

Oxford-Cambridge Expressway: Corridors, Routes, Houses and Freight...

Brill

24th June 2019, 7.30p.m.

David Rogers & Olivia Field

No Expressway Group

Horton-cum-Studley

david.rogers@zoo.ox.ac.uk

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    

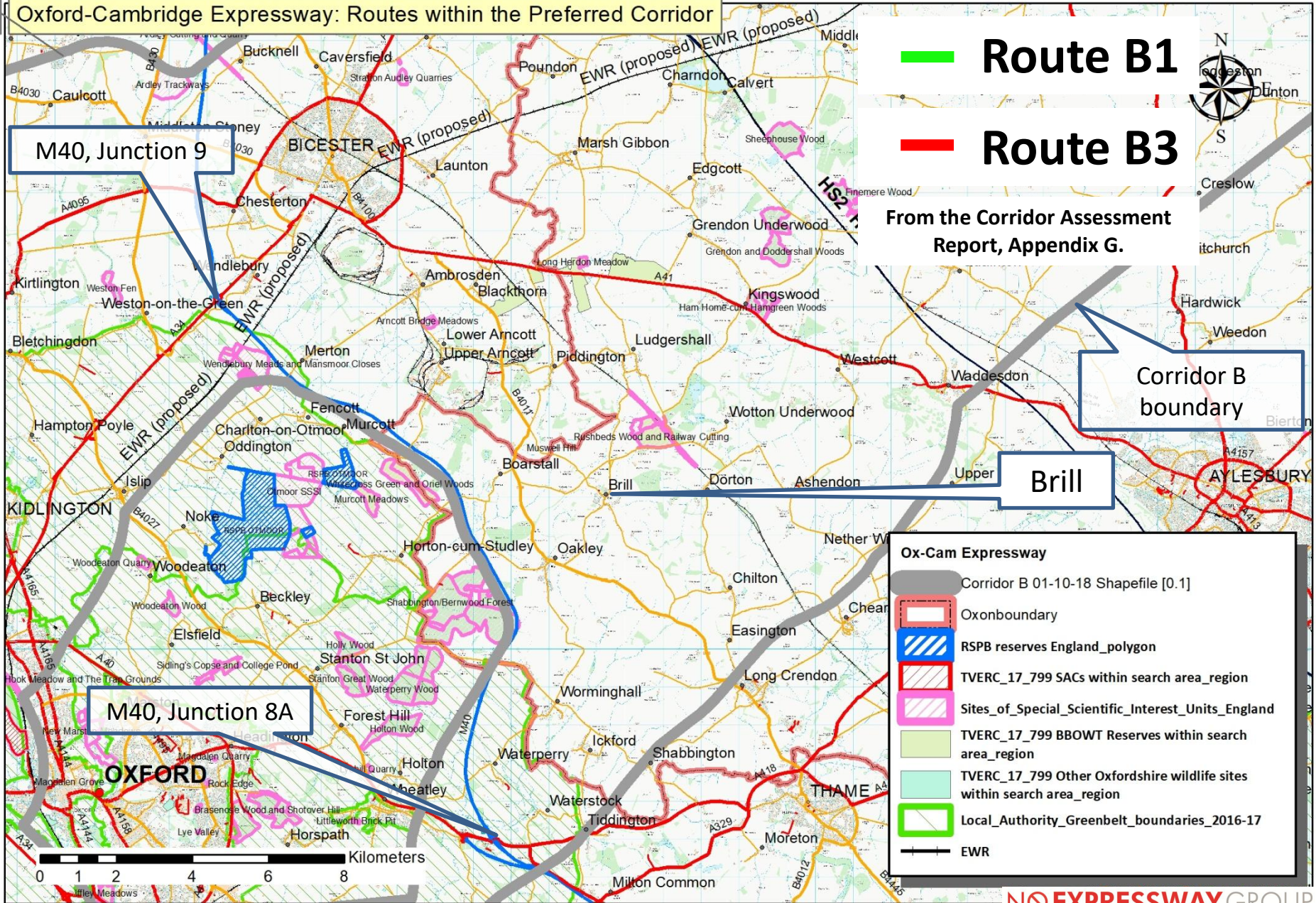
NEWS

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

Brill

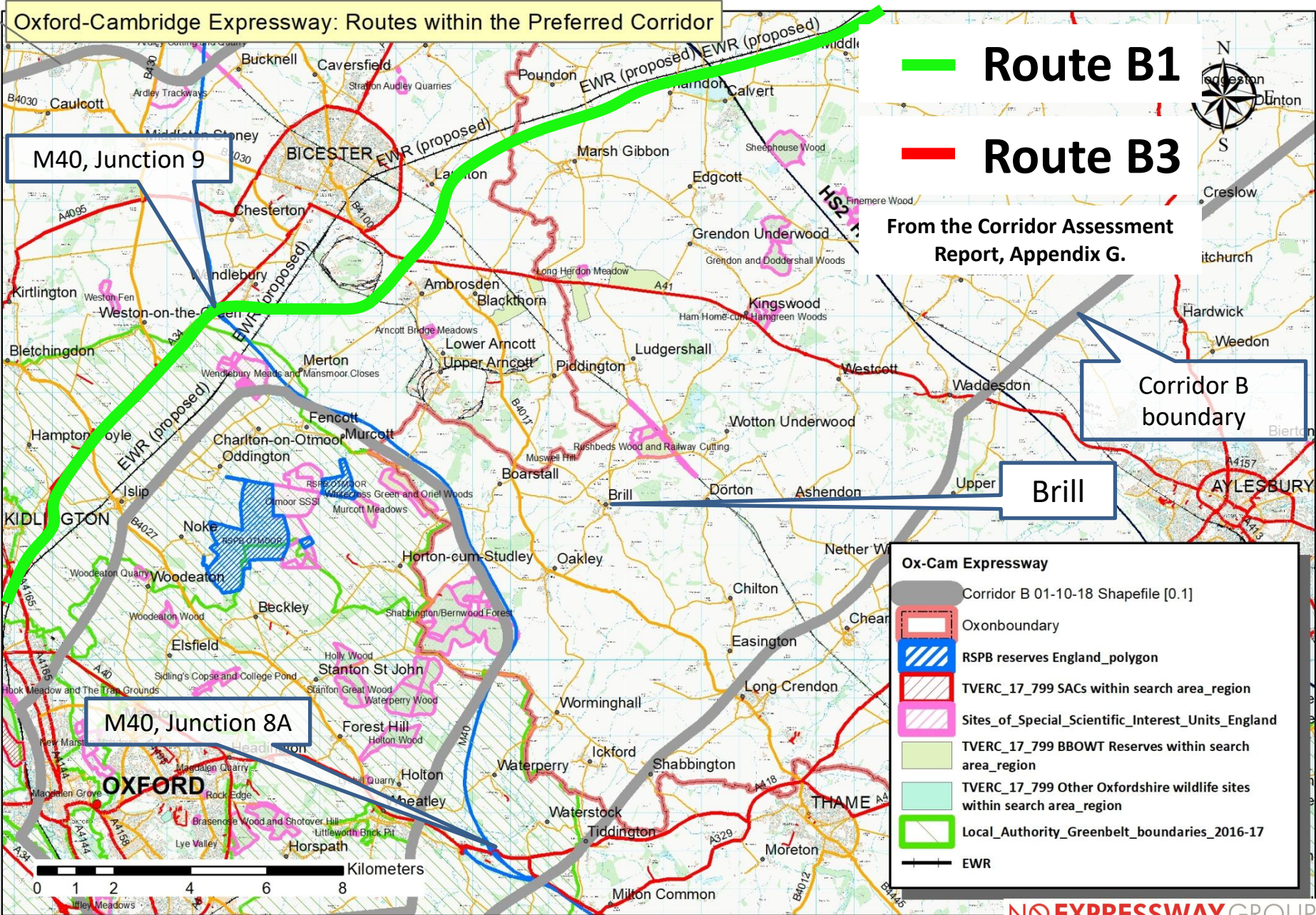
- Ox-Cam Expressway**
- Corridor B 01-10-18 Shapefile [0.1]
 - Oxonboundary
 - RSPB reserves England_polygon
 - TVERC_17_799 SACs within search area_region
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

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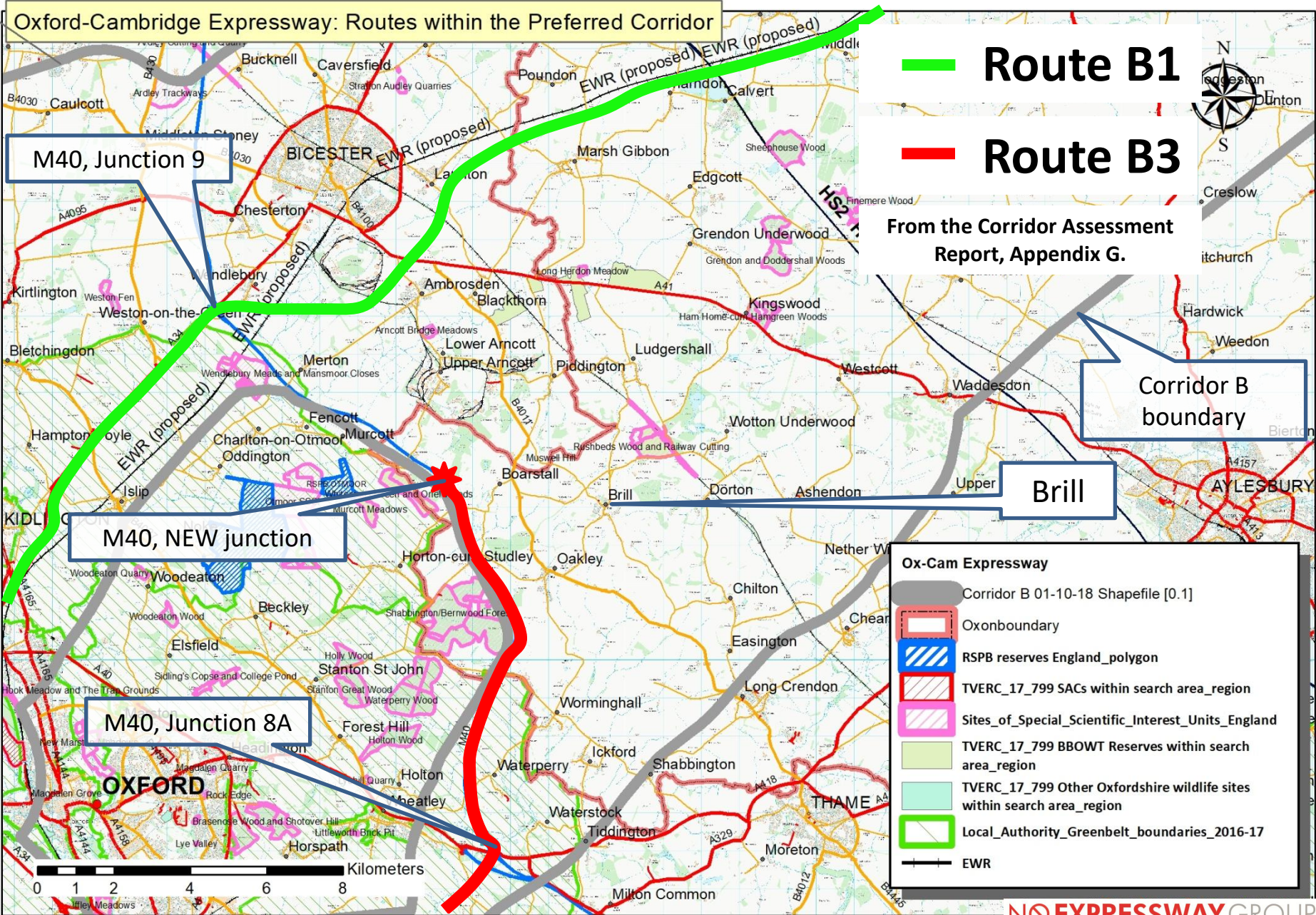


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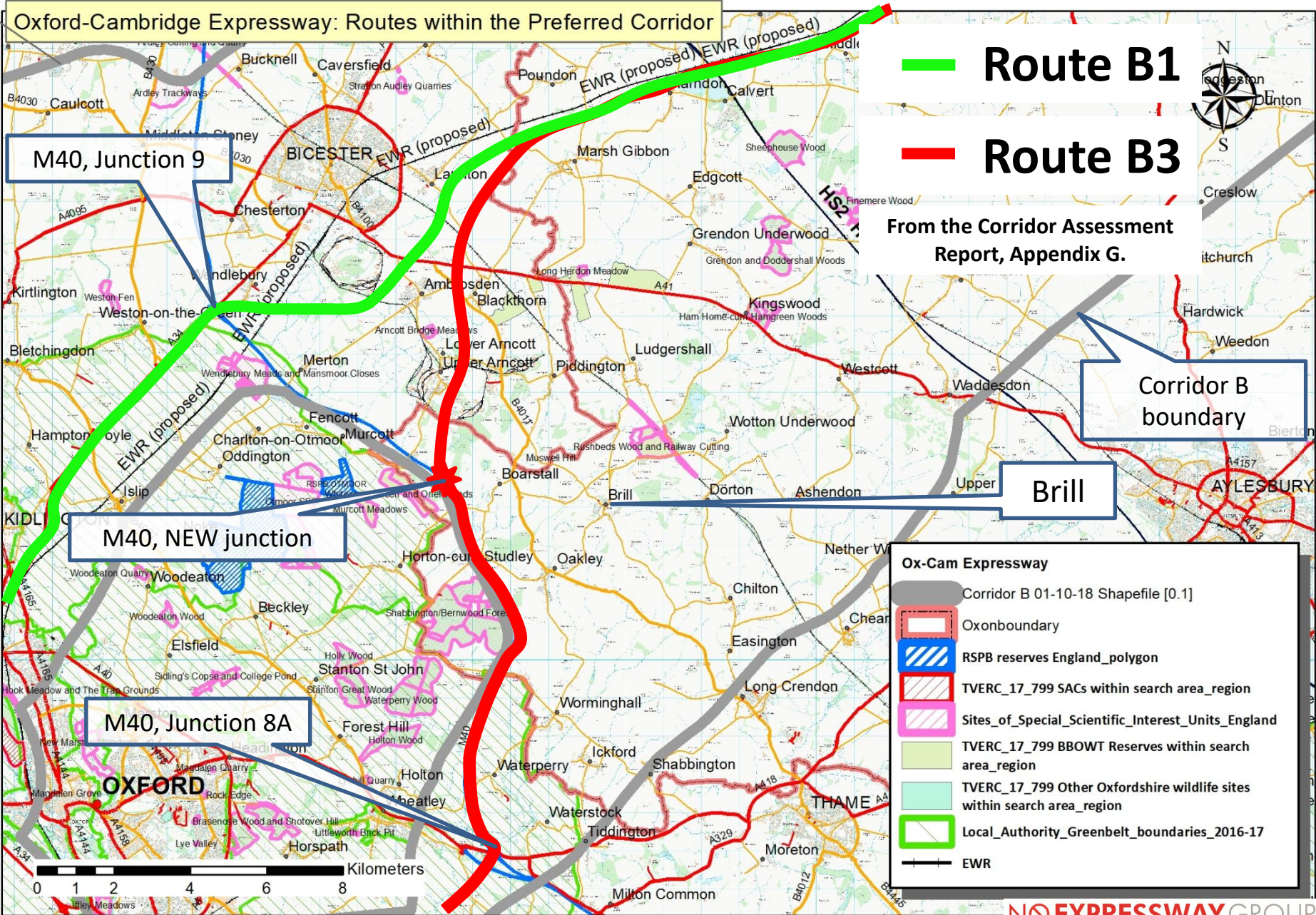
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

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From the Corridor Assessment Report, Appendix G.



