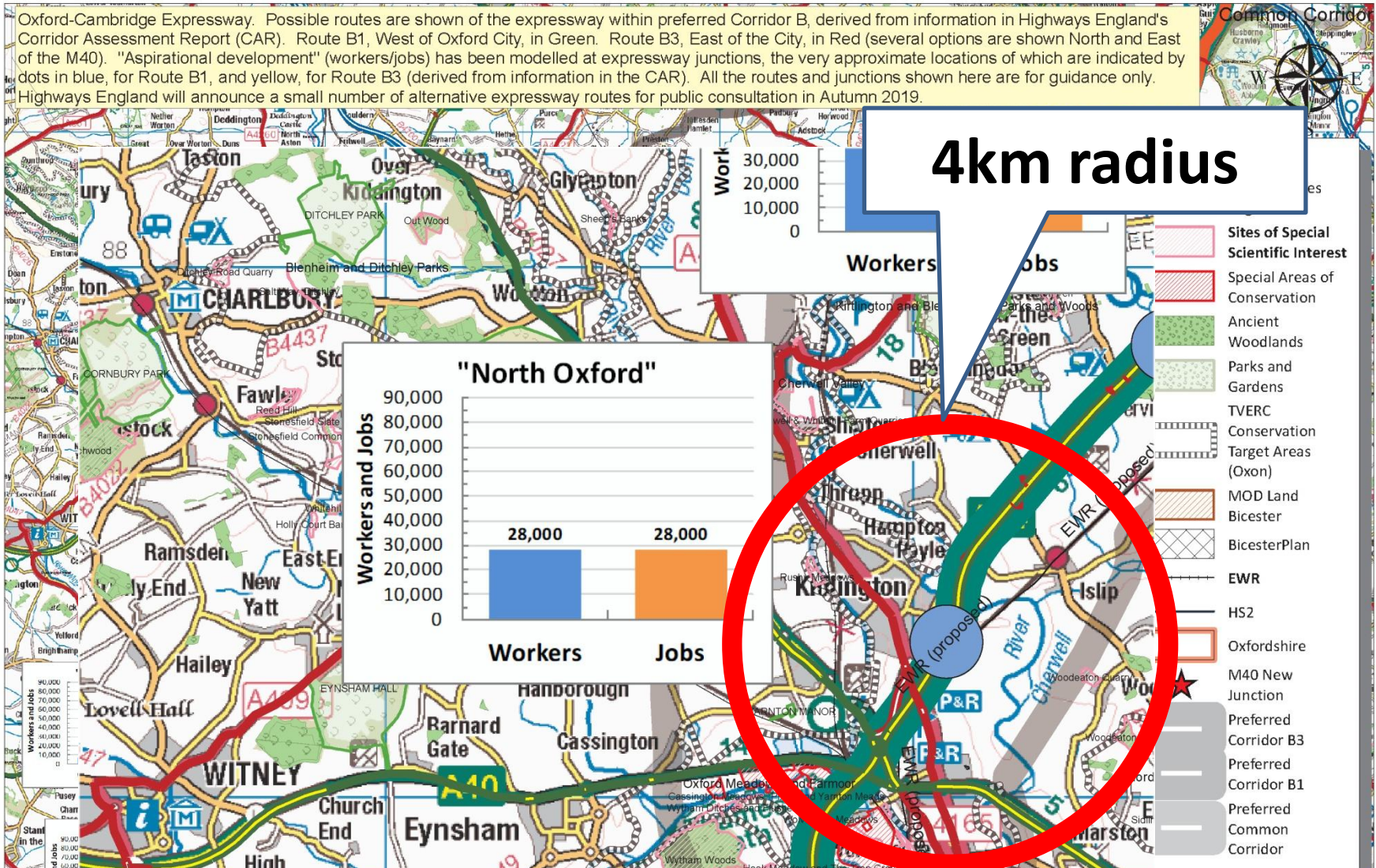
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That's 51,300 people (Kidlington 13,700, Bicester 32,789)

2017 figures

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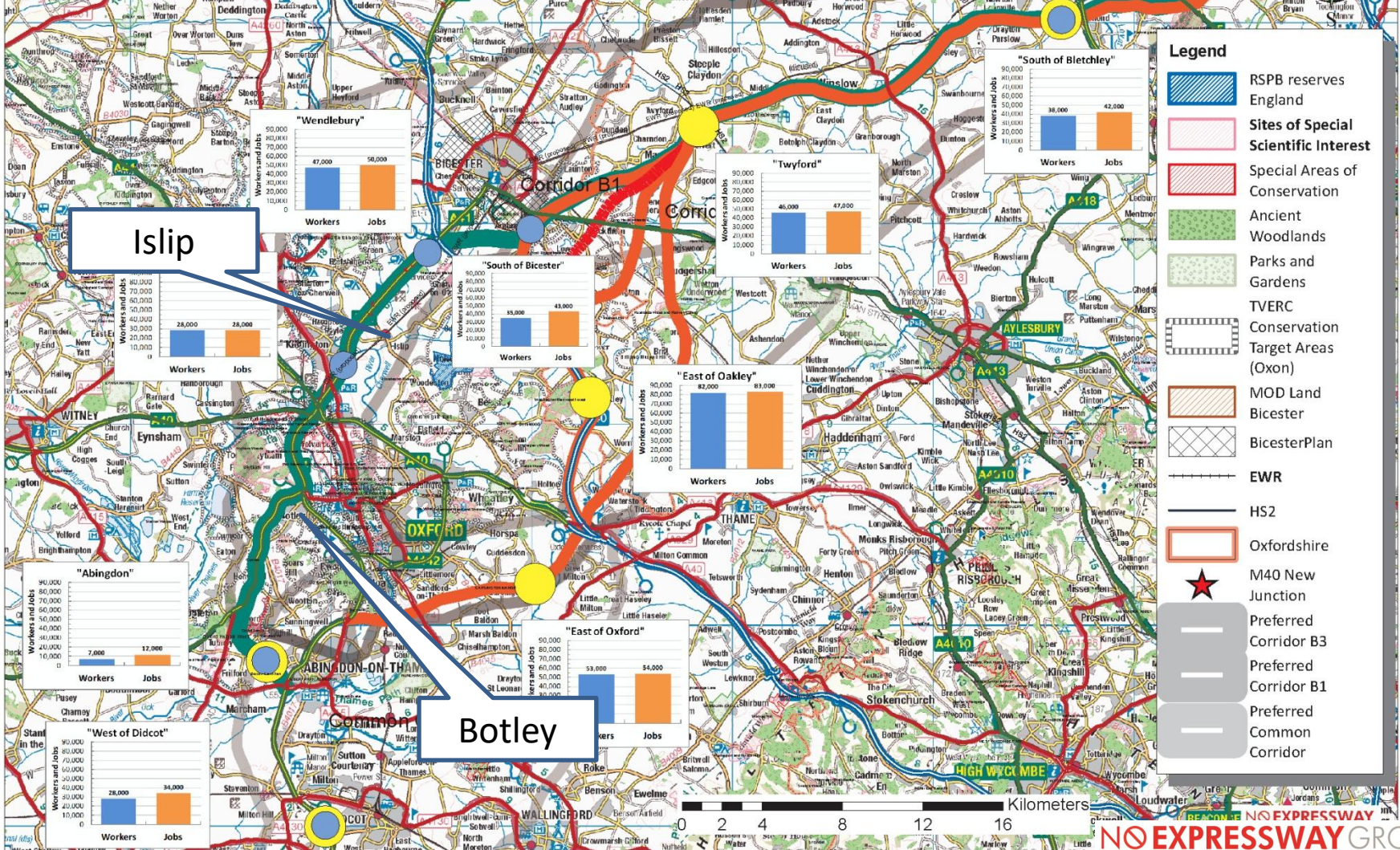


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..and the same again 'East of Oakley' 82,000 workers 65,000 houses

