

Oxford-Cambridge Expressway

Horton-cum-Studley
22nd October 2019, 7.30p.m.

David Rogers & Olivia Field
No Expressway Group
Horton-cum-Studley
noexpresswaygroup@gmail.com

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

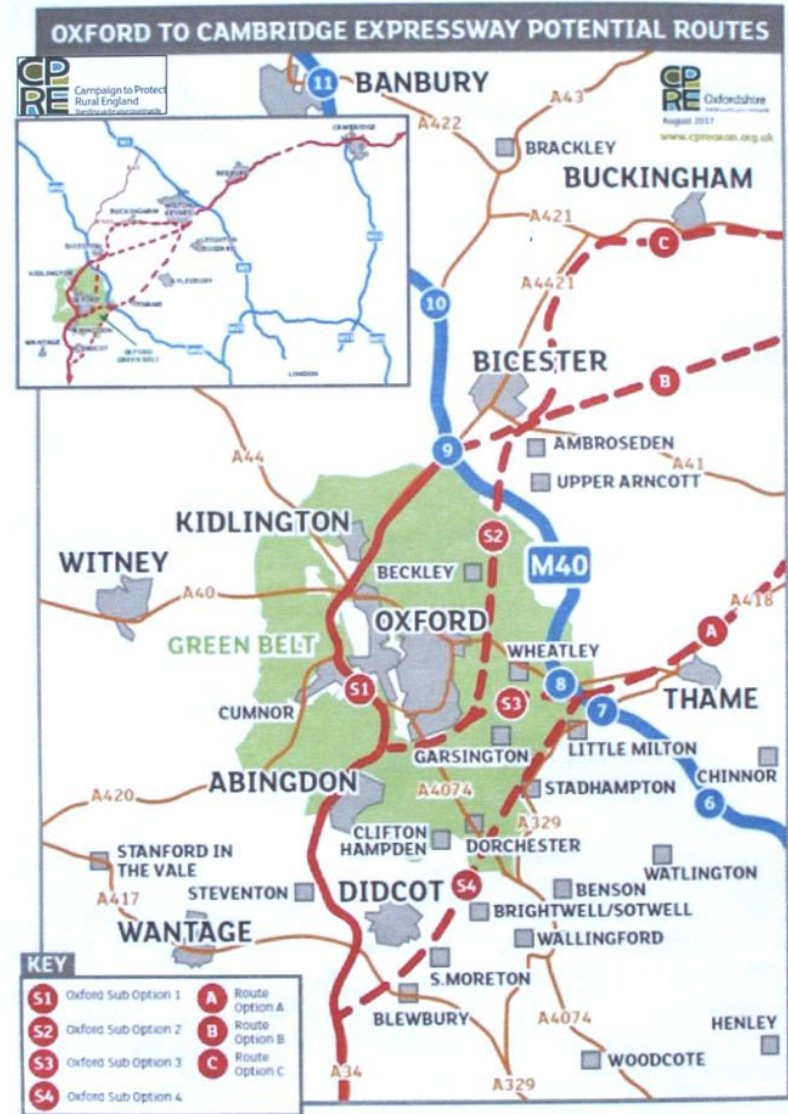
The Four Parishes News Magazine

BECKLEY
FOREST HILL
HORTON-cum-STUDLEY
STANTON St JOHN



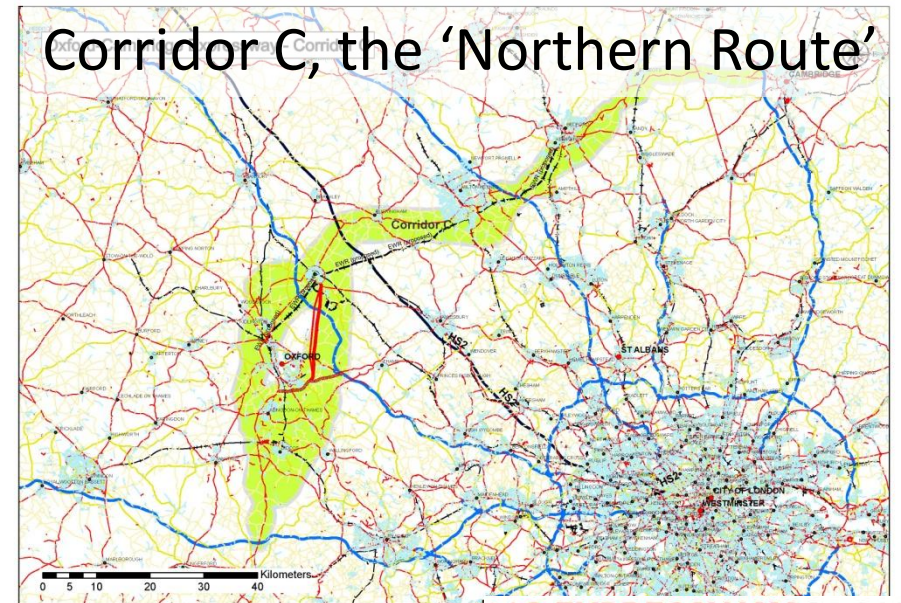
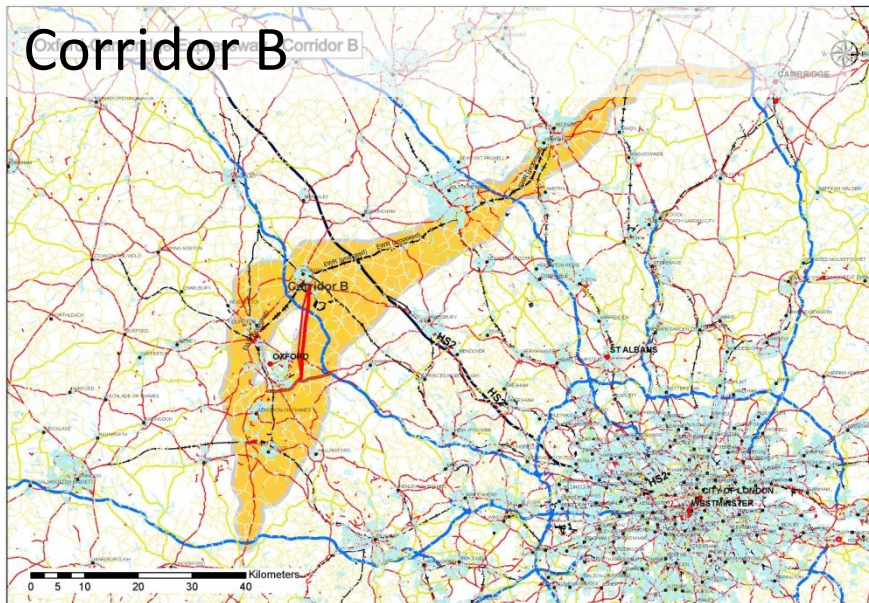
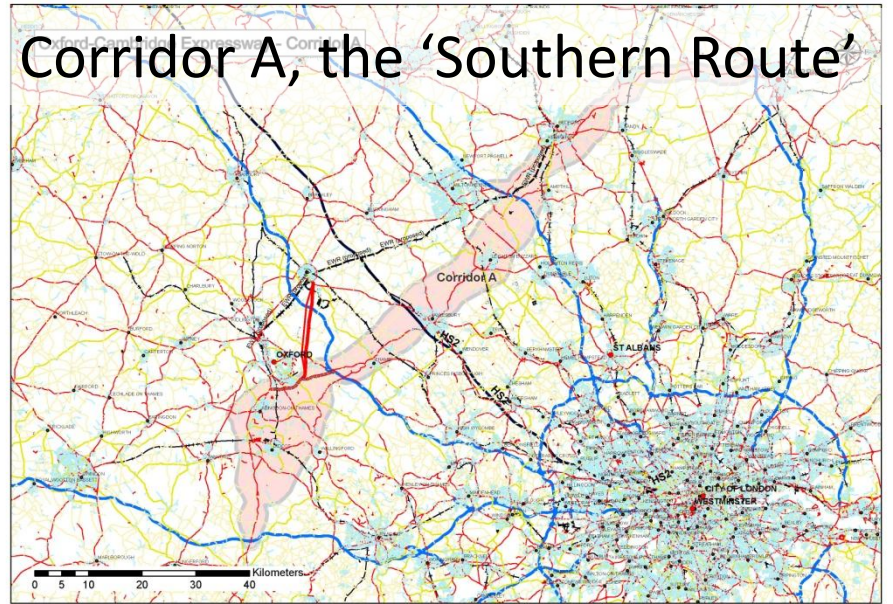
Crocuses in Bury Knowle Park, 17 February 2018

March 2018



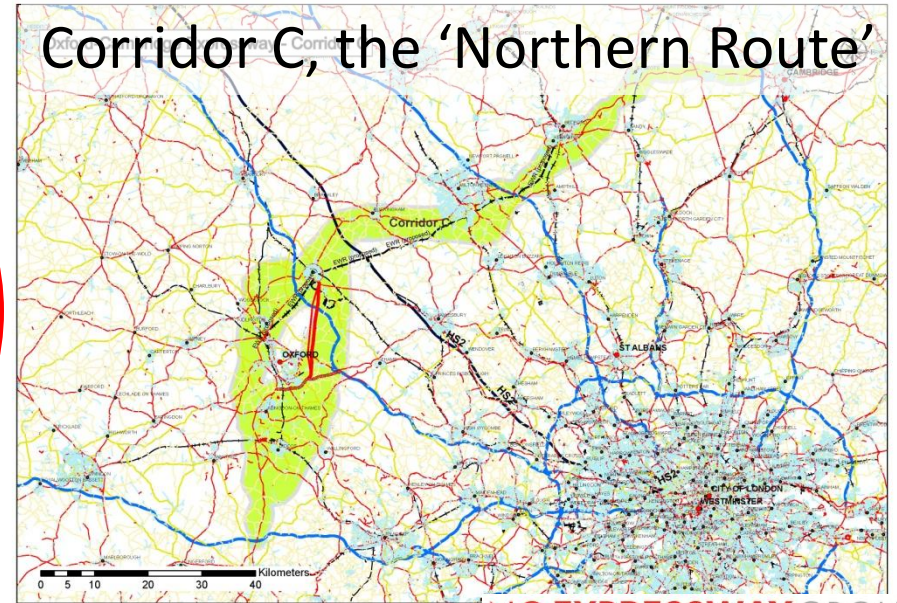
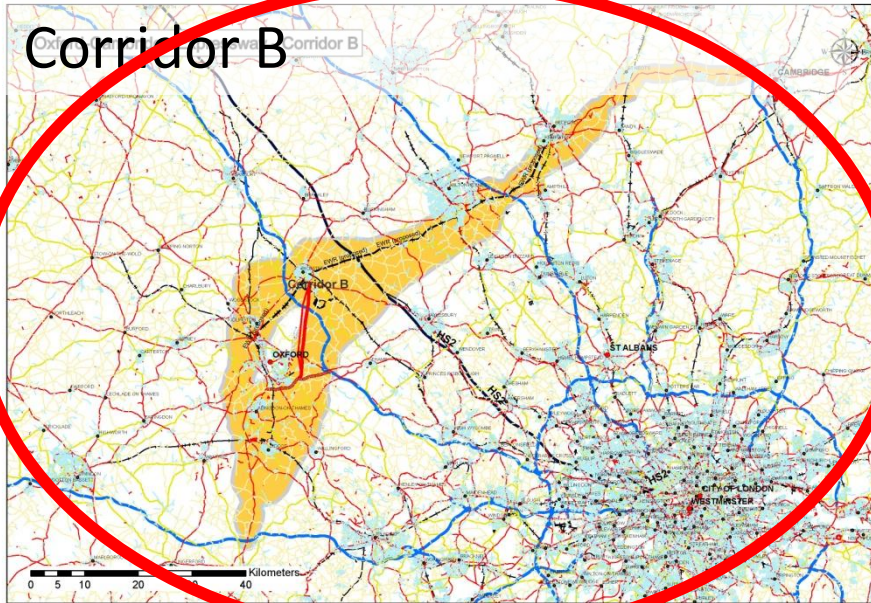
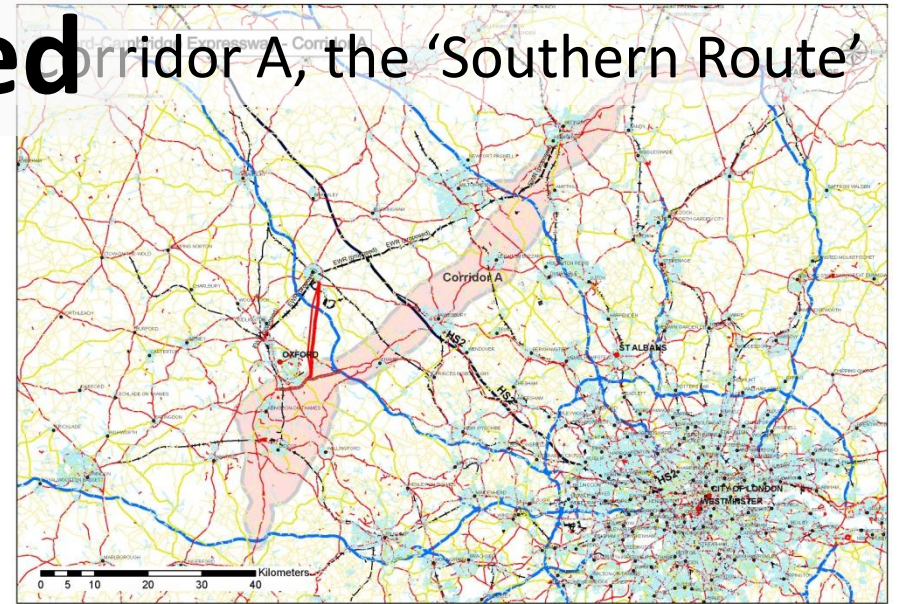
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

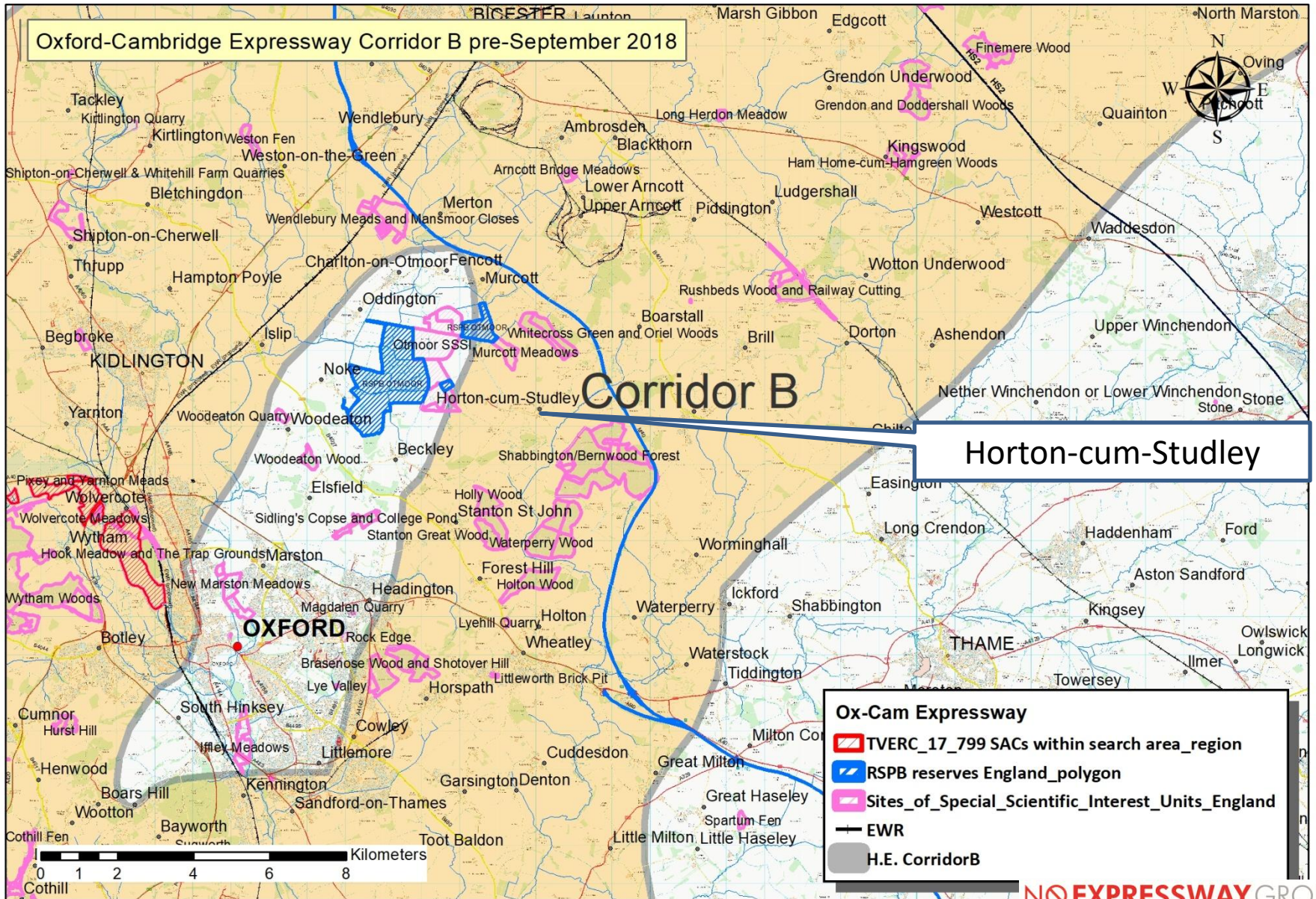


Corridor Announced

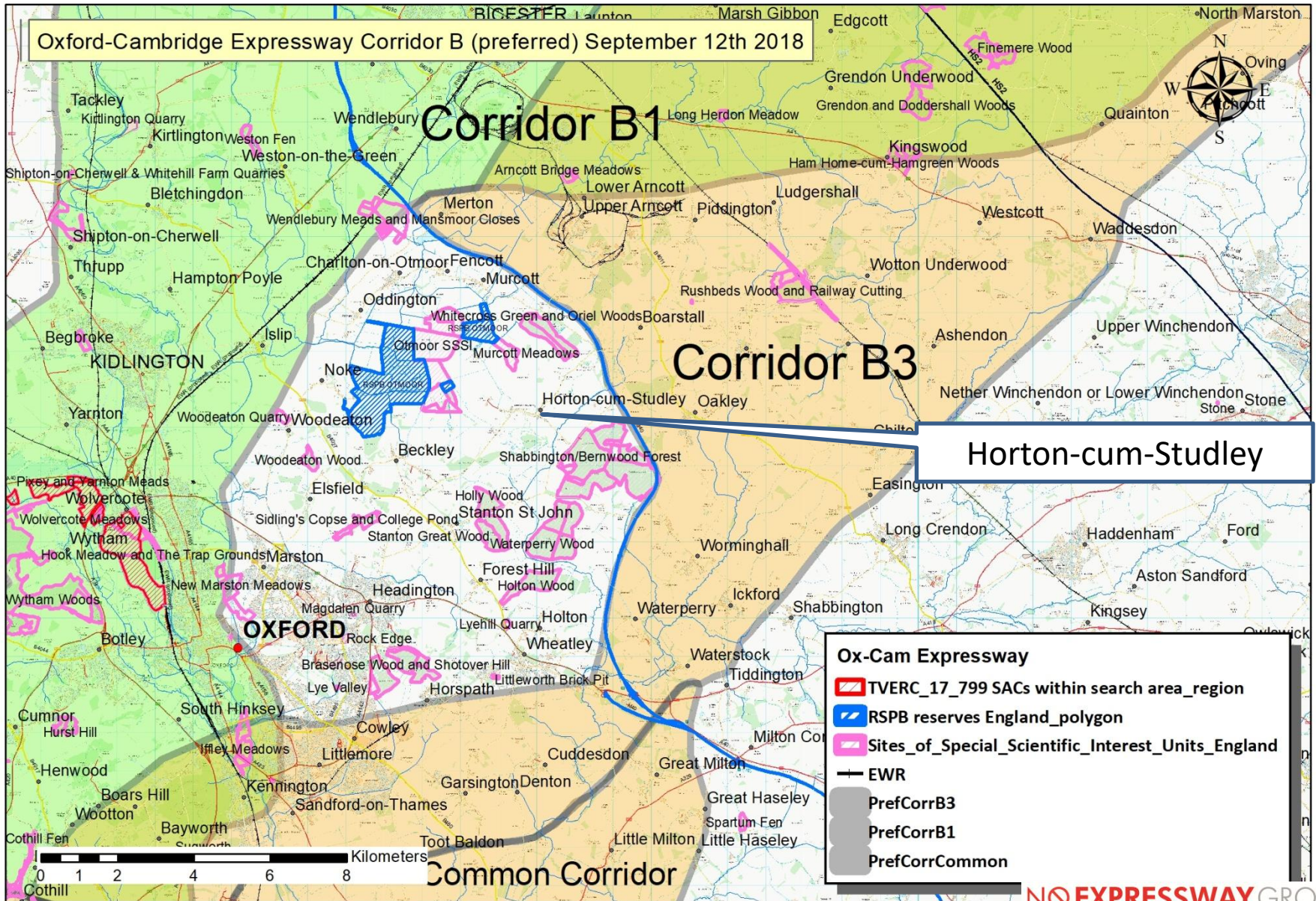
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th