Corridor B boundary

Brill

M40, NEW junction

M40, Junction 8A

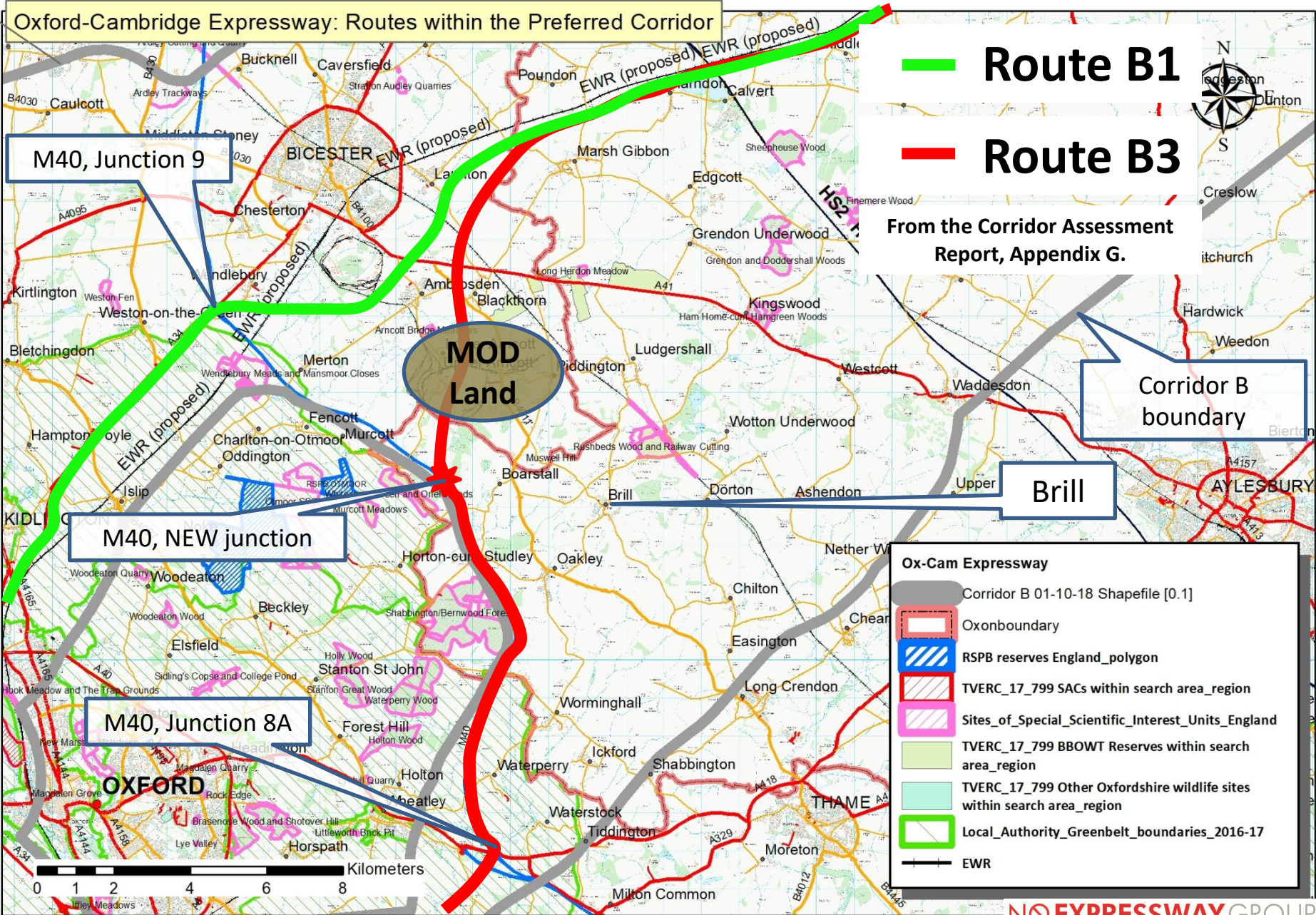
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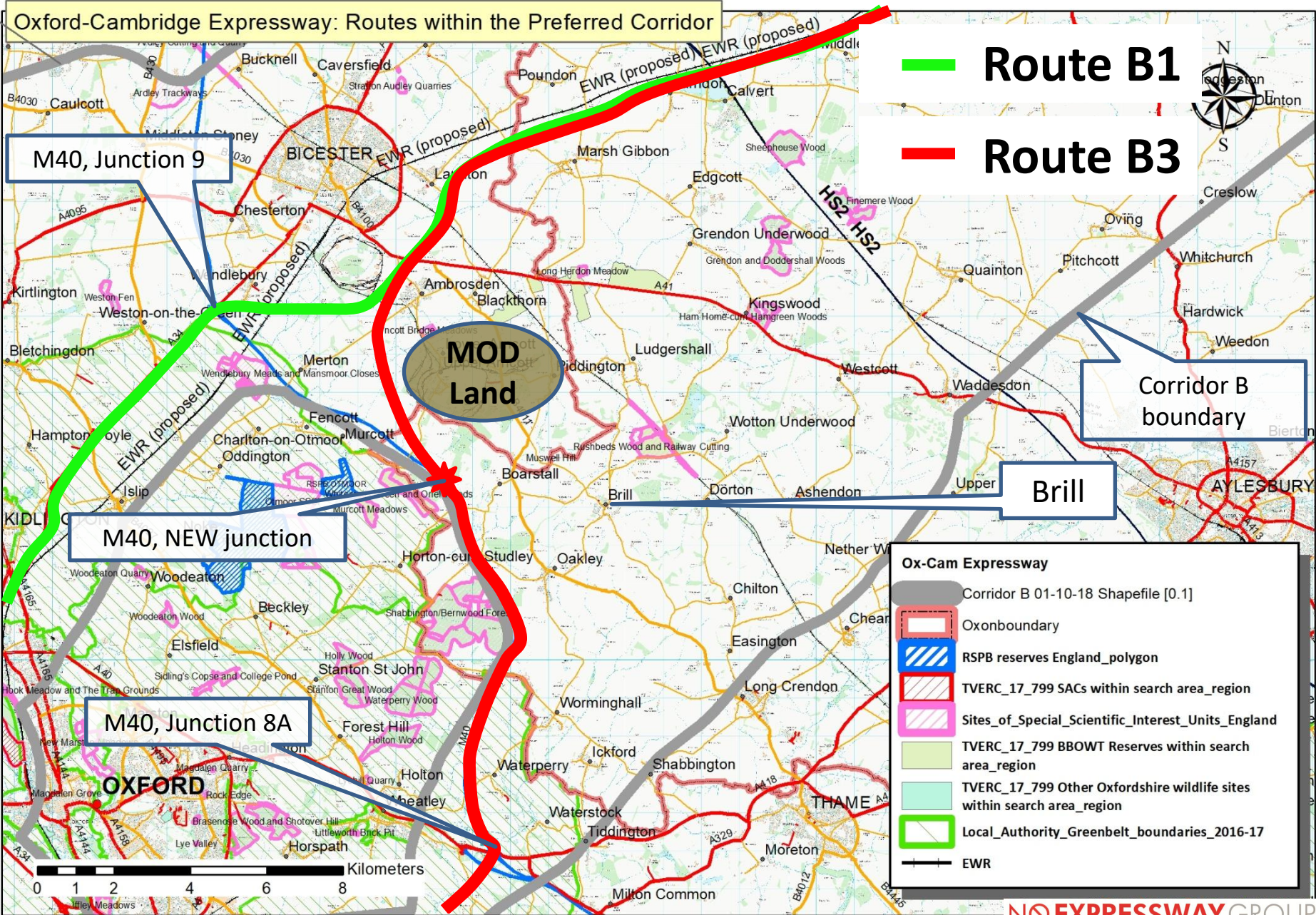
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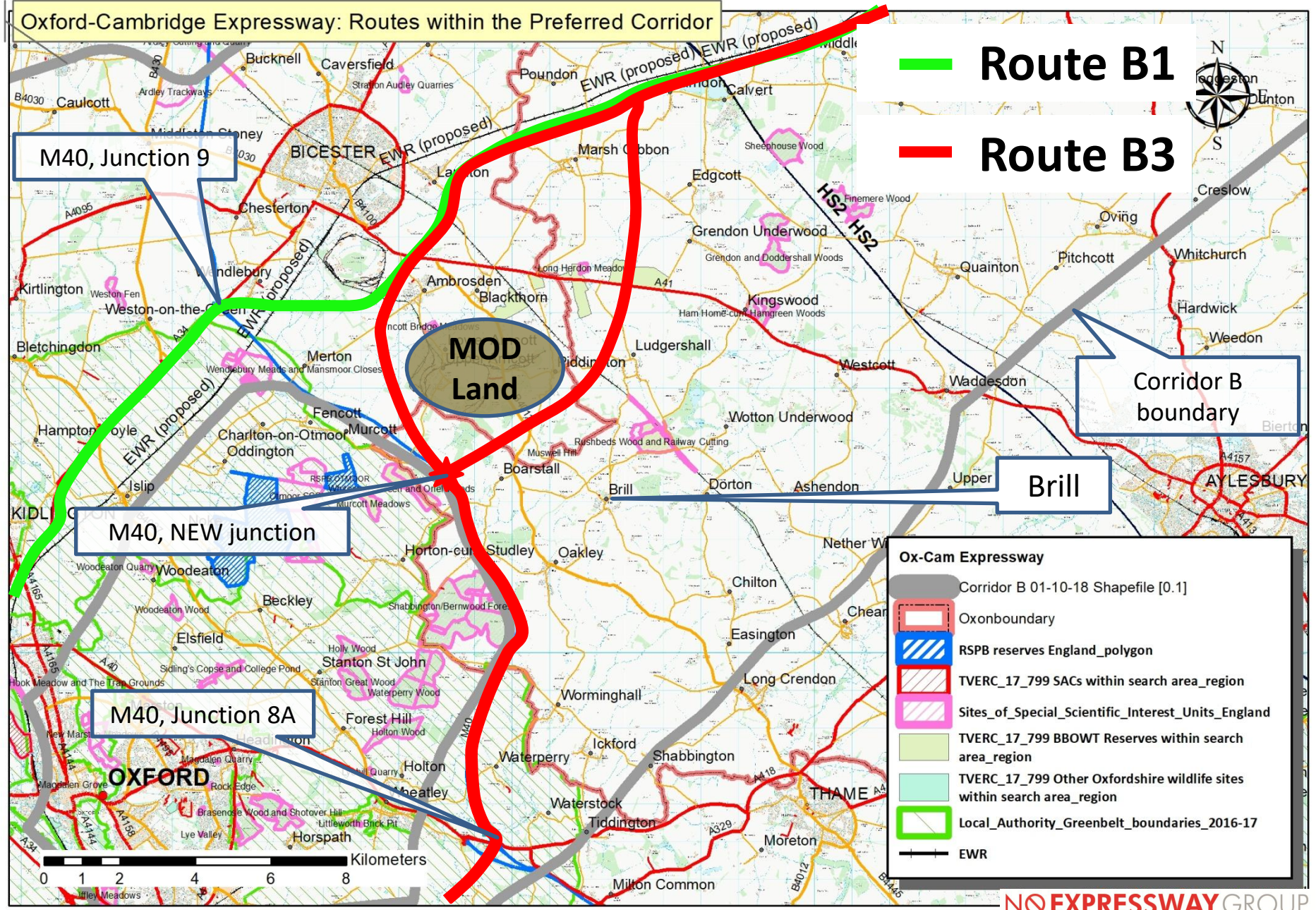


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0 1 2 4 6 8 Kilometers

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Route B1

Route B3



MOD Land

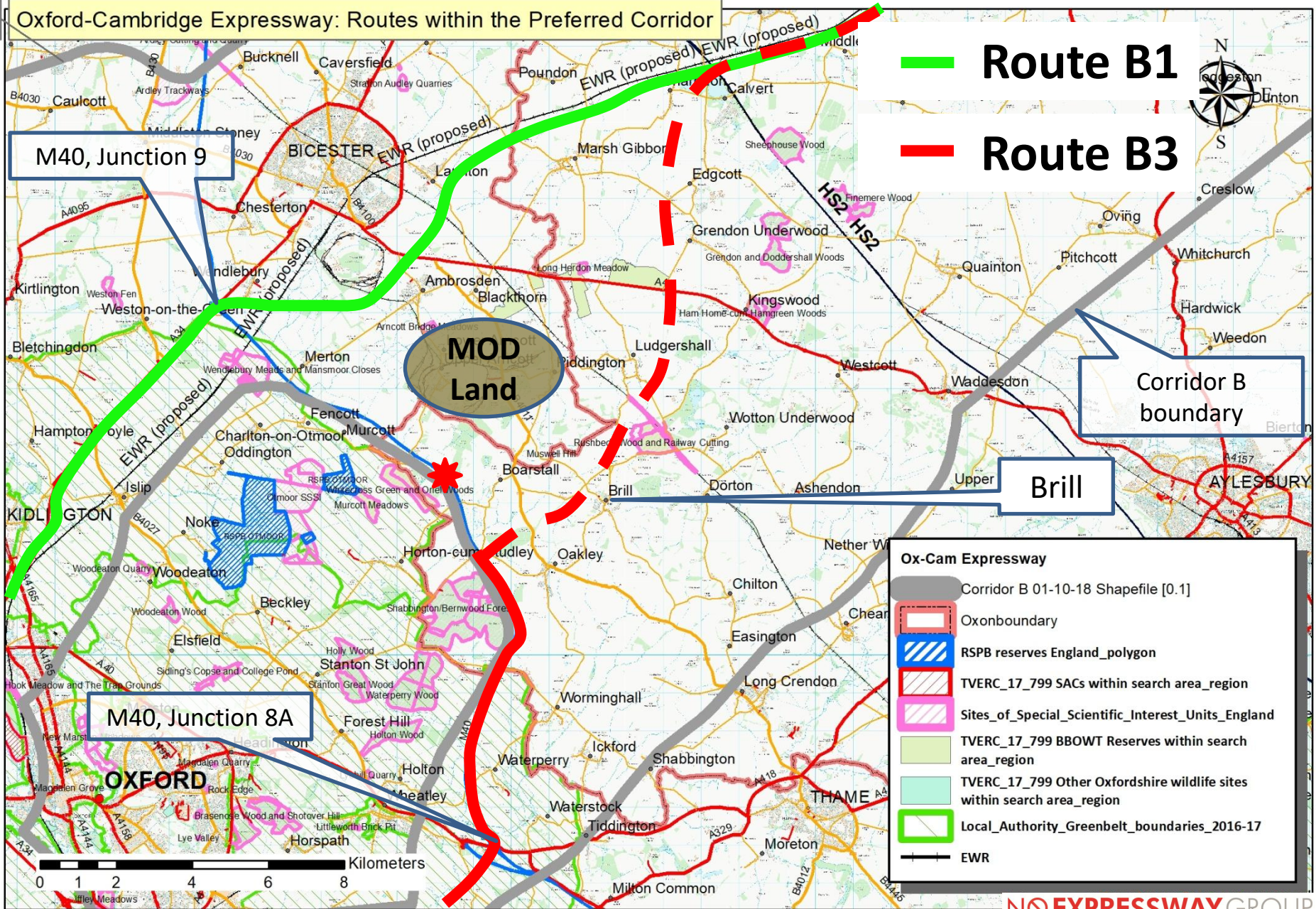
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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Corridor B boundary