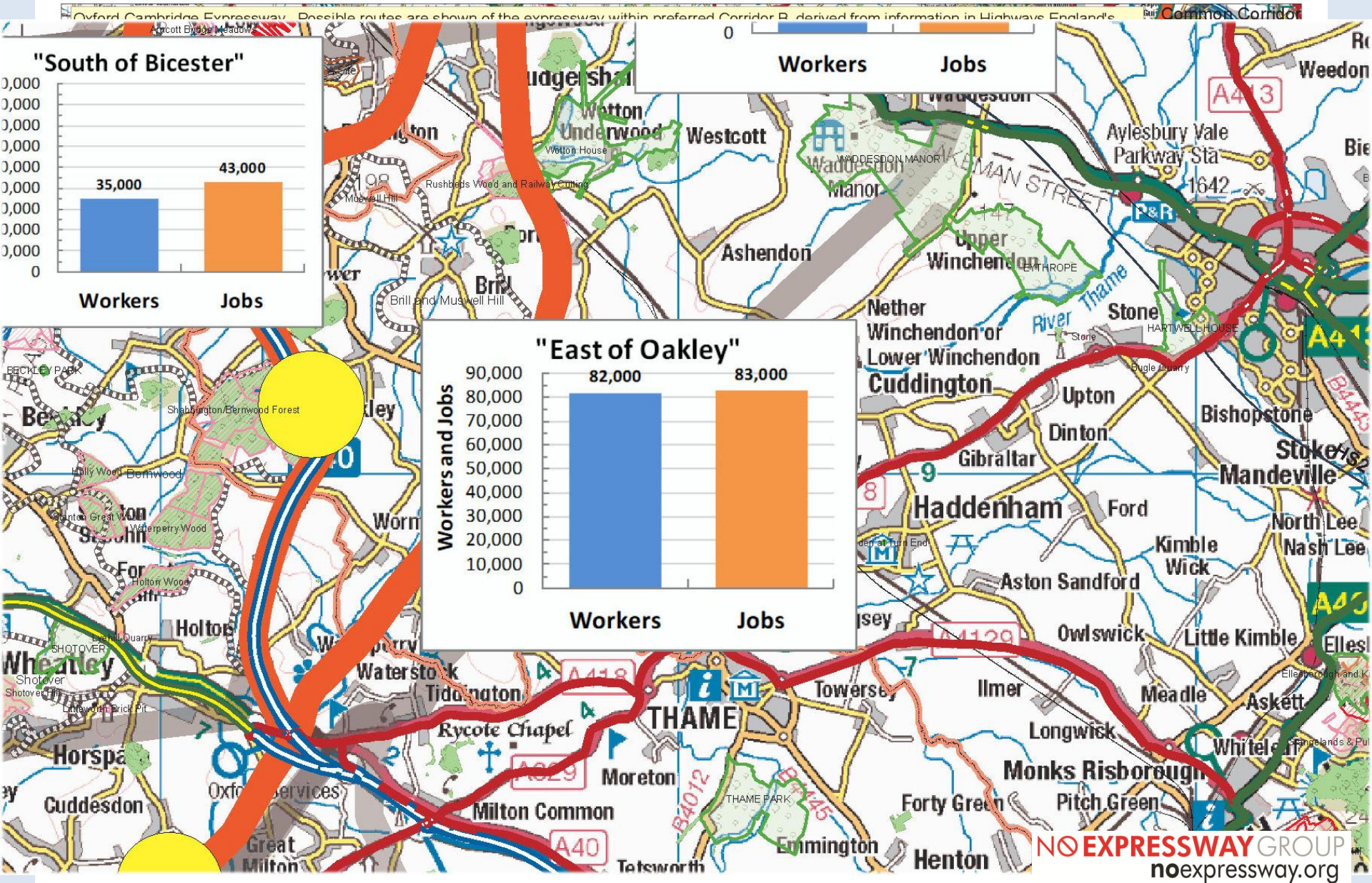
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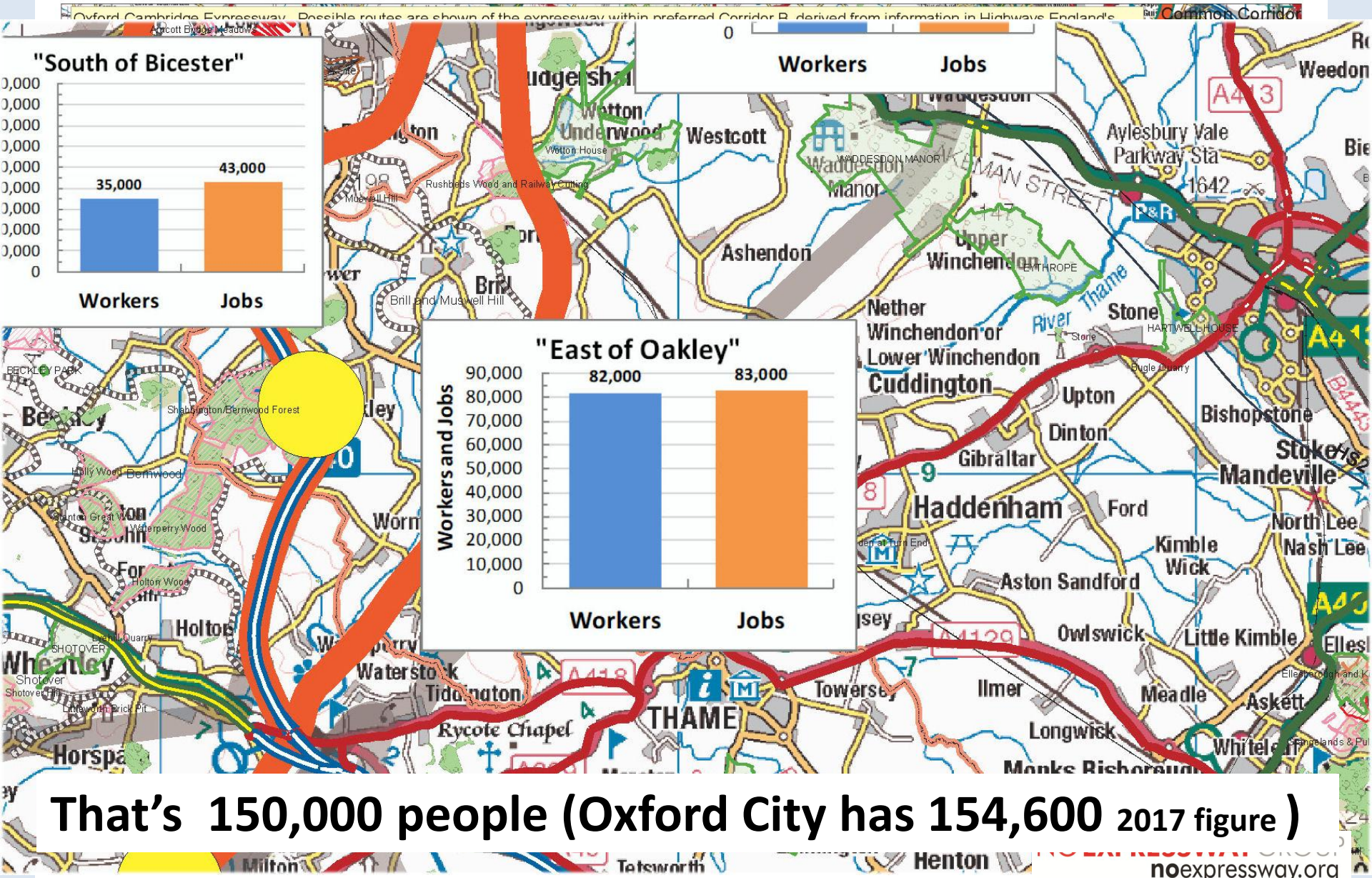
Legend