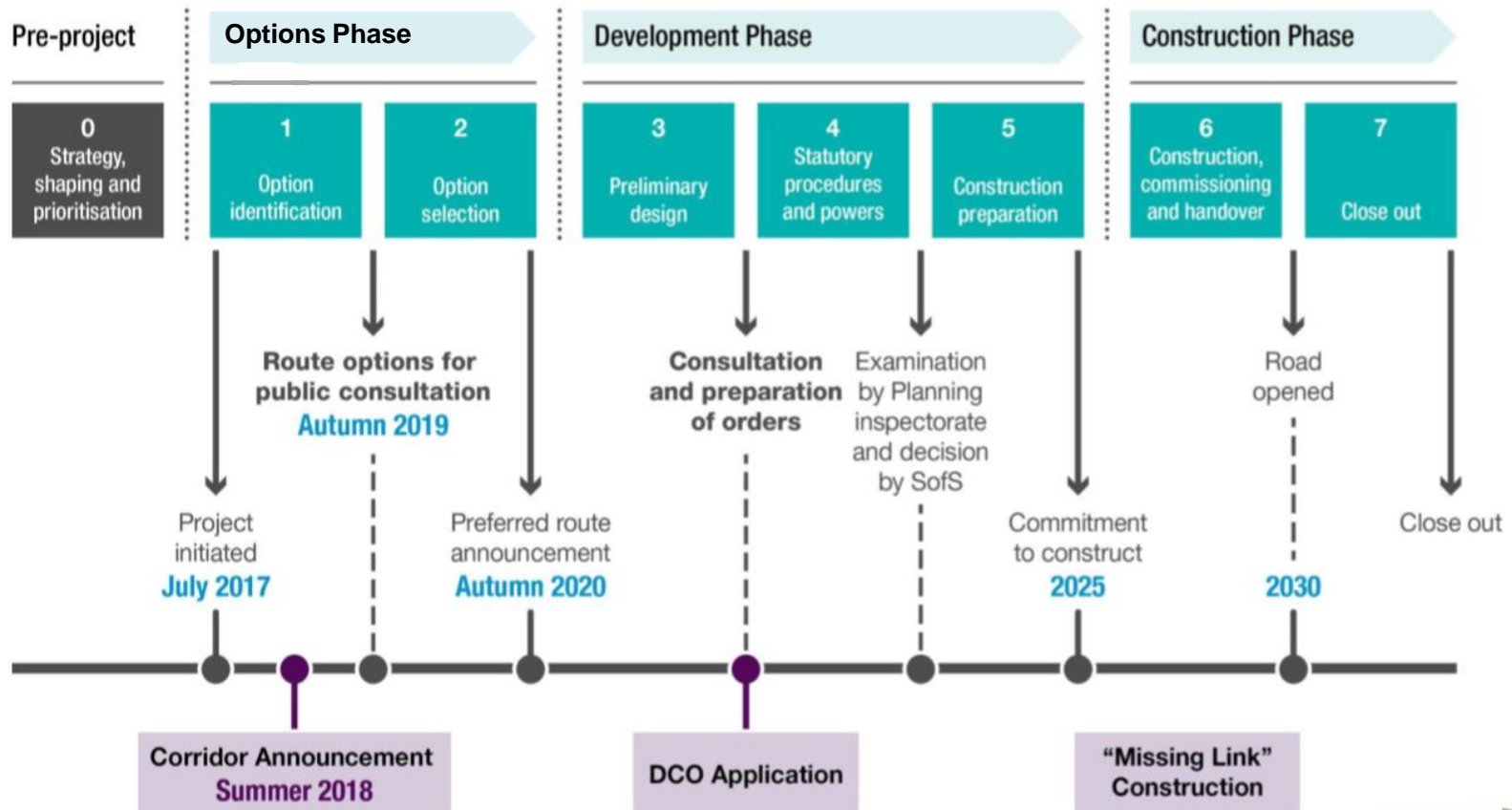


Corridor B after September 12th



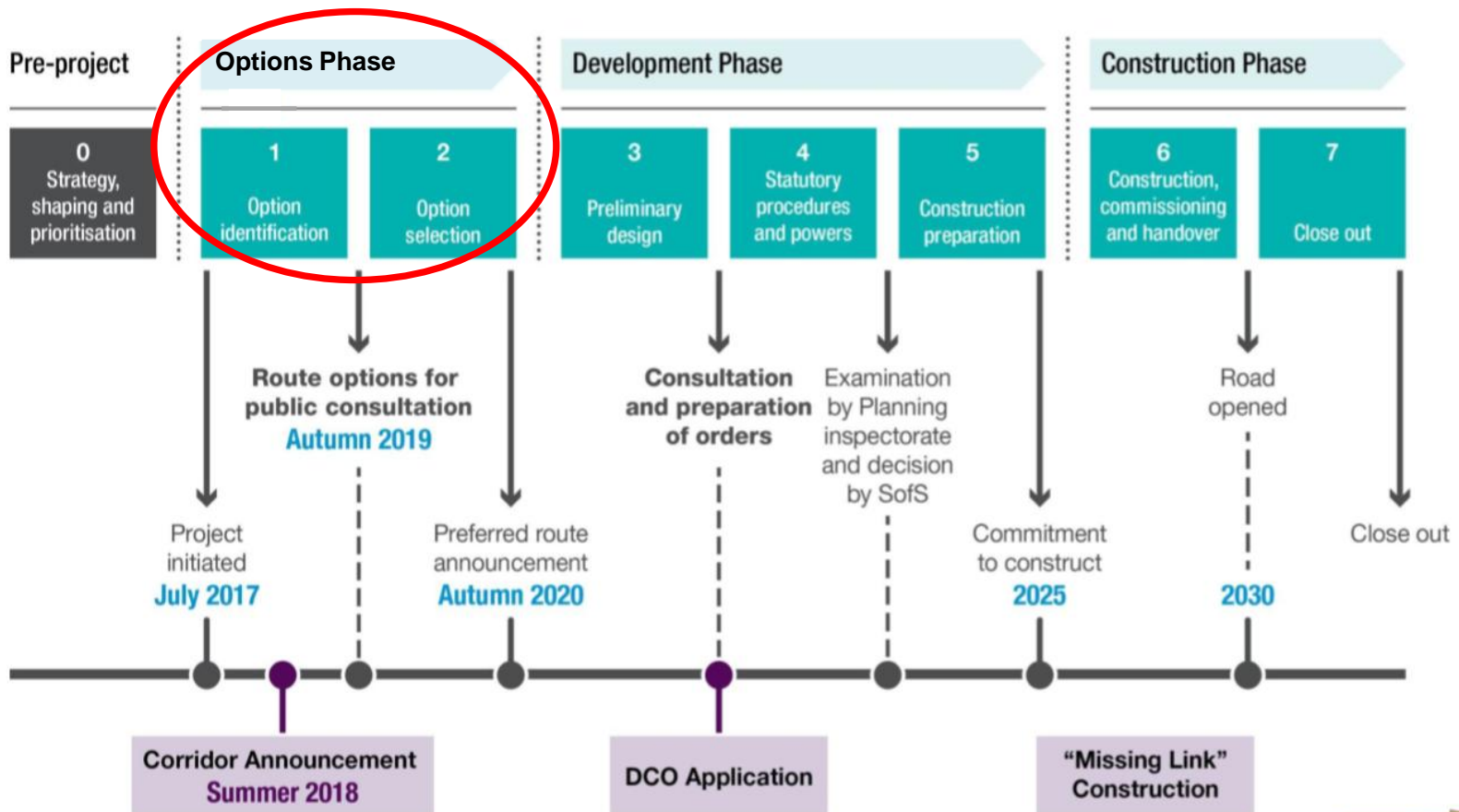
Highways England's Time Table

Major Project Milestones & Lifecycle



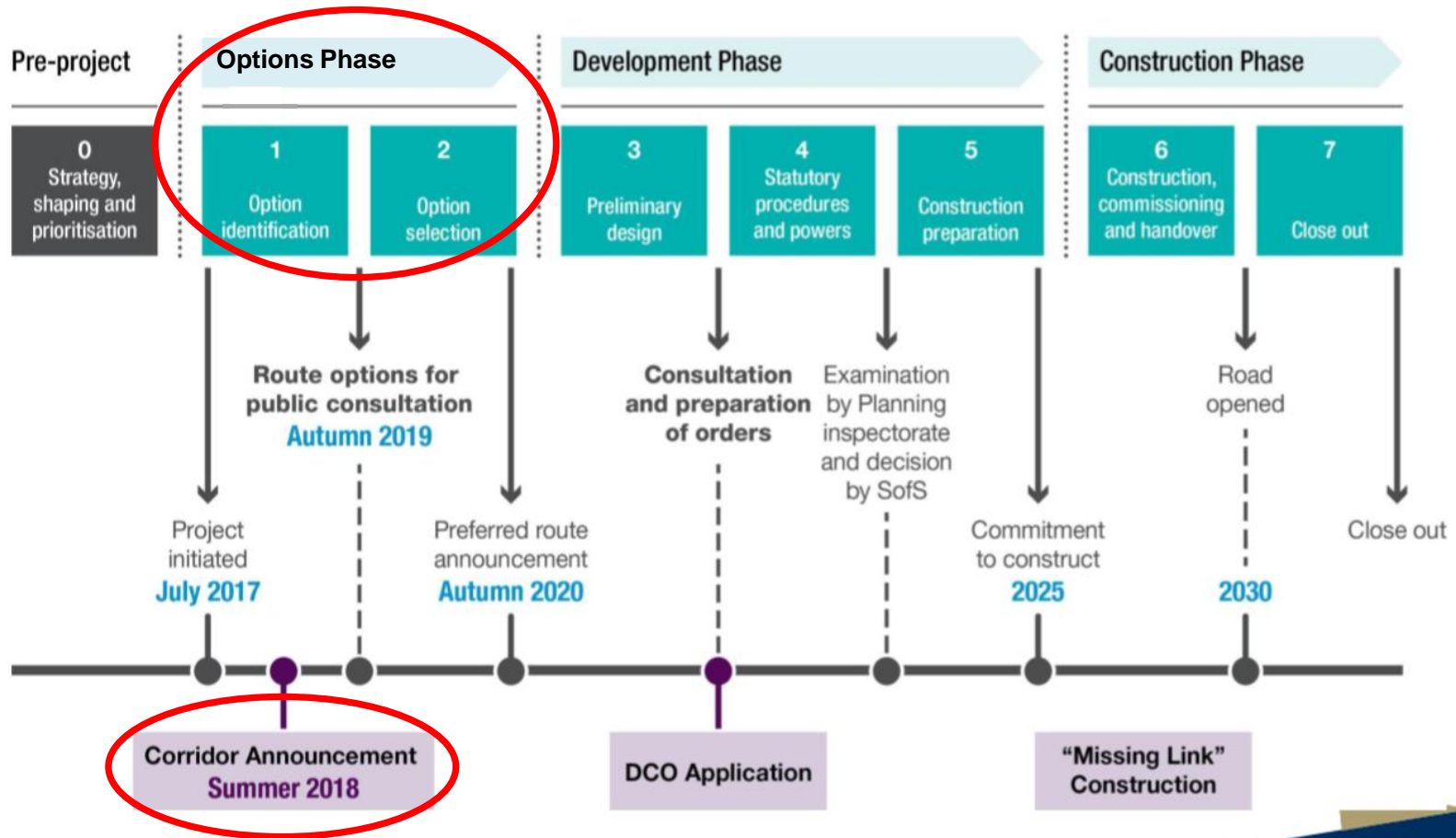
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Major Project Milestones & Lifecycle



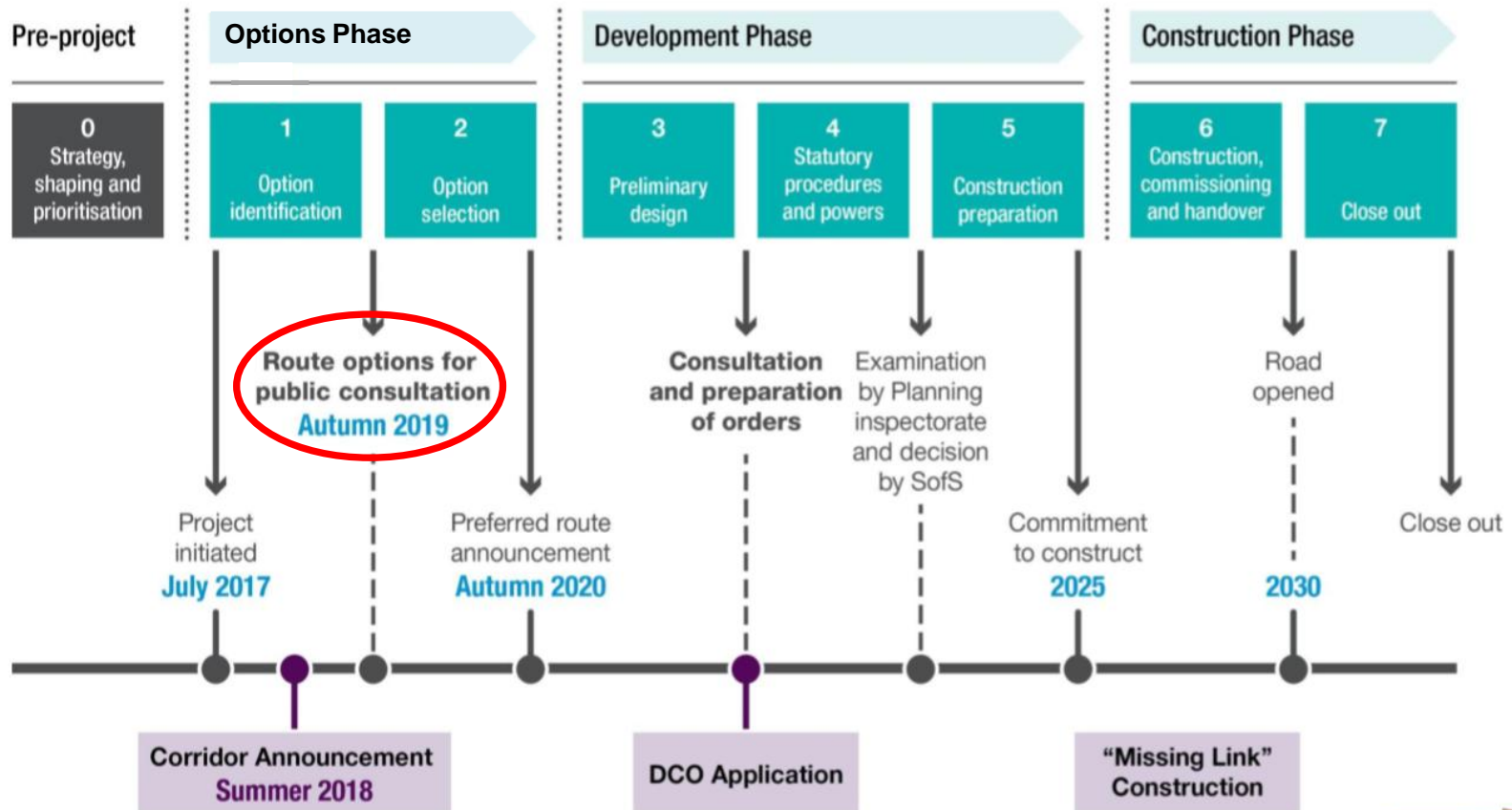
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Major Project Milestones & Lifecycle



Highways England's Time Table

Major Project Milestones & Lifecycle



 **Route B1**

 **Route B3**

From the Corridor Assessment Report, Appendix G.

Horton-cum-Studley

OXFORD

M40, Junction 9

Bicester











M40

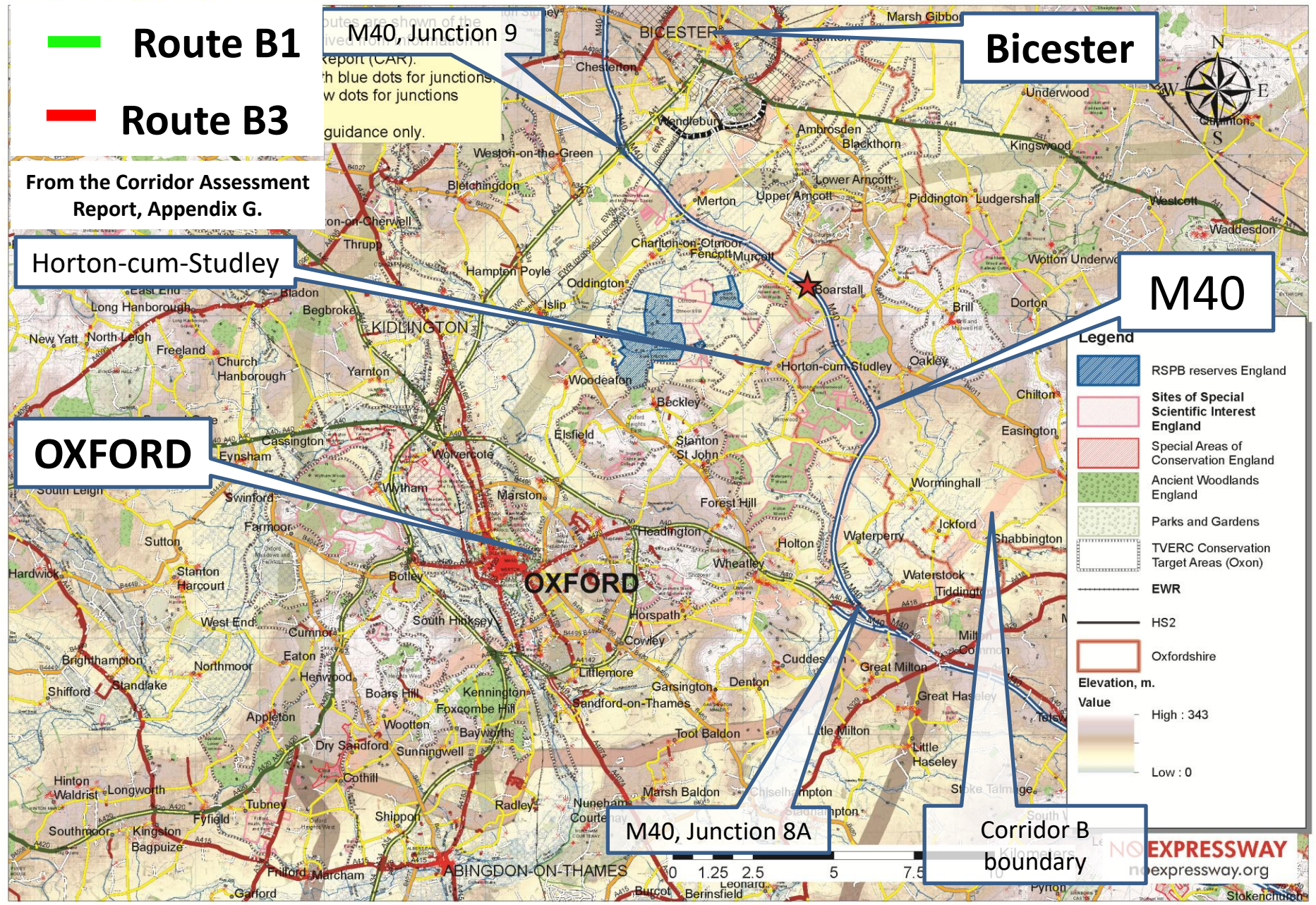
M40, Junction 8A

Corridor B boundary

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

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



Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

Horton-cum-Studley

OXFORD

M40, Junction 9

Bicester

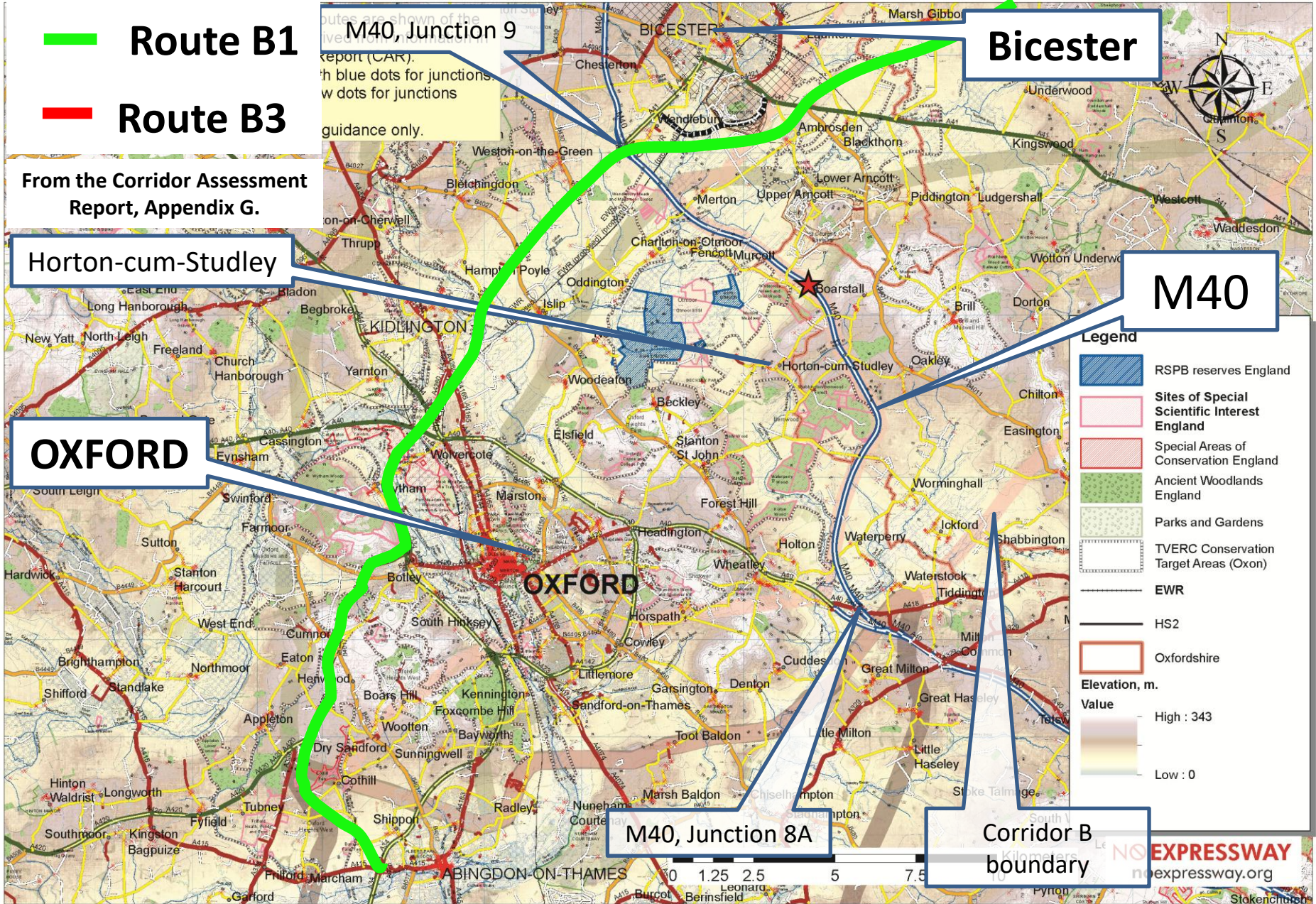
M40

M40, Junction 8A

Corridor B boundary

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noexpressway.org



Route B1

Route B3

M40, Junction 9

Bicester

Horton-cum-Studley

M40, NEW junction












M40

OXFORD

OXFORD

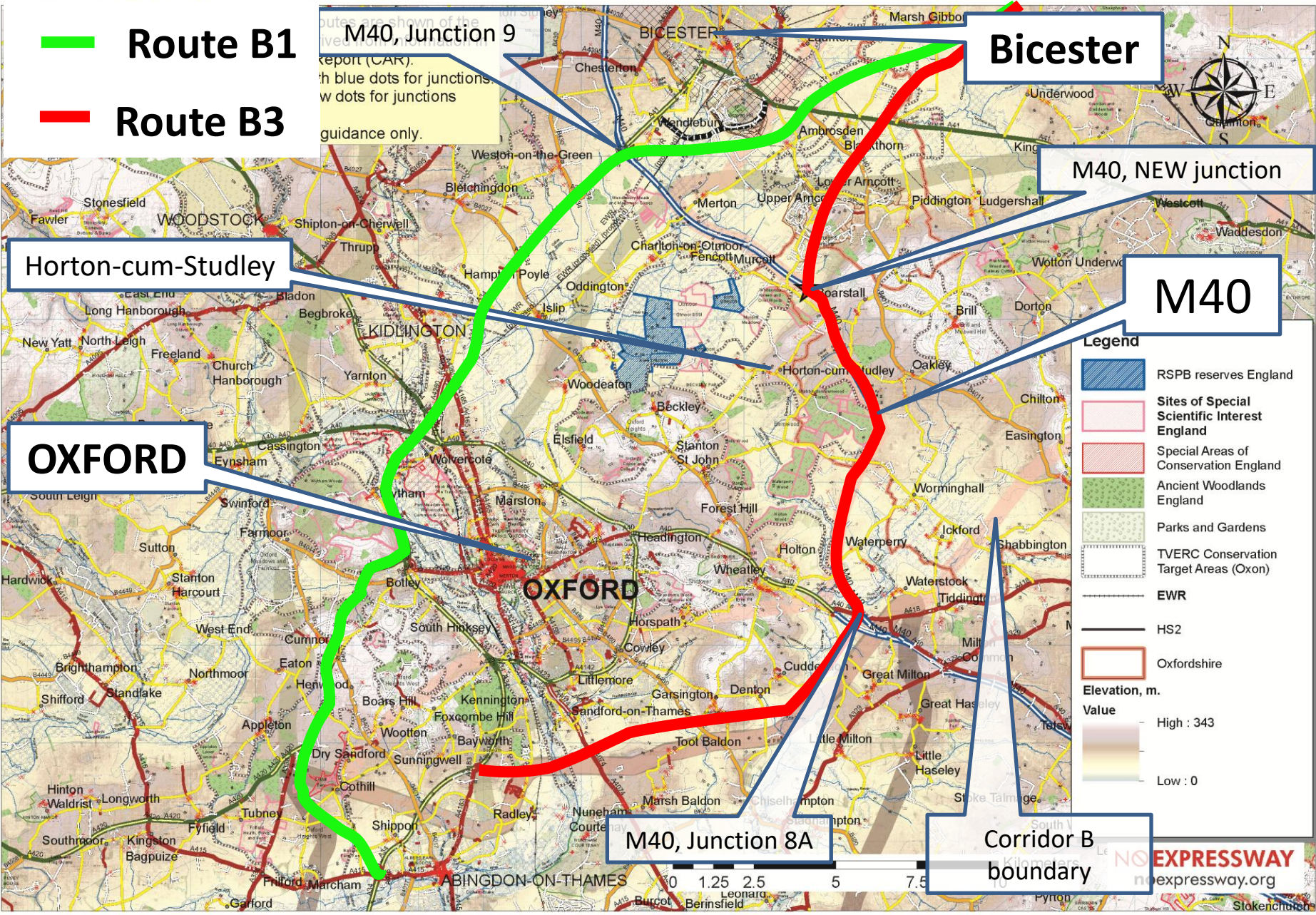
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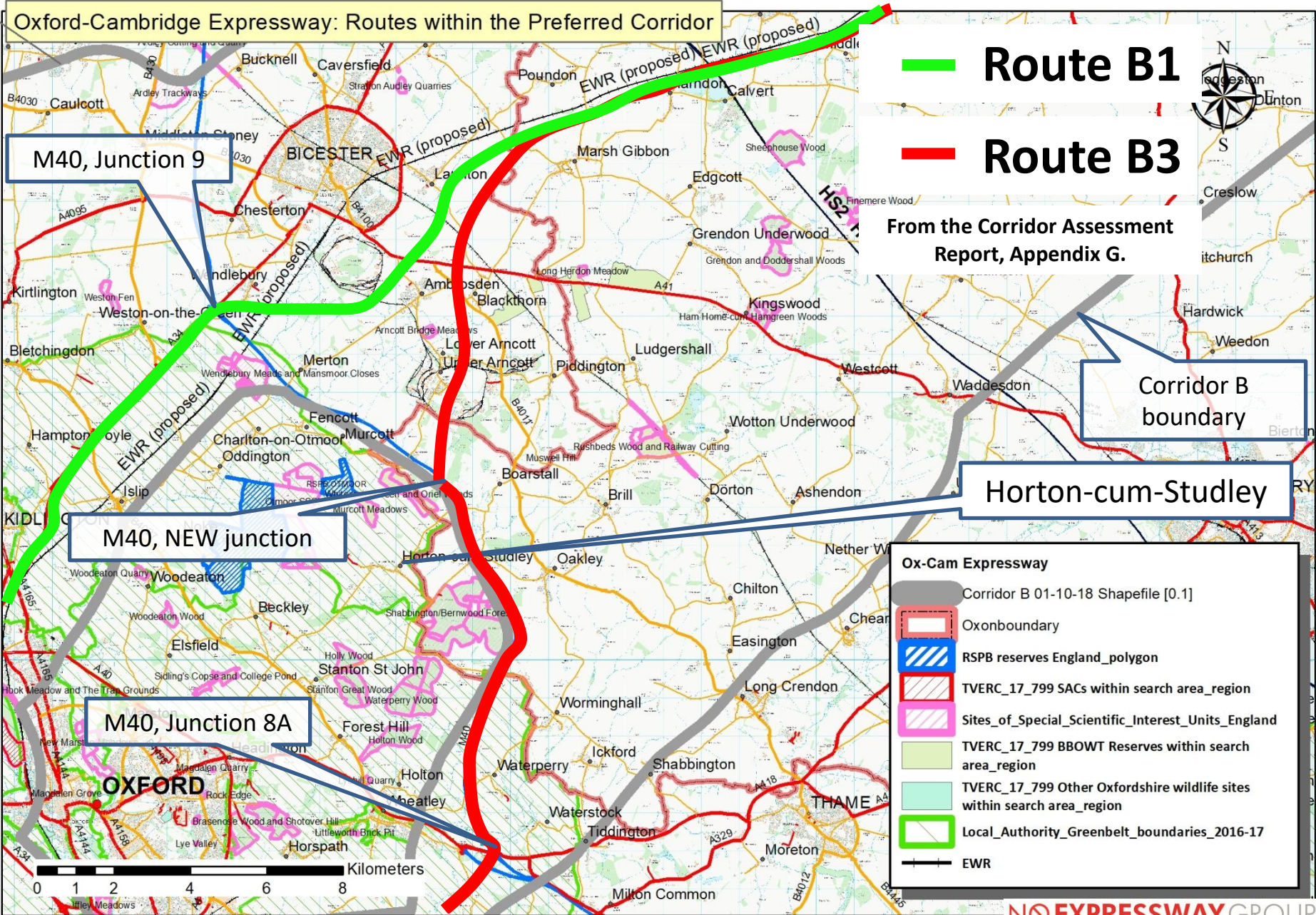
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NO EXPRESSWAY
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

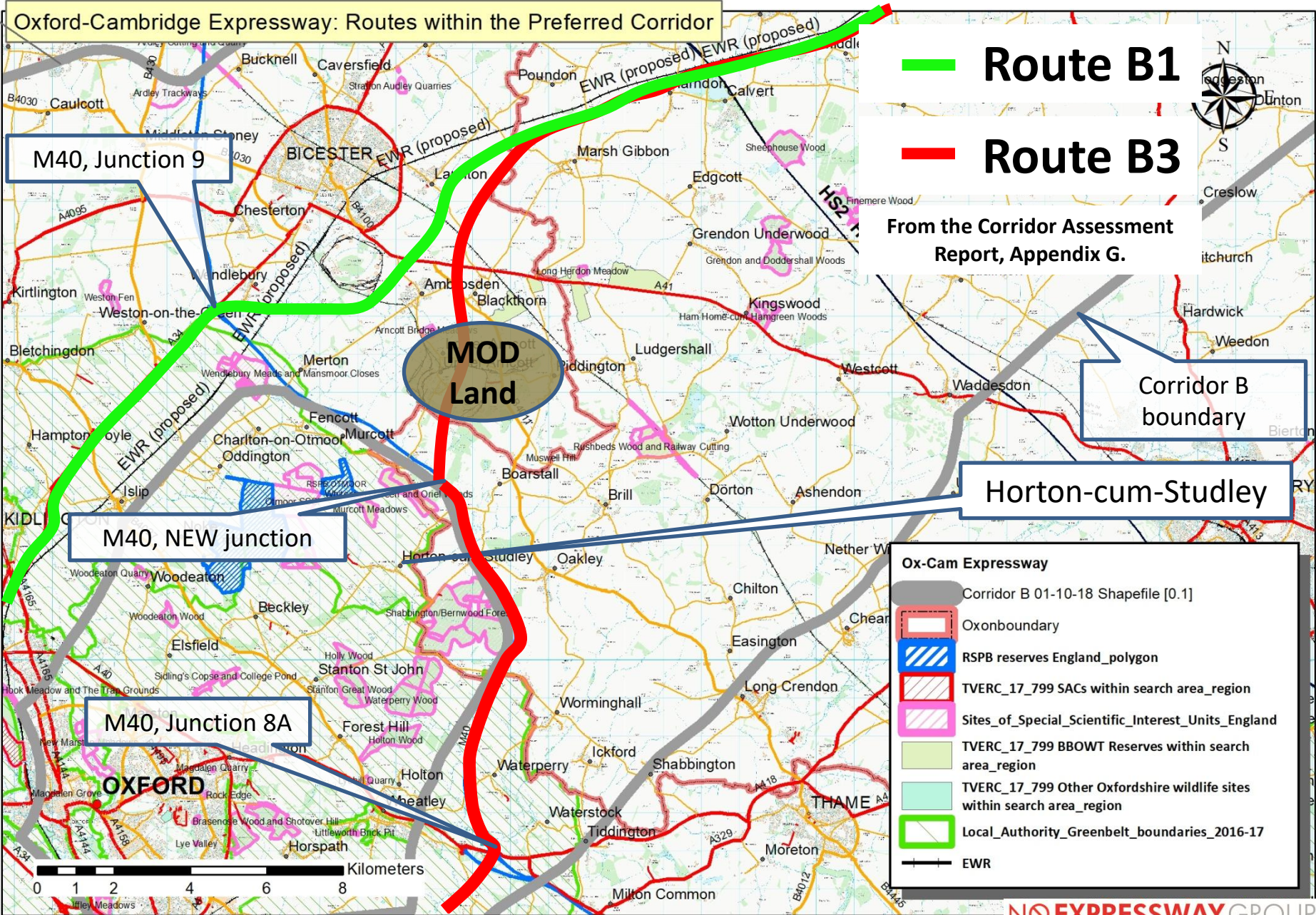
From the Corridor Assessment Report, Appendix G.