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MOD Land

M40, Junction 9

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M40, Junction 9

MOD Land

Corridor B boundary

Brill

M40, Junction 8A

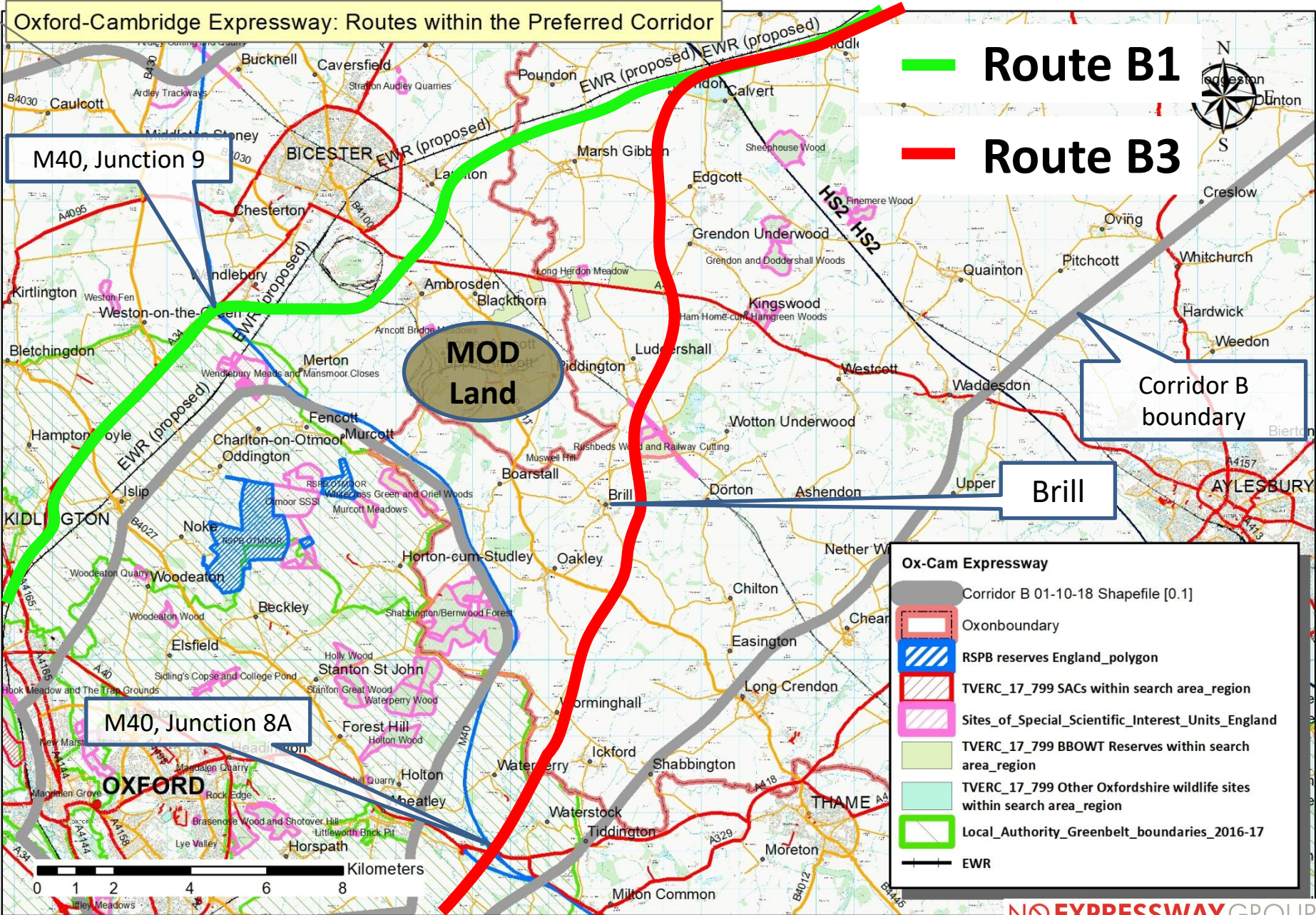
OXFORD

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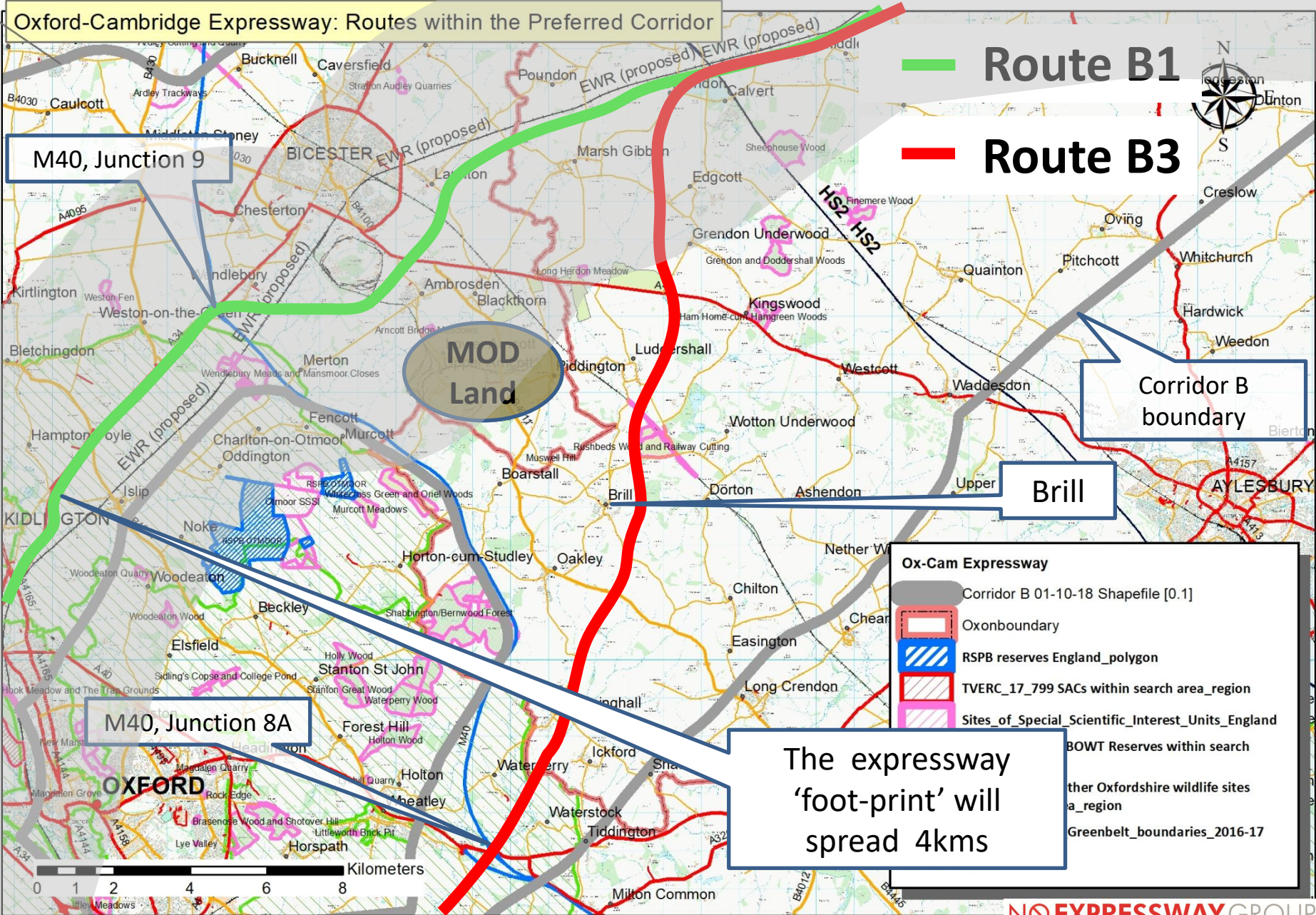


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






Route B3

MOD Land

Corridor B boundary

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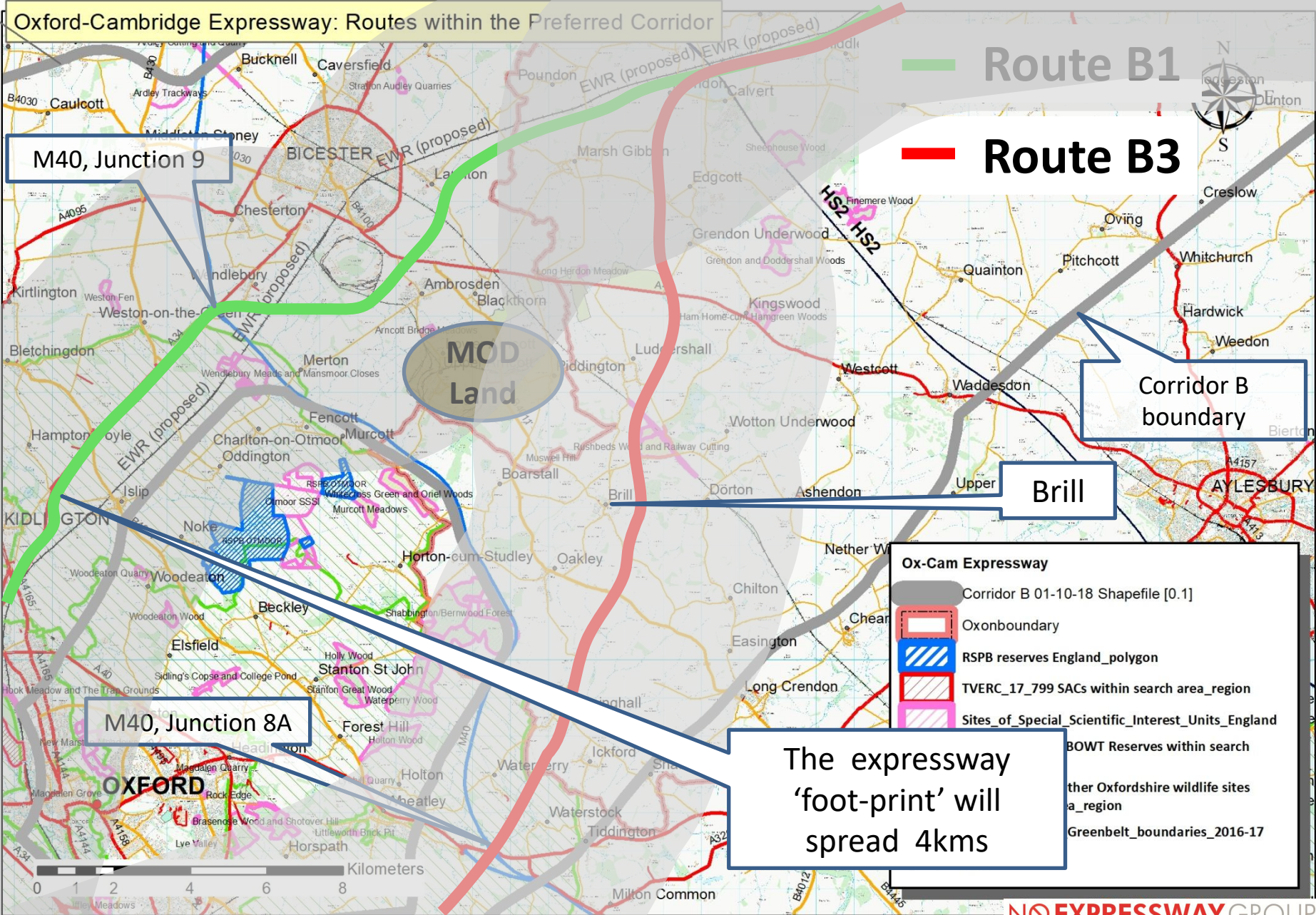
Ox-Cam Expressway

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The expressway 'foot-print' will spread 4kms



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3






MOD Land

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Corridor B boundary

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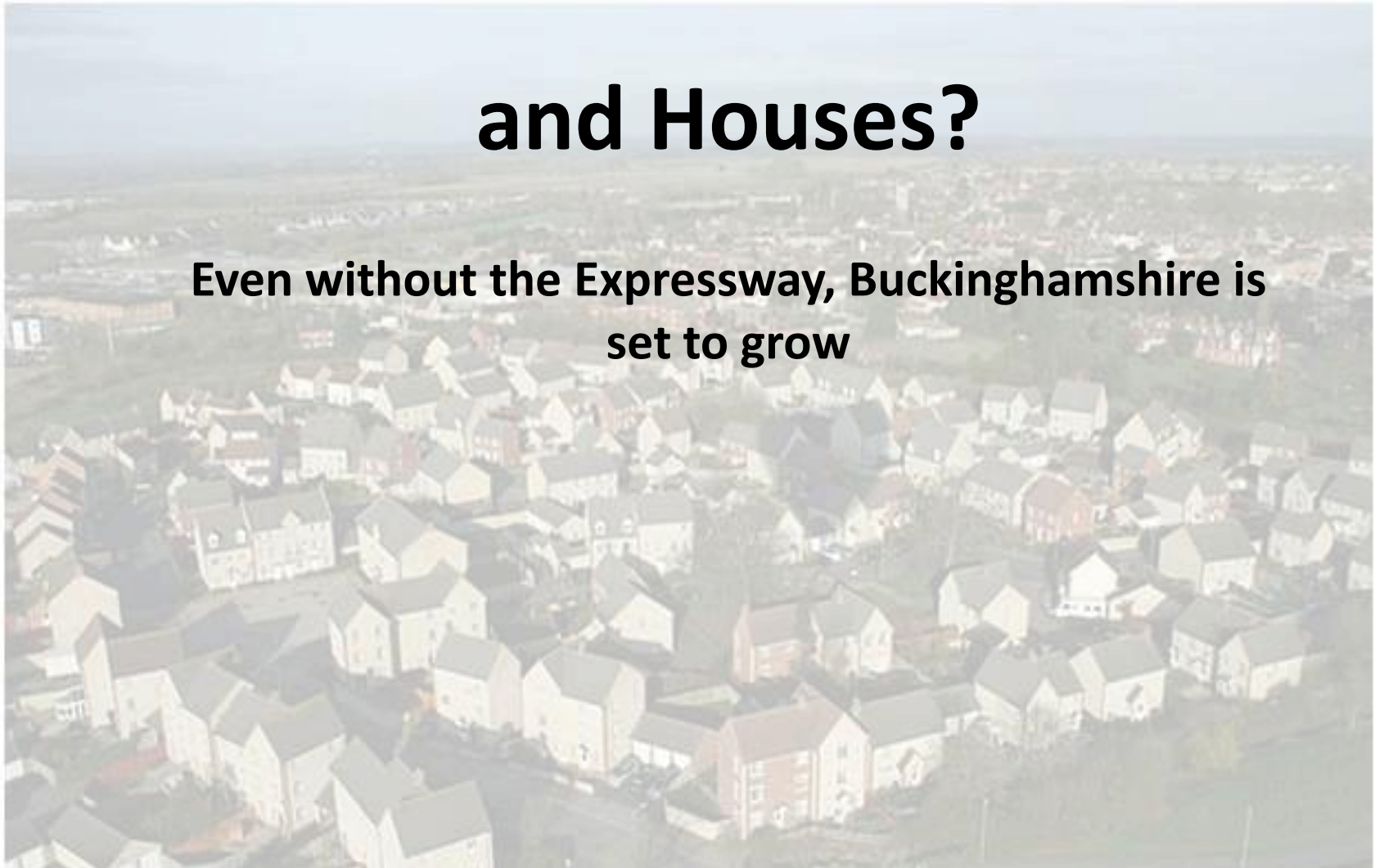
crisis solution or 'dog's breakfast'?

By Patrick Barkham

How the development of old market town Bicester turned ugly

and Houses?

Even without the Expressway, Buckinghamshire is set to grow



Buckinghamshire census 2011

**Aylesbury Vale: 69,655 households (approx. houses)
174,137 people (2.5 pphh)** (2011 ccensus)

**Milton Keynes: 99,528 households (approx. houses)
248,821 people (2.5 pphh)**

Plan-led Housing Growth (2013-33)

	Need (2013-33/36)	Unmet Need?	Plan level of housing?
Aylesbury Vale	19,300	n/a	26,800
Chiltern and South Bucks	14,700	5,800	7,600
Wycombe	12,900	1,700	11,200
Total	46,900*	7,500	45,600

- Plus 600 more homes, to be addressed following a calculating error – likely to be split 200 in each local plan area

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**i.e. approx 38% growth in Aylesbury Vale 2013 - 2033
(MK planned growth 27% 2011-2026)
(ONS projected growth for England is 16% by 2050)**

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Houses across the 'Arc'

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The Ox-Cam Arc's 'Transformational Scenario'

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Houses across the 'Arc'

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The Ox-Cam Arc's 'Transformational Scenario'

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



3050 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.

SCENARIO TO 2050

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

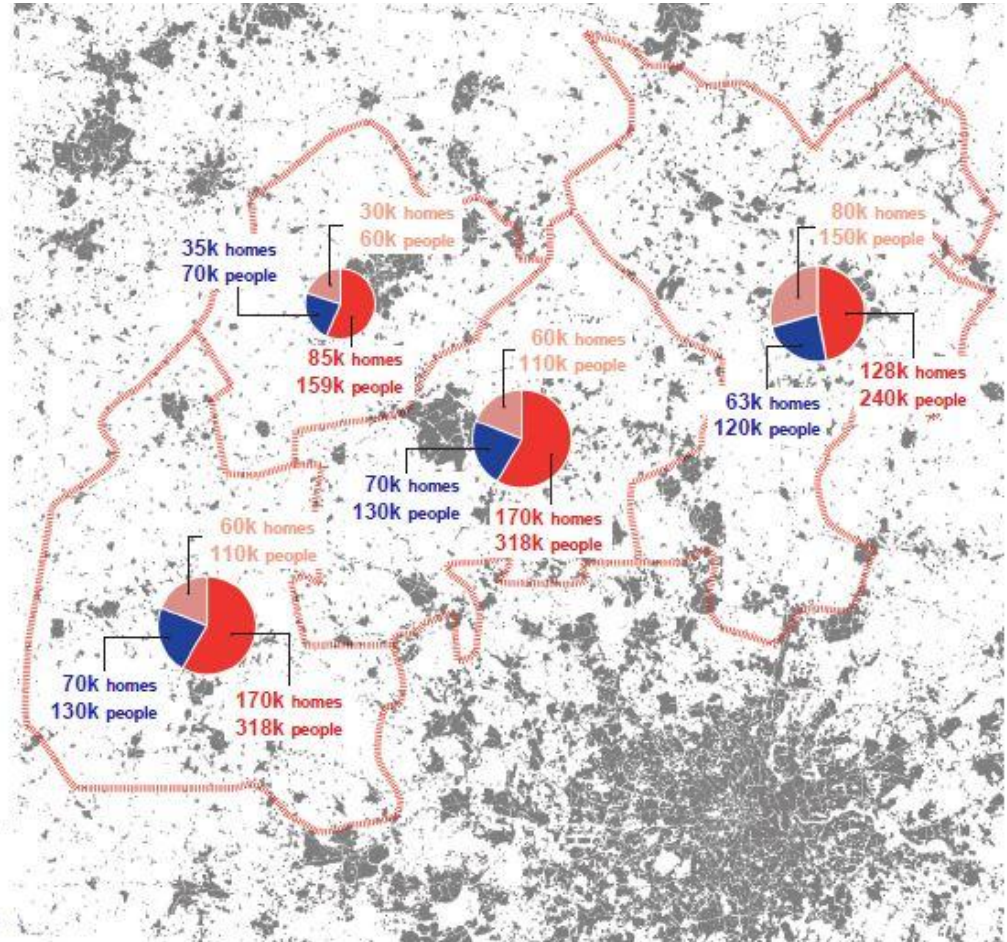
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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'.



The Ox-Cam Arc's 'Transformational Scenario'

