

Oxford-Cambridge Expressway

Holton Annual Meeting

21st May 2019

David Rogers
No Expressway Group
Horton-cum-Studley
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NO EXPRESSWAY GROUP
noexpressway.org

In the beginning..... Highways England talked about specific Expressway routes

The Four Parishes News Magazine

BECKLEY
 FOREST HILL
 HORTON-cum-STUDLEY
 STANTON St JOHN



Crocuses in Bury Knowle Park, 17 February 2018

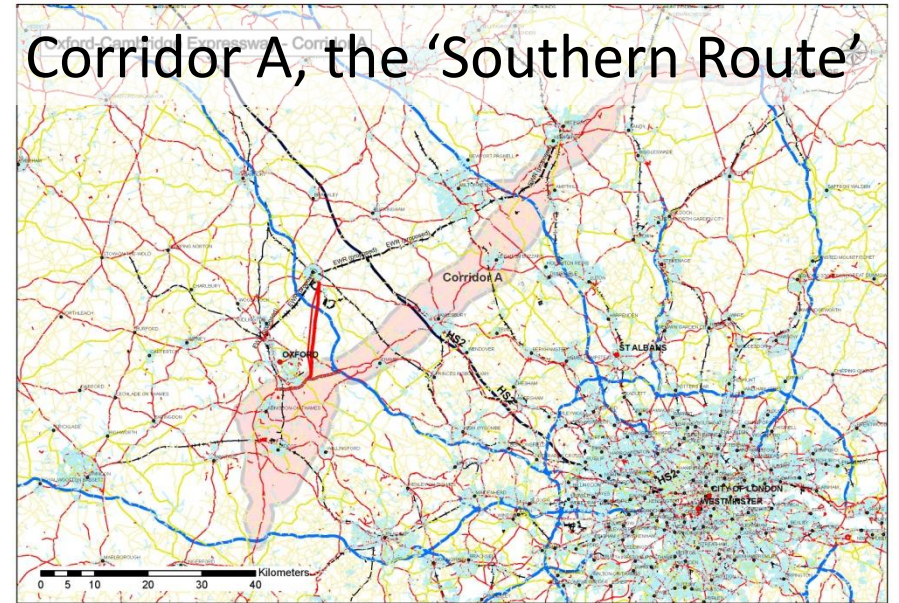
March 2018



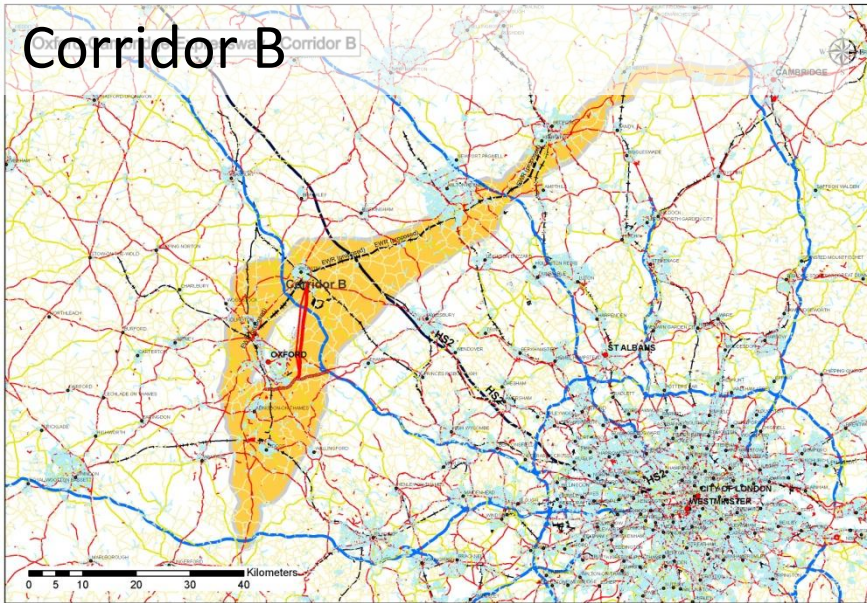
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

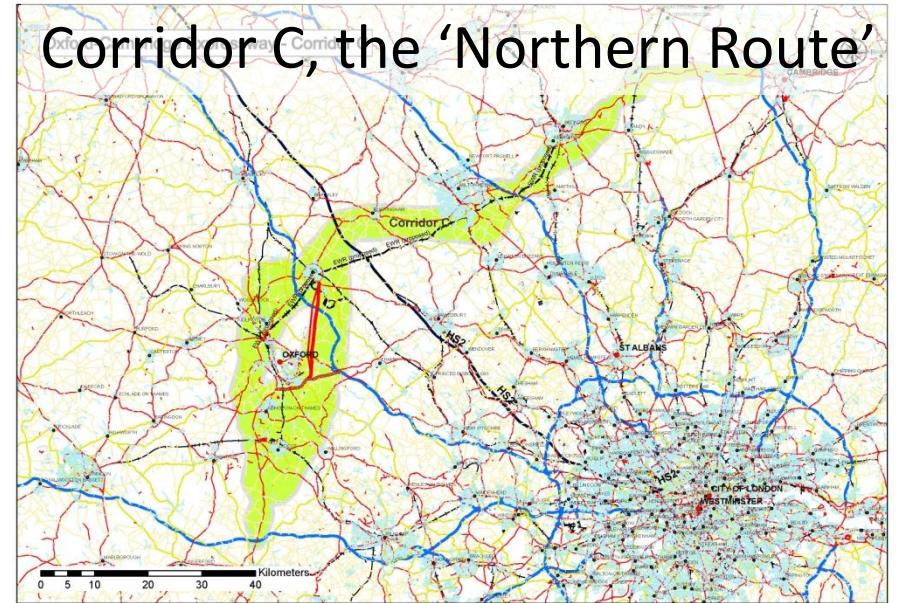
Corridor A, the 'Southern Route'



Corridor B



Corridor C, the 'Northern Route'



The Anti- Expressway Campaign to date



NO EXPRESSWAY GROUP
noexpressway.org

Information

- Travelling pagoda



- Leaflets

- T-shirts



Information

- Travelling pagoda



- Leaflets

- T-shirts



NO EXPRESSWAY GROUP
noexpressway.org

Events

Walk the Seven Towns of **OTMOOR**

- Sunday, July 8th -



NO EXPRESSWAY
SAVE OTMOOR
SAVE OXFORDSHIRE
NO EXPRESSWAY

1830
THEY TOOK OUR LAND

2018
THEY'RE TRYING AGAIN

RIOT AT THE FAIR!

September 3rd

Bonn Square, Oxford



Events

**Walk the Seven Towns of
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RIOT AT THE FAIR!

September 3rd

Bonn Square, Oxford

Networking & reaching out to other organisations and villages

Expressway Action Group



Berkshire
Buckinghamshire
Oxfordshire



Bedfordshire
Cambridgeshire
Northamptonshire

NEED
NOT
GREED



giving
nature
a home



Friends of the Earth



NEA, No Expressway Alliance

BUCKINGHAMSHIRE EXPRESSWAY ACTION GROUP

No new Expressway – here, there, anywhere.

THE "RATIONALE" CLIMATE MATTERS IMPACTS ON WILDLIFE DEMOCRATIC DEFICIT WHAT YOU CAN DO NEWS AND EVENTS ABOUT BEAG

NO EXPRESSWAY GROUP
noexpressway.org

Newspaper Articles More

The Guardian view Columnists Cartoons Opinion videos Letters

Opinion Infrastructure

This disastrous new project will change the face of Britain, yet no debate is allowed

George Monbiot



@GeorgeMonbiot
Wed 22 Aug 2018
06:00 BST



6283 1,221

Decisions about the Oxford-Cambridge expressway, and the vast conurbation it will create, are made behind closed doors



Where democracy counts most, it is nowhere to be seen. The decisions that shape the life of a nation are taken behind our backs. With occasional exceptions, public choice is reserved for trivia. The most consequential choices, as they are the longest

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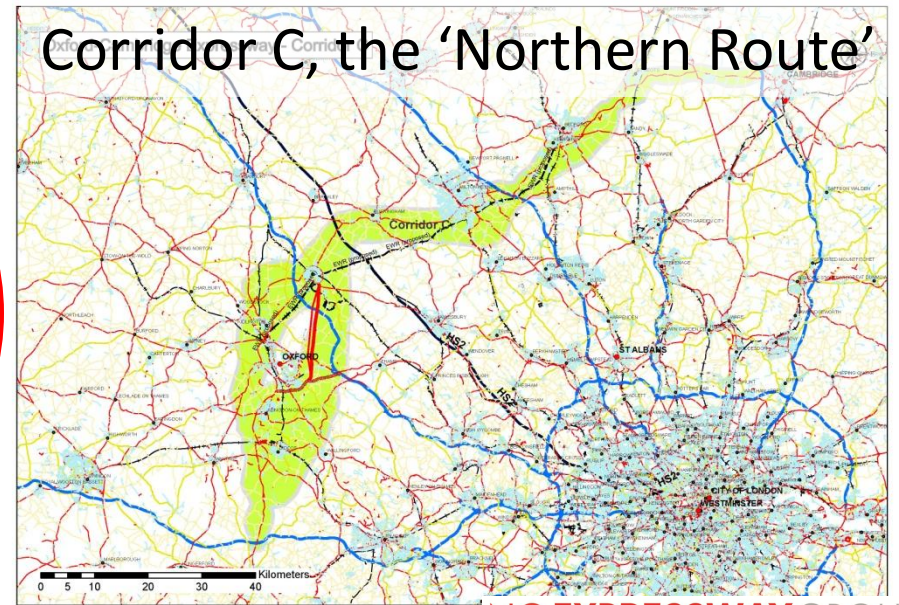
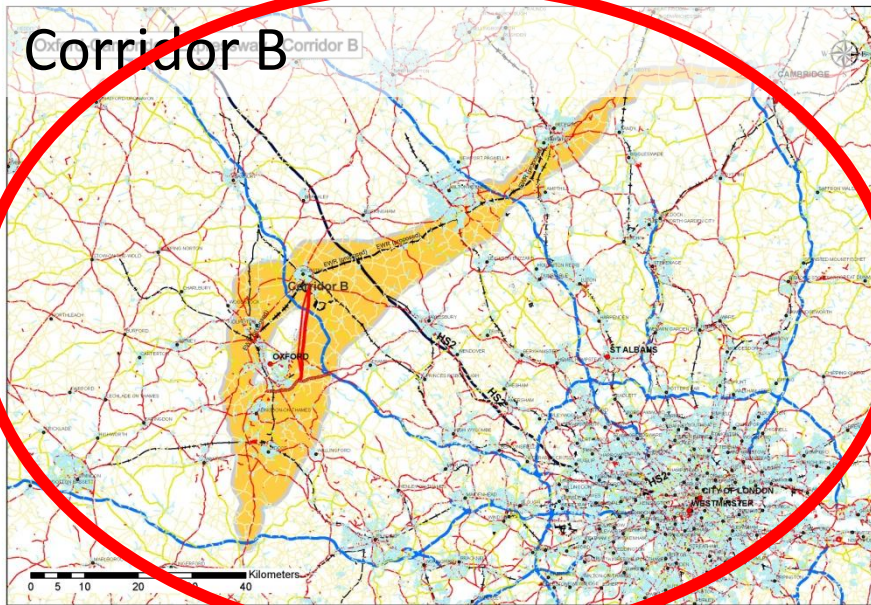
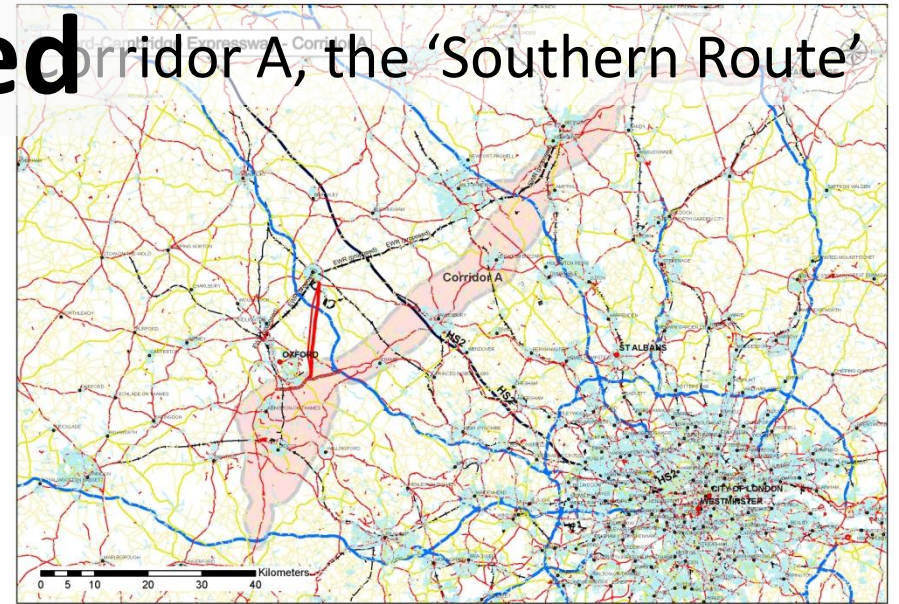


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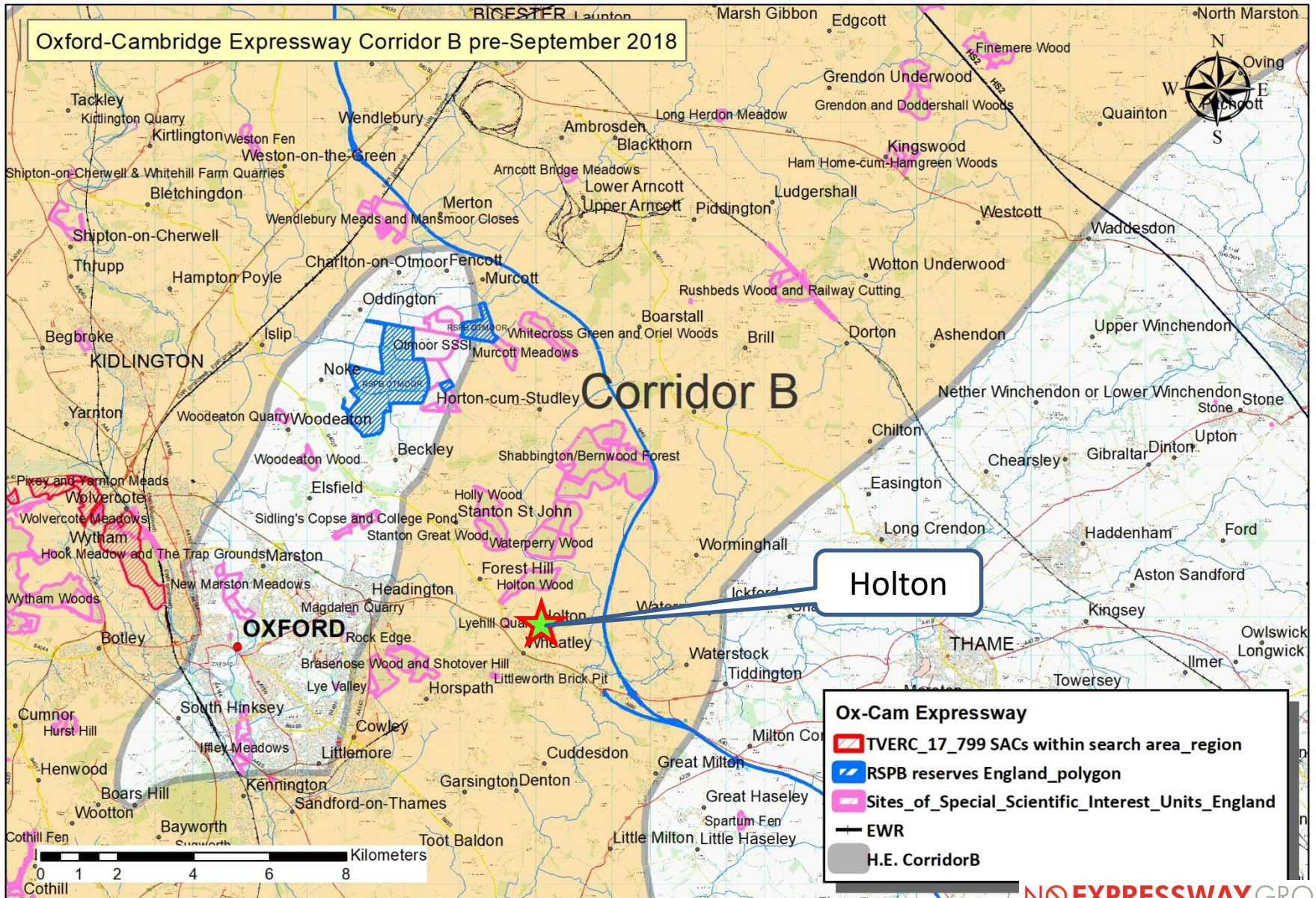
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Corridor Announced

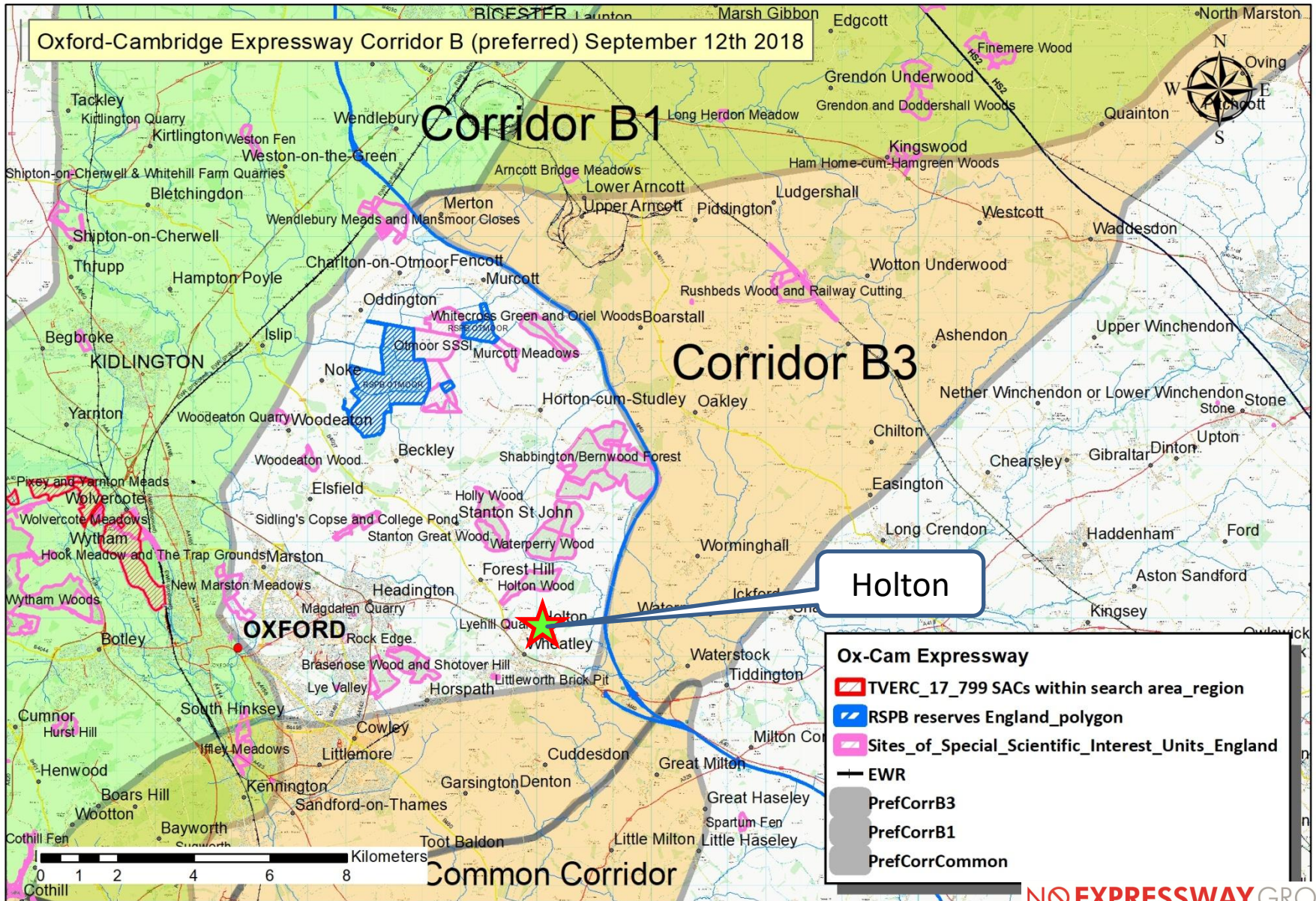
On September 12th last year
Highways England announced a
modified Corridor B for further study.



