

Oxford-Cambridge Expressway

Grendon Underwood & Edgcott Villages

15th November 2019, 7.30p.m.

Olivia Field

No Expressway Group

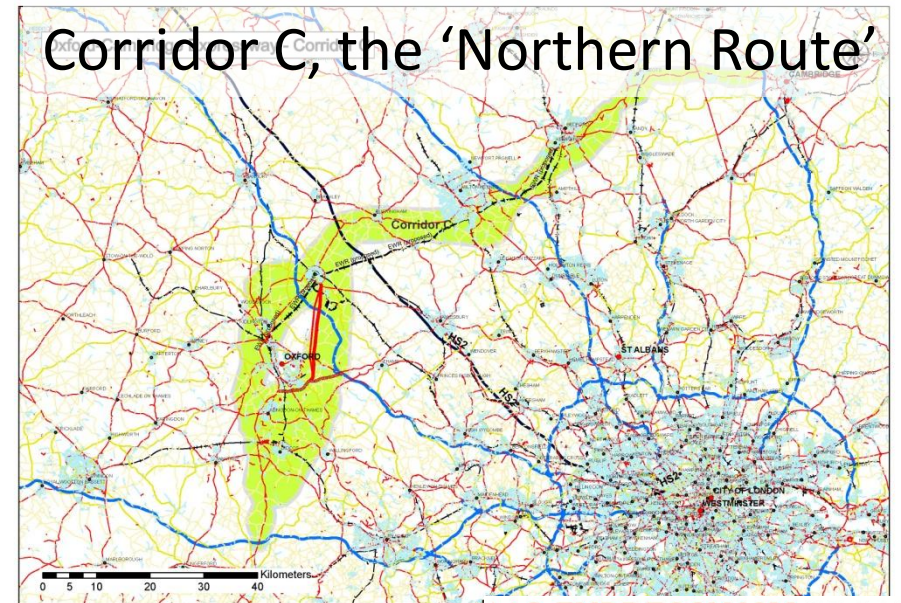
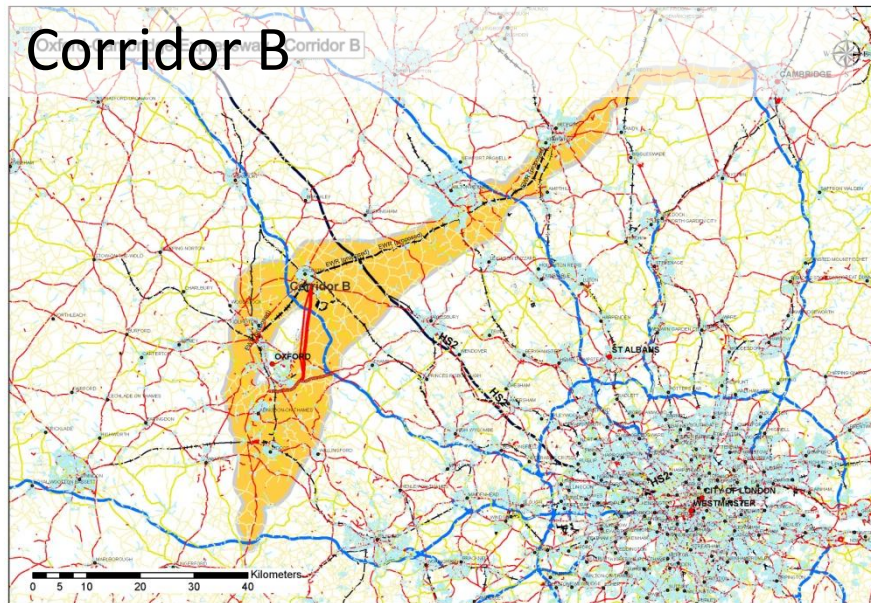
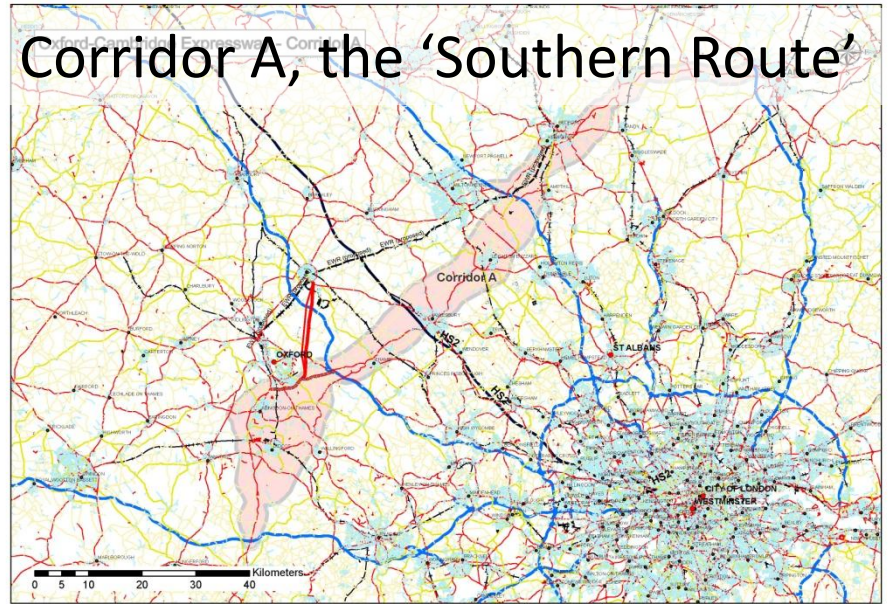
Horton-cum-Studley

noexpresswaygroup@gmail.com

NO EXPRESSWAY GROUP
noexpressway.org

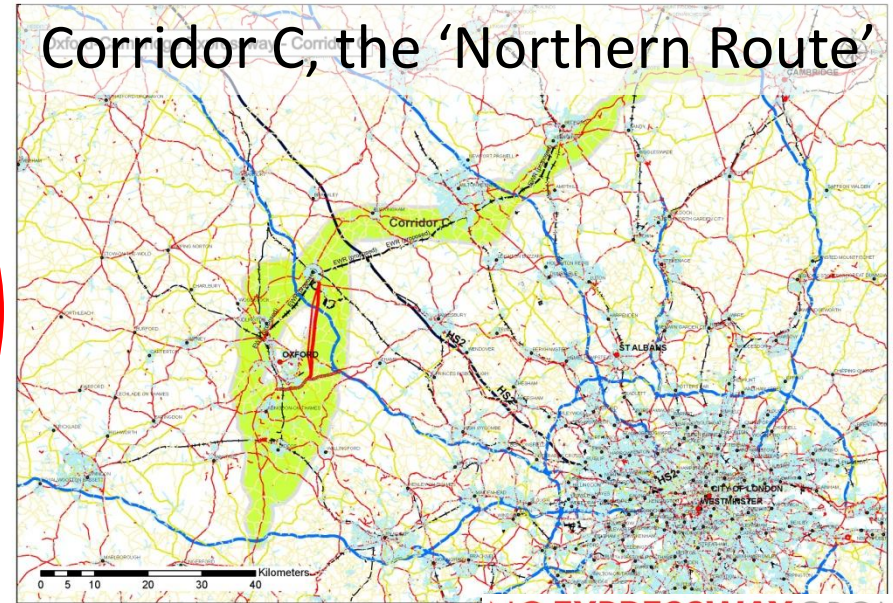
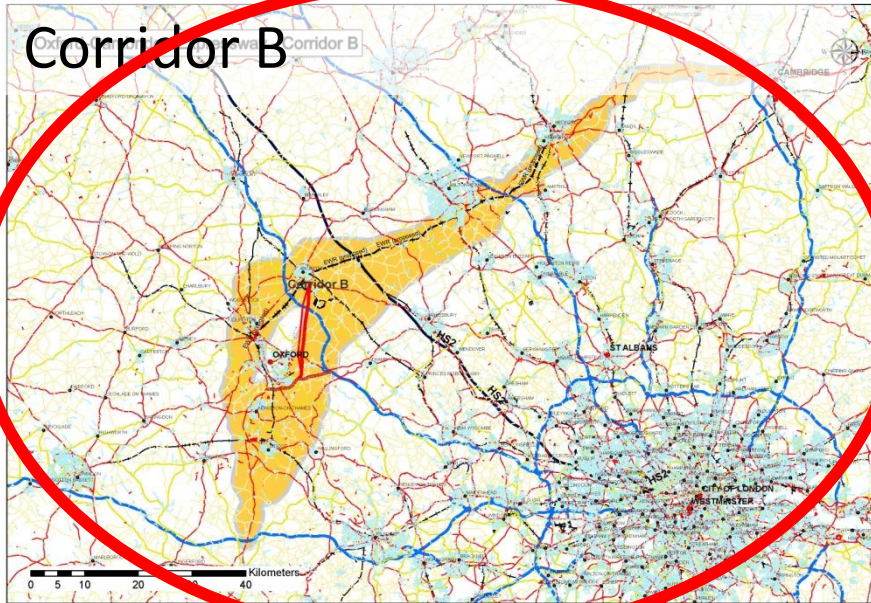
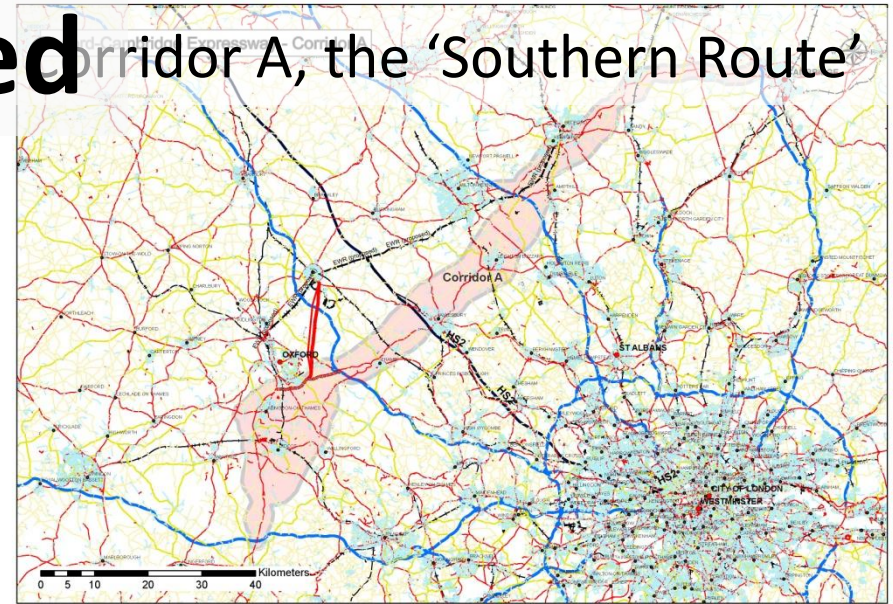
From Spring of 2018 Highways England talked of three broad corridors, A, B and C for the Ox-Cam Expressway. Only one would be taken forward for route development.

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.

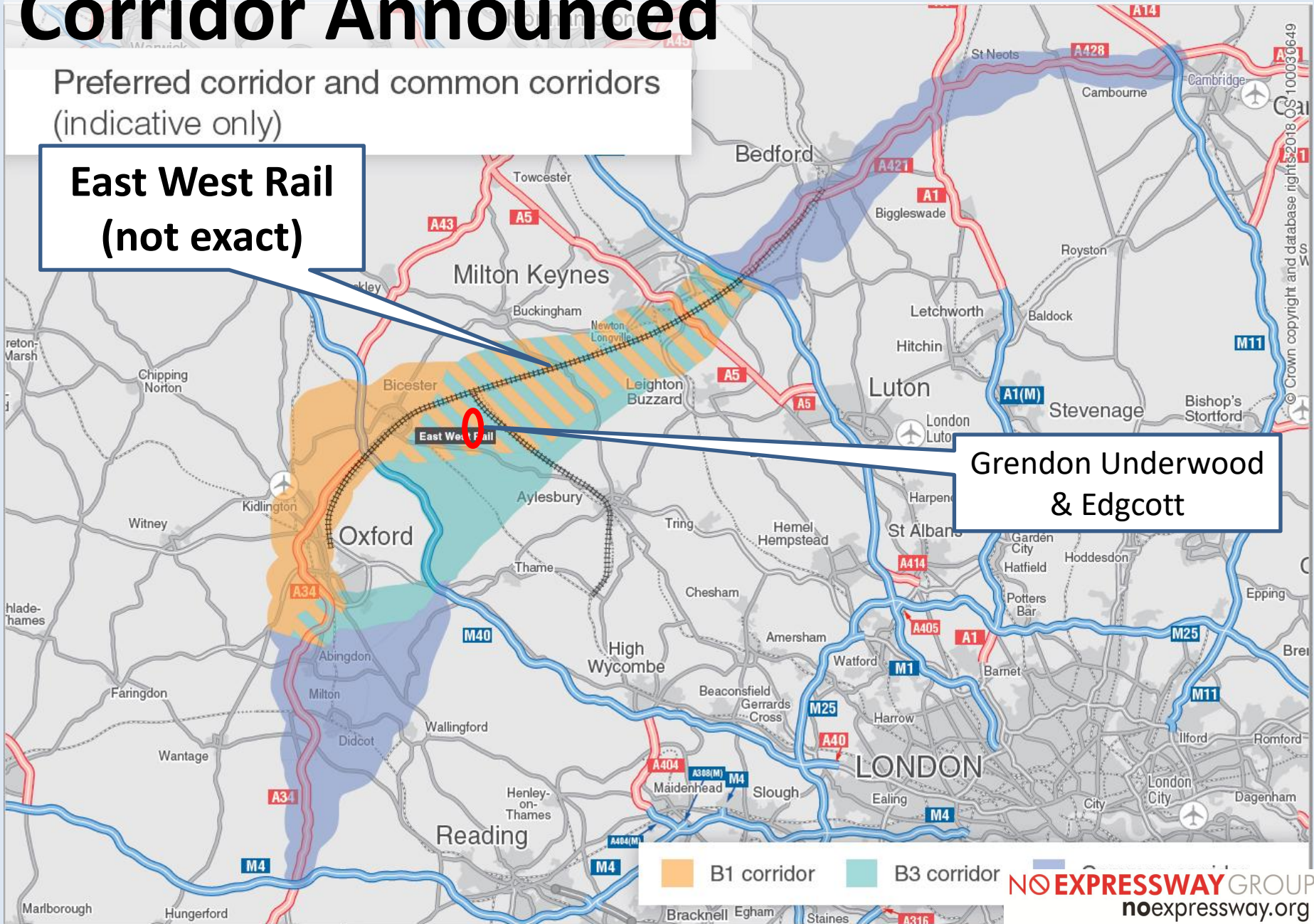


Corridor Announced

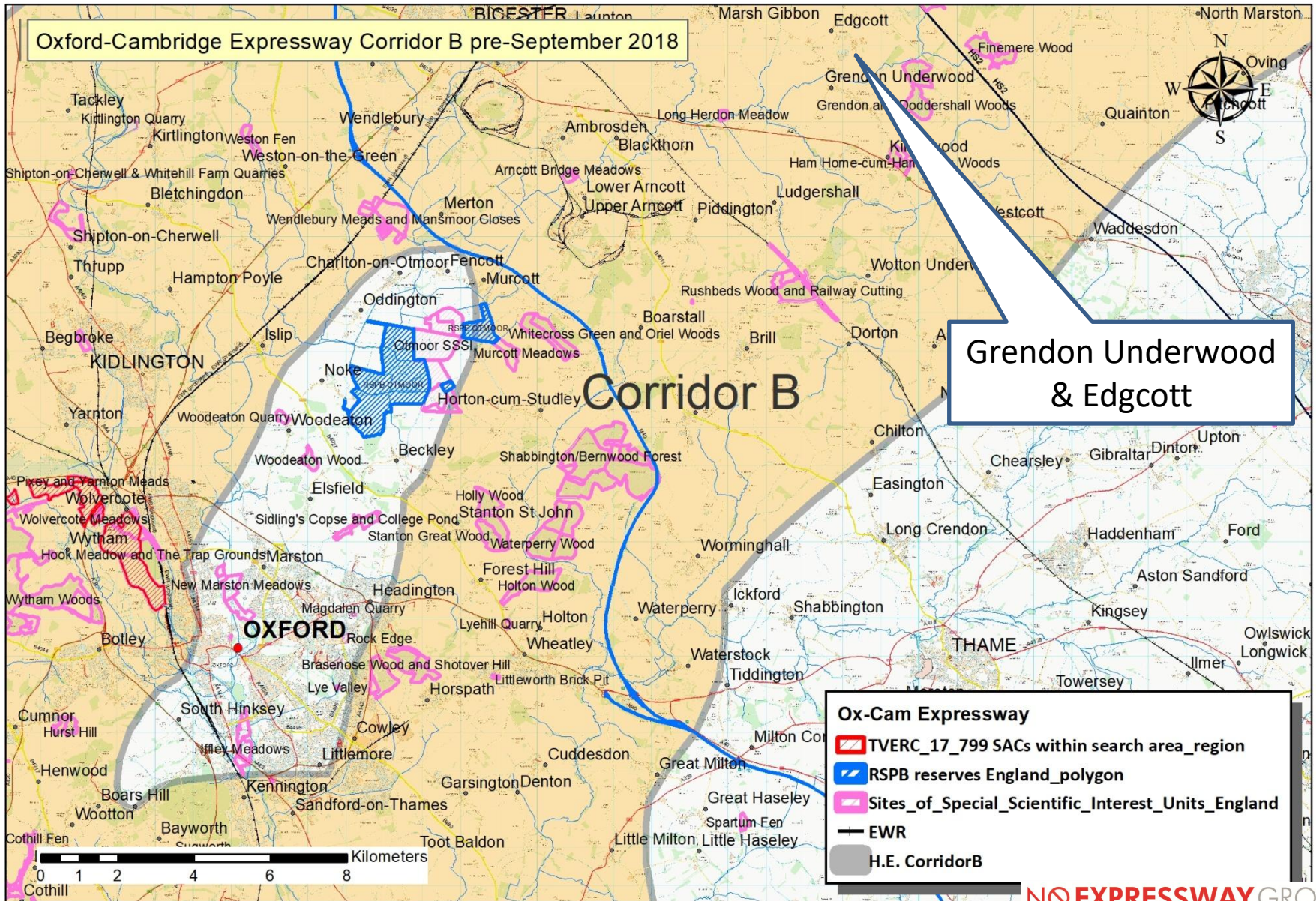
Preferred corridor and common corridors
(indicative only)

**East West Rail
(not exact)**

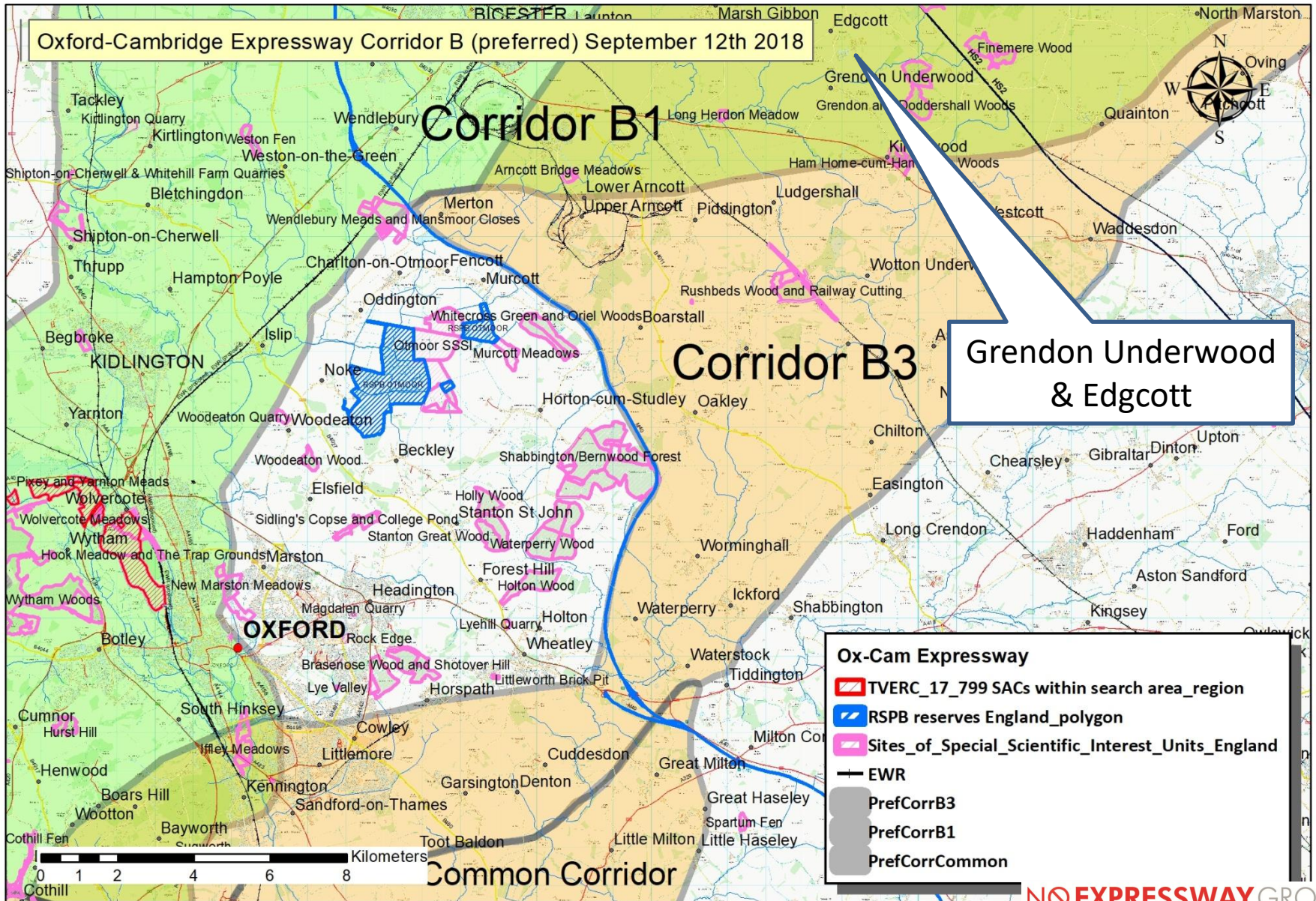
**Grendon Underwood
& Edgcott**



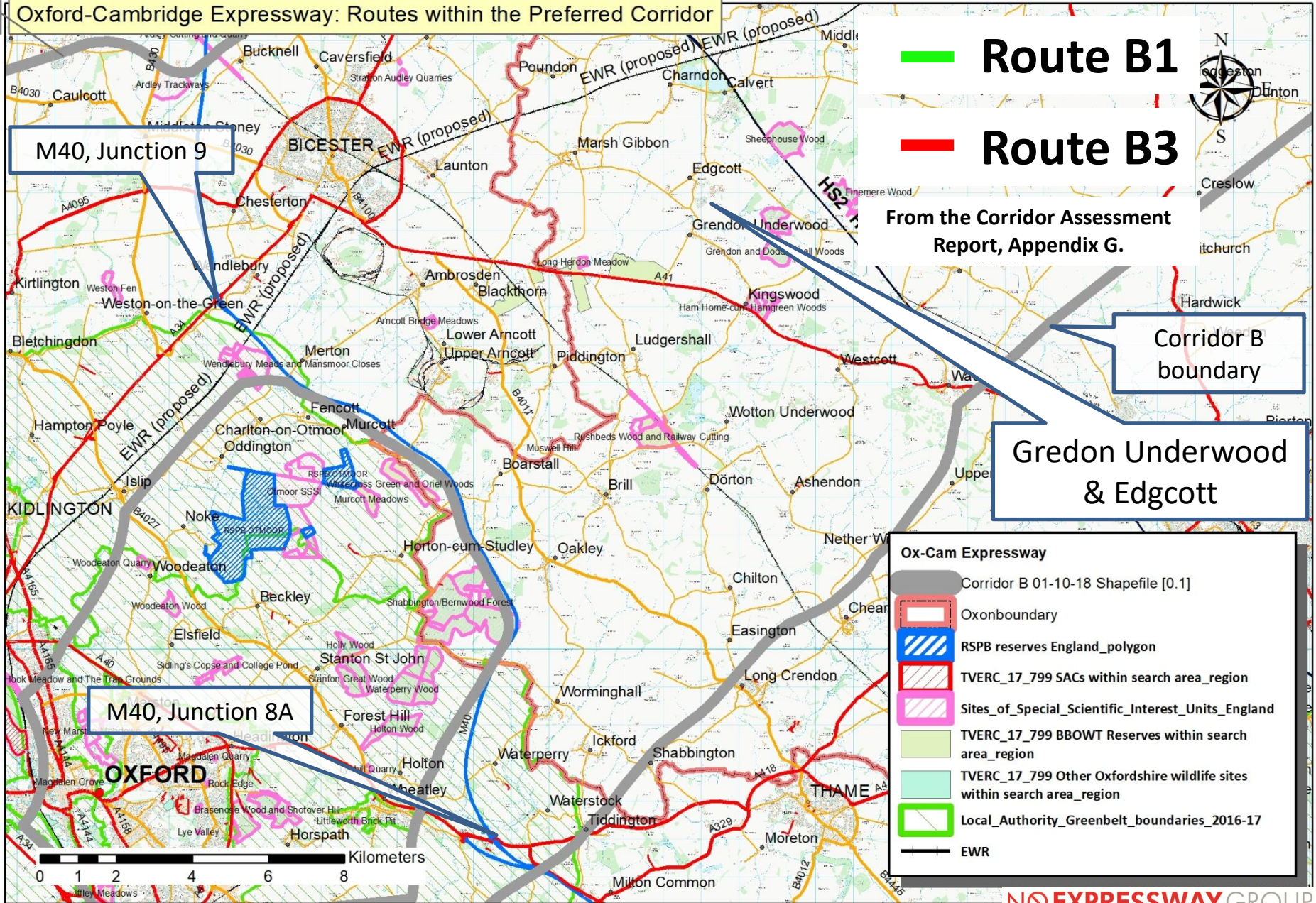
Corridor B before September 12th



Corridor B after September 12th



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, Junction 8A

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.