Corridor B boundary

Horton-cum-Studley

- 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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Route B3

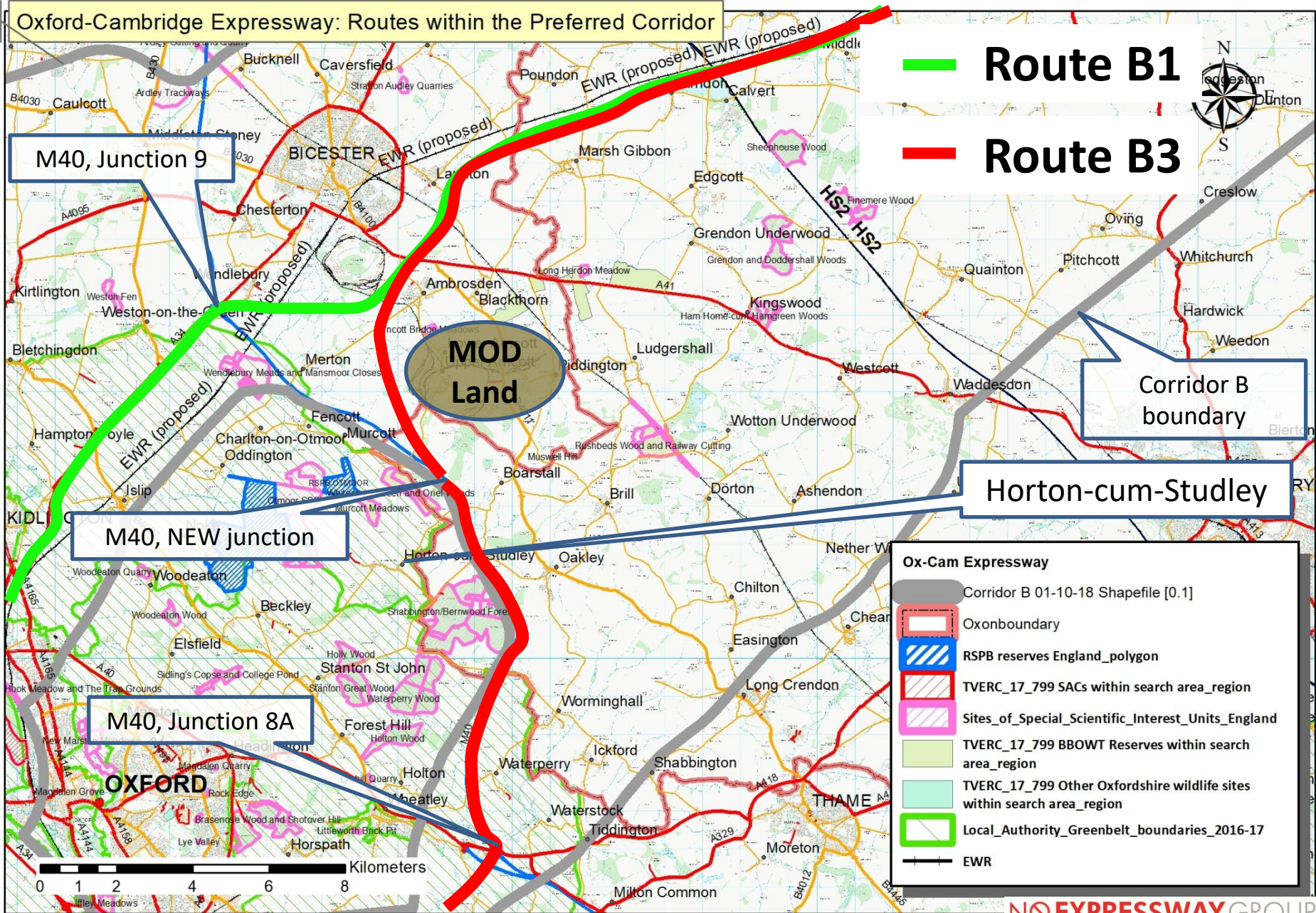
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



MOD Land

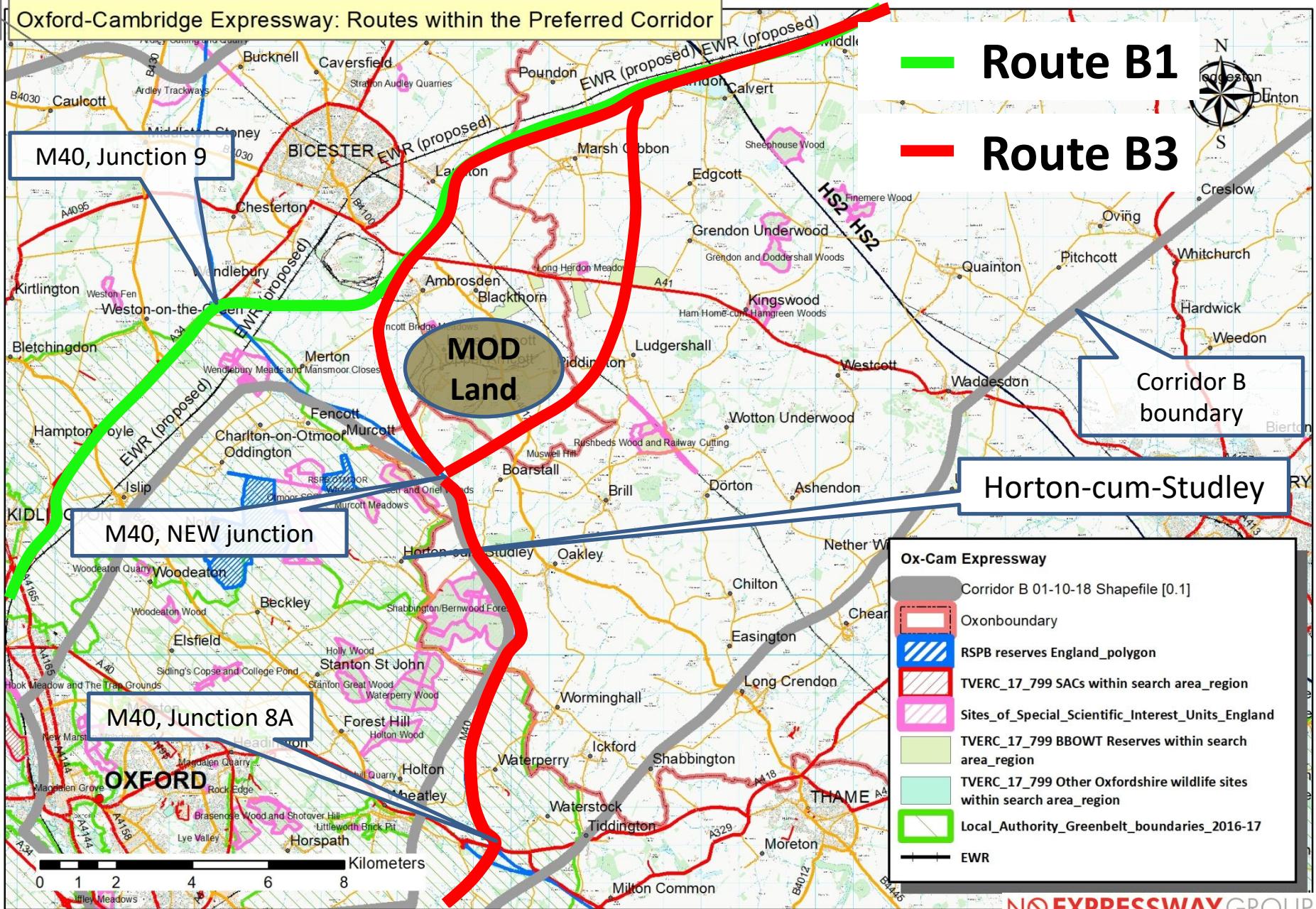
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Route B3



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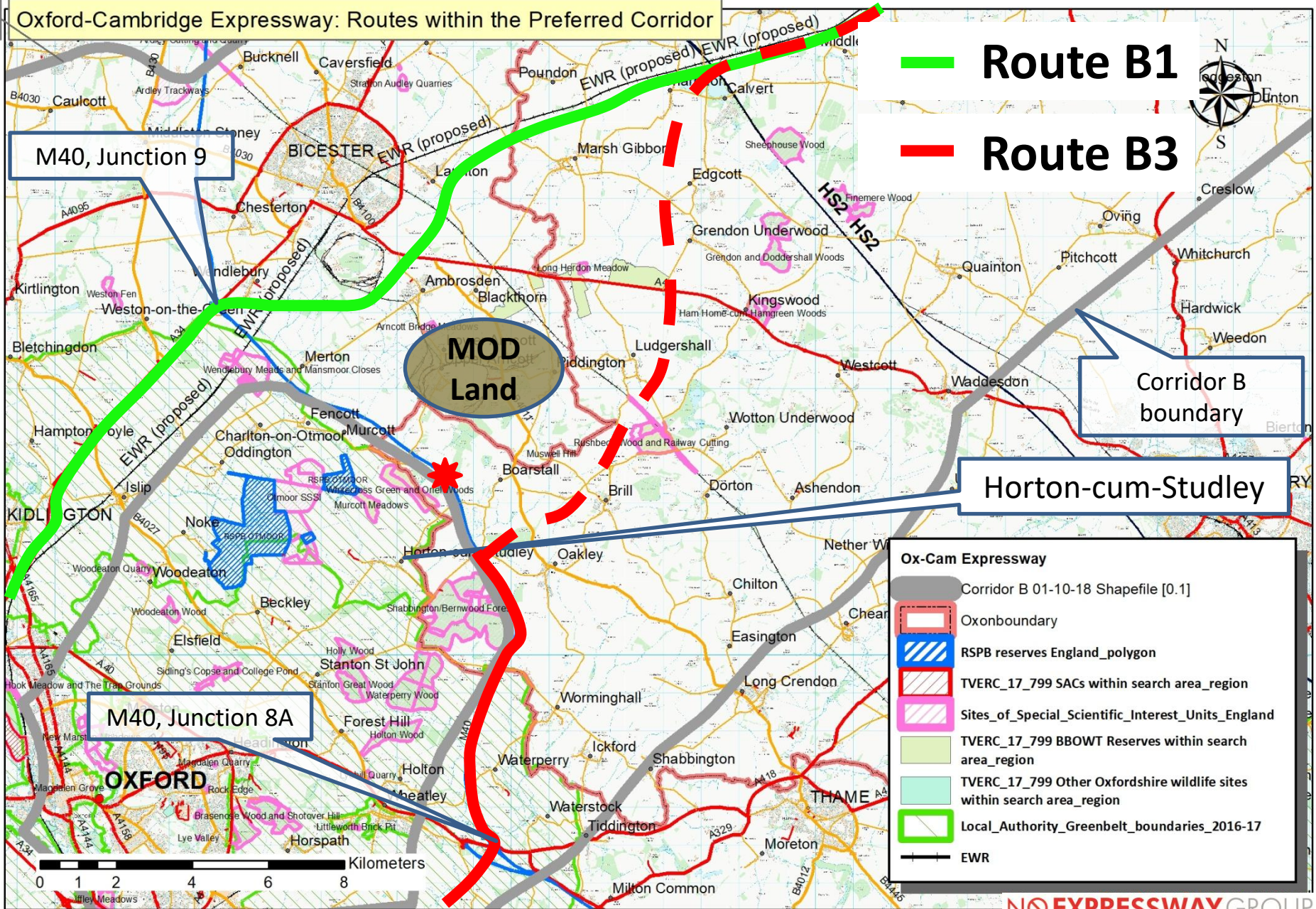
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0 1 2 4 6 8 Kilometers

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









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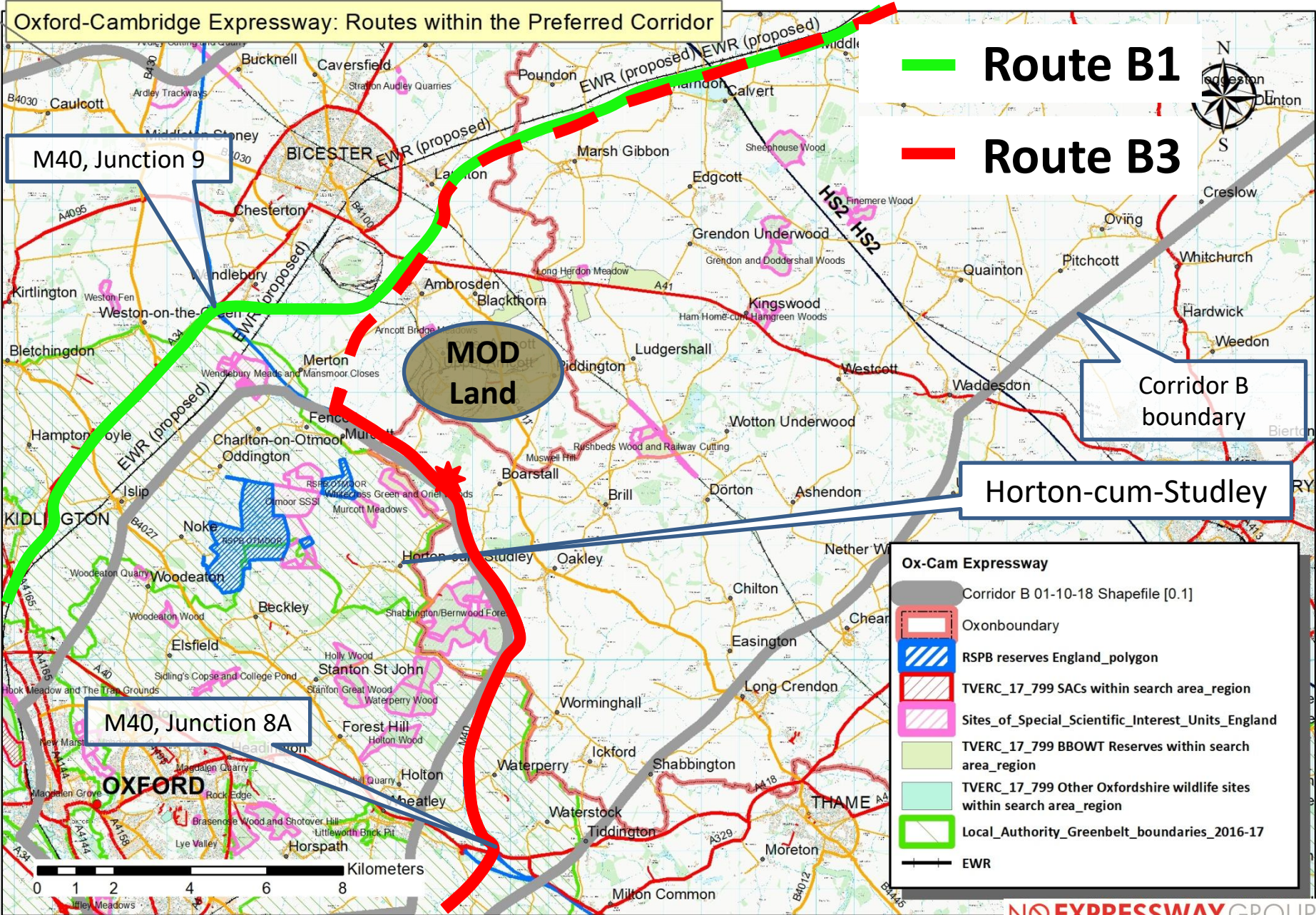
Route B3

Corridor B boundary

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Horton-cum-Studley

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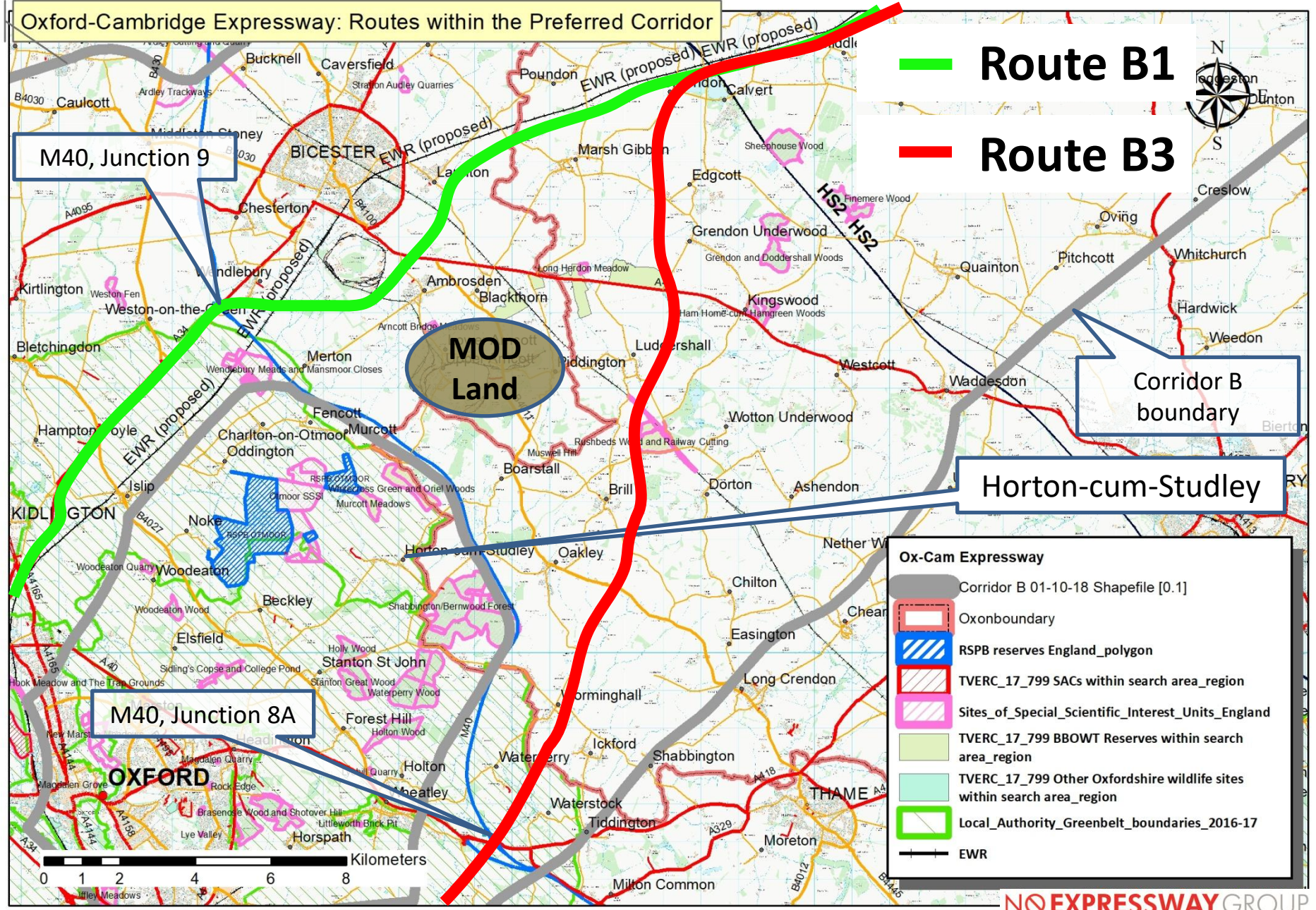
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M40, Junction 8A

M40, Junction 9



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

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MOD Land

M40, Junction 9

Corridor B boundary

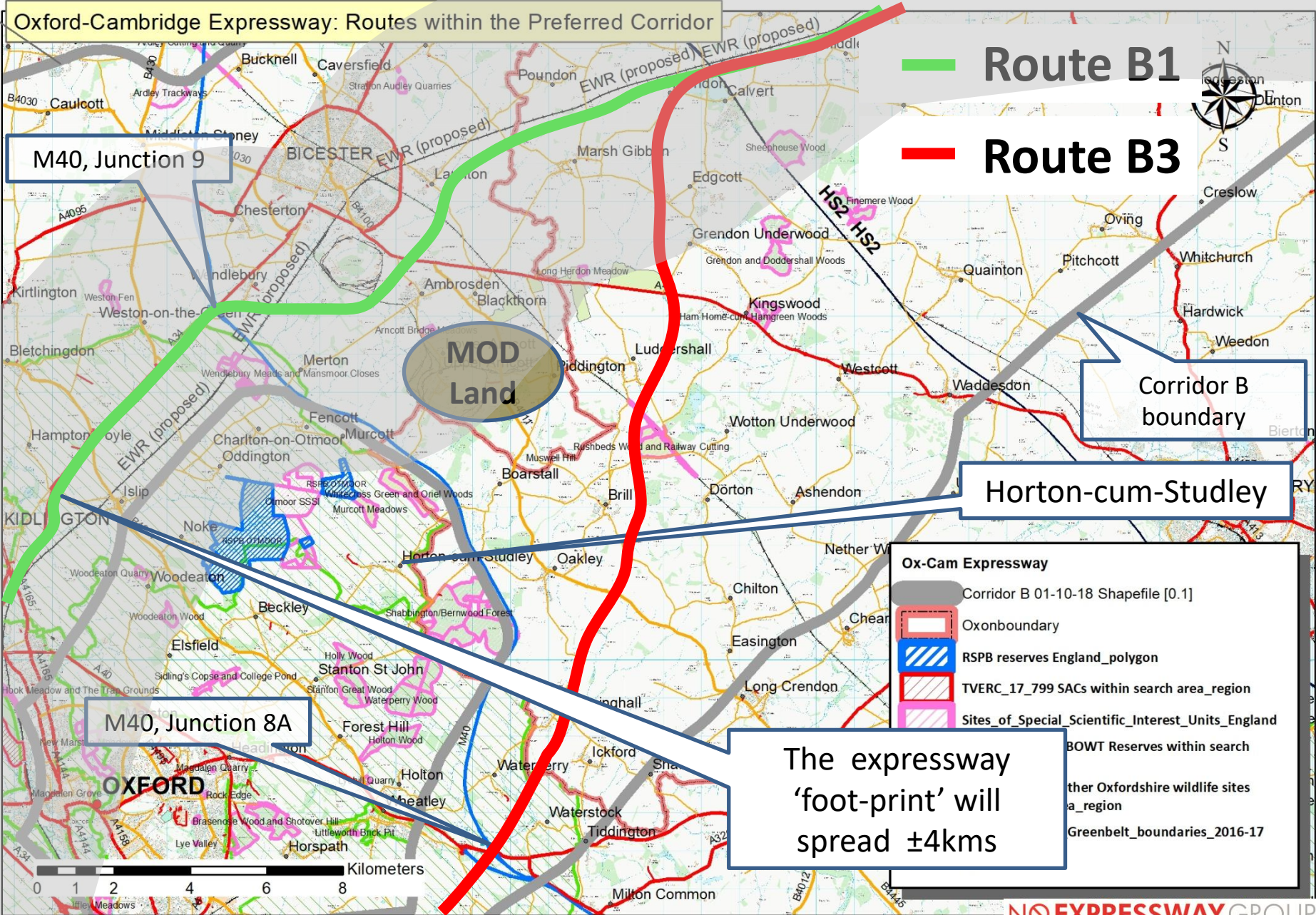
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MOD Land

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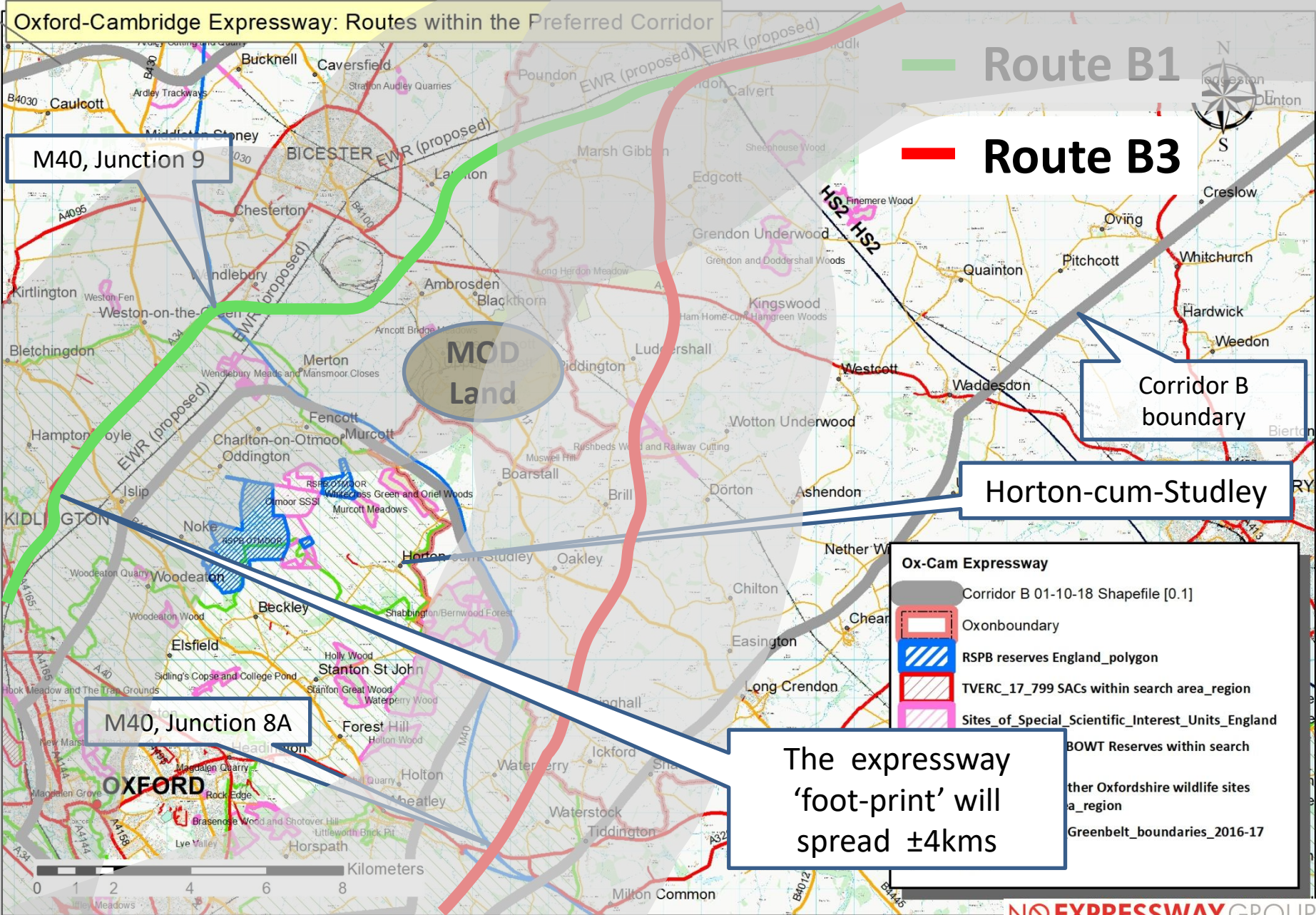
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The expressway 'foot-print' will spread ± 4 kms



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







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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



Inds	Description	Number	Internal (sqm)	Total (sqm)	Internal (sqft)	Total (sqft)	price	Sq	sellin
1	One bed apartment	25	46	1150	495	12379	£222.00	£10	
1	One bed apartment	25	50	1250	539	13455	£222.96	£10	
2	Two bed apartment	40	50	2400	645	25834	£240.77	£14	
2	Two bed apartment	30	56	1980	710	21313	£204.10	£14	
3	Three bed terrace	45	78	3510	840	37783	£196.62	£17	
3	Three bed terrace	45	83	3735	893	40206	£190.28	£17	
4	Four bed terrace	35	88	3080	947	33154	£211.14	£17	
4	Four bed terrace	35	100	3500	1075	37675	£195.00	£17	
	Four bed terrace		110	3510	1111	37783	£196.62	£17	

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?