Corridor B before September 12th

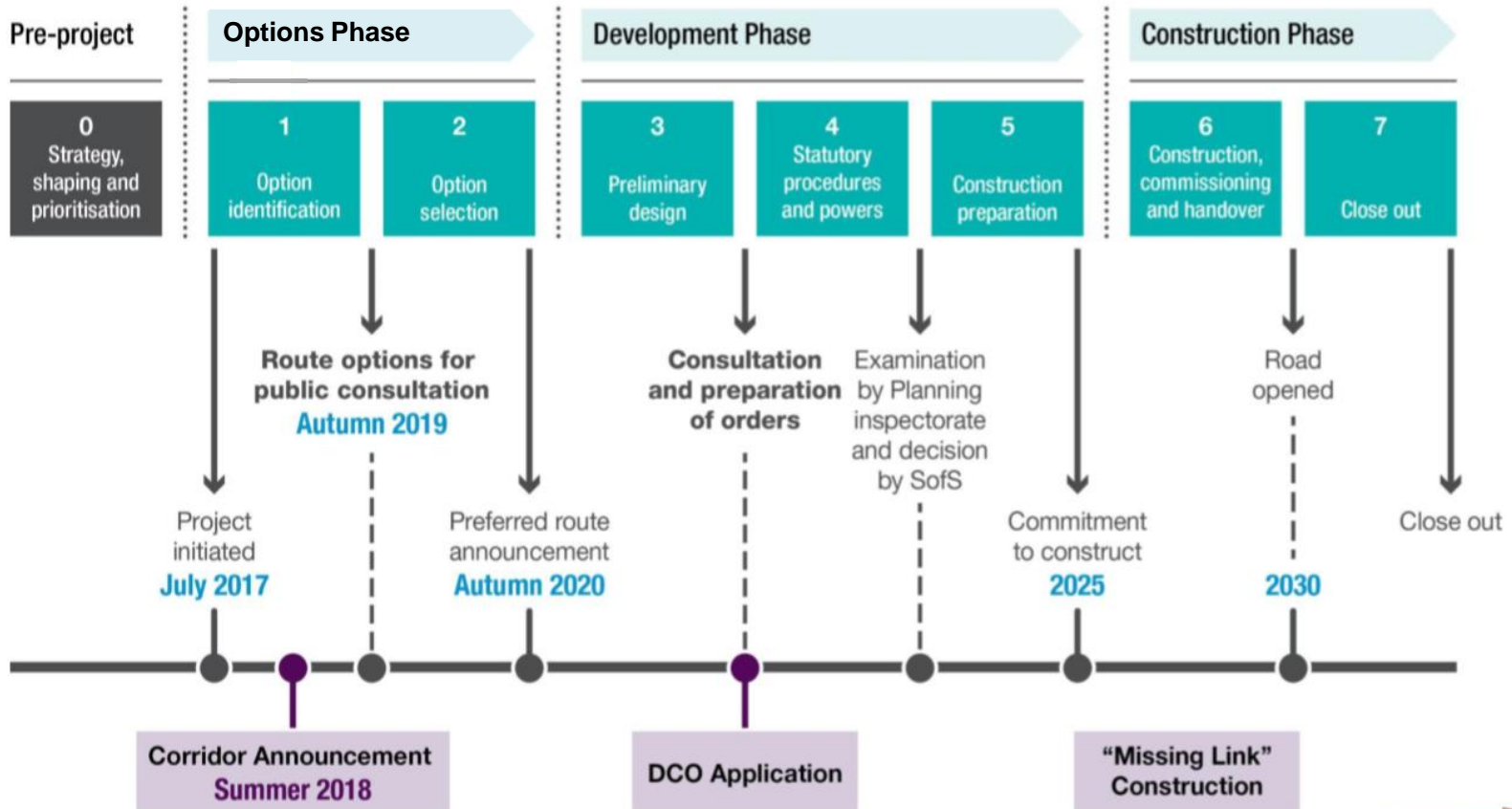


Corridor B after September 12th



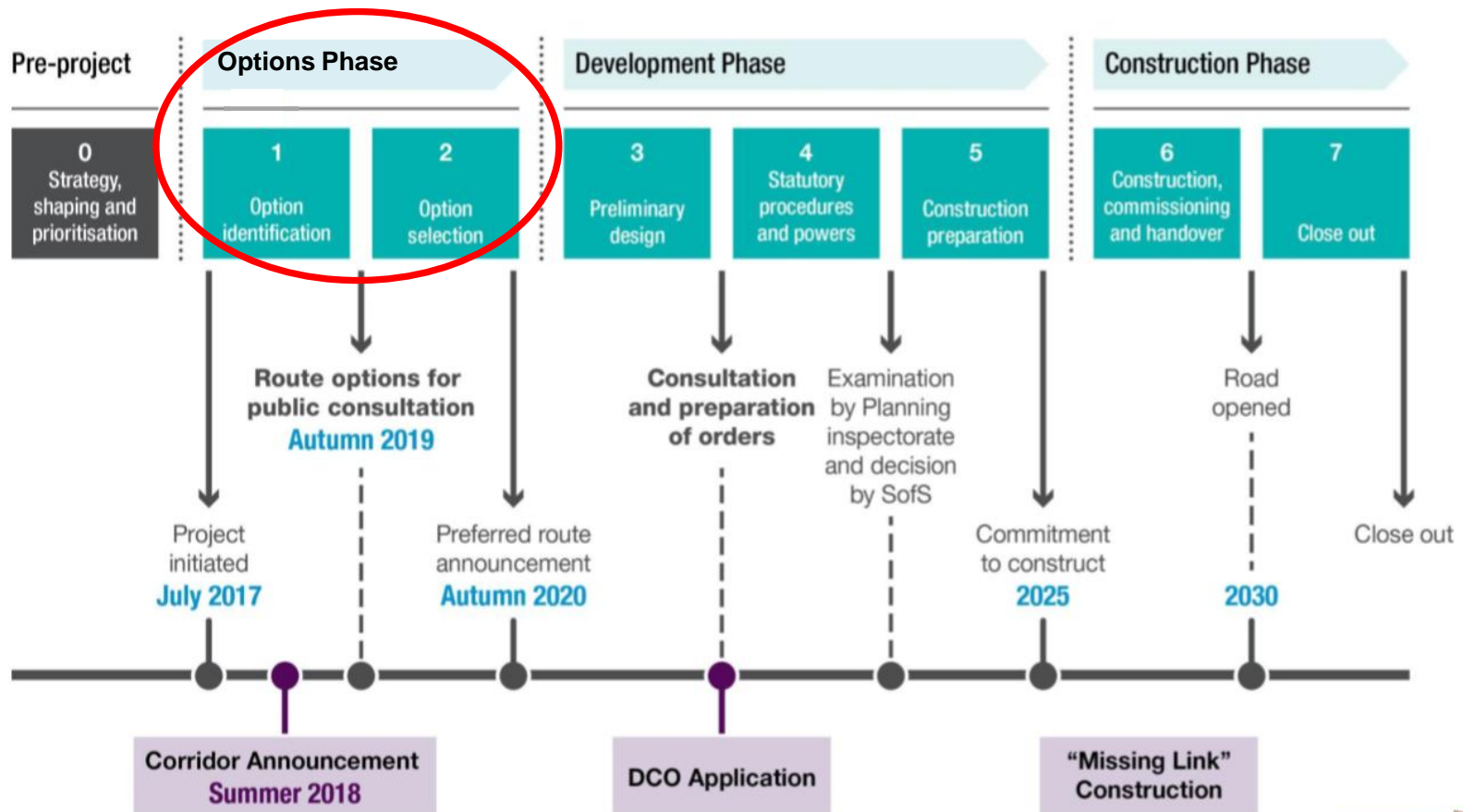
Highways England's Time Table

Major Project Milestones & Lifecycle



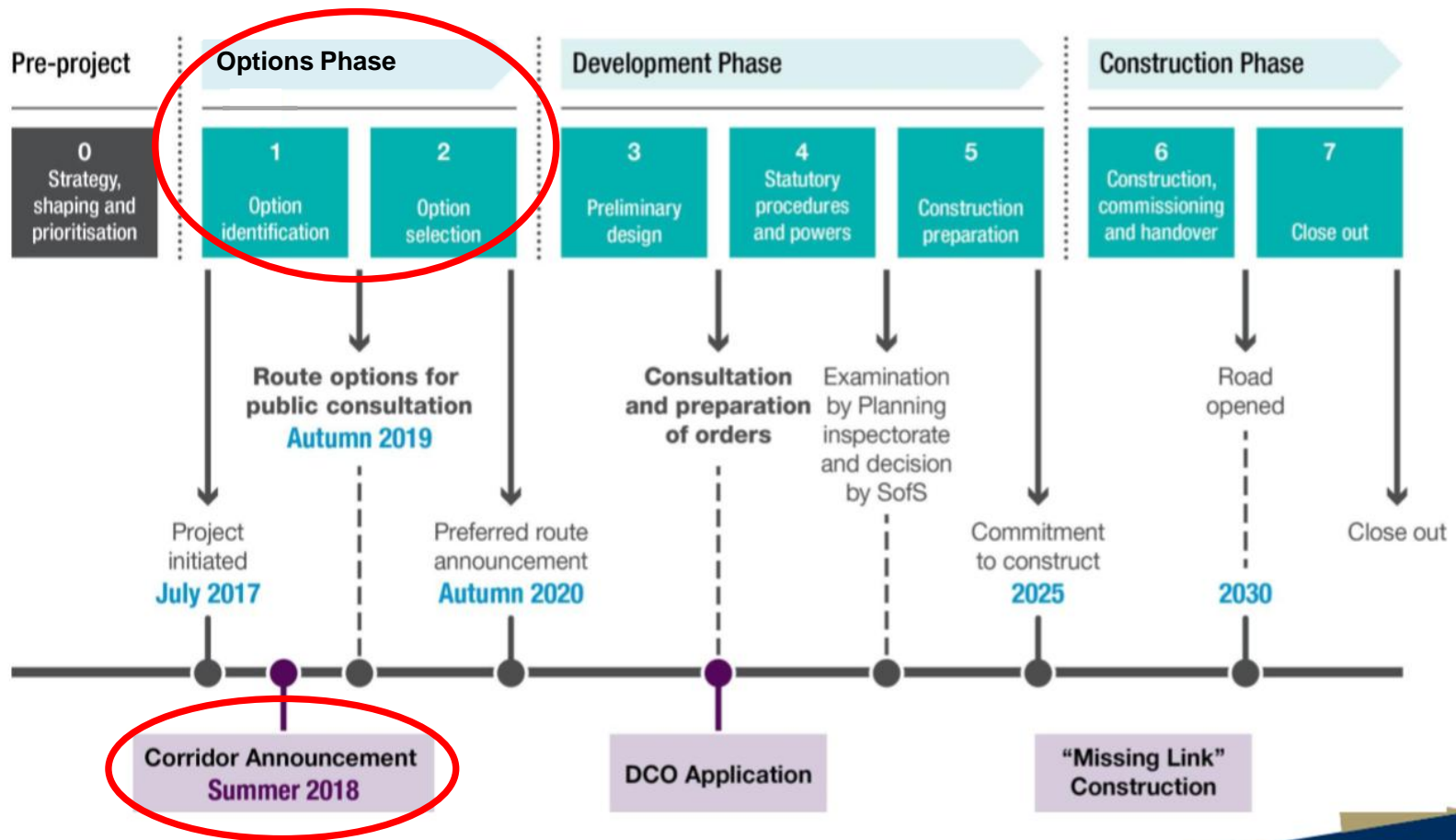
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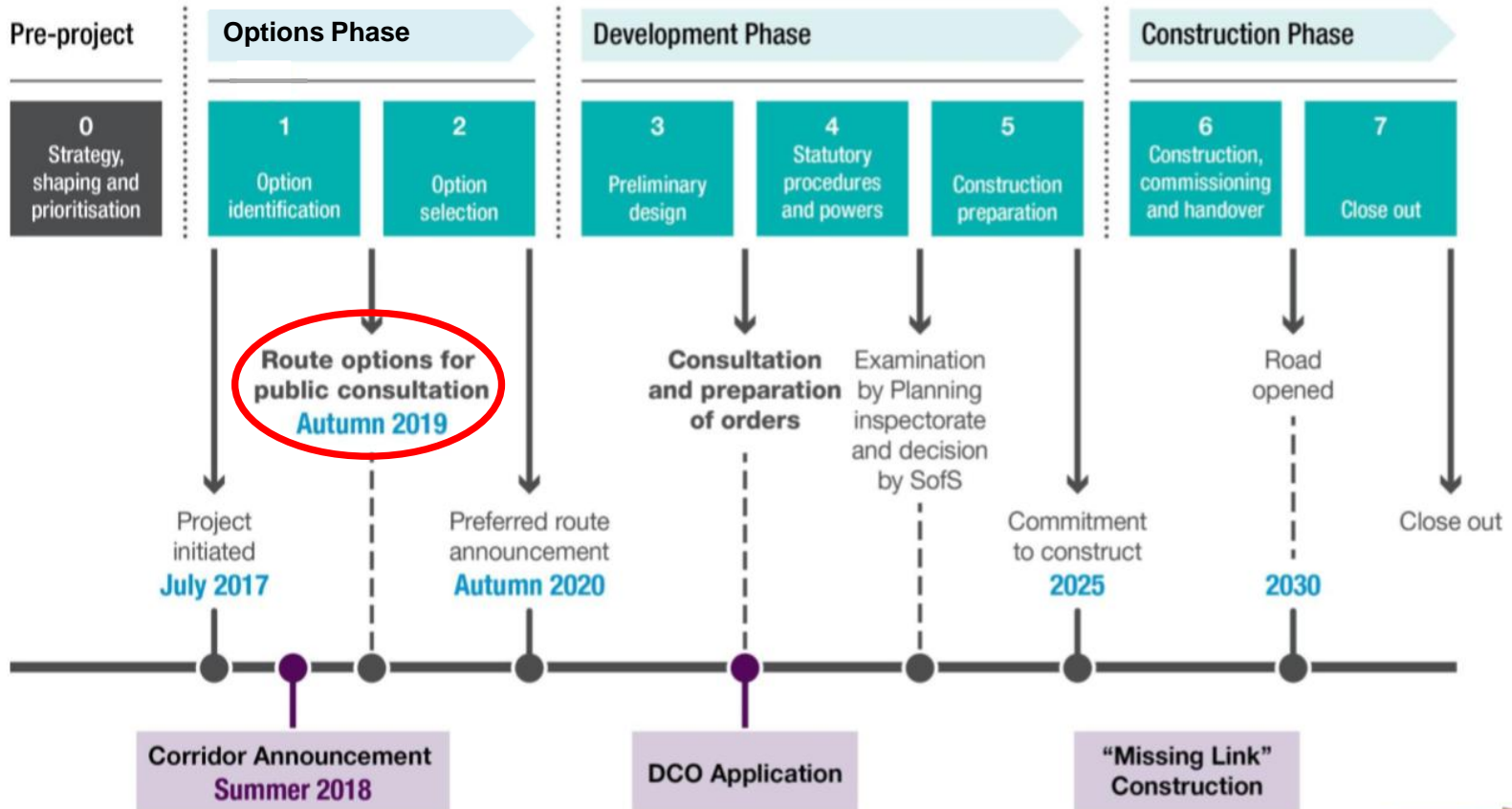
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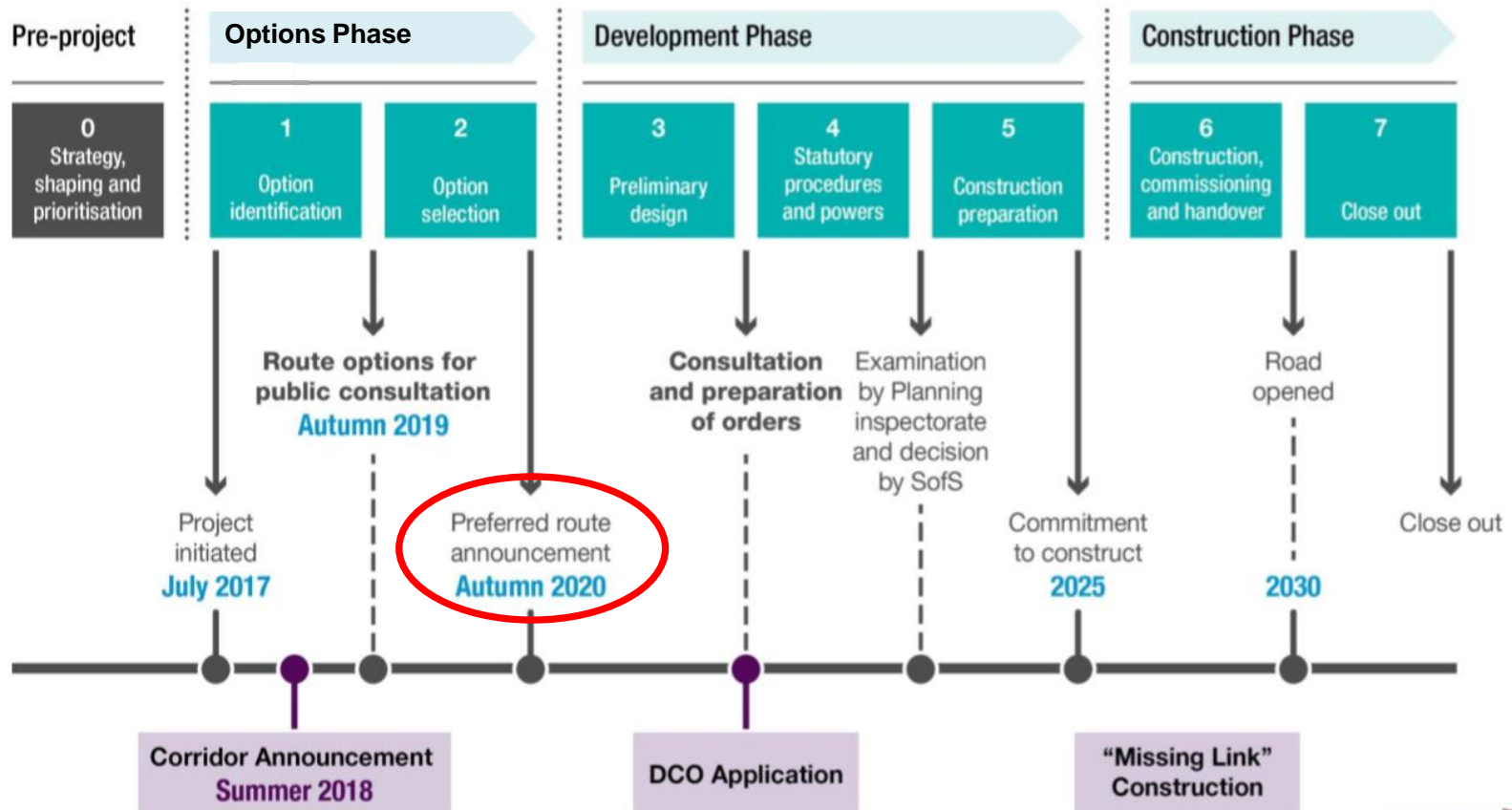
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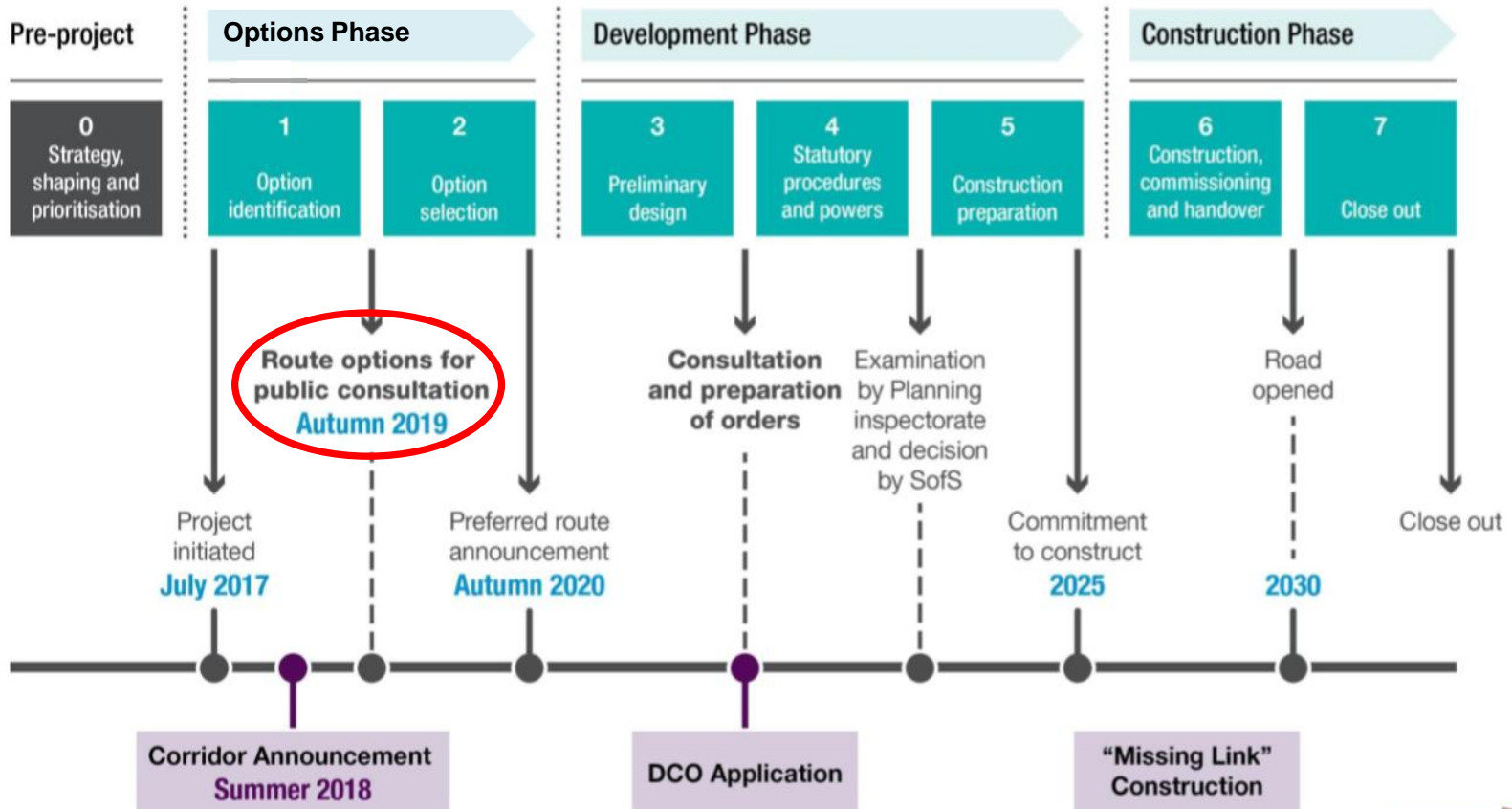
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Major Project Milestones & Lifecycle



Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.