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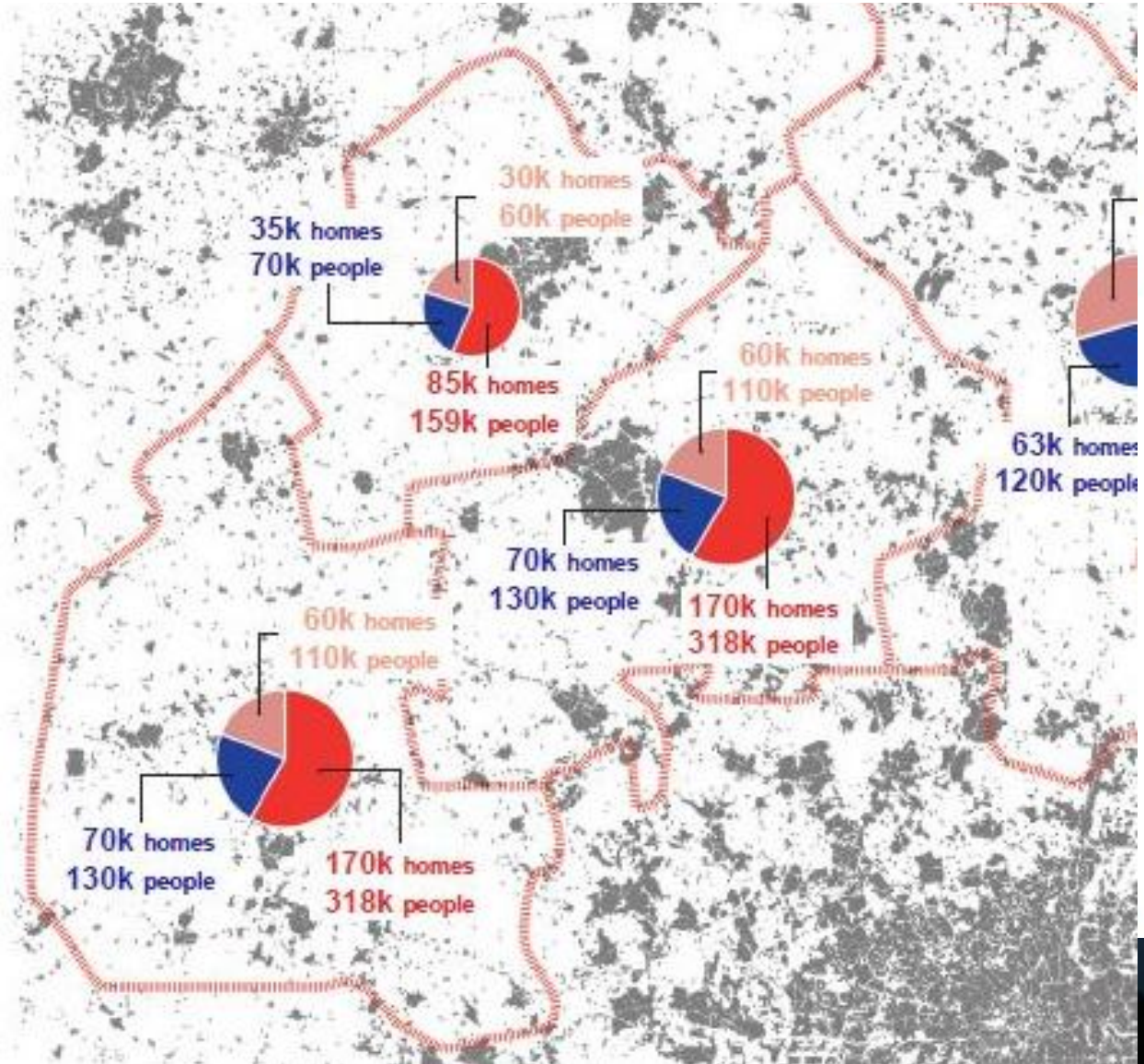
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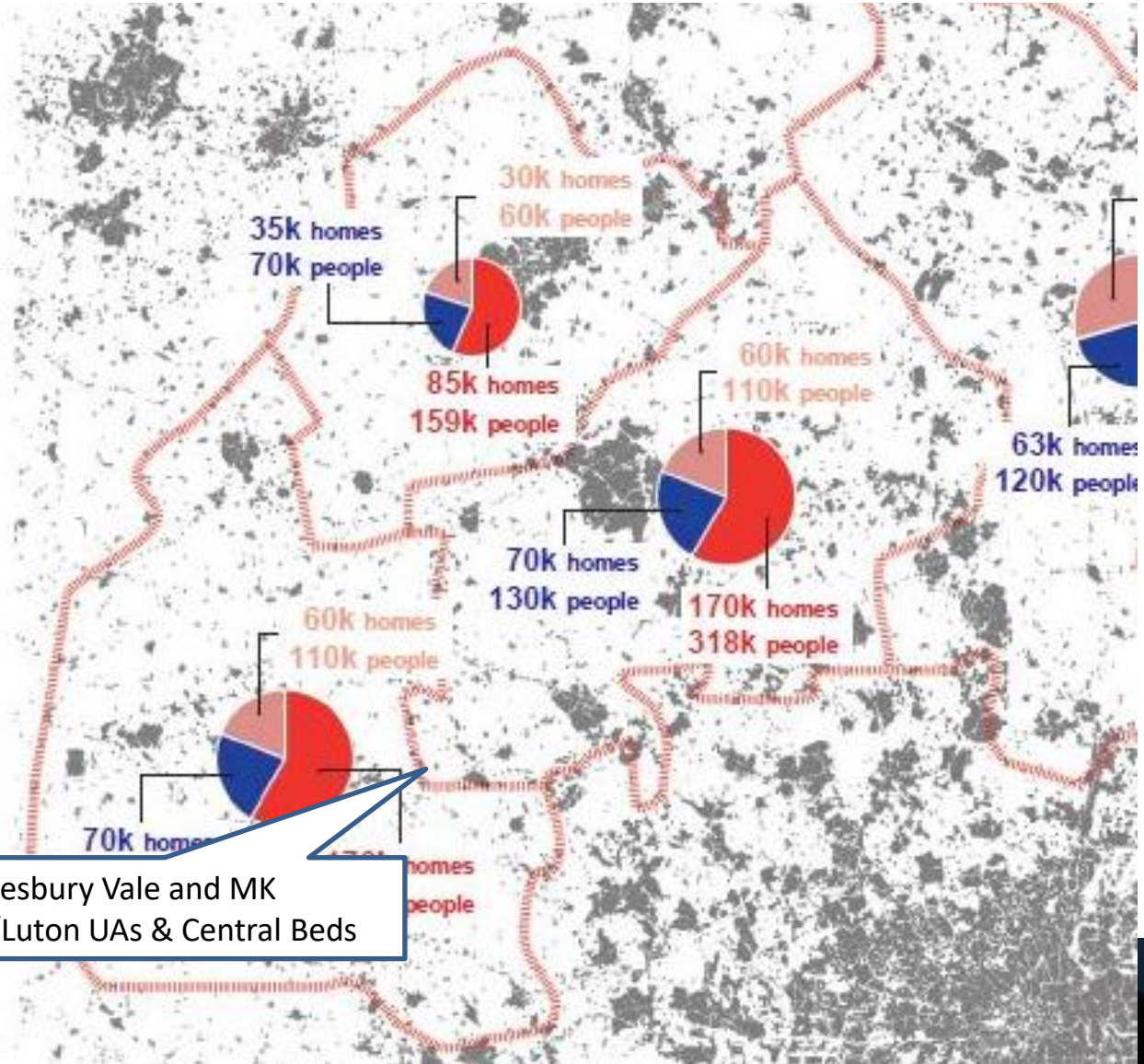
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- Development due to pressures from constrained markets



Aylesbury Vale and MK
Bedford/Luton UAs & Central Beds

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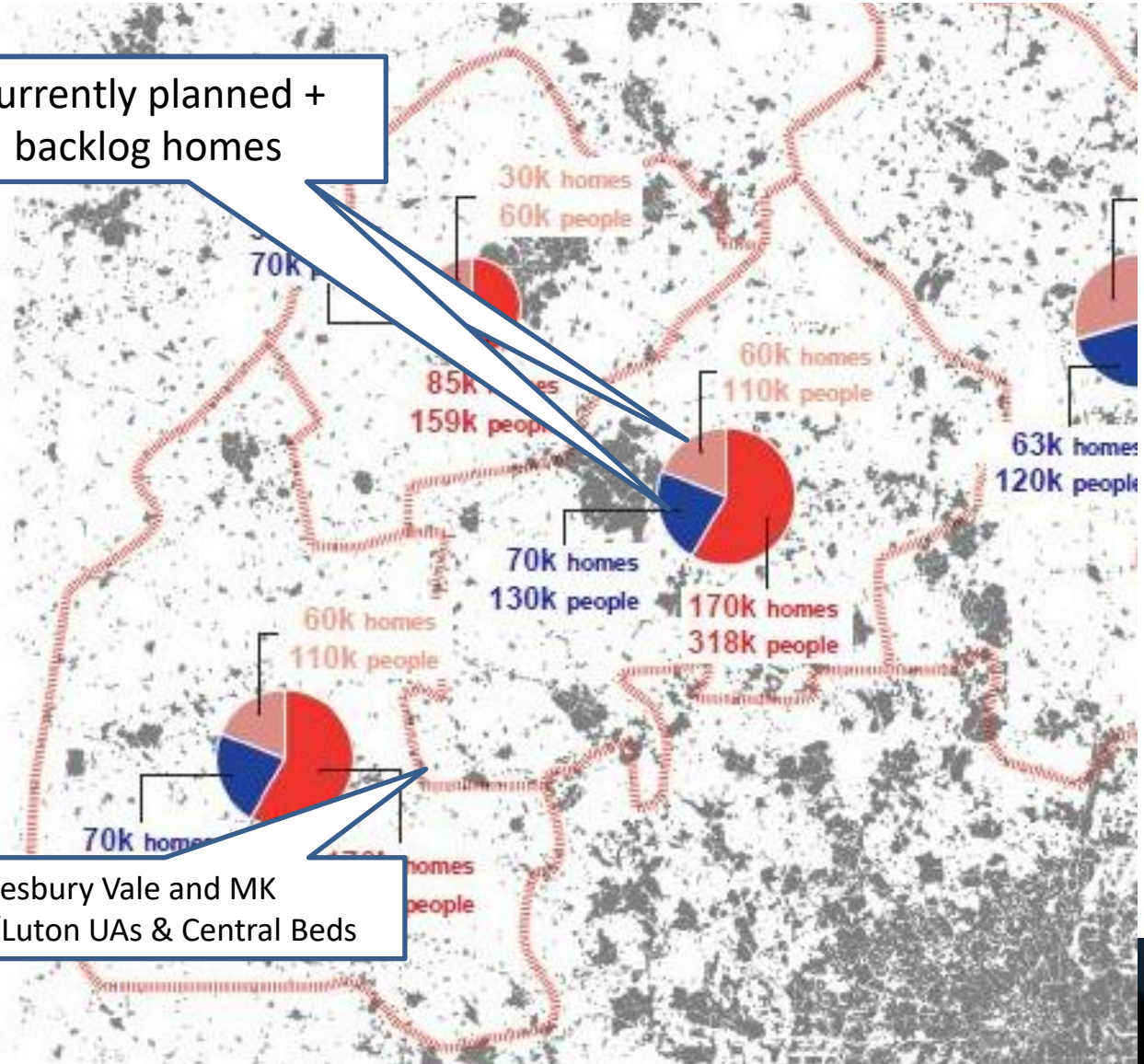
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- Development allocated due to pressures on constrained markets

Currently planned + backlog homes

Aylesbury Vale and MK Bedford/Luton UAs & Central Beds



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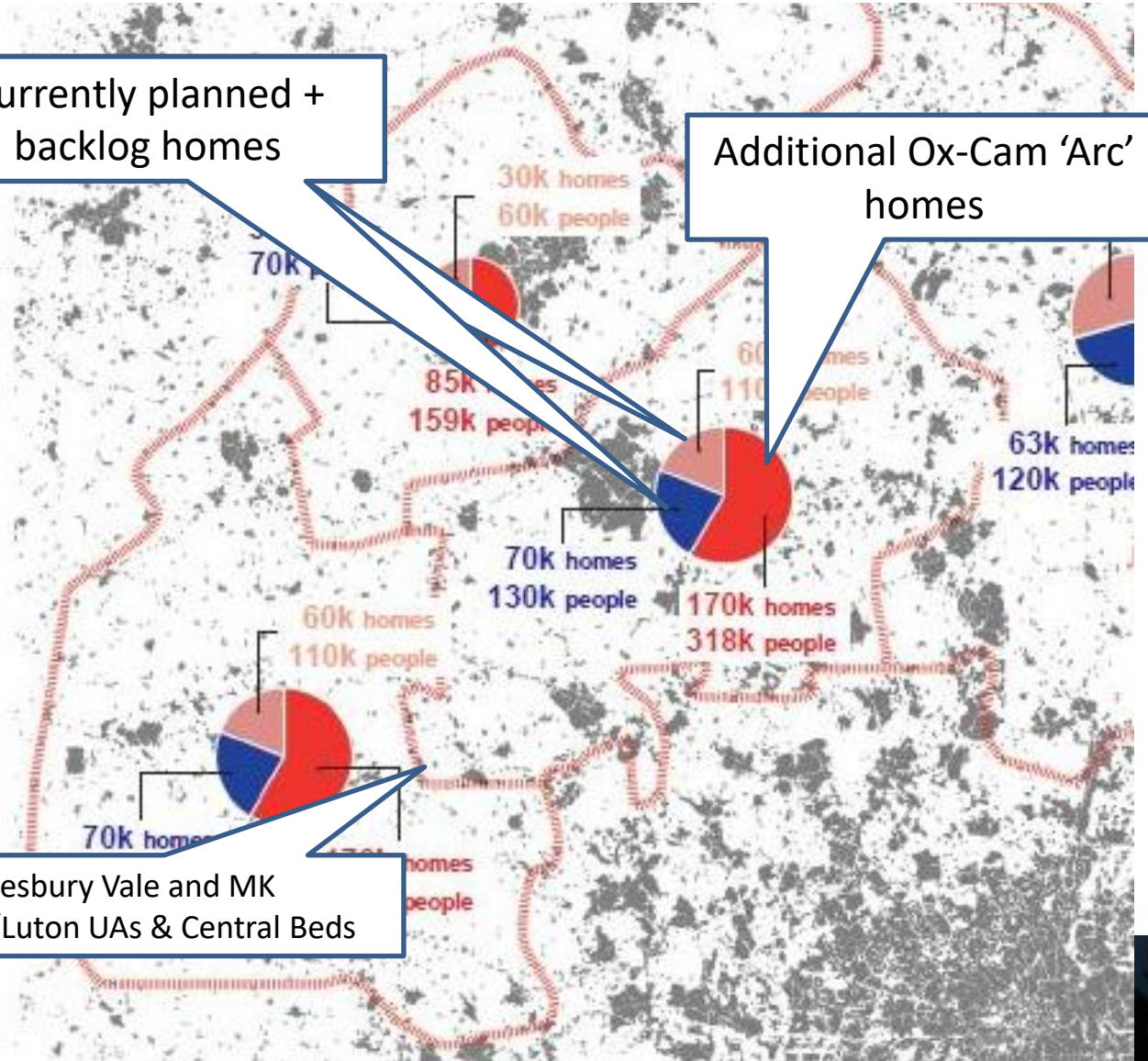
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Currently planned +
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Additional Ox-Cam 'Arc'
homes



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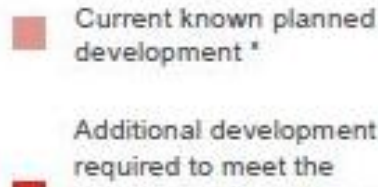
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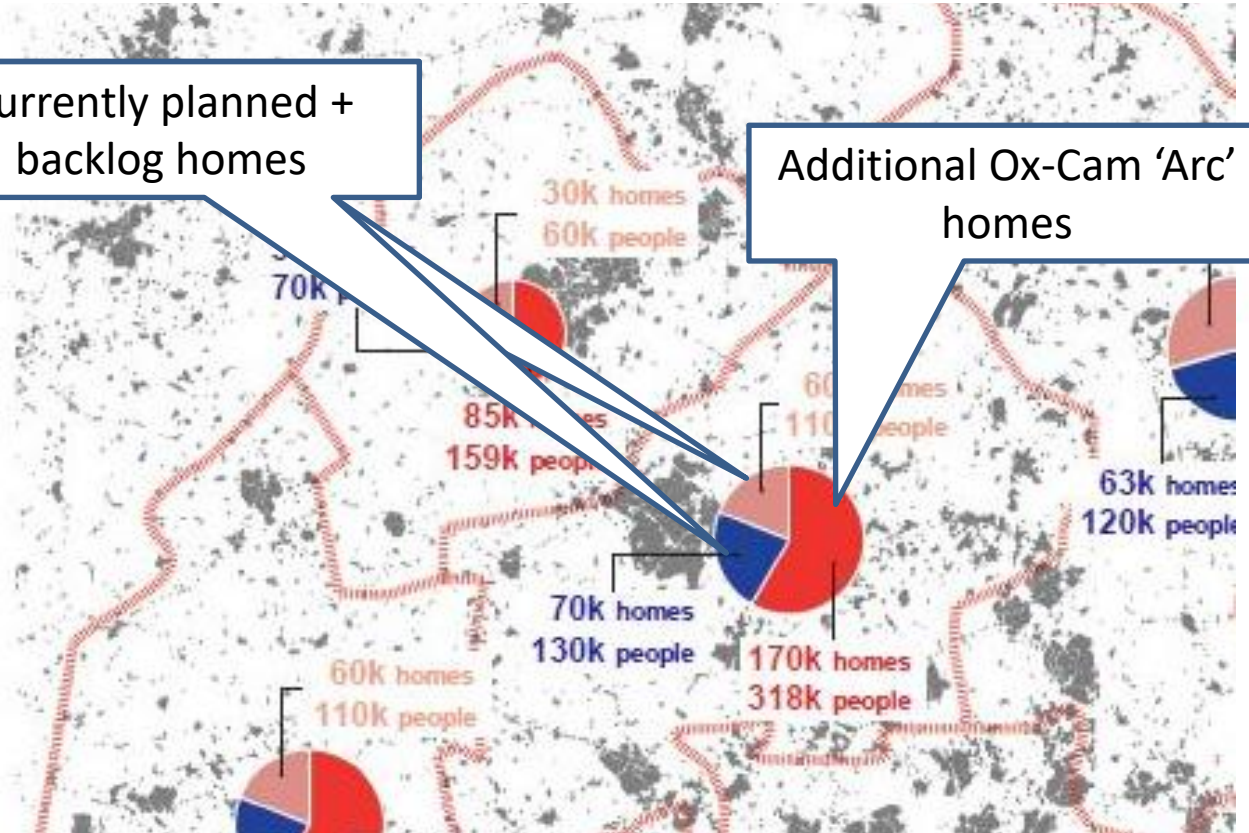
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



Bucks' proportionate share of 170,000 expressway houses would be 82,000

constrained markets

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The Ox-Cam Arc's 'Transformational Scenario'