- 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

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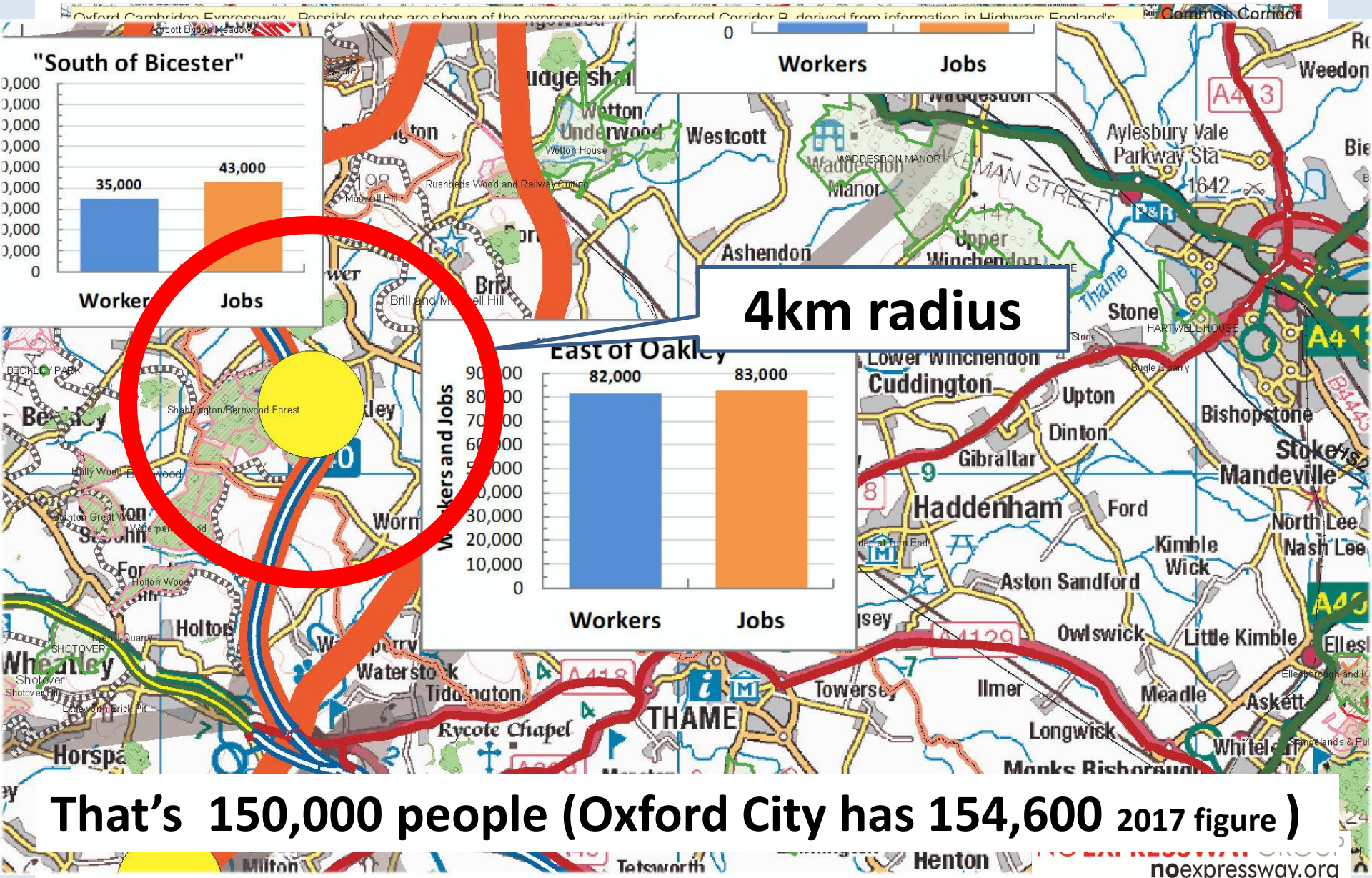


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That's 150,000 people (Oxford City has 154,600 2017 figure)

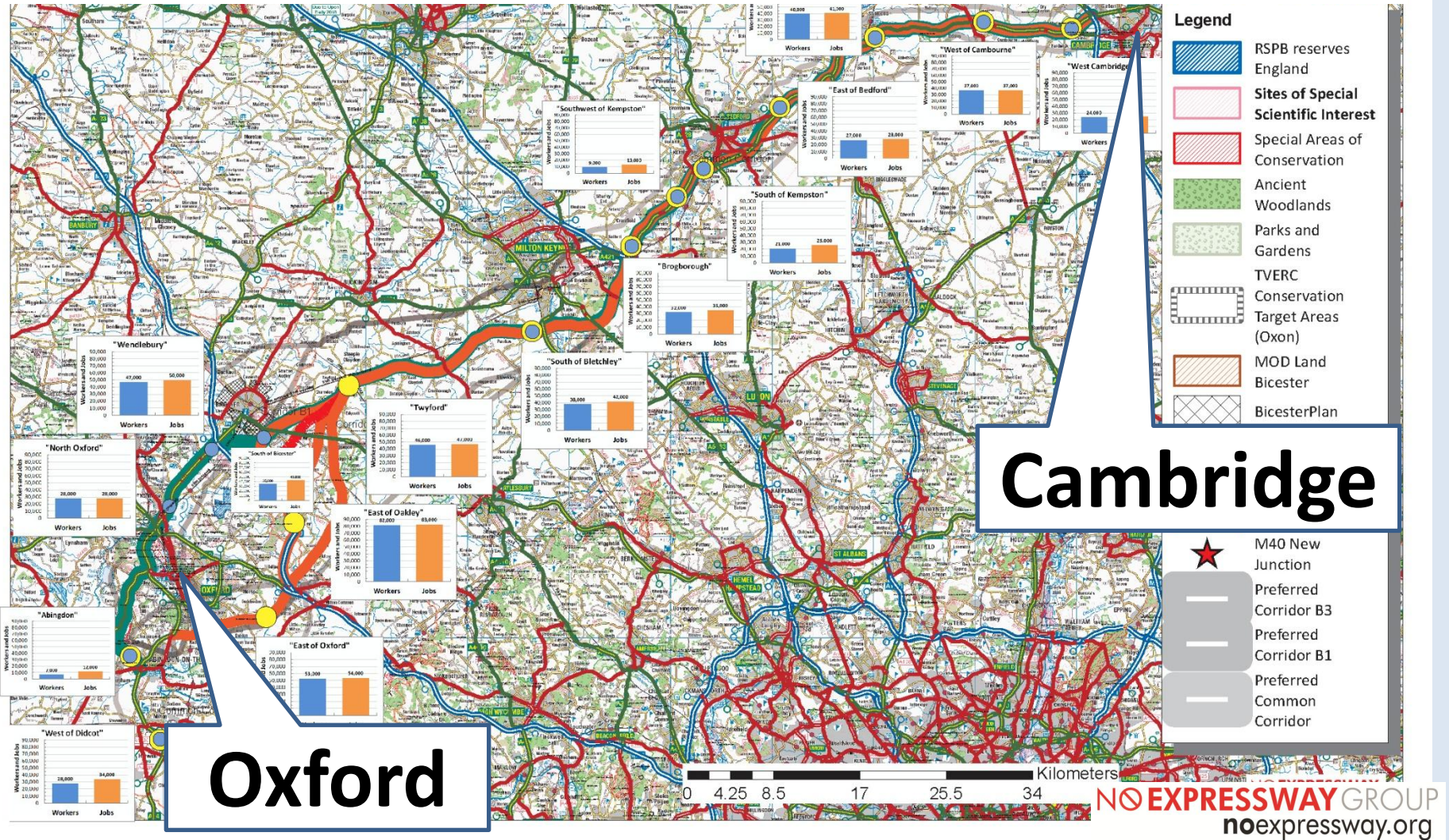
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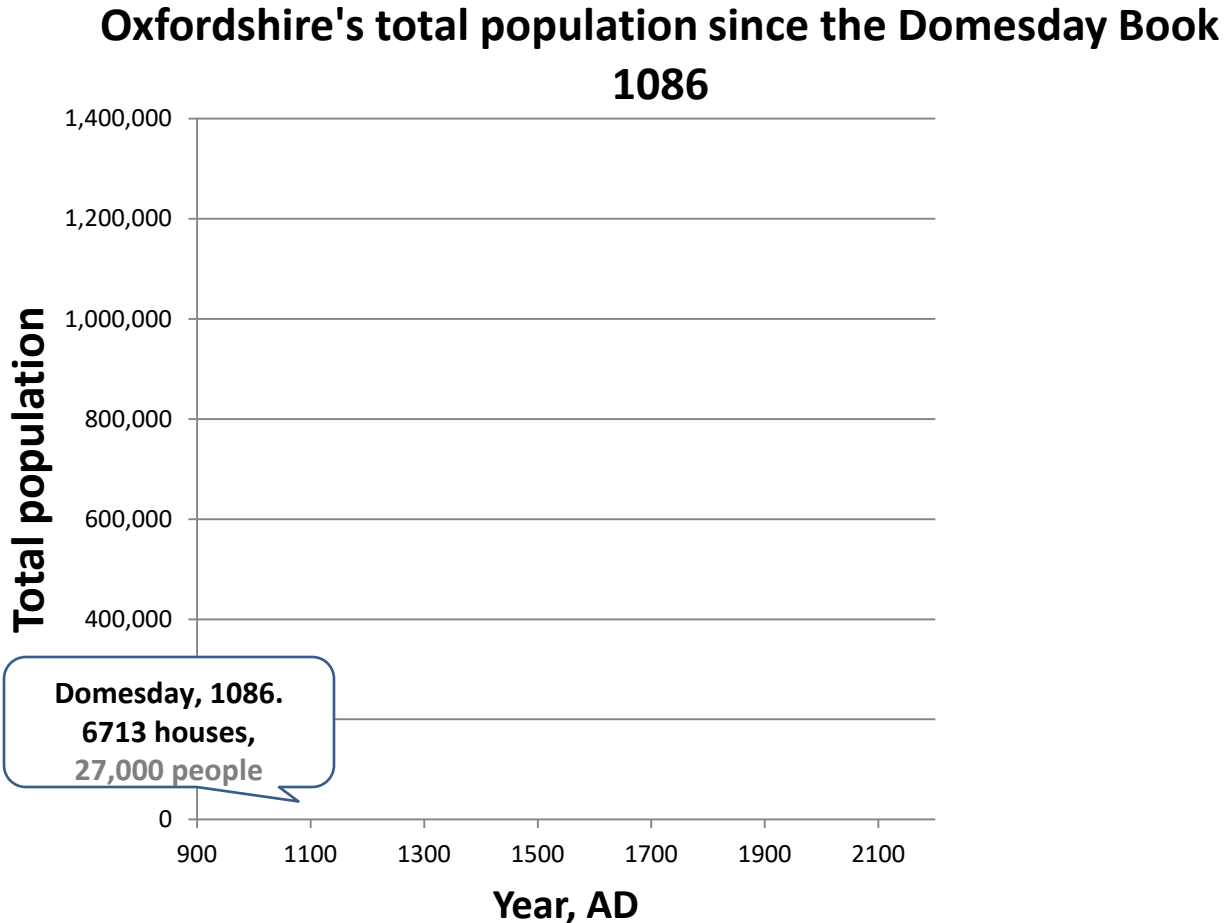
All along the 'Arc', the story is the same