Corridor B boundary

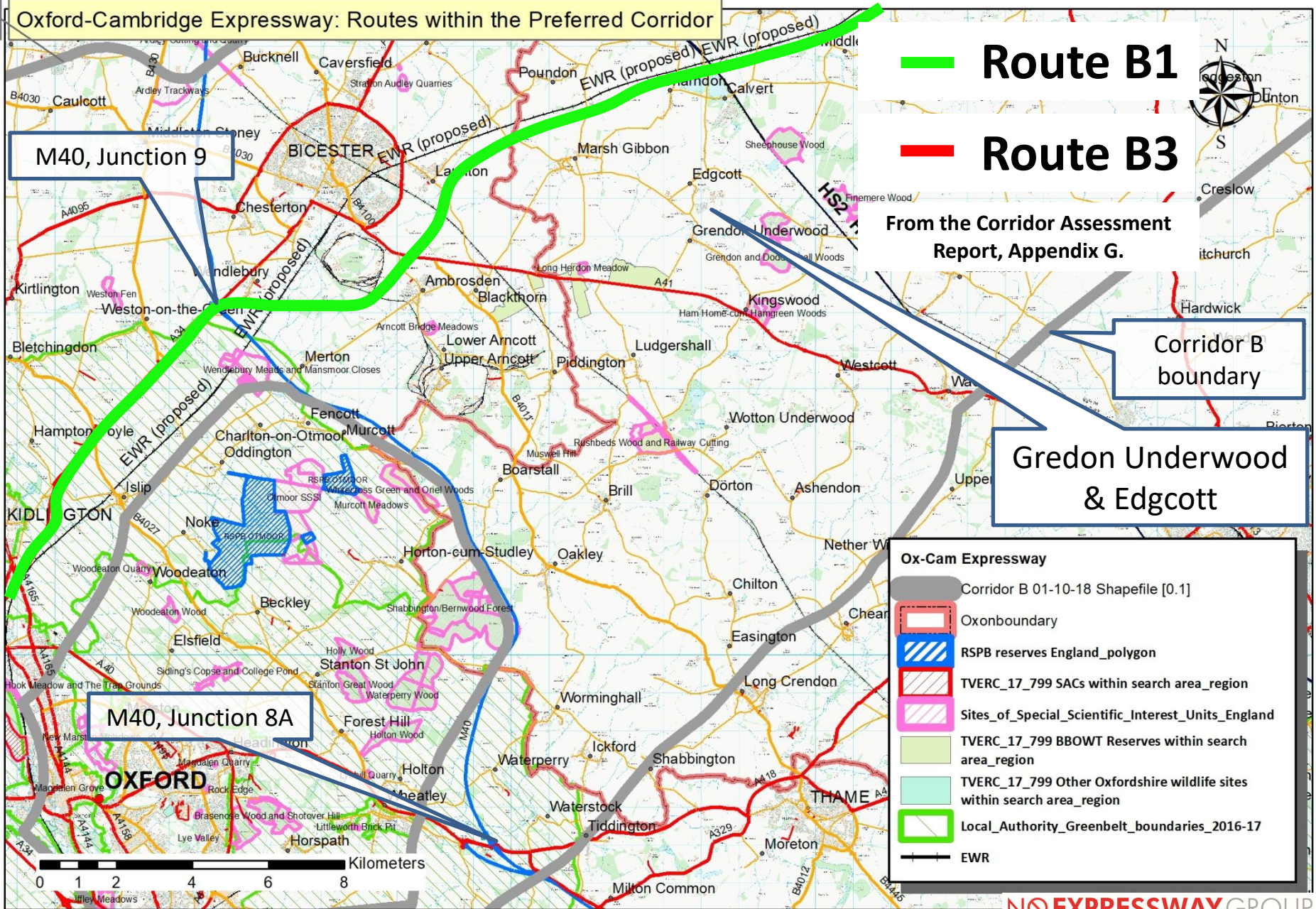
Gredon Underwood & Edgcott

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
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- Local_Authority_Greenbelt_boundaries_2016-17
- EWR



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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M40, Junction 8A

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Route B3

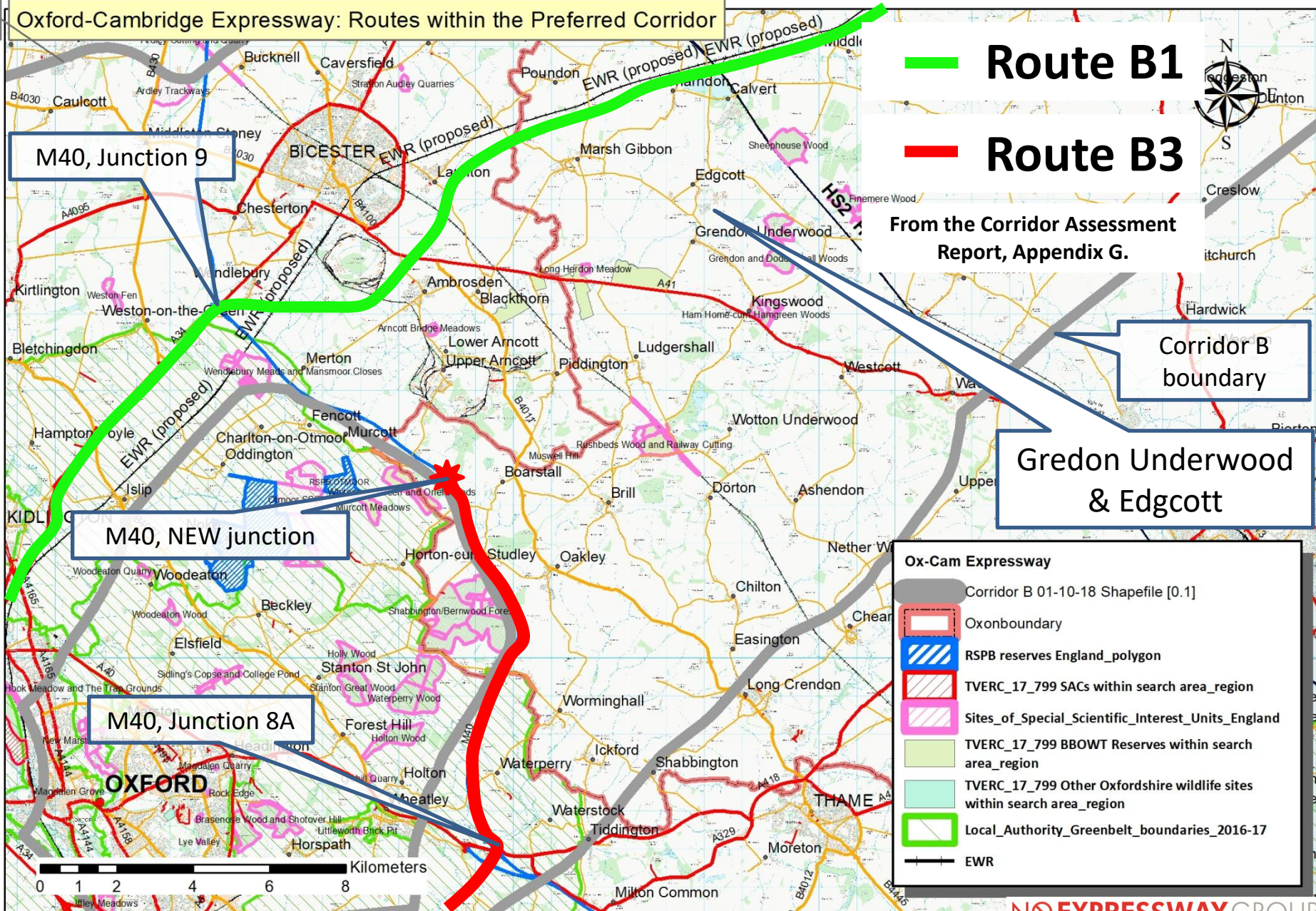
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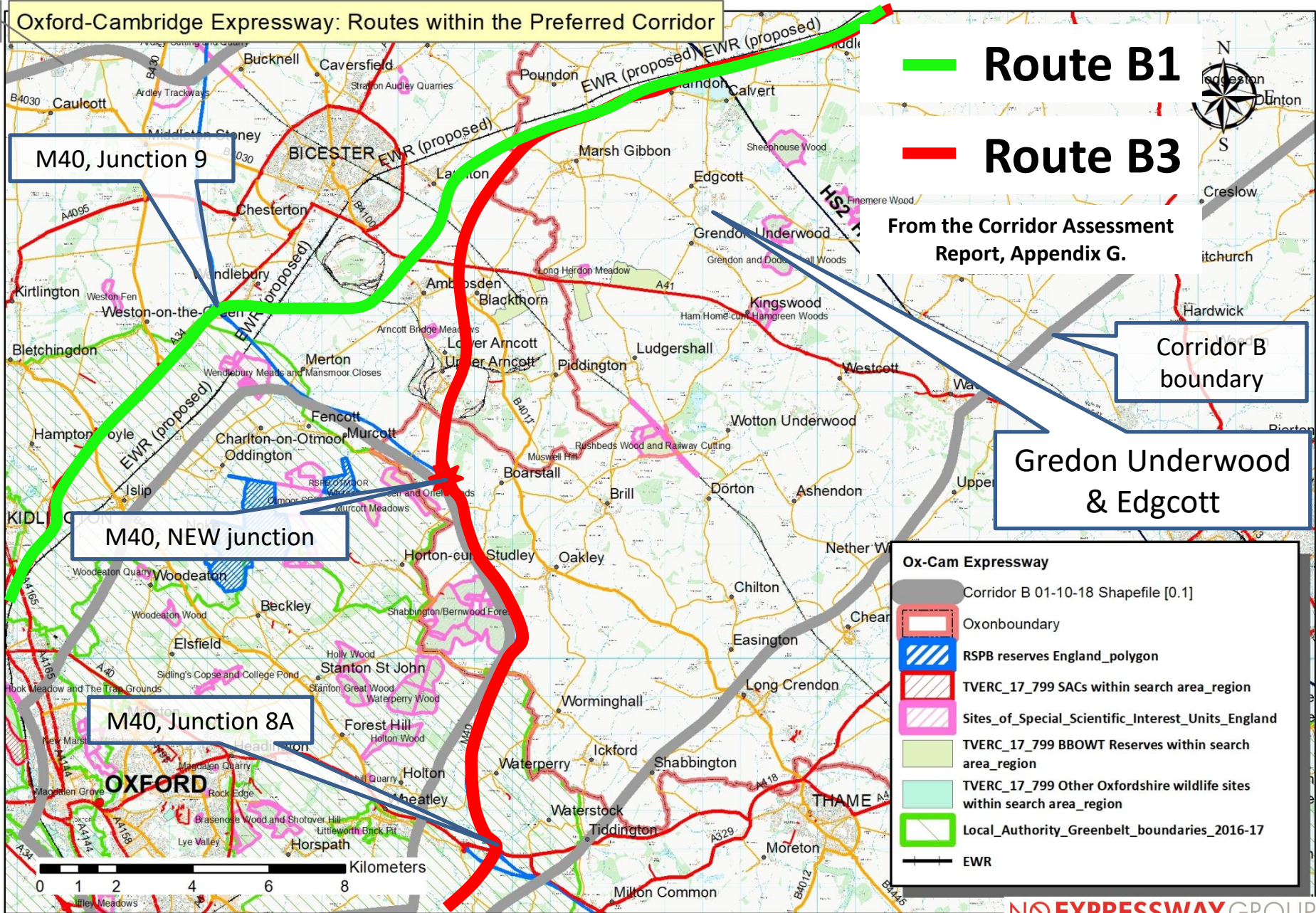
Gredon Underwood & Edgcott

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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Corridor B boundary

Gredon Underwood & Edgcott

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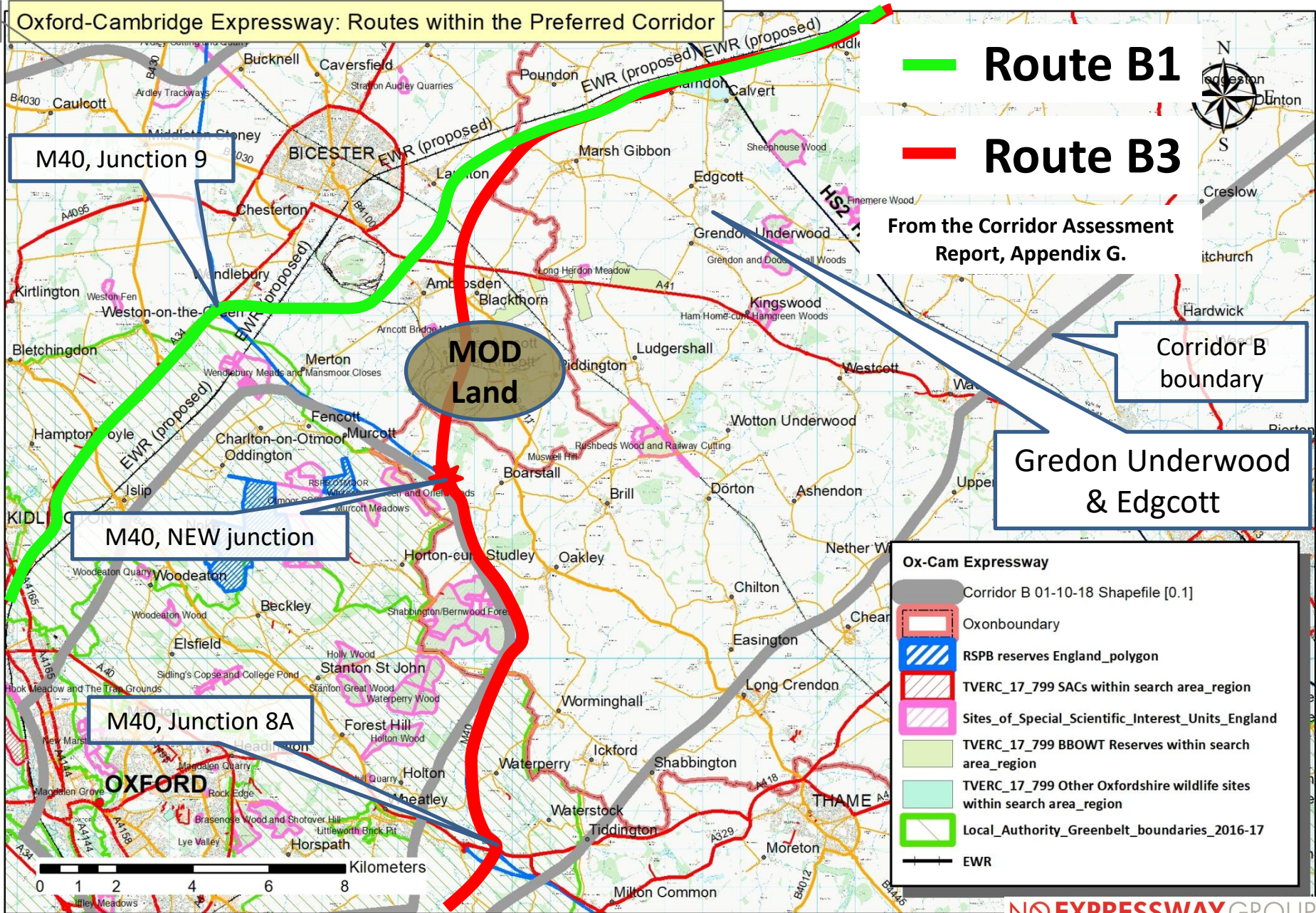
M40, NEW junction

M40, Junction 8A

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

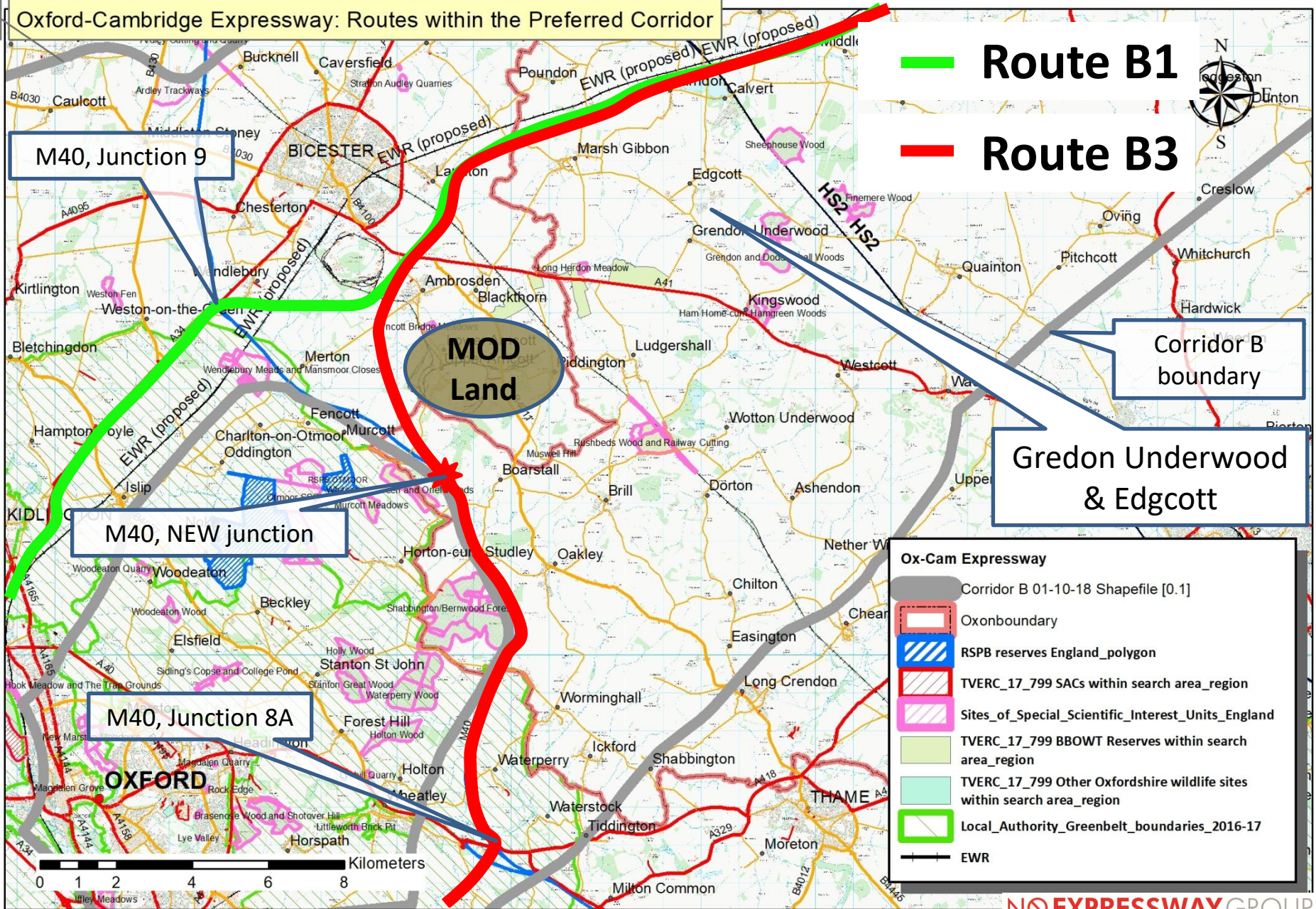
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

Corridor B boundary

Gredon Underwood & Edgcott

MOD Land

M40, Junction 9

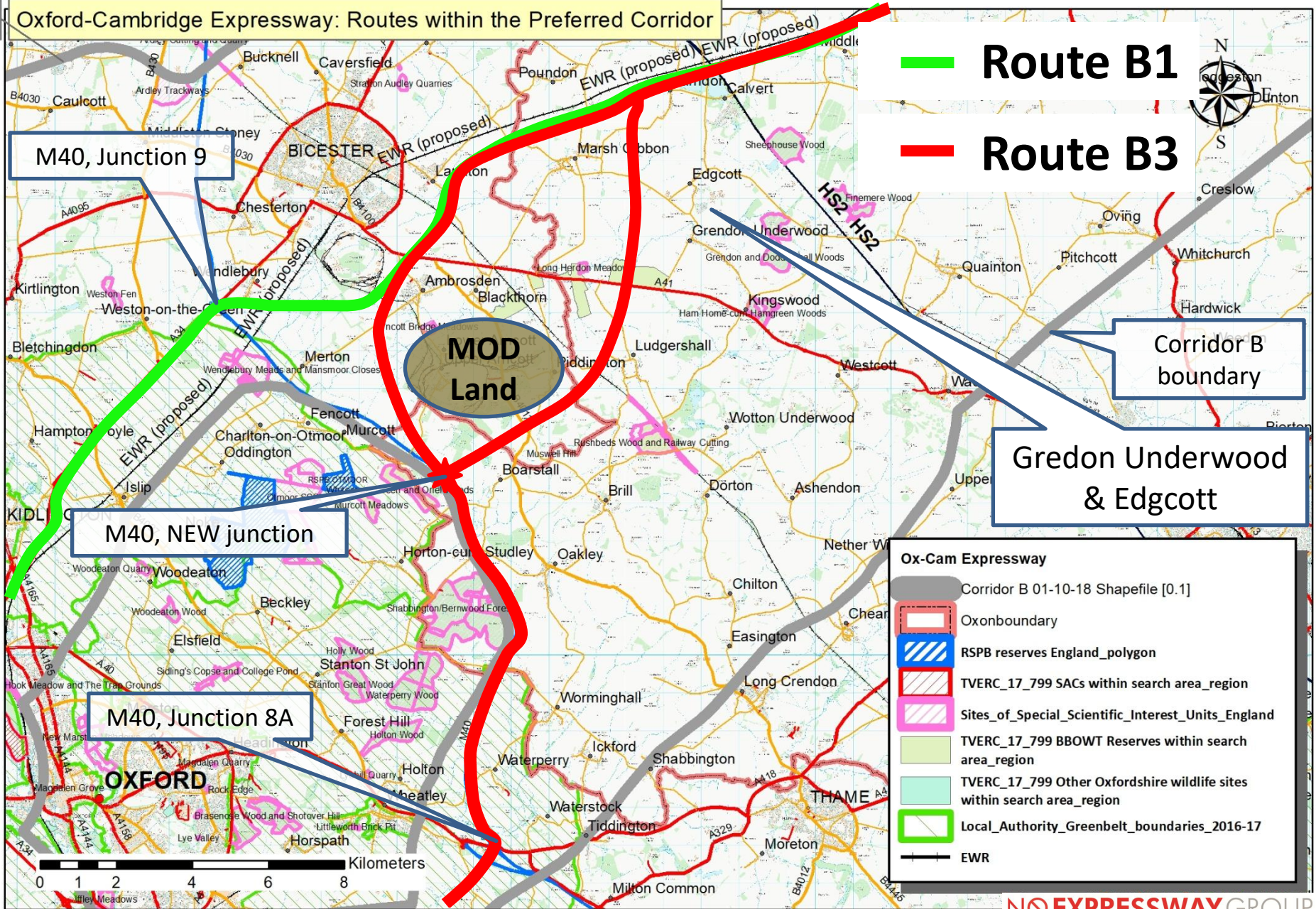
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M40, Junction 8A

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0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



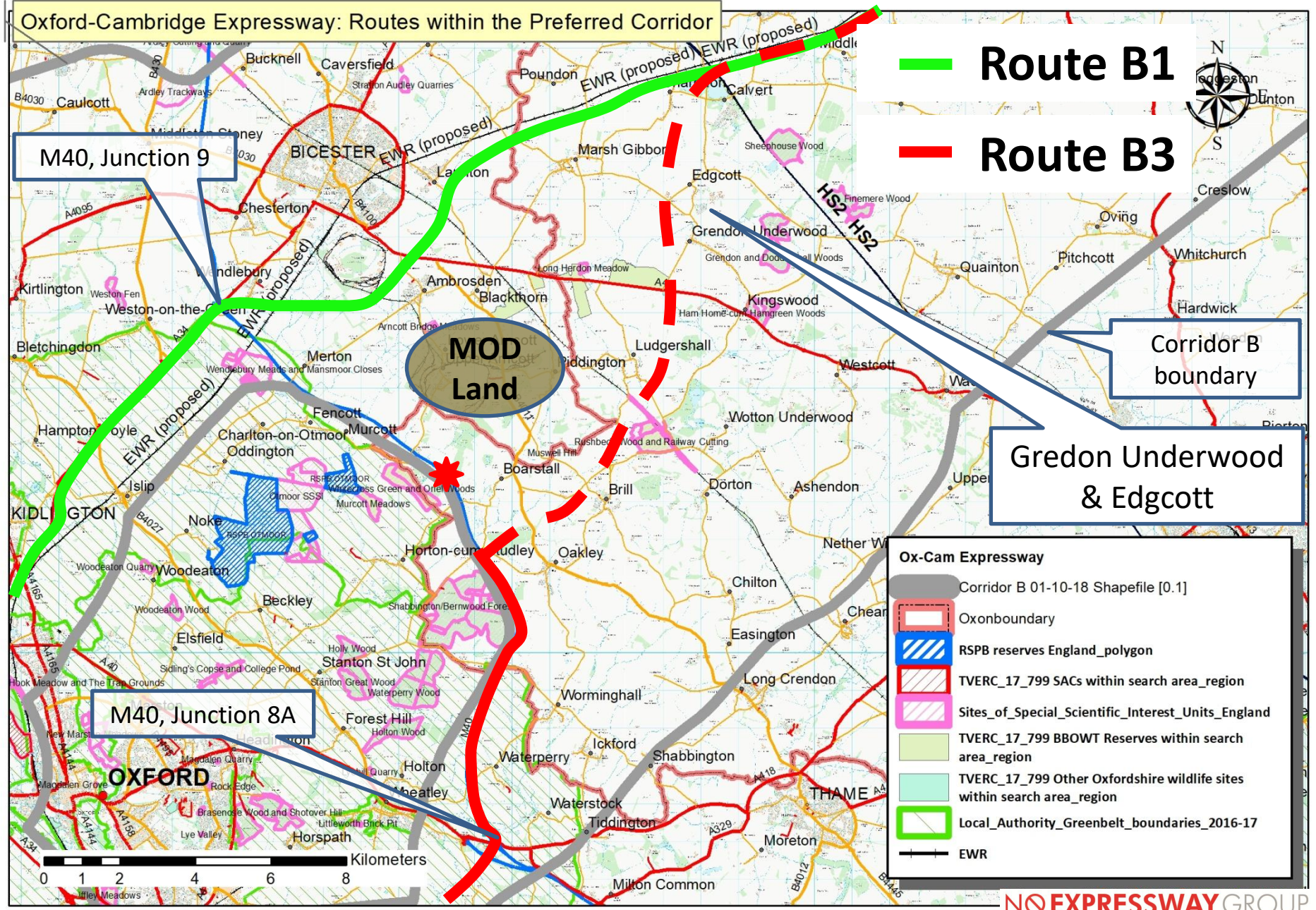
Corridor B boundary

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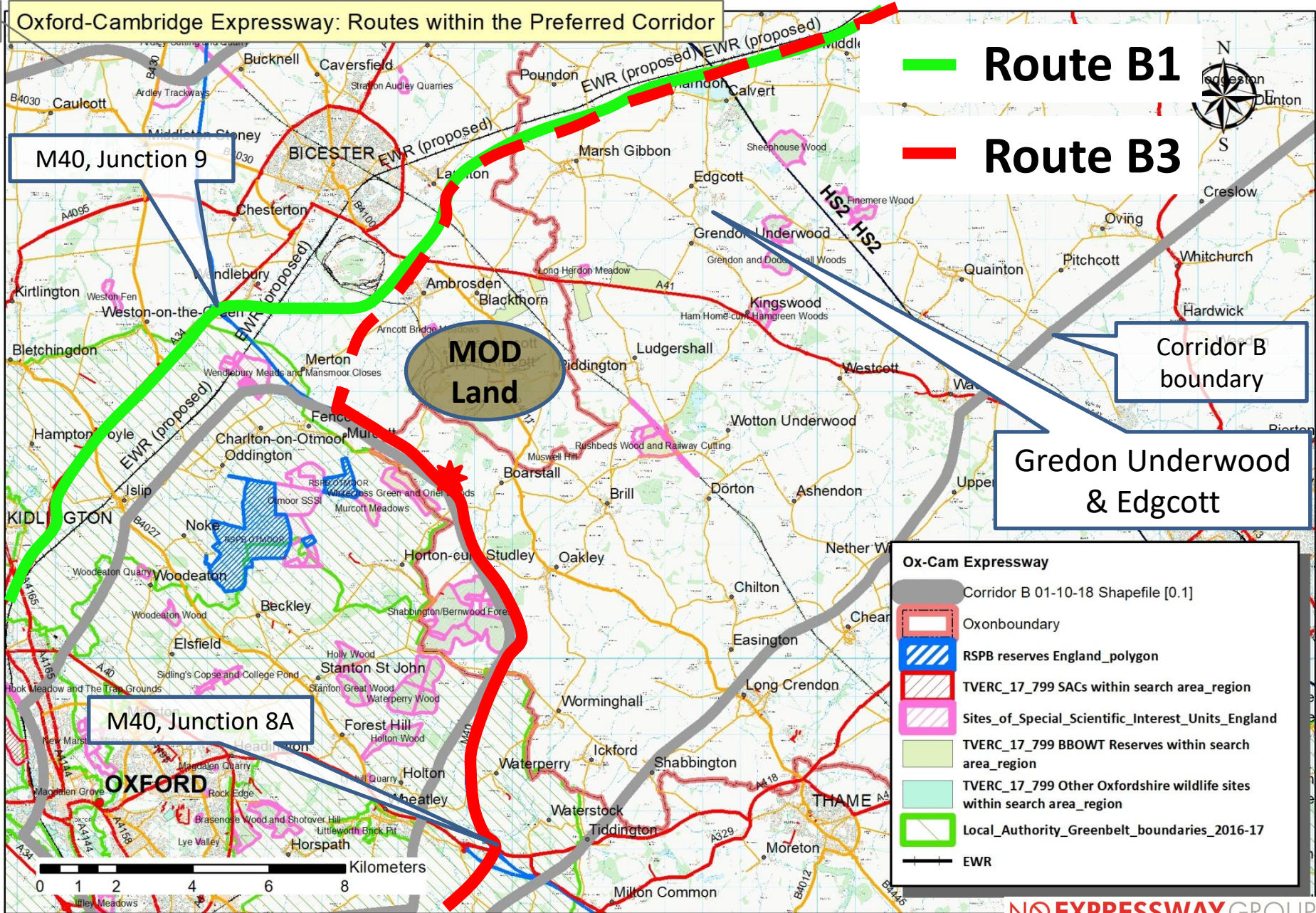
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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Route B3



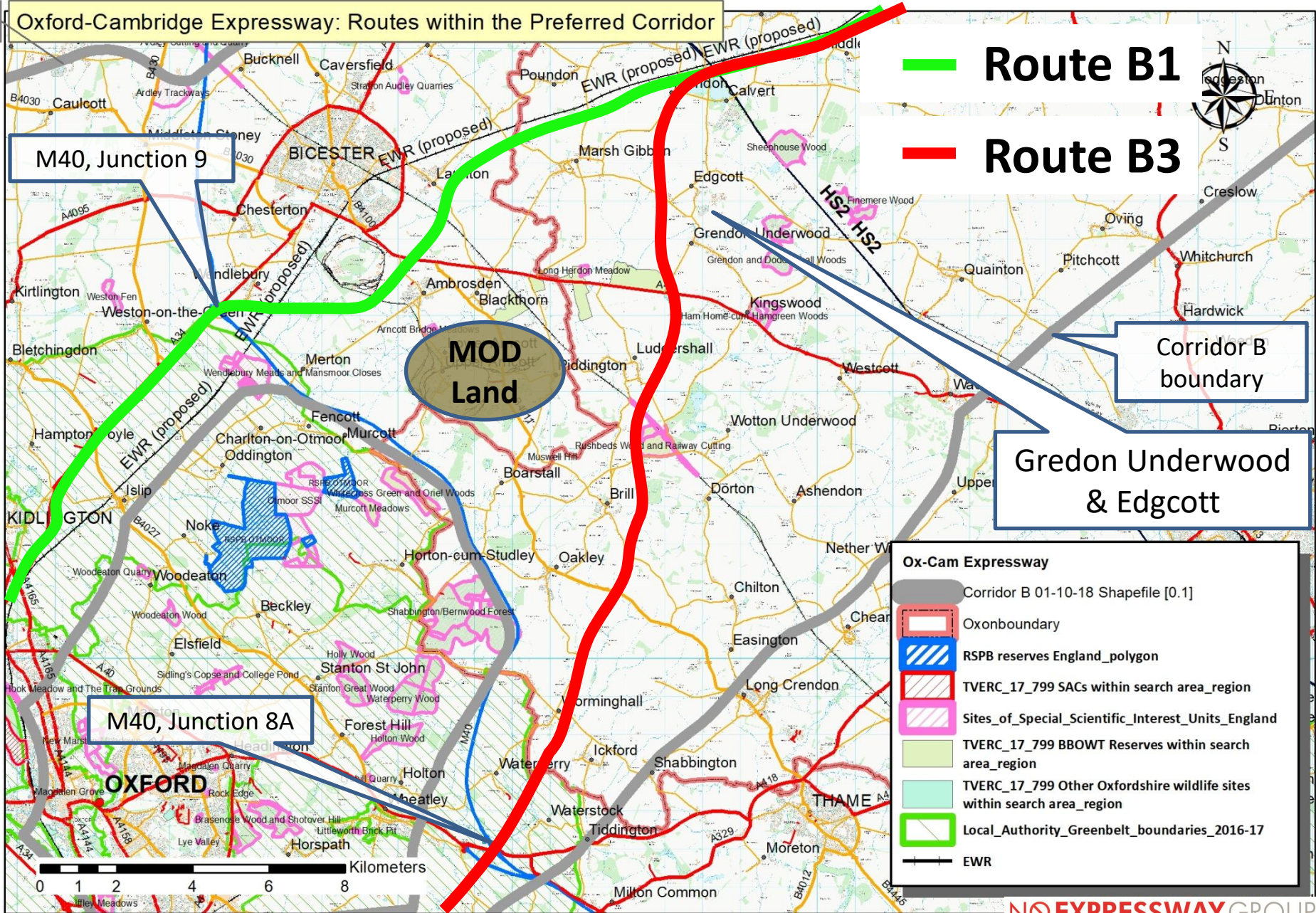
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