M40, Junction 9

Corridor B boundary

Holton

M40, Junction 8A

Ox-Cam Expressway

- Corridor B 01-10-18 Shapefile [0.1]
- Oxonboundary
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- EWR

0 1 2 4 6 8 Kilometers

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Route B3

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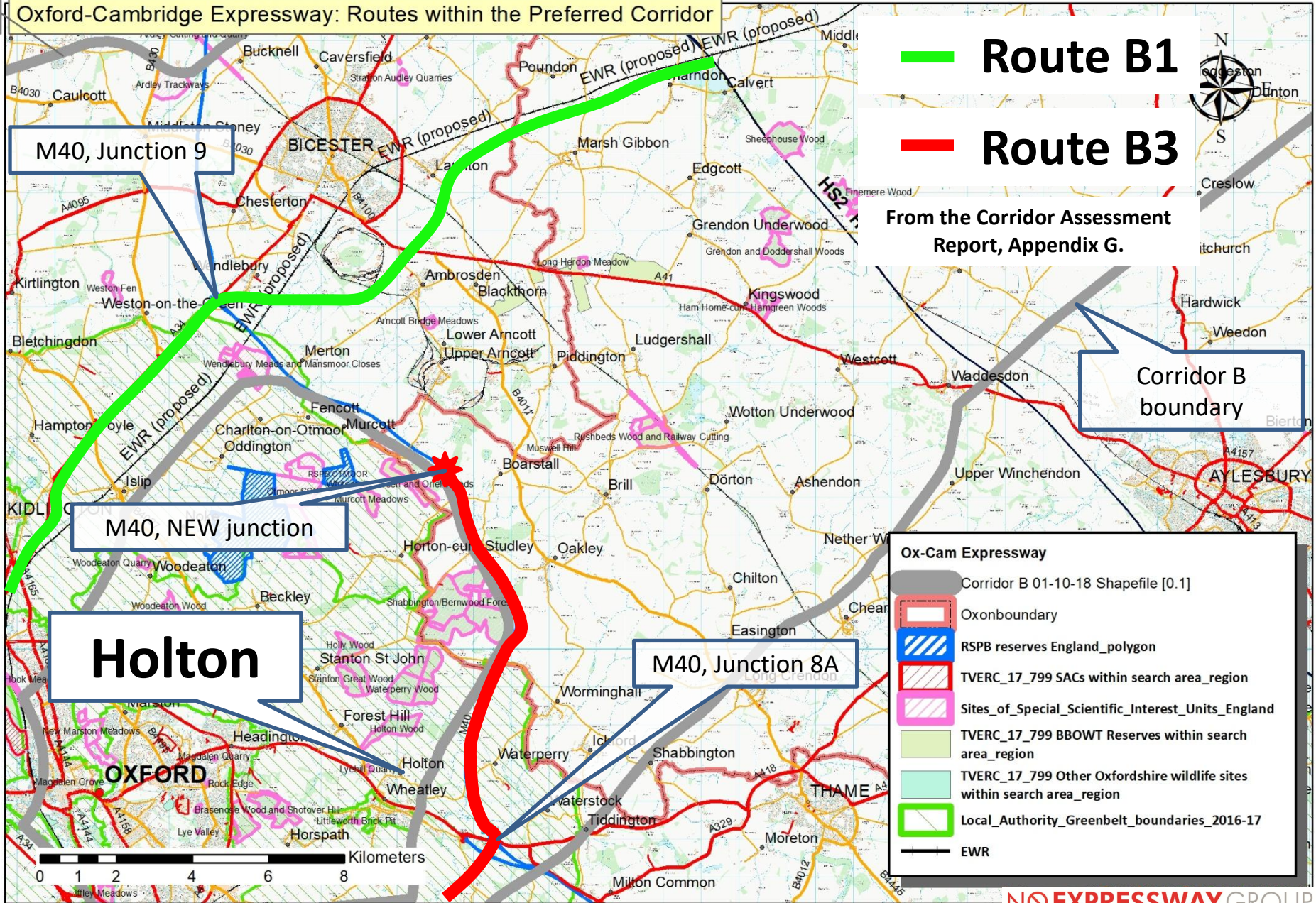
Holton

M40, Junction 8A

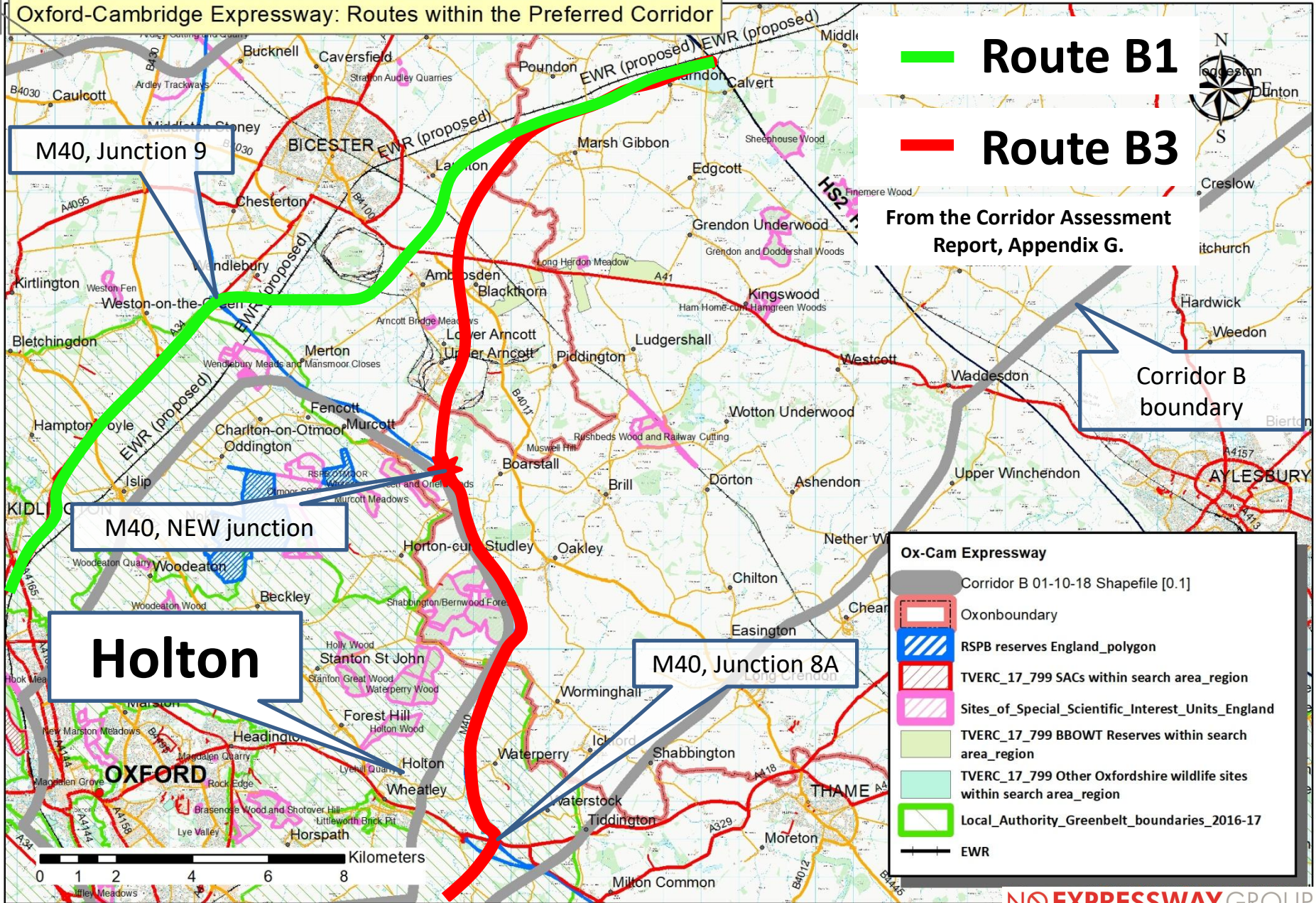
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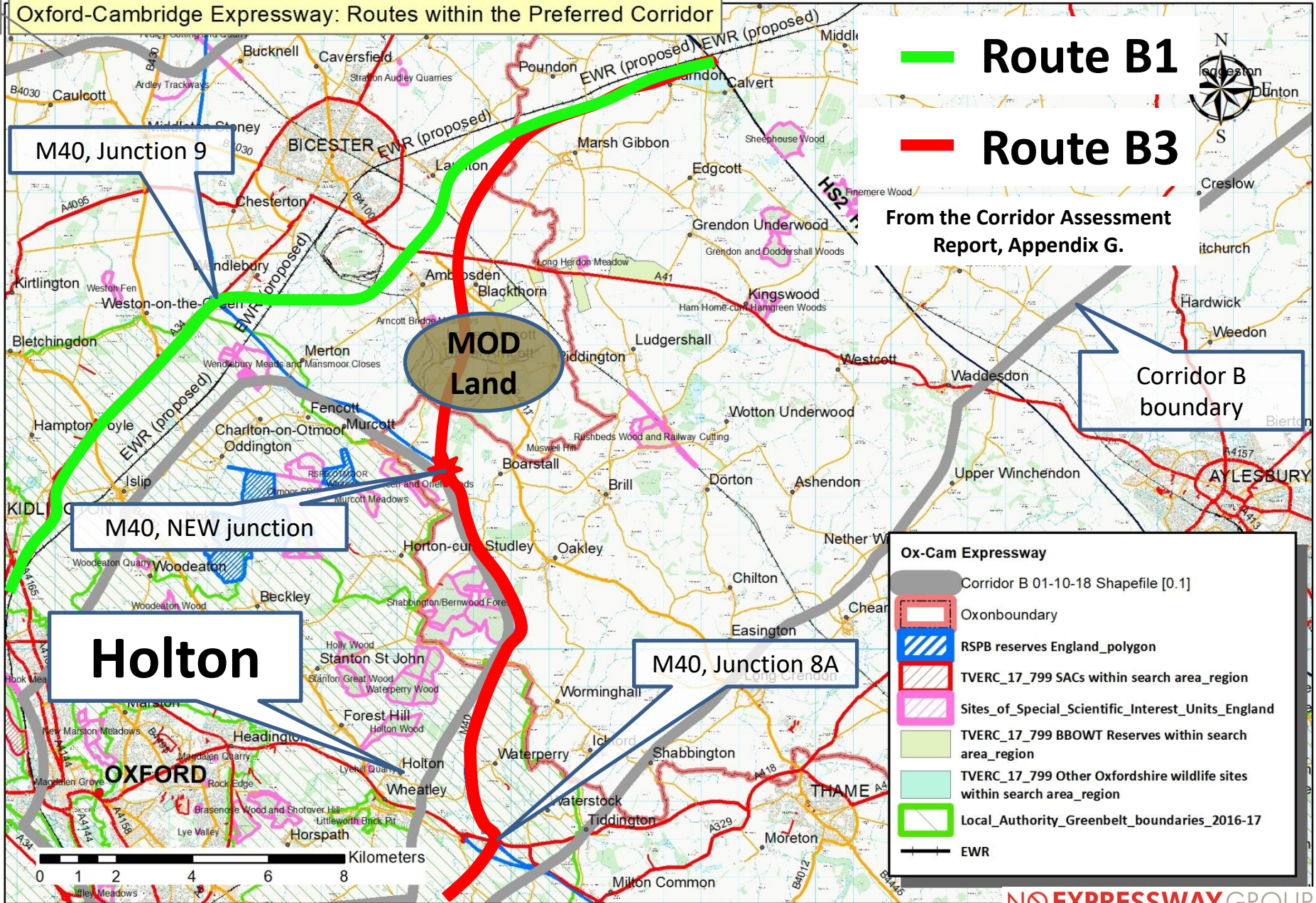
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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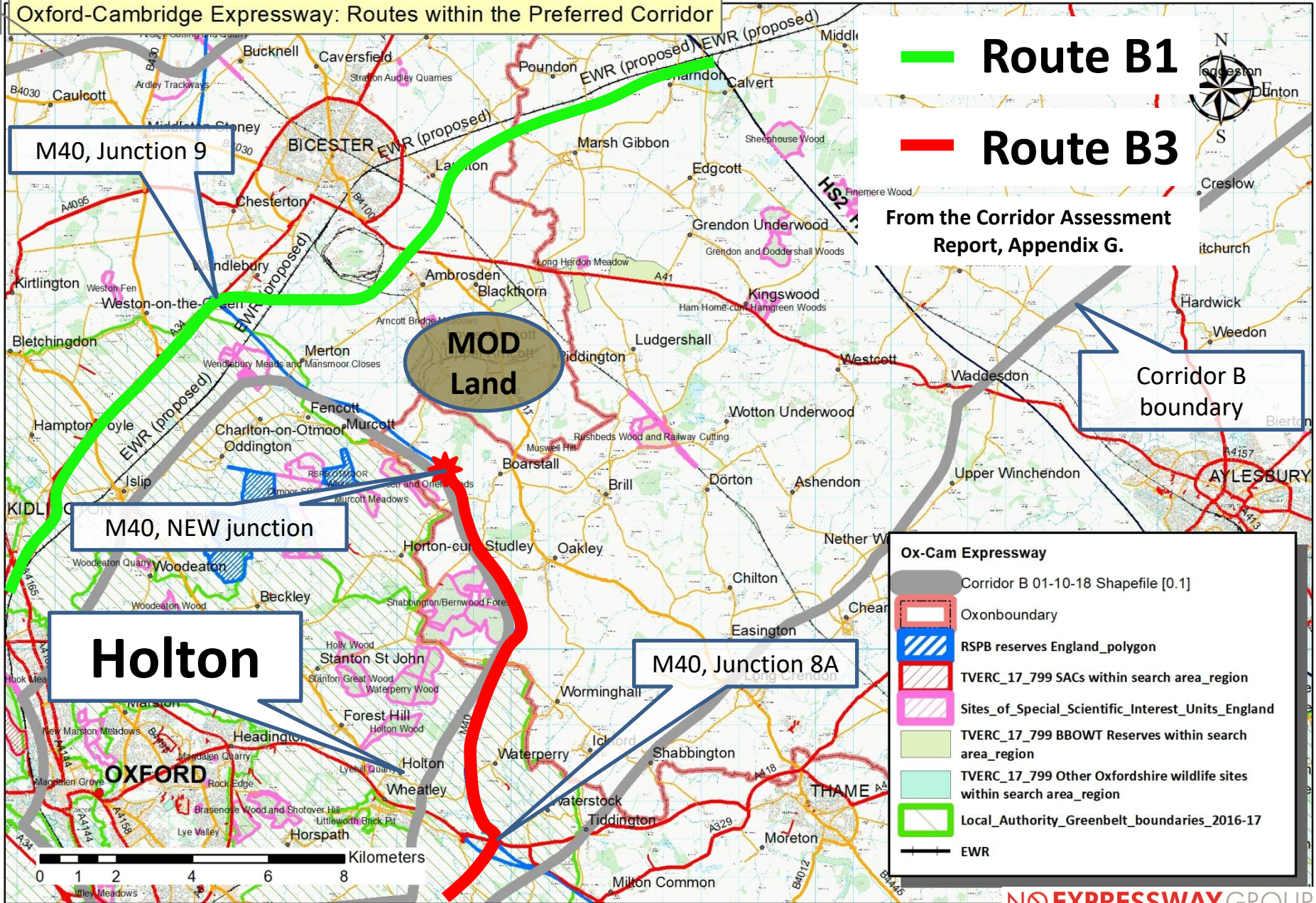
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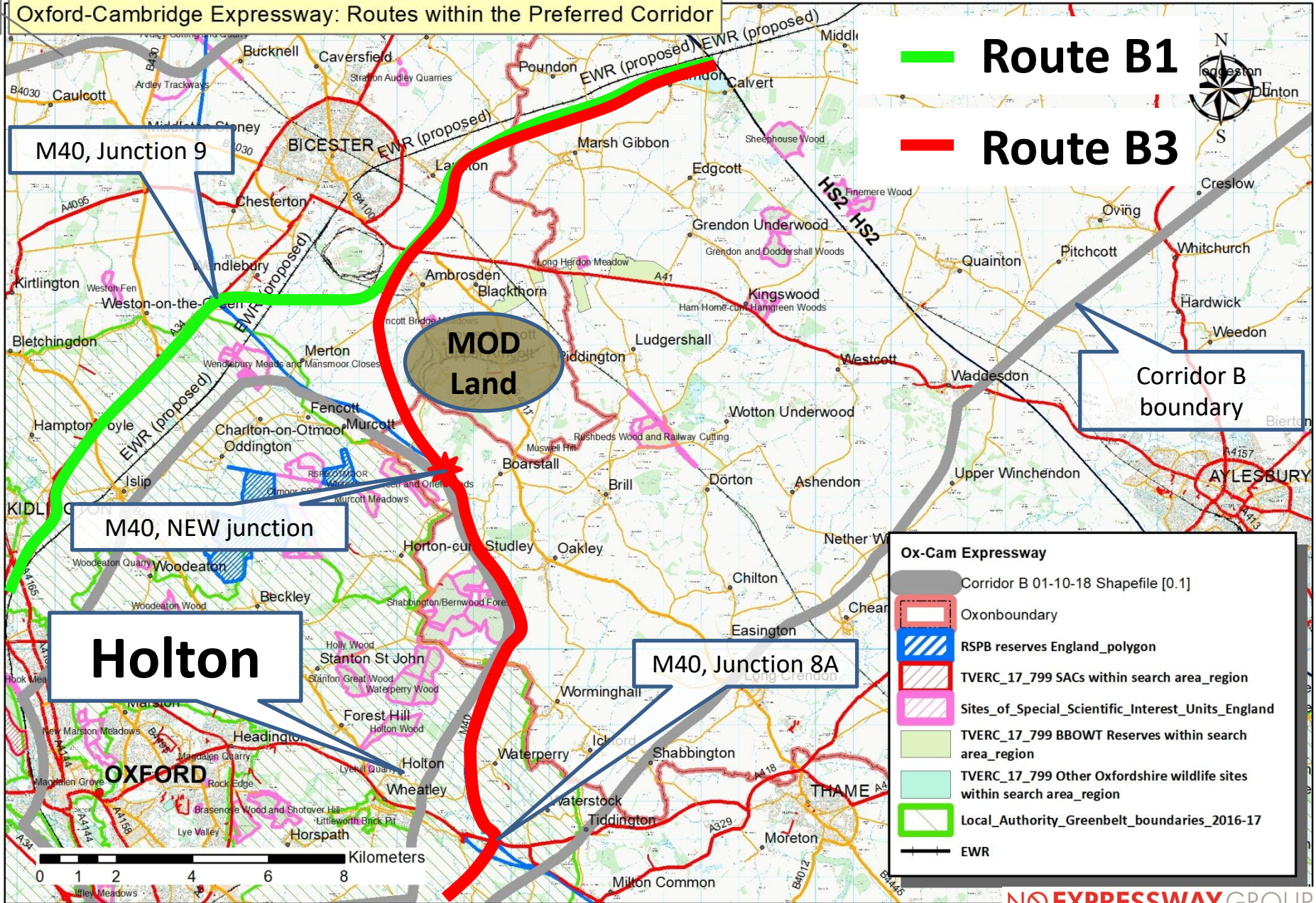
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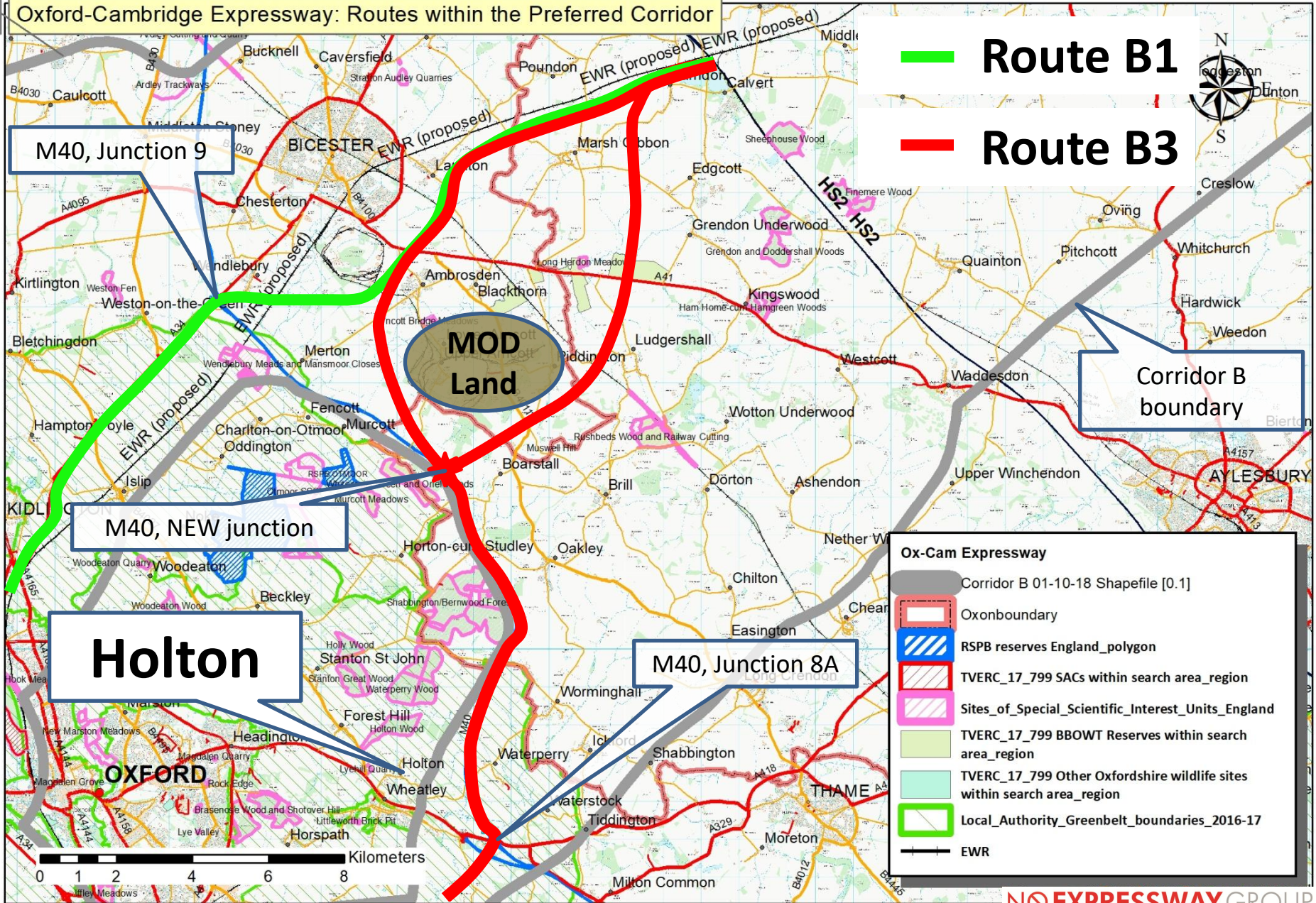
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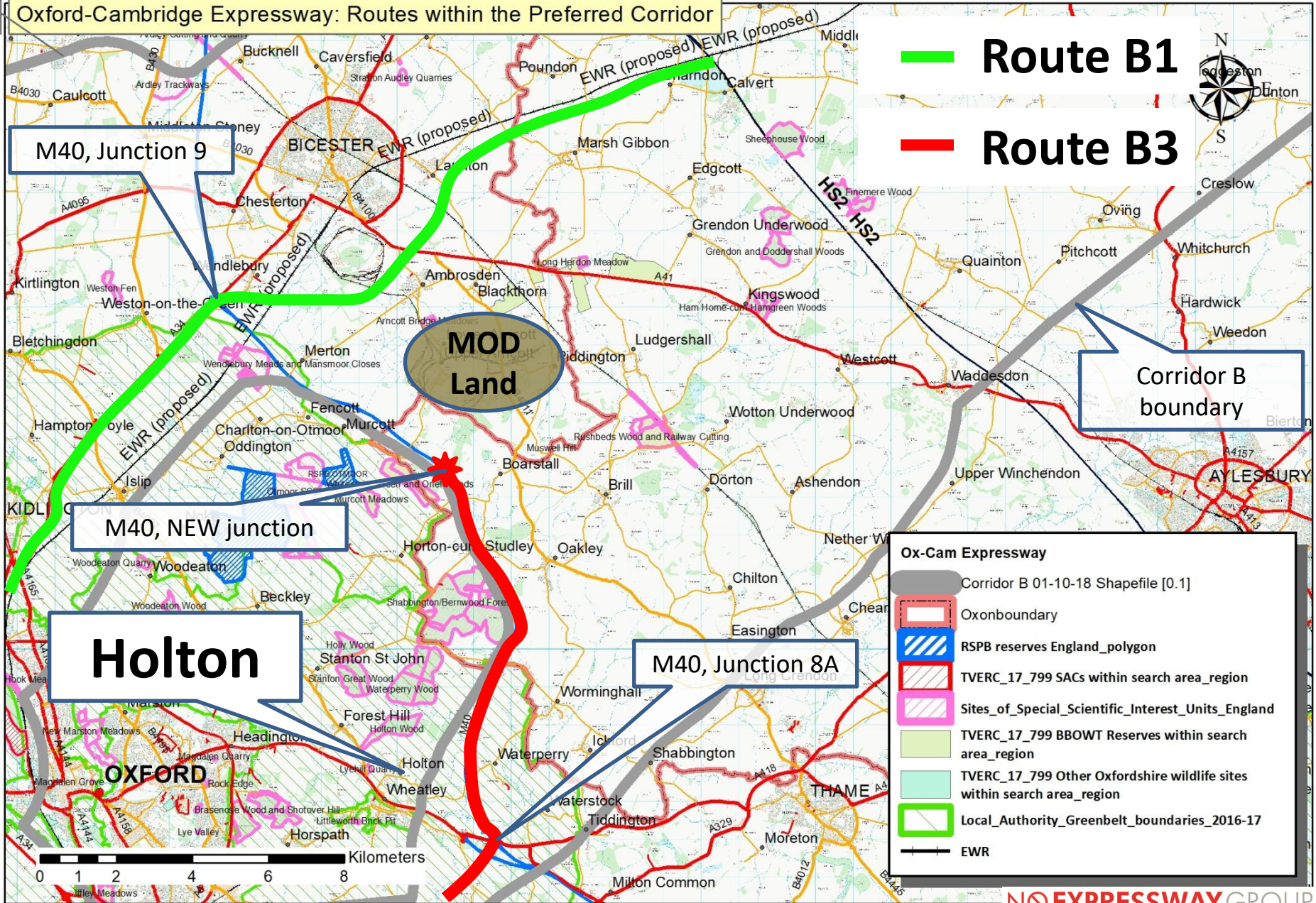