Highways England proposes 360,000 new houses enabled by the Expressway

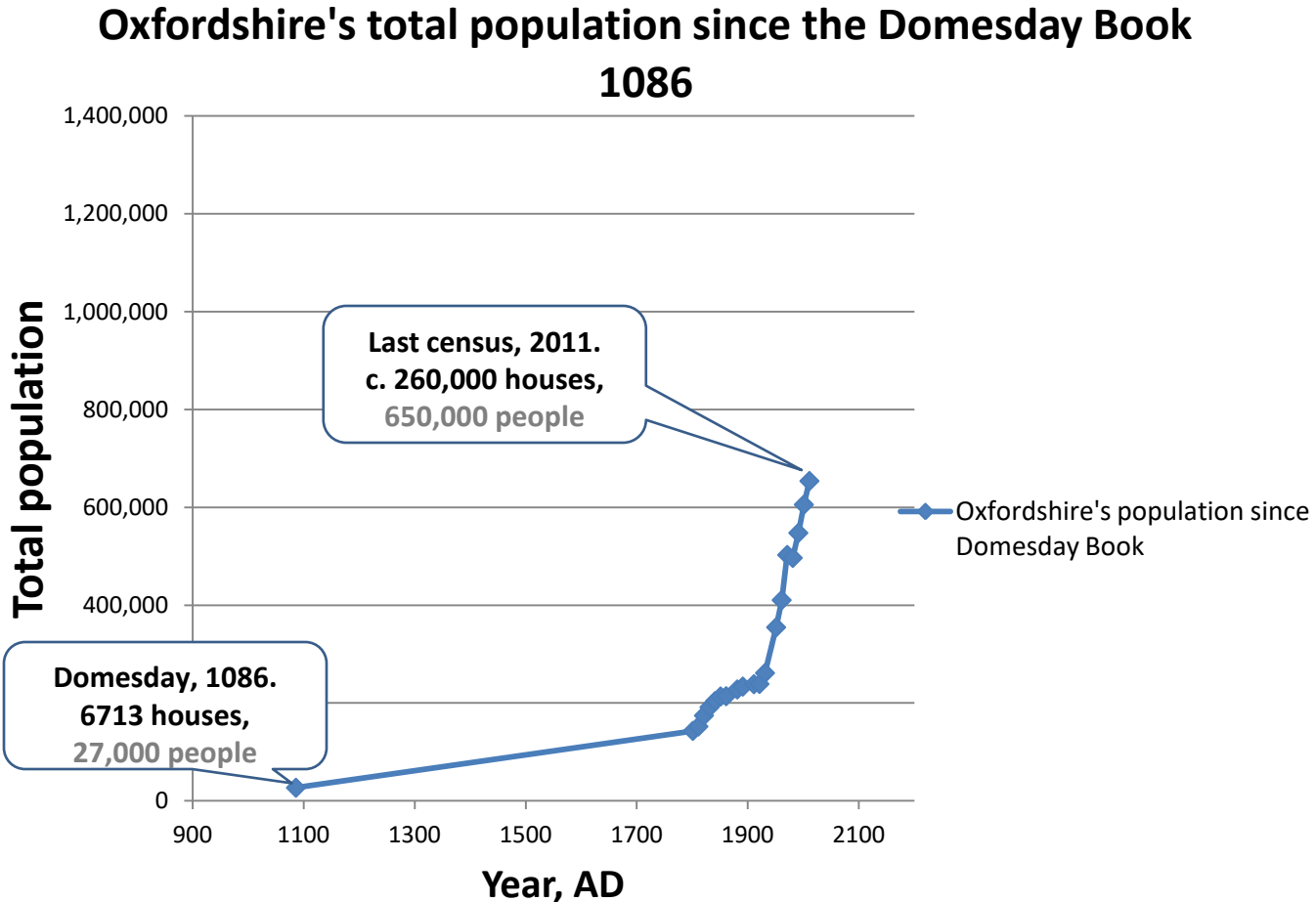
...that still leaves 193,000 new Expressway-unlocked houses elsewhere.



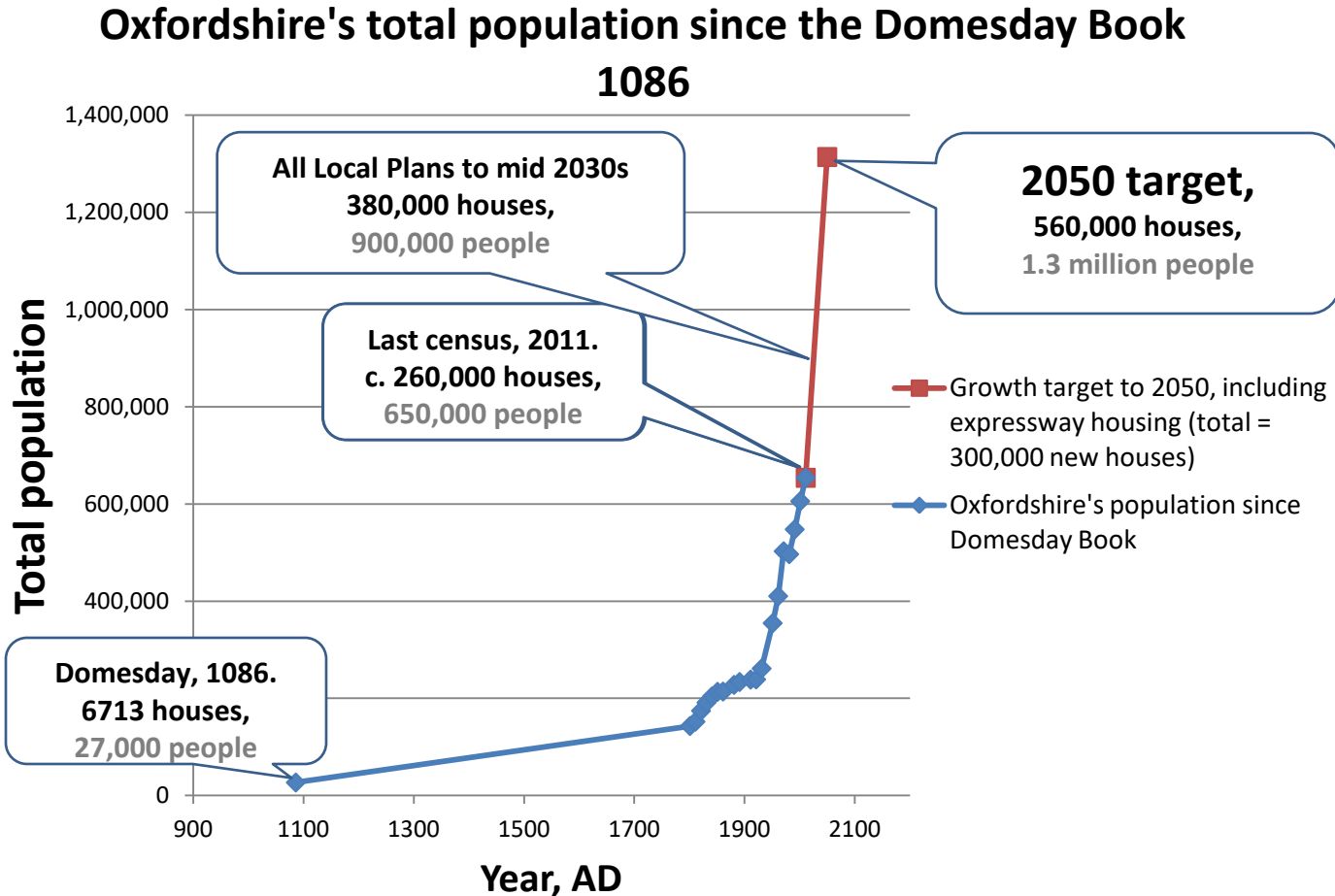
Oxfordshire's past, and proposed growth to 2050