**MOD
Land**

M40, Junction 8A

OXFORD

Route B1

Route B3

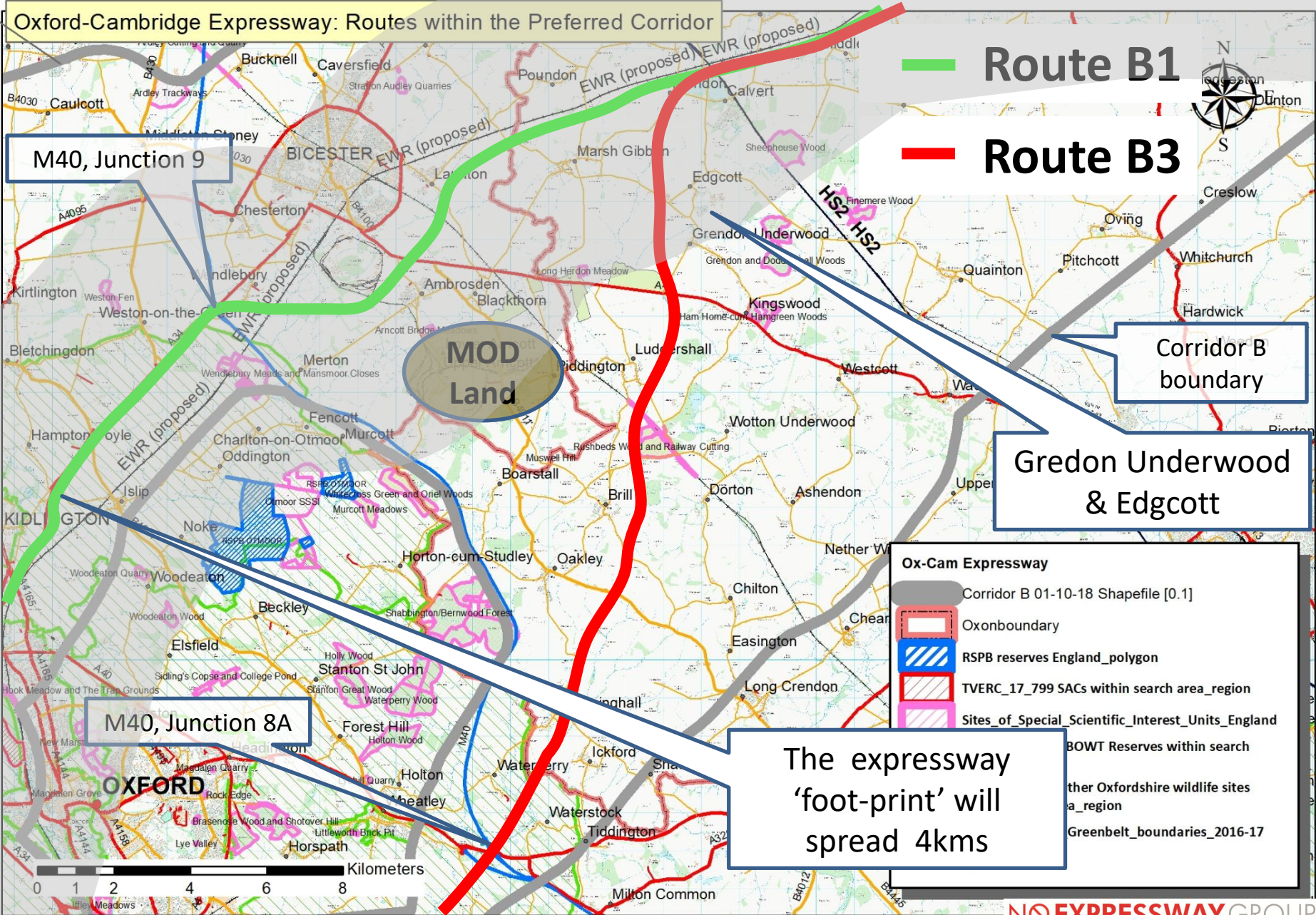
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1
Route B3



MOD Land

Corridor B boundary

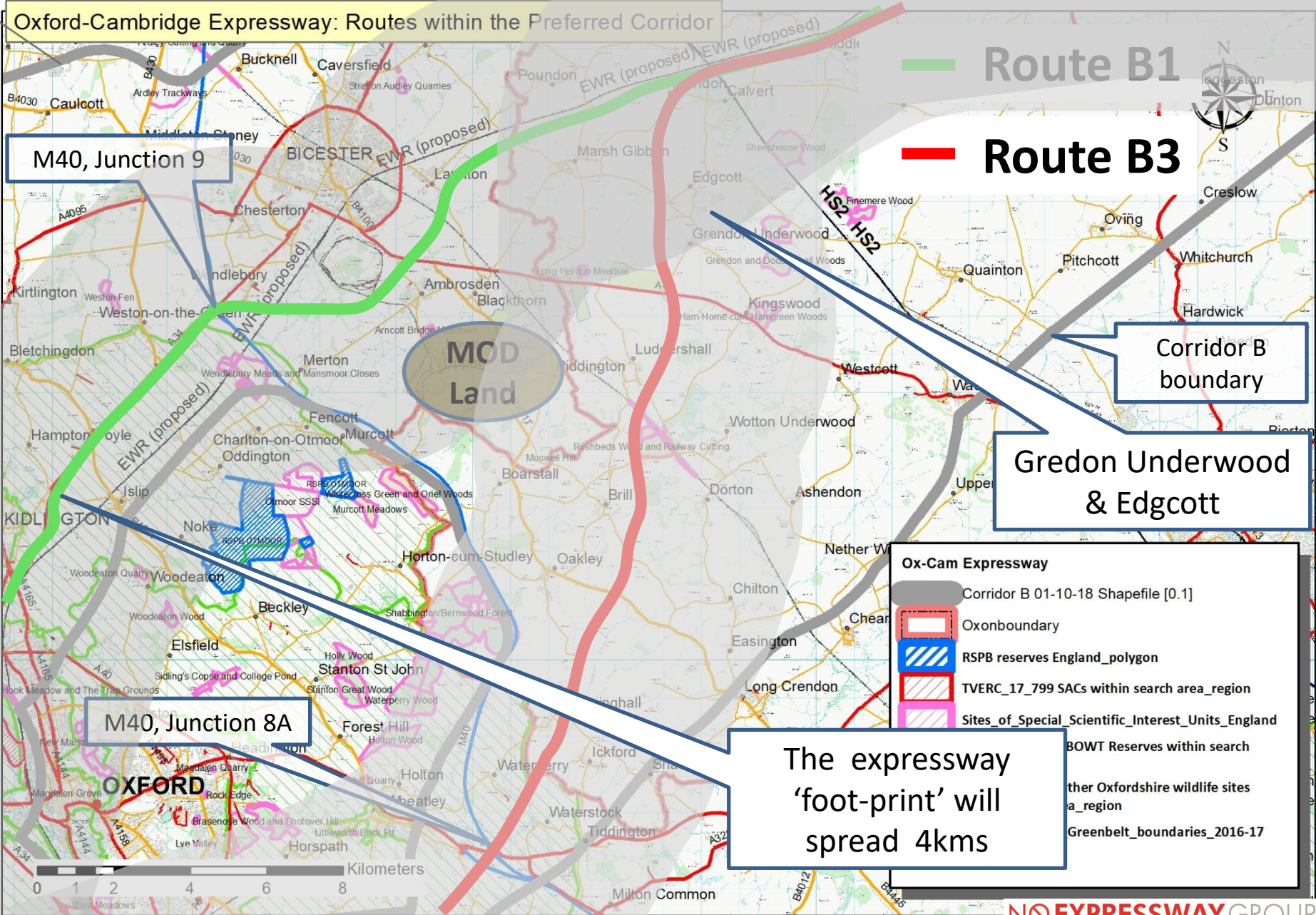
Gredon Underwood & Edgcott

The expressway 'foot-print' will spread 4kms

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Expressway: alternative routes



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Land and New Homes

The Wilkinson Partnership has been involved in the sale of land for many years, and accordingly has an in-depth local knowledge of landowners in the local area. The Department is currently acting on many thousands of acres of potential development land across the region, in most local towns. The Partnership is actively involved in large, medium and small schemes, whether on brown-field sites where re-development opportunities exist, or on green-field sites, as sustainable urban extensions to existing communities.

We have access to a wide range of leading Architects, Chartered Town Planners, Legal and Financial experts, capable of pulling together difficult and complex land deals. We are just as happy dealing with small barn conversions, group schemes, individual building plots or sites from 1 to 5 dwellings in the local area, and at any one time have a well-established database of prospective purchasers for land-owning Clients.

We are also happy to undertake Comparable Pricing Reports and Market Analyses, to advise on appropriate £/sq. ft. or £/sq.m. basis as required.

land@qualityhomes.co.uk



Contact Us



Speak to the property professionals who will help you to find your new home.

Mailing List



Register on our mailing list and we'll tell you when new houses for sale come on the market.

Thinking of Selling?



Instruct Wilkinson to help sell your home and benefit from c 10,000 web site visits each month

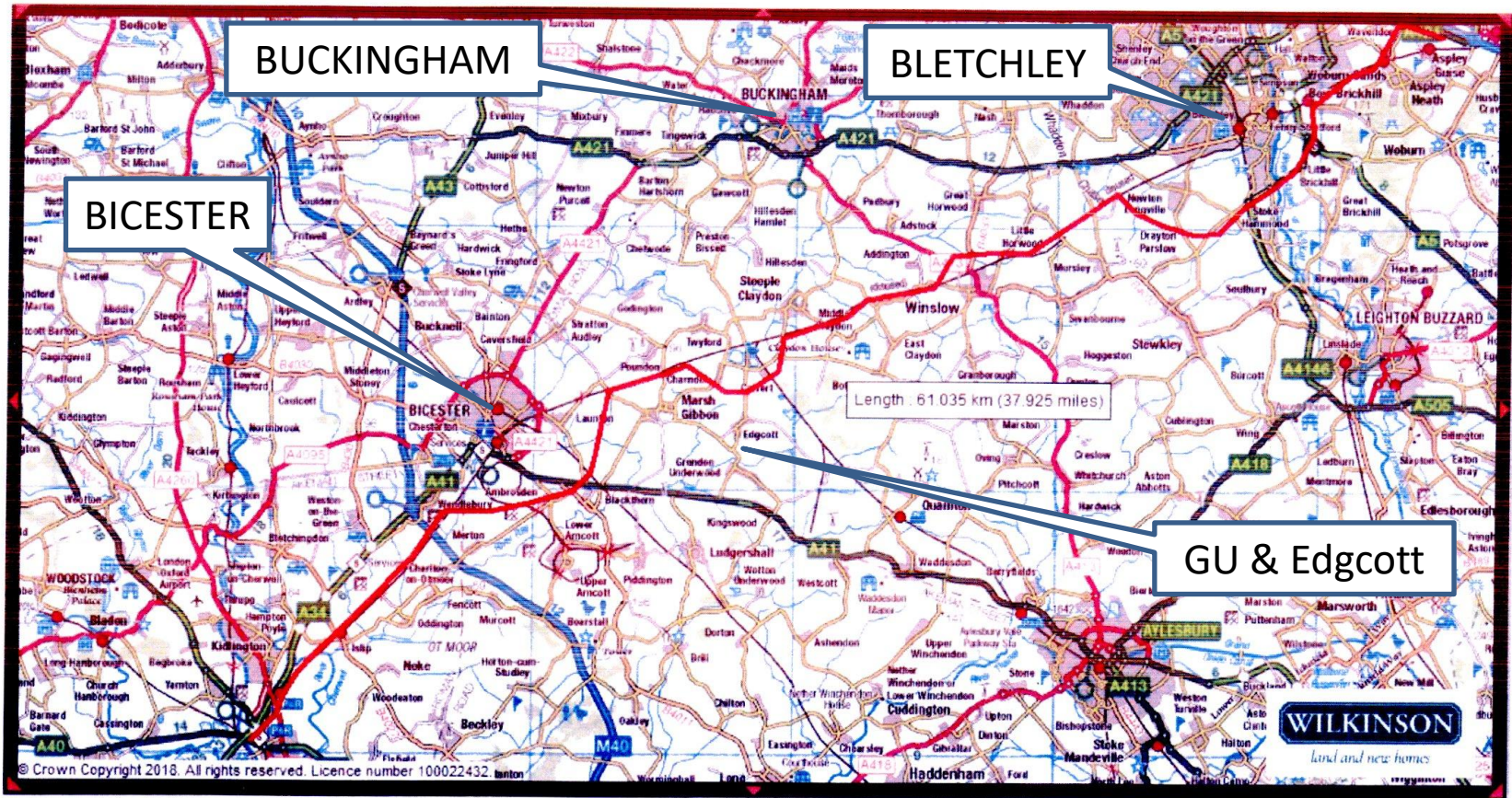
eds	Description	Number	Internal (sq ft)	Total (sq m)	Items (sq ft)	Total (sq ft)	price Sq ft	selling
1	One bed apartment	25	46	1150	495	12379	£222.05	£10
1	One bed apartment	25	50	1250	539	13455	£222.96	£10
2	Two bed apartment	40	50	2400	645	25034	£216.77	£14
2	Two bed apartment	30	56	1980	710	21313	£204.10	£11
3	Three bed terrace	45	78	3610	840	37783	£196.62	£7
3	Three bed terrace	45	83	3736	893	40206	£190.26	£6
4	Four bed terrace	35	98	3080	947	33154	£211.14	£7
4	Four bed terrace	35	100	3500	1025	37676	£195.01	£6
	Four bed terrace	110	250	11100	1110	119900	£199.00	£6

Site

What it offers

Expressway: alternative routes

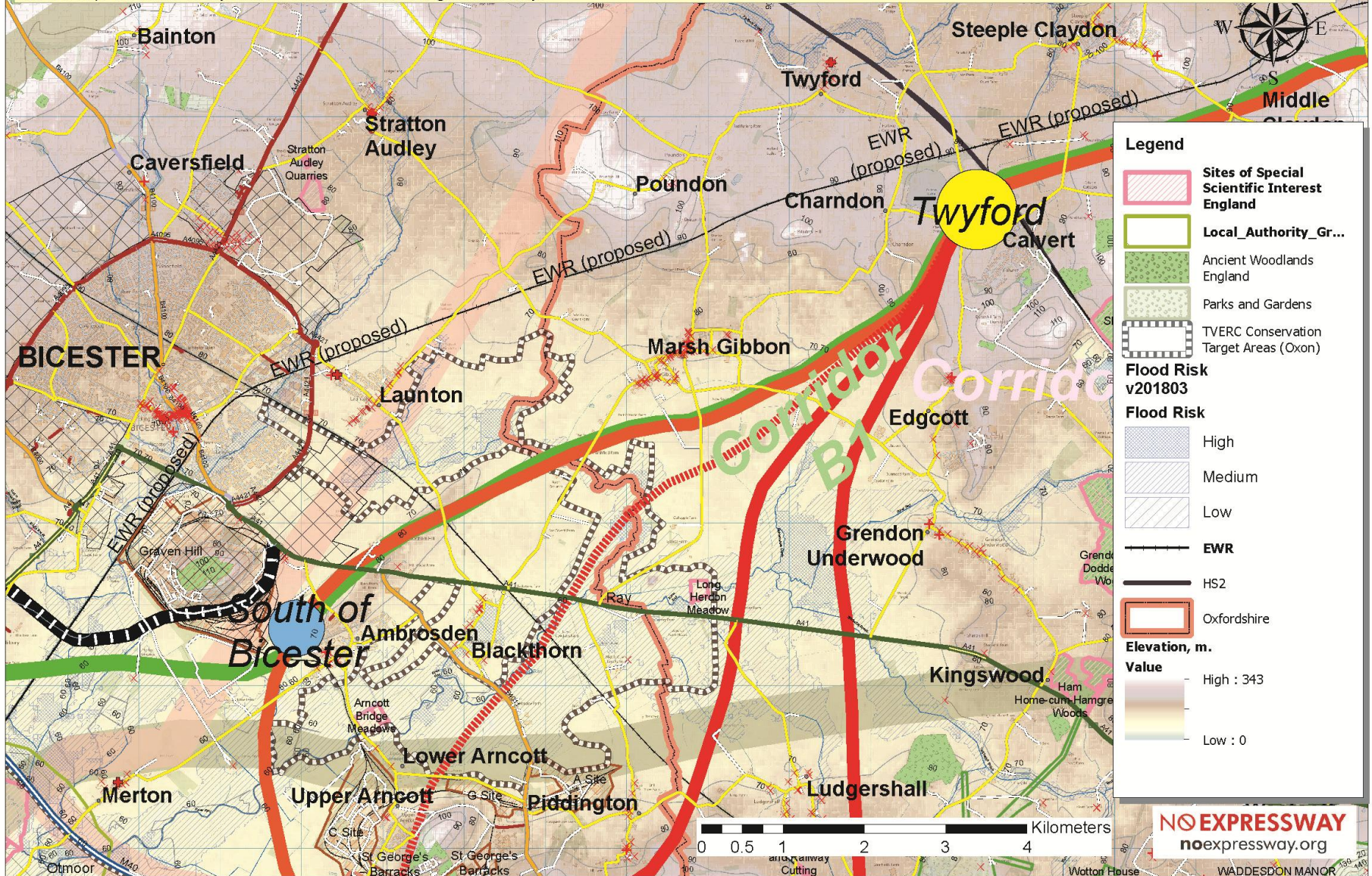
Oxford to Cambridge Expressway idea - Is this a possible route?

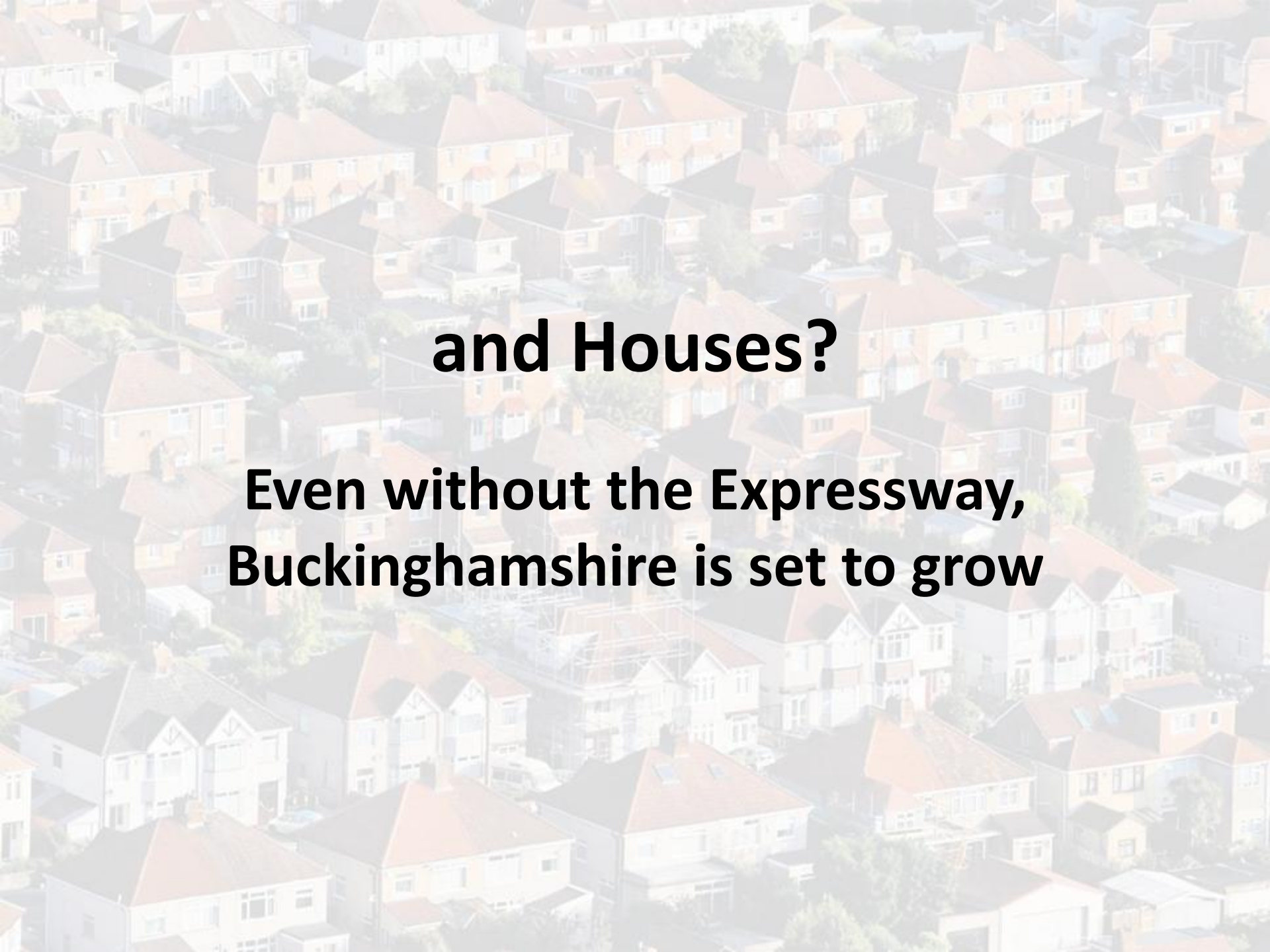


1. Facilitates further – A420 westerly and A421 easterly travel
2. Tracks existing route of former 'Varsity line' now new East-West rail for the majority of the length
3. Huge cost savings in route development – Noise attenuation, Landscaping impact, Bunding
4. Creates multi-modal transport interchanges and so obvious Development Hubs for new settlements
5. Reduces pressure on local and village road 'rat runs'.

Expressway: alternative routes near Grendon Underwood & Edgcott?

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, with blue dots for junctions. Route B3, East of the City, in red, with yellow dots for junctions (several alternative routes are shown). All routes and junctions shown here are for guidance only.



An aerial photograph of a densely packed residential neighborhood. The houses are mostly two-story buildings with red-tiled roofs, arranged in a grid-like pattern. The image is semi-transparent, allowing the text to be overlaid clearly.

and Houses?

**Even without the Expressway,
Buckinghamshire is set to grow**

Buckinghamshire census 2013/16

**Aylesbury Vale: 72,263 households (approx. houses)
180,657 people (2.5 pphh) (2013)**

**Milton Keynes: 109,062 households (approx. houses)
272,655 people (2.5 pphh) (2016)**

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 37% growth in Aylesbury Vale 2013 – 2033
and 24% growth in Milton Keynes 2016-2031
(ONS projected growth for England is 16% by 2050)**

NIC
Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

Houses across the 'Arc'

5th
studio

SQW

The Ox-Cam Arc's 'Transformational Scenario'

NIC
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FINAL REPORT
FEBRUARY 2018 - REV A

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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.

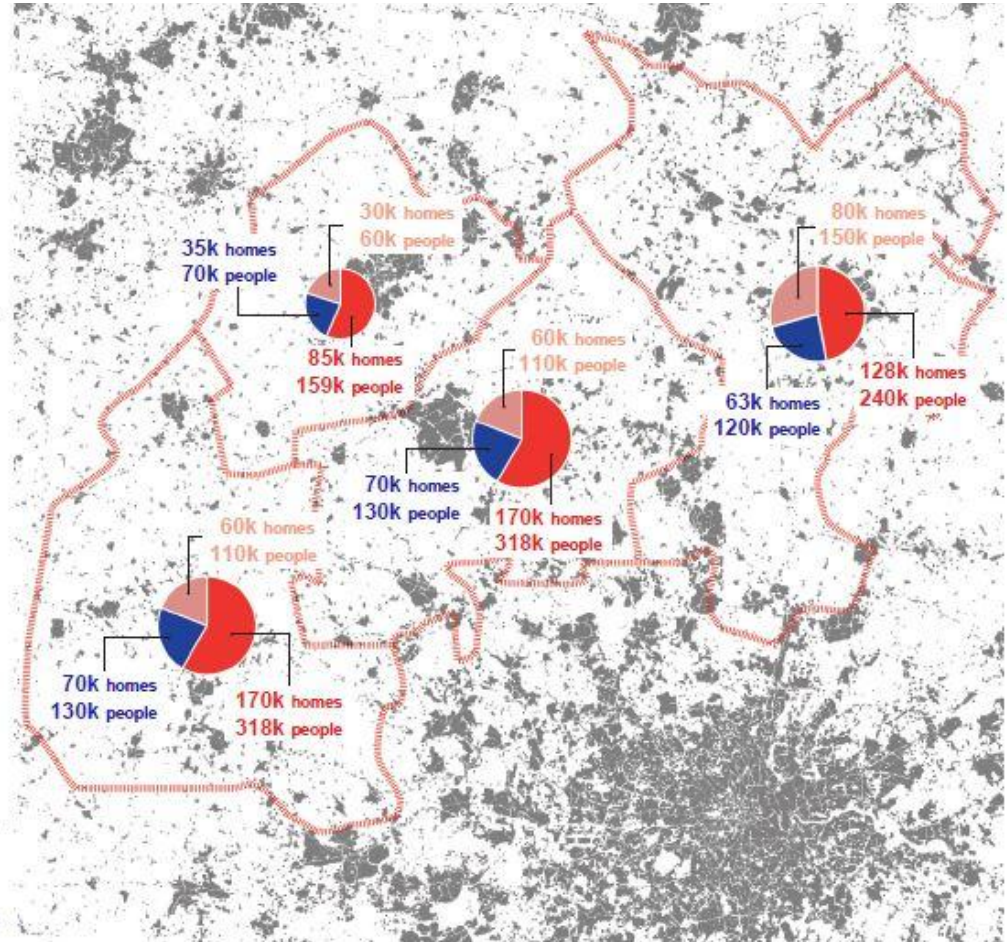
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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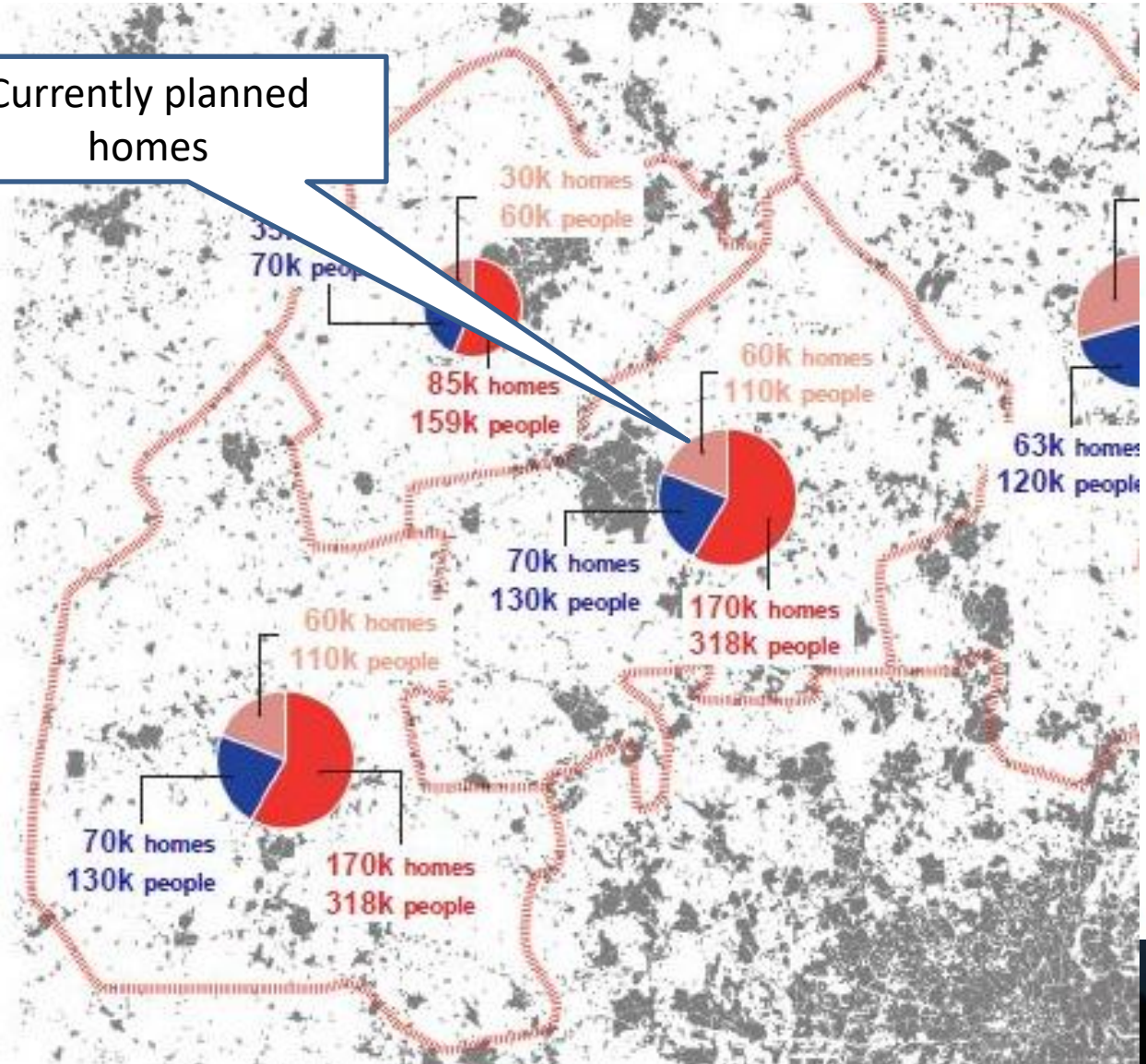
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- Current known planned development *
- Additional development required to meet the Transformational Scenario's Housing and Population Targets by 2050
- Development accommodated due to pressures from land constrained markets**