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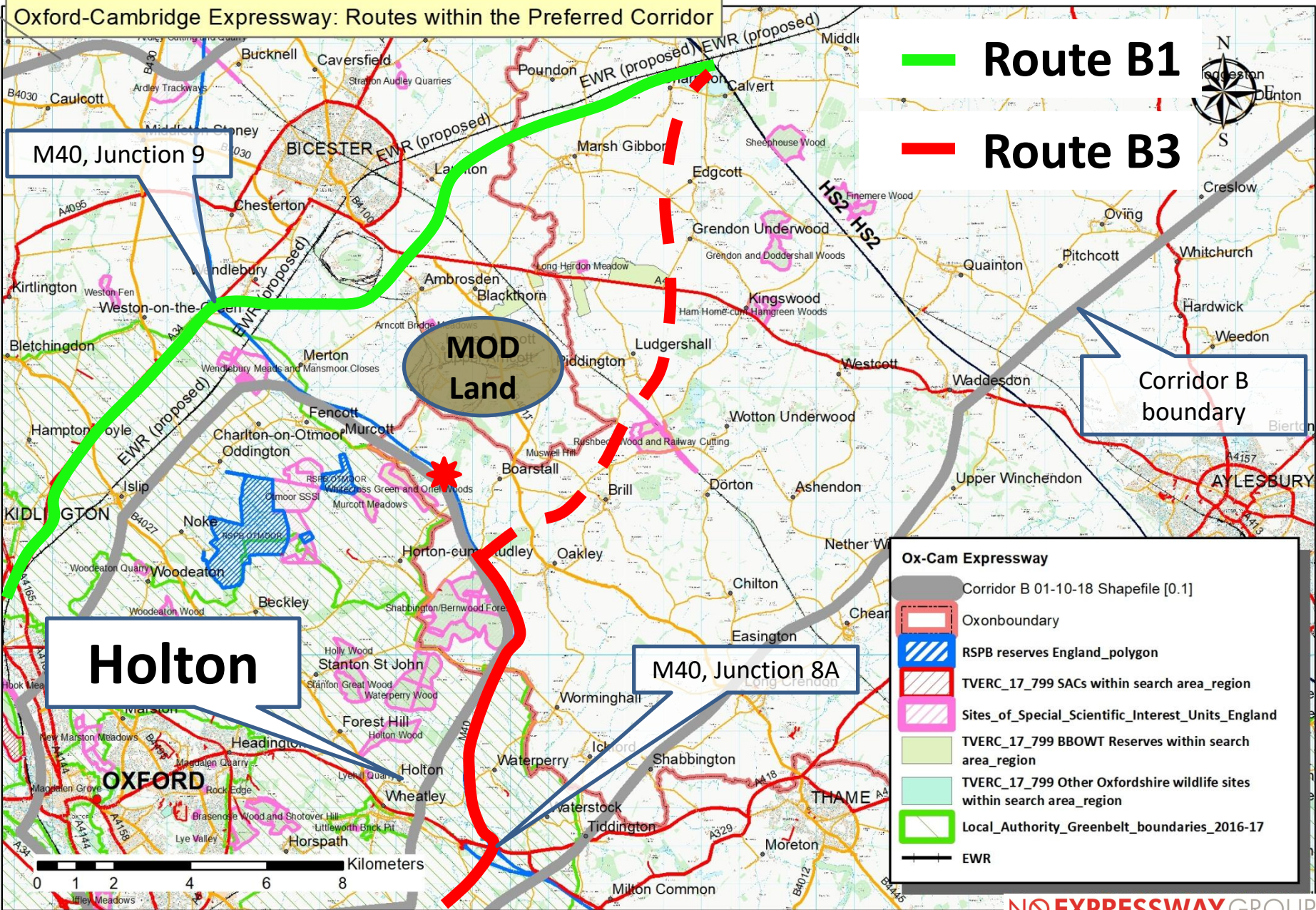
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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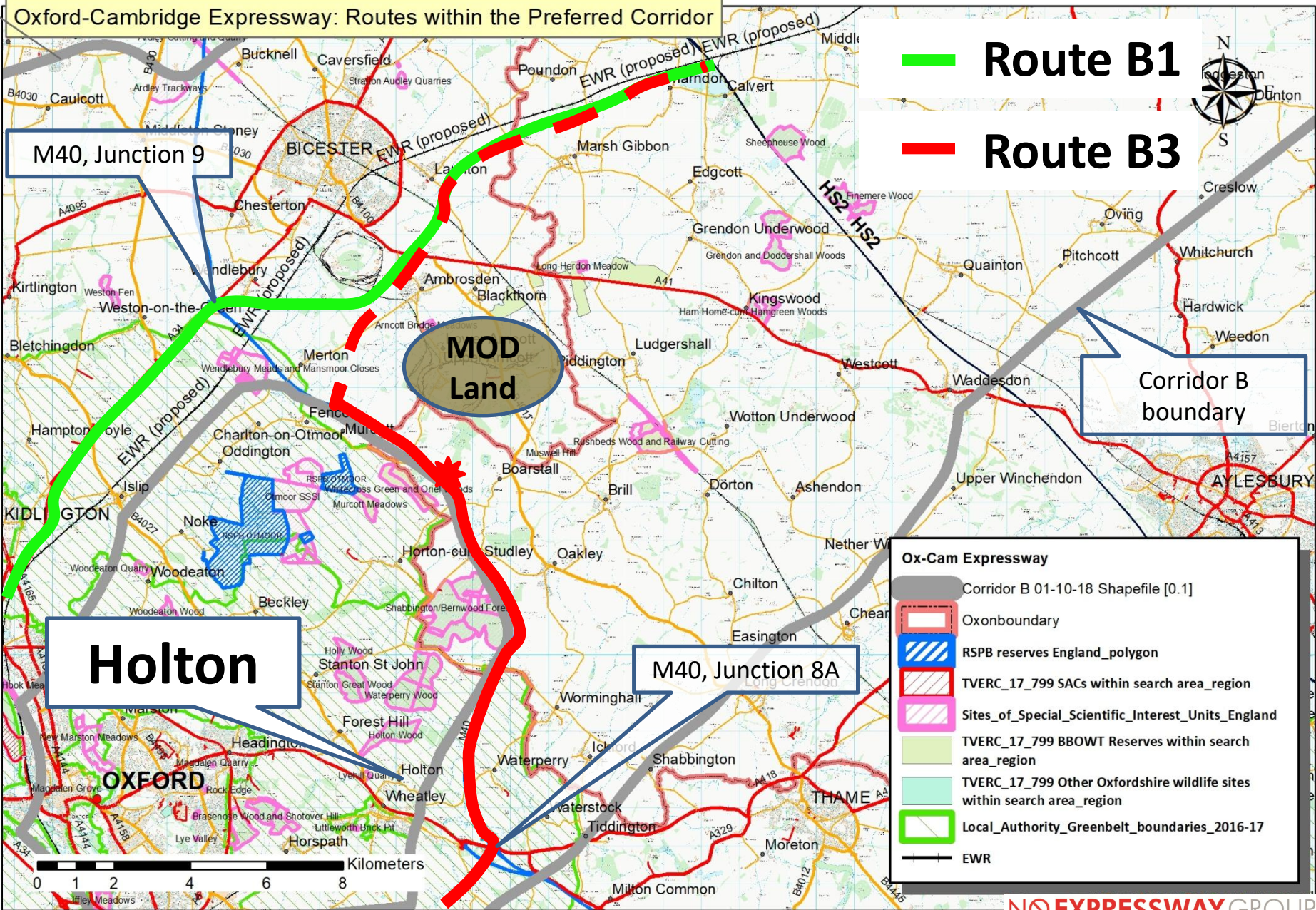
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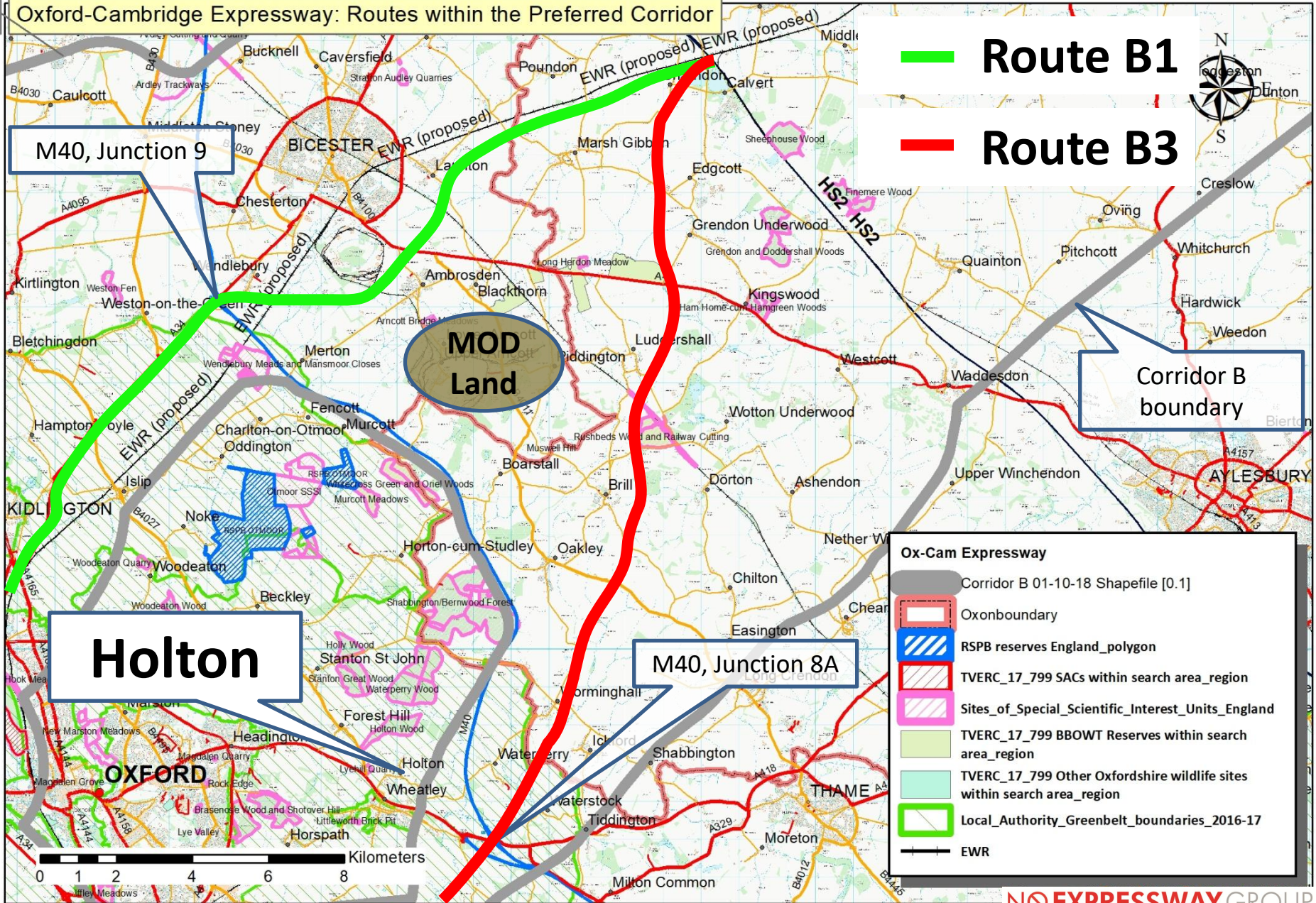


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NIC
Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

Houses across the Arc

5th
studio

SQW

The Ox-Cam Arc's 'Transformational Scenario'

NIC

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'

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.

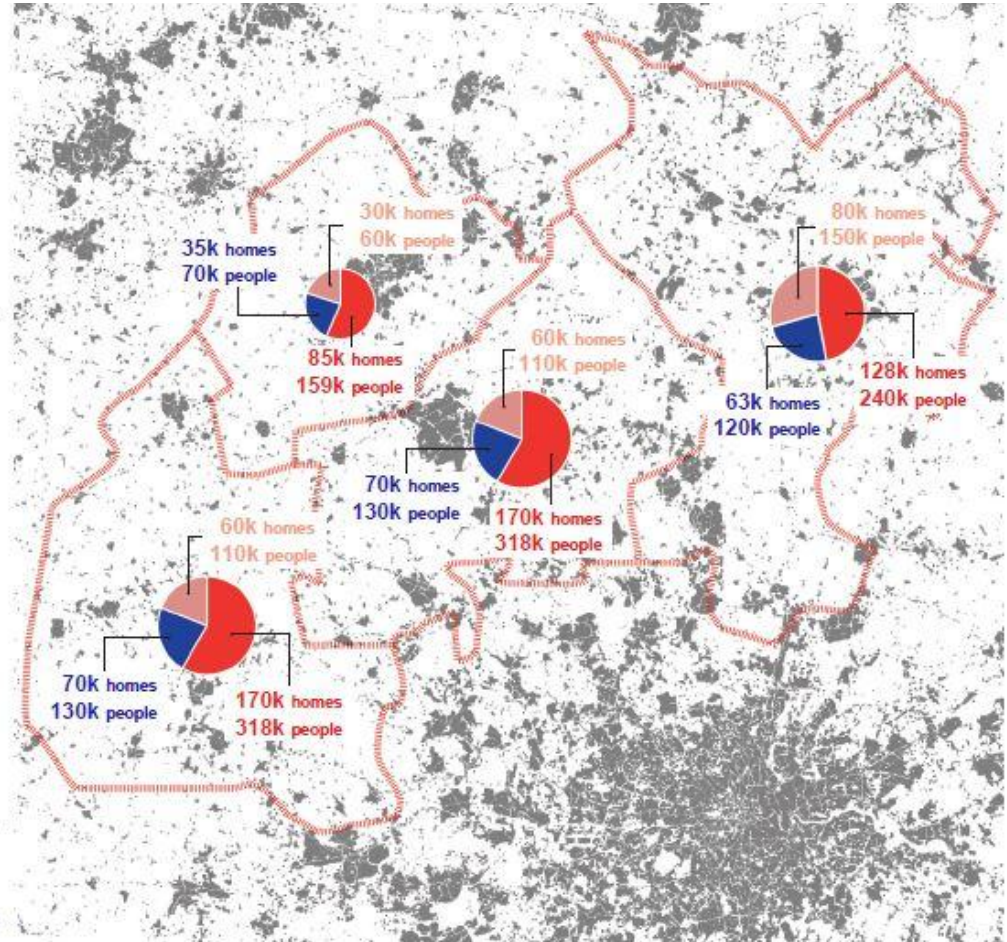
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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'

Century growth and was selected based on a rounded average of the built-up density found across the corridor.

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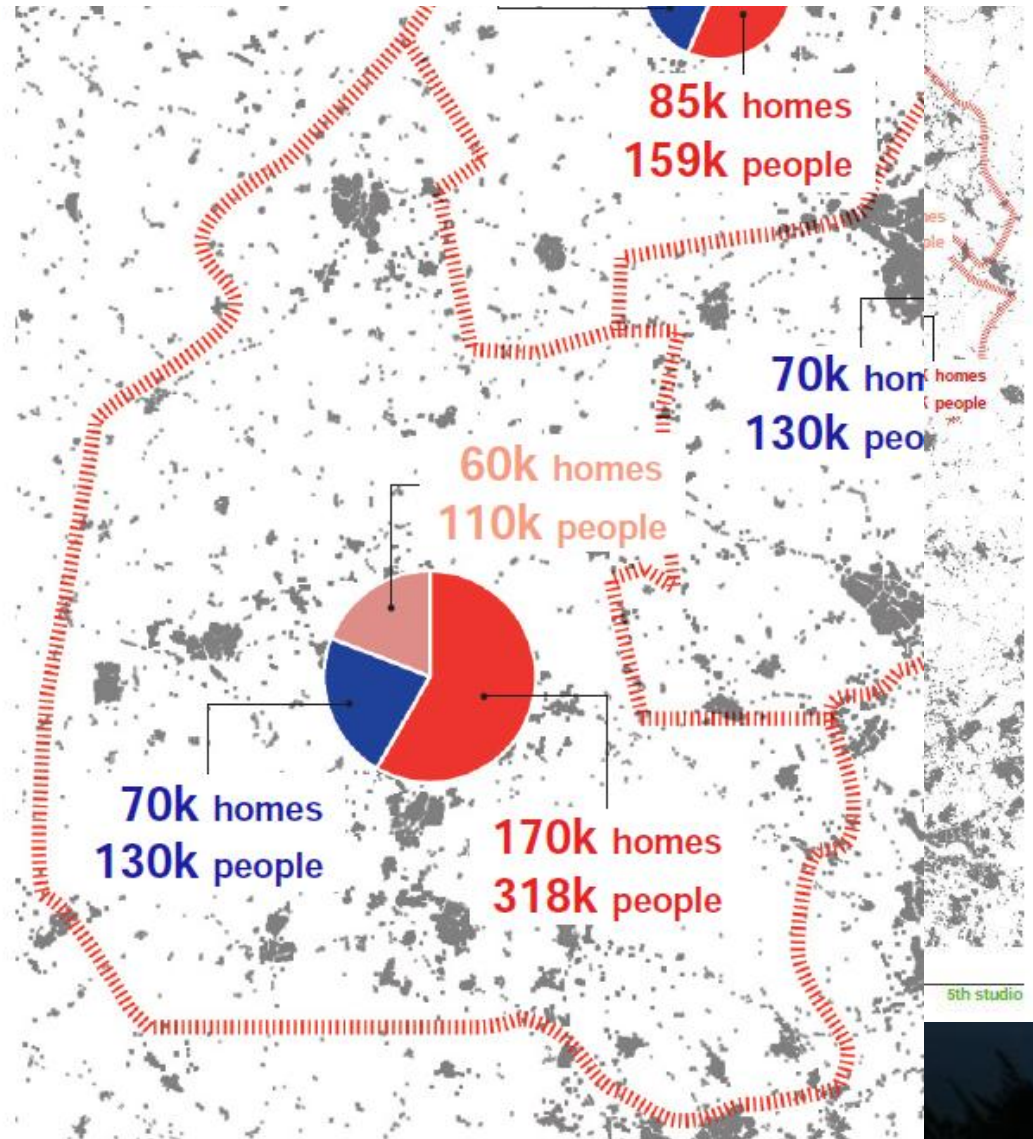
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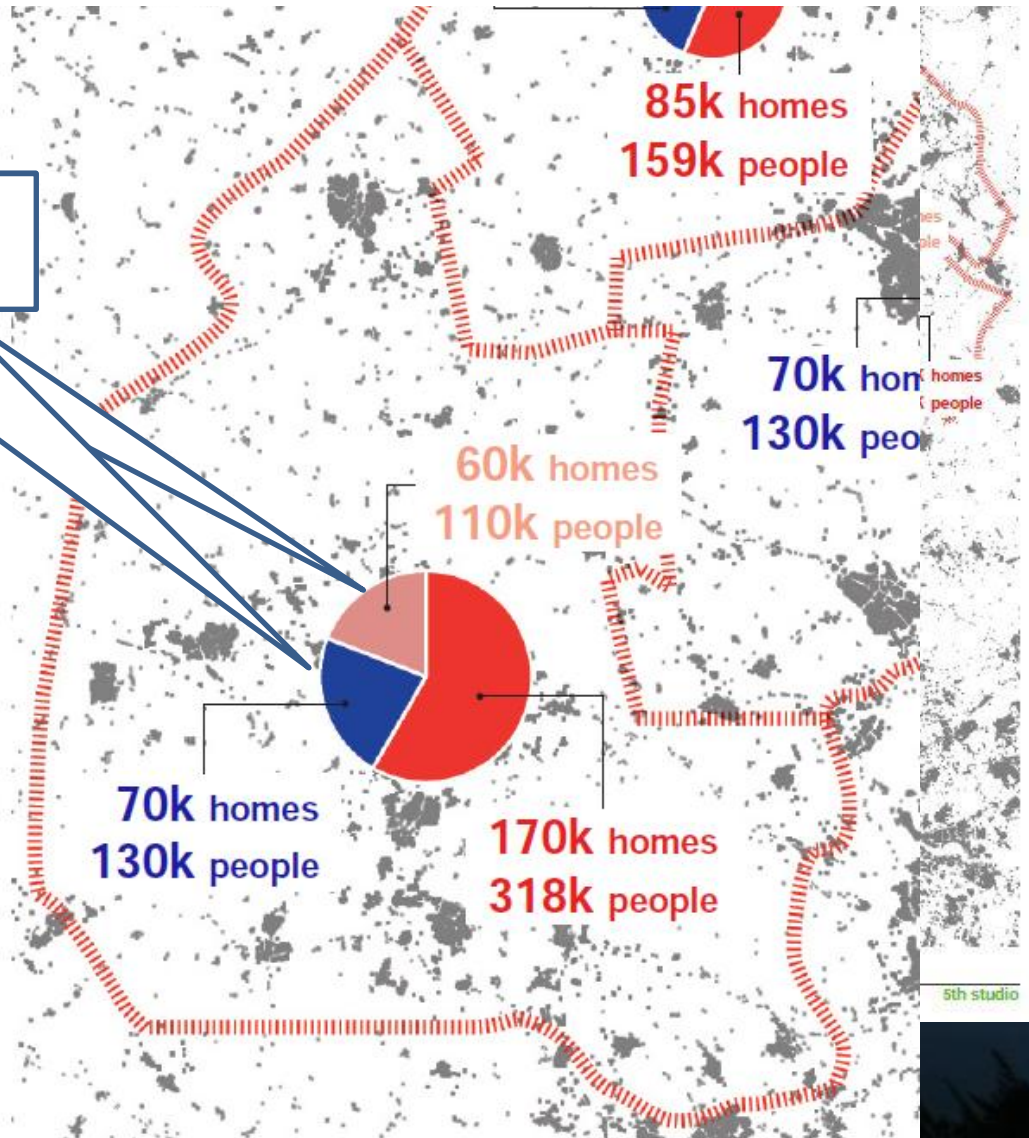
5th studio

The Ox-Cam Arc's 'Transformational Scenario'

century growth and was selected based on a rounded average of the built-up density found across the corridor.