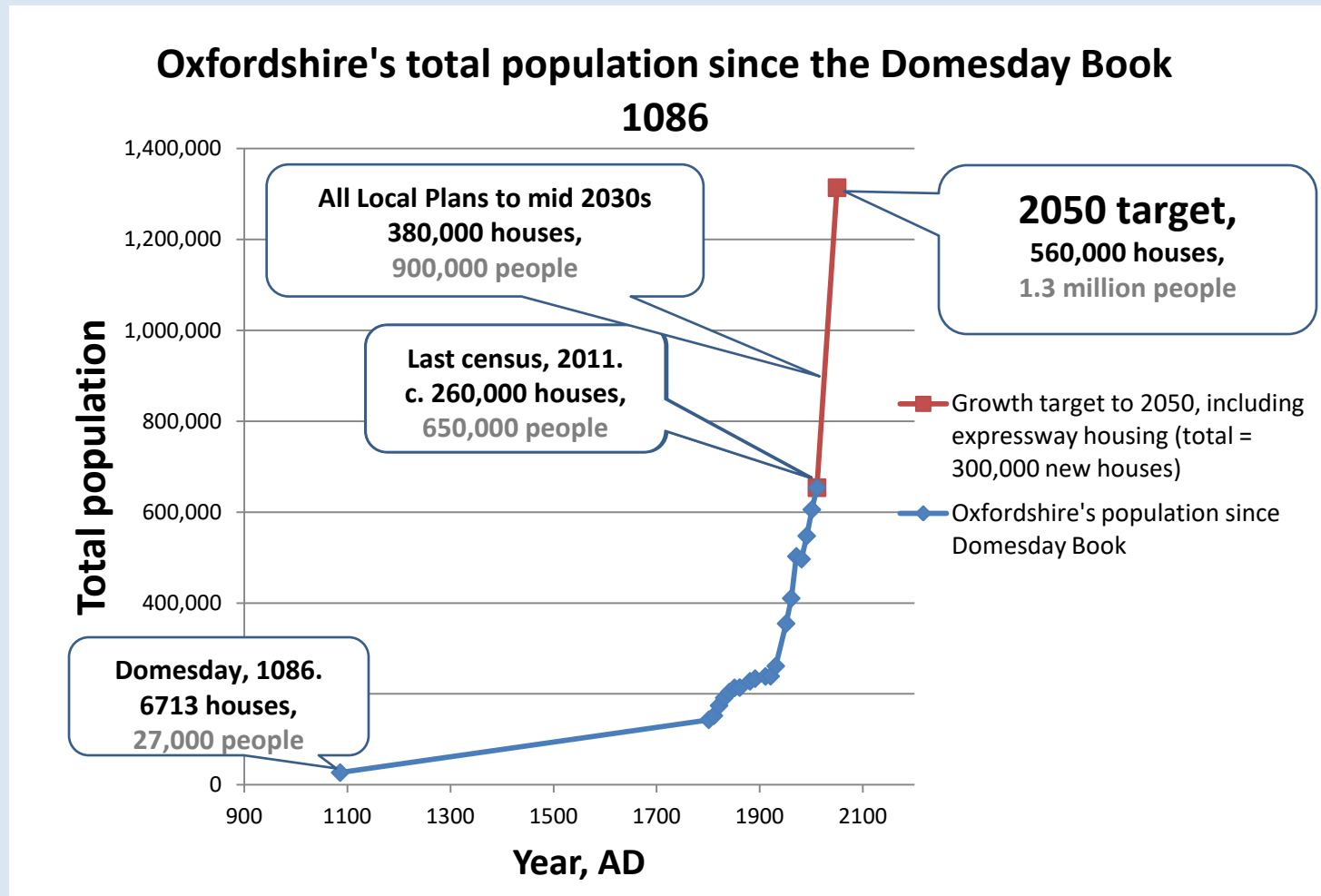
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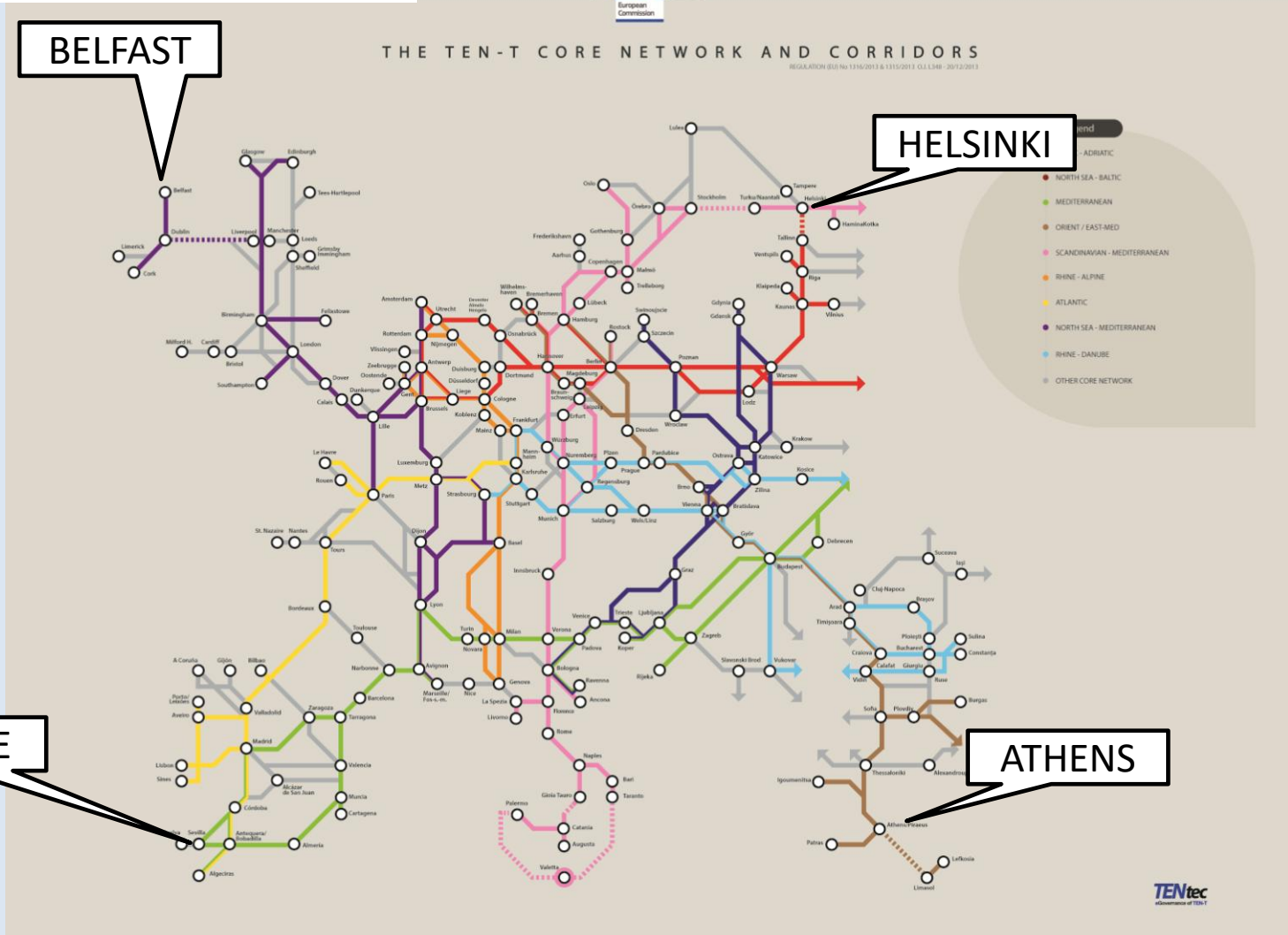
Oxfordshire's past, and proposed growth to 2050



Are there really no limits to growth?