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Currently planned homes



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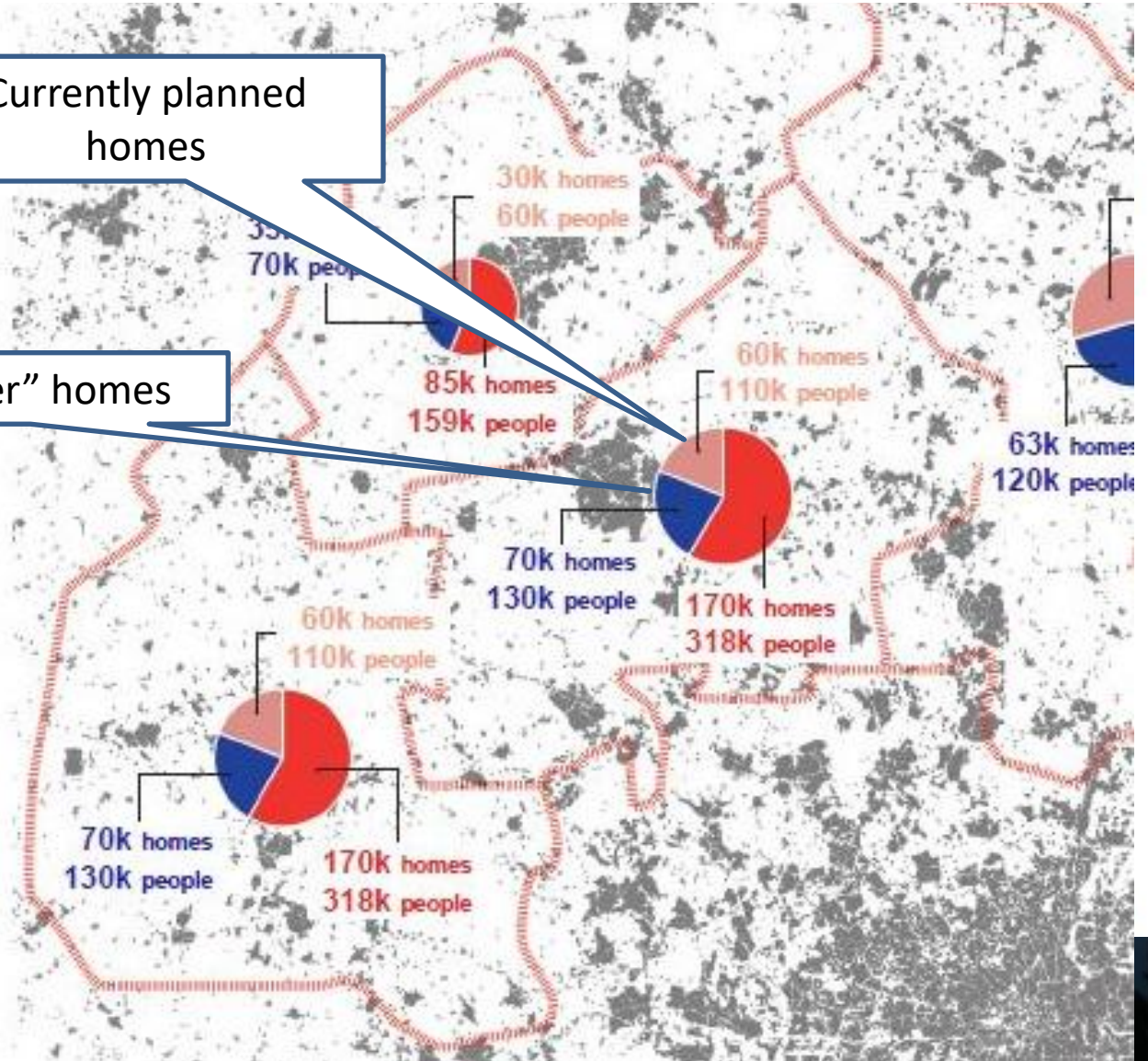
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Currently planned homes

"Commuter" homes



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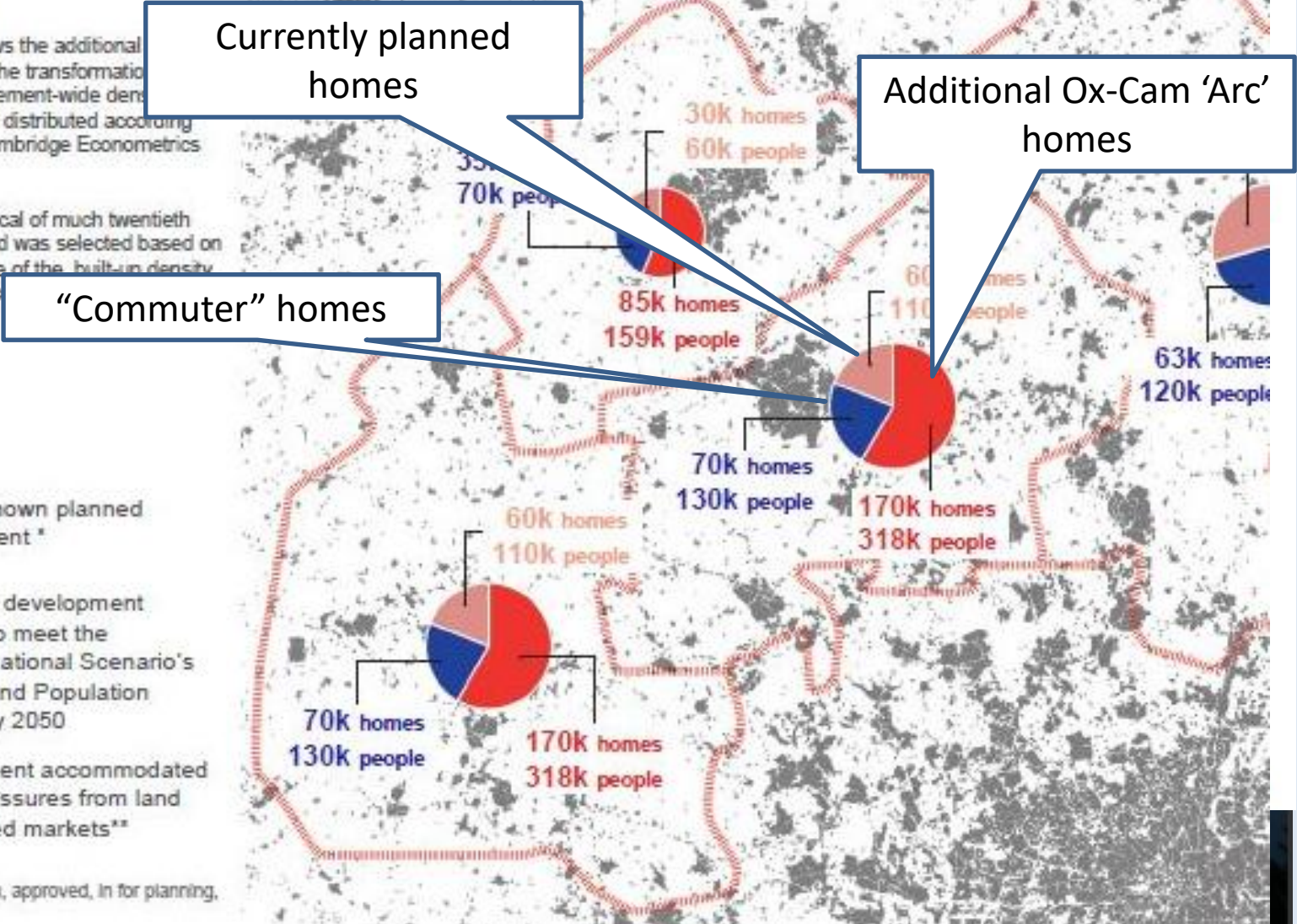
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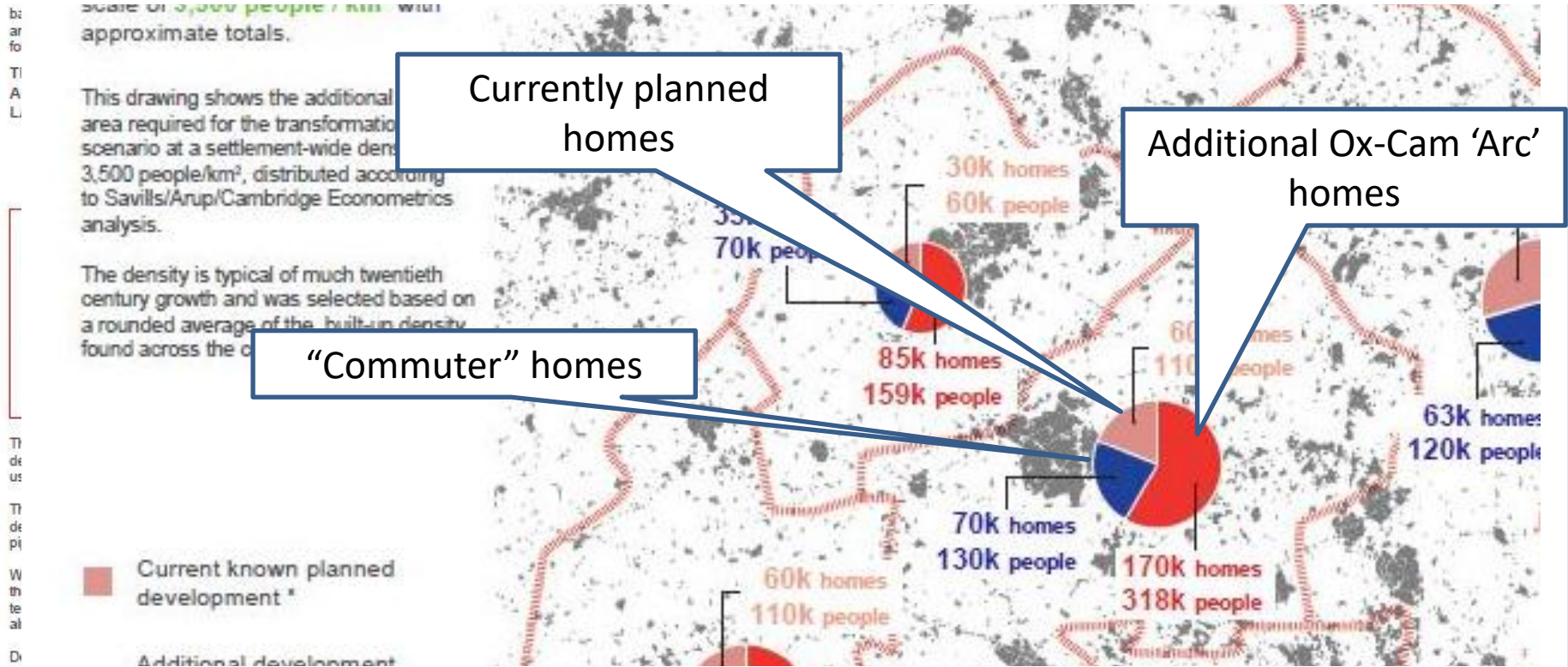
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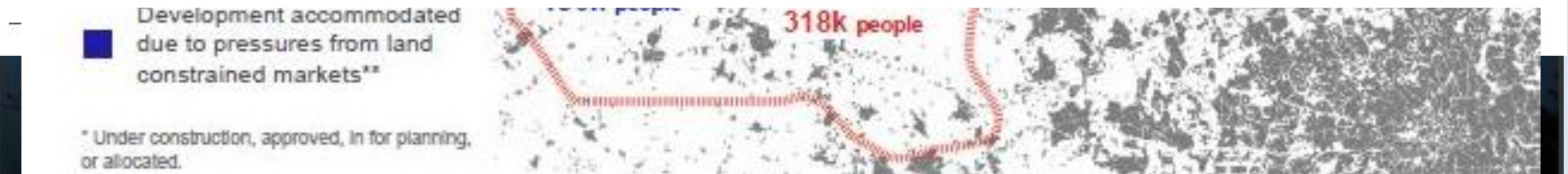
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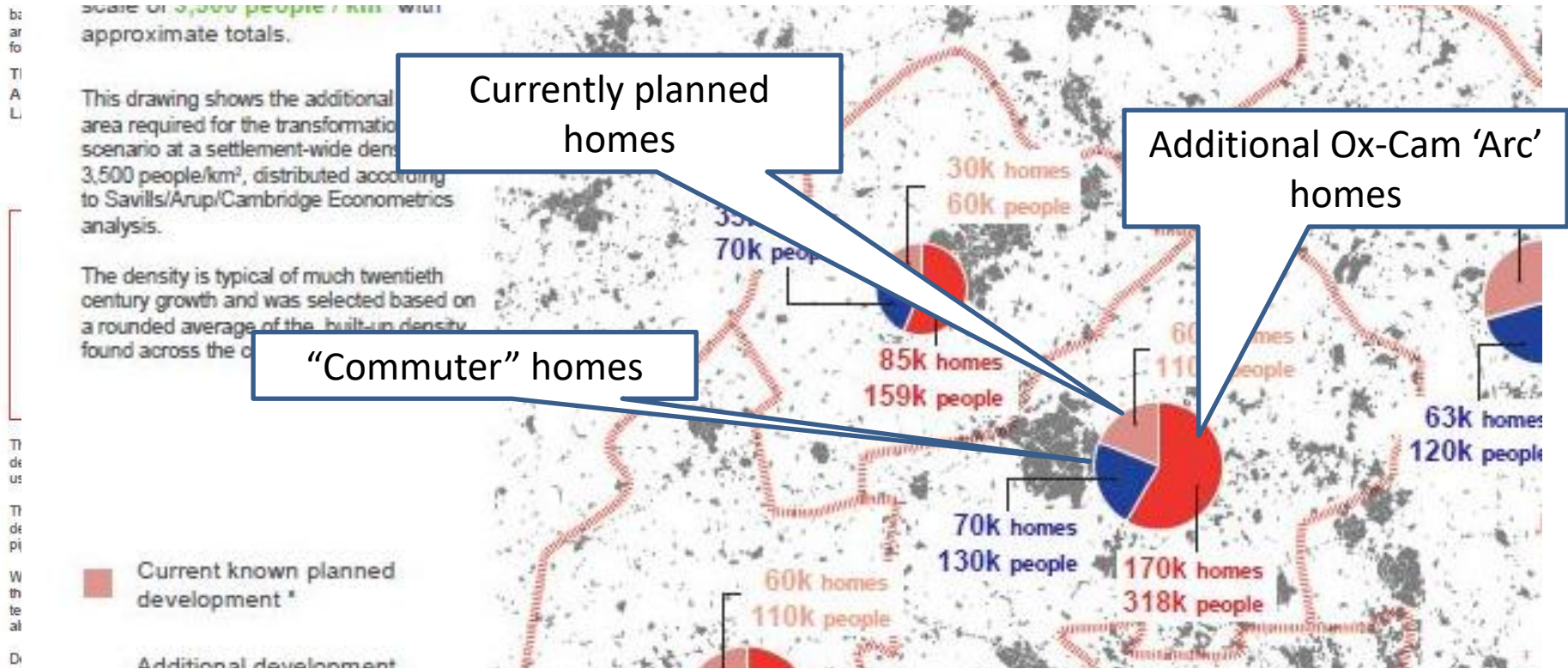
The Ox-Cam Arc's 'Transformational Scenario'



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



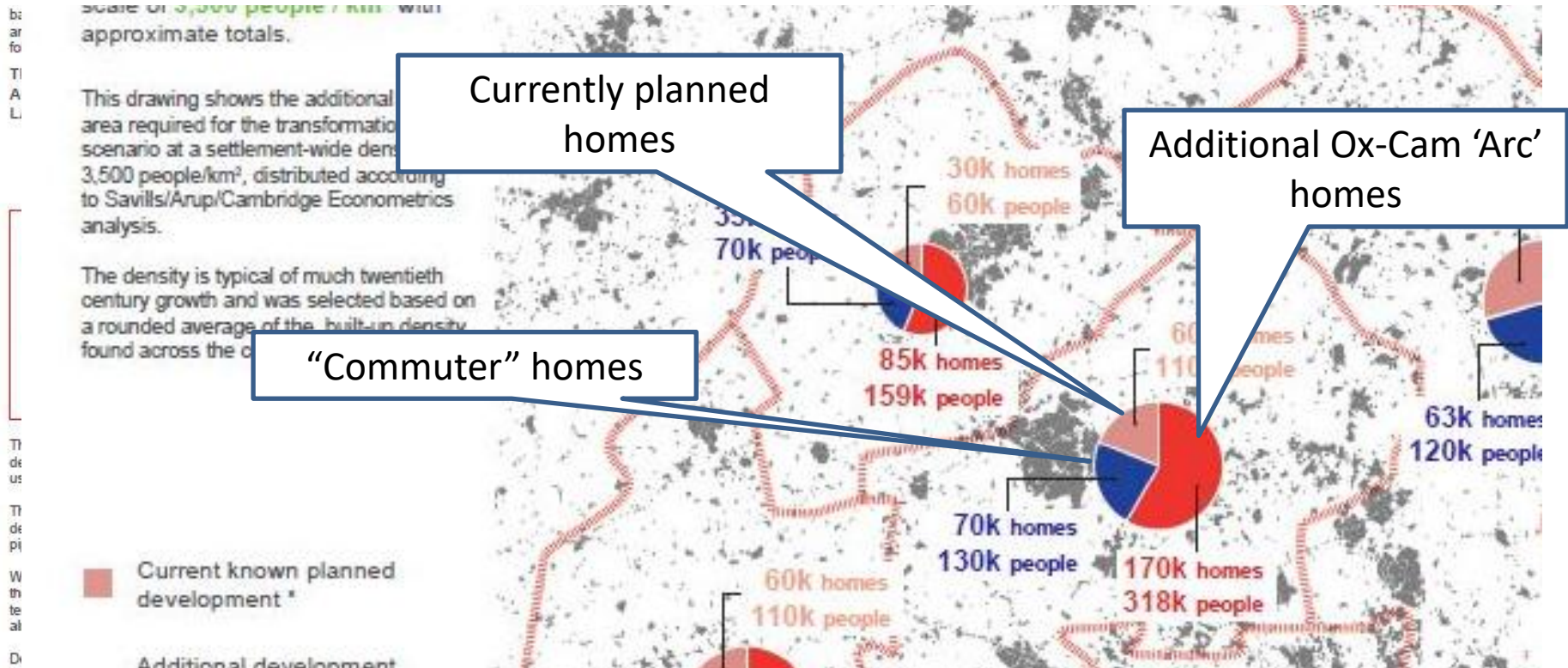
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So, even with no more Local Plan growth, Aylesbury Vale and MK will grow by 65% by 2050 (national average 16% by 2050)

The Ox-Cam Arc's 'Transformational Scenario'



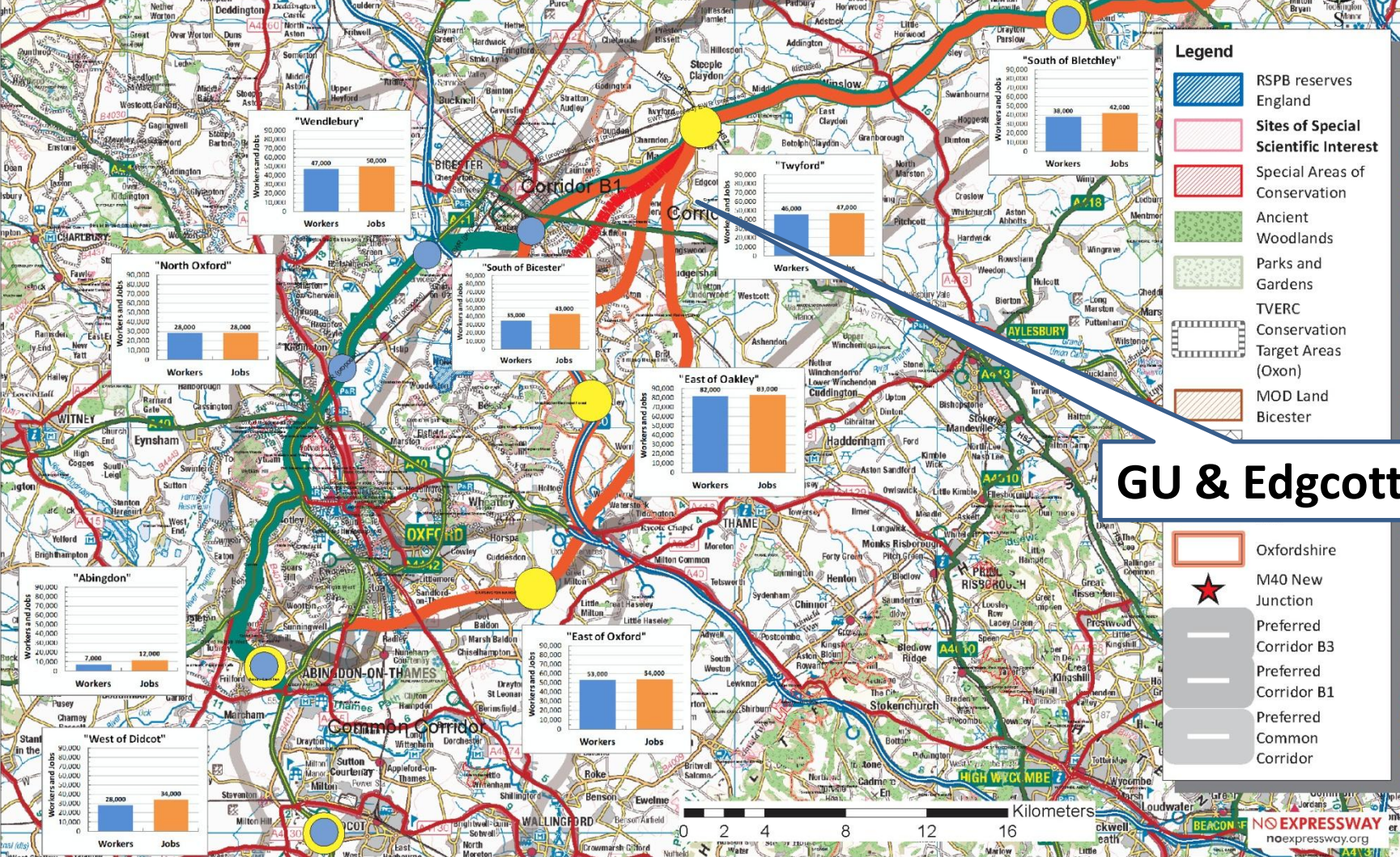
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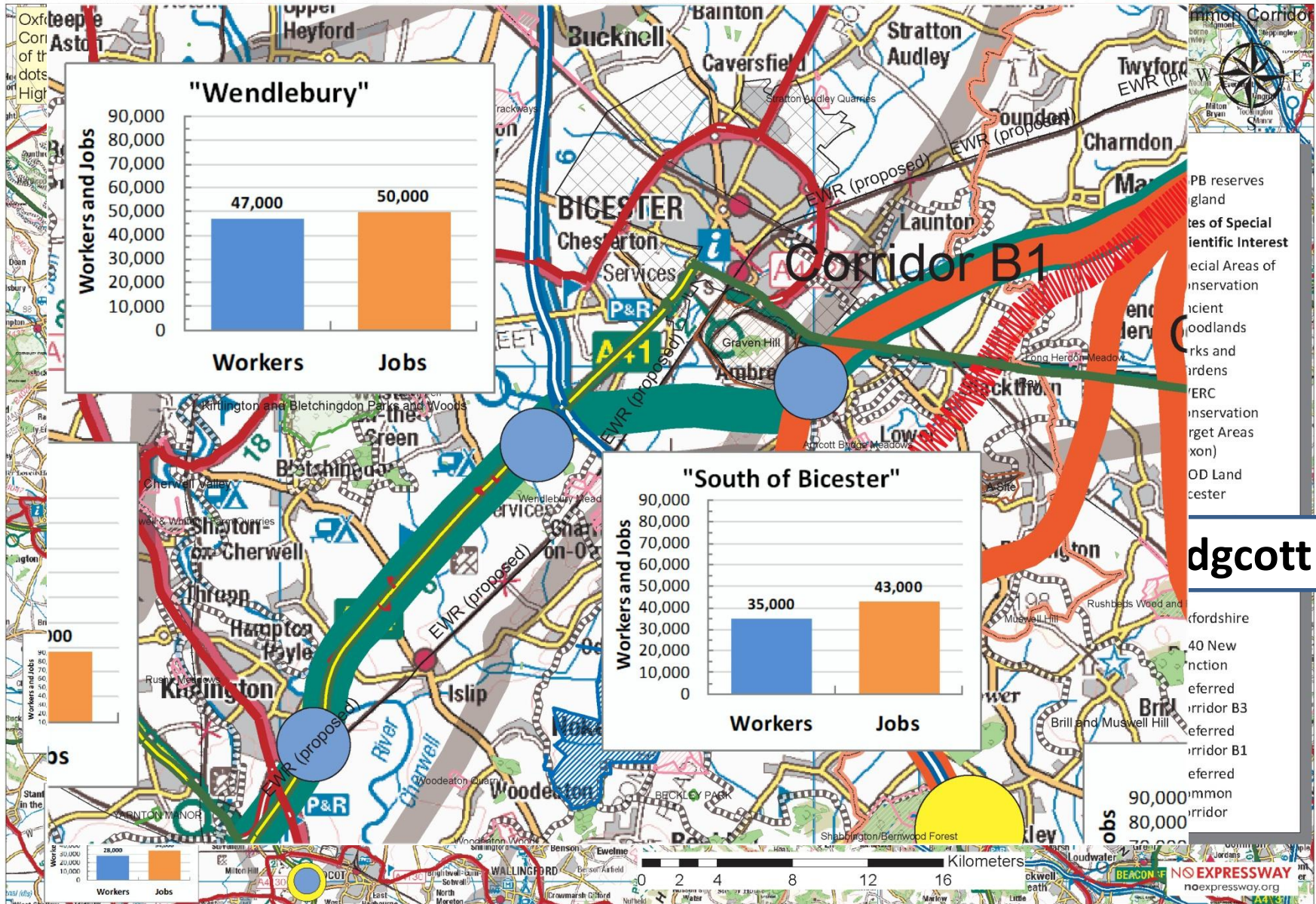
- What about "commuter homes"?

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



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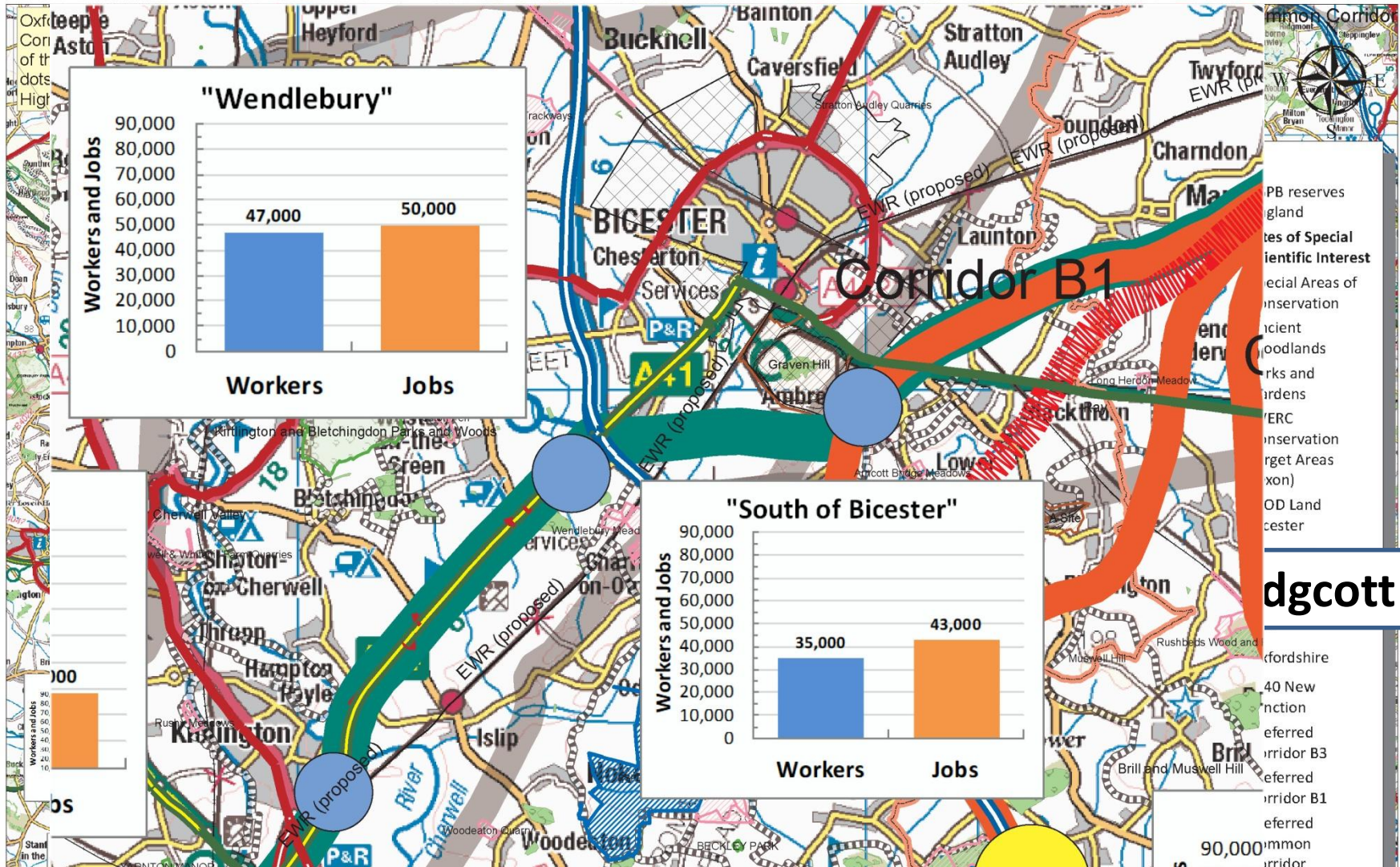
Wendlebury

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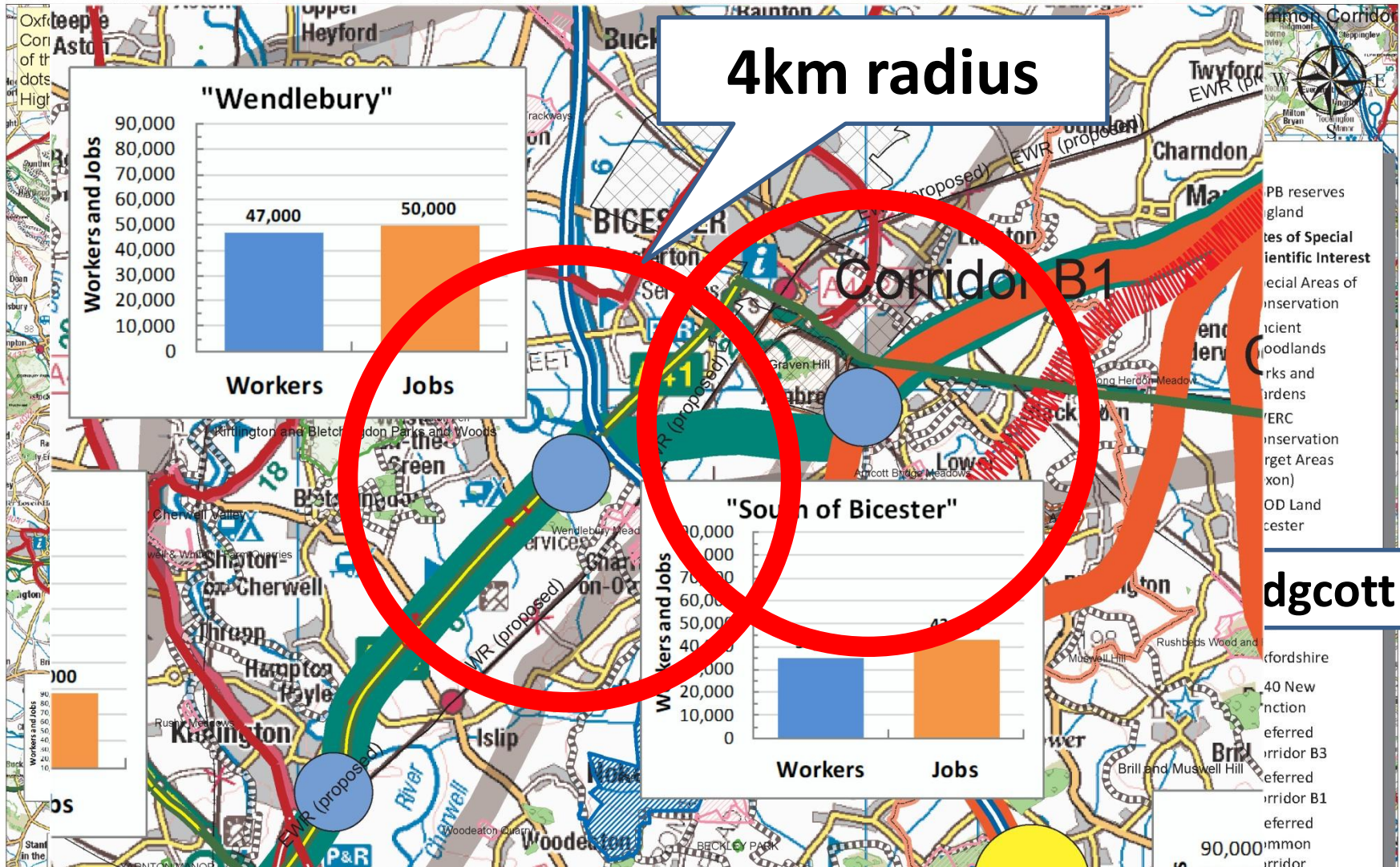
BEACON EXPRESSWAY
 noexpressway.org