Currently planned + backlog homes

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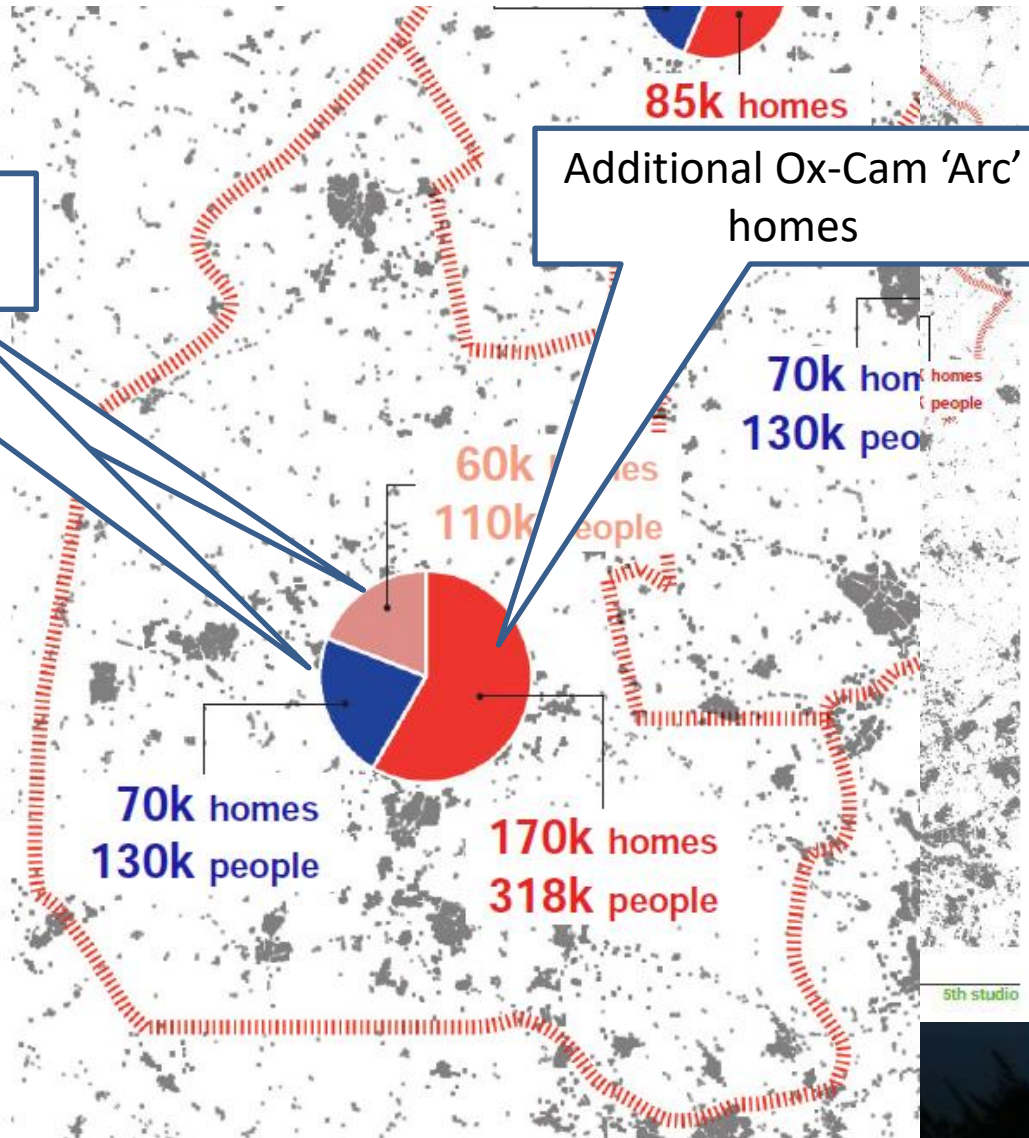
The Ox-Cam Arc's 'Transformational Scenario'

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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

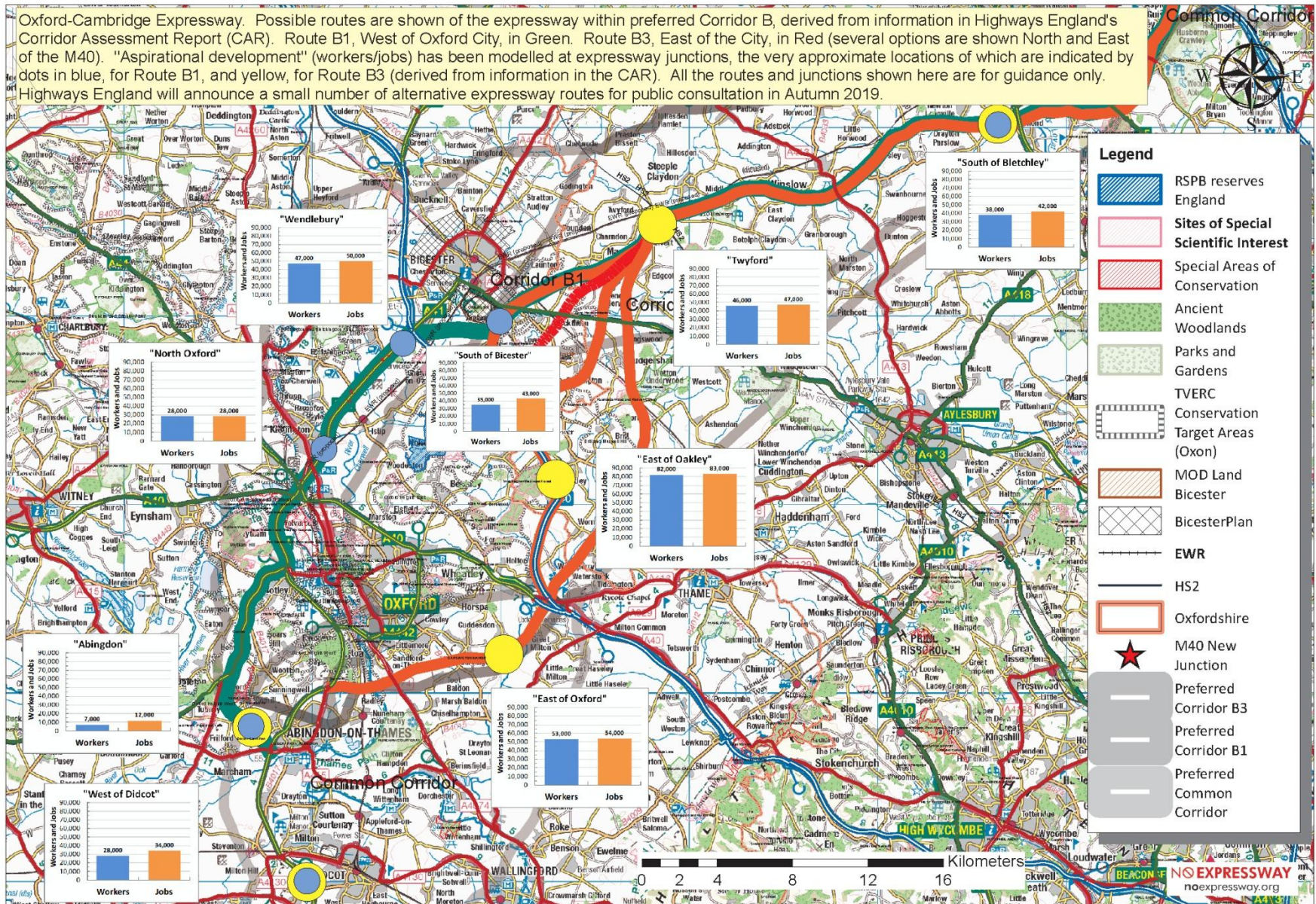
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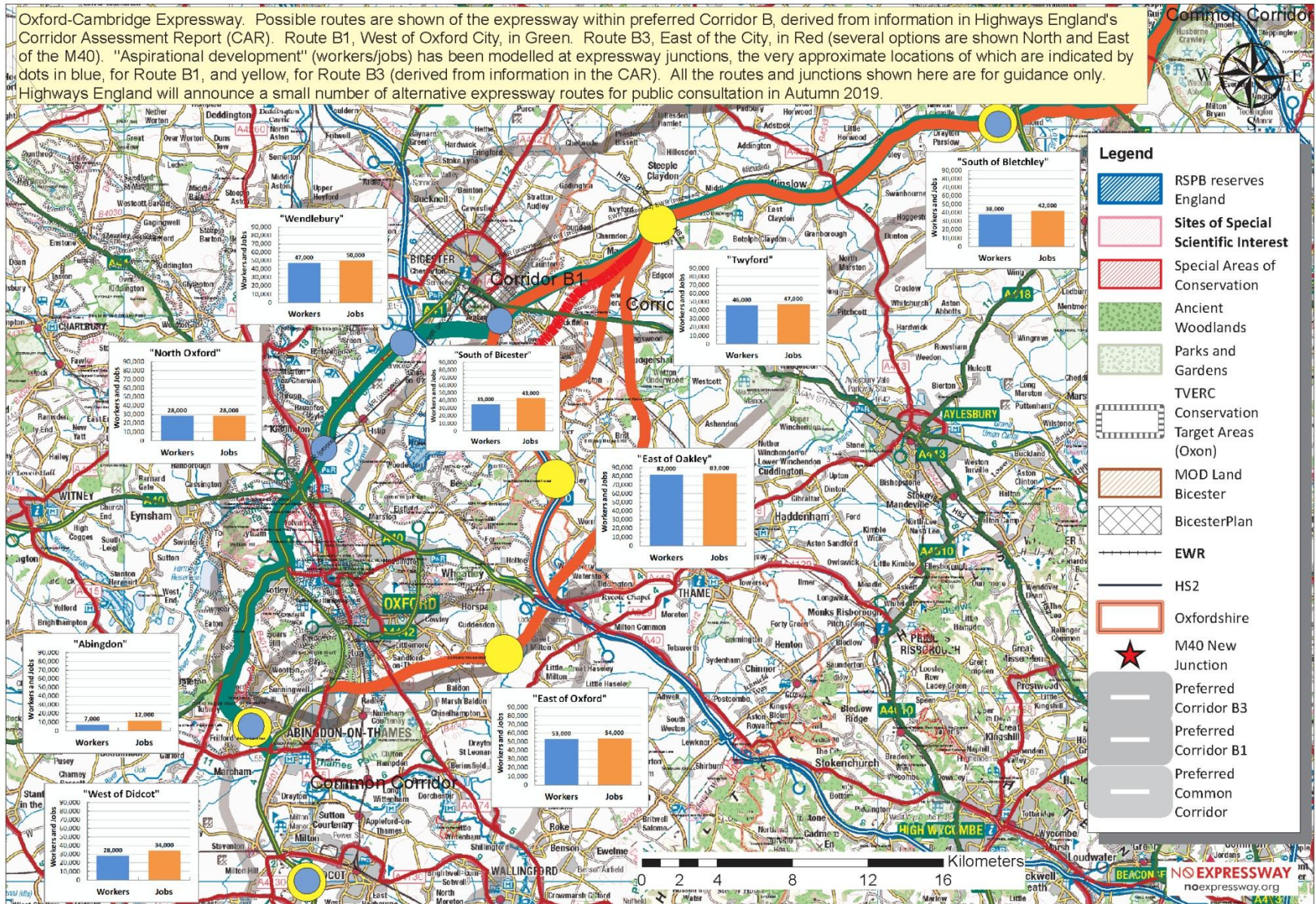
...how many new homes along the Expressway itself?

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.

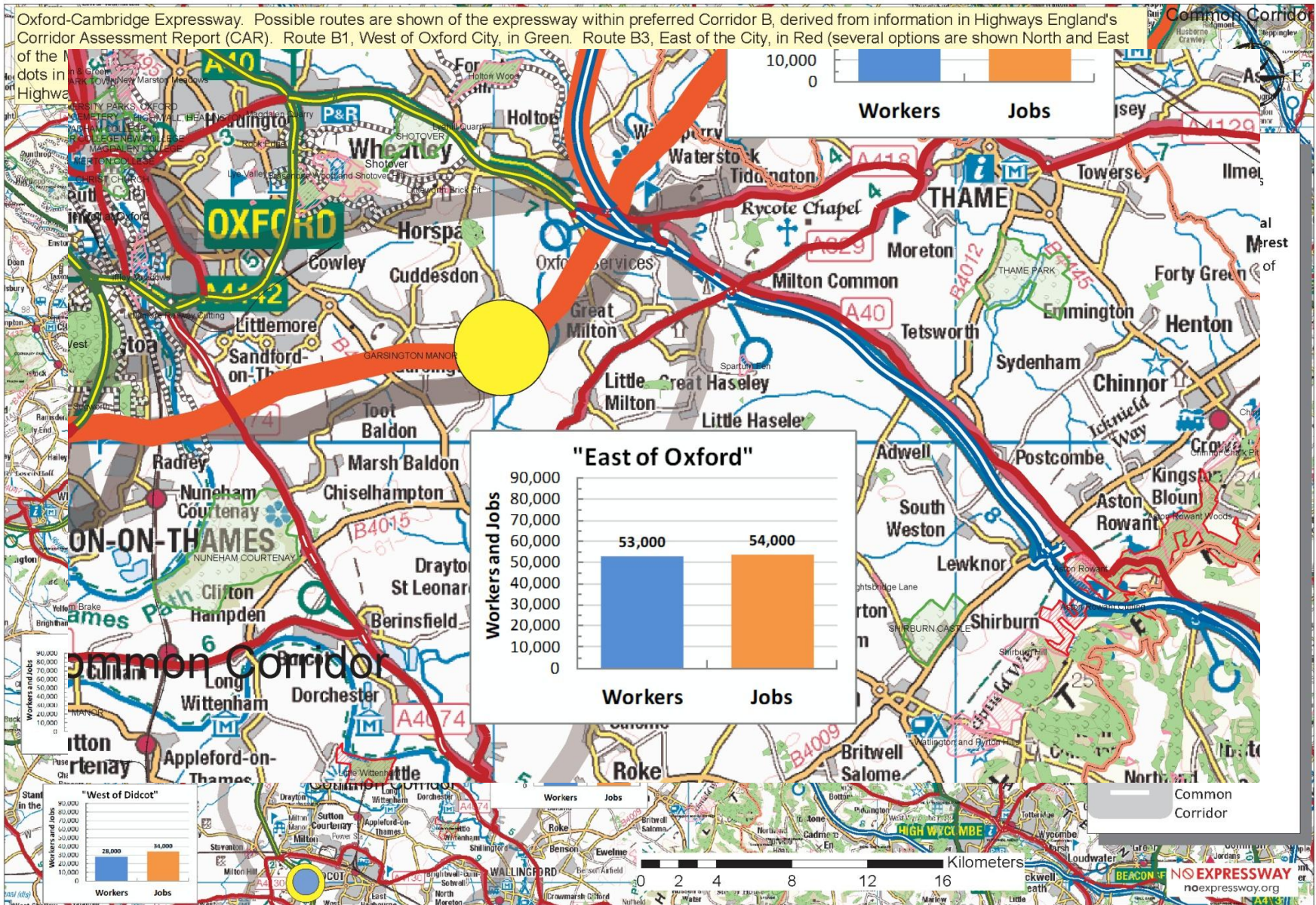


- Legend**
- RSPB reserves
 - England
 - Sites of Special Scientific Interest
 - Special Areas of Conservation
 - Ancient Woodlands
 - Parks and Gardens
 - TVERC
 - Conservation Target Areas (Oxon)
 - MOD Land
 - Bicester
 - BicesterPlan
 - EWR
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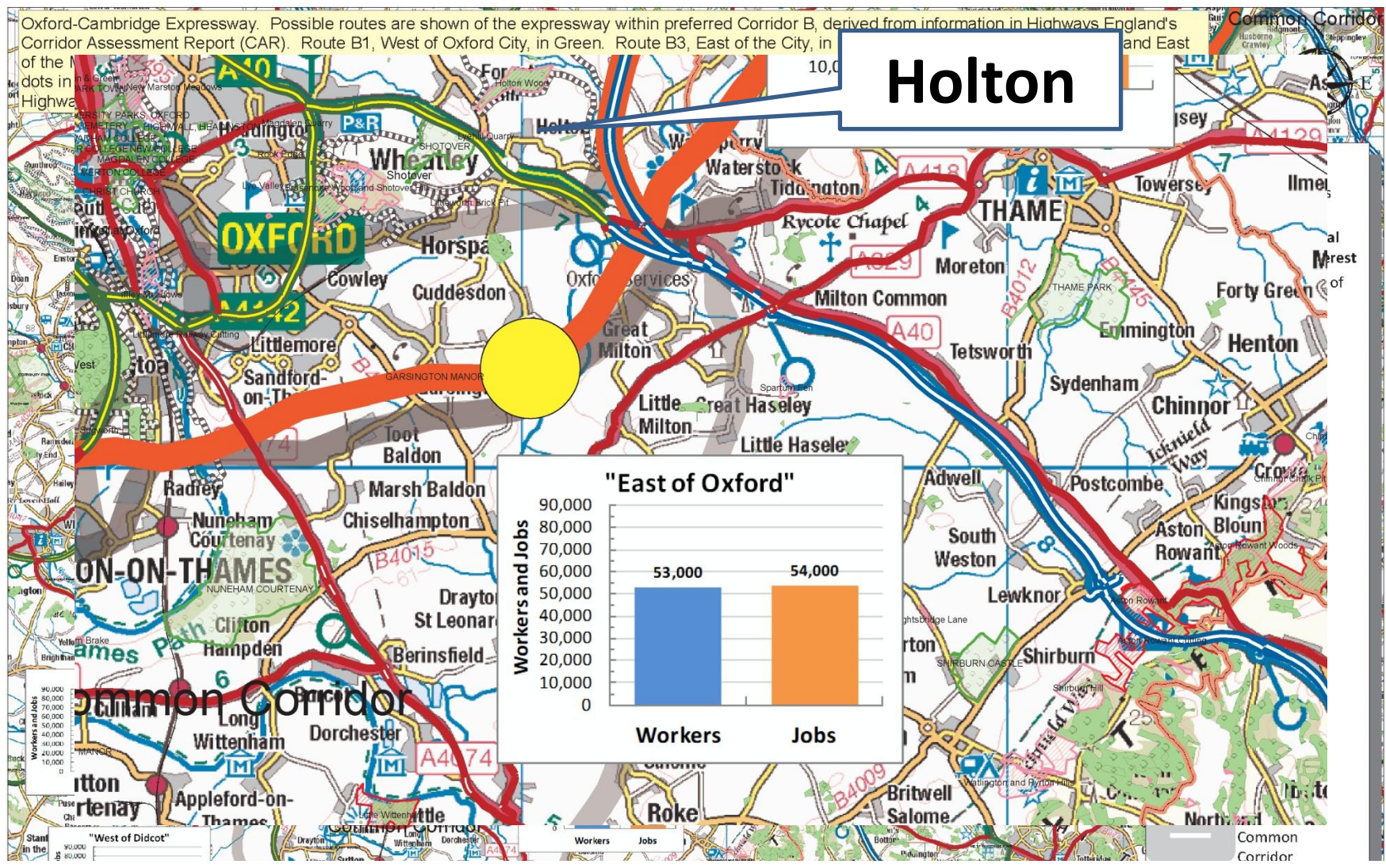
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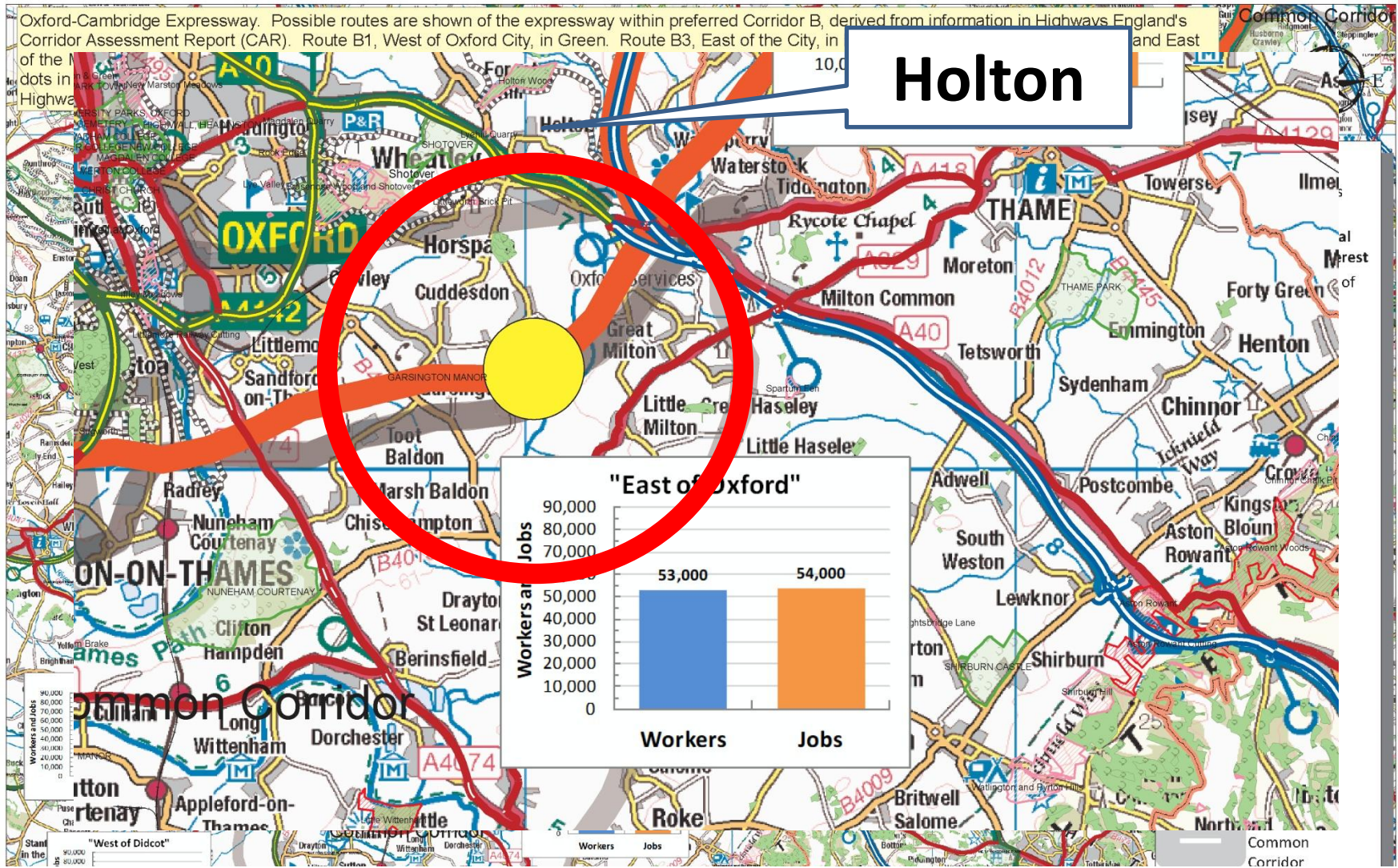