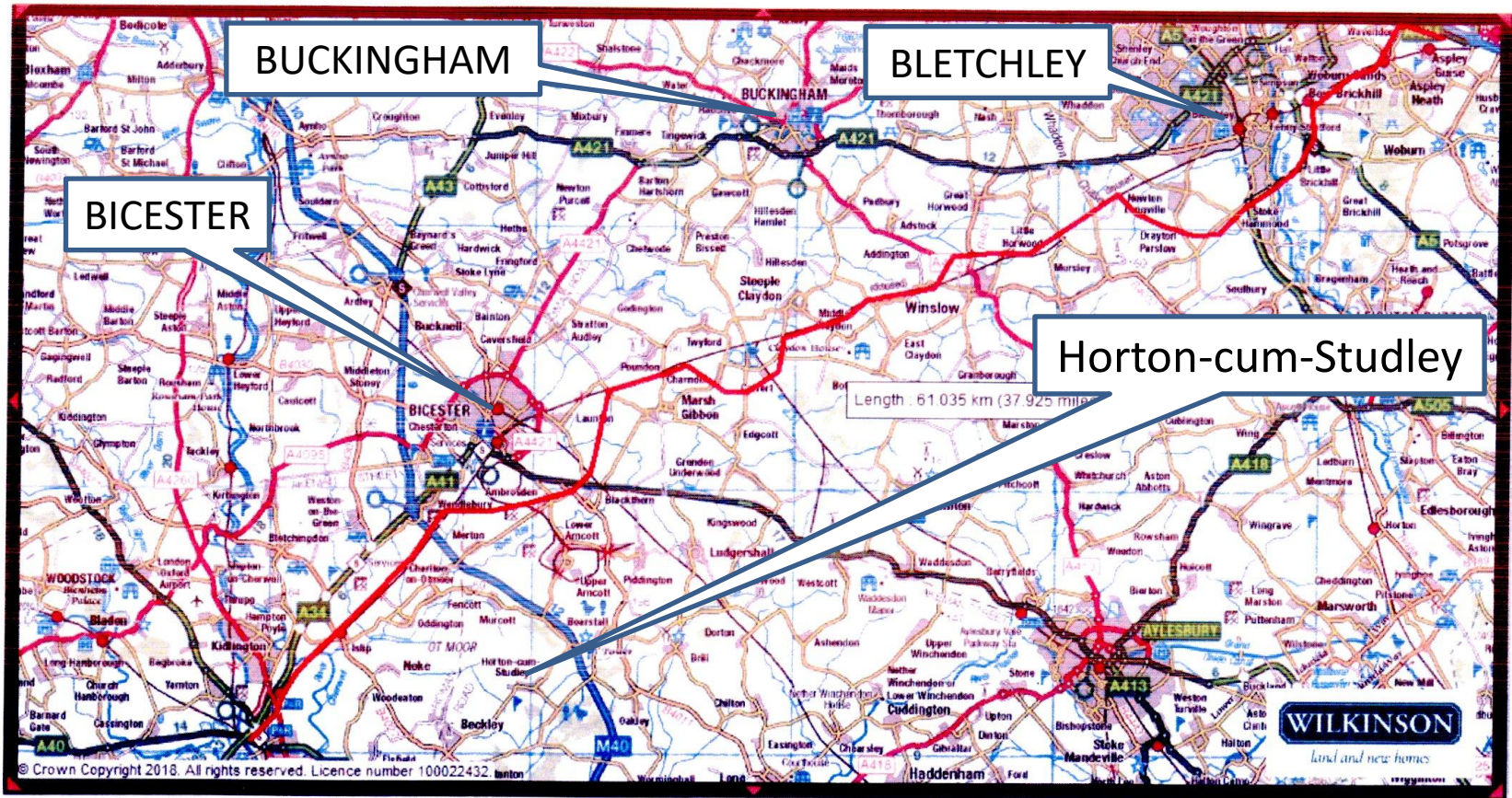
Instruct Wilkinson to help sell your home and benefit from c 10,000 web site visits each month

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'.

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

OXIS Proposed Growth 2016 - 2040

Executive Summary

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Additional jobs

Current totals 2016

260,000

650,000

366,000*

* 2017/18 figures

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Oxfordshire Infrastructure Strategy

Oxfordshire Growth Board

Executive Summary

More Houses

More People

More Jobs

2016-2040.

123,500

Additional Homes

267,000

Additional people (39%)

101,000

Additional jobs

Current totals 2016

260,000

650,000

366,000*

* 2017/18 figures

%increase

47.5%

41.1%

27.6%

OXIS Proposed Growth 2016 - 2040

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41.1%

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ONS predicted population increase by 2050 = 16%

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



The drawing alongside illustrates the quantum of development, broken down into areas of the future sub-area 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.

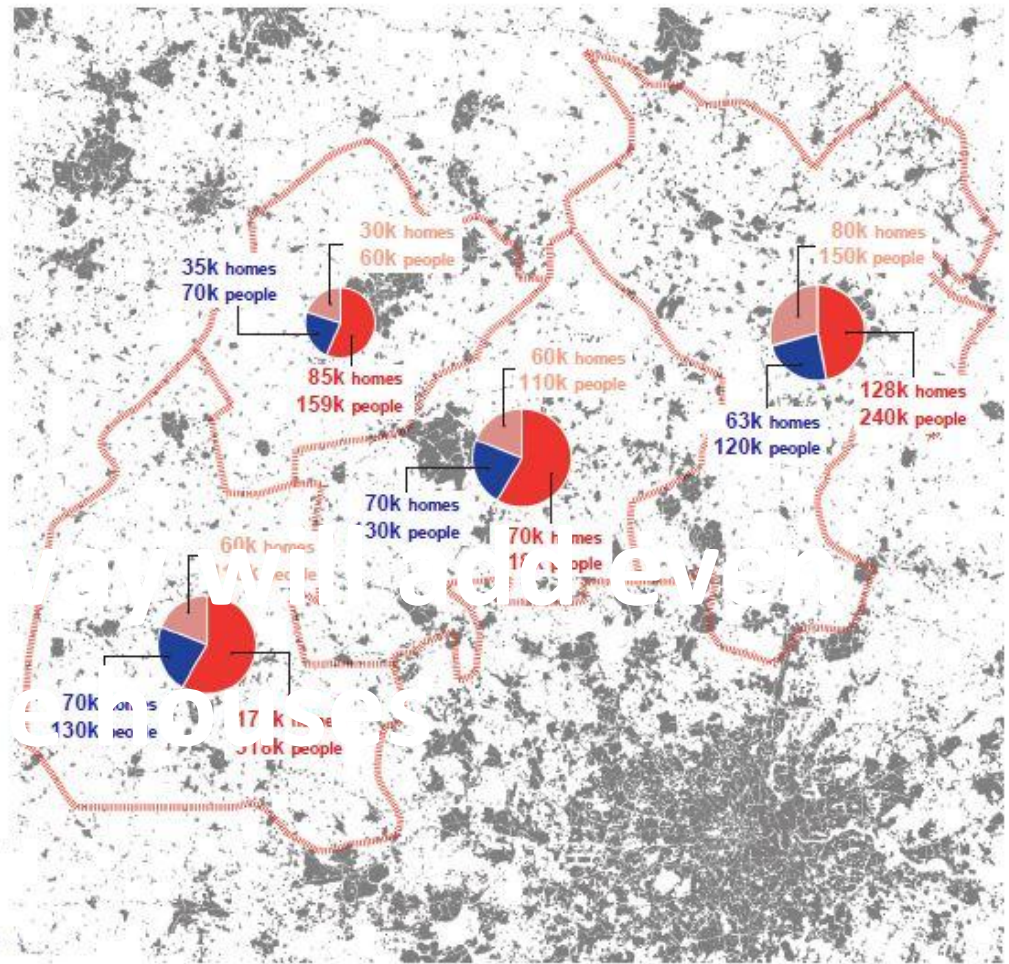
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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
- Development accommodated due to pressures from land constrained markets**

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

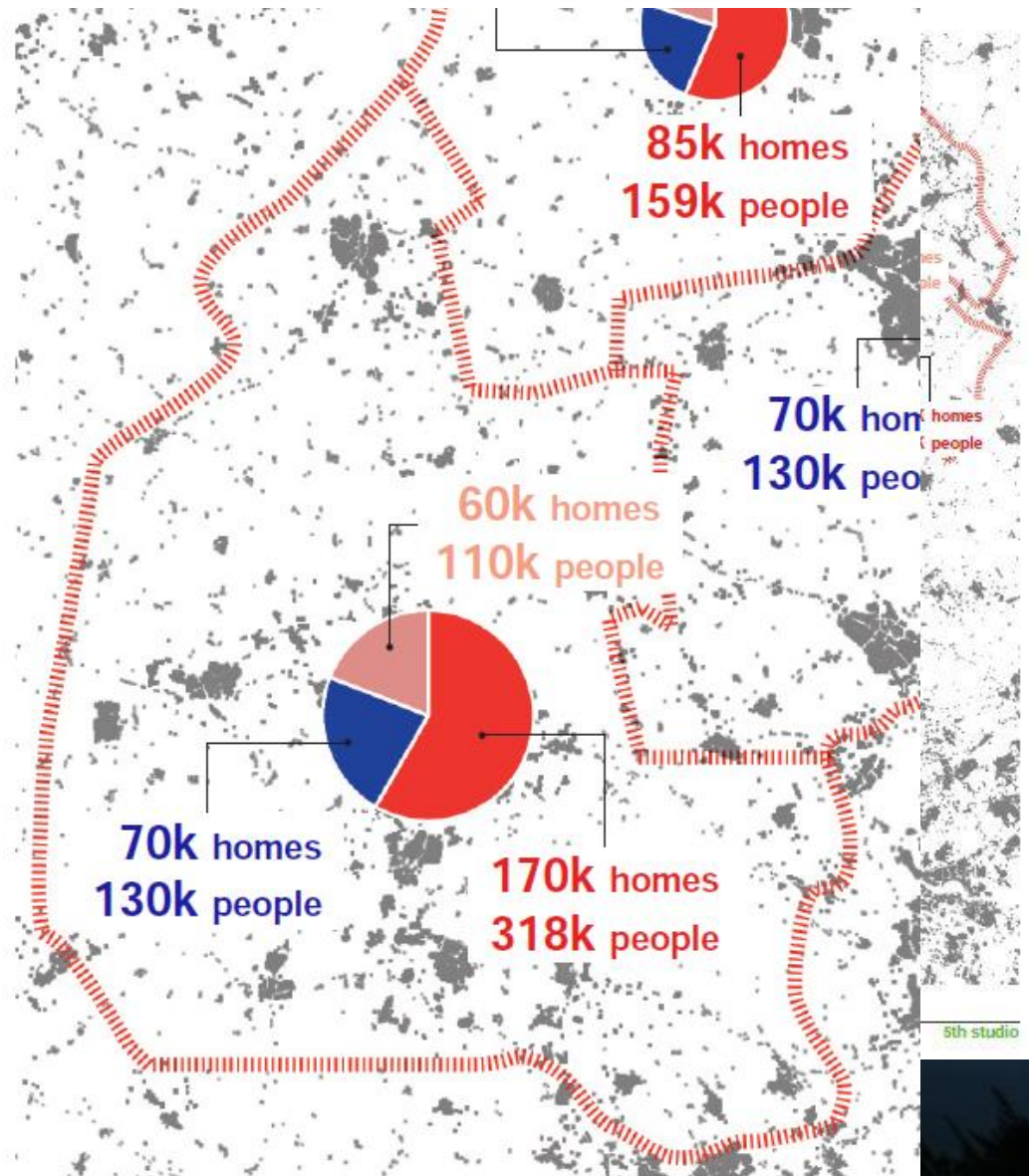
**The distribution is indicative and follows a proportional trend according to the distribution of the 'Additional development required to meet Transformational Scenario's Housing and Population Targets by 2050'.



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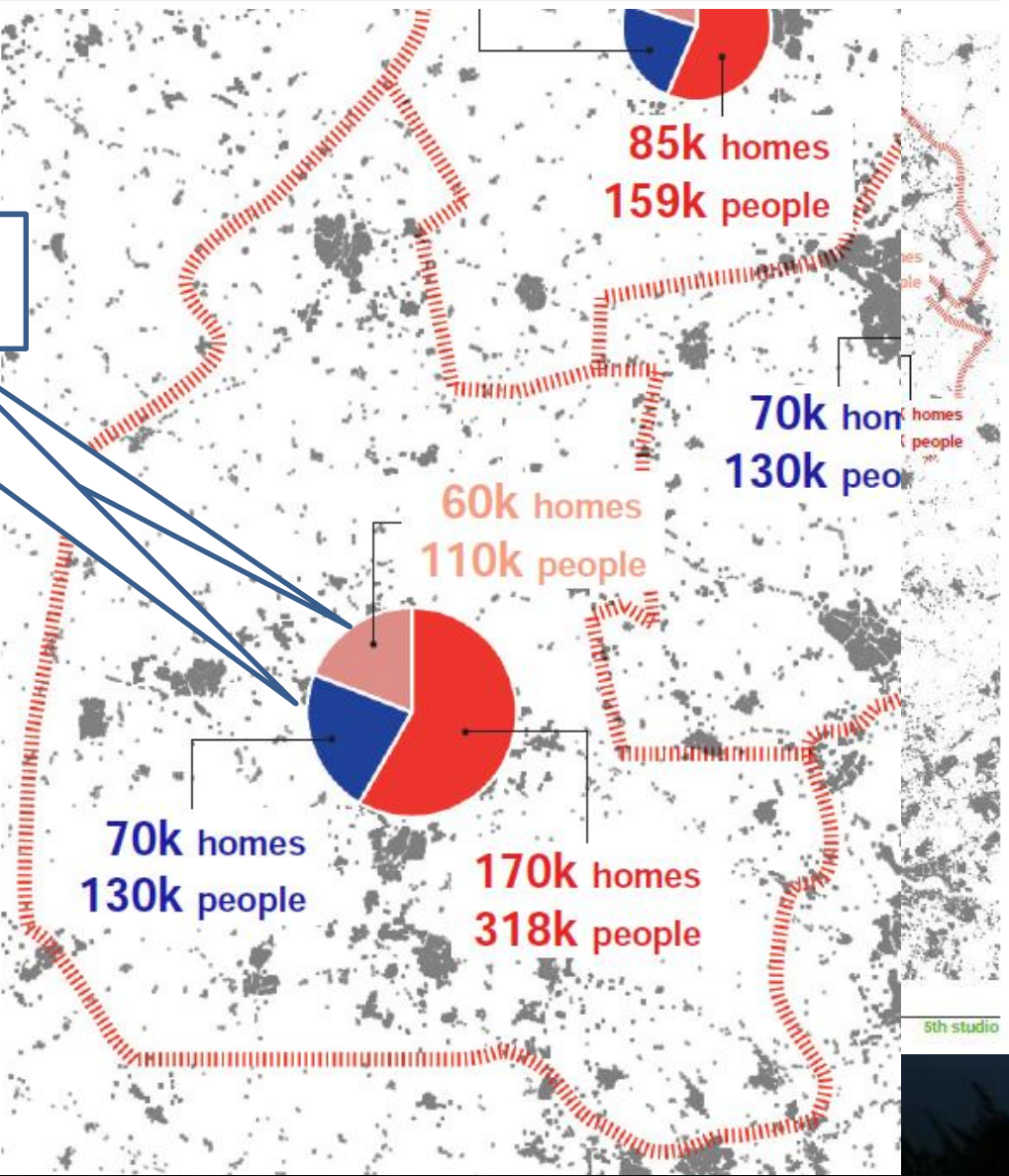
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Currently planned + backlog homes

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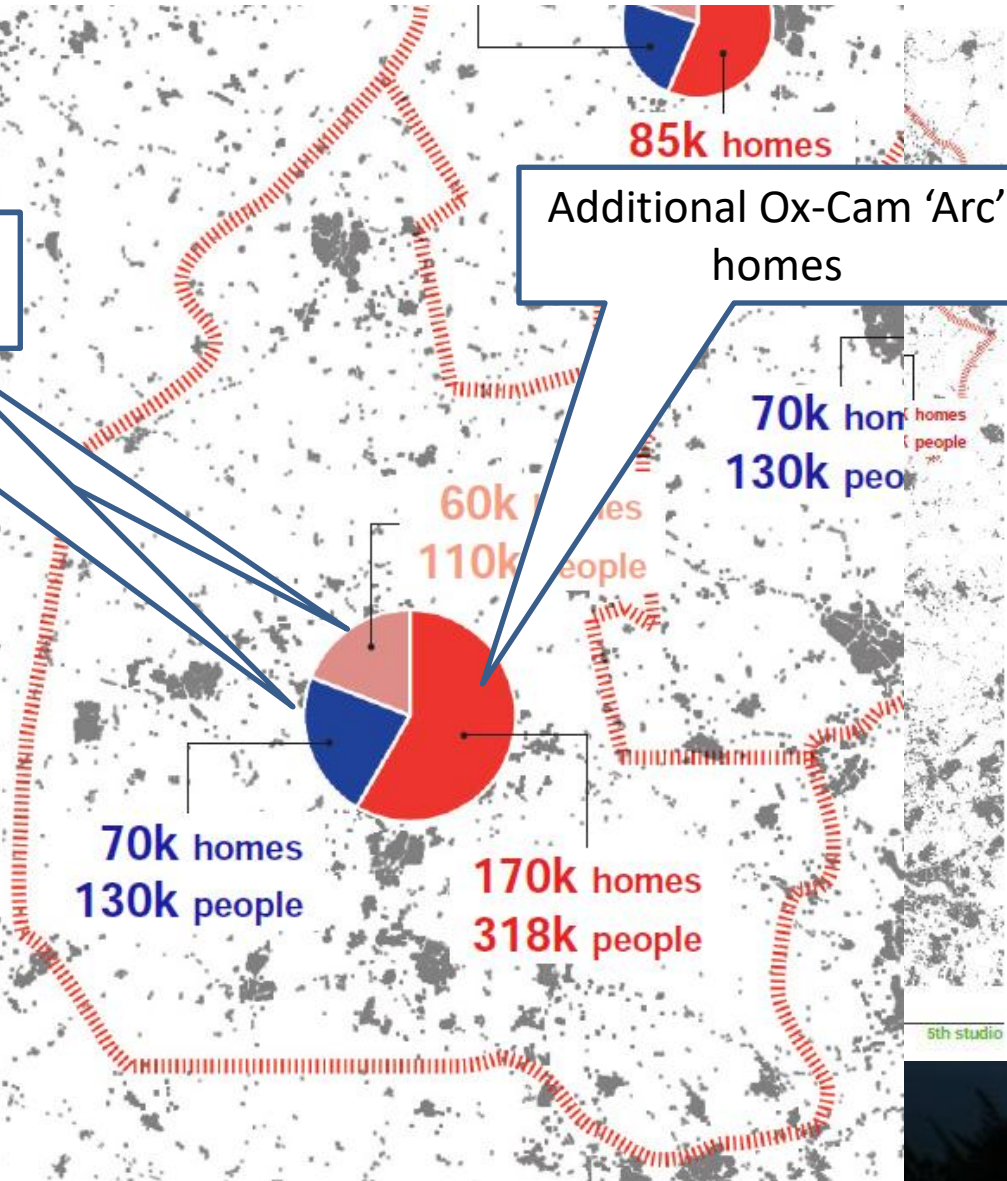
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

- 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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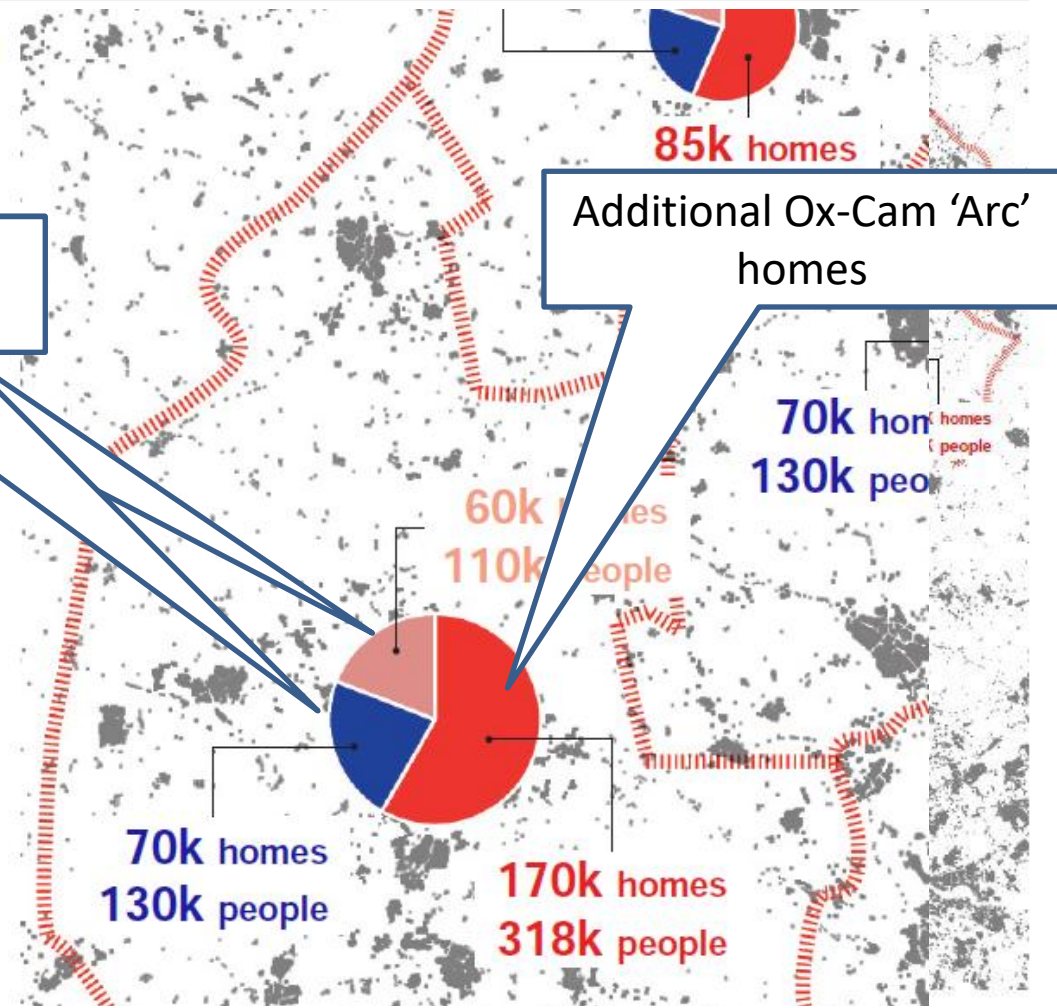
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Additional Ox-Cam 'Arc' homes

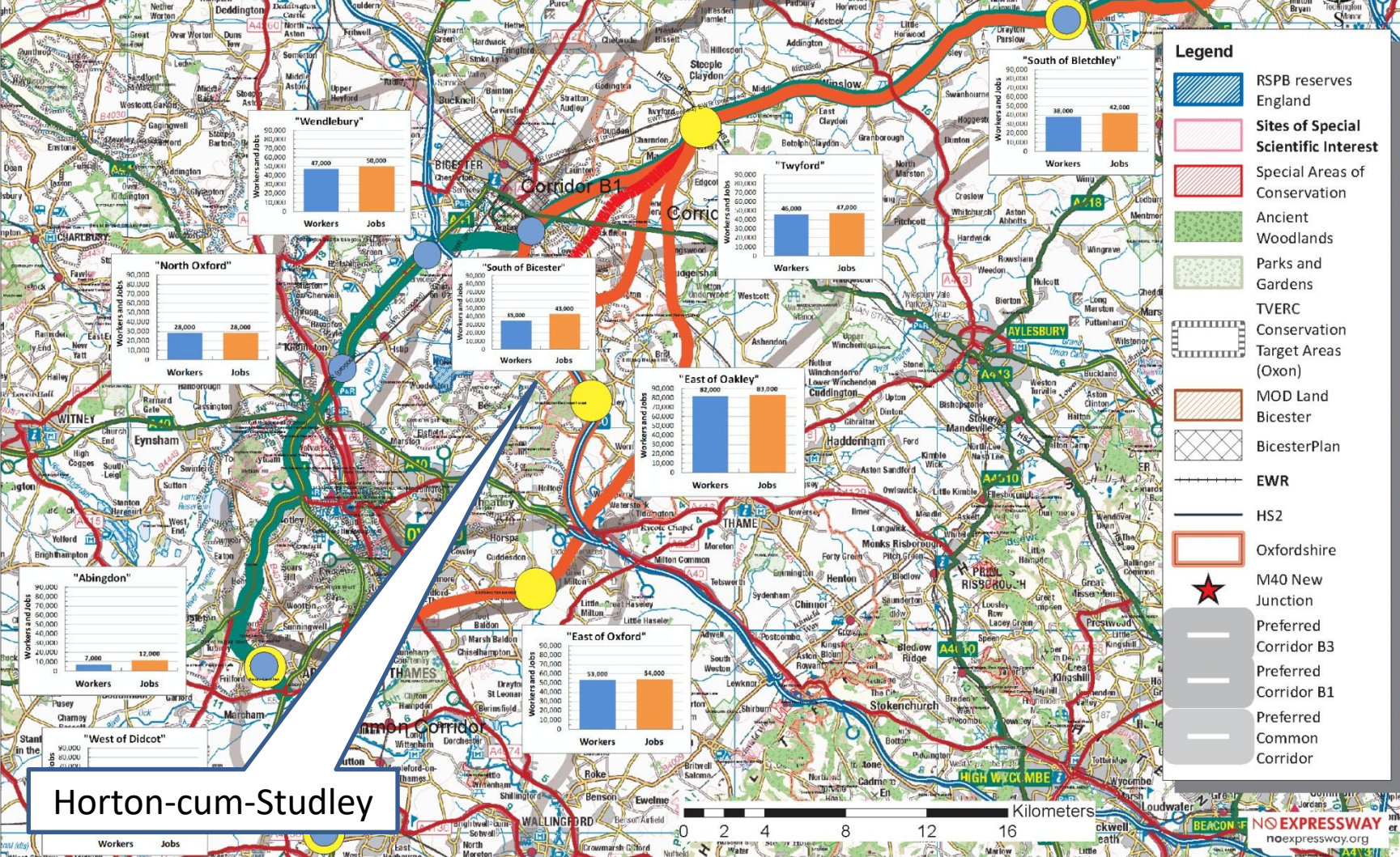
- Current known planned development *
- Additional development required to meet the Transformational Scenario's Housing and Population Targets by 2050
- Development accommodated due to pressures from land



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

..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.