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



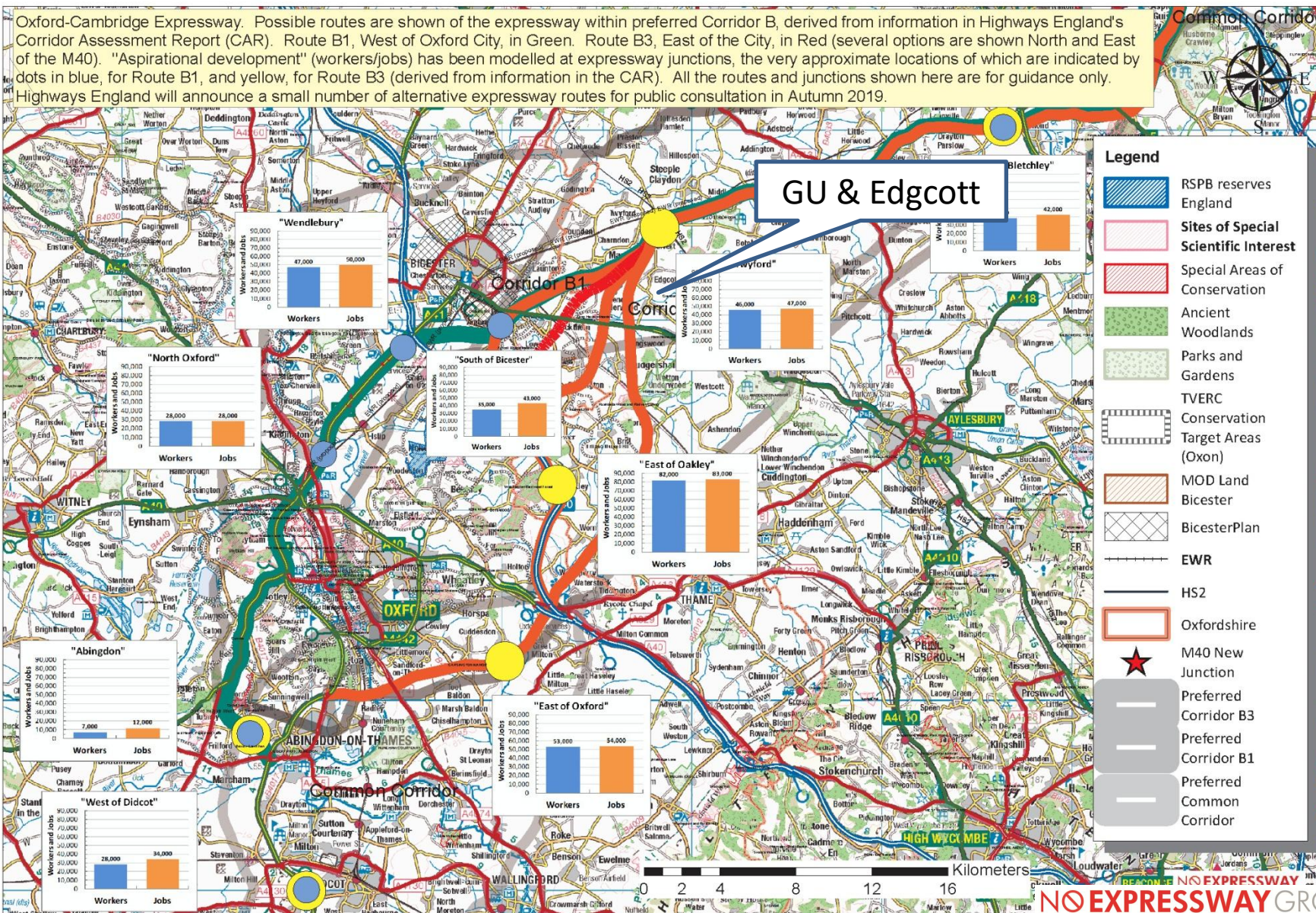
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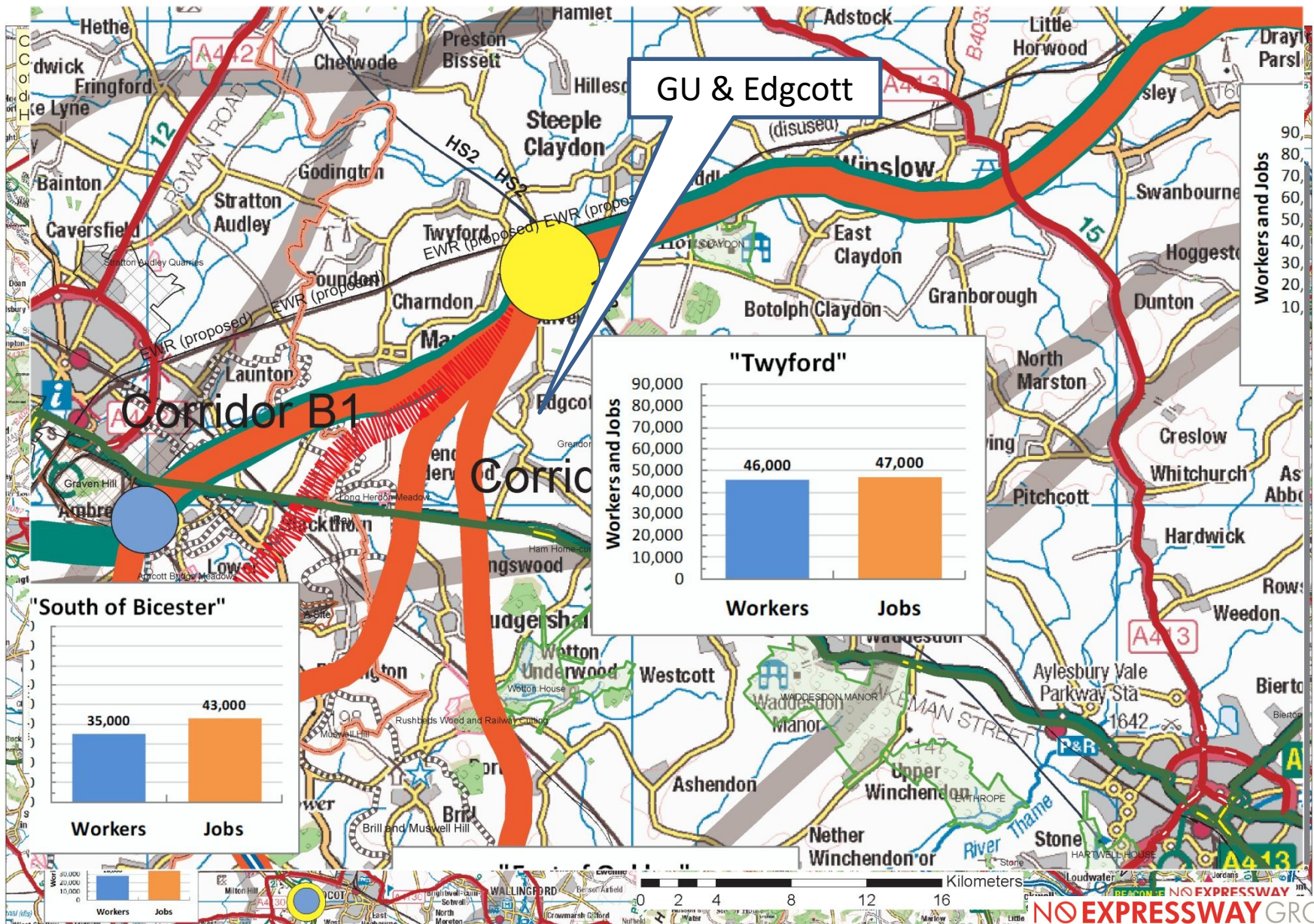


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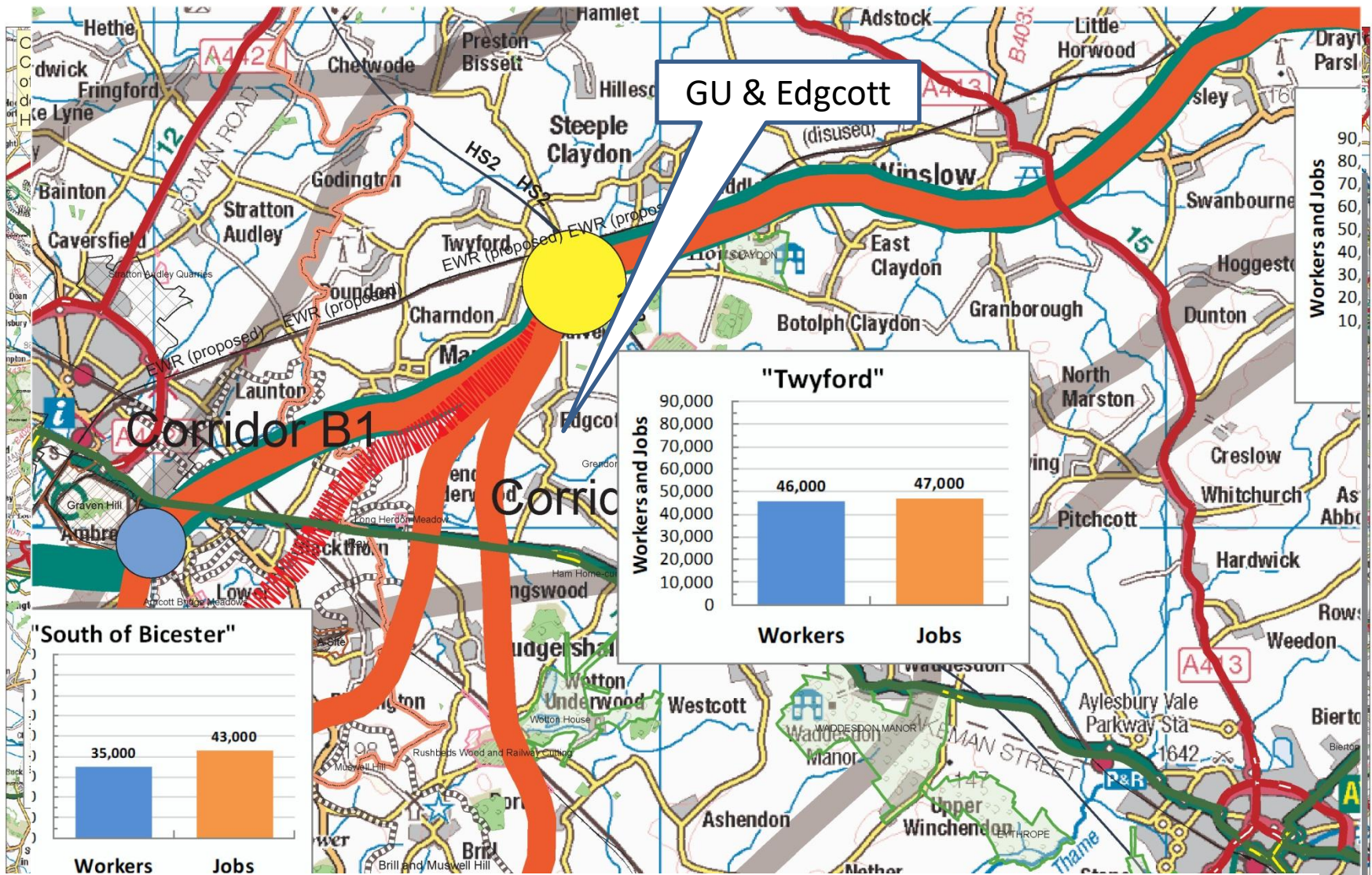
..... and near Grendon Underwood & Edgcott....36,200 houses



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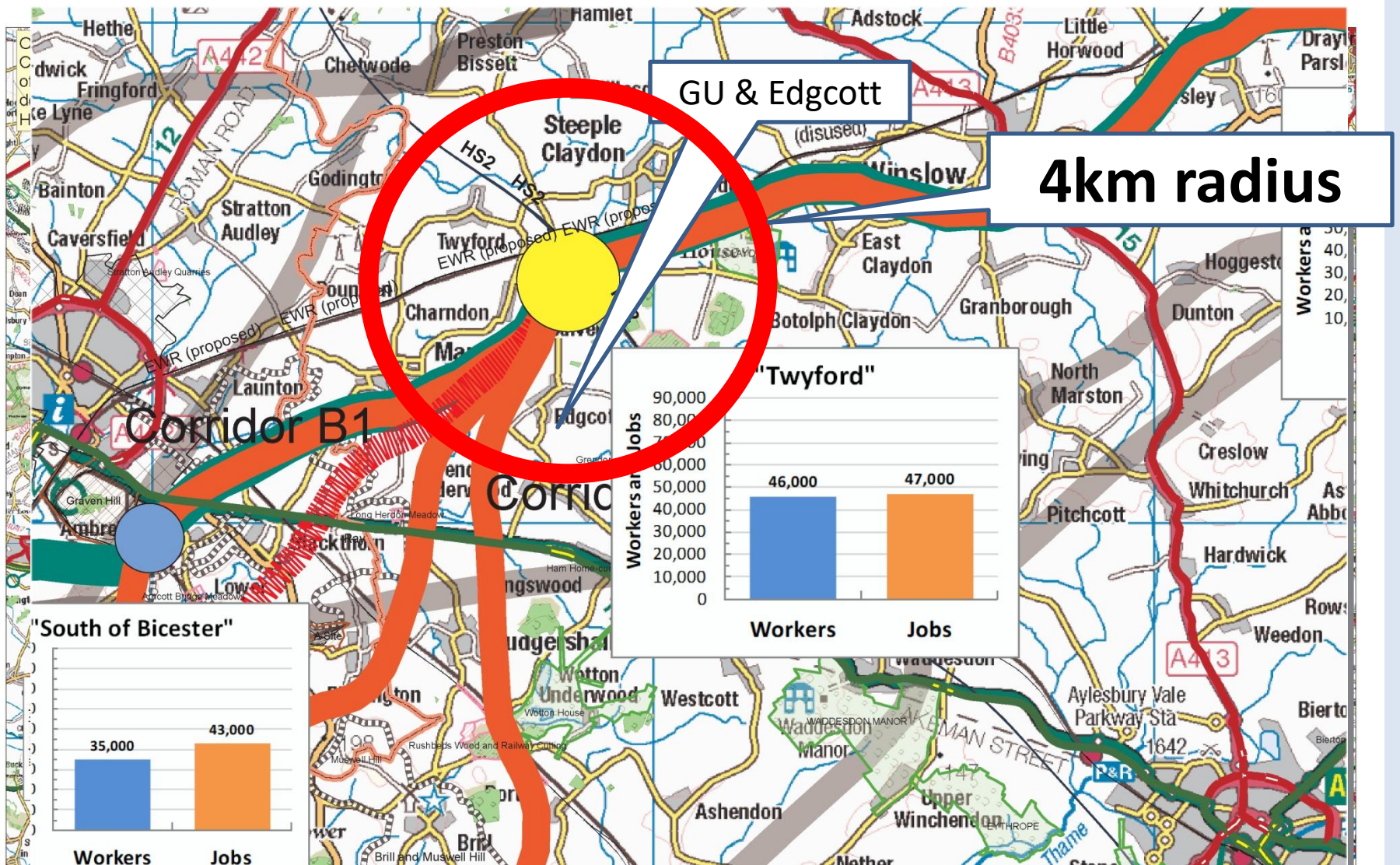


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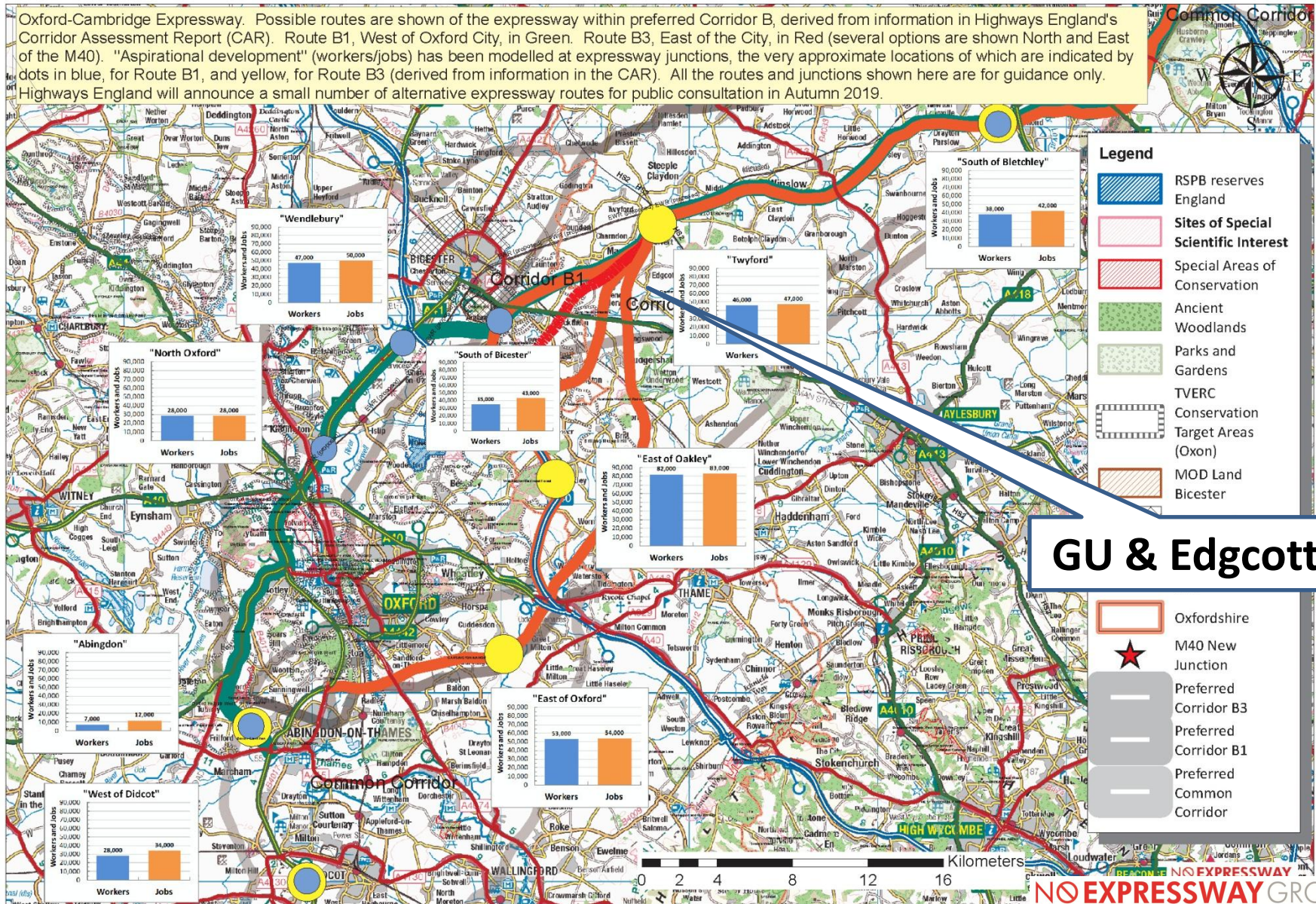
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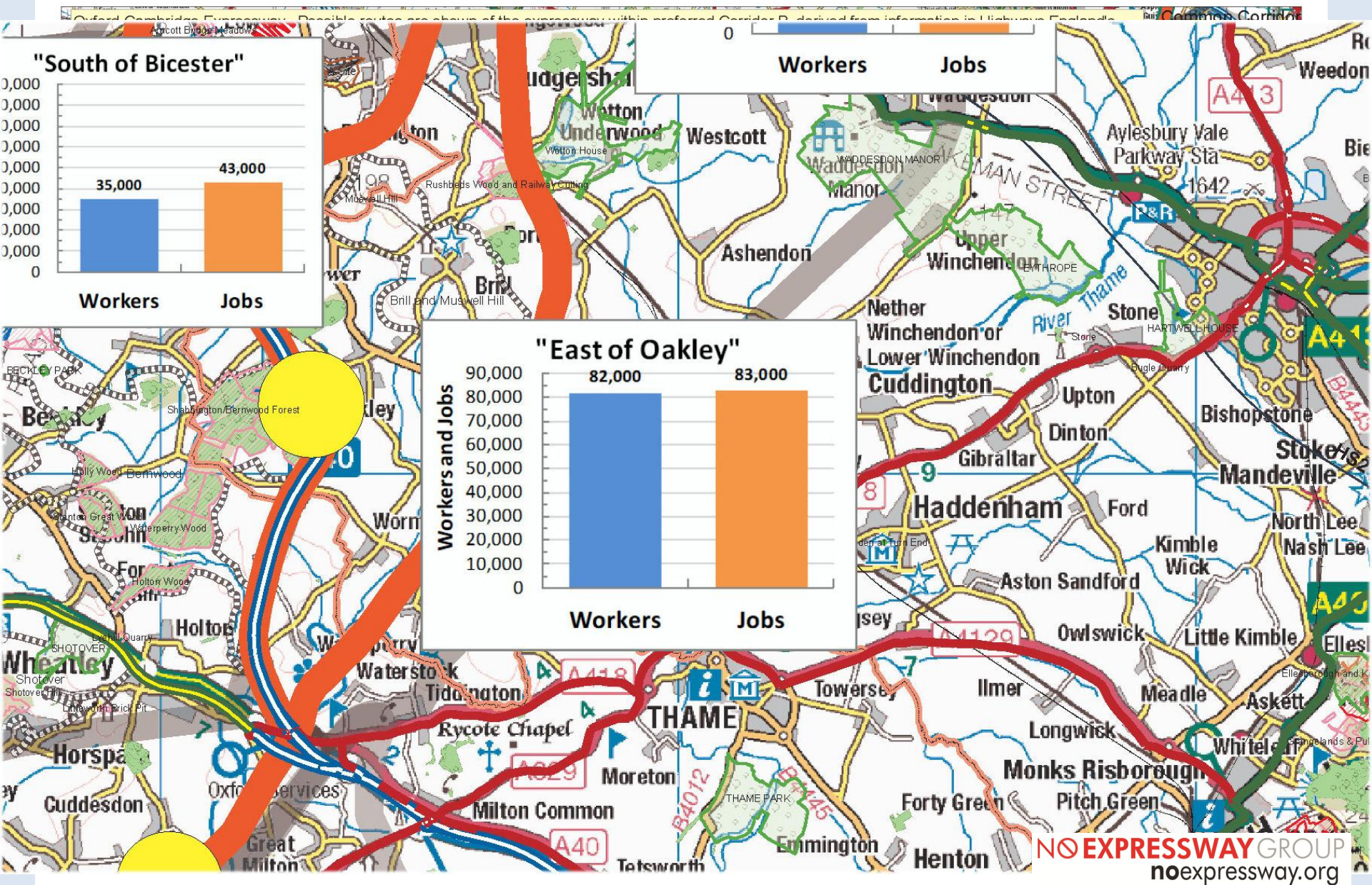


GU & Edgcott

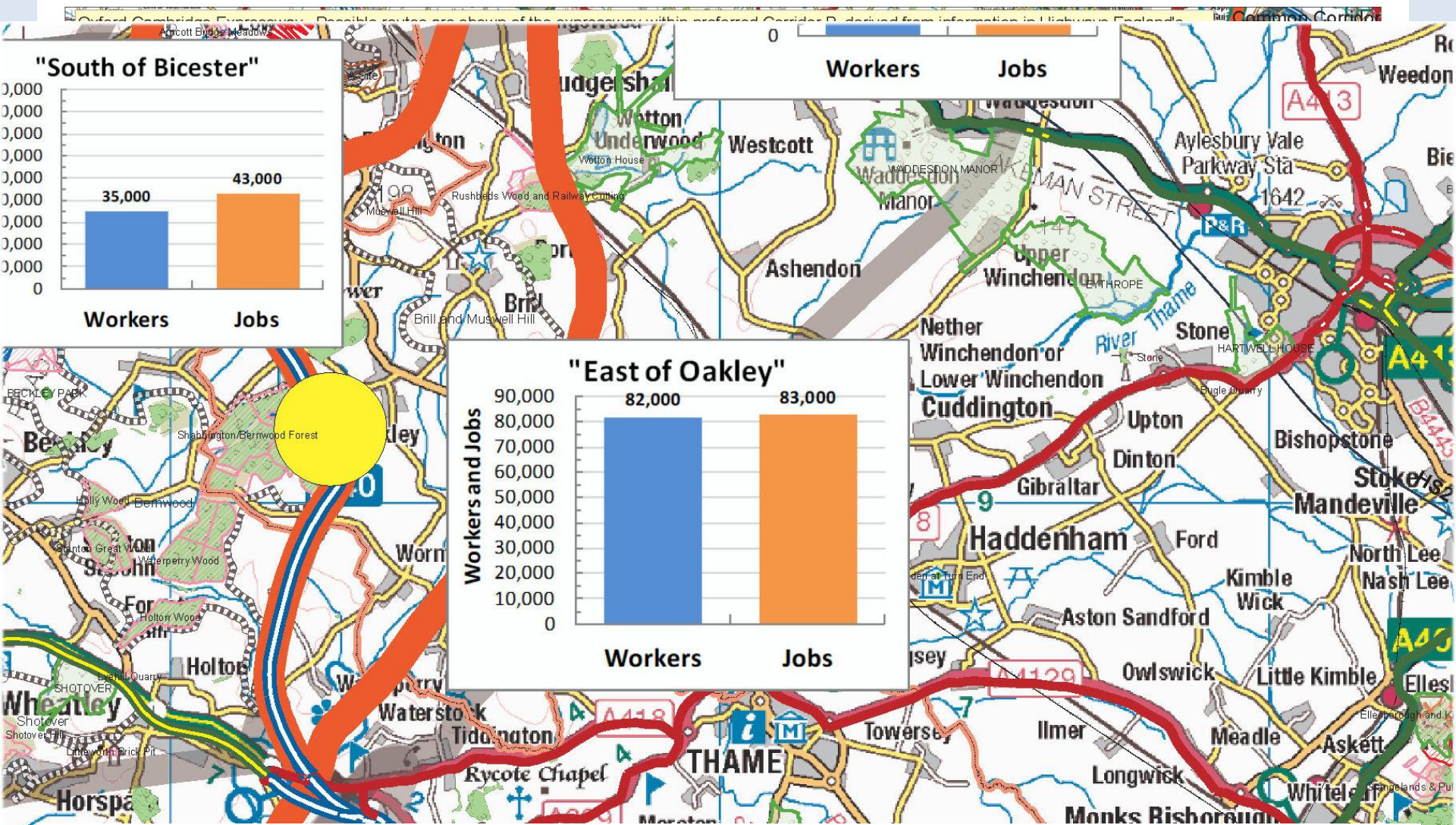
- Legend**
- RSPB reserves England
 - Sites of Special Scientific Interest
 - Special Areas of Conservation
 - Ancient Woodlands
 - Parks and Gardens
 - TVERC Conservation Target Areas (Oxon)
 - MOD Land
 - Bicester

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

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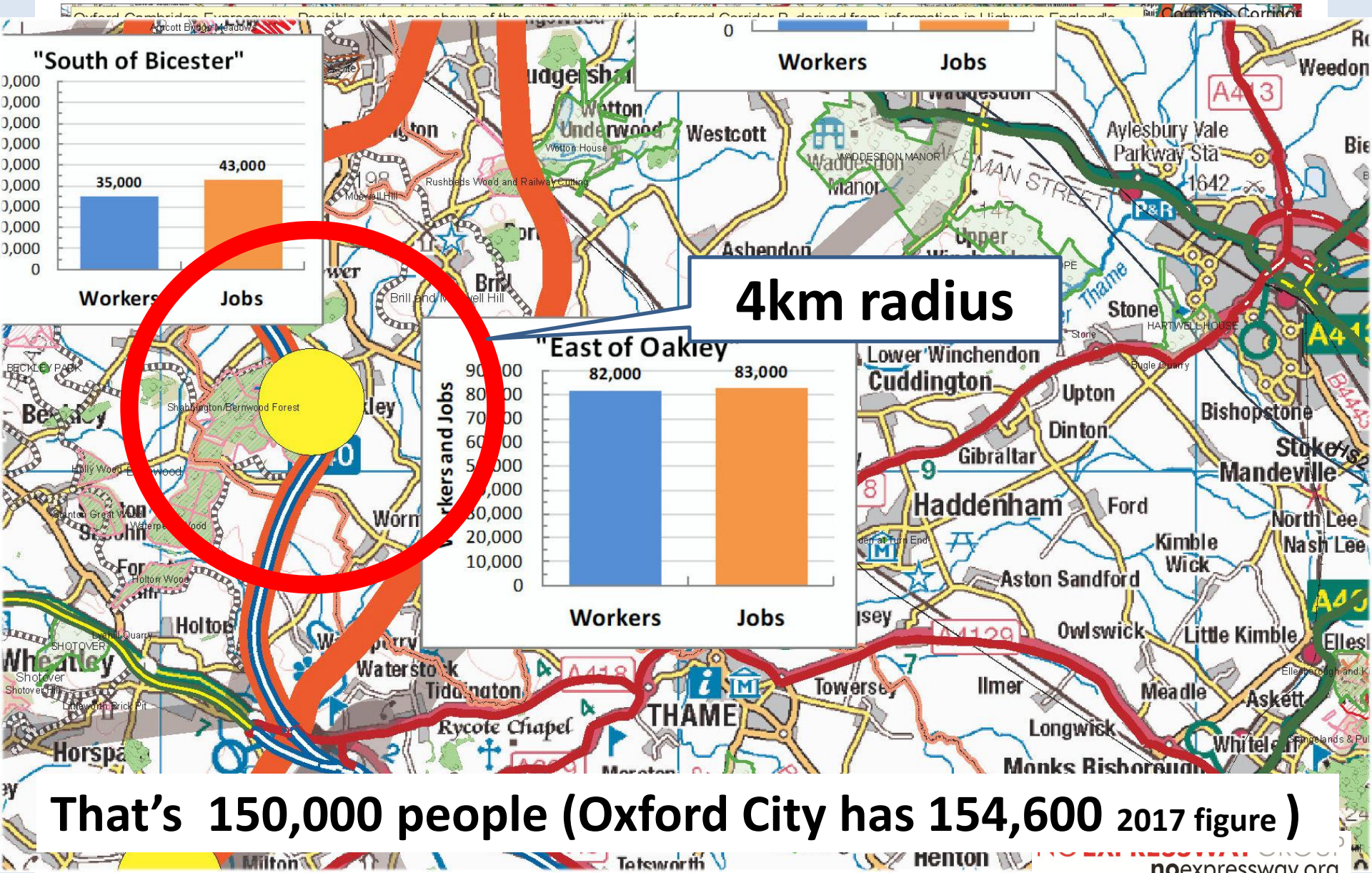