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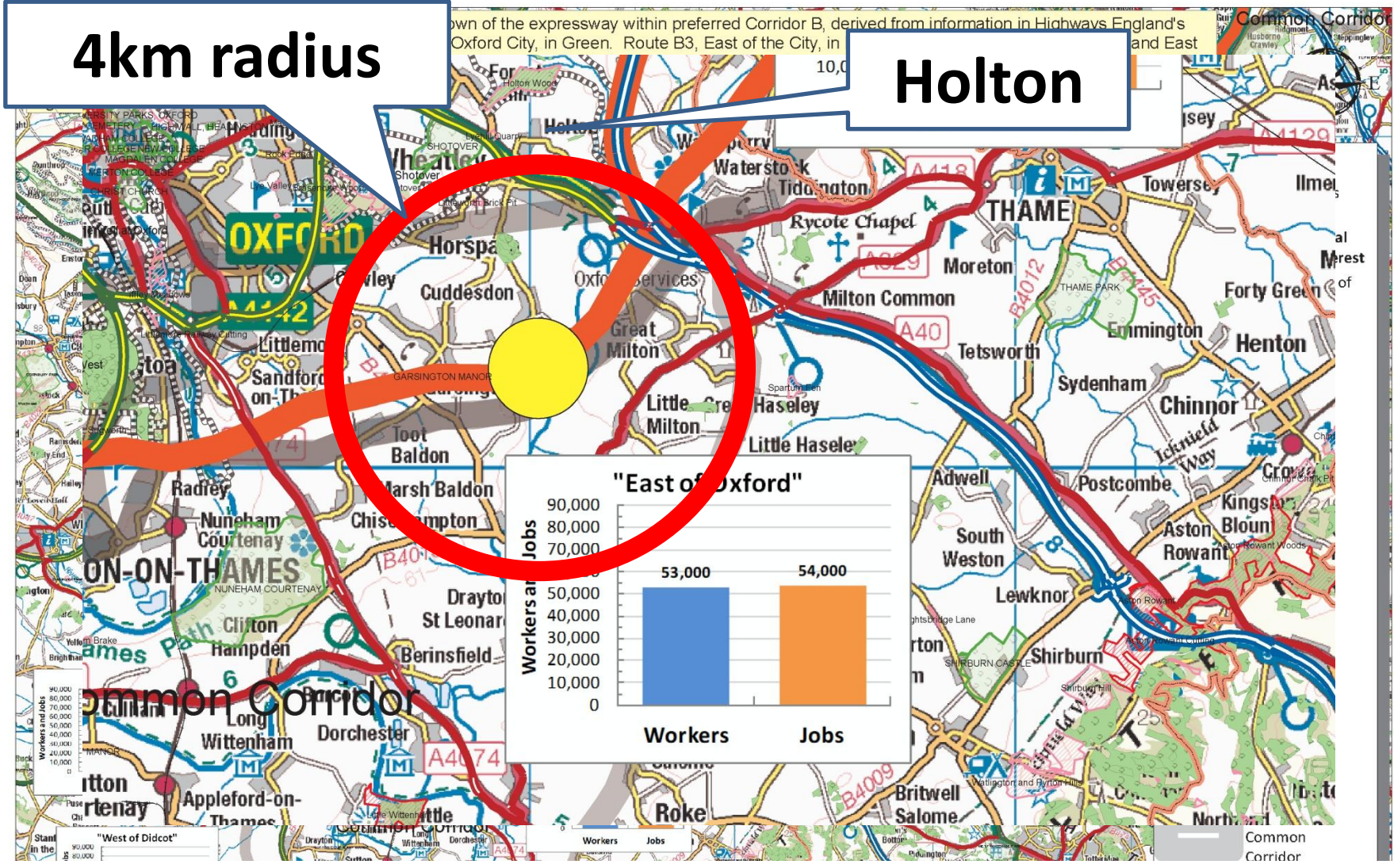
That's 97,000 people (Oxford City has 154,600 2017 figure)

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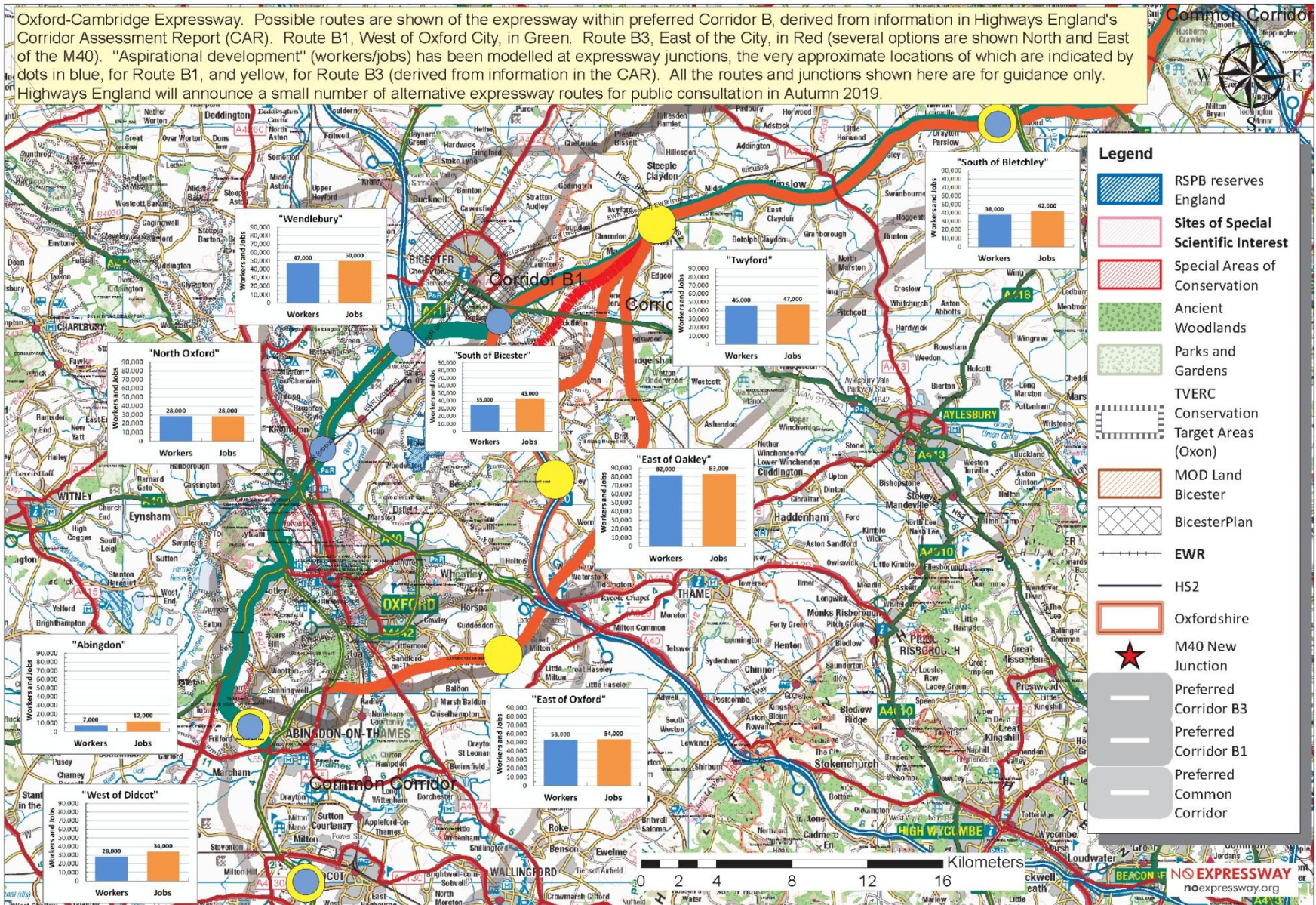
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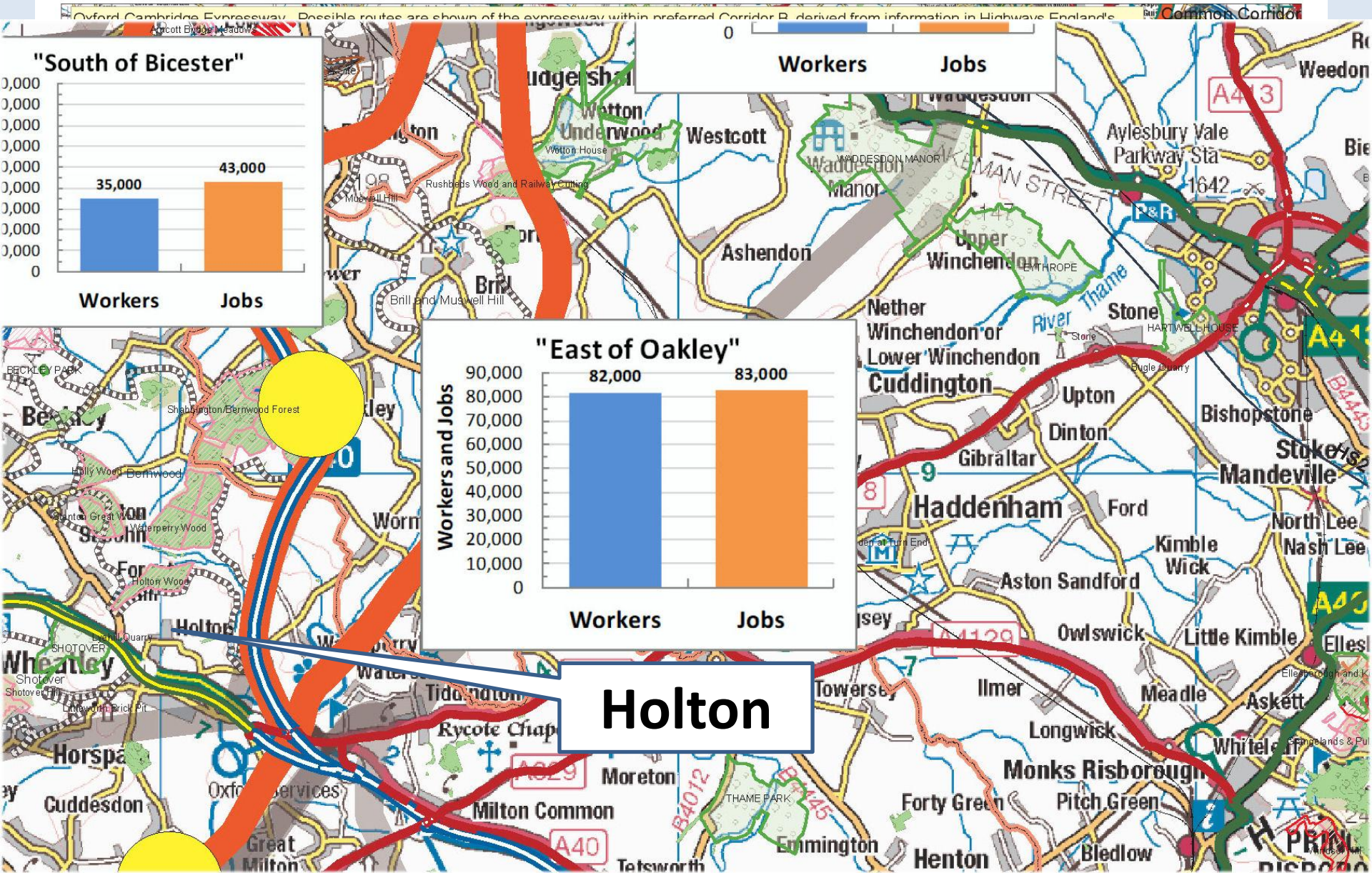
.....and the same again 'East of Oakley' ... 65,000 houses

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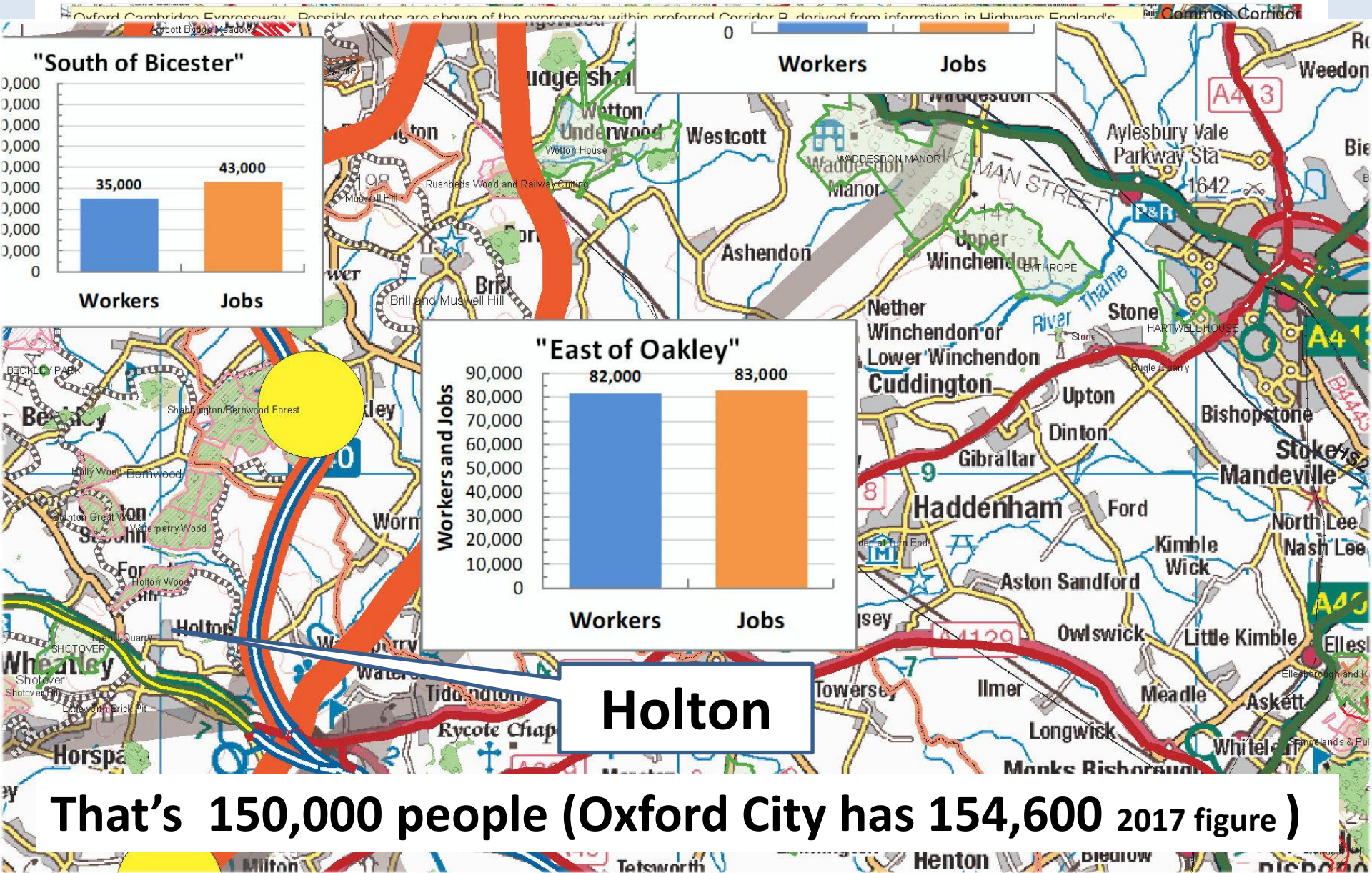


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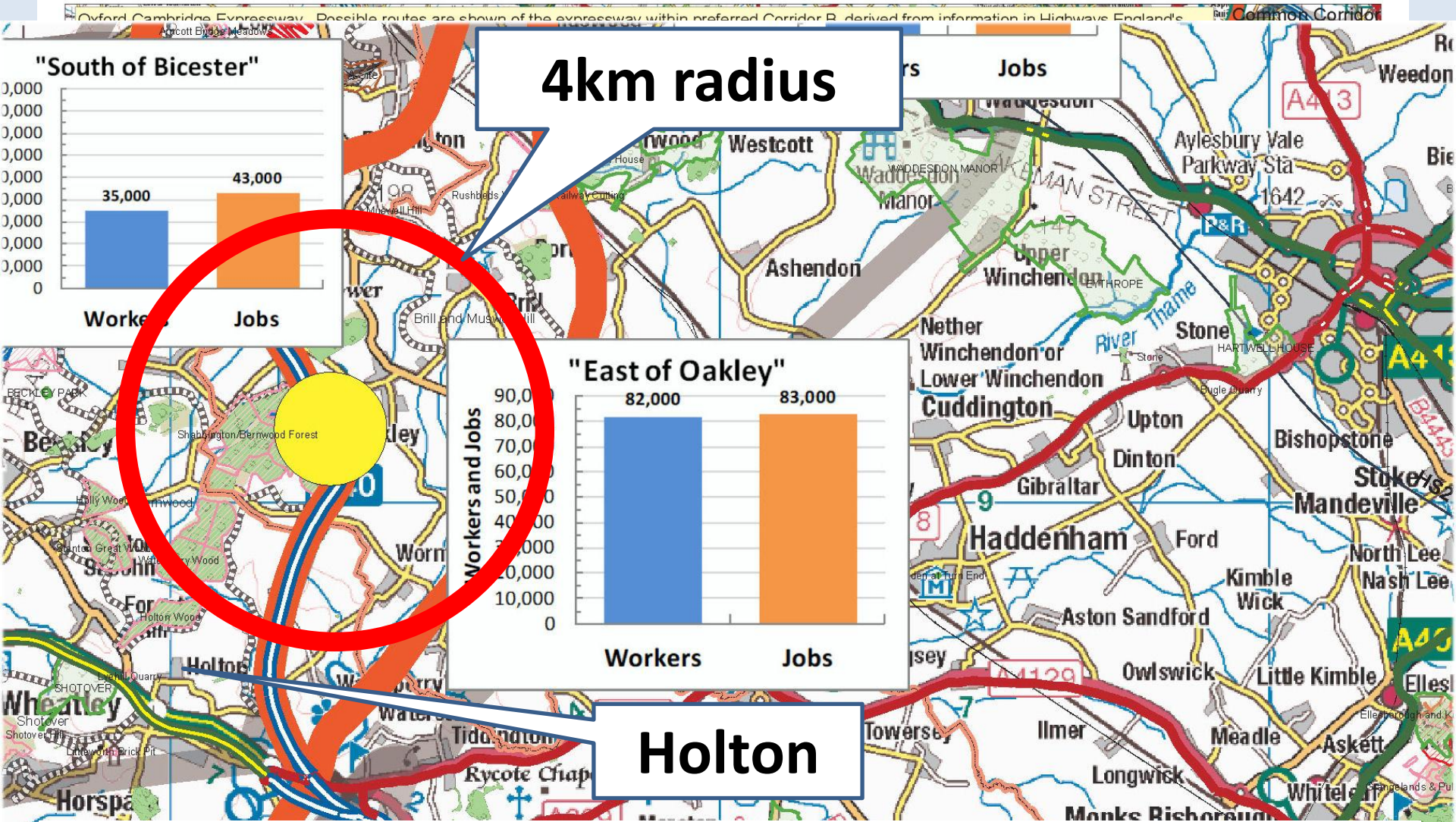
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That's 150,000 people (Oxford City has 154,600 2017 figure)

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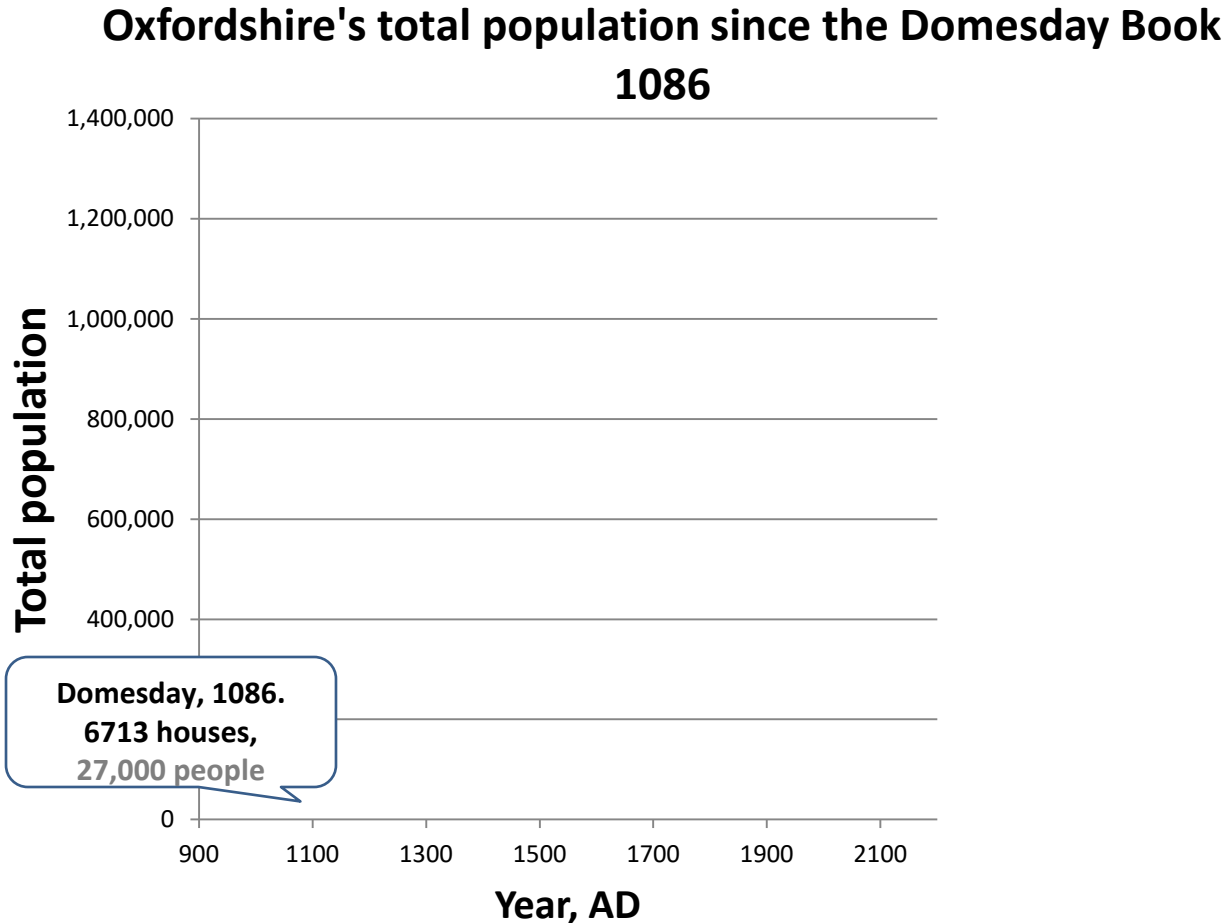
The NIC Report (5th Studio SQW) says there will be 170,000 new houses in Oxfordshire (the ‘transformational growth’ figure).