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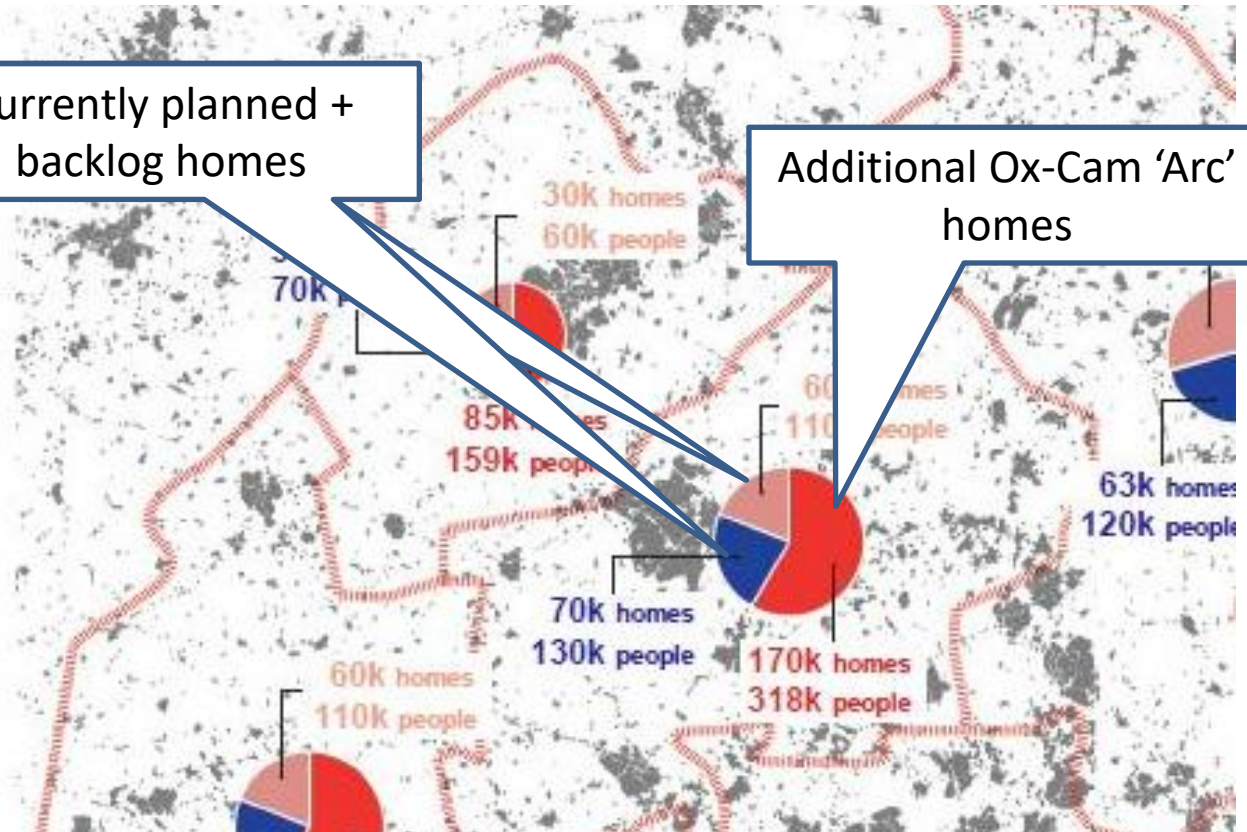
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■ Current known planned
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Additional Ox-Cam 'Arc'
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**Bucks' proportionate share of 170,000 expressway houses
would be 82,000**

**So, even with no more Local Plan growth, Bucks will grow by
87% by 2050 (national average 16% by 2050)**



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5th Studio Report. Types of housing growth

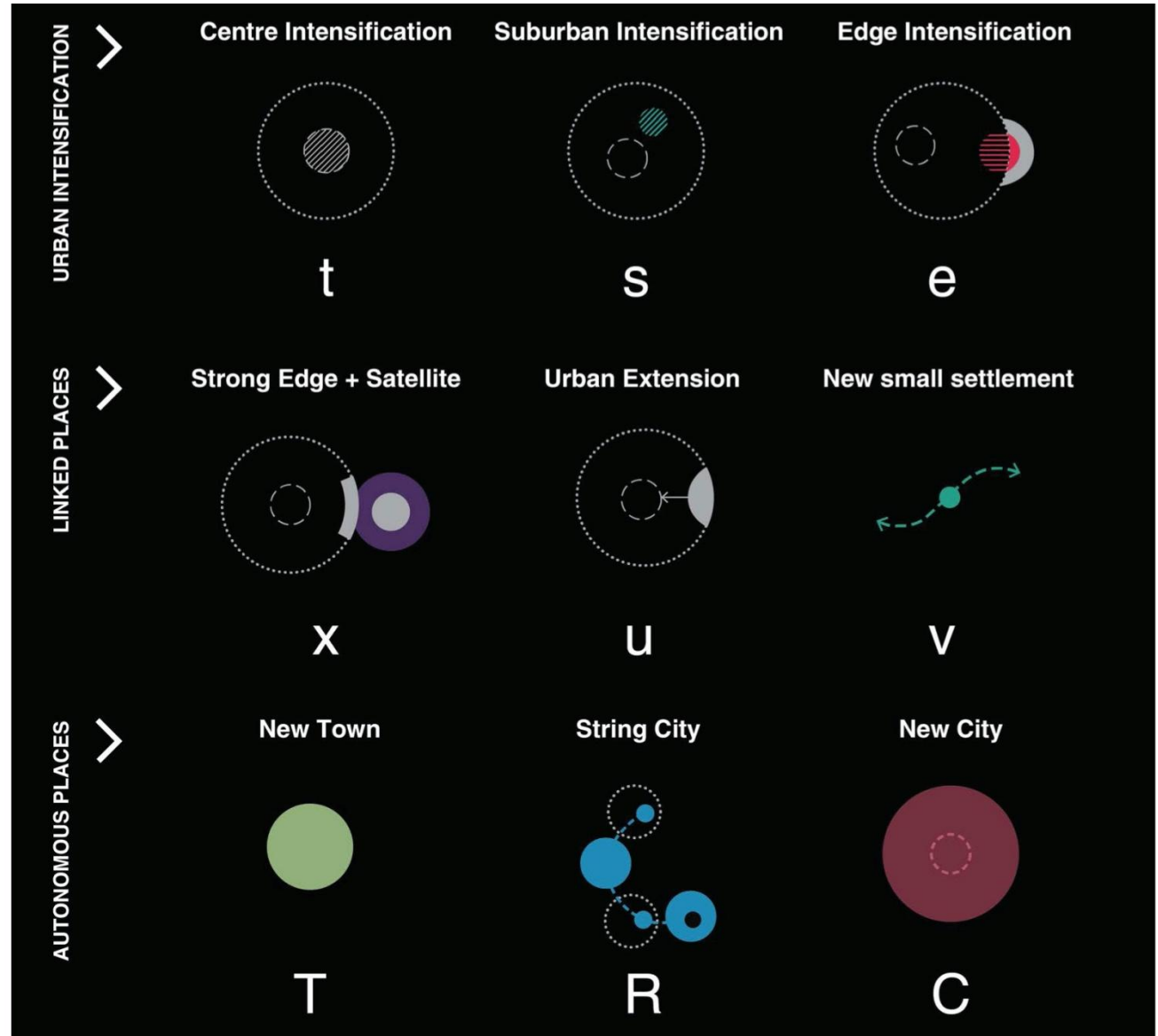
3x3 TYPOLOGIES

In total, nine different typologies have been identified and examined in greater detail through a located case study. While these only represent points within a wide field of possibilities, they are selected with the aim of providing a clear sense of the different approaches and issues across that range.

The nine typologies are broken down into three broad types, as indicated below, and in the overview to the right:

- **Urban Intensification** – The first set of three all relate to intensification with existing more or less urban areas.
- **Linked Places** – The next set of three are all, in one way or another, linked to a nearby town/city and would need to work in concert with the infrastructure of that existing place to provide the full range of jobs/services/facilities need to support the given residential population. So for instance, a new small connected settlement would most likely need to work in tandem with the town centre intensification typology.
- **Autonomous Places** – The final set of three are all new settlements of sufficient scale to be more self-contained than the last three. As such, they take a more active functional economic role, with a greater proportion of employment uses and higher order services (in proportion to the scale of the settlement) within the settlement itself – and consequently less reliance on surrounding settlements in terms of day-to-day activity. These settlements also require a higher level of connectivity, particularly in terms of access to national road and rail networks.

The nine typologies have been developed based on an appreciation of the best practice examples referenced on the previous page. Each one is presented in turn through the remainder of this chapter.



5th Studio Report. Types of housing growth

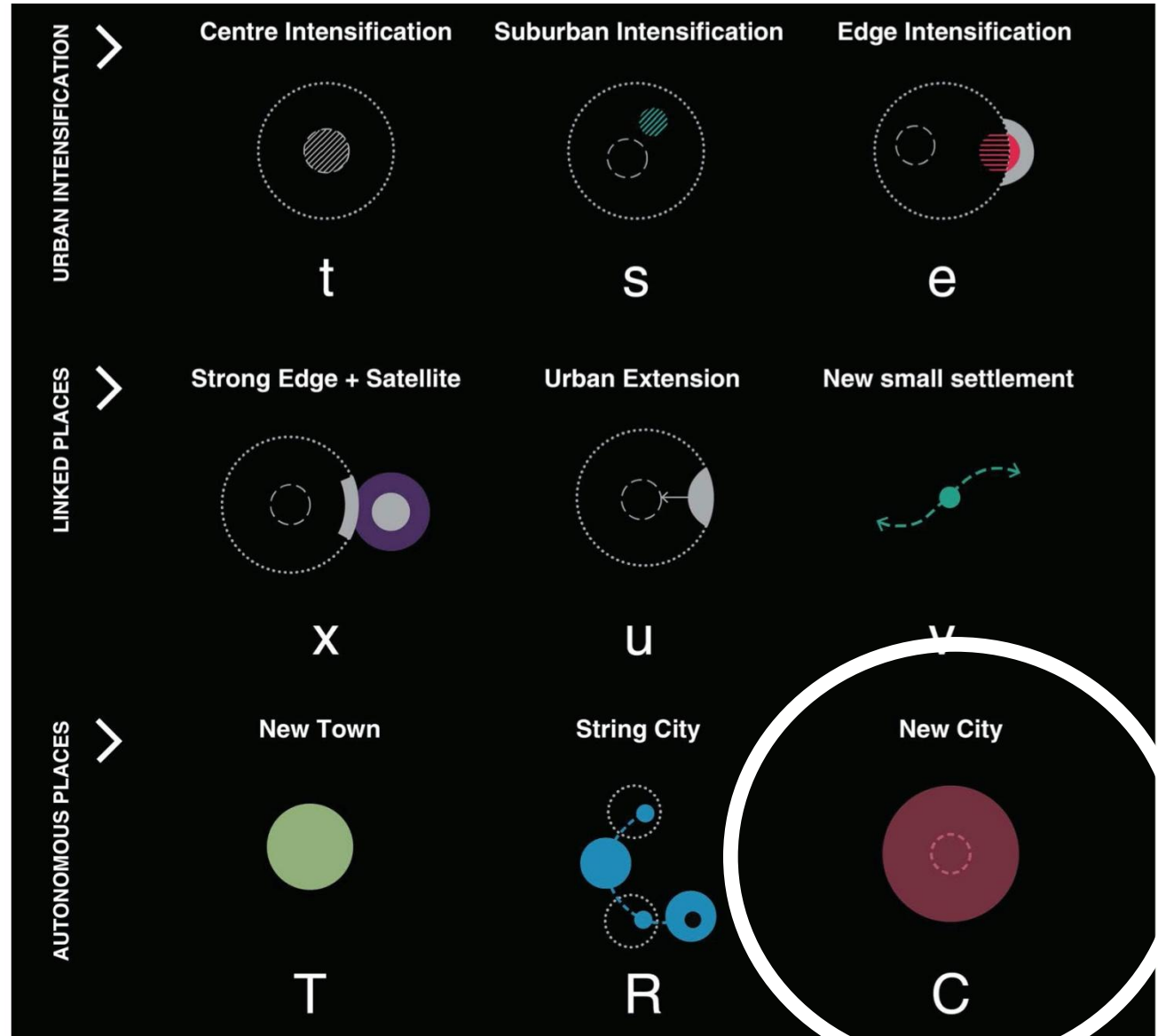
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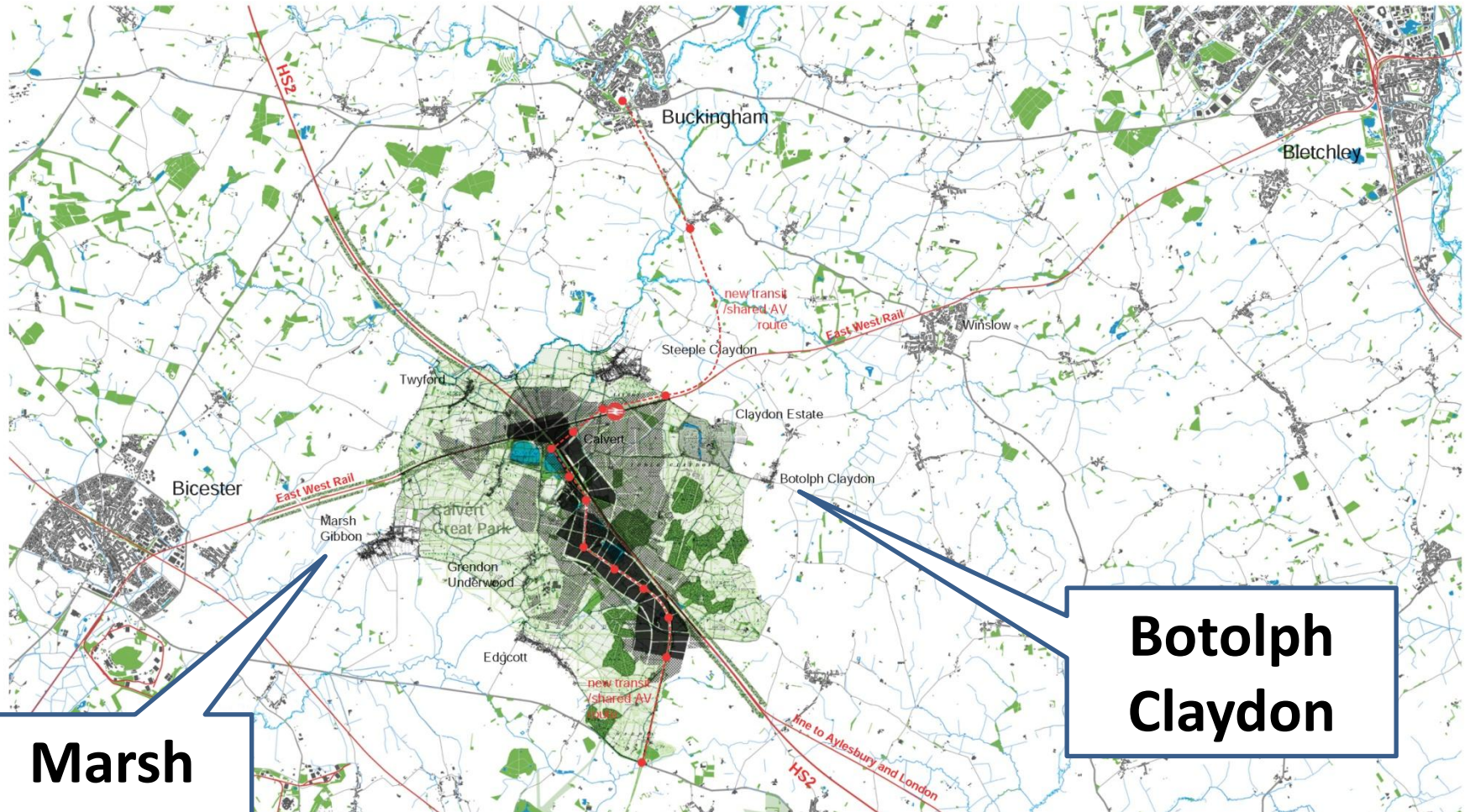


5th Studio Report. Types of housing growth

3.9. NEW CITY

ILLUSTRATIVE CASE STUDY

Case Study 9. New City

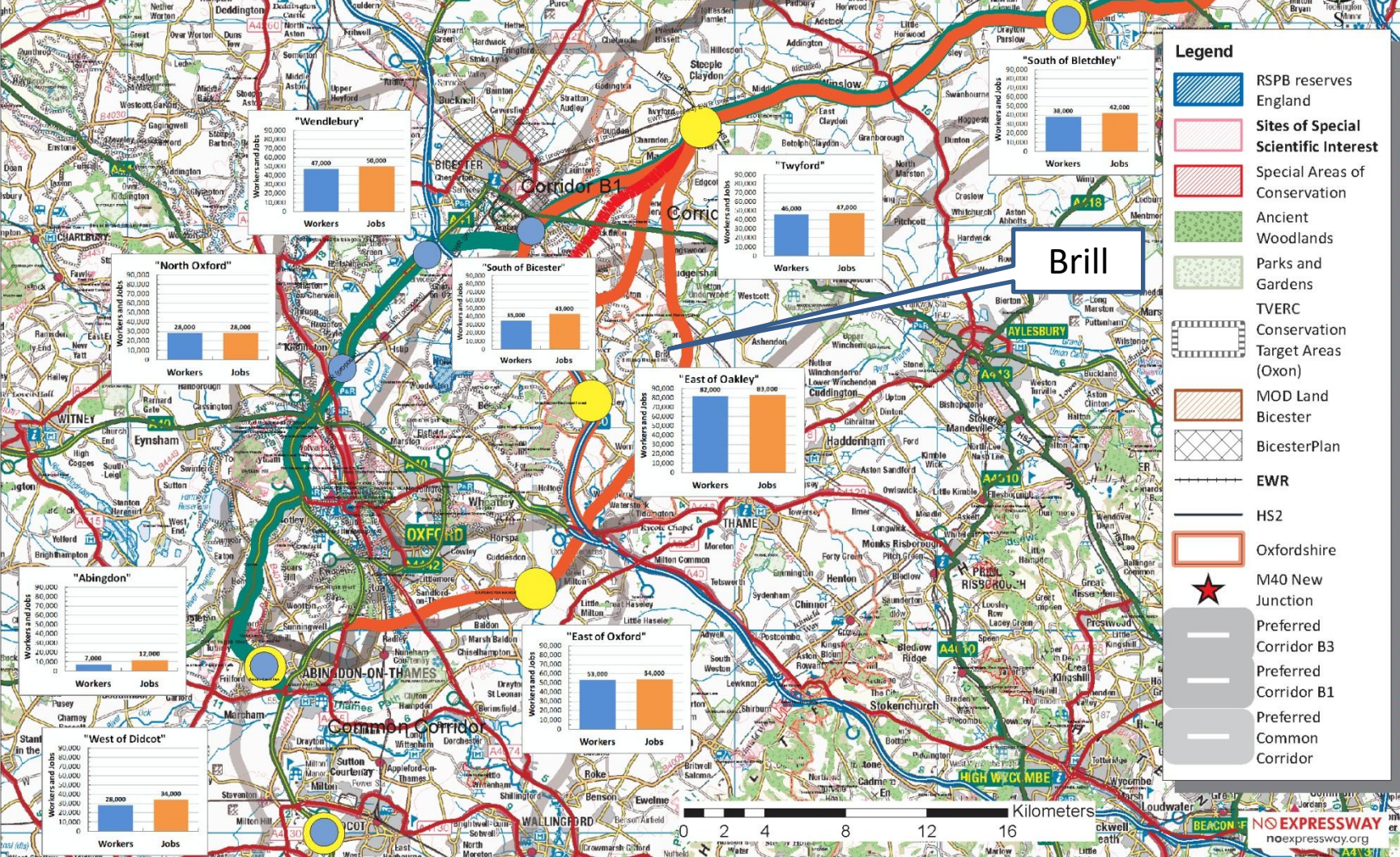


**Marsh
Gibbon**

**Botolph
Claydon**

..how many new homes along the Expressway itself?