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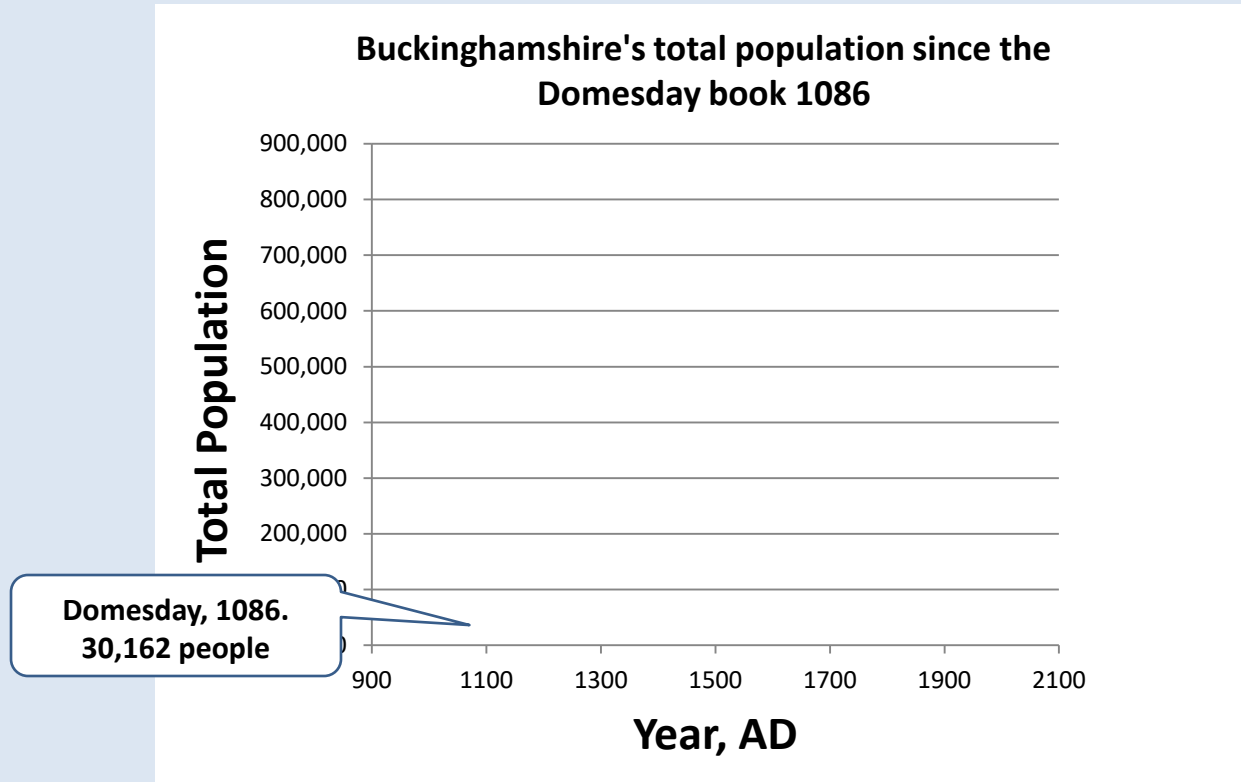
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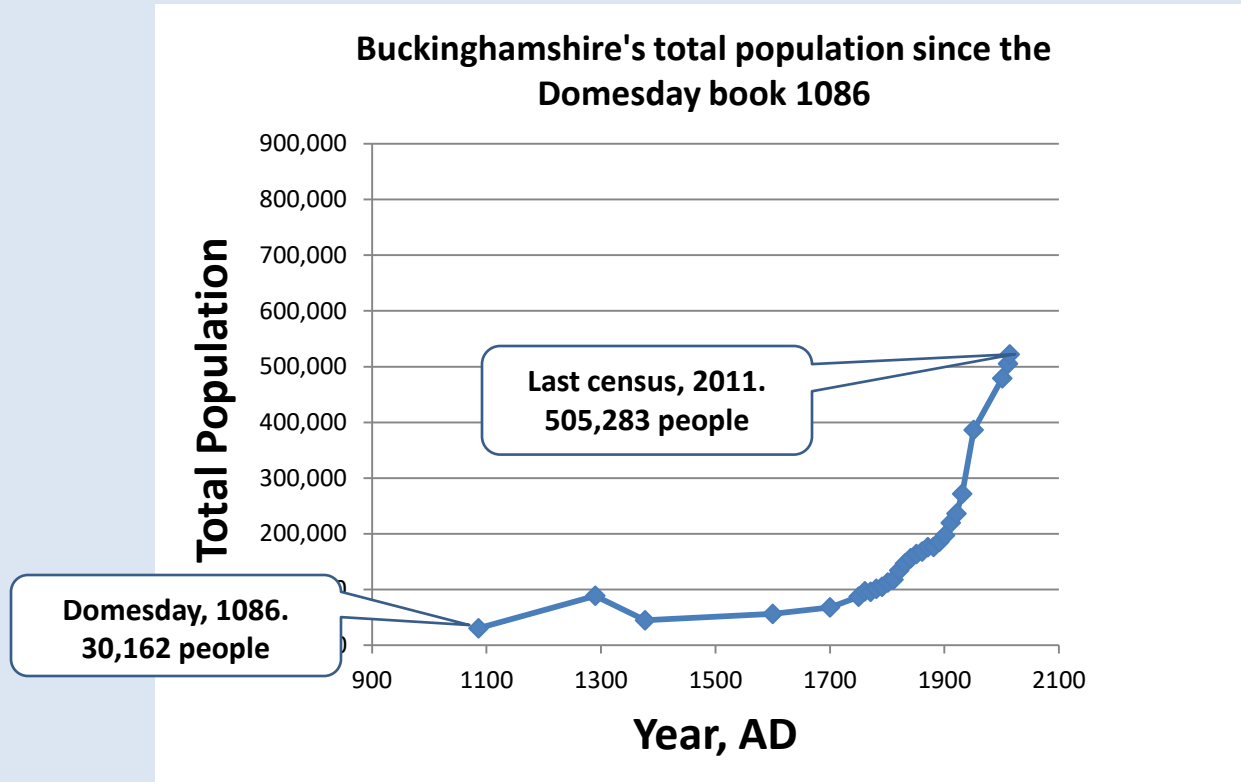


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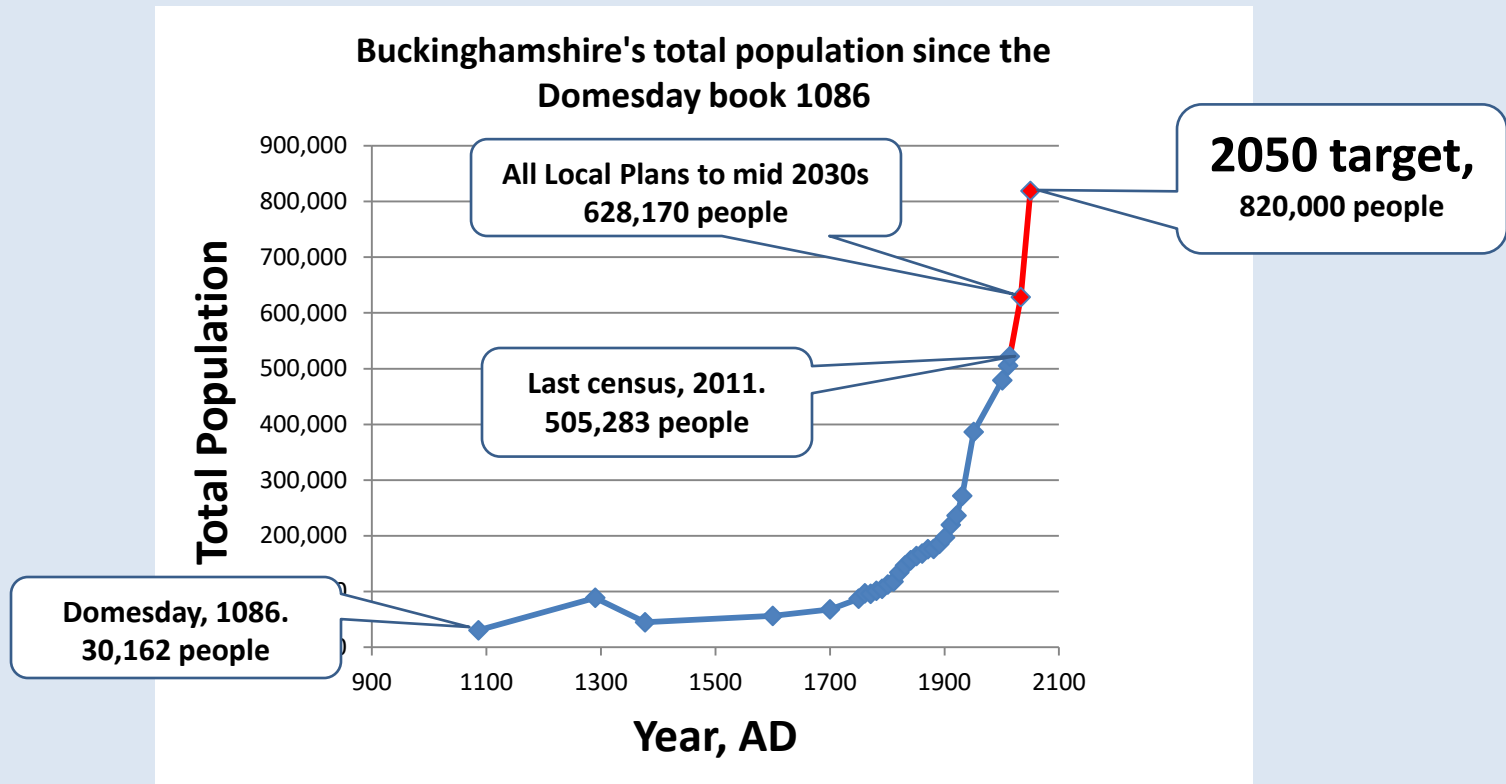
Buckinghamshire's past, and proposed growth to 2050



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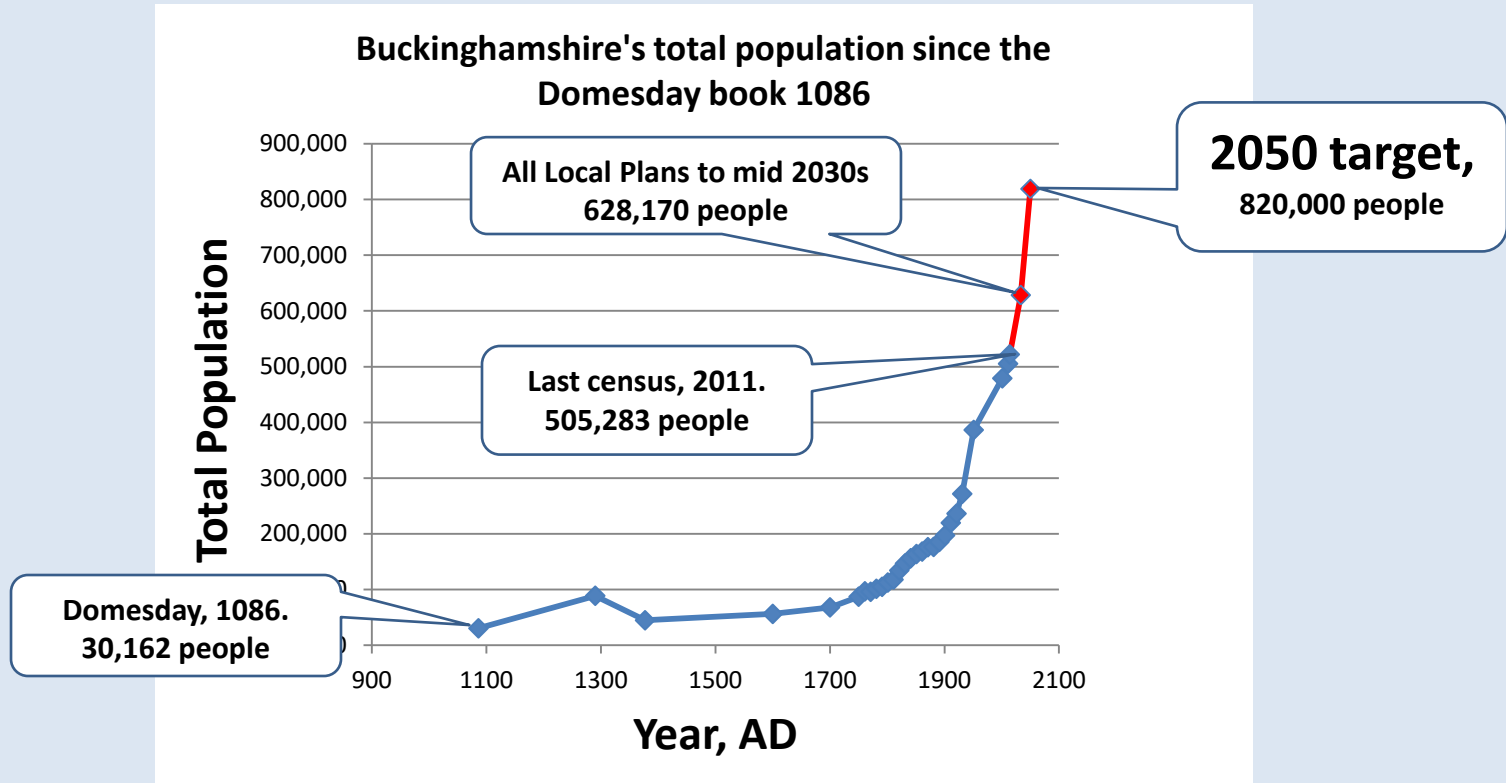


Buckinghamshire's past, and proposed growth to 2050



Buckinghamshire's share of the proposed Expressway homes is equivalent to 16 new Buckingham's (2011 figures)

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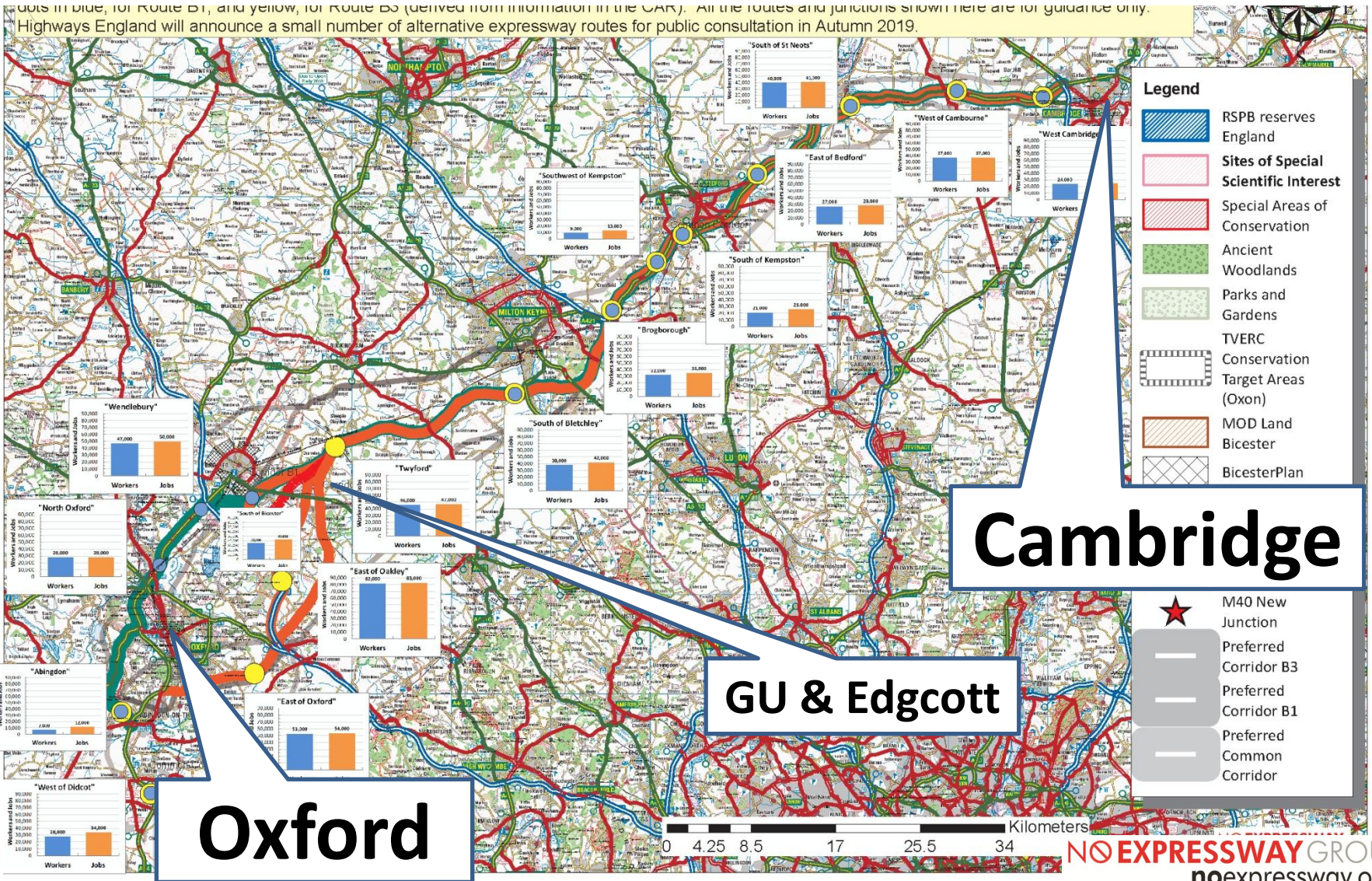


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Are there really no limits to growth?

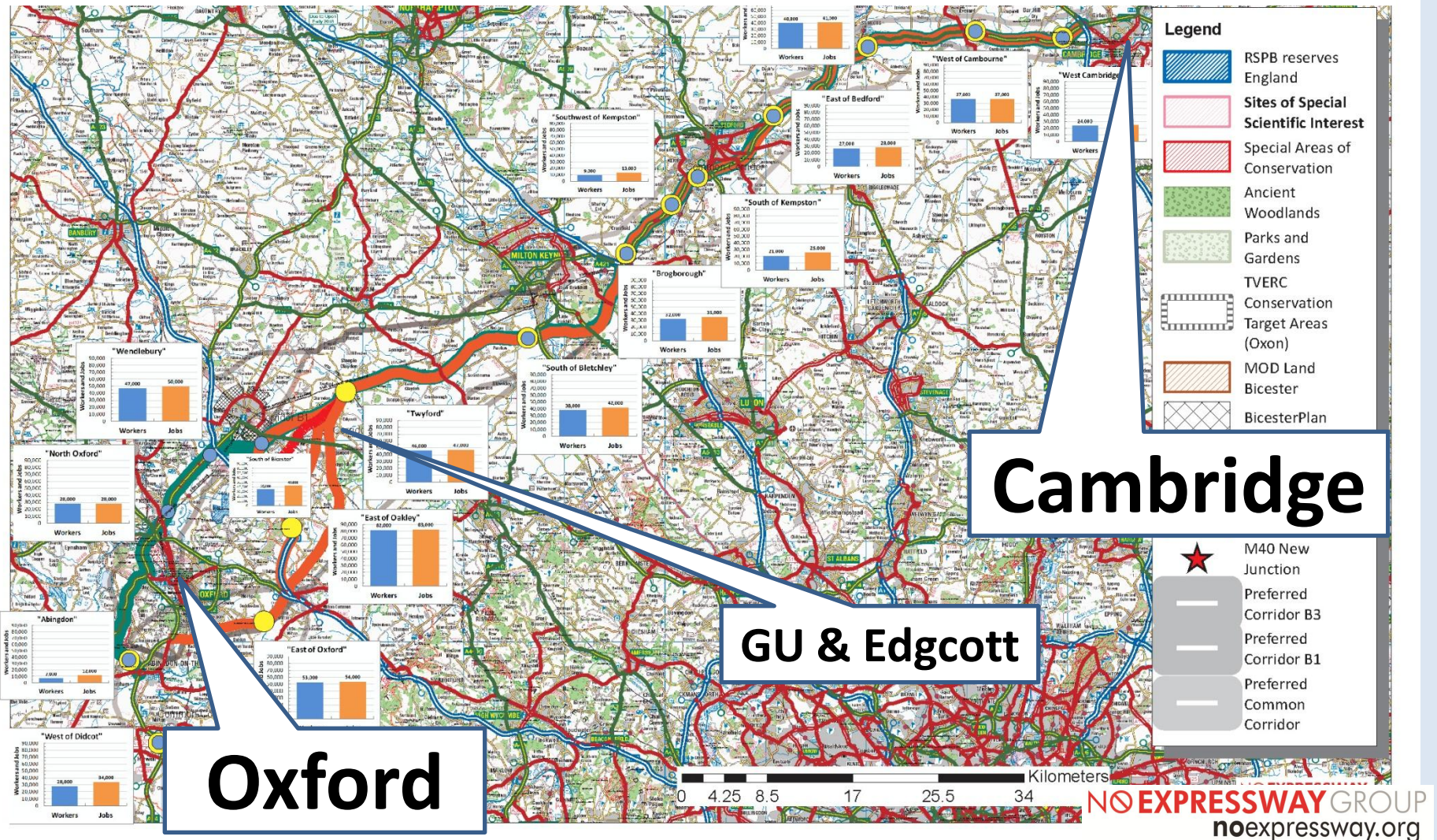
All along the 'Arc', the story is the same

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



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.



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

TENtec Freight Network

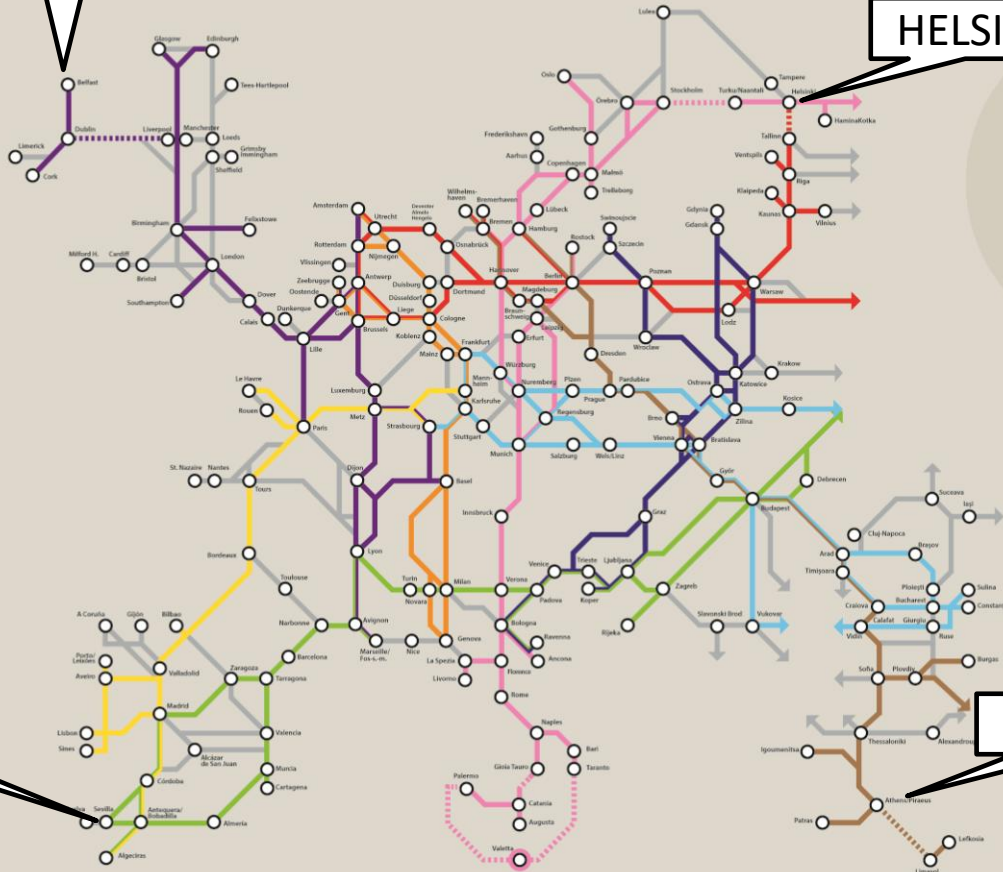


BELFAST

THE TEN-T CORE NETWORK AND CORRIDORS
REGULATION (EU) No 1315/2013 & 1315/2011 (L 158 - 30/7/2013)

HELSINKI

- NORTH SEA - BALTIC
- MEDITERRANEAN
- ORIENT / EAST-MED
- SCANDINAVIAN - MEDITERRANEAN
- RHINE - ALPINE
- ATLANTIC
- NORTH SEA - MEDITERRANEAN
- RHINE - DANUBE
- OTHER CORE NETWORK



SEVILLE

ATHENS



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

TENtec Freight Network





Southampton

Felixstowe

London

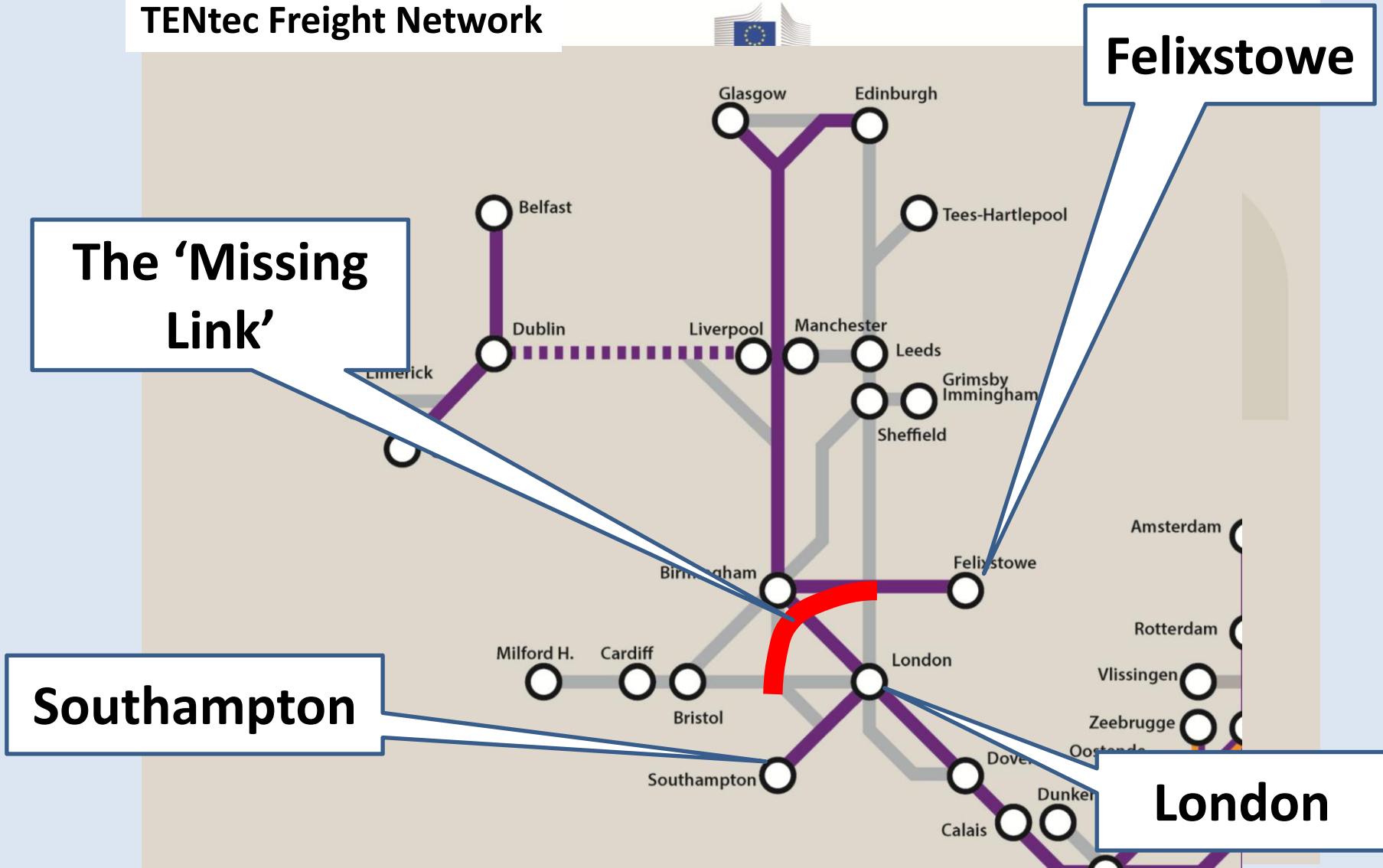
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network


noexpressway.org

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

TENtec Freight Network





The 'Missing Link'