Whichever route is chosen in Oxfordshire, the Expressway alone will support no more than 114,000 houses (266,000 people).

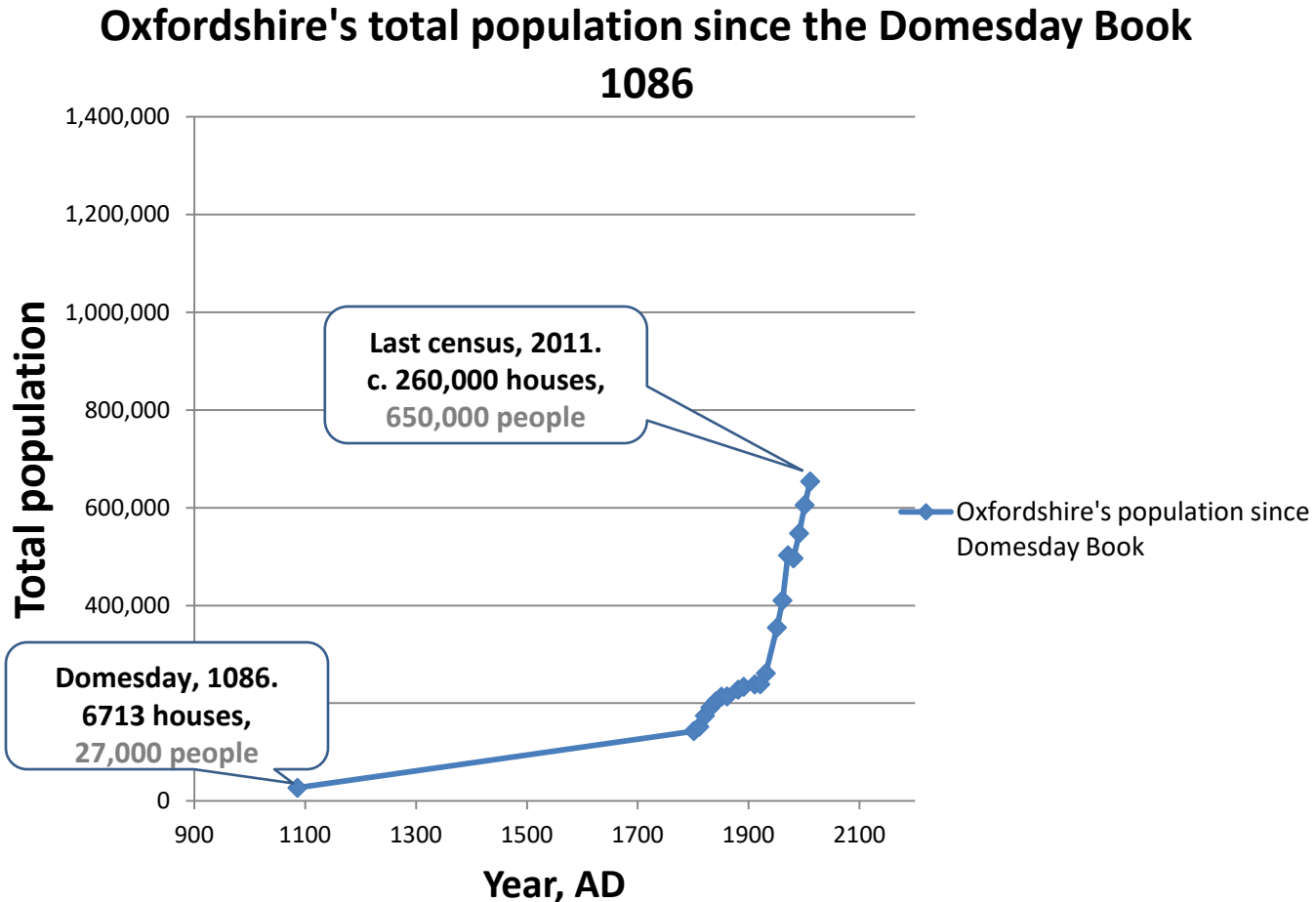
The NIC Report (5th Studio SQW) says there will be 170,000 new houses in Oxfordshire (the ‘transformational growth’ figure).

....that leaves a balance of 56,000 houses to be built ‘somewhere else’ in Oxfordshire (i.e. another 103,000 people)

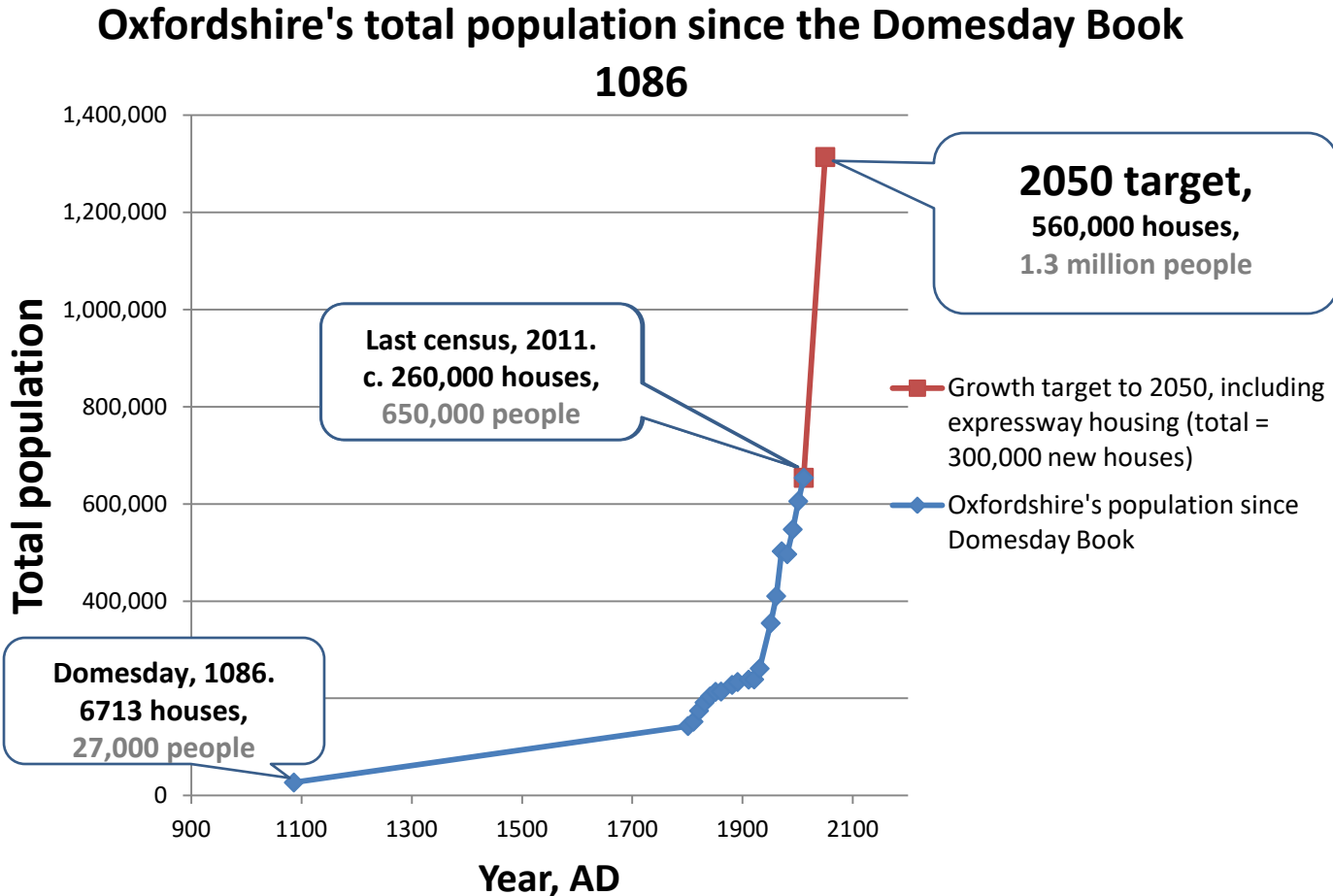
Oxfordshire's past, and proposed growth to 2050



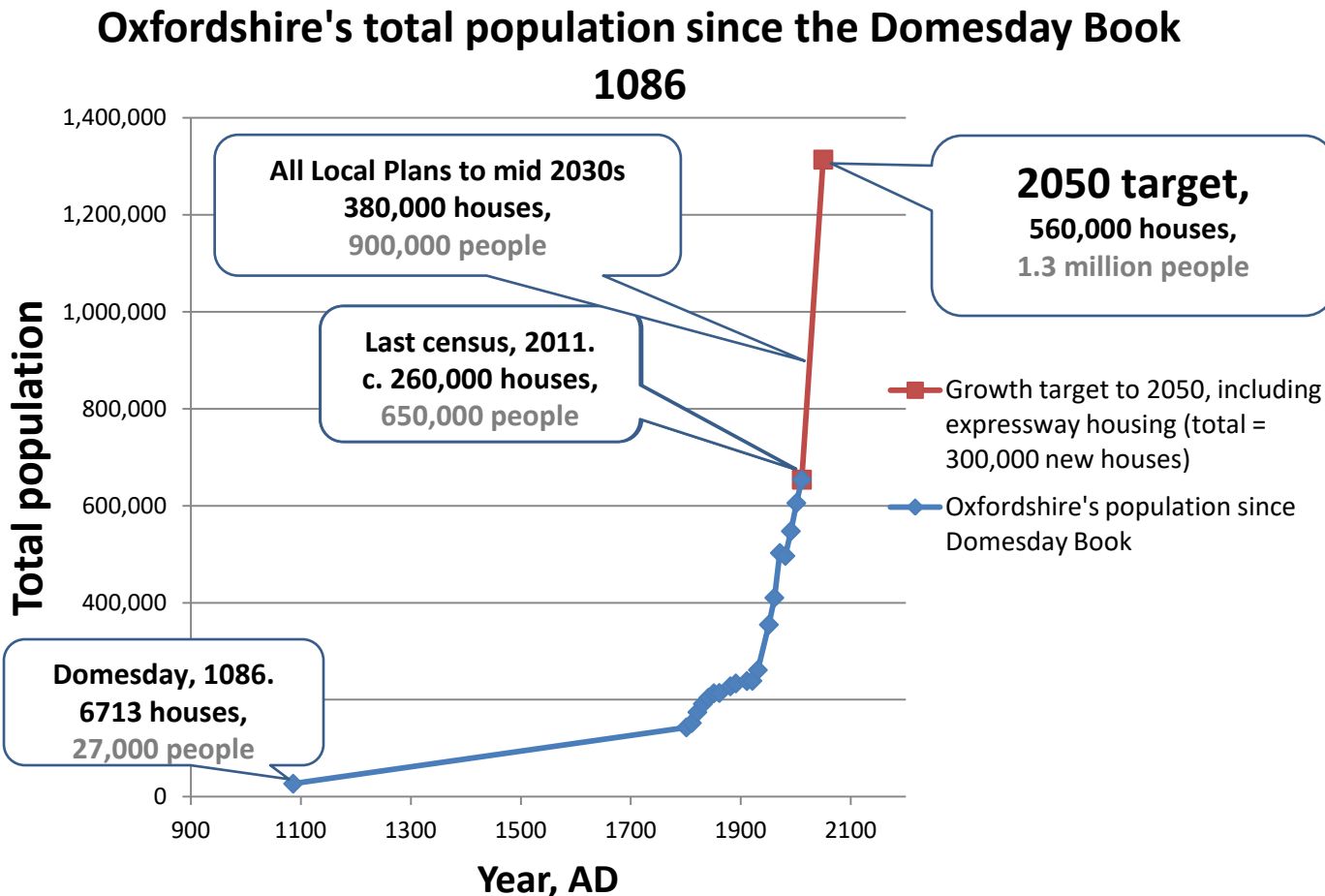
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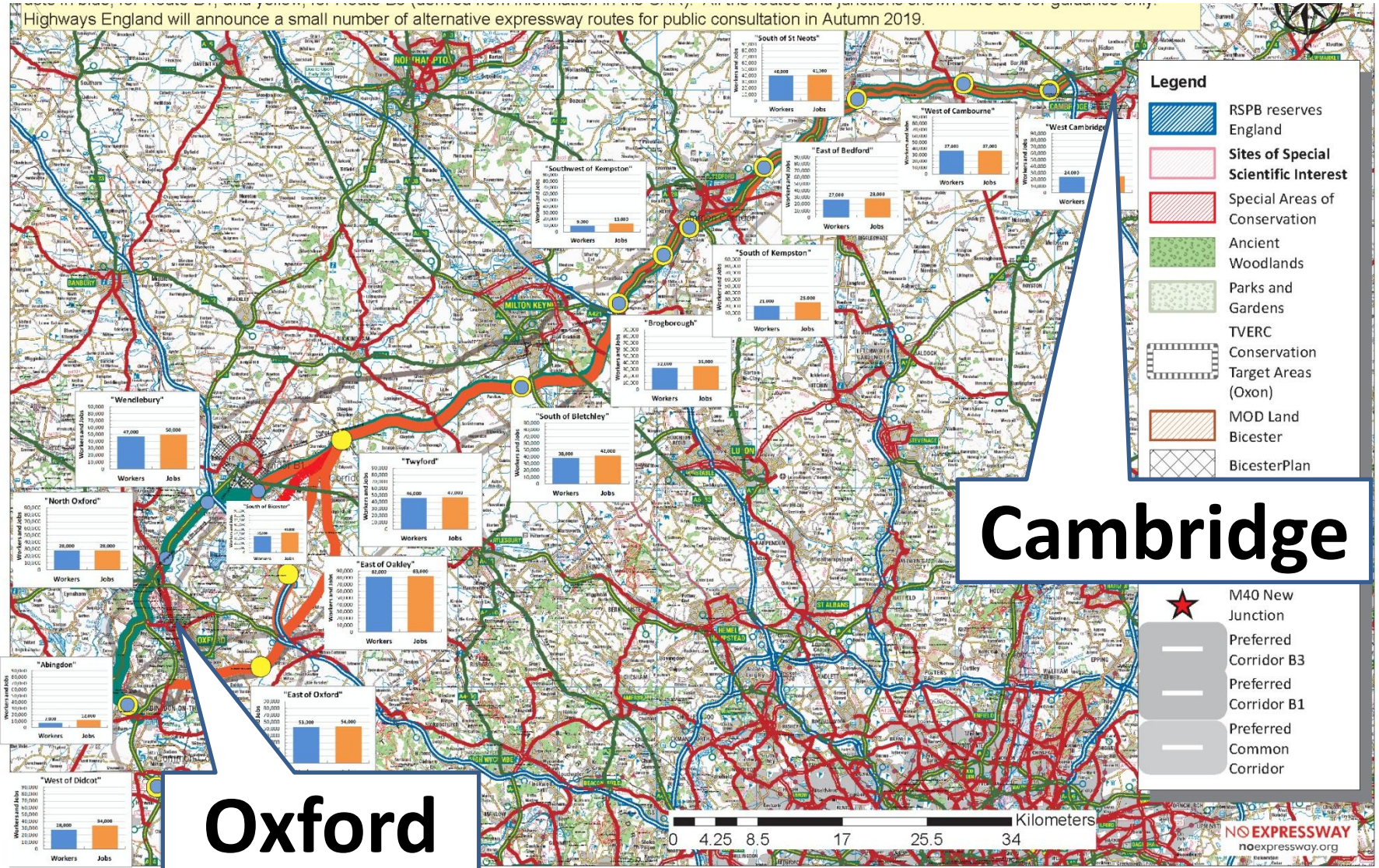
Oxfordshire's past, and proposed growth to 2050



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

Highways England proposes 360,000 new houses along the Expressway

Highways England will announce a small number of alternative expressway routes for public consultation in Autumn 2019.



So, will we be consulted by Highways England?

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

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“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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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

centrica

DIAGEO



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Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



AstraZeneca



Berkshire
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TOBACCO



Campaign to Protect
Rural England
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NHS
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Kettering
Borough Council







**OXFORDSHIRE
COUNTY COUNCIL**

www.oxfordshire.gov.uk

Working for you

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE



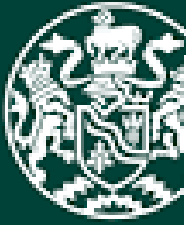
***Vale
of White Horse***

District Council



South Oxfordshire

District Council



OXFORDSHIRE

These Councils 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.

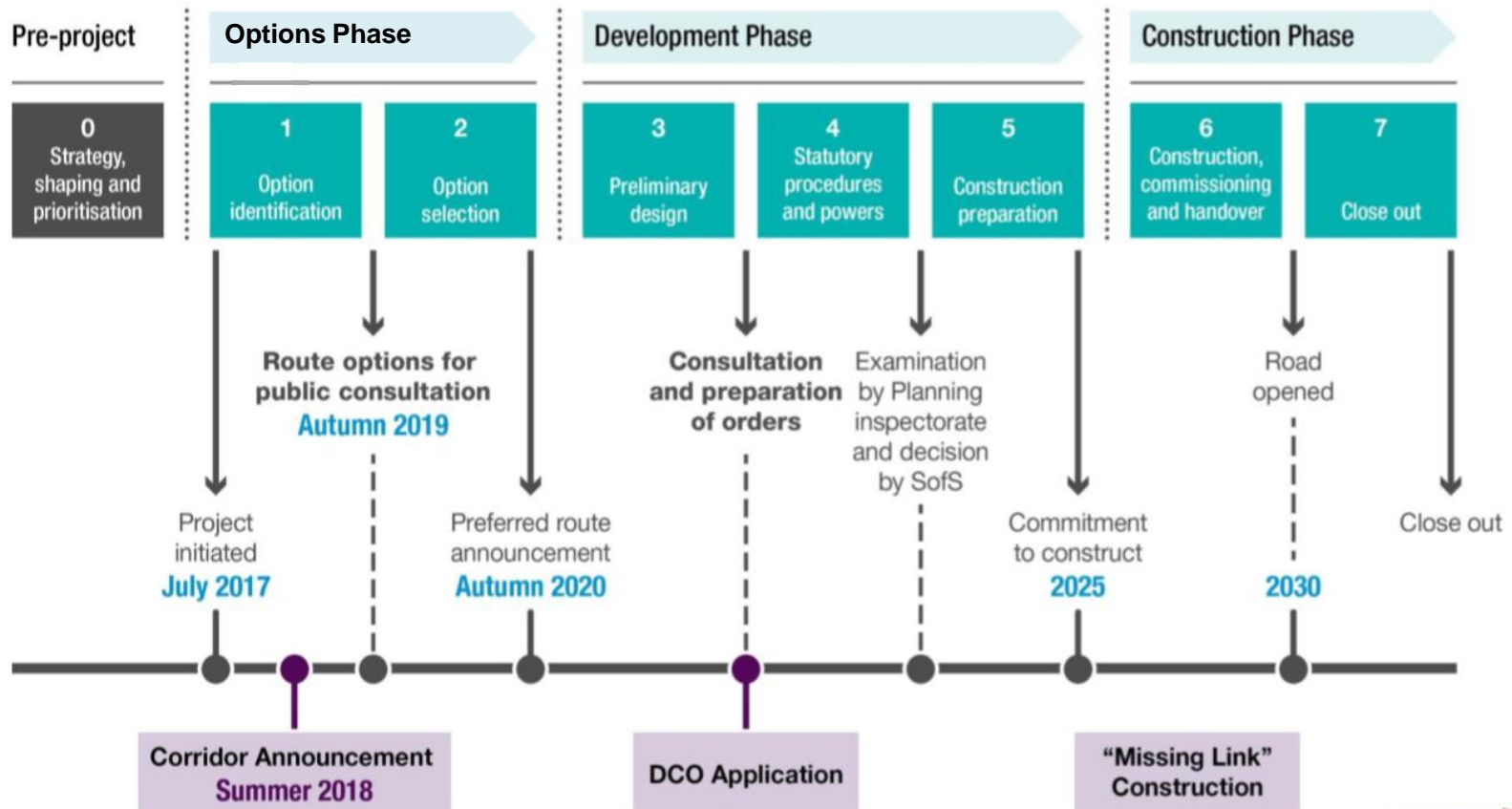
Let's make sure that they do.