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.



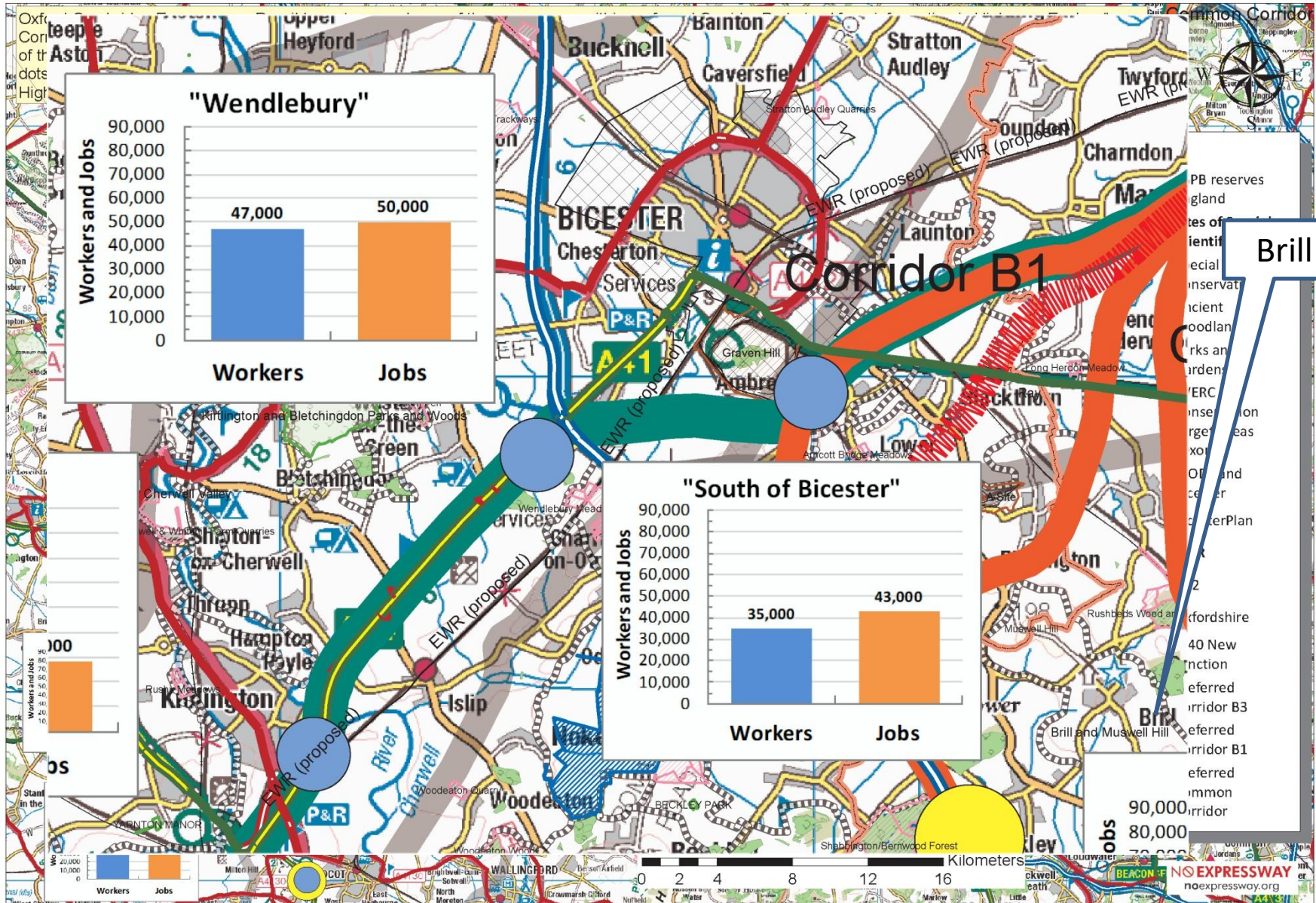
Legend

- 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

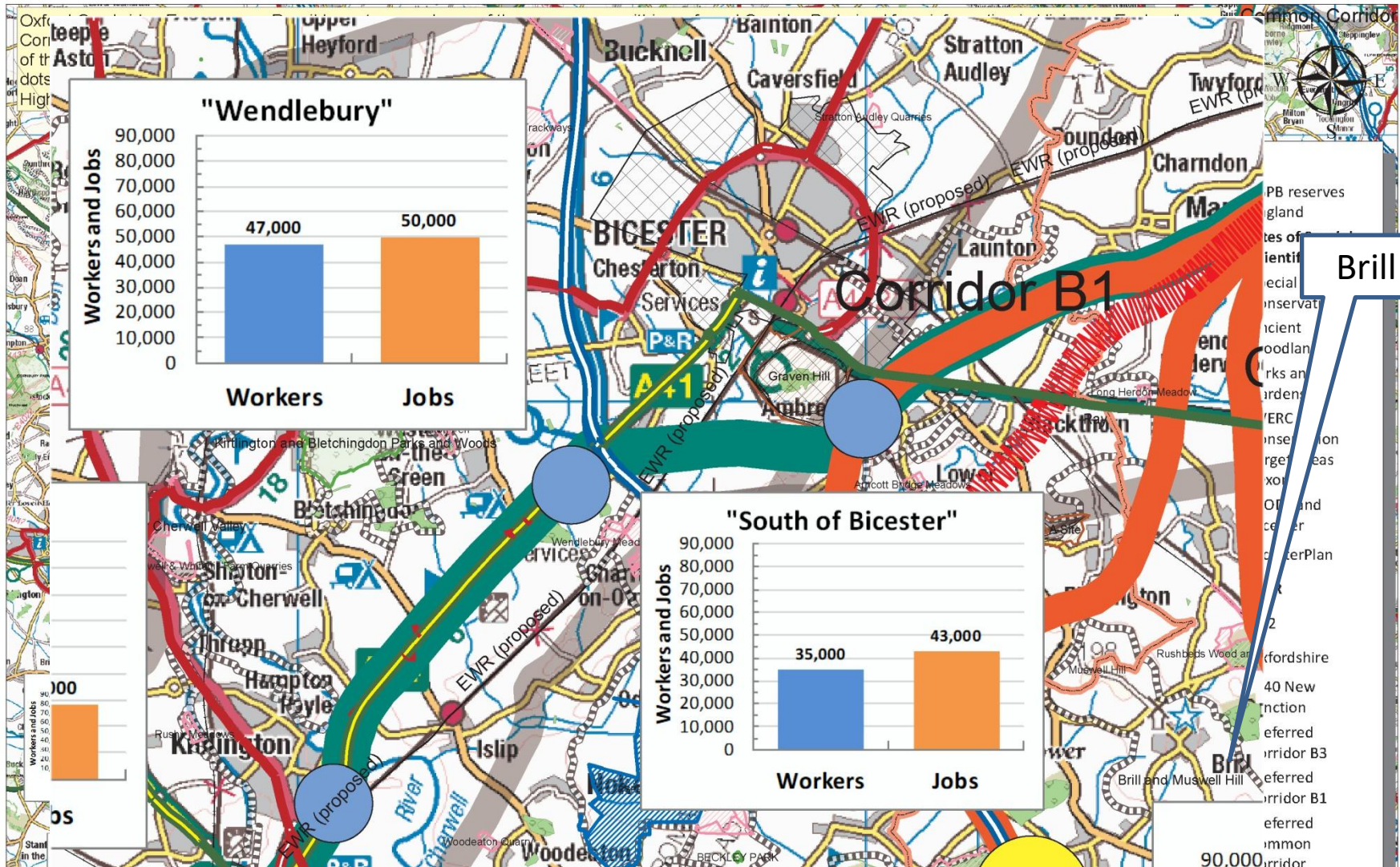


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Option B1, 82,000 workers/65,000 new houses nr. Bicester

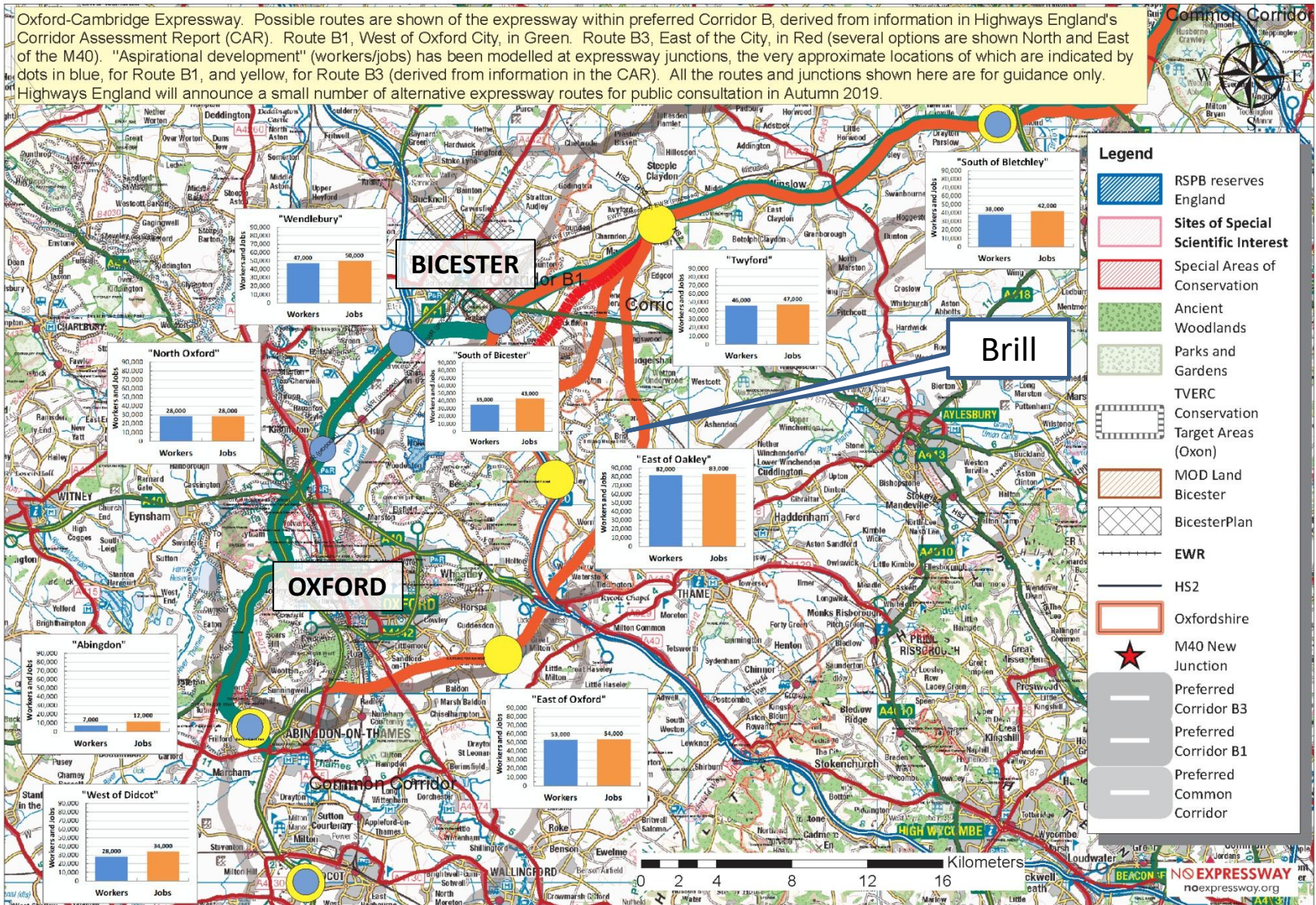


Option B1, 82,000 workers/65,000 new houses nr. Bicester



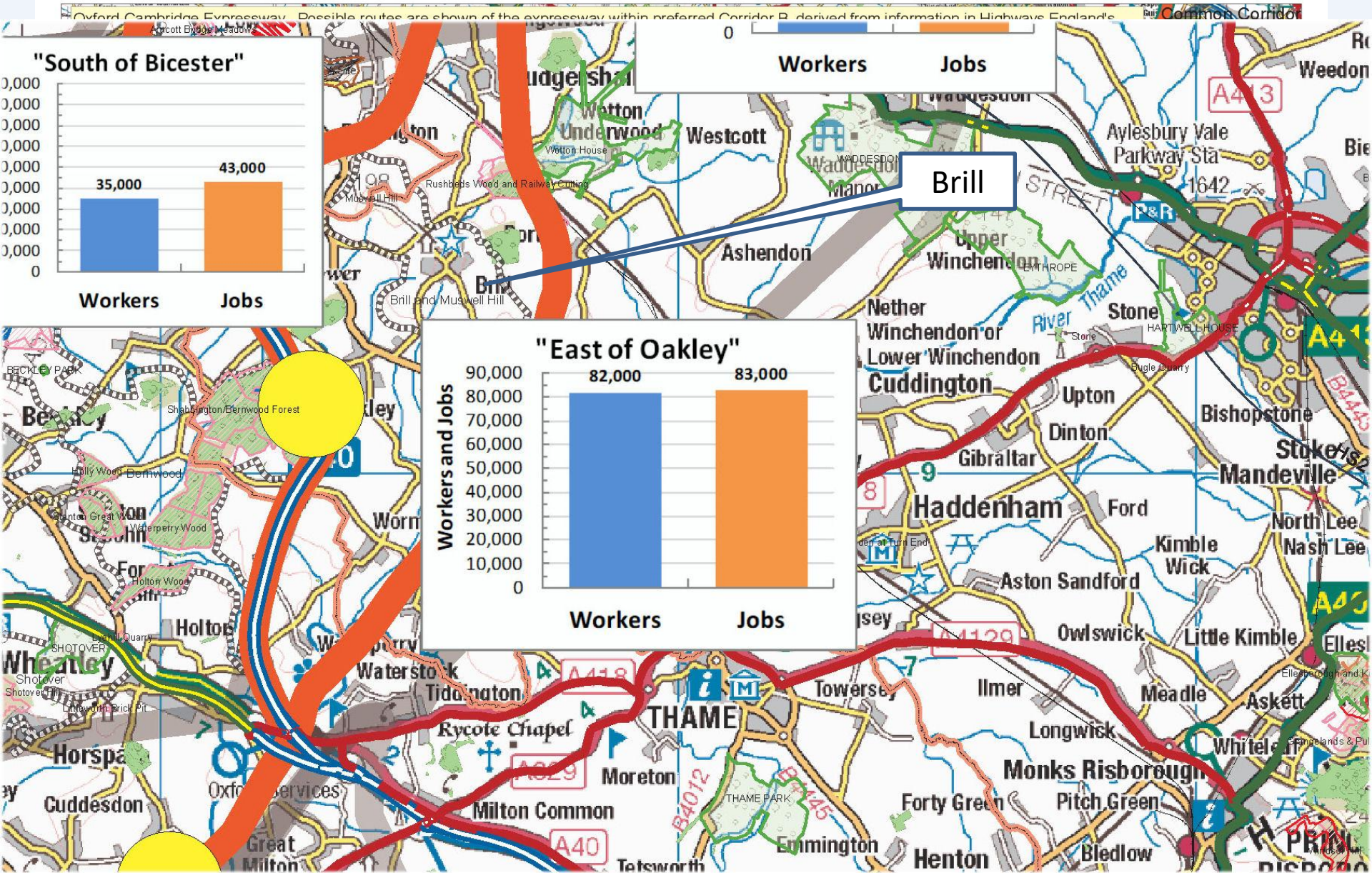
That's 150,440 people (Oxford City has 154,600 2017 figure)