Felixstowe

Southampton

London

TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network


noexpressway.org

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

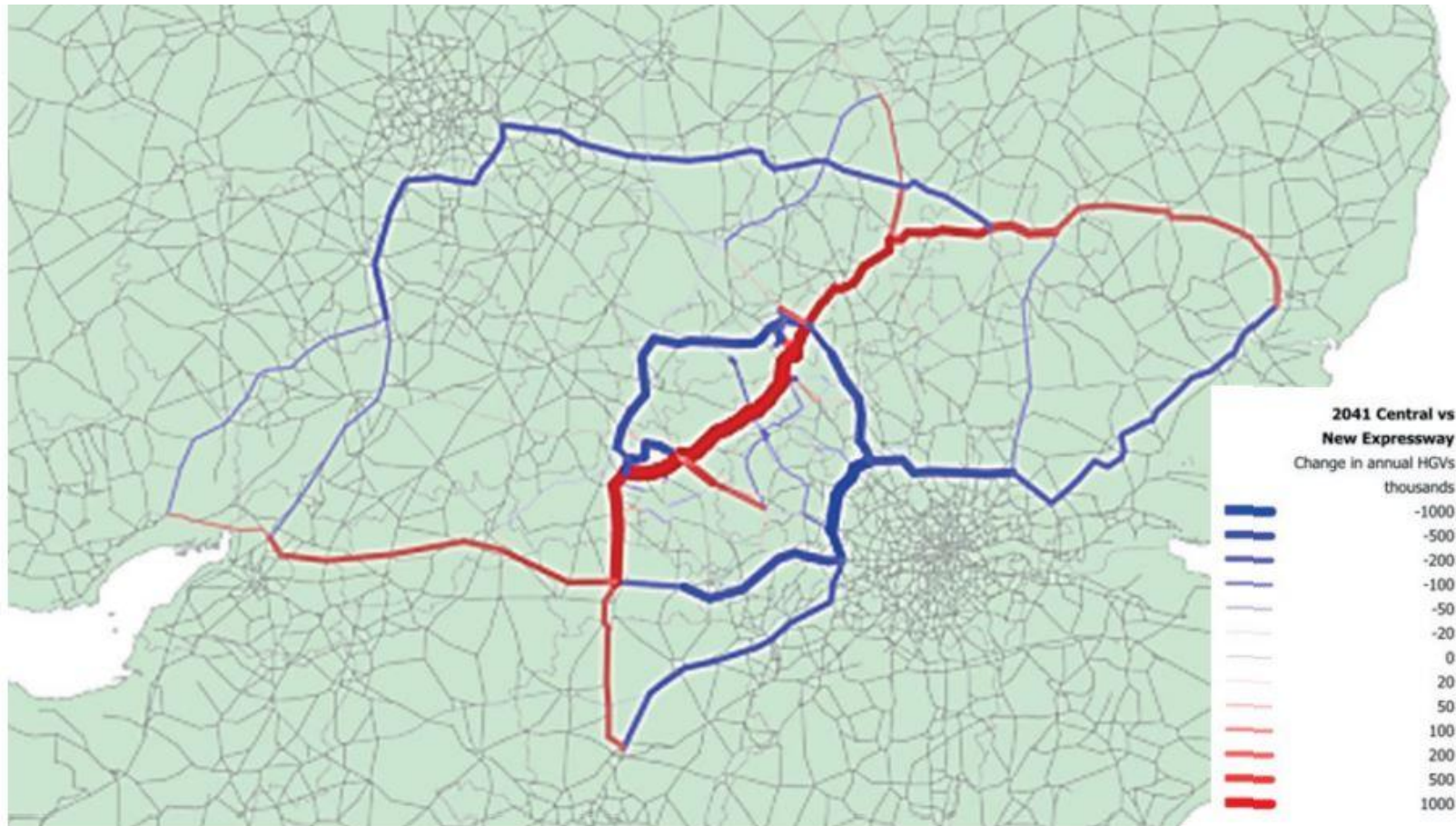


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

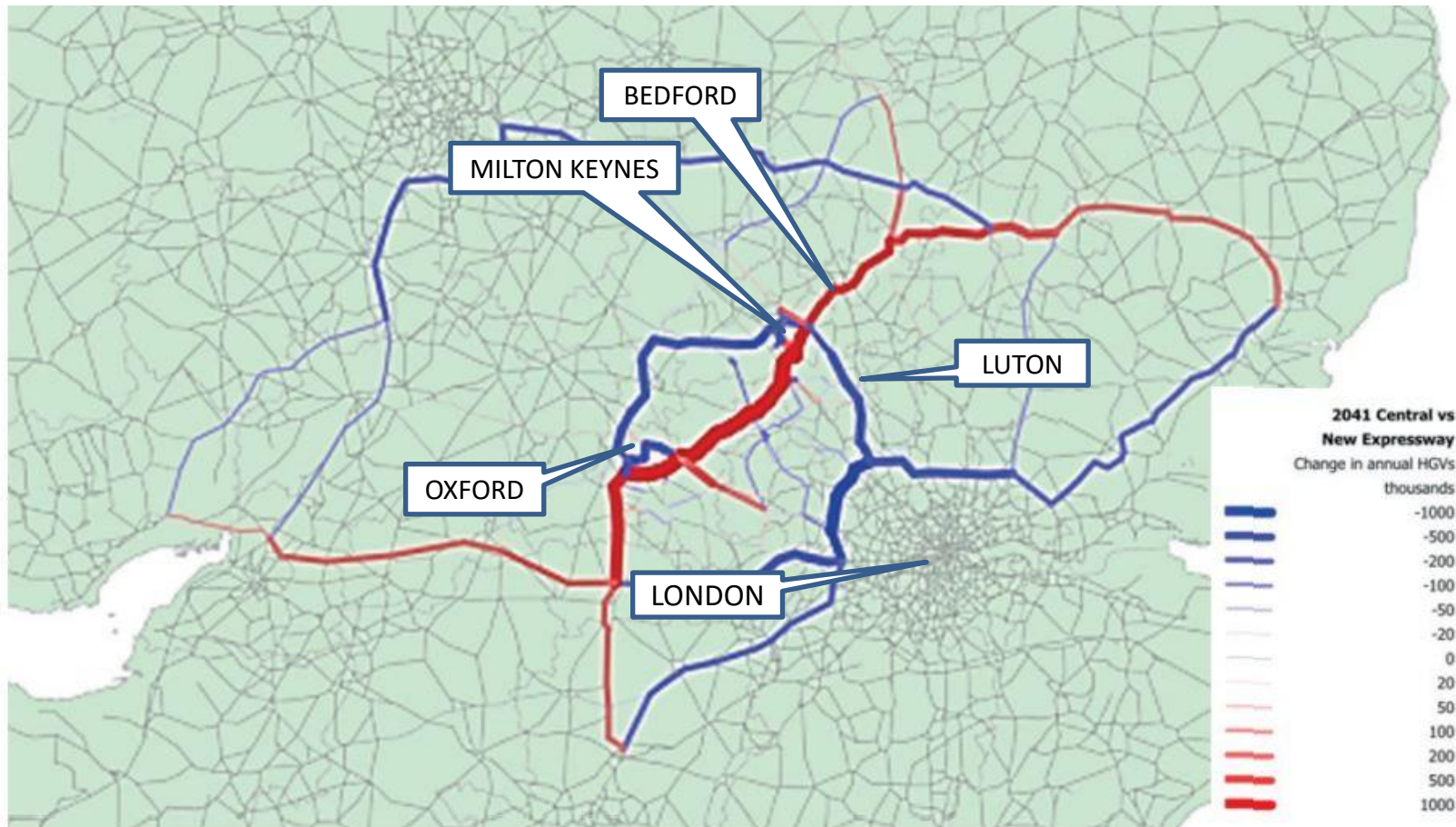


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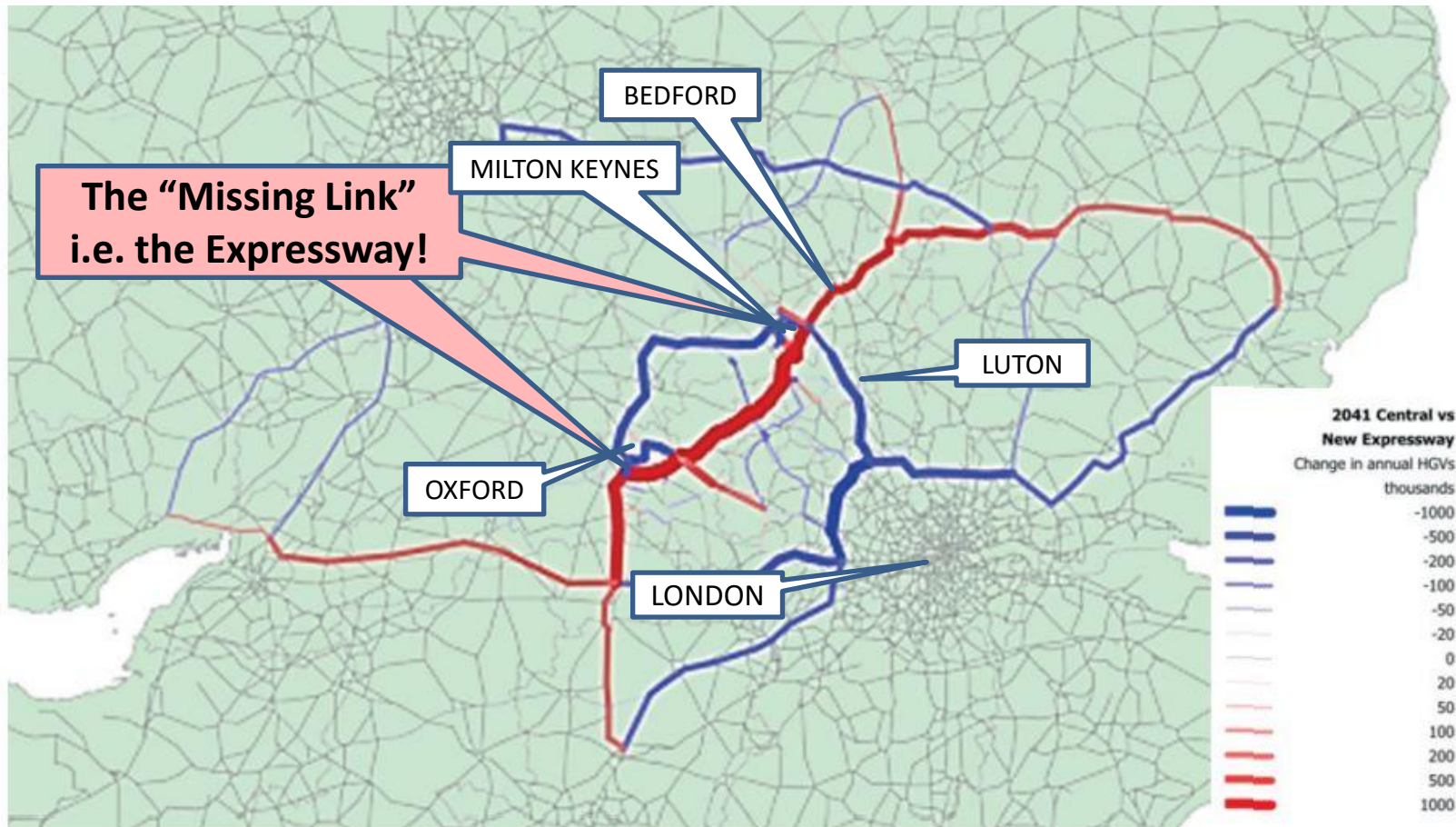


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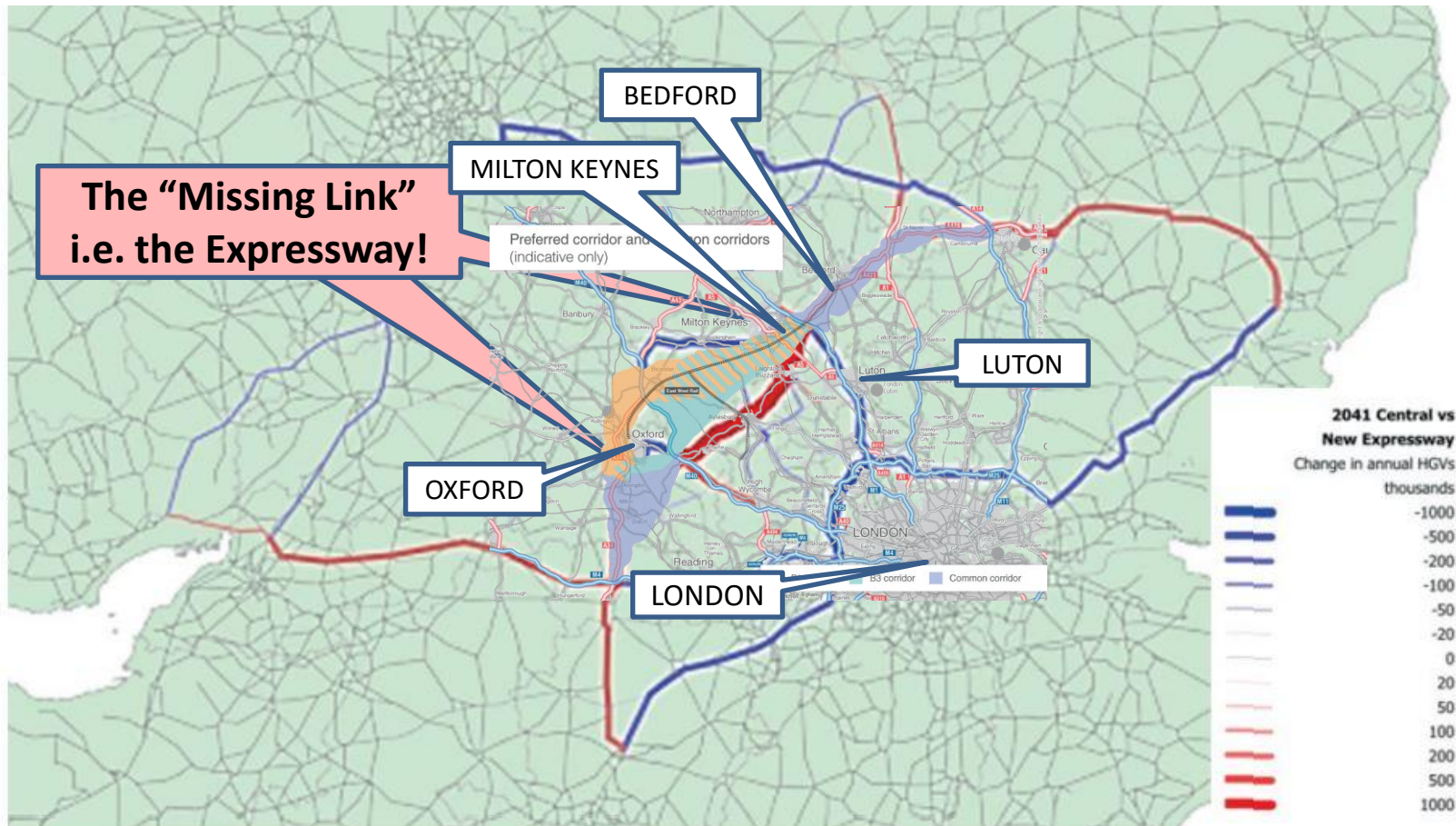


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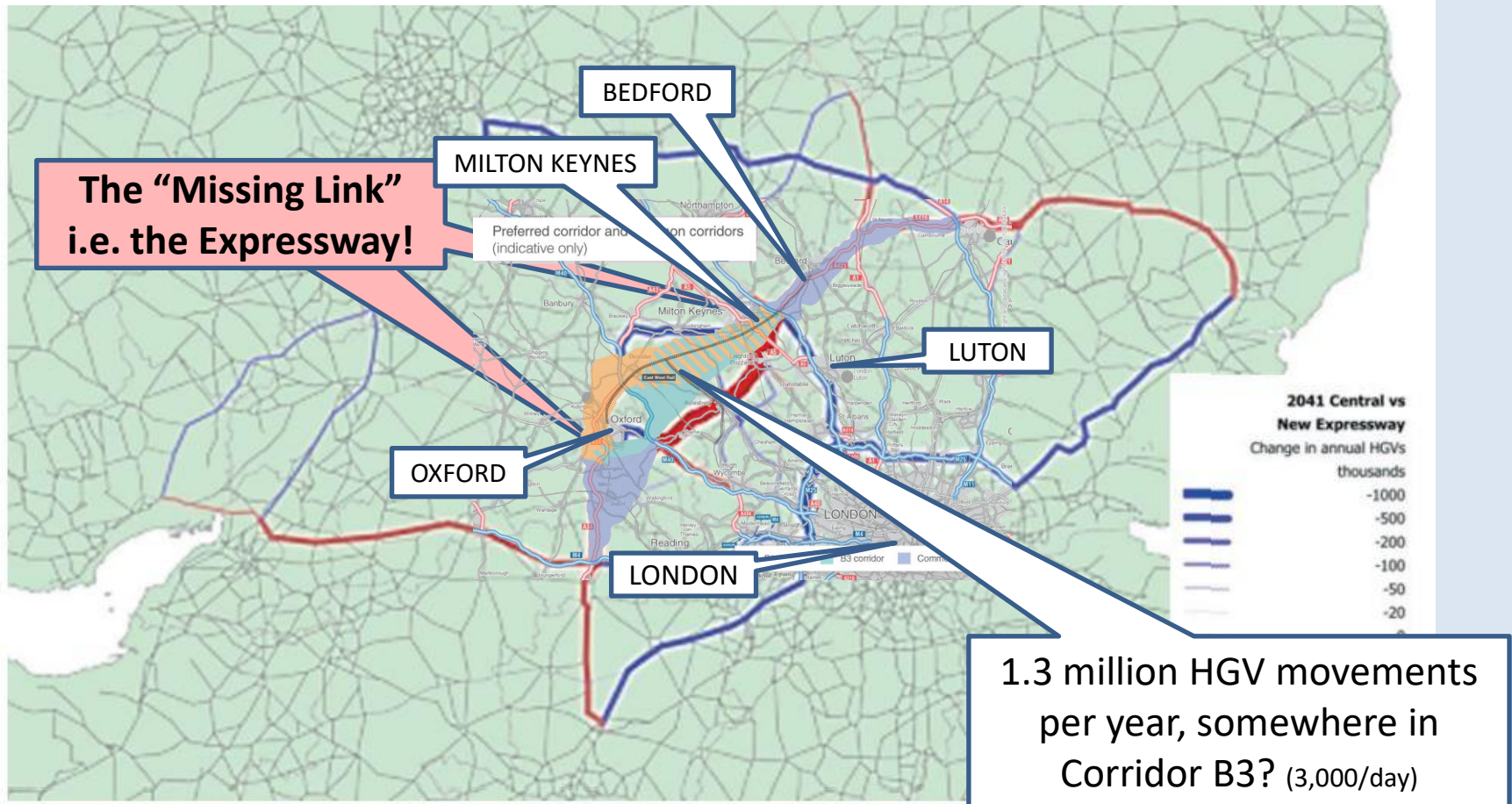


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So, why haven't we been consulted so far?

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Highways England decided

- there are too many of us
- it would take too long and cost too much
- didn't want to worry us
- to use "stakeholders" instead
 - Businesses, Universities, Councils, Environmental Groups

All done behind closed doors

So, why haven't we been consulted so far?

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

So, why haven't we been consulted so far?

“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**



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HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**

**JOHN
LEWIS
& PARTNERS**

Kettering
Borough Council



AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



NHS
East of England
Ambulance Service
NHS Trust



Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS



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ASSOCIATION

JOHN
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& PARTNERS

Kettering
Borough Council

LONDON LUTON
AIRPORT



NO EXPRESSWAY GROUP
noexpressway.org

AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



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GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council

LUTON

NO EXPRESSWAY GROUP
noexpressway.org



Aylesbury Vale
District Council



milton keynes council



WYCOMBE
DISTRICT COUNCIL



CHILTERN
District Council



SOUTH BUCKS
District Council

- **These Councils (ALL stakeholders) are supposed to be representing OUR interests to Highways England.**
- **Some Councils have signed NDA's.
(Not Bucks CC or AVDC)**
- **No Councils have asked for community input.**
- **Demand better!**

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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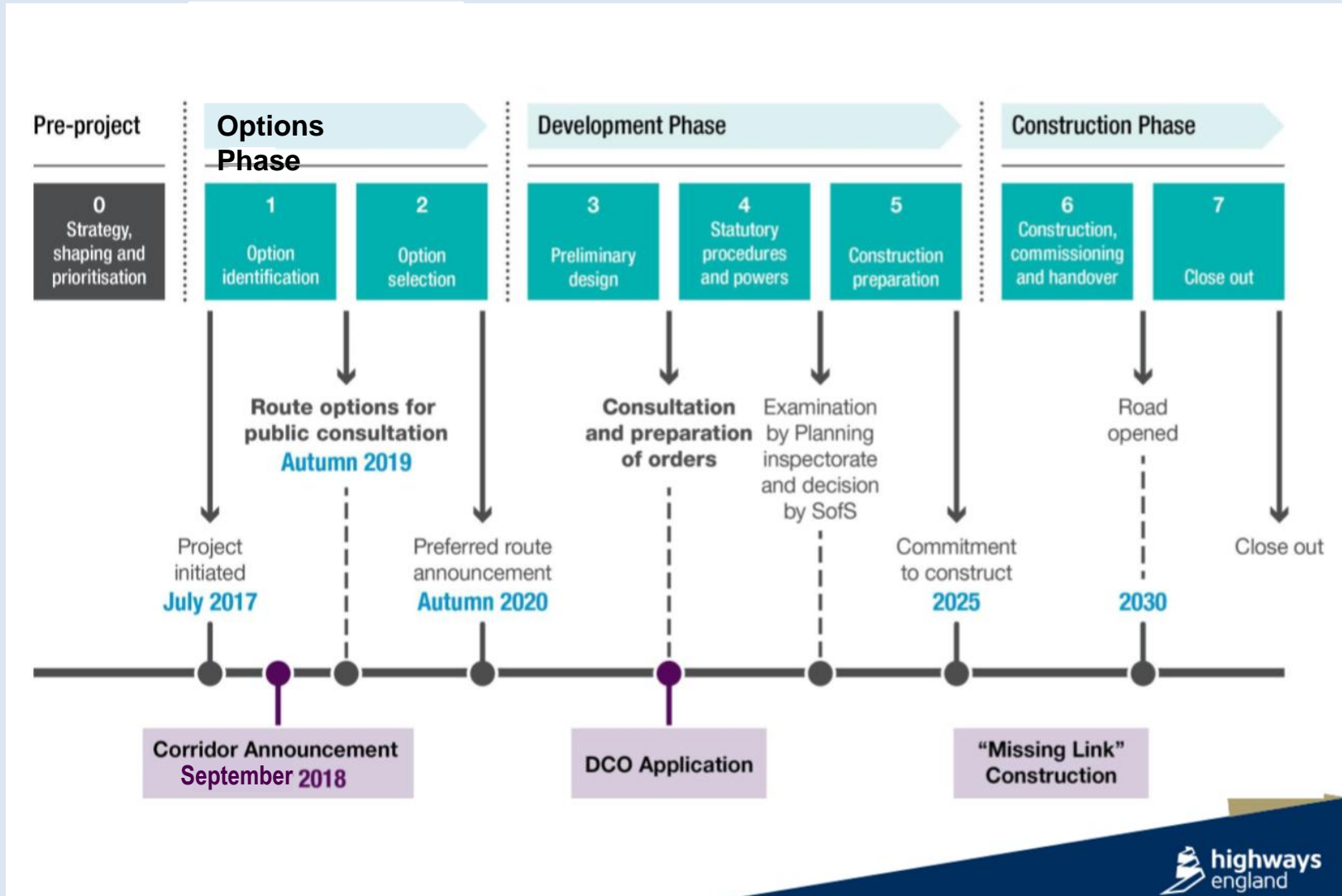


The No Expressway Group Campaign

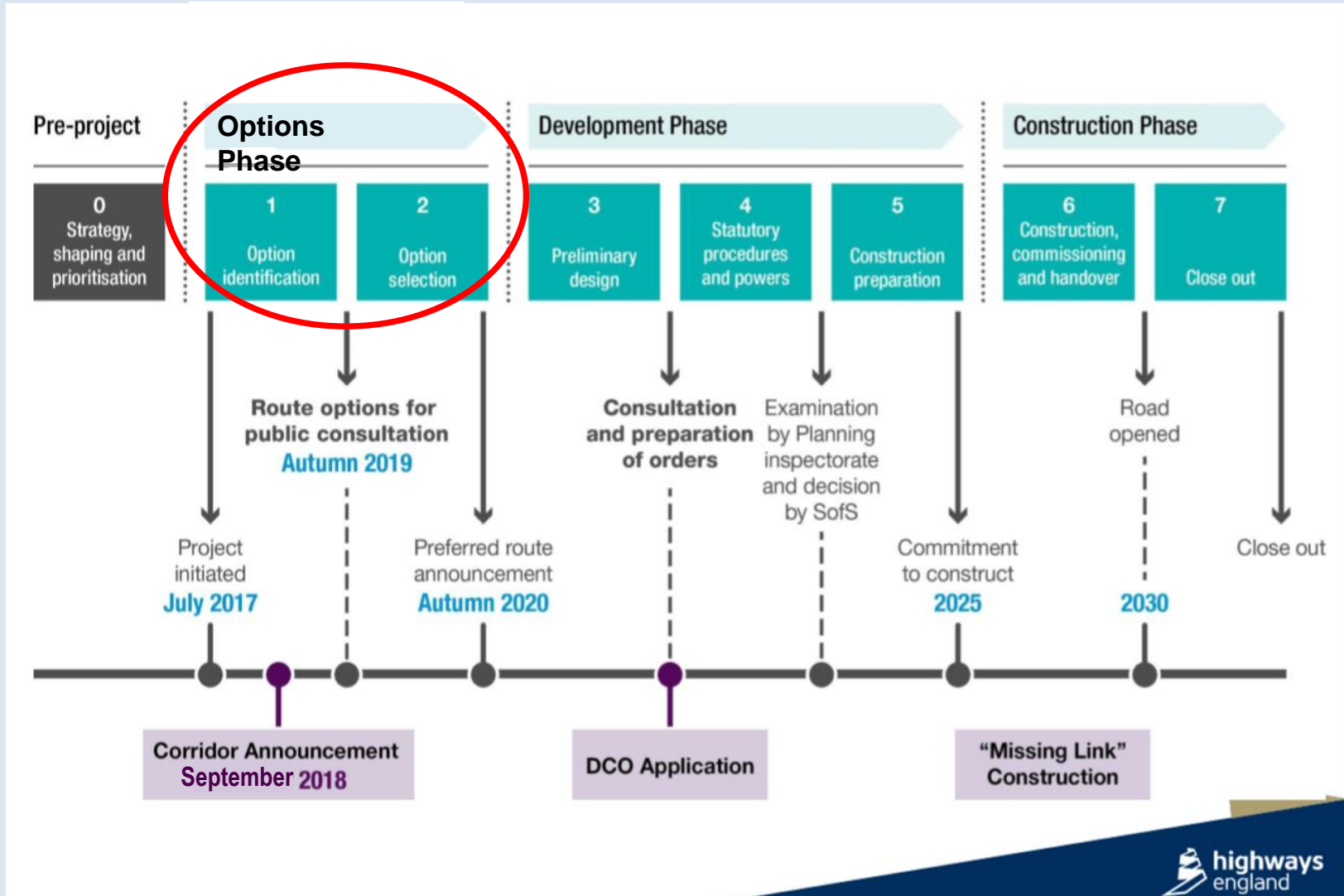


**What's Next?
How Can We Influence?**

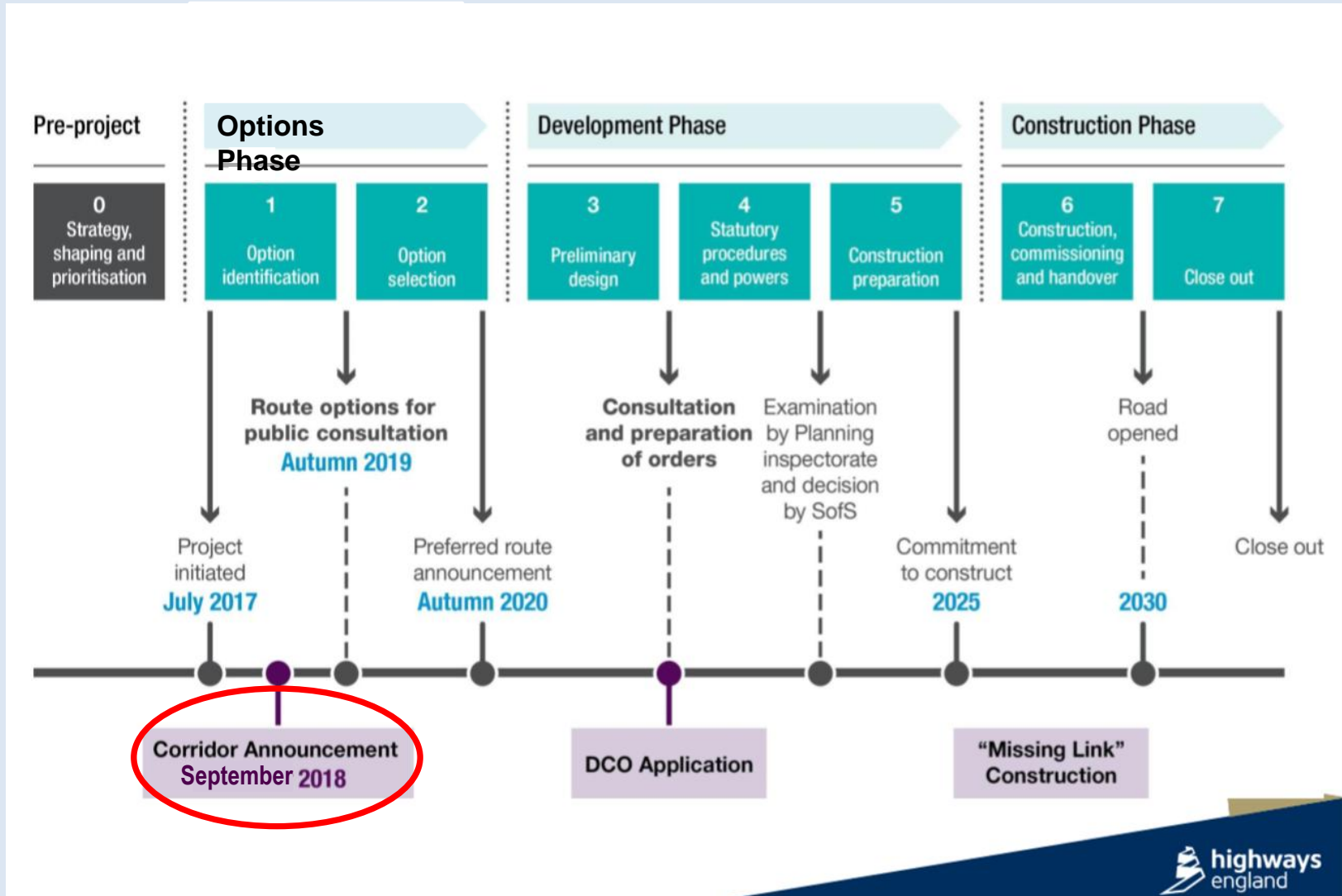
What's Next - Highways England Project Milestones