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

TENtec Freight Network



SEVILLE

ATHENS



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

TENtec Freight Network


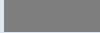


Southampton

Felixstowe

London

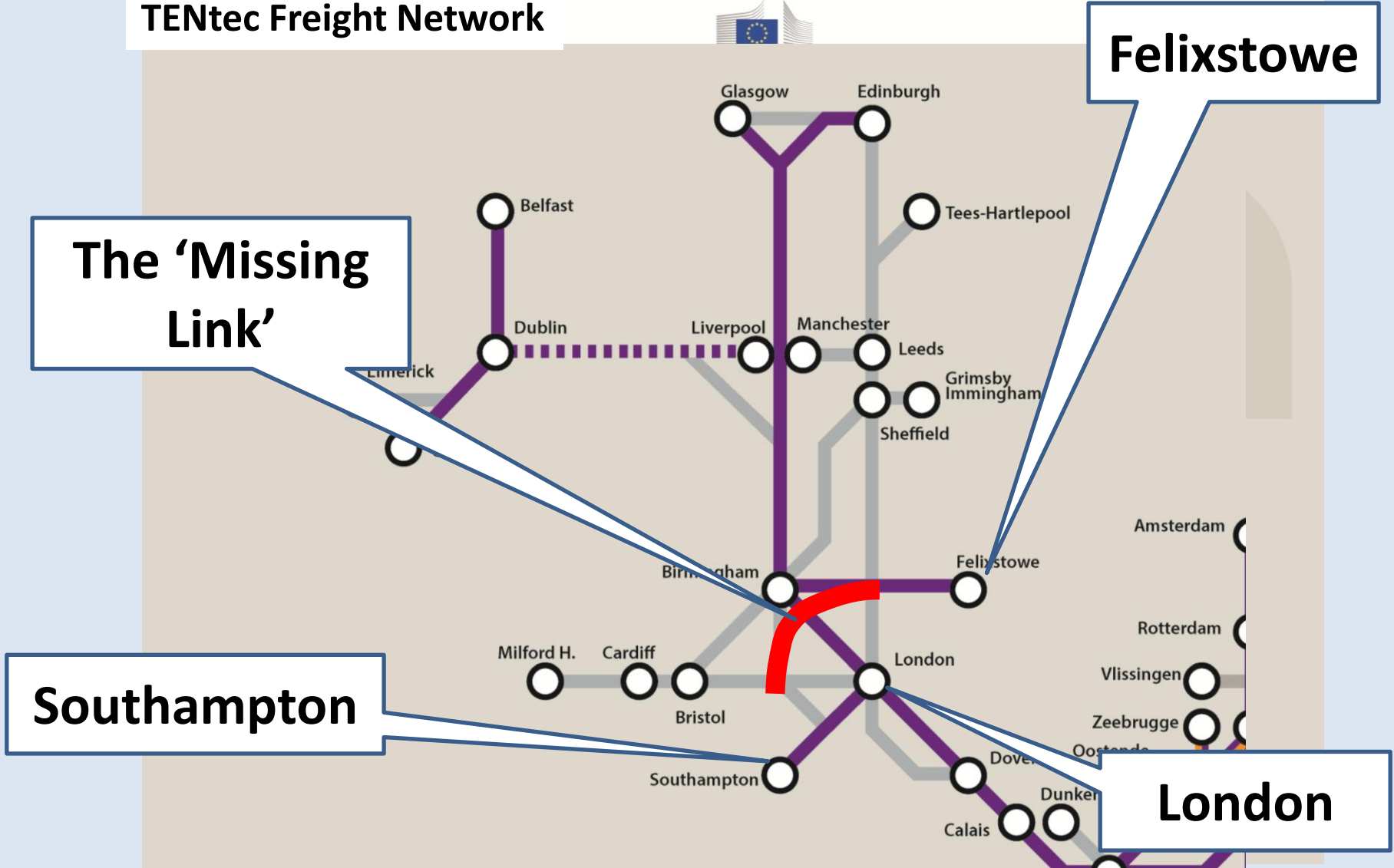
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network

 **noexpressway.org**

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

TENtec Freight Network



Felixstowe

The 'Missing Link'