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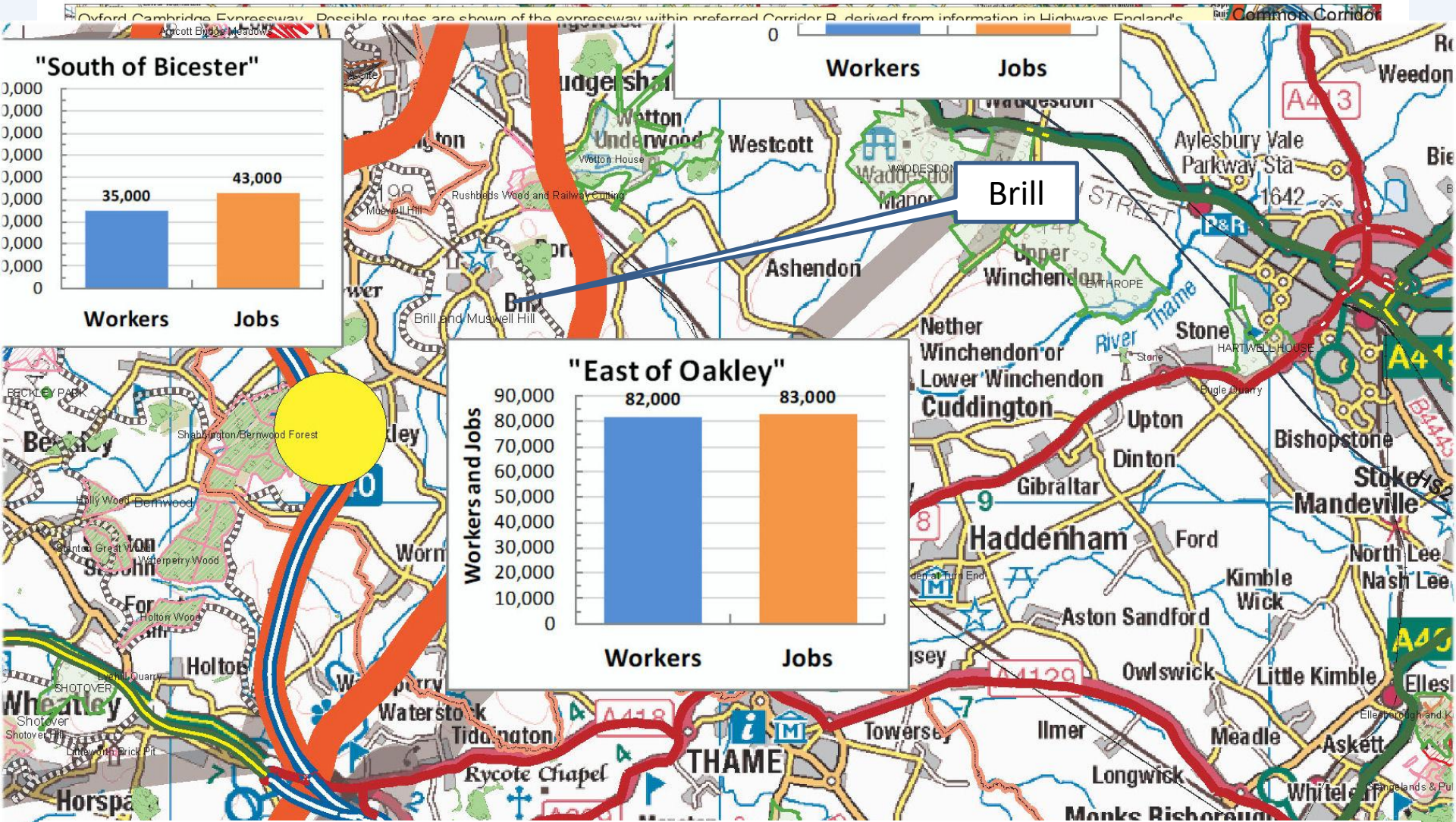


- Legend**
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Option B3, 'East of Oakley' ... also 65,000 houses

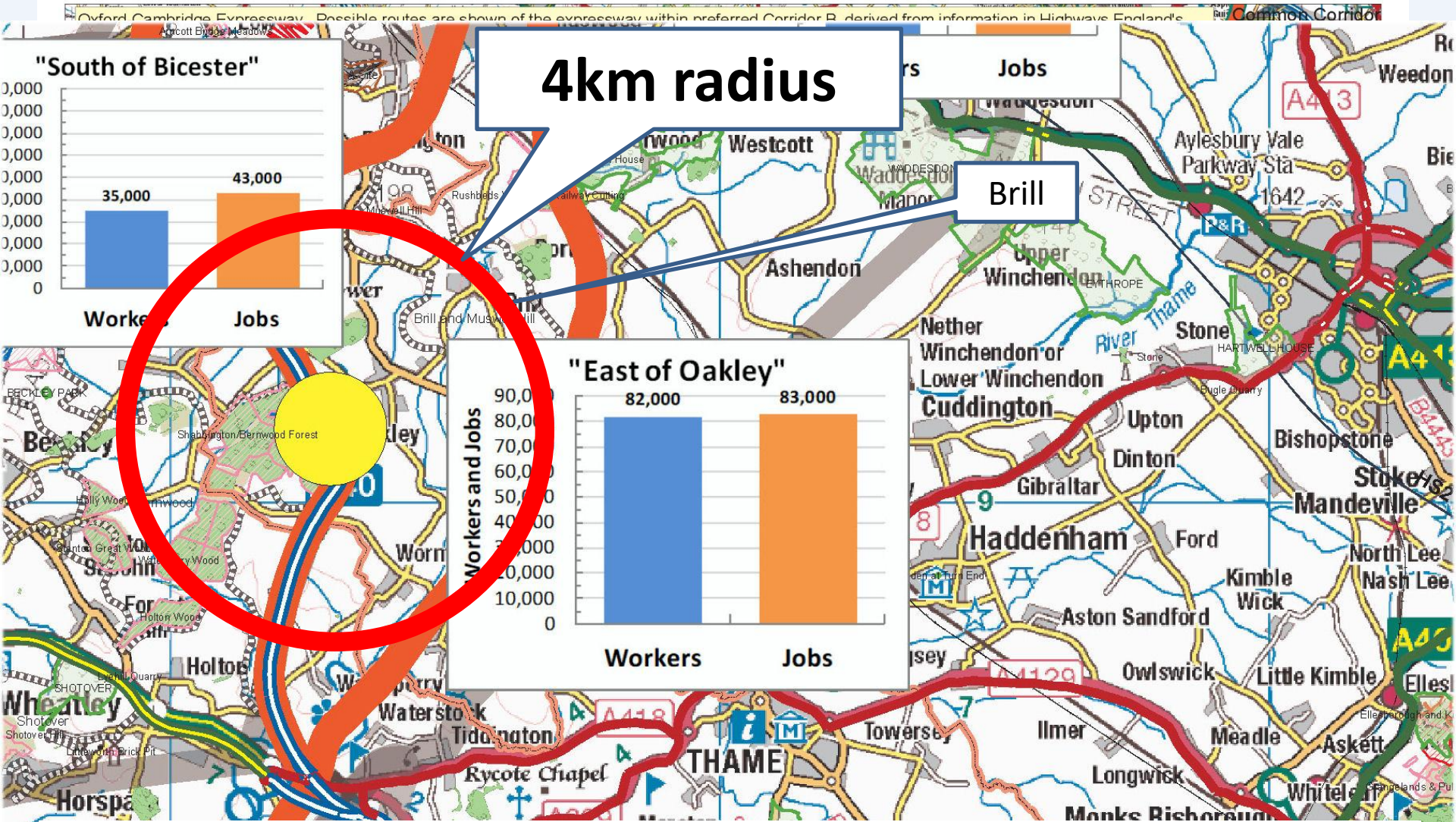


Option B3, 'East of Oakley' ... also 65,000 houses



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Option B3, 'East of Oakley' ... also 65,000 houses



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

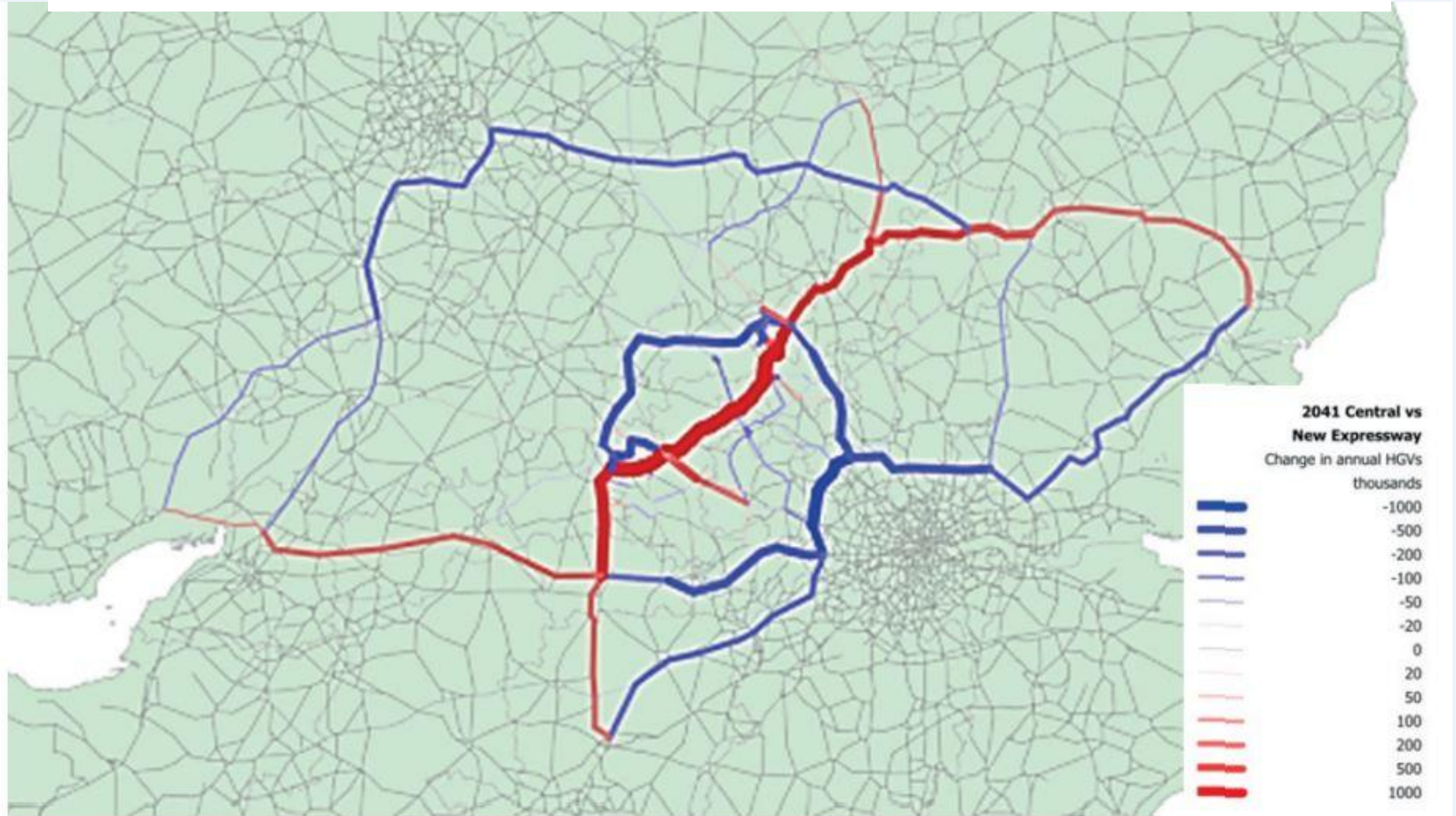


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

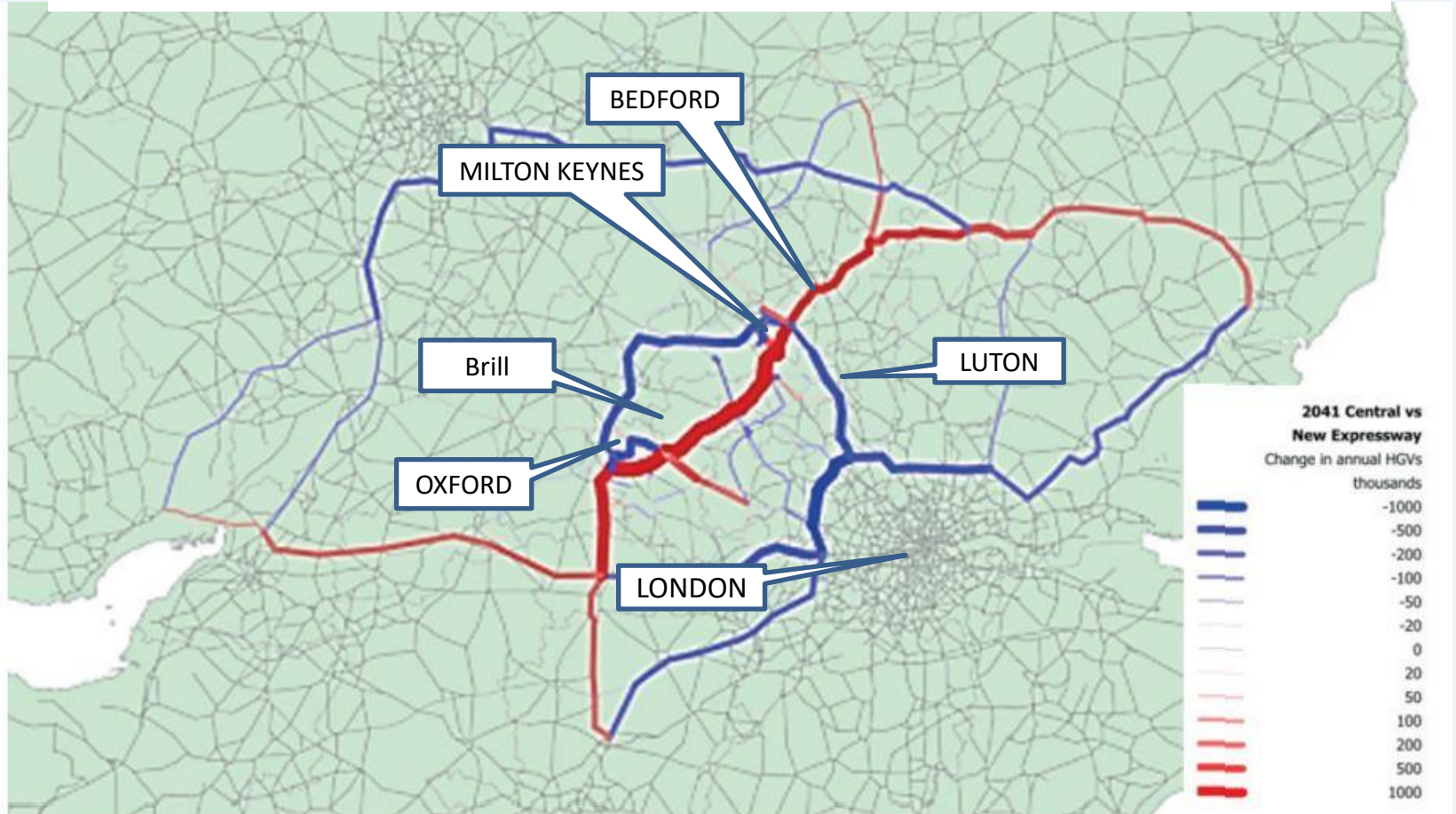


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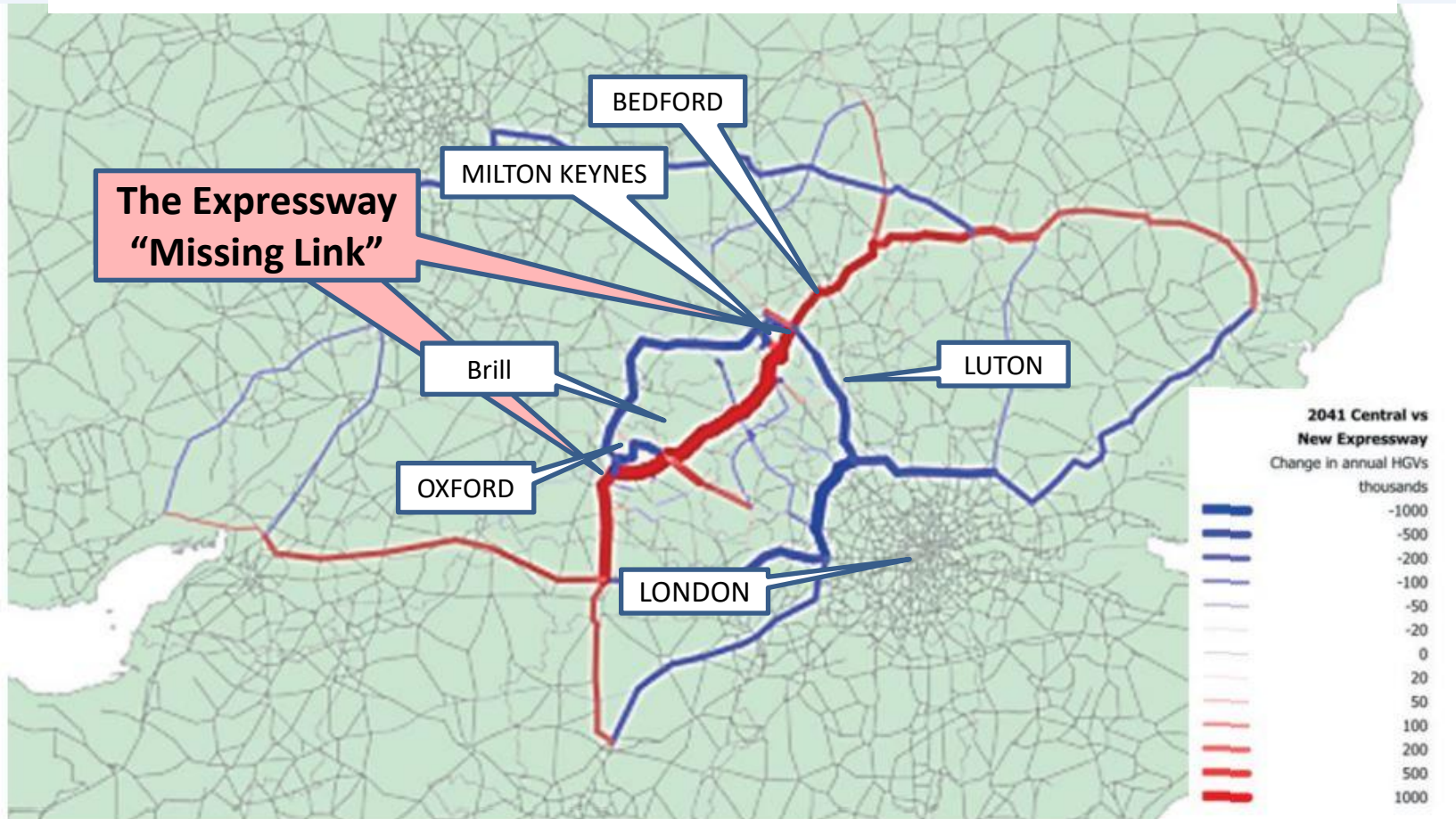
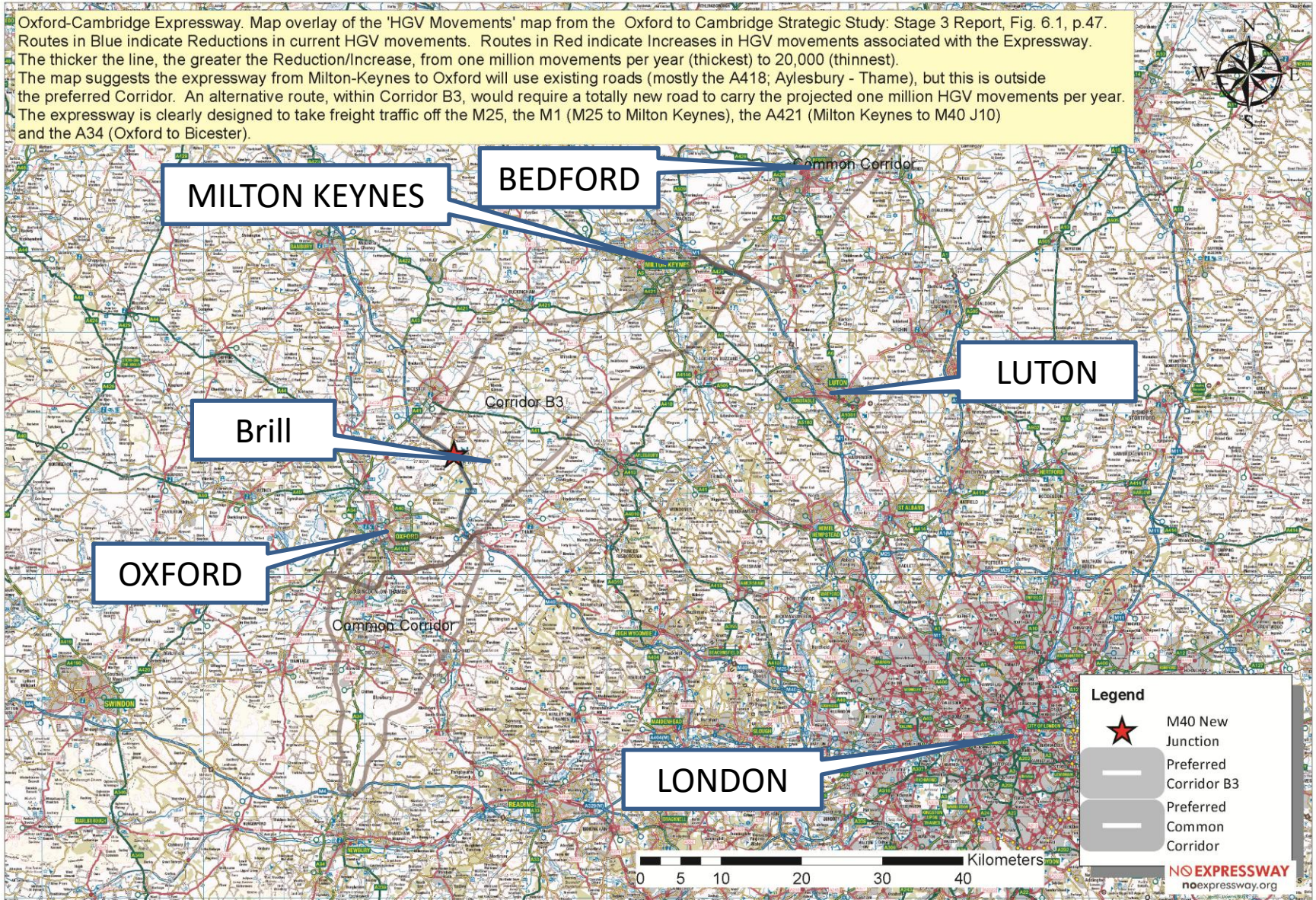