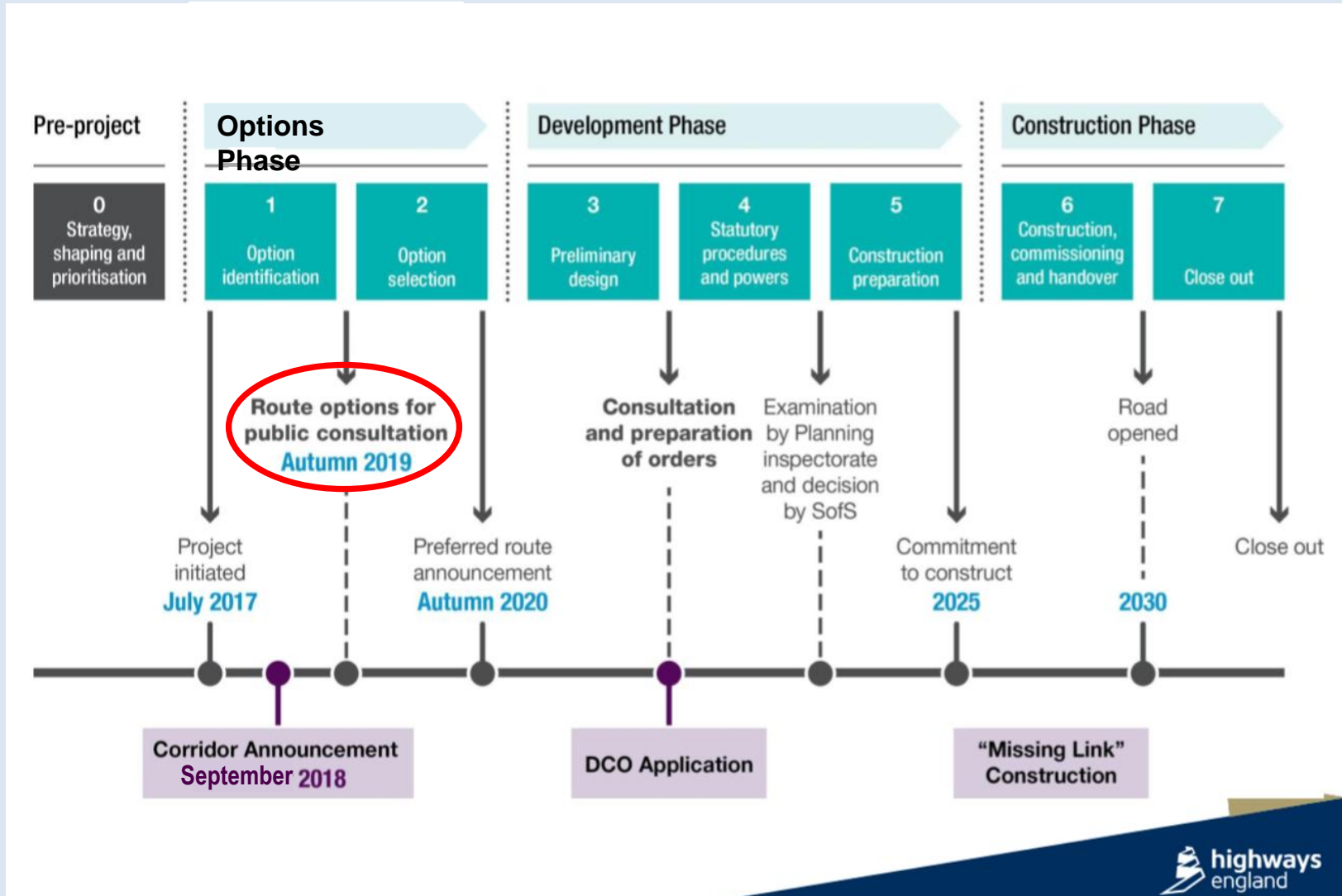
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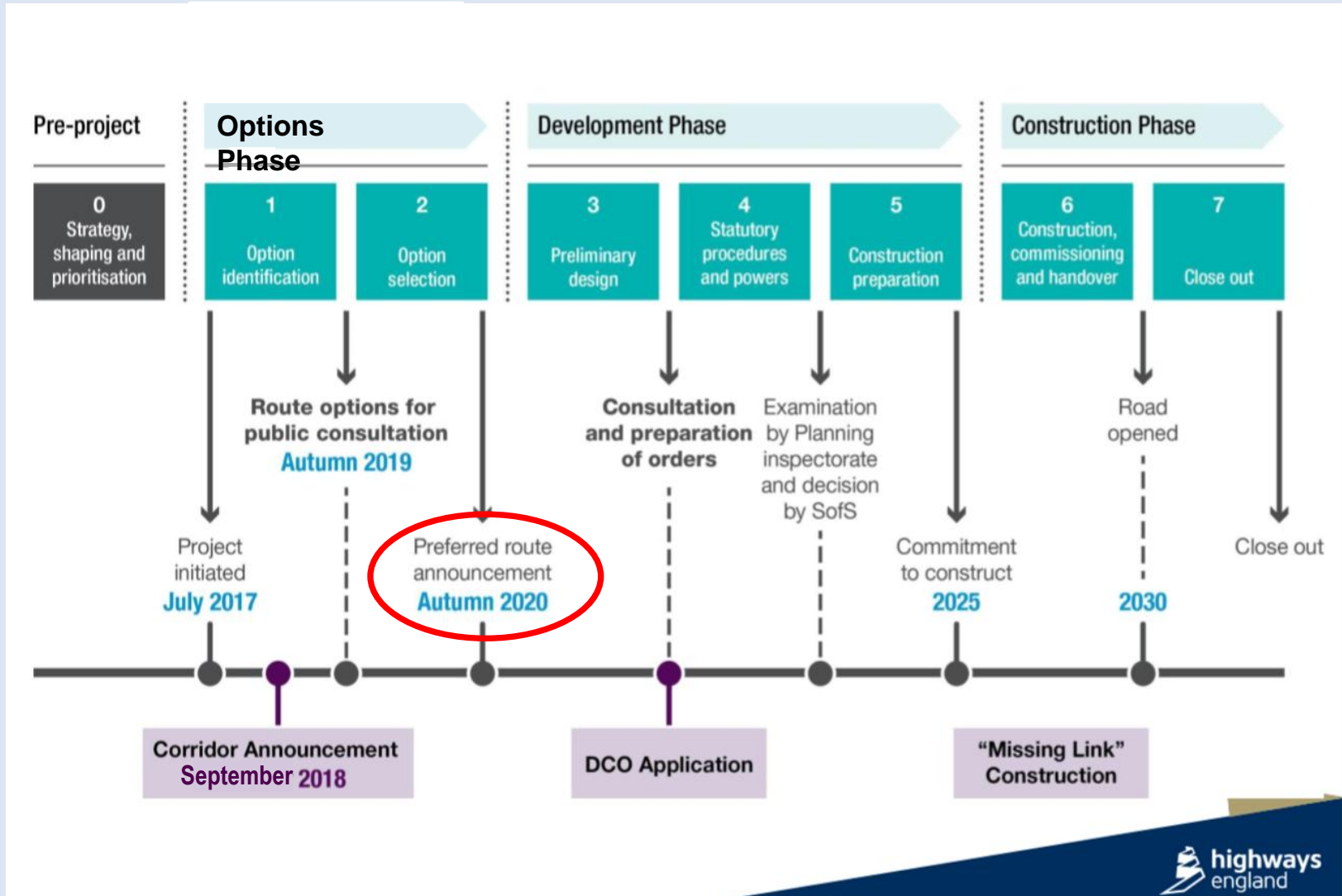
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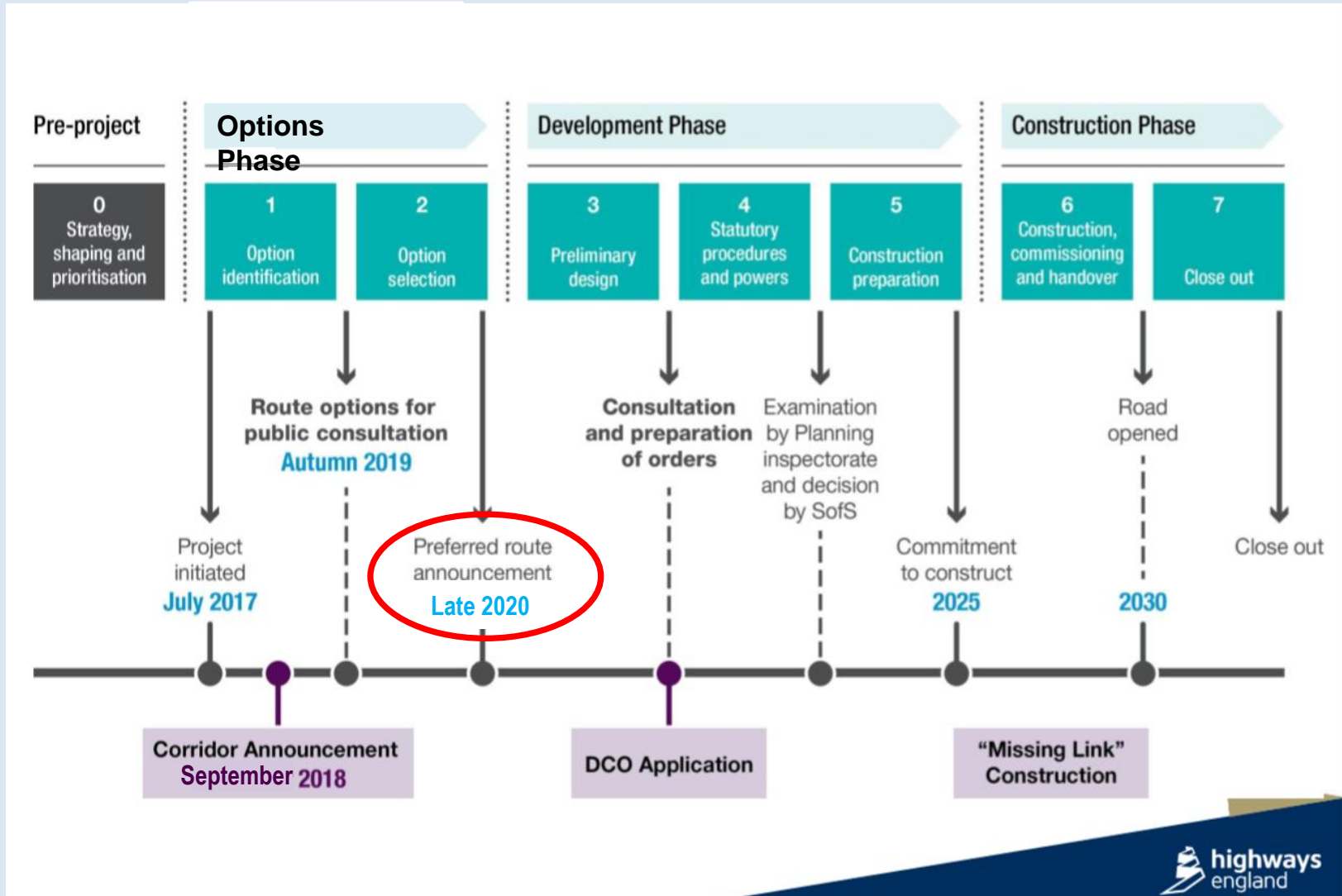
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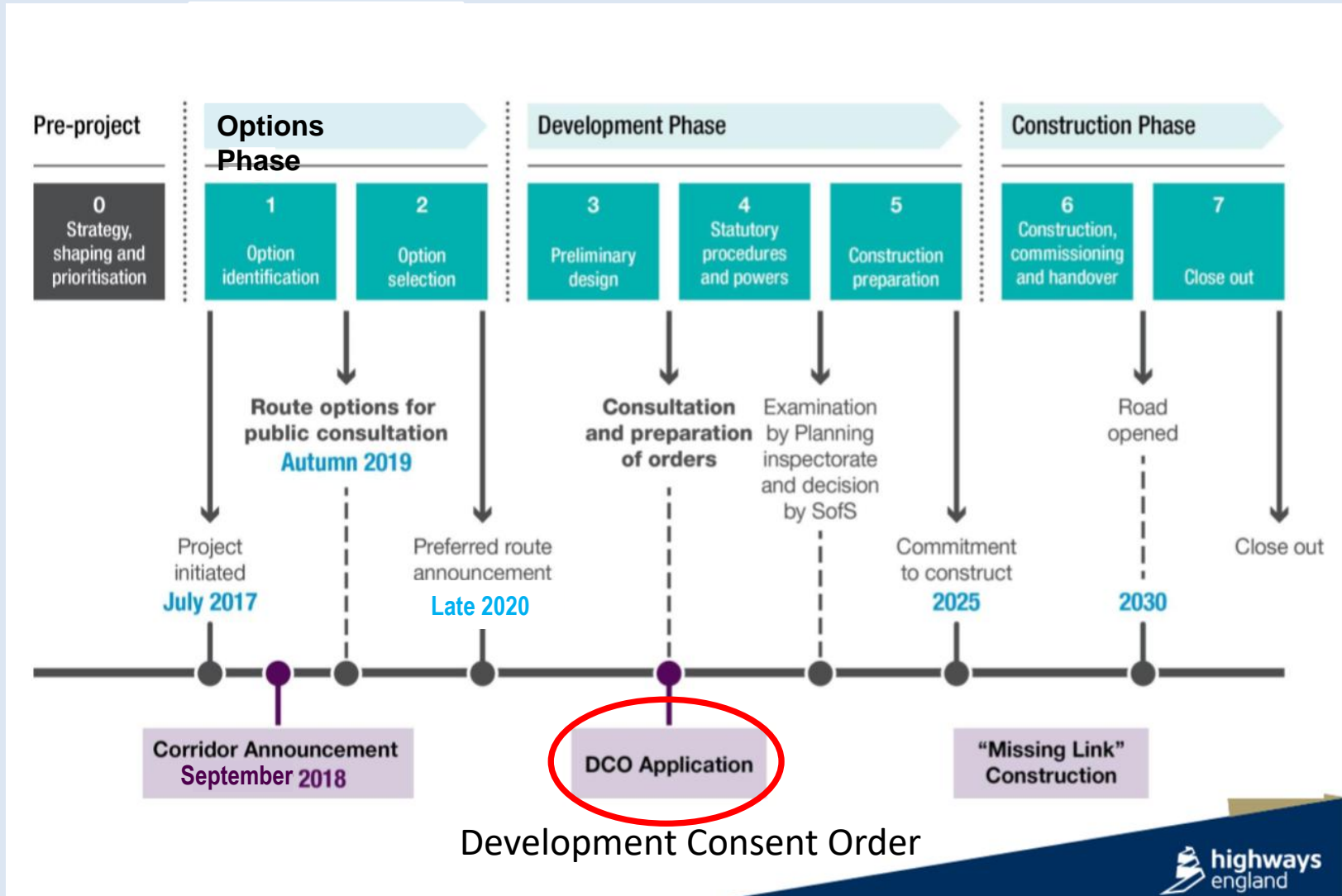
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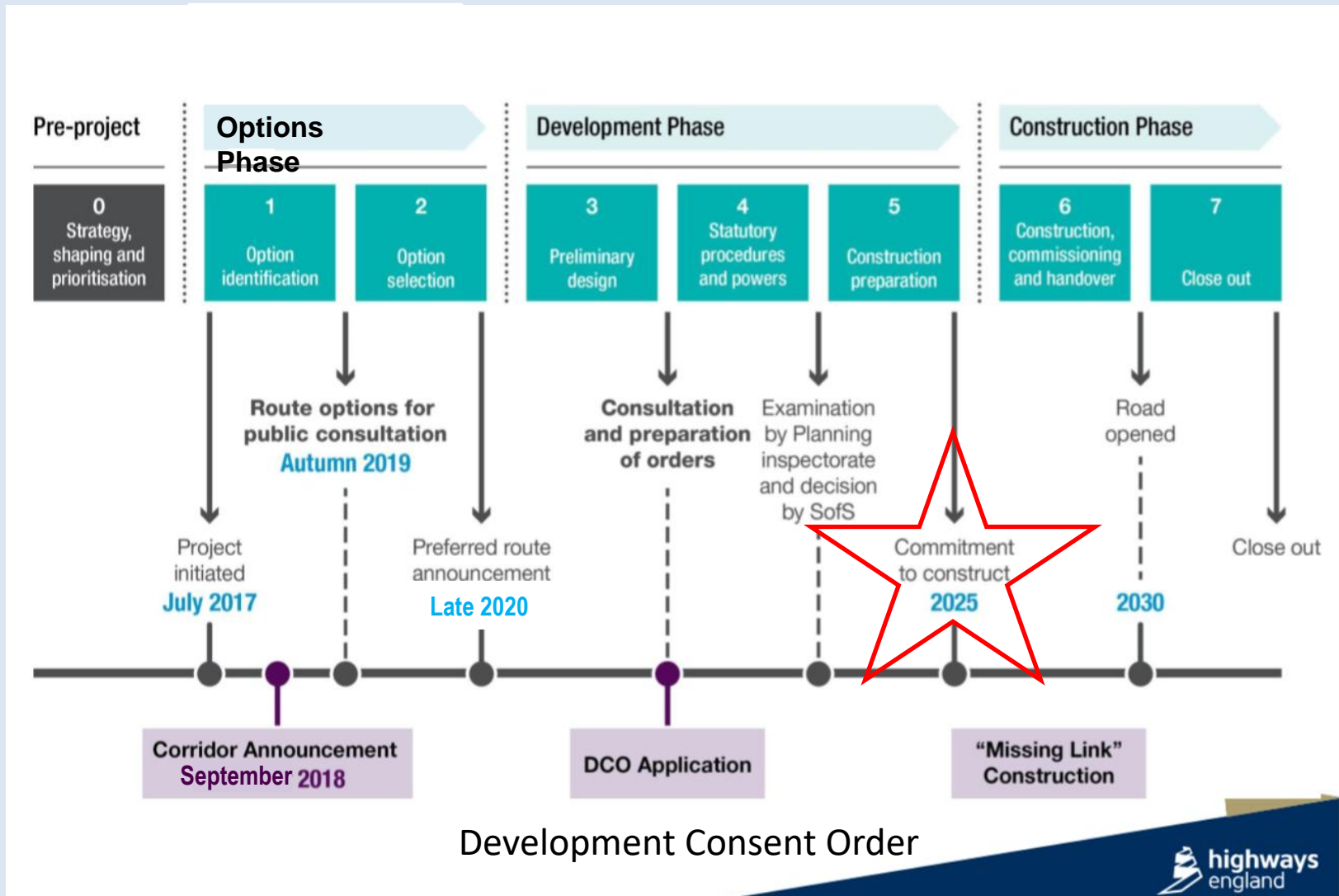
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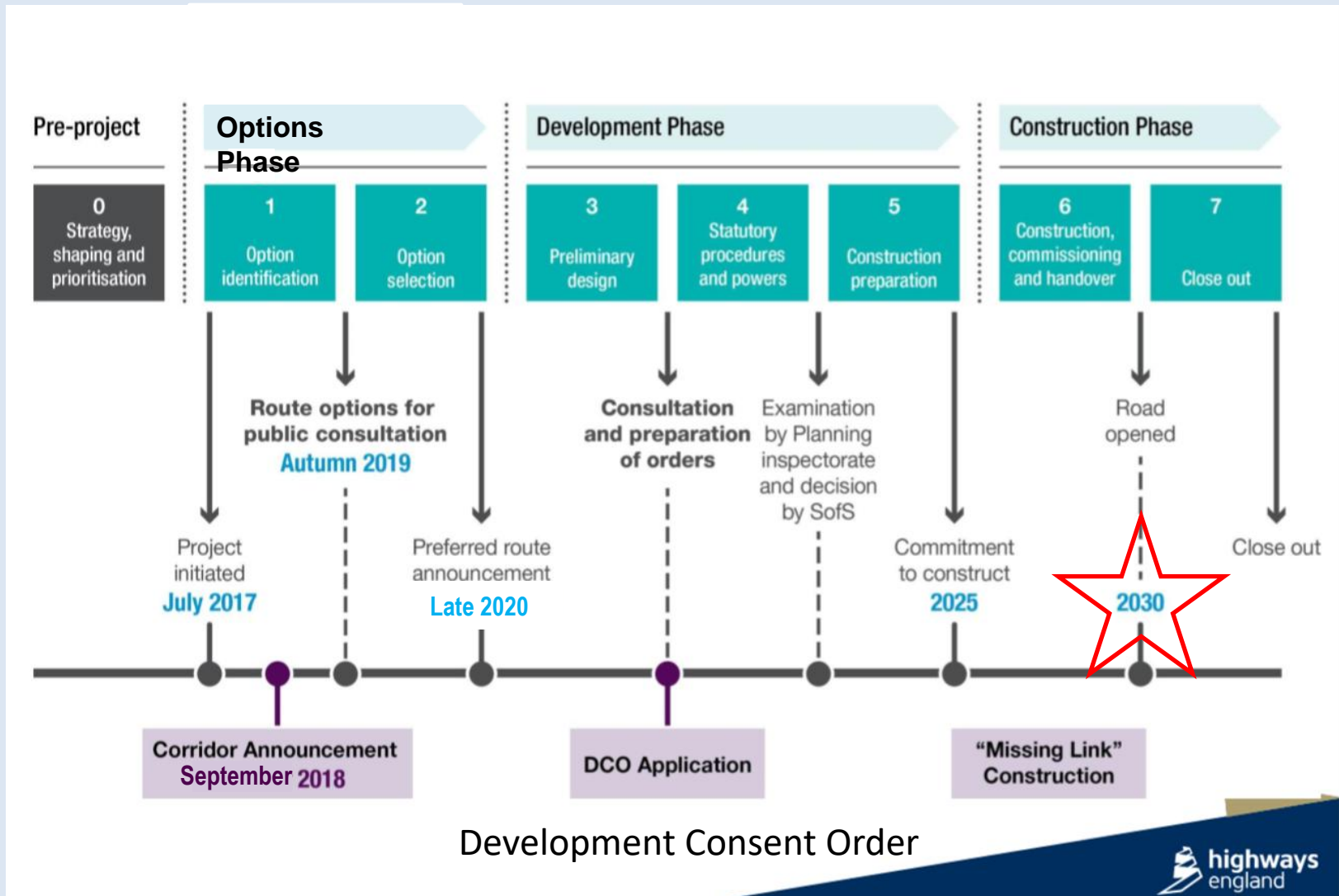


What's Next - Highways England Project Milestones



Development Consent Order

What's Next - Highways England Project Milestones



**The Oxford Cambridge Expressway is a....
Nationally Significant Infrastructure Project (NSIP)**

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1. Public Inquiries of the sort used for the M40 in the 1970s/80s are no longer held

The Oxford Cambridge Expressway is a....

Nationally Significant Infrastructure Project (NSIP)

- ~~1. Public Inquiries of the sort used for the M40 in the 1970s/80s are no longer held~~
2. **NSIPs** are examined by an Independent Inspector appointed by the Planning Inspectorate
3. The entire examination process takes **no longer than 14 months**
4. There is only **very limited public involvement**, usually restricted to registered Interested Parties (IPs)
5. Interested Parties **can challenge the process**, but not the outcome (i.e. you will get an expressway somewhere).

Context - Who's doing what on the "Arc"?

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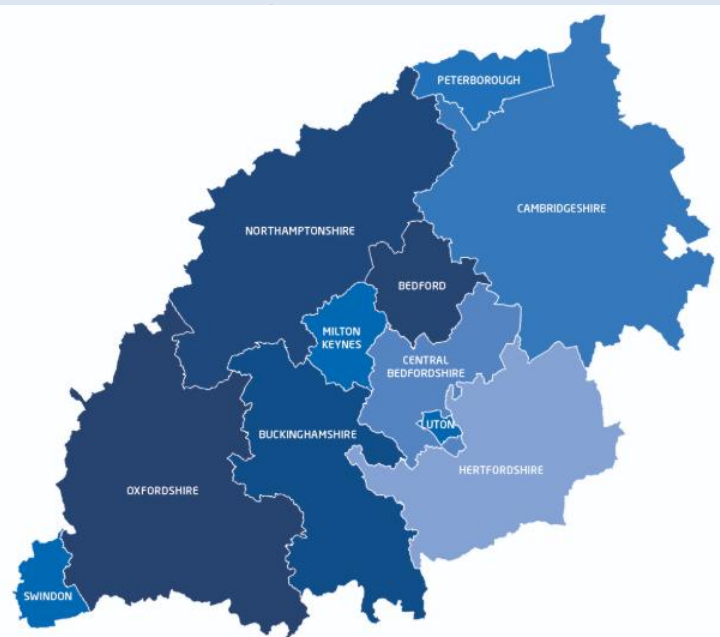
1. Highways England

Context - Who's doing what on the "Arc"?

1. Highways England
2. Oxford – Cambridge Arc Leaders Group
 - Focused on business and housing development and driving benefits of the "Arc"

Context - Who's doing what on the "Arc"?

1. Highways England
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3. England's Economic Heartland



- Focused on strategic infrastructure and driving benefits of the "Arc"

Context - Who's doing what on the "Arc"?

- 1. Highways England**
- 2. Oxford – Cambridge Arc Leaders Group**
- 3. England's Economic Heartland**
- 4. East West Rail**

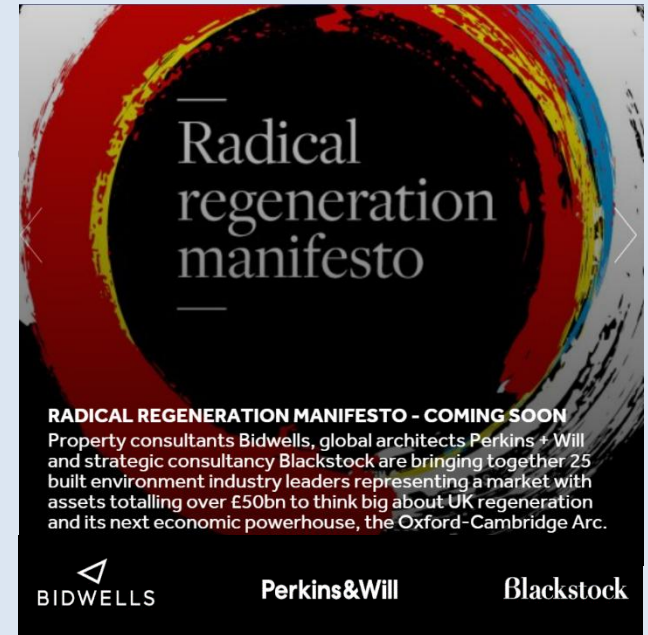
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 - Dept Business, Energy & Industrial Strategy (LEP's; Strategy)**
 - Dept. Environment, Food & Rural Affairs (Env. Agency)**
 - Dept. International Trade**

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1. Highways England
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Consultants/Developers



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- Dept. Environment, Food & Rural Affairs (Env. Agency)
- Dept. International Trade

Context - Who's doing what on the "Arc"?

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2. Oxford – Cambridge Arc Leader
3. England's Economic
4. East

Consultants/Developers



Q. – Who's in charge?

Dept Business, Energy & Industrial Strategy (LEP's; Strategy)

- Dept. Environment, Food & Rural Affairs (Env. Agency)
- Dept. International Trade



How can we Influence?

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1. Have our say!

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- Put up a sign
- Hold Councillors and MPs to account
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No dates known
2019 ?

HE on track; Gov. yet
to sign-off!

- Late 2020

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- **HE Route options consultation**
 - Information about route options
 - Can you say “NO”?
 - How HE processes the feedback
 - What information HE want
 - Timings
 - More info will follow - noexpressway.org

- Delayed TBC

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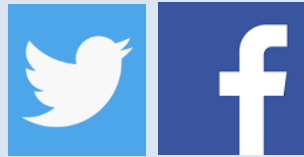
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2. Spread the word



- Share news and updates online, *follow us @no_expressway, sign-up on noexpressway.org*
- Urge people to involve Parish, Local and District Councillors in Expressway plans
- Work to cancel the Expressway before it is too late

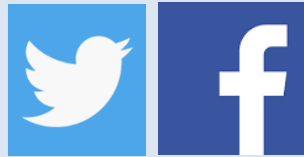
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NO EXPRESSWAY GROUP
noexpressway.org

3. Submit Environment, Heritage, Wildlife info to HE

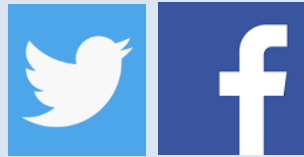
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4. Work together to make this “scary” - elections

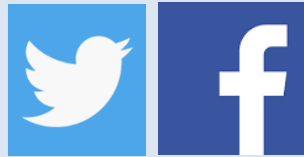
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- **Sign our petition**
- Put up a sign
- Hold Councillors, Candidates & MPs to account
- **Consultations**

2. Spread the word



NO EXPRESSWAY GROUP
noexpressway.org

3. Submit Environment, Heritage, Wildlife info to HE

4. Work together to make this “scary” - elections

5. Prepare for HE’s next steps

Actions – *what you can do!*

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1. Sign our new petition - noexpressway.org
2. Sign-up to our updates - noexpressway.org
3. Organise a local group - *with NEG help!*
4. Register to be a Highways England **Stakeholder**
5. Make your voice heard (MP's, Cllrs, **consultations**)
6. **Donate** (time / money / skills / T-shirt)
7. Follow us on social media
 - Facebook** - **No Expressway Group page**
 - Twitter** - **@no_expressway**
8. *Get your friends involved!*



Thank you!

NO EXPRESSWAY GROUP
noexpressway.org

Support the campaign and spread the word: [Get a No Expressway t shirt today](#)

NO EXPRESSWAY GROUP

[WHY NO EXPRESSWAY?](#) [THE FACTS](#) [ABOUT](#) [HOW TO HELP](#) [NEWS](#) [EVENTS](#) [CONTACT](#)



**We are under threat.
STOP the Oxford / Cambridge Expressway**

[SIGN OUR PETITION](#)

We demand that the Government abandons plans for an Oxford to Cambridge Expressway, which include aspirations for vast growth rates (3-6 times national average) for cars, houses and people