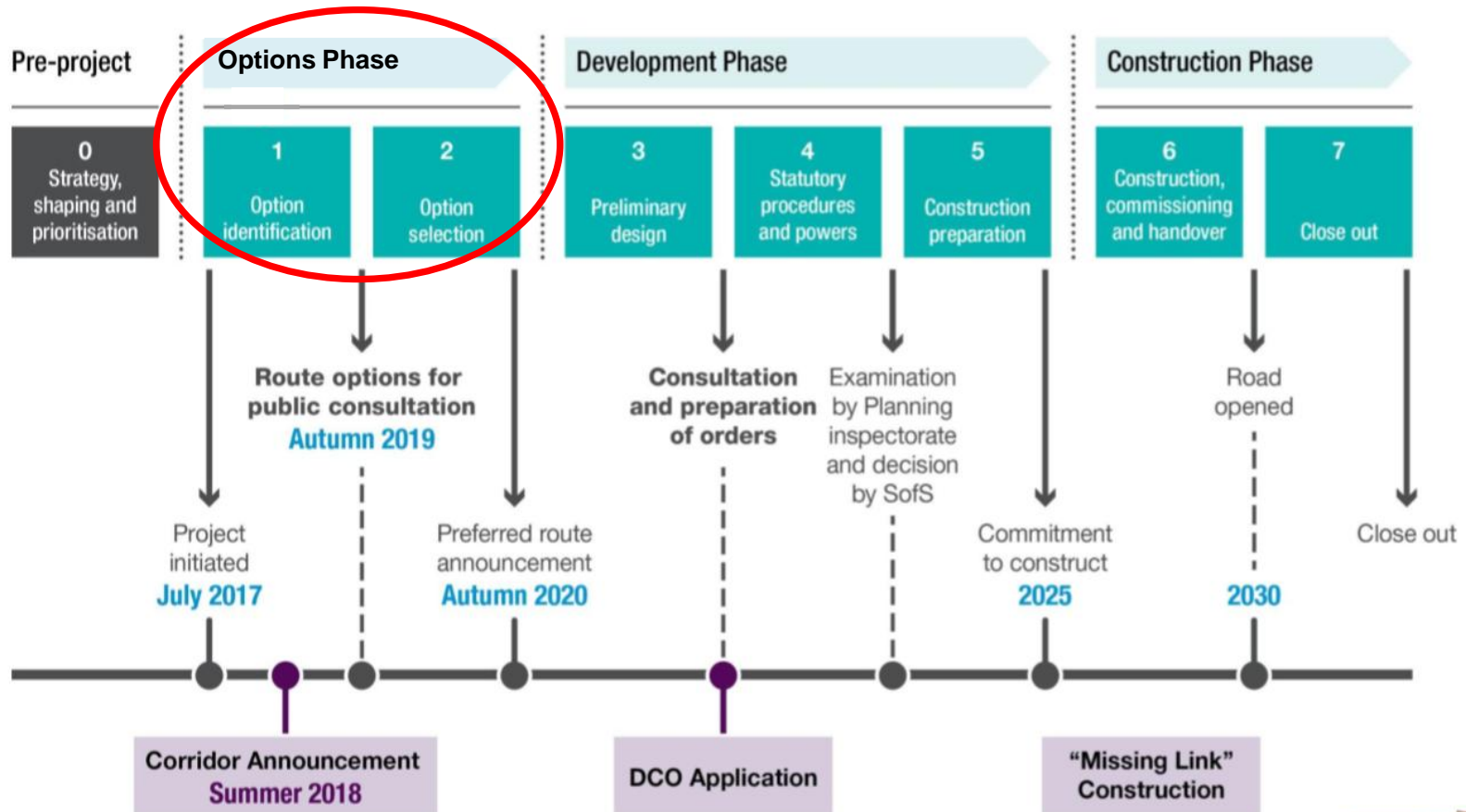
Highways England's timetable



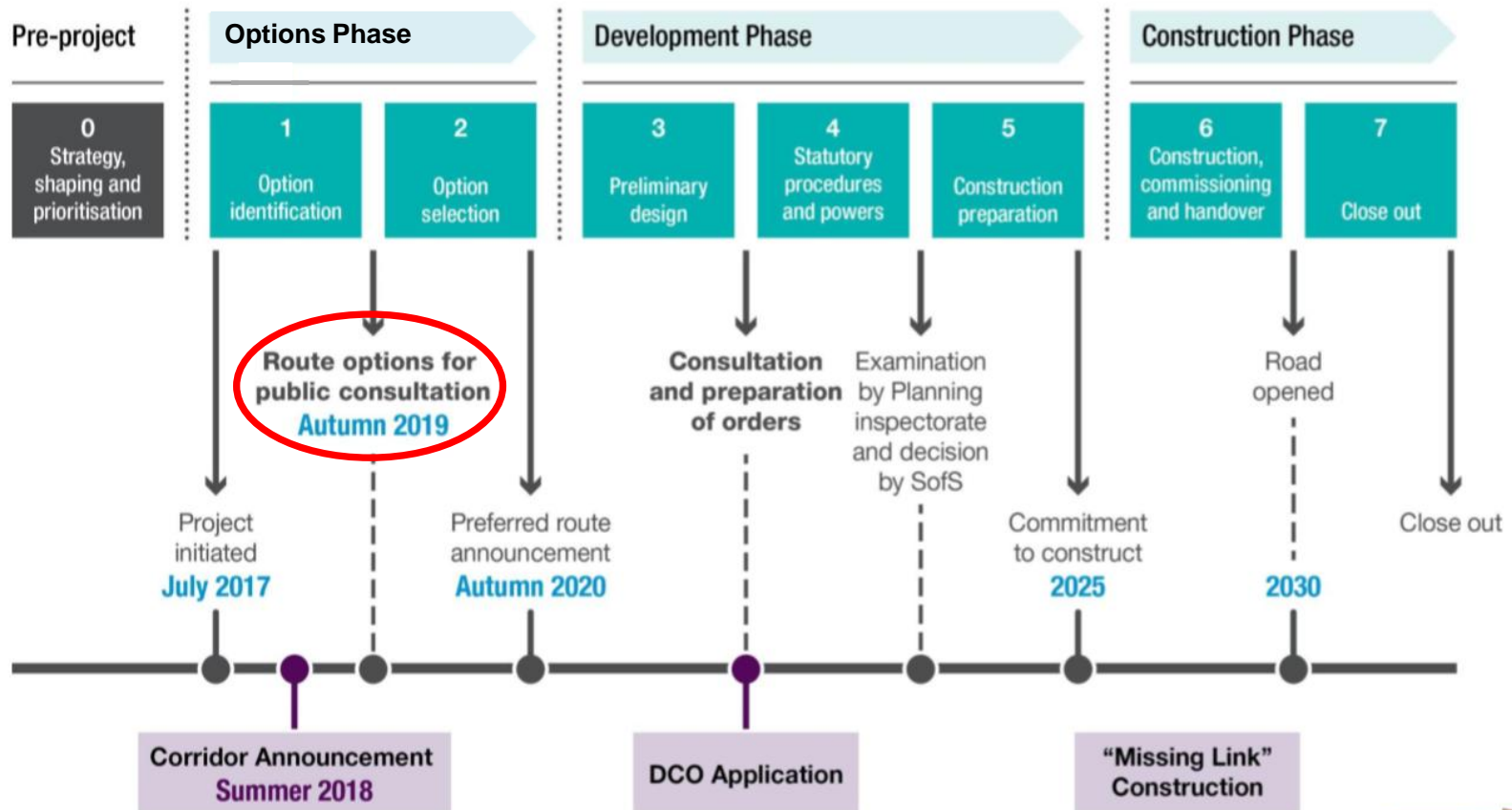
Highways England Major Project Milestones & Lifecycle



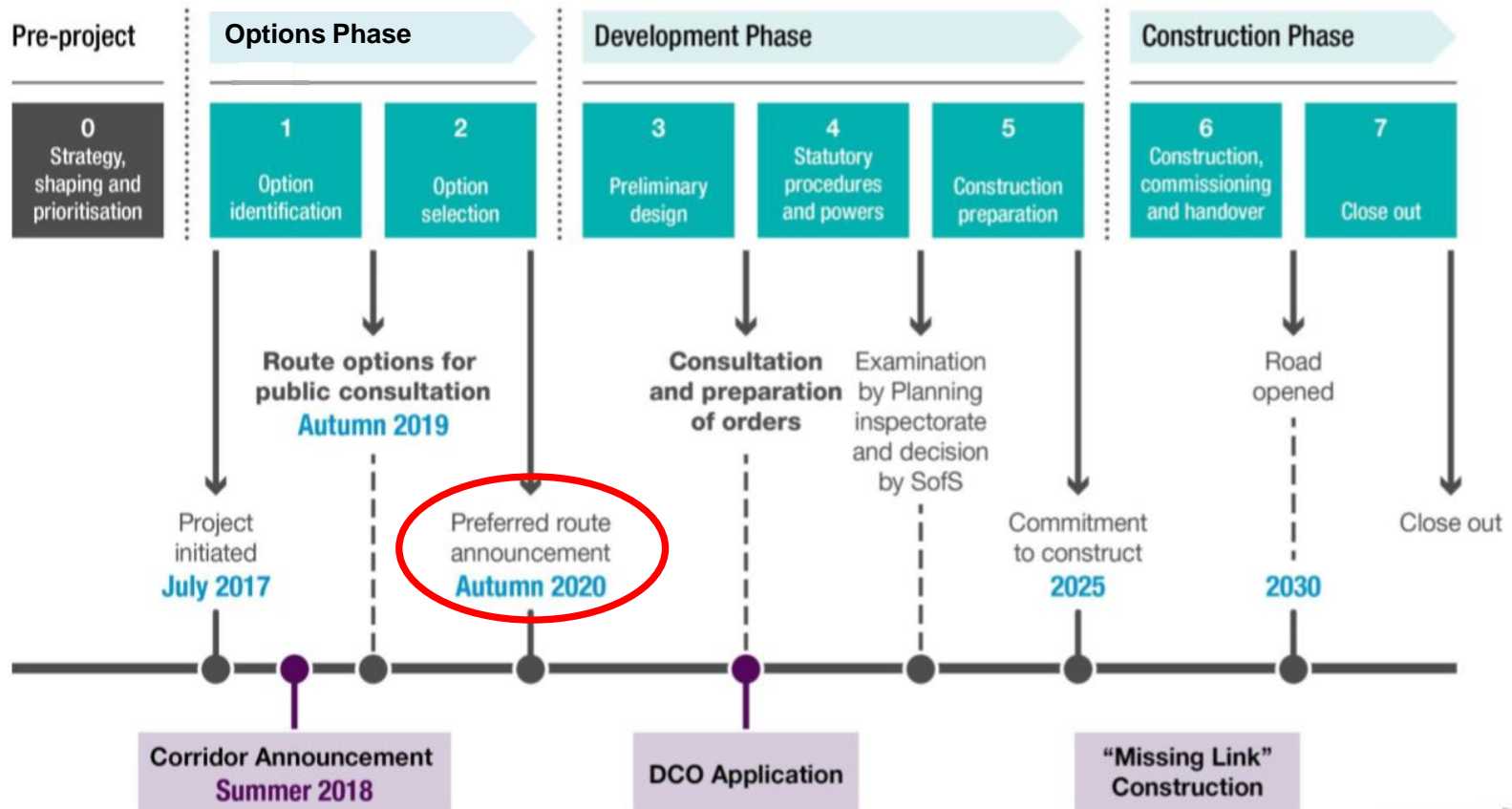
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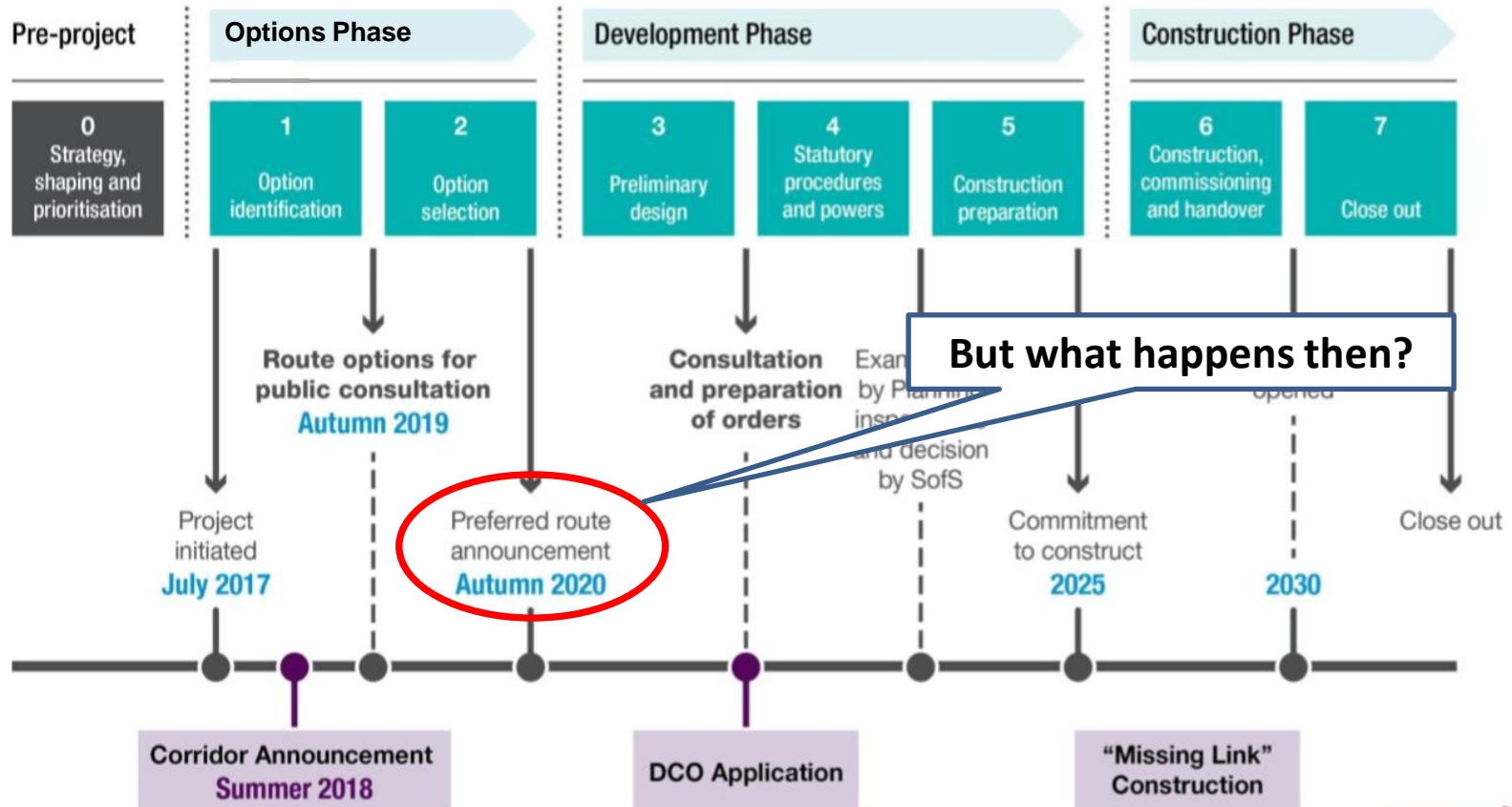
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The Oxford Cambridge Expressway is a....

Nationally Significant Infrastructure Project (NSIP)



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- 5. Interested Parties can challenge the process, but not the outcome (i.e. you will get an expressway somewhere).**

The Oxford Cambridge Expressway is a

The Nationally Significant Infrastructure Project planning process

Large road projects are now examined directly by the Planning Inspectorate (PINS) in a simpler - and usually quicker - process than a full public inquiry

← ~14 months is now the longest period from application to decision for large infrastructure projects →

Pre-application

This is the key stage for consultation and can go on for years, with promoters consulting first on the general idea of a road, then on different routes and finally on the proposed scheme in detail.

What they often forget is to consider and consult on other less damaging options!

At the end of the examination, the Planning Inspectorate must send a recommendation to the Secretary of State within **3 months**. The Secretary of State then has a further **3 months** to publish a decision.

Acceptance

When the application is submitted, the Planning Inspectorate has **28 days** to decide whether to accept it. This is a good time to complain about a faulty consultation.

Pre-examination

Once accepted, objectors only have **28 days** to register as 'interested parties' in order to take part in the examination.

Soon after, a Preliminary Meeting will be held to set the topics and timetable for the examination stage. The day after this meeting is the official start date of the examination.

Examination

The examination must be completed within **6 months** and there is a breakneck **series of 21-day deadlines** for everyone to stick to.

The examiner will issue questions to the promoters and objectors and will hold expert hearings on specific issues, as well as 'open floor' hearings for the local community.

Decision

Post-decision

The decision can be legally challenged, but the time limit for this has now been shortened to just **6 weeks**.

Find out more and keep updated on every NSIP

via the Planning Inspectorate website: infrastructure.planningportal.gov.uk

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Interested Parties can submit written evidence, attend the Public Hearing, and may be invited to speak.

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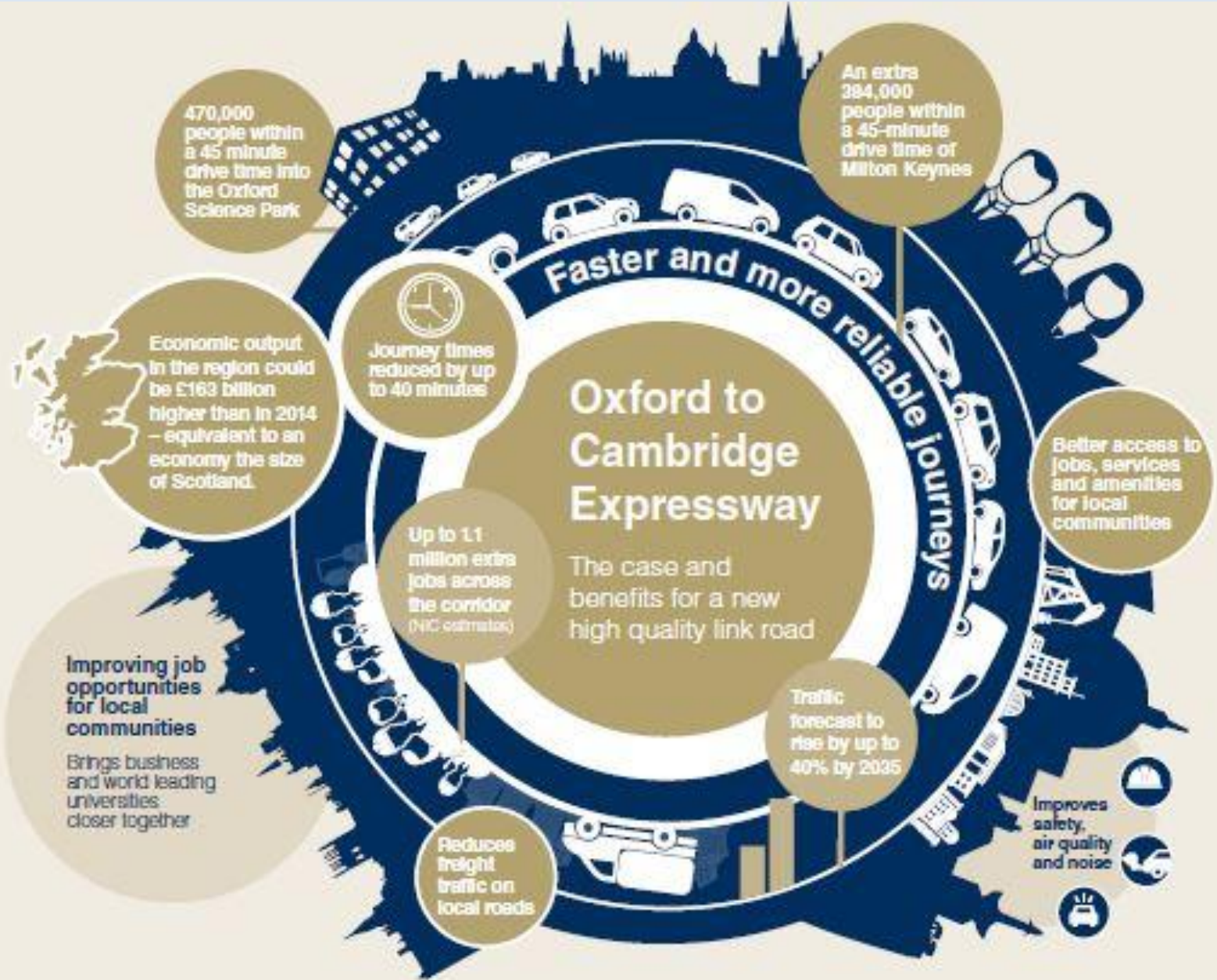
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The Future Campaign

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. (Don't forget, Highways England must produce a Statement of Community Consultation, SoCC).**
- 5. Work to cancel the Expressway before it is too late (promote East-West Rail as an alternative).**
- 6. Write to Councillors, MPs and influential people in your neighbourhood. Make this issue toxic to the politicians.**
- 7. Recruit experts to help with the NSIPs process. Examine NIC, HE, EEH and other relevant documents. Are the facts correct? Do the 'models' make sense?**
- 8. When the time comes, register as Interested Parties. This will be the last time to make your feelings known.**
- 9. If this scheme goes ahead, digging will start in 2025 for completion in 2030.**



Oxford to Cambridge Expressway

The case and benefits for a new high quality link road

Faster and more reliable journeys

470,000 people within a 45 minute drive time into the Oxford Science Park

An extra 384,000 people within a 45-minute drive time of Milton Keynes

Economic output in the region could be £163 billion higher than in 2014 – equivalent to an economy the size of Scotland.

Journey times reduced by up to 40 minutes

Up to 1.1 million extra jobs across the corridor (NIC estimate)

Better access to jobs, services and amenities for local communities

Improving job opportunities for local communities

Brings business and world leading universities closer together

Traffic forecast to rise by up to 40% by 2035

Reduces freight traffic on local roads

Improves safety, air quality and noise