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Oxford-Cambridge Expressway. Map overlay of the 'HGV Movements' map from the Oxford to Cambridge Strategic Study: Stage 3 Report, Fig. 6.1, p.47. Routes in Blue indicate Reductions in current HGV movements. Routes in Red indicate Increases in HGV movements 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 - Thame), 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).



MILTON KEYNES

BEDFORD

LUTON

Brill

OXFORD

LONDON

Legend



M40 New Junction



Preferred Corridor B3

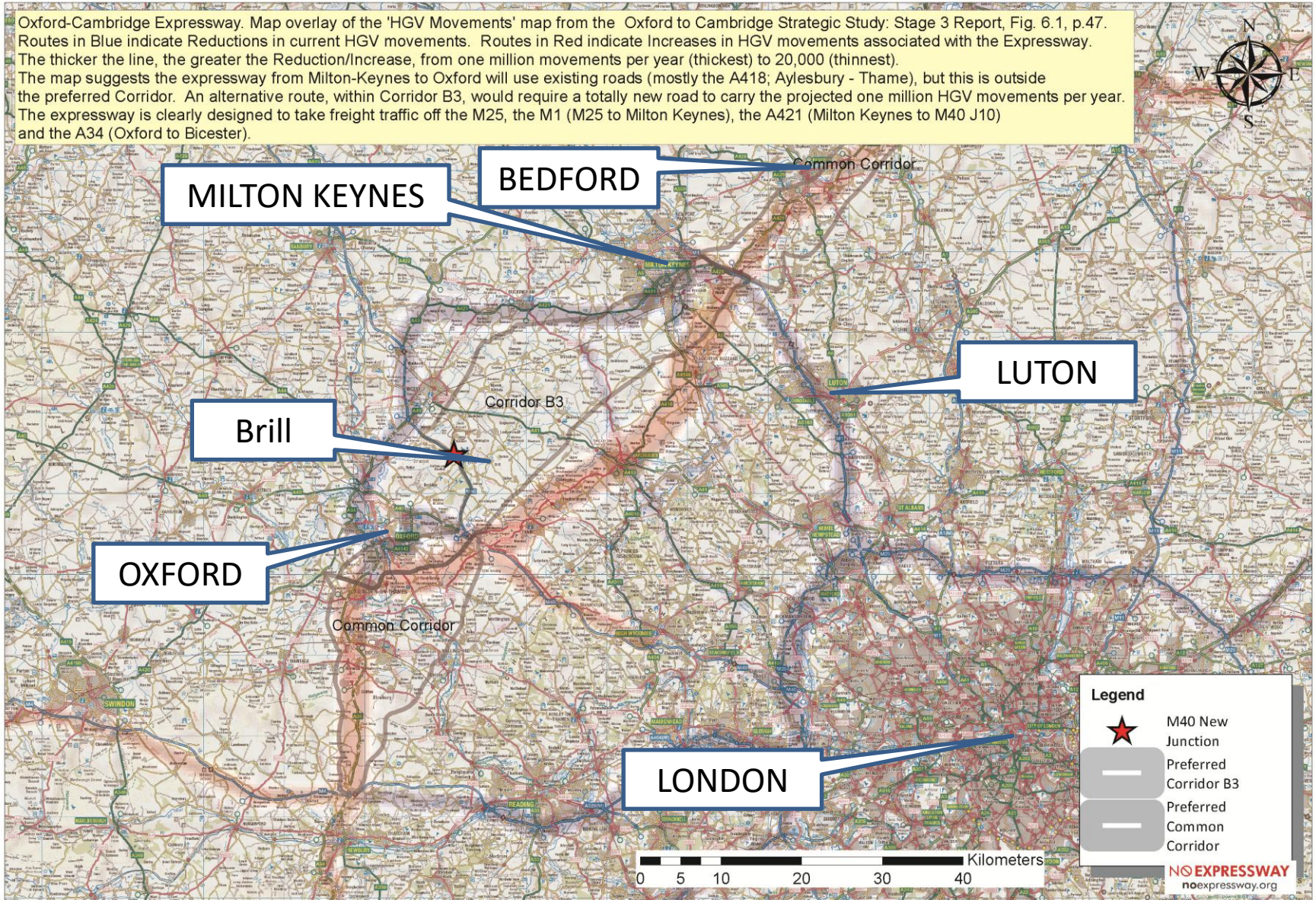


Preferred Common Corridor

NO EXPRESSWAY
noexpressway.org

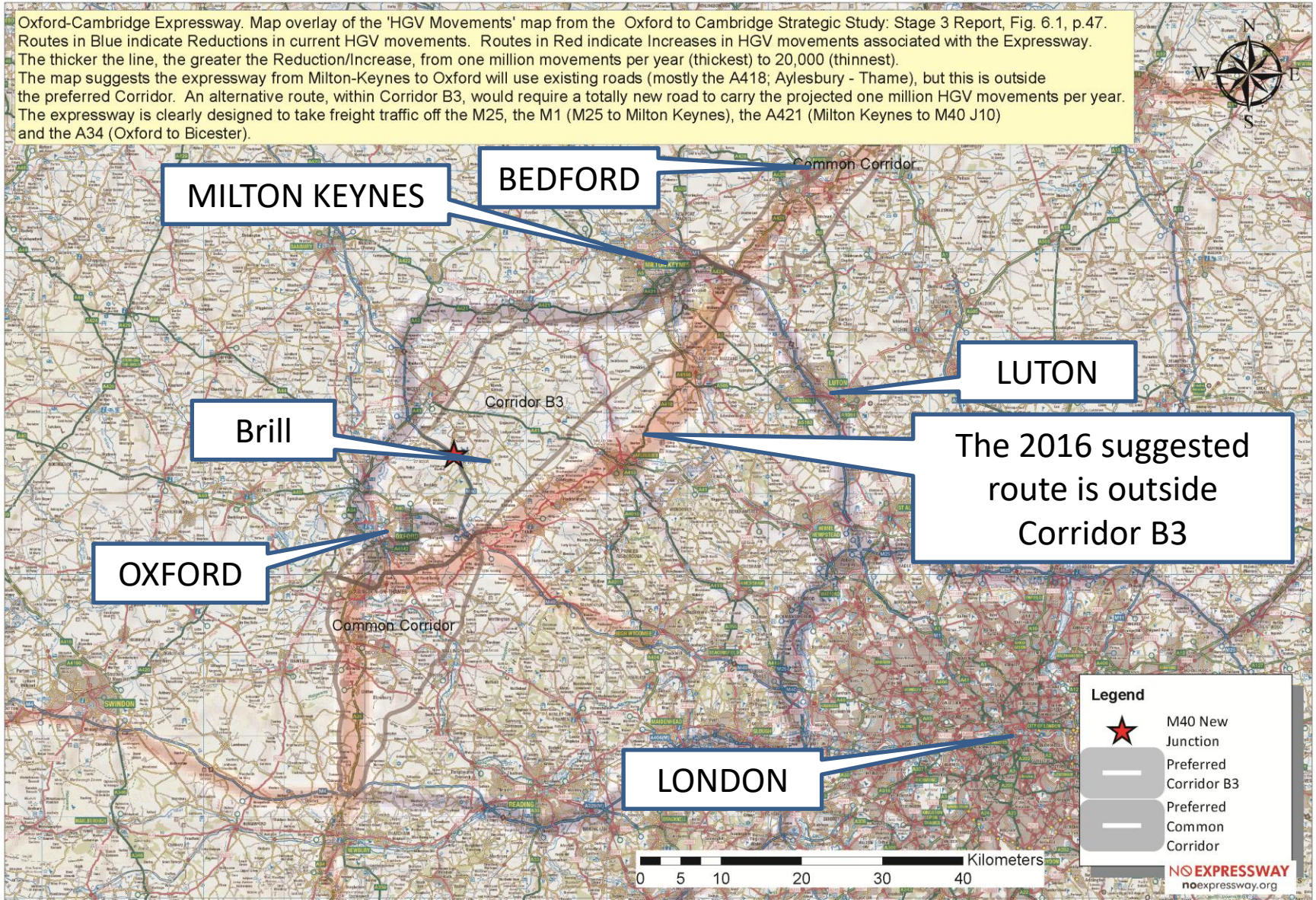
Cars, Houses, People..... and Freight

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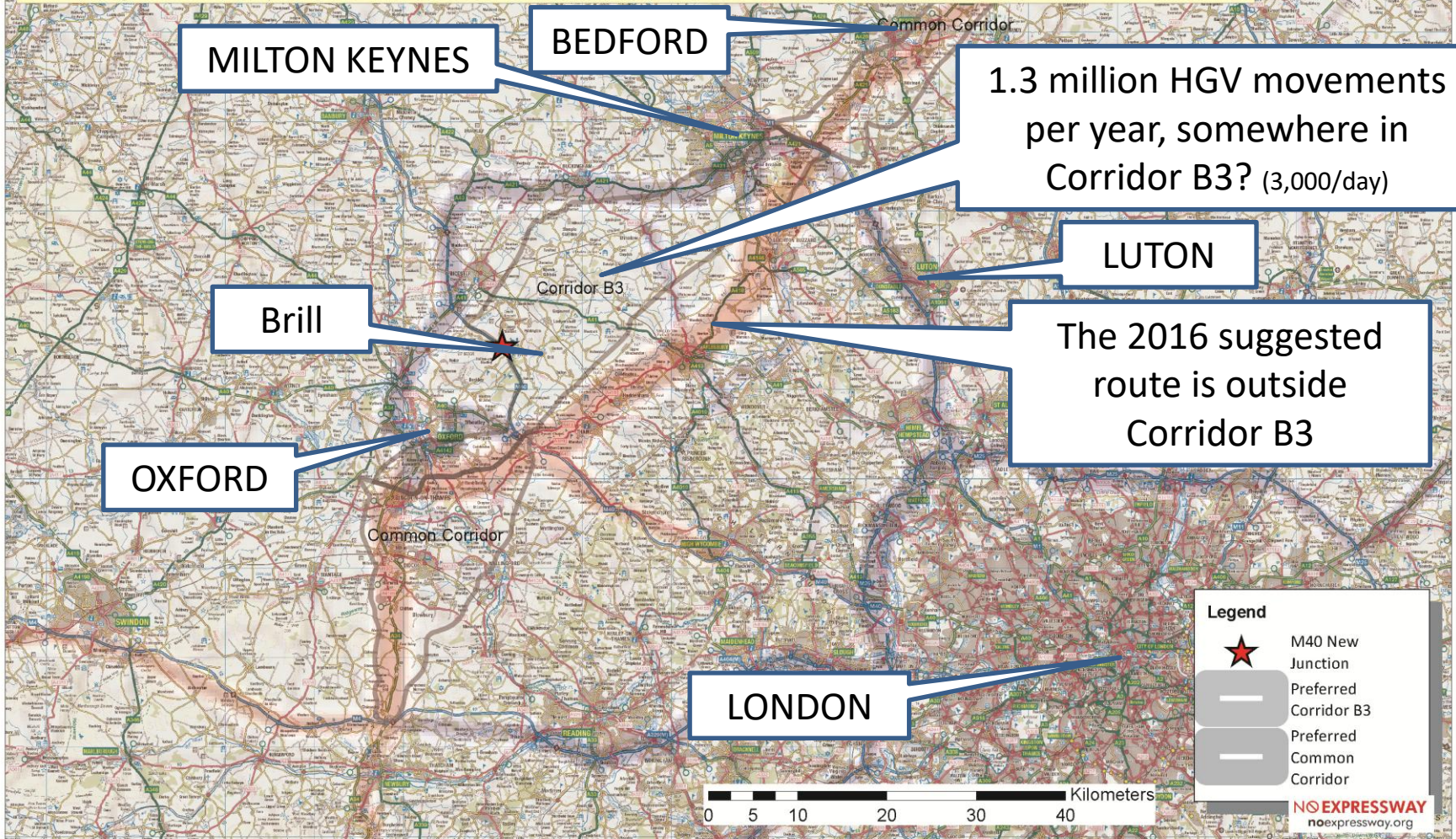
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NO EXPRESSWAY
noexpressway.org

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

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MILTON KEYNES

BEDFORD

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

LUTON

Brill

The 2016 suggested route is outside Corridor B3

OXFORD

LONDON

STRATEGY. Common sense says.....



STRATEGY. 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?

So, will we be consulted by Highways England?

**from the Minutes of a meeting between Highways England and
Stakeholders, March 2018**

So, will we be consulted by Highways England?

“Engagement with members of the public on corridors is challenged by the scale of the Project area.

There are c.3.3 million people living in the arc. Consultation on corridors would require years of additional work at substantial cost to taxpayers. It would also leave a level of uncertainty across the region that was undesirable.

The Project Team are therefore engaging with Stakeholder Reference groups who themselves represent various public interests (environment, road users etc).”

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from the Minutes of a meeting between Highways England and Stakeholders, March 2018

and the Stakeholders, representing the public, are.....?

AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



 **edf**ENERGY



 **gsk**
GlaxoSmithKline



Hilton
HOTELS & RESORTS

 **INLAND
WATERWAYS
ASSOCIATION**

**JOHN
LEWIS
& PARTNERS**





AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



East of England
Ambulance Service
NHS Trust



Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



AstraZeneca



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GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council







Aylesbury Vale
District Council



CHILTERN
District Council



SOUTH BUCKS
District Council

These Councils (ALL stakeholders) are supposed to be representing OUR interests to Highways England.

They are supposed to be consulting with us, so that our views are passed back to Highways England.

Let's make sure that they do.

TACTICS. The Future Campaign



TACTICS. The Future Campaign

- 1. Gather more information on the steps ahead.**
- 2. Spread the information across the network of Expressway villages.**
- 3. Submit Environmental, Heritage, Wildlife and other information to Highways England (anyone can do this, not just registered Stakeholders).**
- 4. Urge people to involve Parish, Local and District Councillors in Expressway plans. (Highways England must produce a Statement of Community Consultation, SoCC).**
- 5. Write to Councillors, MPs and influential people in your neighbourhood.**
- 6. Work to cancel the Expressway before it is too late (promote East-West Rail as an alternative).**
- 7. Take part in the Highways England (HE) consultations (Autumn 2019 and 2020) and the Ministry of Housing, Communities and Local Government (MHCLG) engagement ('Summer 2019').**
- 8. Raise funds and recruit experts to help with the formal Planning Inspectorate process (Autumn 2020 onwards).**
- 9. When the time comes, register as Interested Parties for the Planning Inspectorate hearing - the last opportunity to make your feelings known.**
- 10. If this scheme goes ahead, digging will start in 2025 for completion in 2030.**



Thank you!

NO EXPRESSWAY GROUP
noexpressway.org