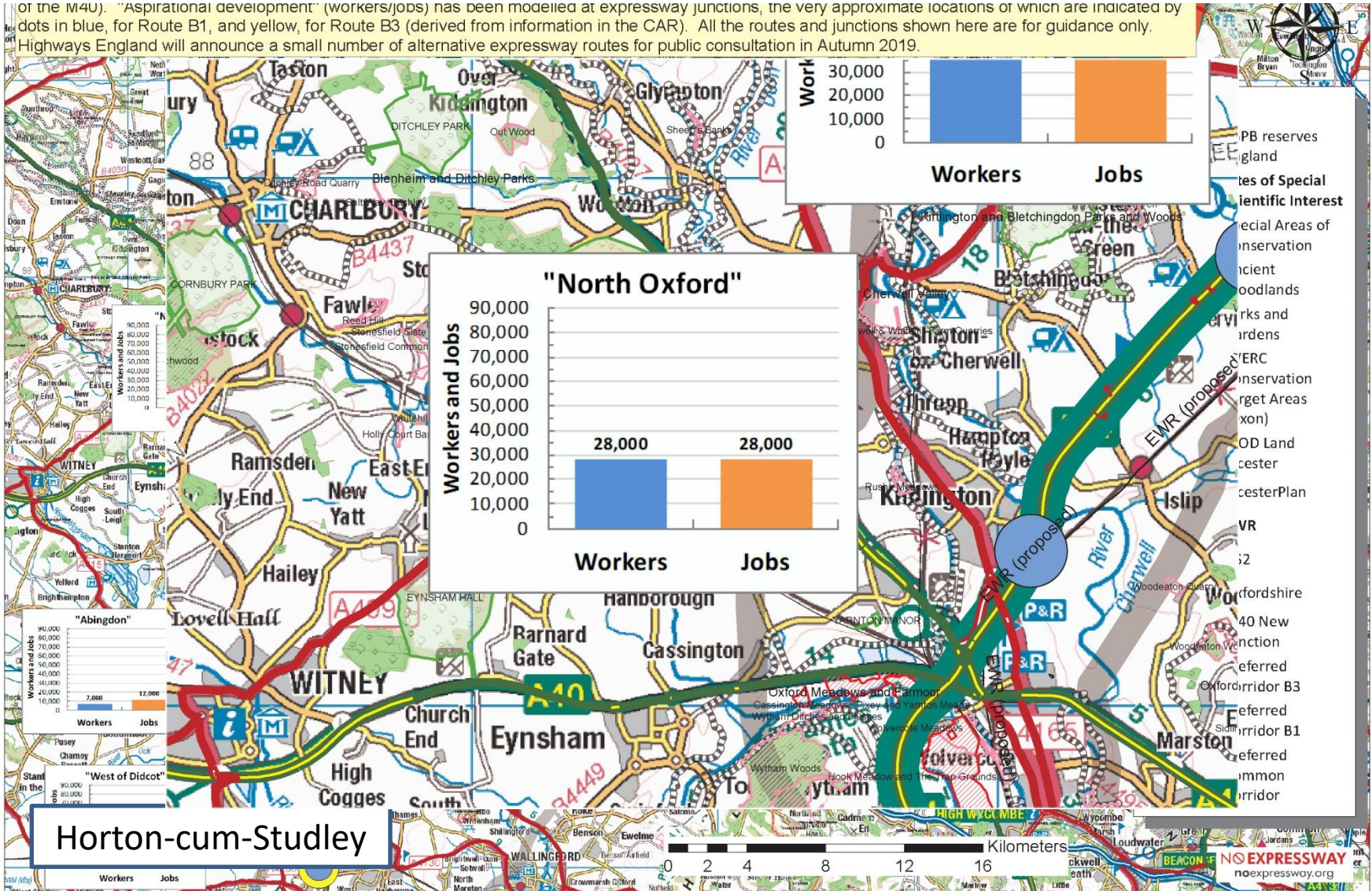


Horton-cum-Studley

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

(Begbroke/Yarnton proposals are for 4,400 houses 'only')

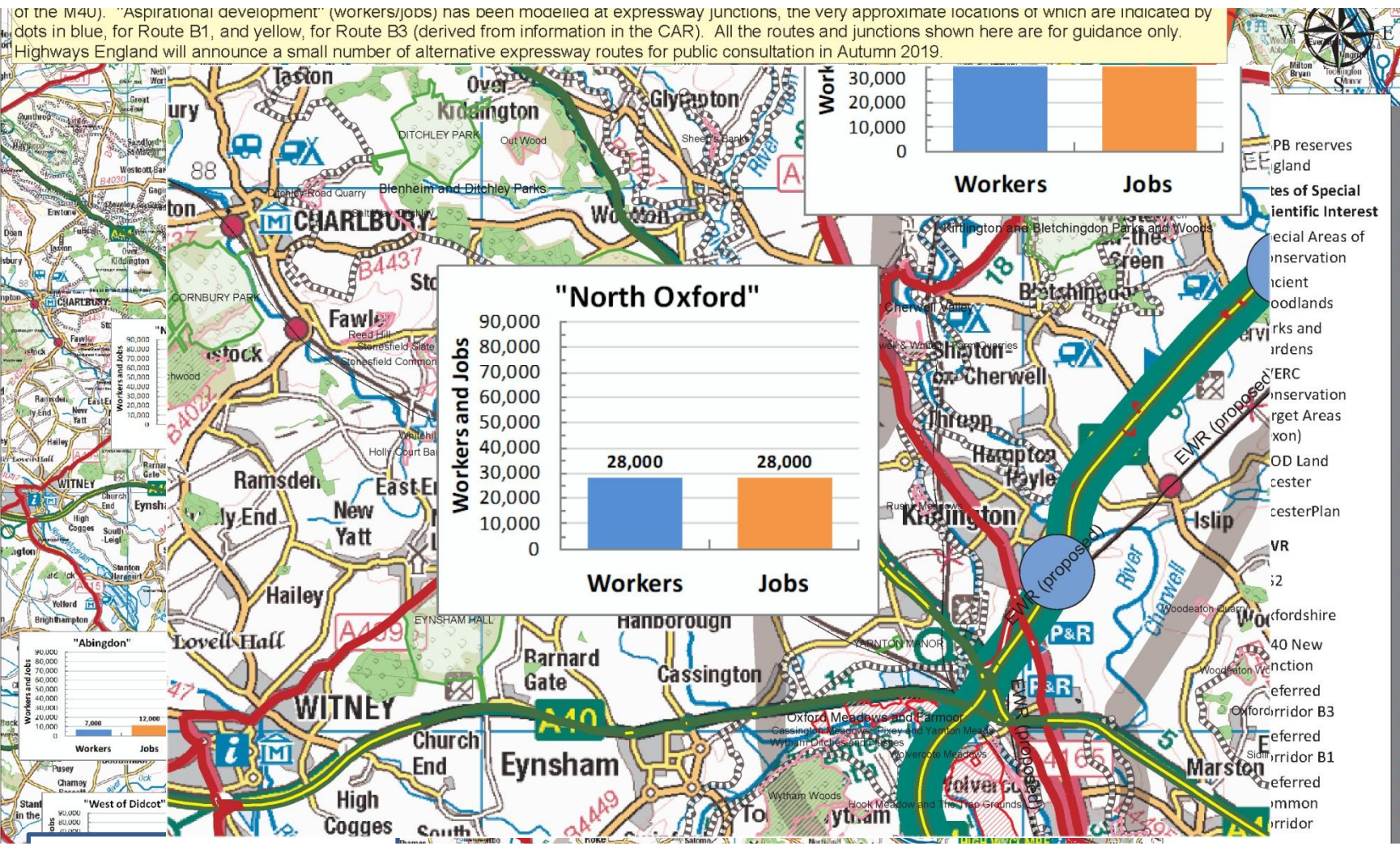
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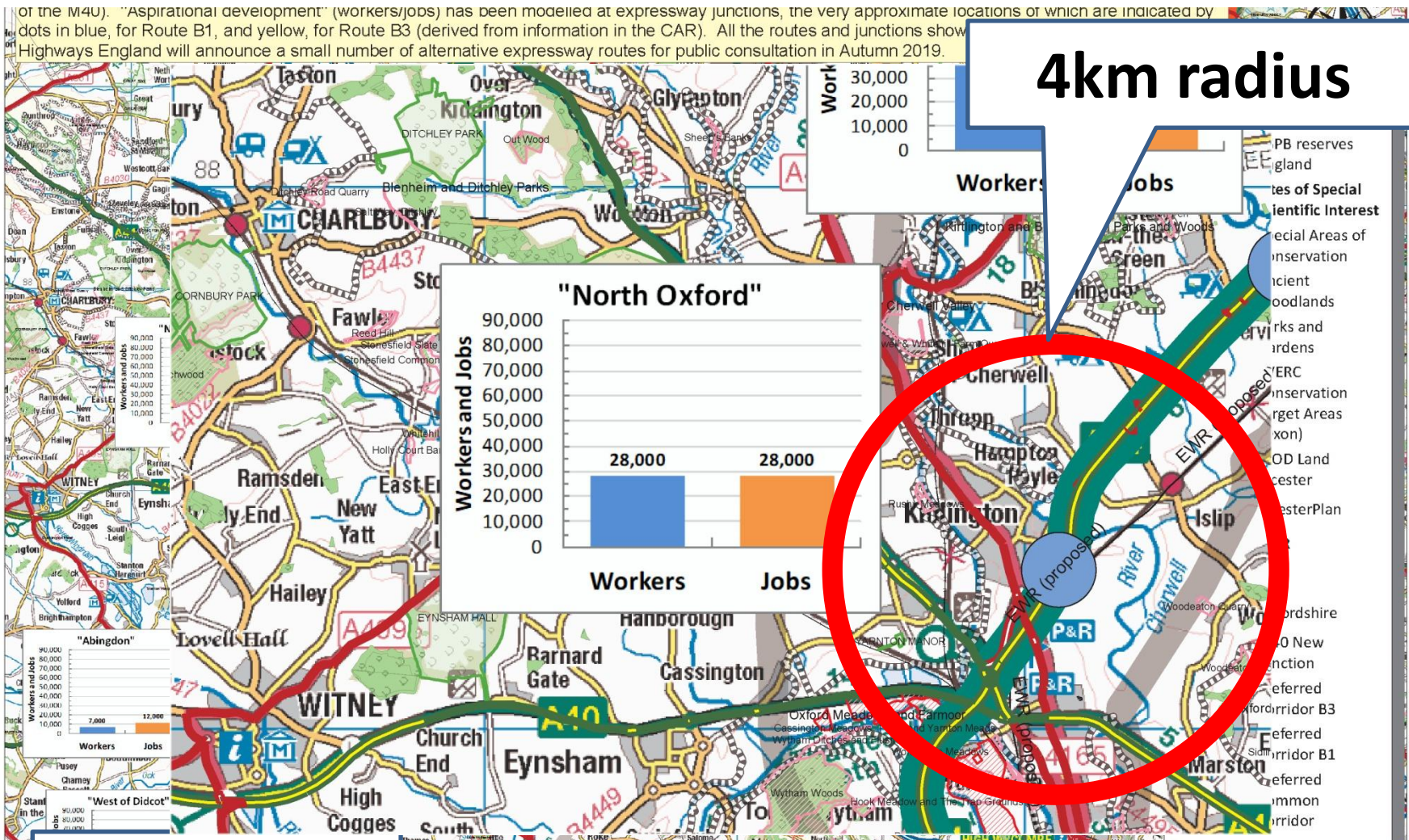


That's 51,300 people (Kidlington 13,700, Bicester 32,789)

2017 figures

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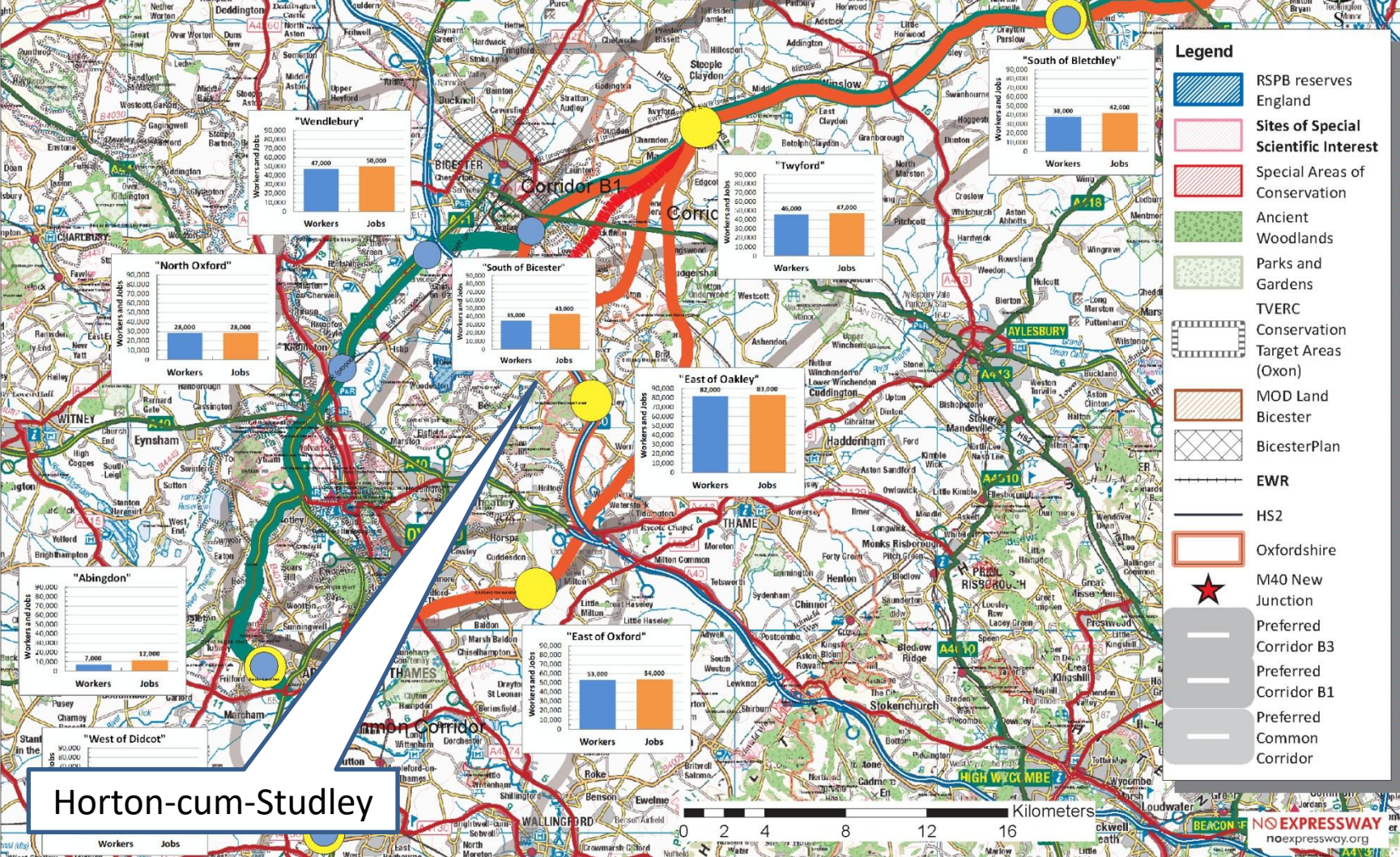


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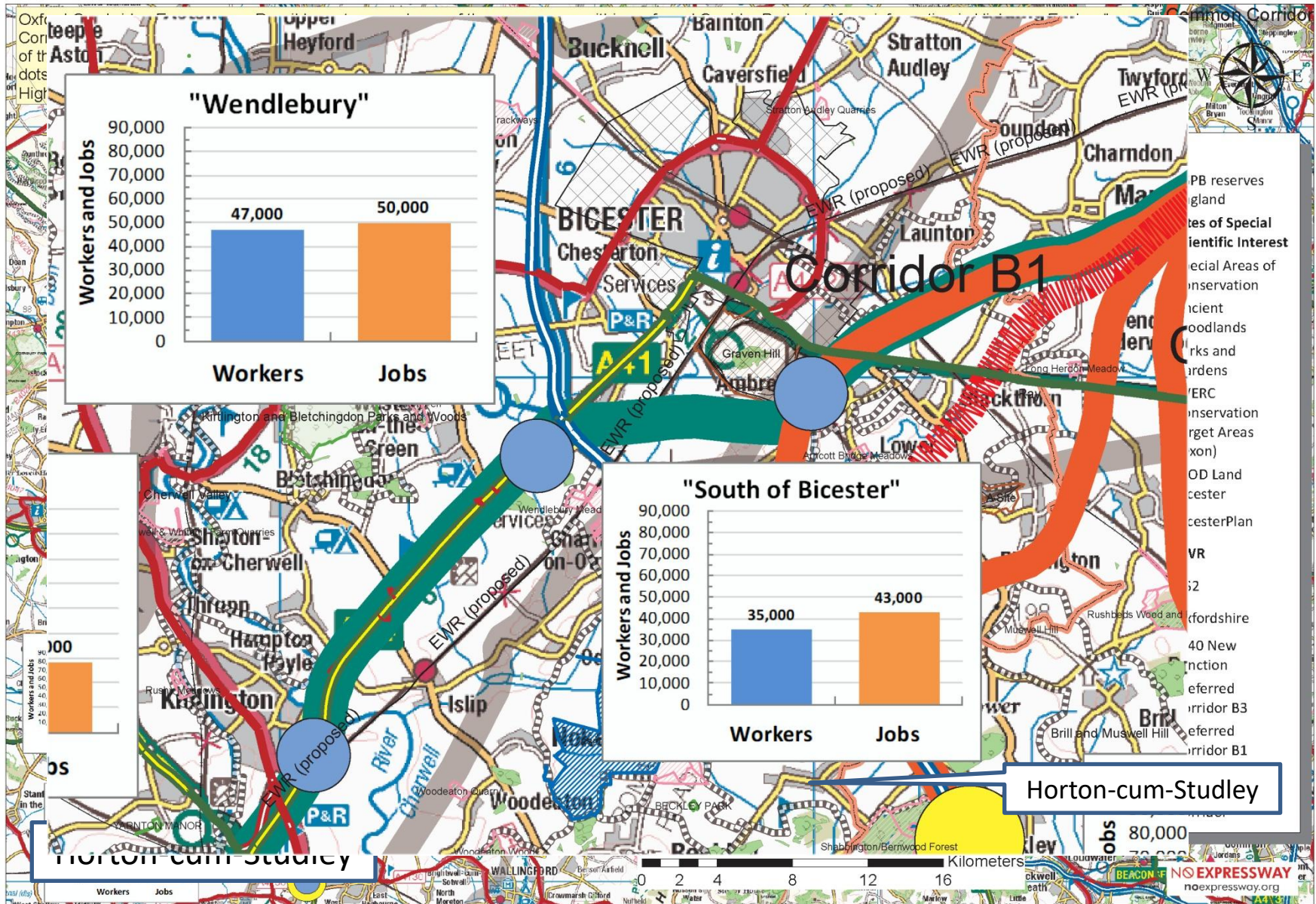
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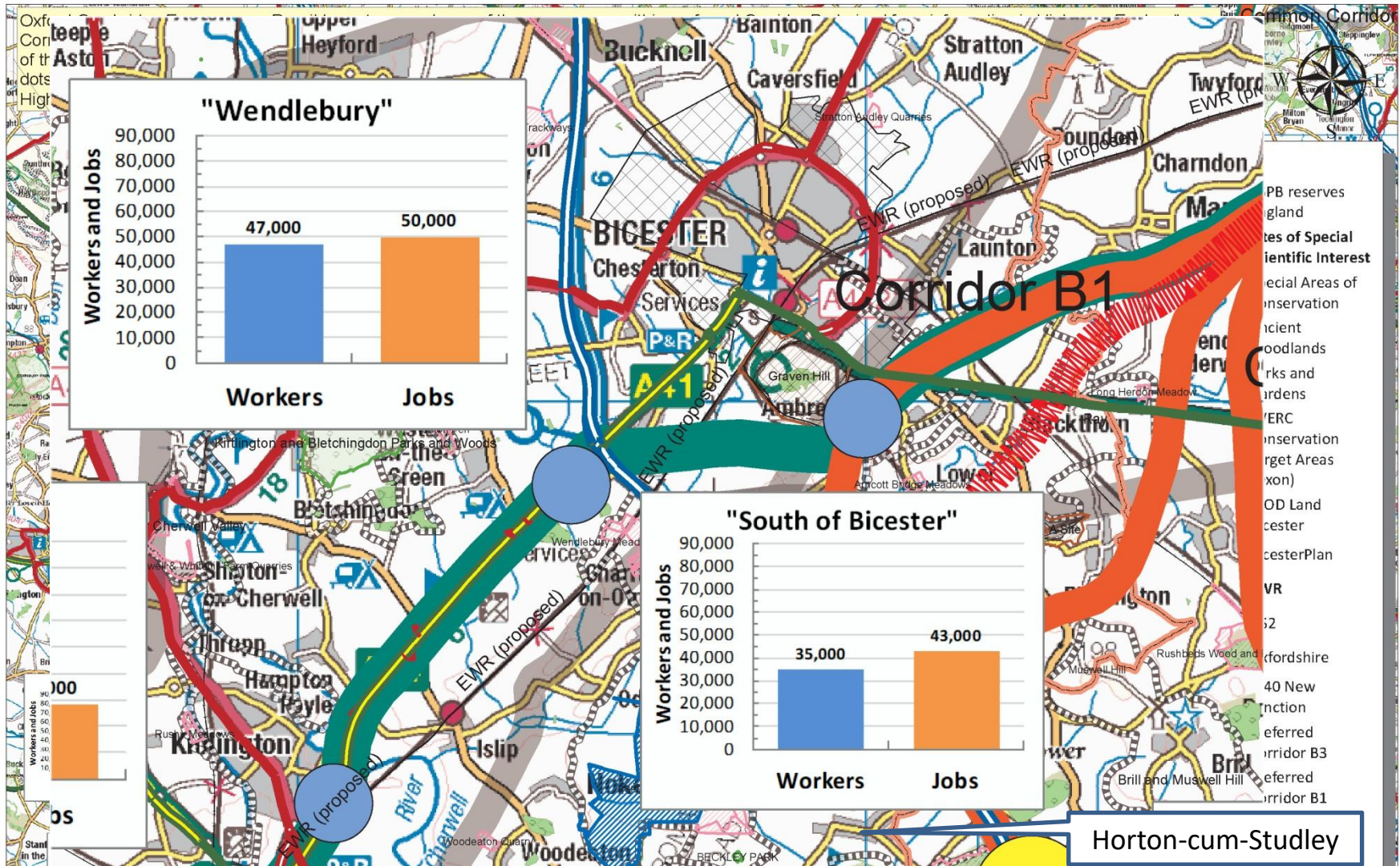


Horton-cum-Studley

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

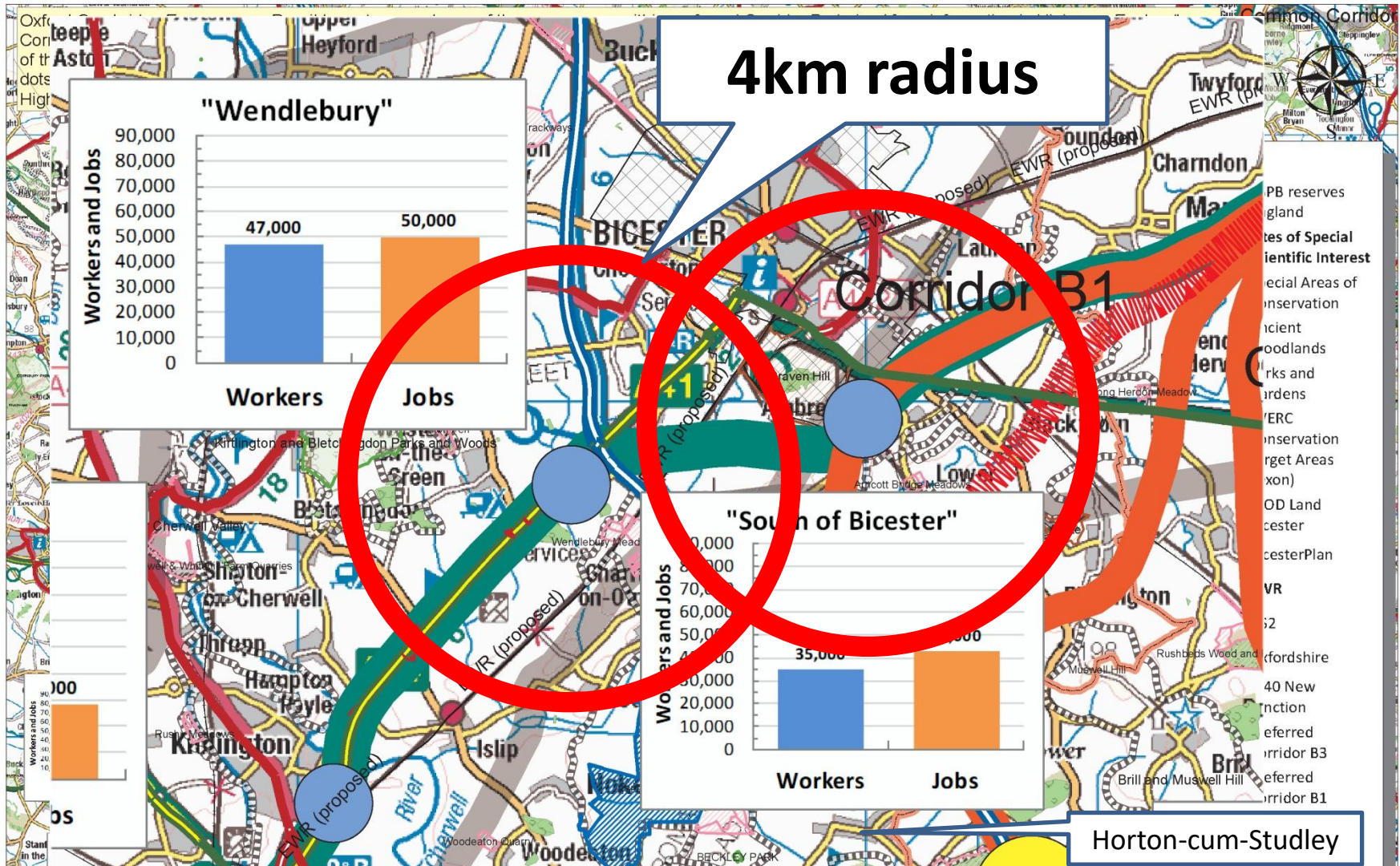


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That's 150,440 people (Oxford City has 154,600 2017 figure)

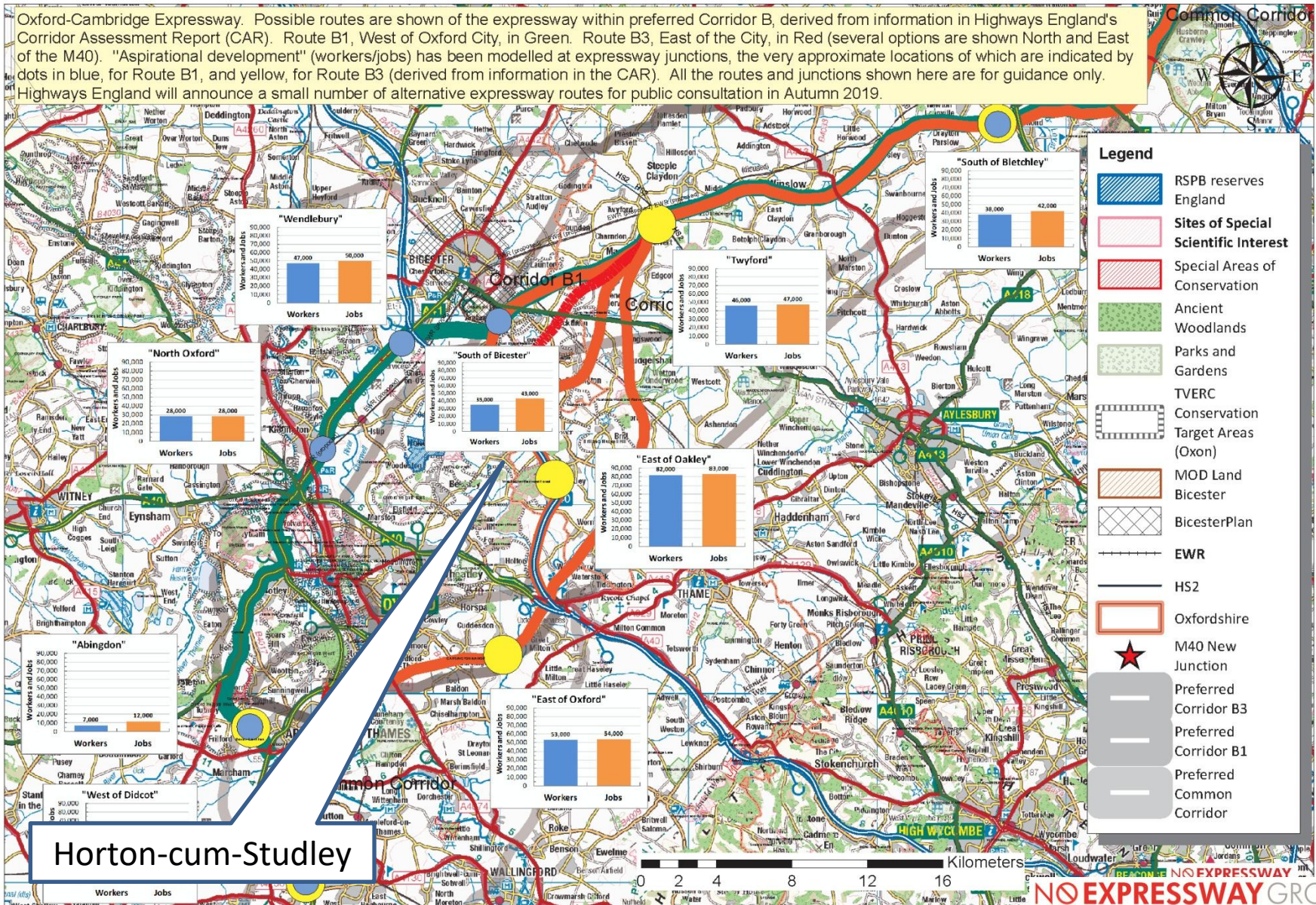
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..and the same again 'East of Oakley' 82,000 workers 65,000 houses