Southampton

London

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

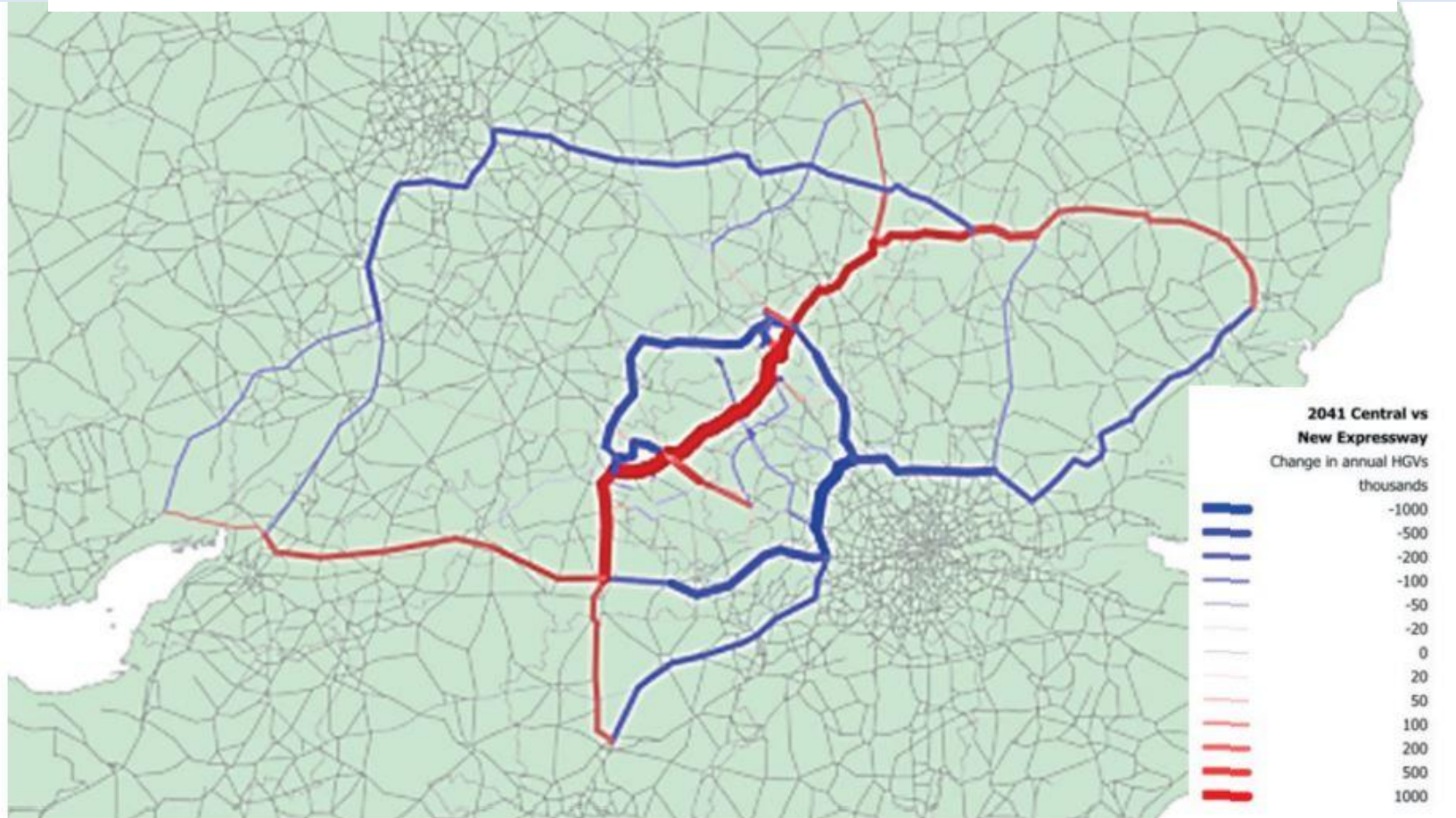


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

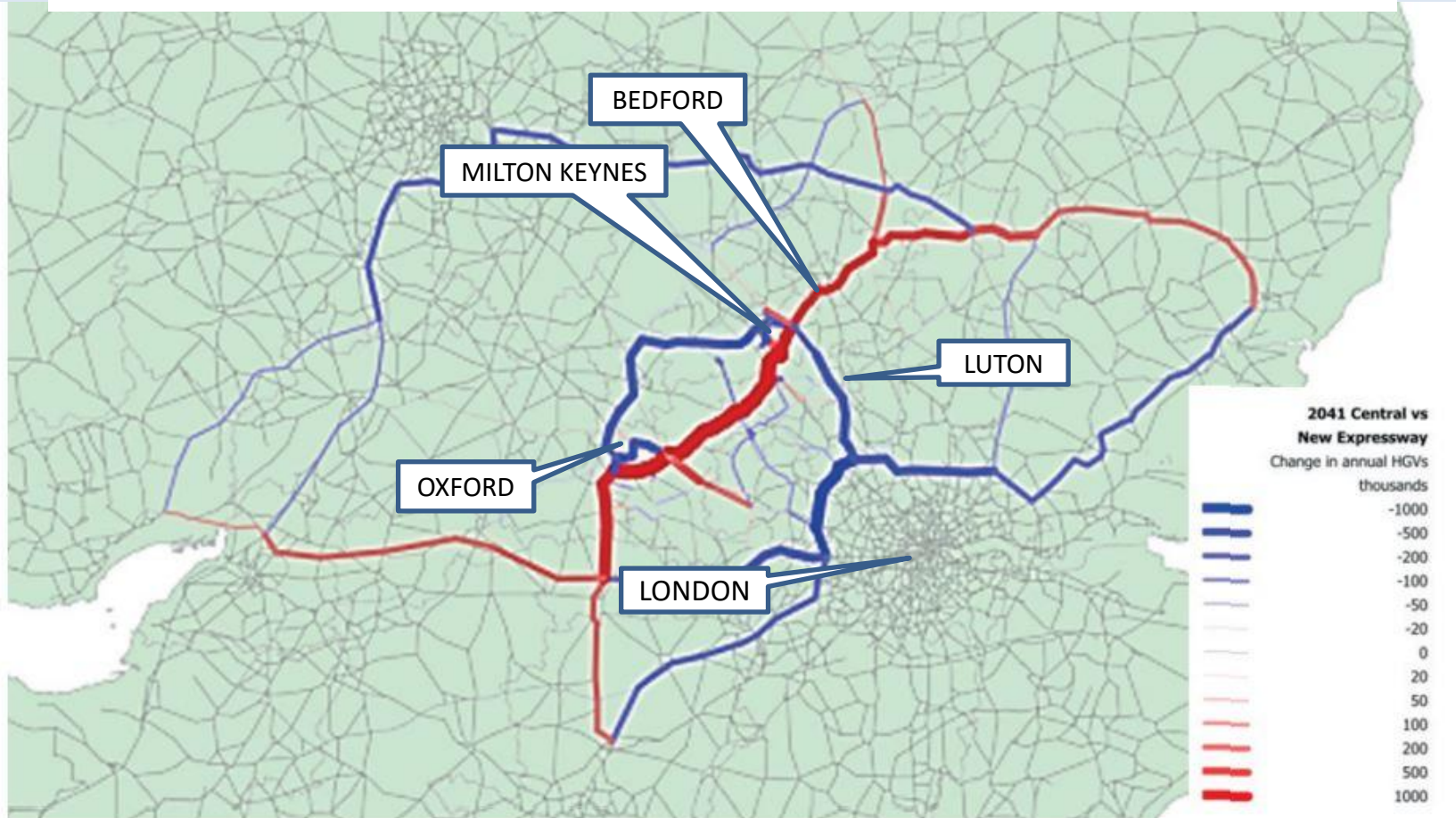


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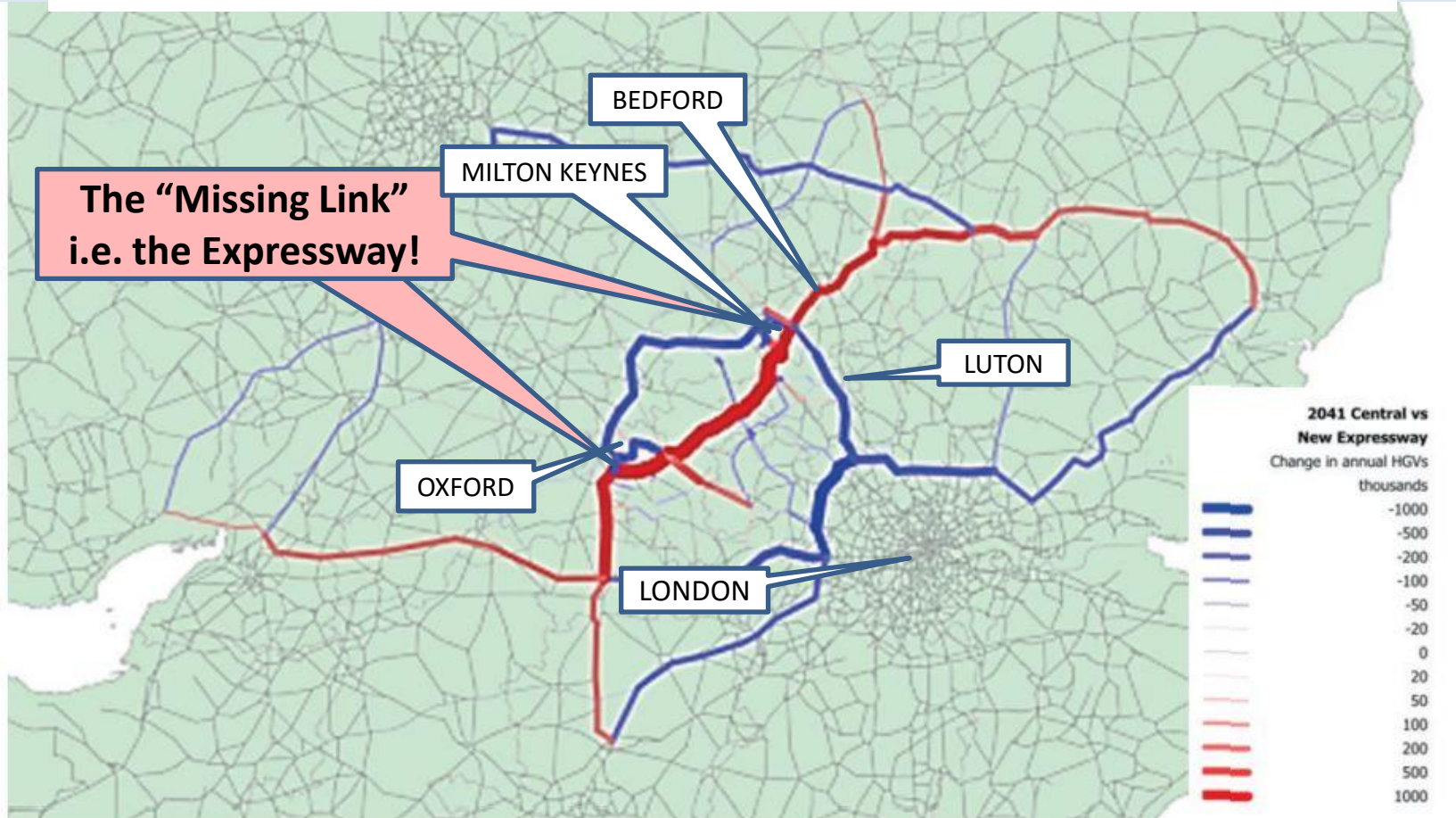