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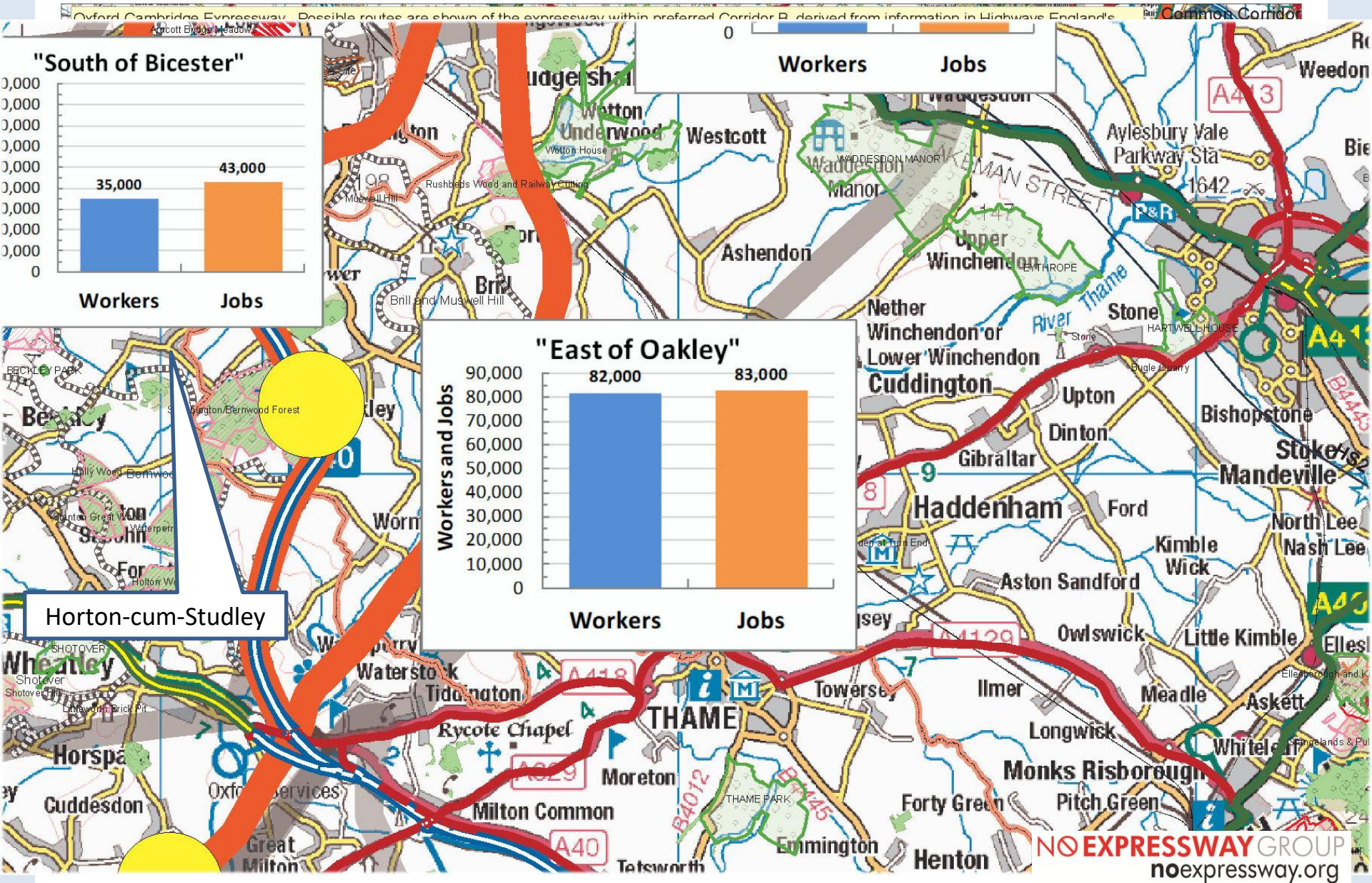


Legend

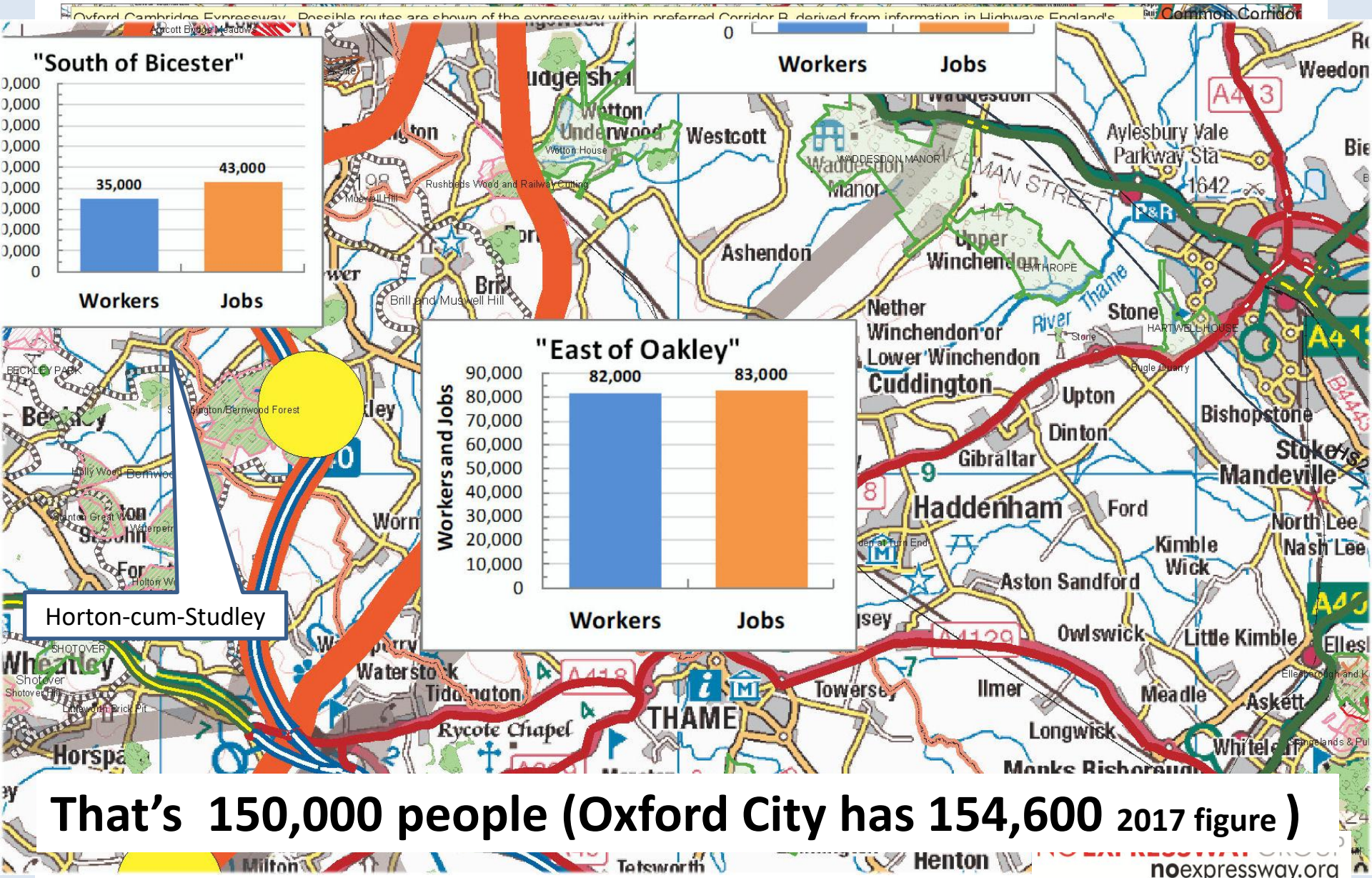
- RSPB reserves
- England
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodlands
- Parks and Gardens
- TVERC
- Conservation Target Areas (Oxon)
- MOD Land
- Bicester
- BicesterPlan
- EWR
- HS2
- Oxfordshire
- M40 New Junction
- Preferred Corridor B3
- Preferred Corridor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

Horton-cum-Studley

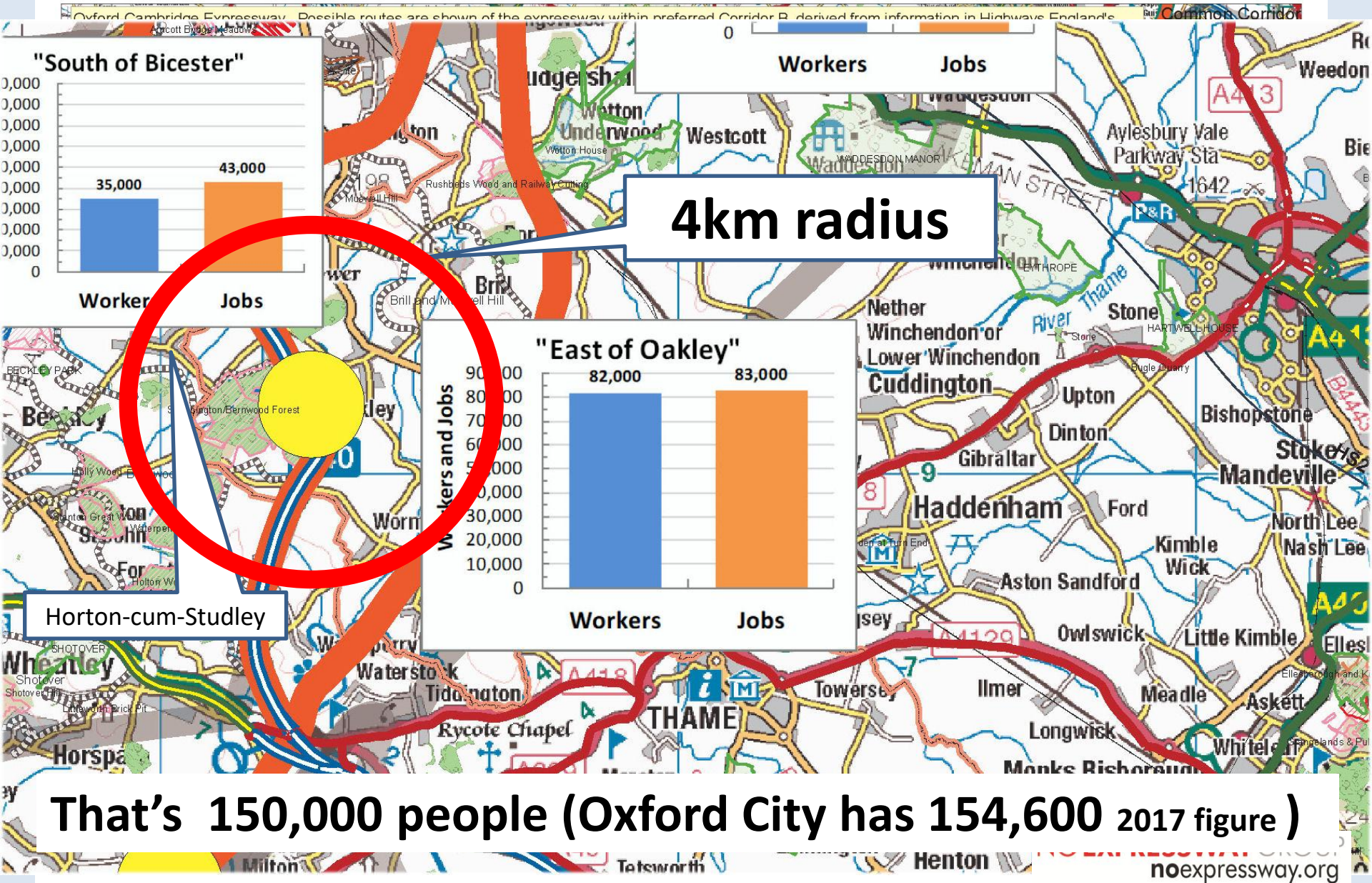
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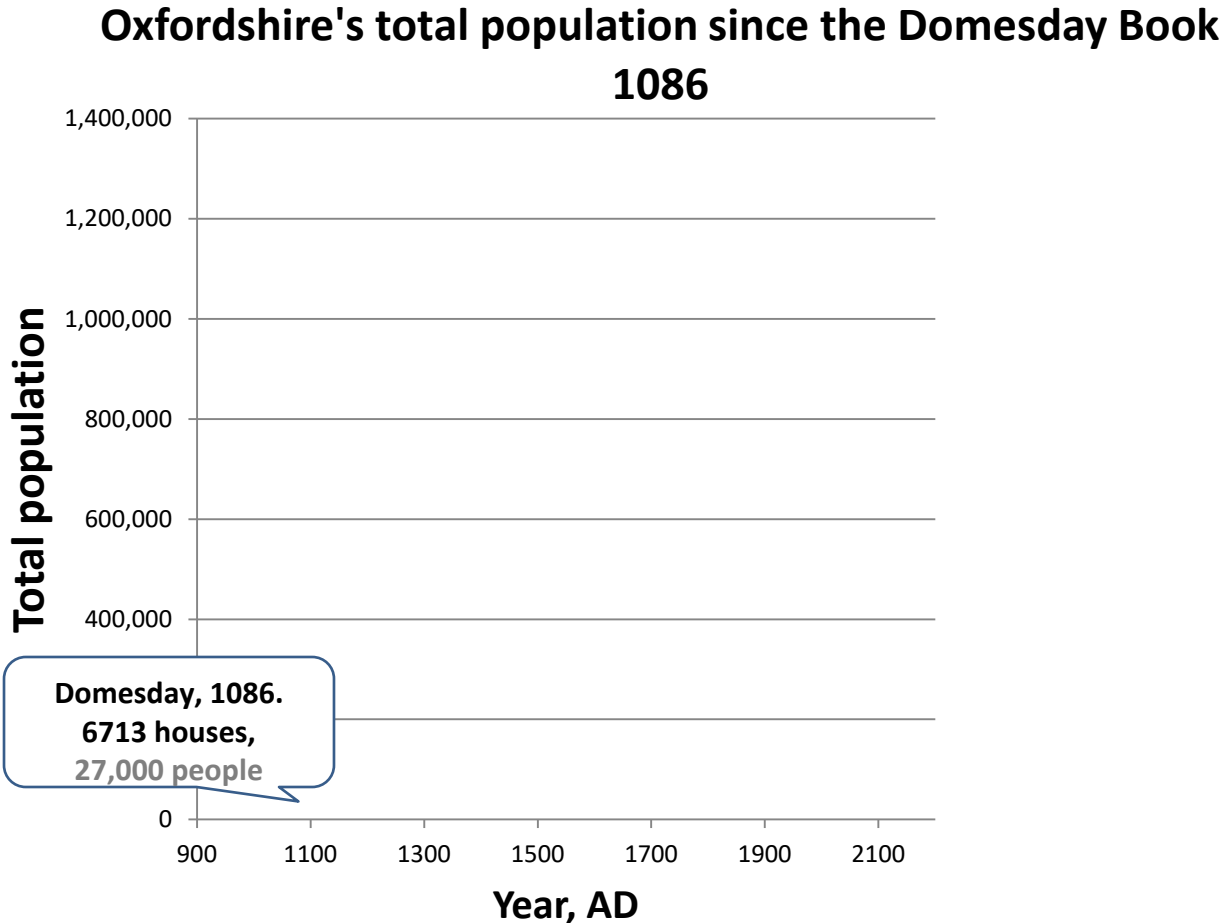
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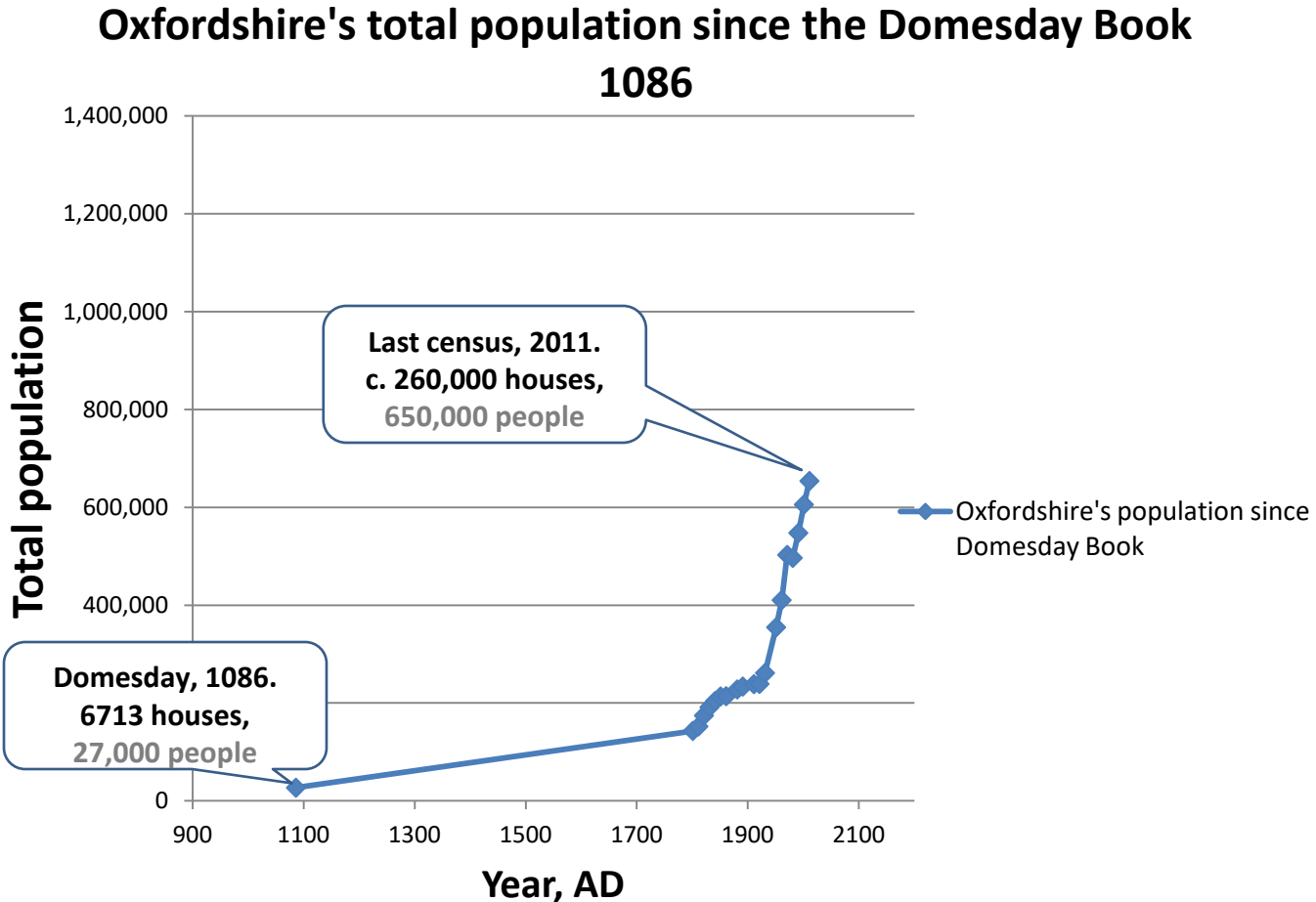
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....that leaves a balance of 56,000 houses to be built ‘somewhere else’ in Oxfordshire (i.e. another 103,000 people)

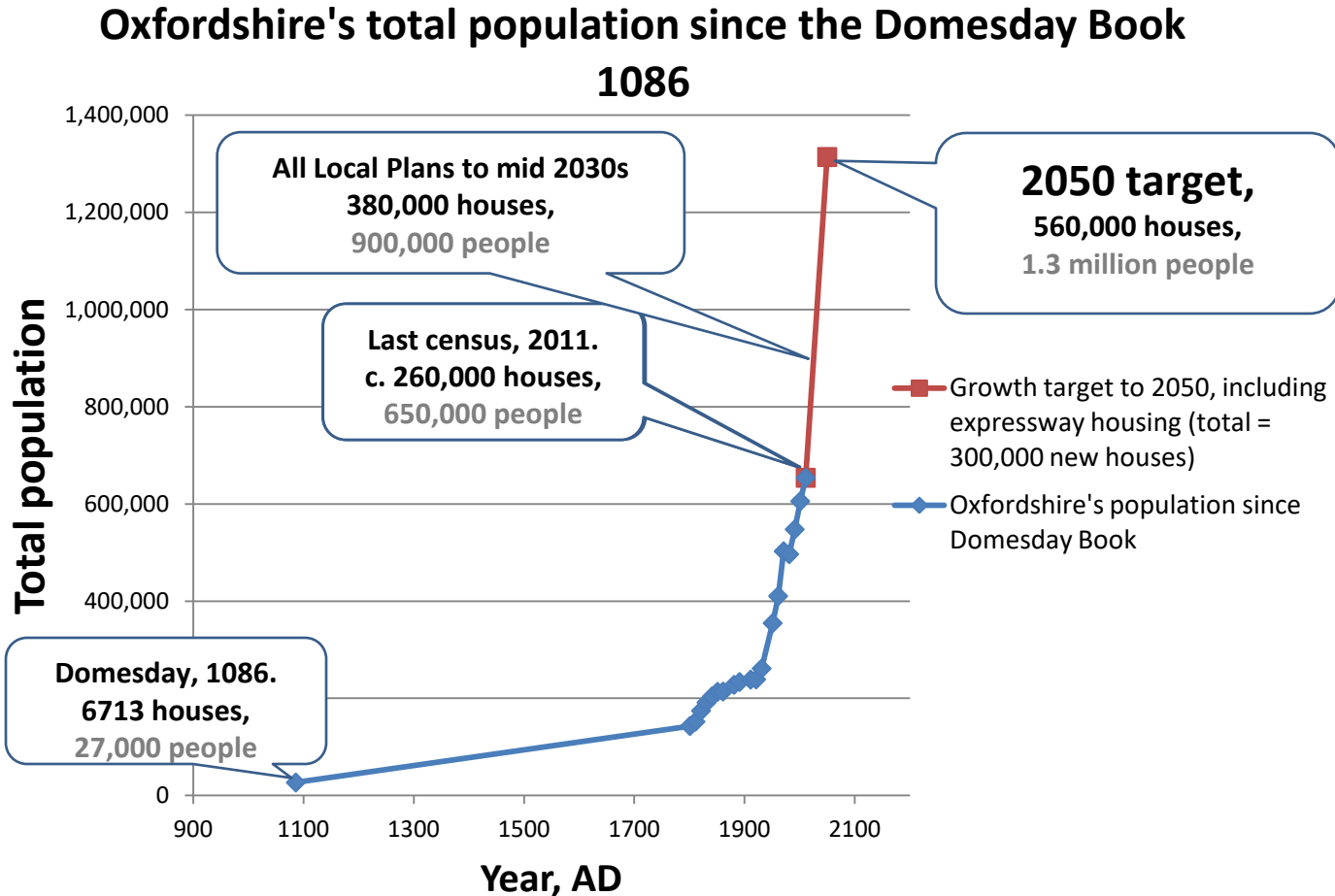
Oxfordshire's past, and proposed growth to 2050



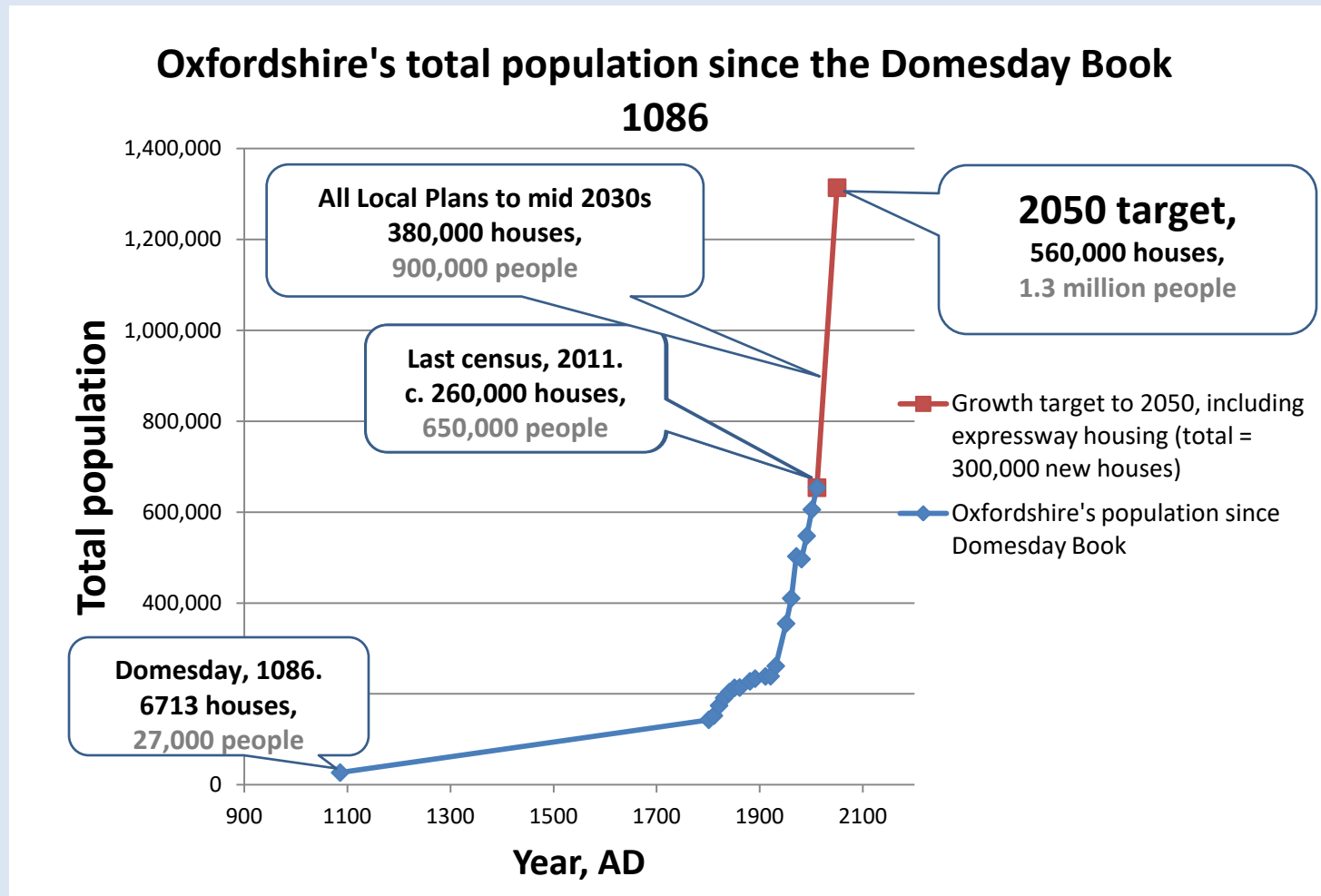
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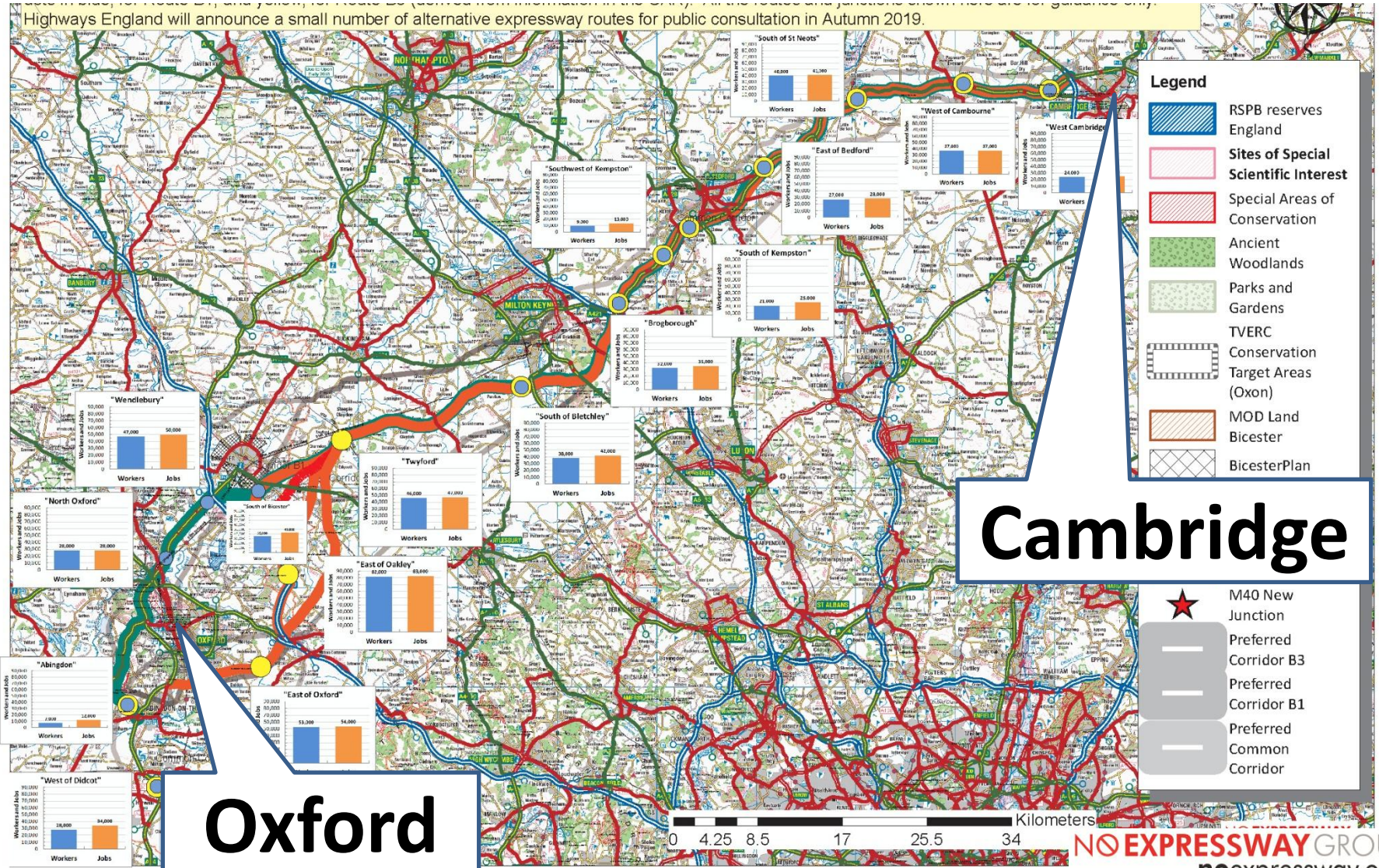


Are there really no limits to growth?

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

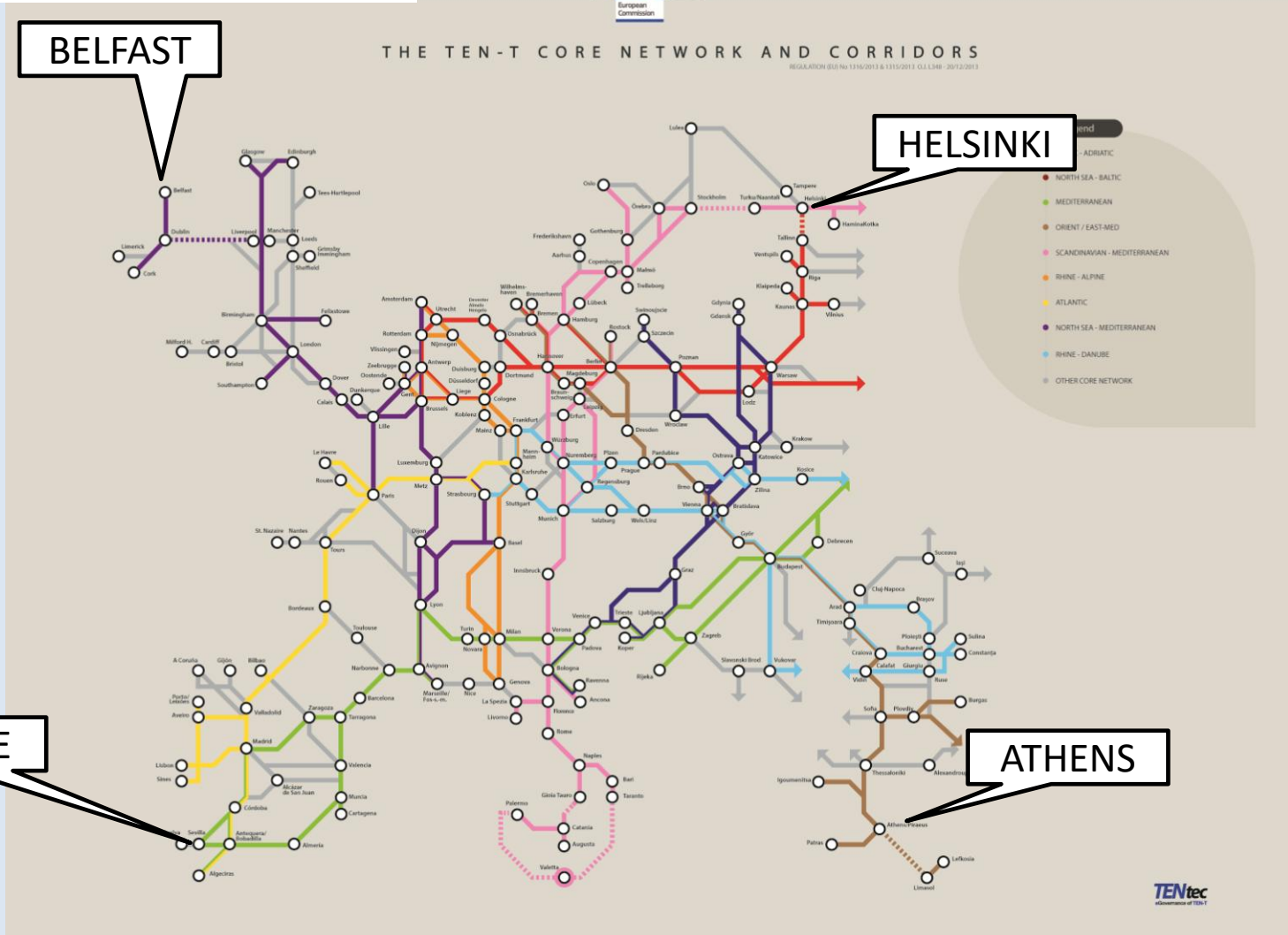
Highways England proposes 360,000 new houses along the Expressway

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



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

TENtec Freight Network



SEVILLE

ATHENS

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

TENtec Freight Network





Southampton

Felixstowe

London

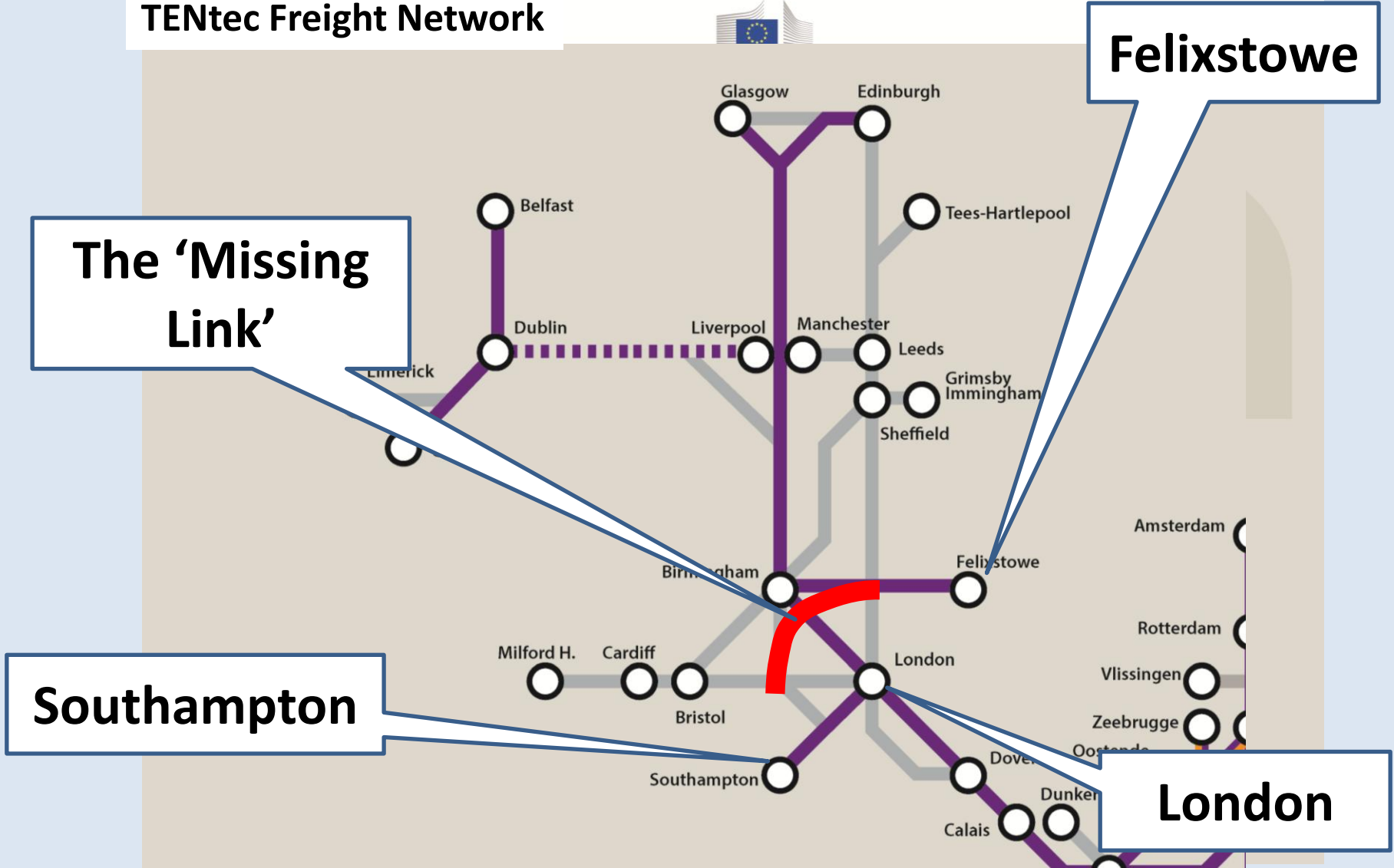
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network

 **noexpressway.org**

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

TENtec Freight Network





The 'Missing Link'

Felixstowe

Southampton

London

TENtec Trans European Transport Network

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noexpressway.org

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

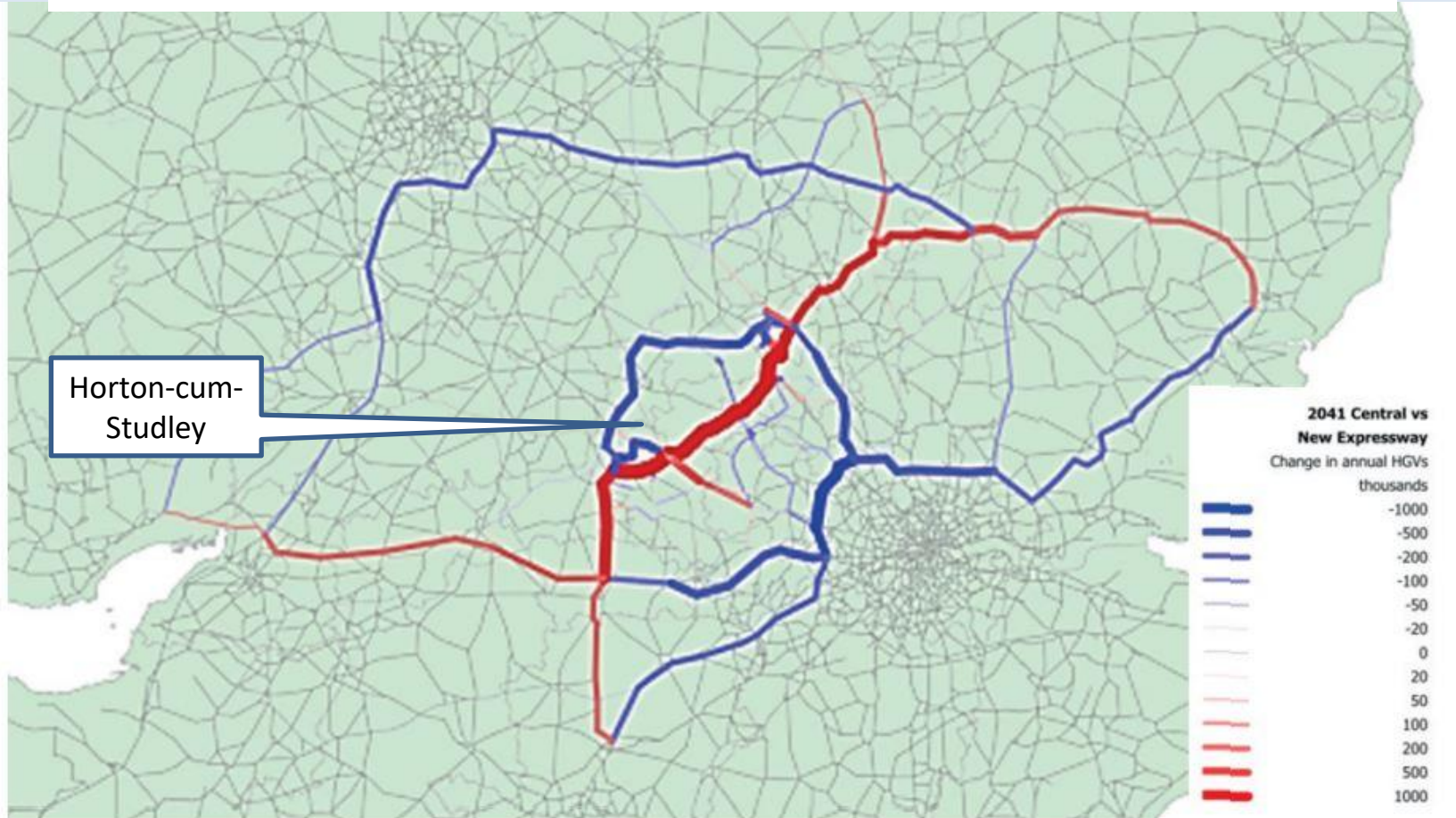


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

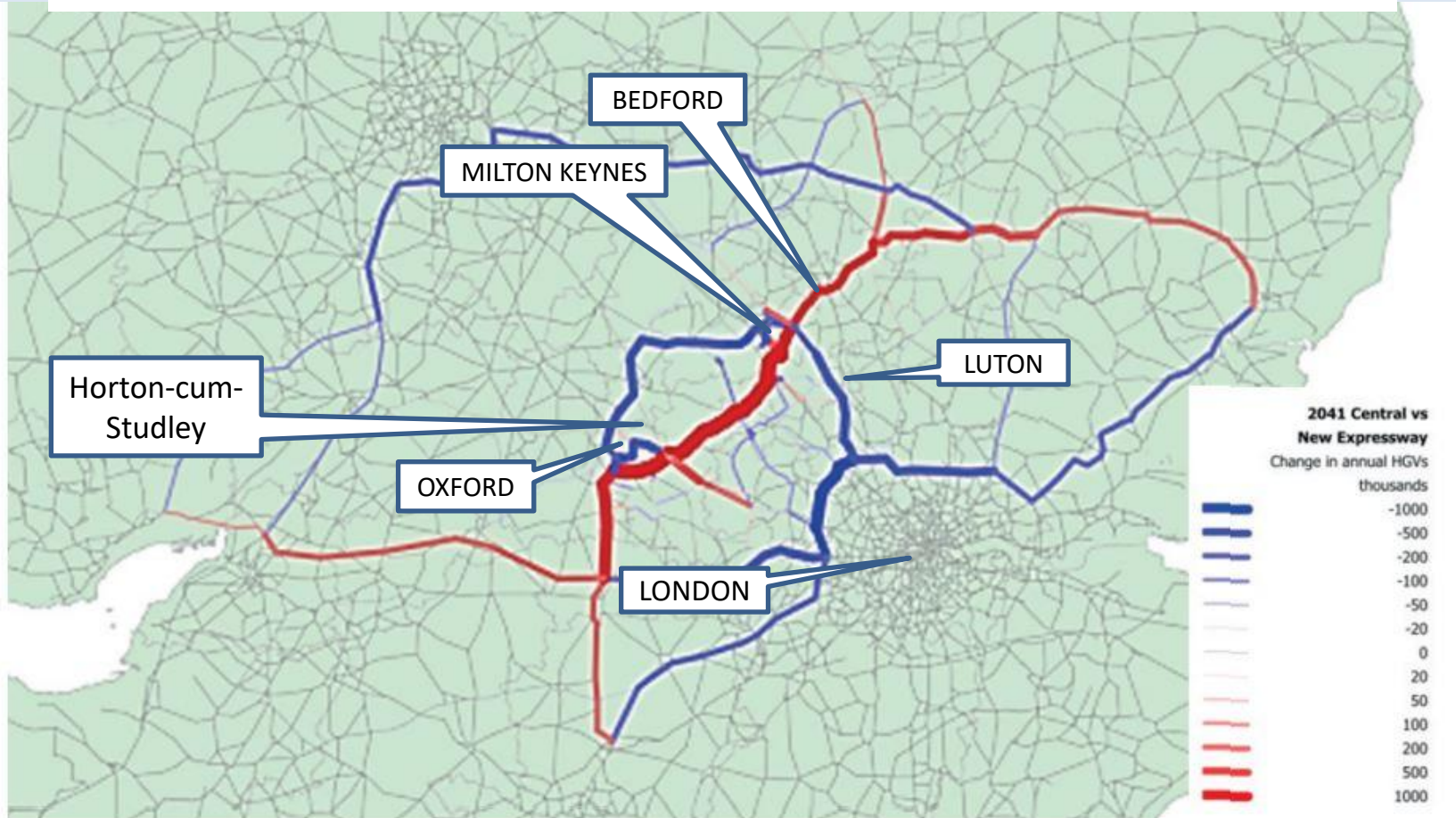


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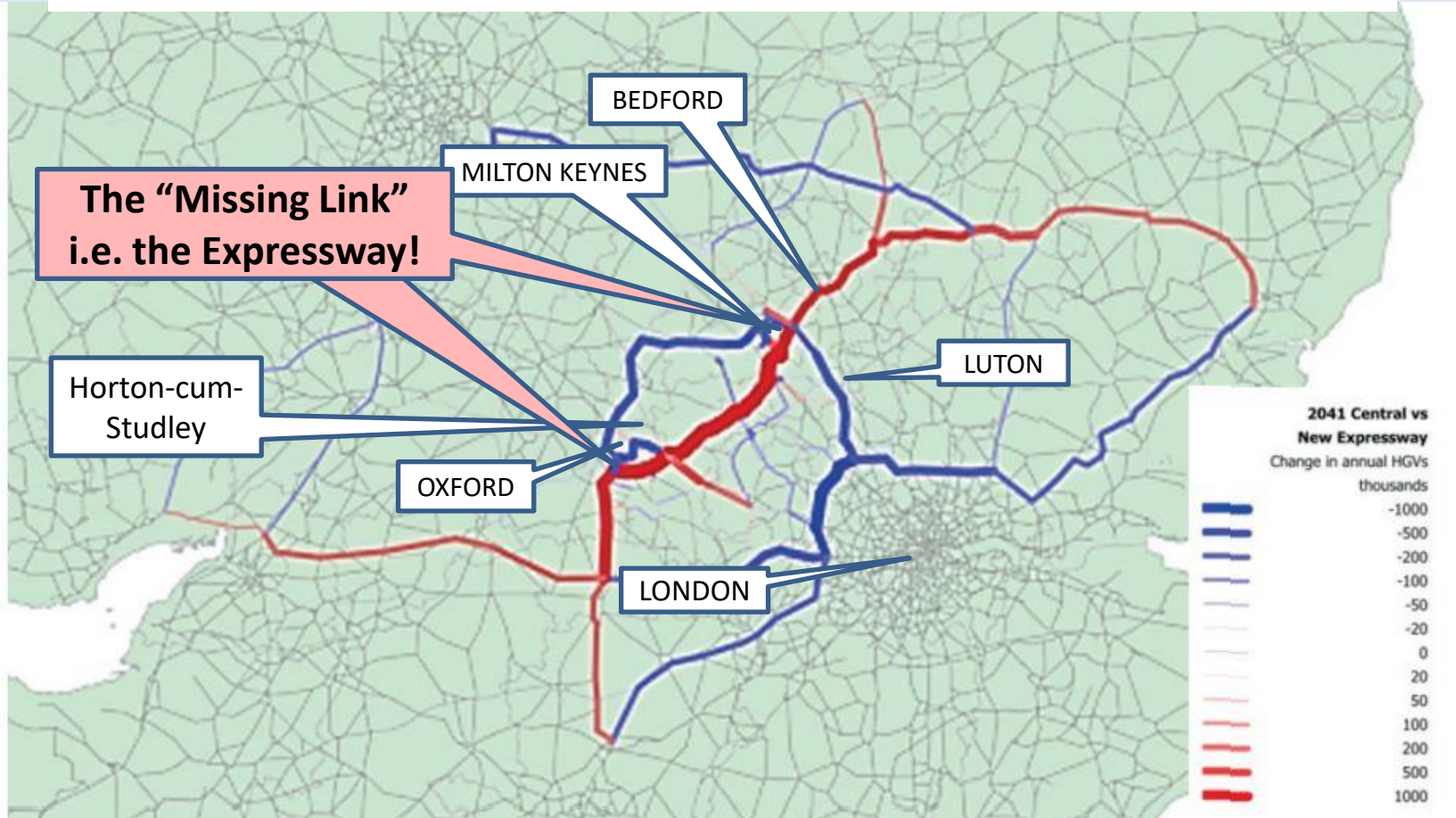
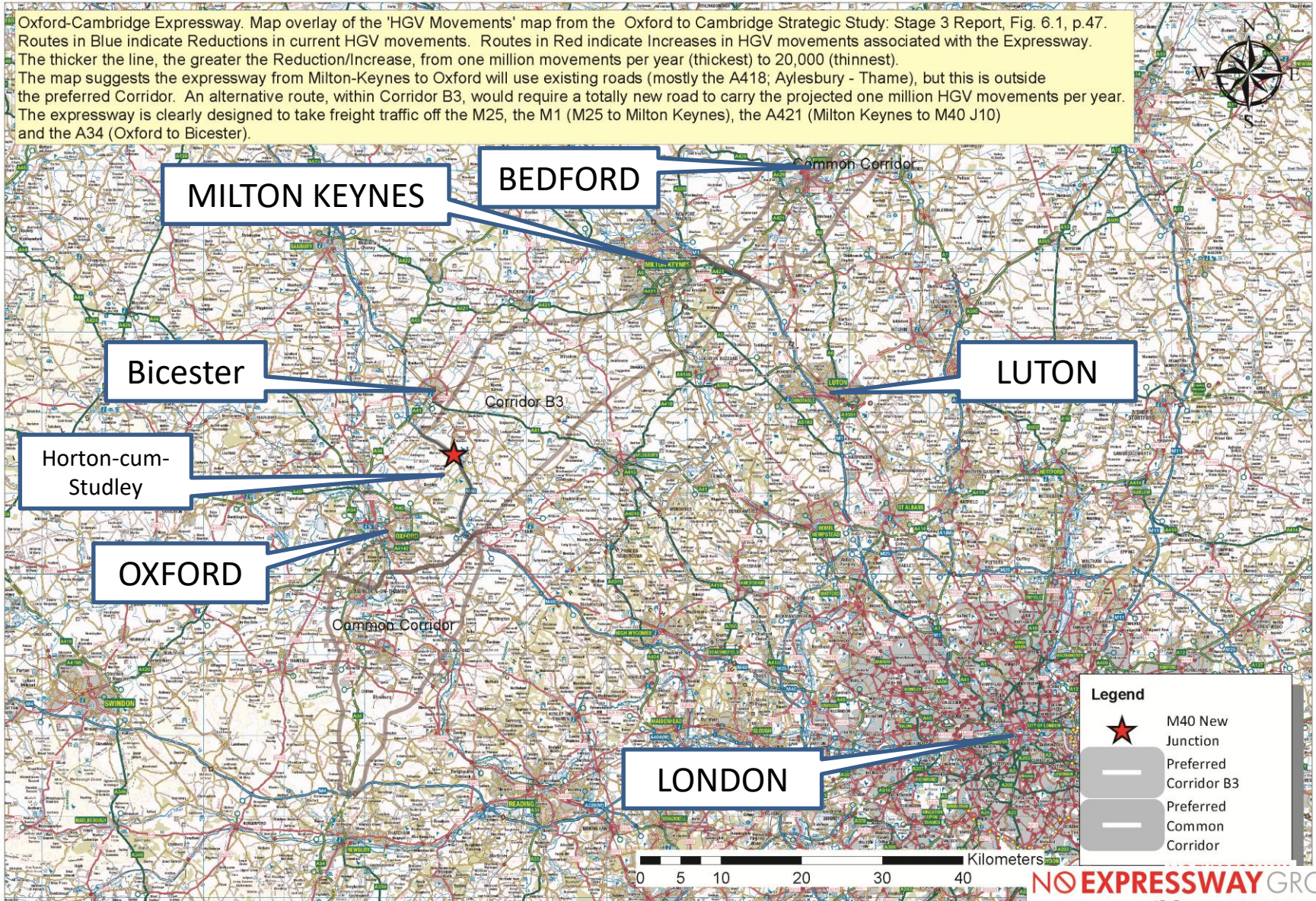


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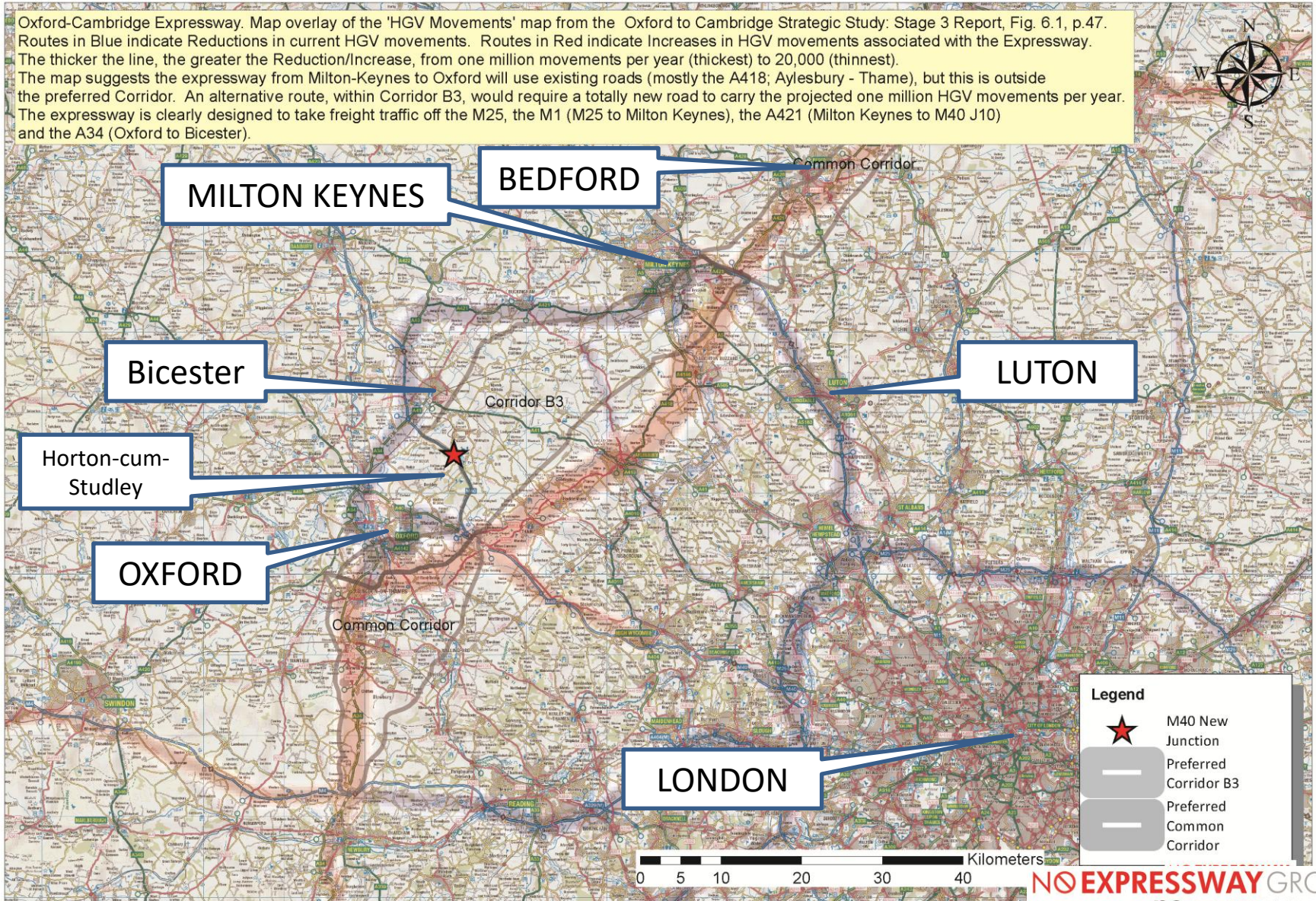
Cars, Houses, People..... and Freight