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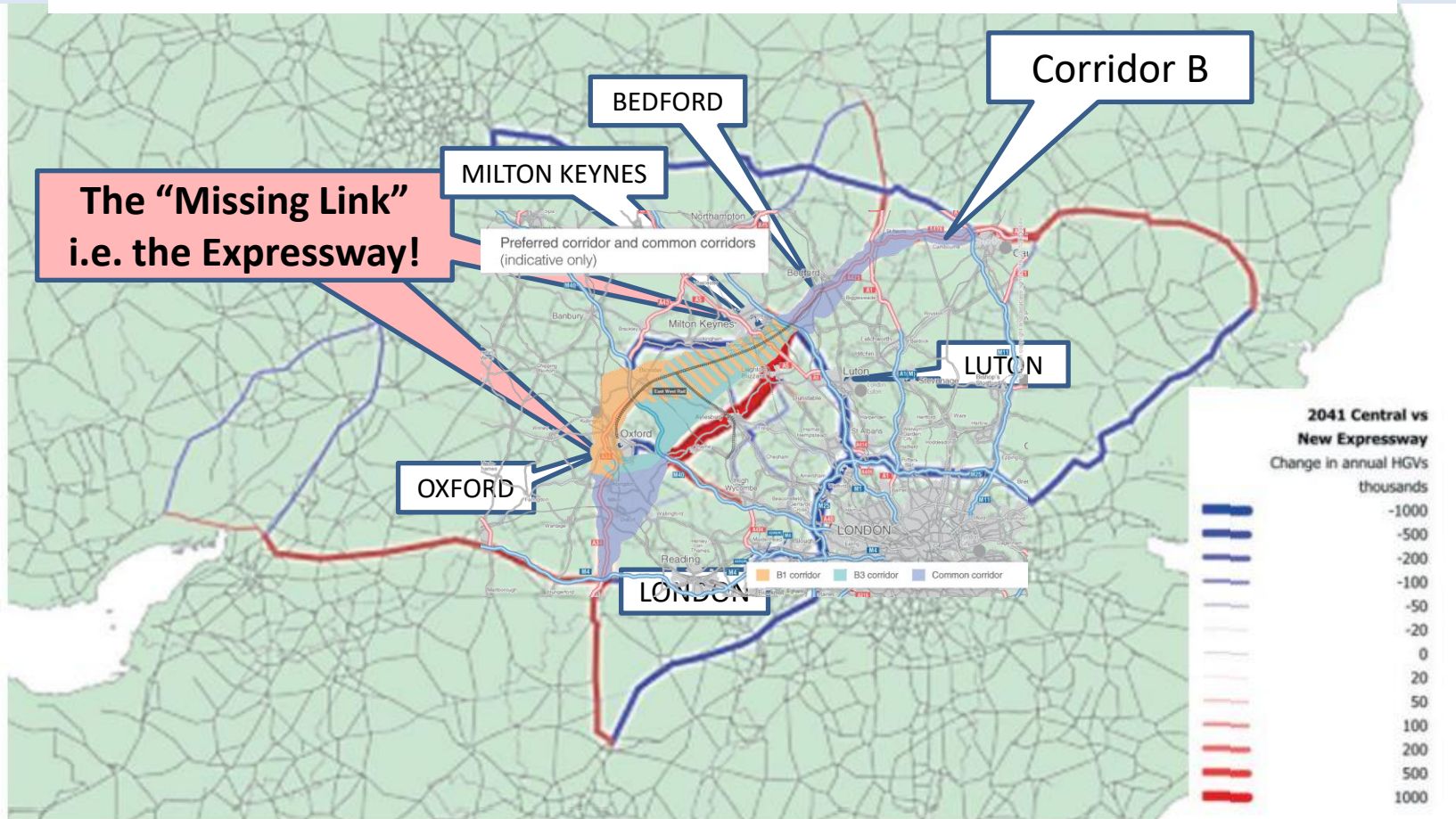


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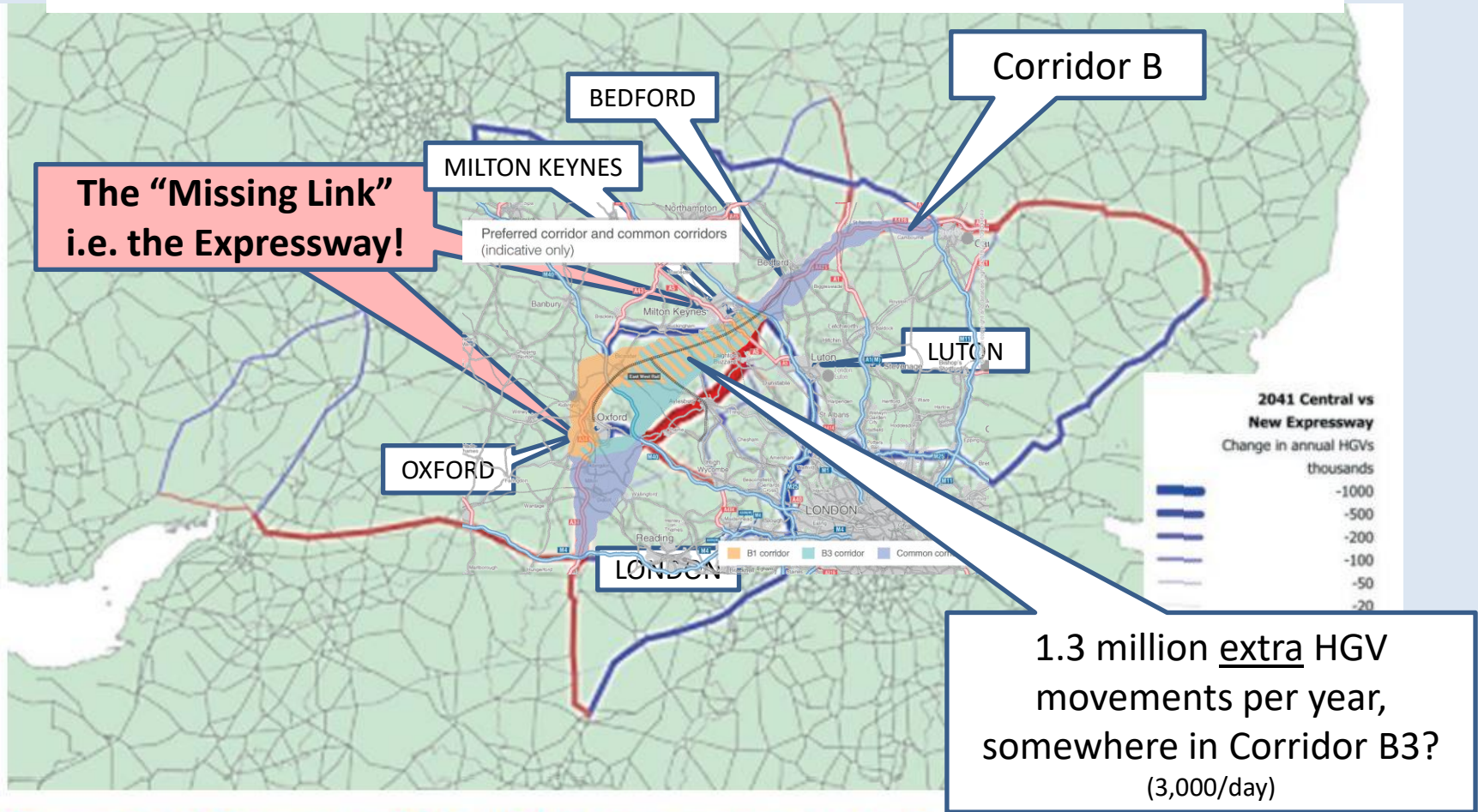


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Our Campaign

Raising awareness

Expressway Stories

Events



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Networking, working with other organisations and villages

Berkshire
Buckinghamshire
Oxfordshire



Bedfordshire
Cambridgeshire
Northamptonshire

POETS (Planning Oxfordshire's Environment and Transport Sustainably)

>40 Parish Councils in Oxon & Bucks



SPADE Sunningwell

Friends of the Earth



No Expressway Alliance

NEED NOT BE GREED



giving nature a home

NO EXPRESSWAY GROUP
noexpressway.org



STRATEGY. Common sense says.....

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- 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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Thank you!

NO EXPRESSWAY GROUP
noexpressway.org

Be the first to know about the Expressway consultation process: [register as a Highways England stakeholder NOW](#)

NO EXPRESSWAY GROUP

THE CAMPAIGN

ABOUT US

HOW YOU CAN HELP

NEWS & UPDATES

EVENTS

CONTACT US



**We are still under threat from the
Oxford / Cambridge Expressway**

MAKE YOUR VOICE HEARD

Read the latest No Expressway Group news & updates