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



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

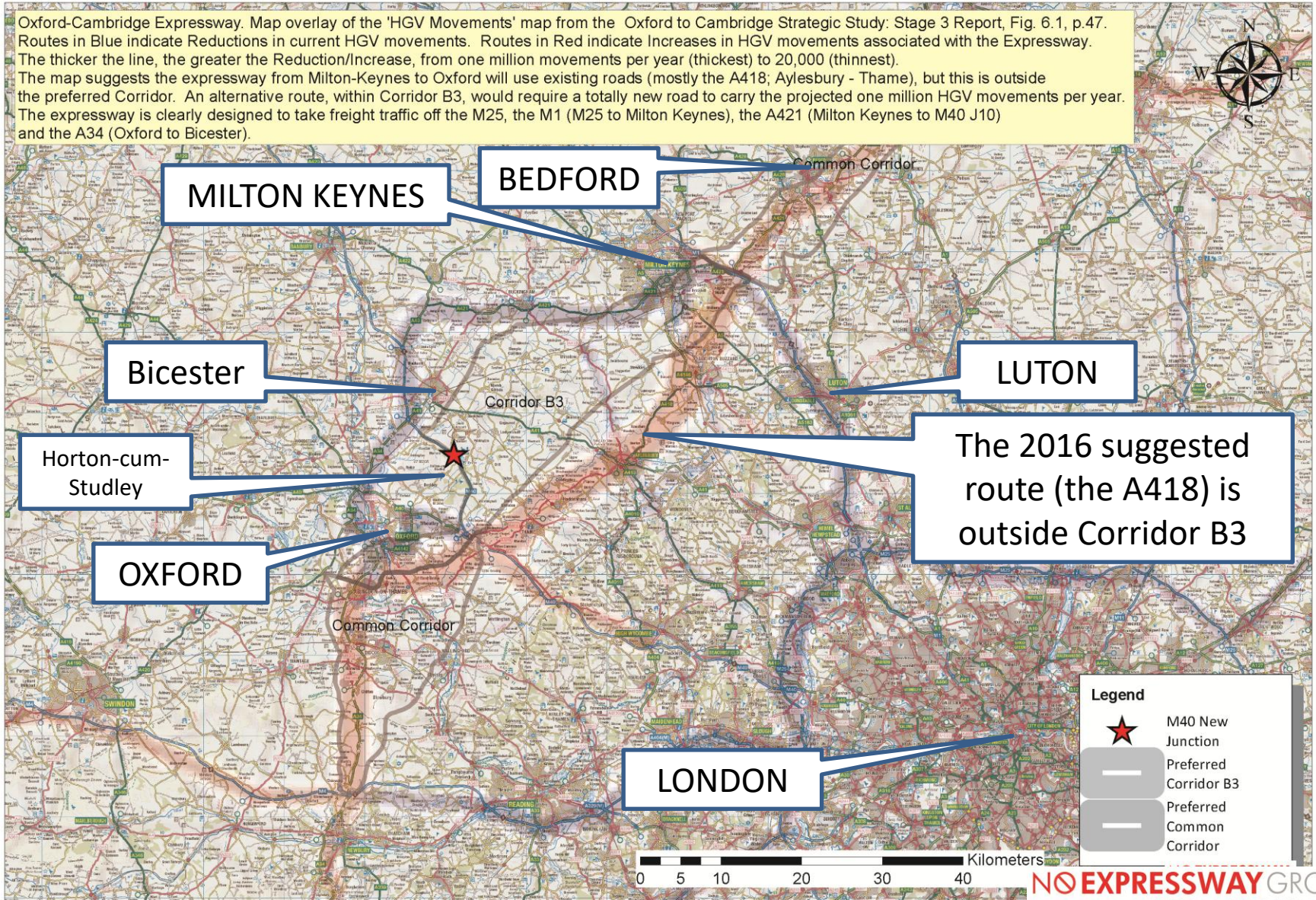
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Cars, Houses, People..... and Freight

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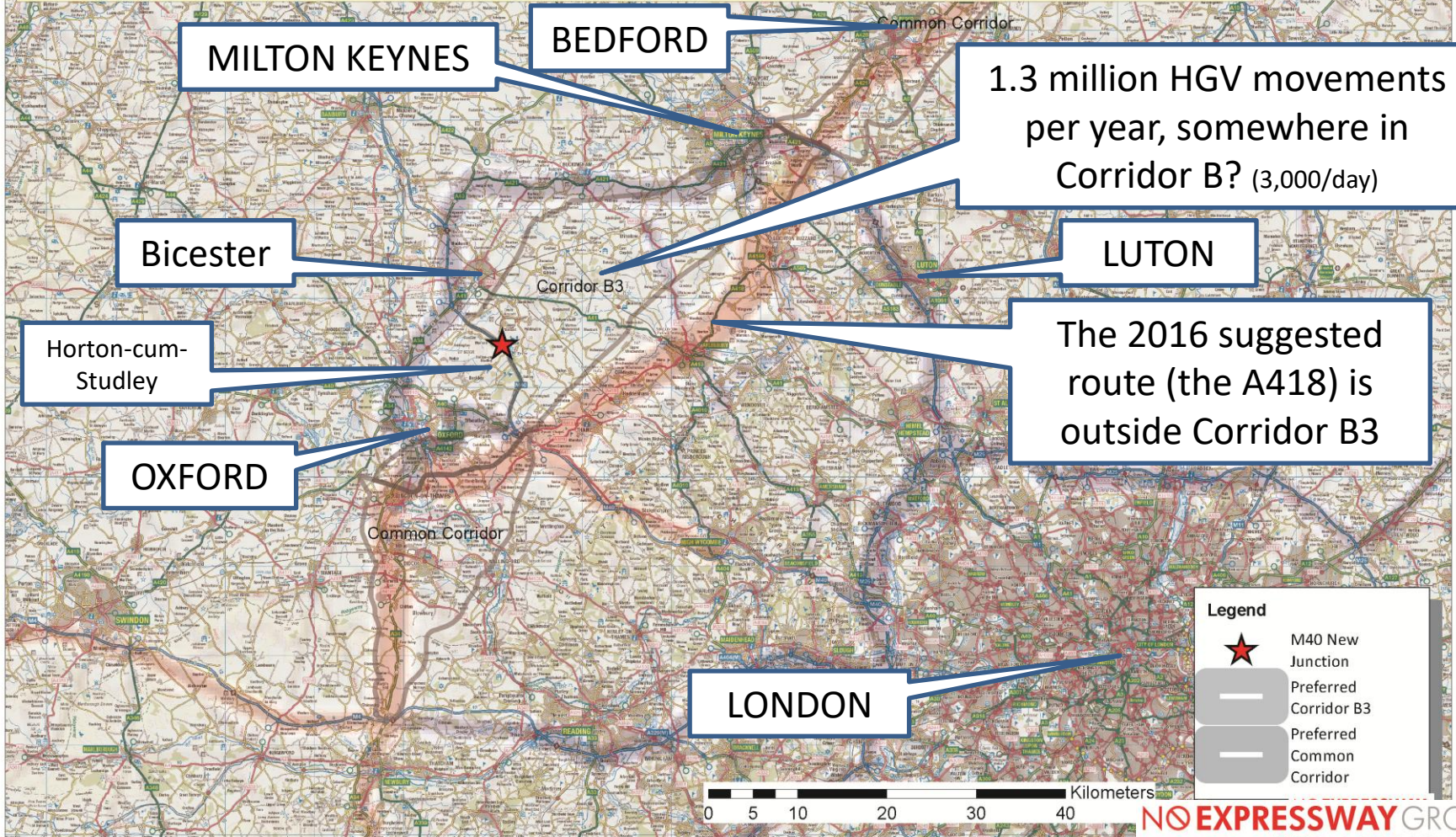
The 2016 suggested route (the A418) is outside Corridor B3

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MILTON KEYNES

BEDFORD

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

Bicester

LUTON

Horton-cum-Studley

The 2016 suggested route (the A418) is outside Corridor B3

OXFORD

LONDON

Legend

- ★ M40 New Junction
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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**



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DIAGEO



 **edf** ENERGY



 **gsk**
GlaxoSmithKline



Hilton

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



East of England
Ambulance Service
NHS Trust



Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION

JOHN
LEWIS
& PARTNERS

Kettering
Borough Council

LONDON LUTON
AIRPORT



NO EXPRESSWAY GROUP
noexpressway.org

AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



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**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

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.

(Horton PC is now on the Stakeholder list)



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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.**

STRATEGY. Common sense says..... Expressway?

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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.



The No Expressway Group Campaign



What's New for NEG? What's Next? How Can We Influence?



Olivia Field

What's New for NEG? – Raising Awareness

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- **Updated website**



- **On social media** – Facebook & Twitter...

- **Communications**

- 52 Parish Councils & Community groups Bucks & Oxon, so far!
- Website newsletter to >600 people a fortnight
- 33 presentations & pagoda events since last HcS meeting. Another 6 booked in!

- **Signs** – 20+ Parishes have bought signs

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What's New for NEG? – Working with Others

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1. “Stronger Together”

- NEG + 10 groups *and growing!*
- Supporting new local groups set up
- Common branding
- Sharing information, resources & skills

NO EXPRESSWAY GROUP
Brill

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Marsh Gibbon

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Oakley

2. Other groups including CPRE, NEA, BBOWT, RSPB, POETS, SPADE

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Berkshire
Buckinghamshire
Oxfordshire



Bedfordshire
Cambridgeshire
Northamptonshire

NEED
NOT
GREEN



Friends of
the Earth



No Expressway Alliance

POETS (Planning Oxfordshire's Environment
and Transport Sustainably)

SPADE Sunningwell

Expressway Action Group



CPRE
Campaign to Protect
Rural England
Standing up for your countryside



giving
nature
a home

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What's New for NEG? – Analysis & Campaign

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Fact Finding & Analysis

- Highways England “CAR Doc” & aspirational growth
- Financial Analyst assessing Business Case
- Highways England meetings
- Freedom of Information requests



Running the Campaign

- Fundraising, including new T-shirts!
- Professional campaign advice – make it national!
- Virtual Marketing team
- Key volunteers

A lot more to do!

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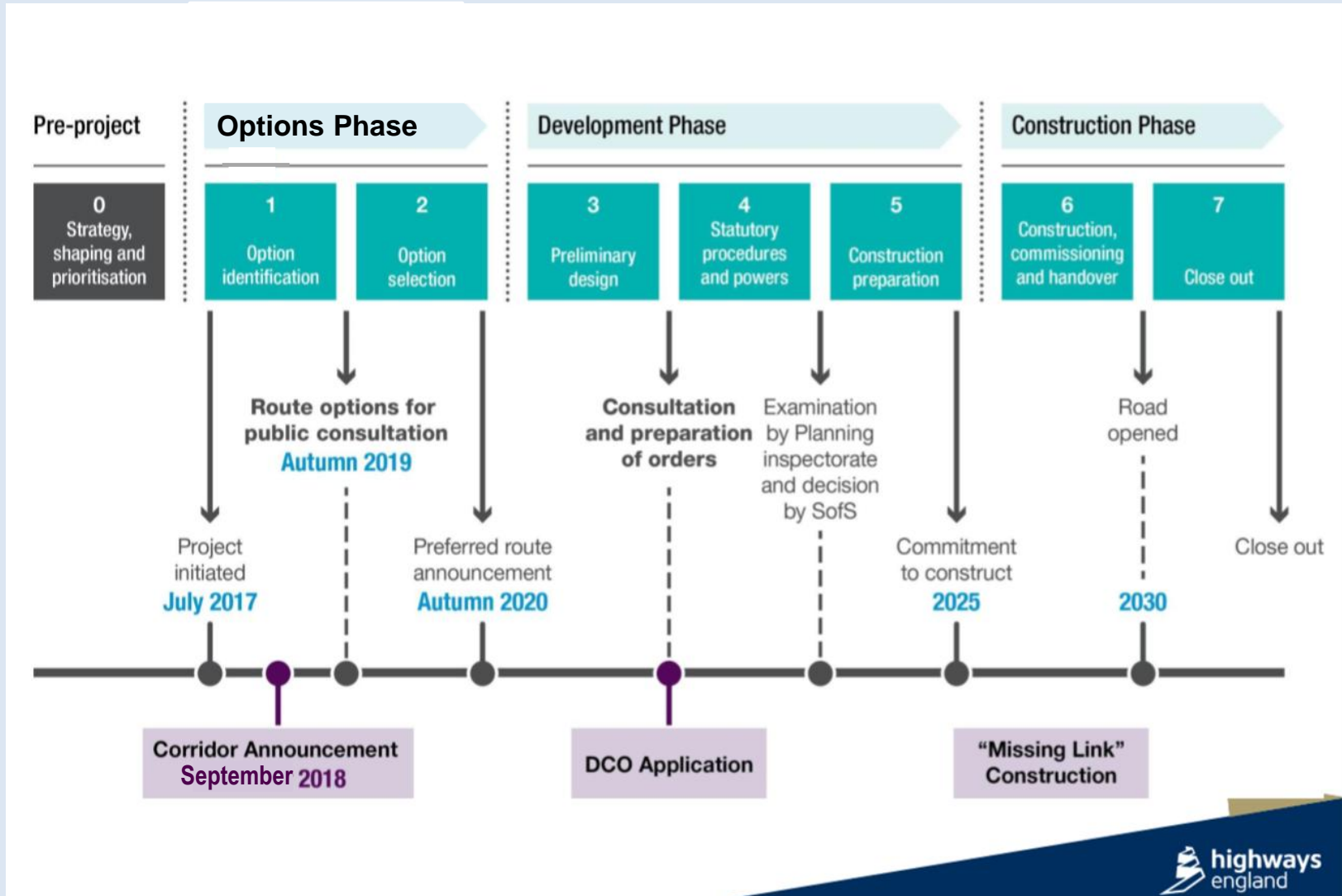
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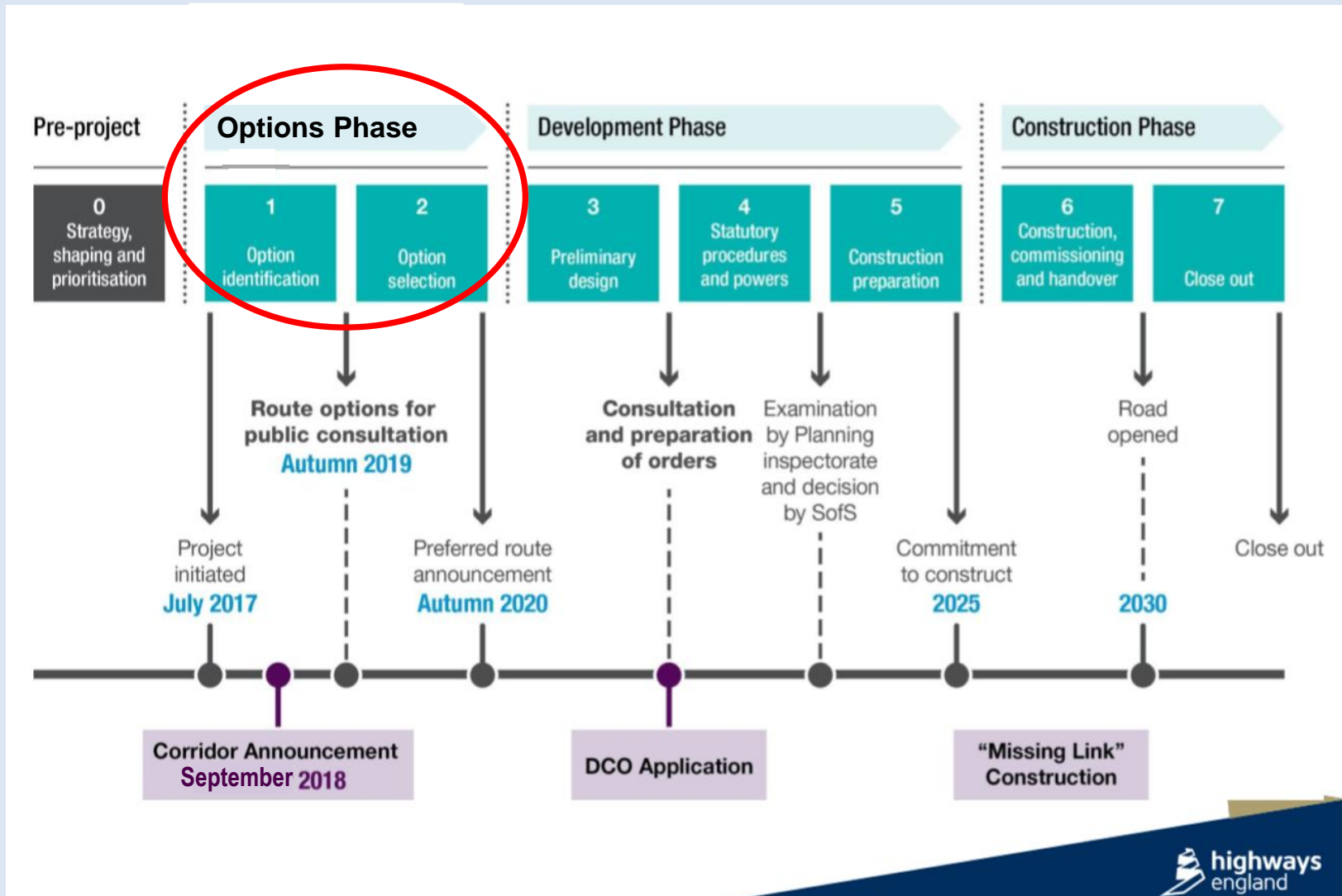


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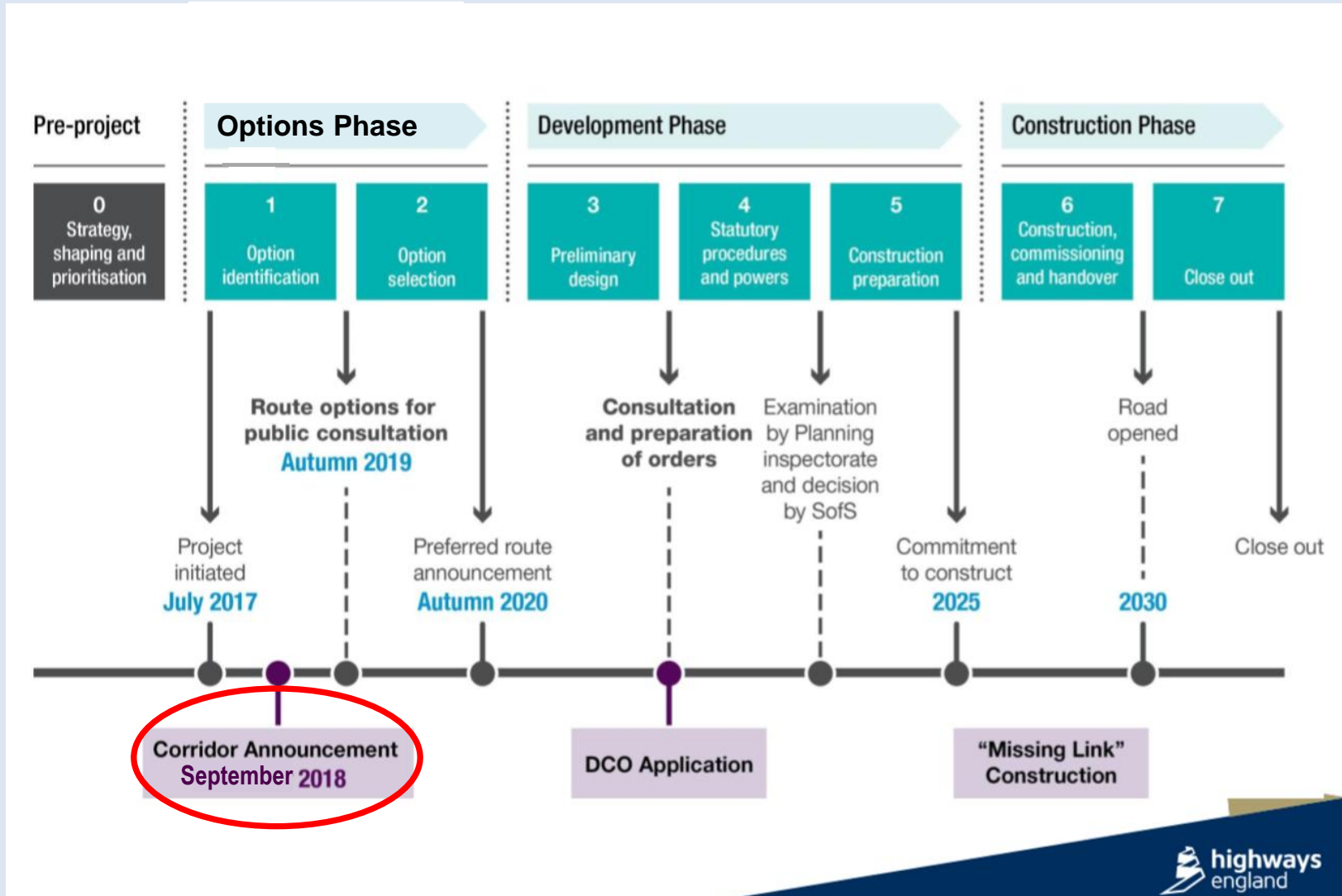
What's Next - Highways England Project Milestones



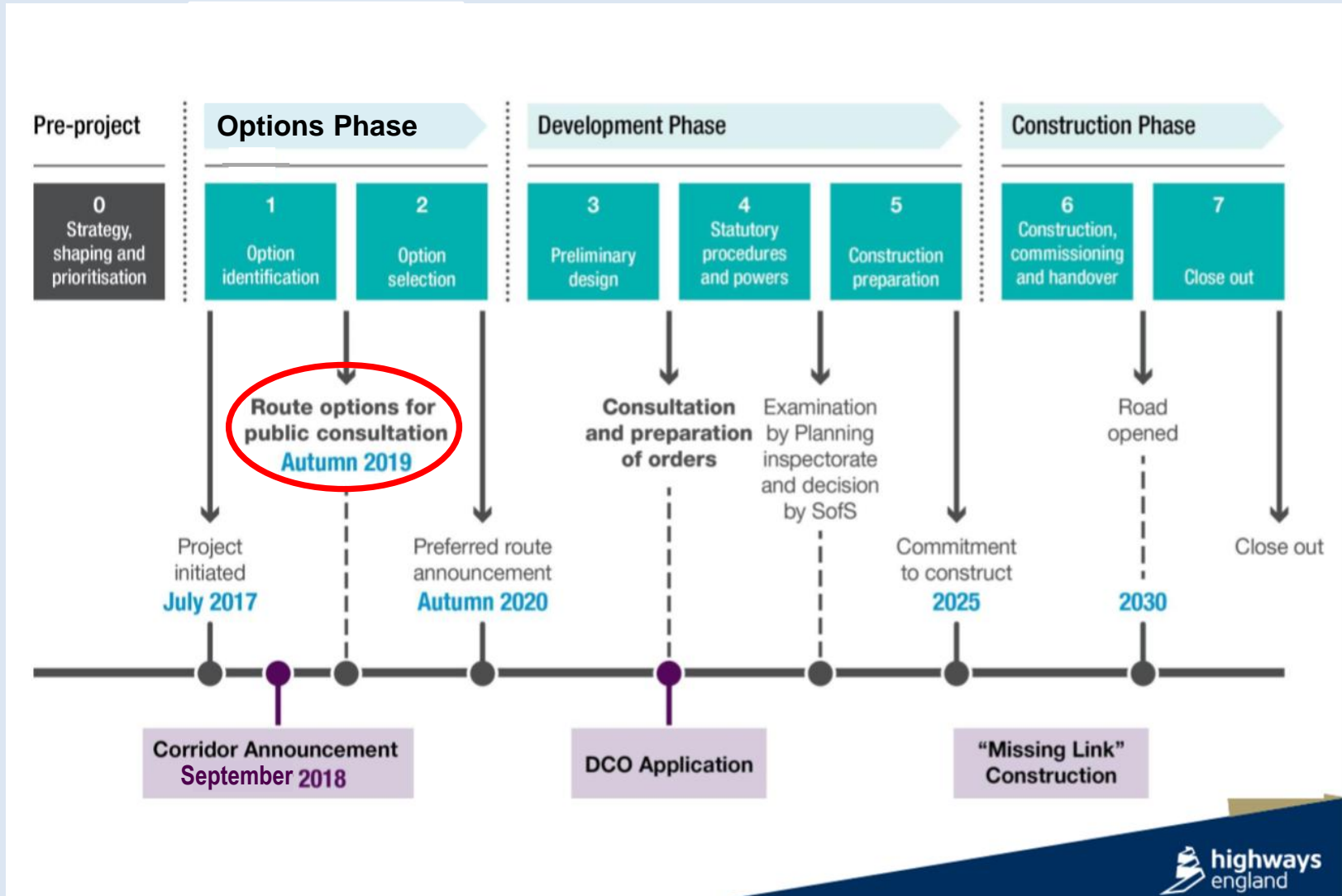
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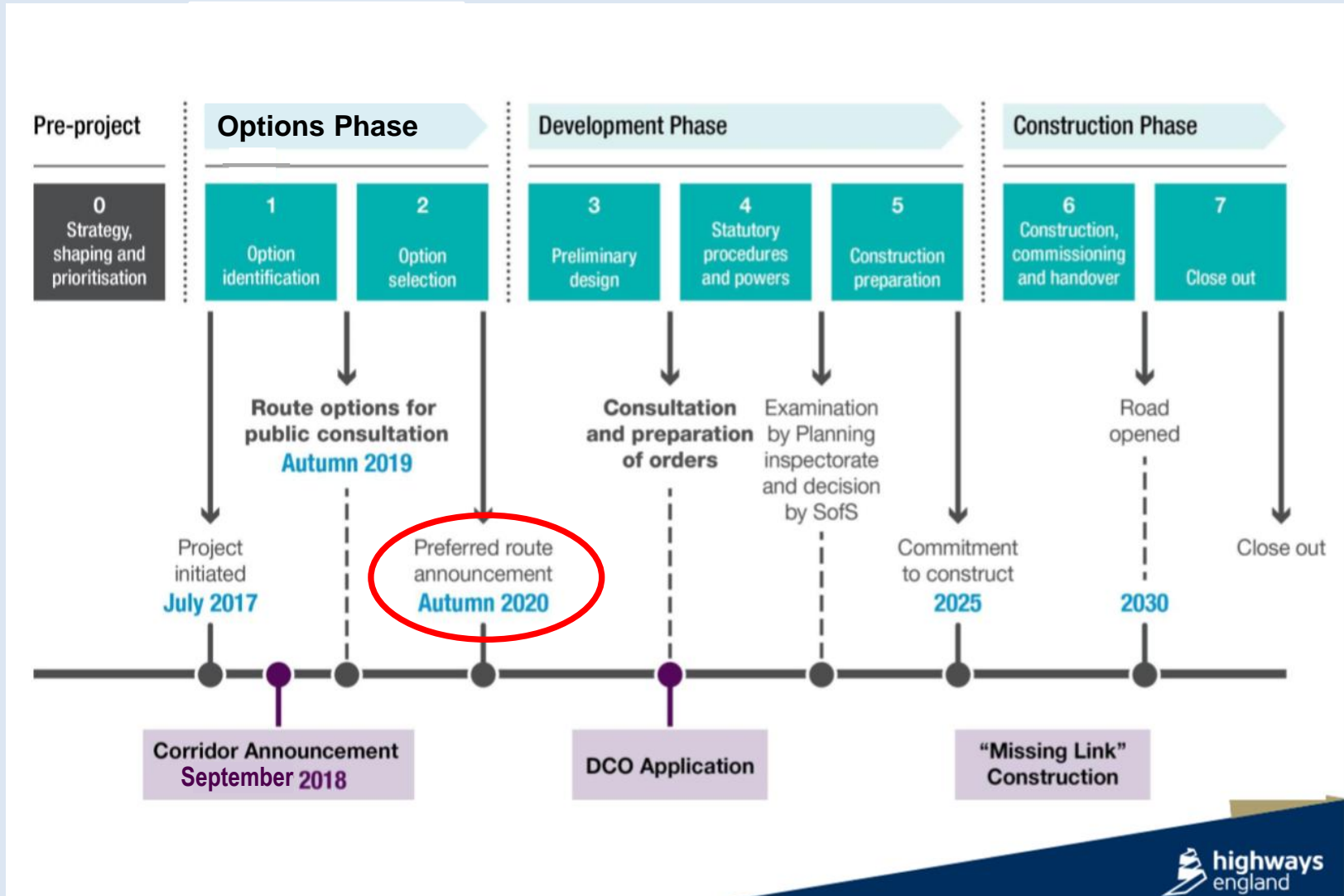
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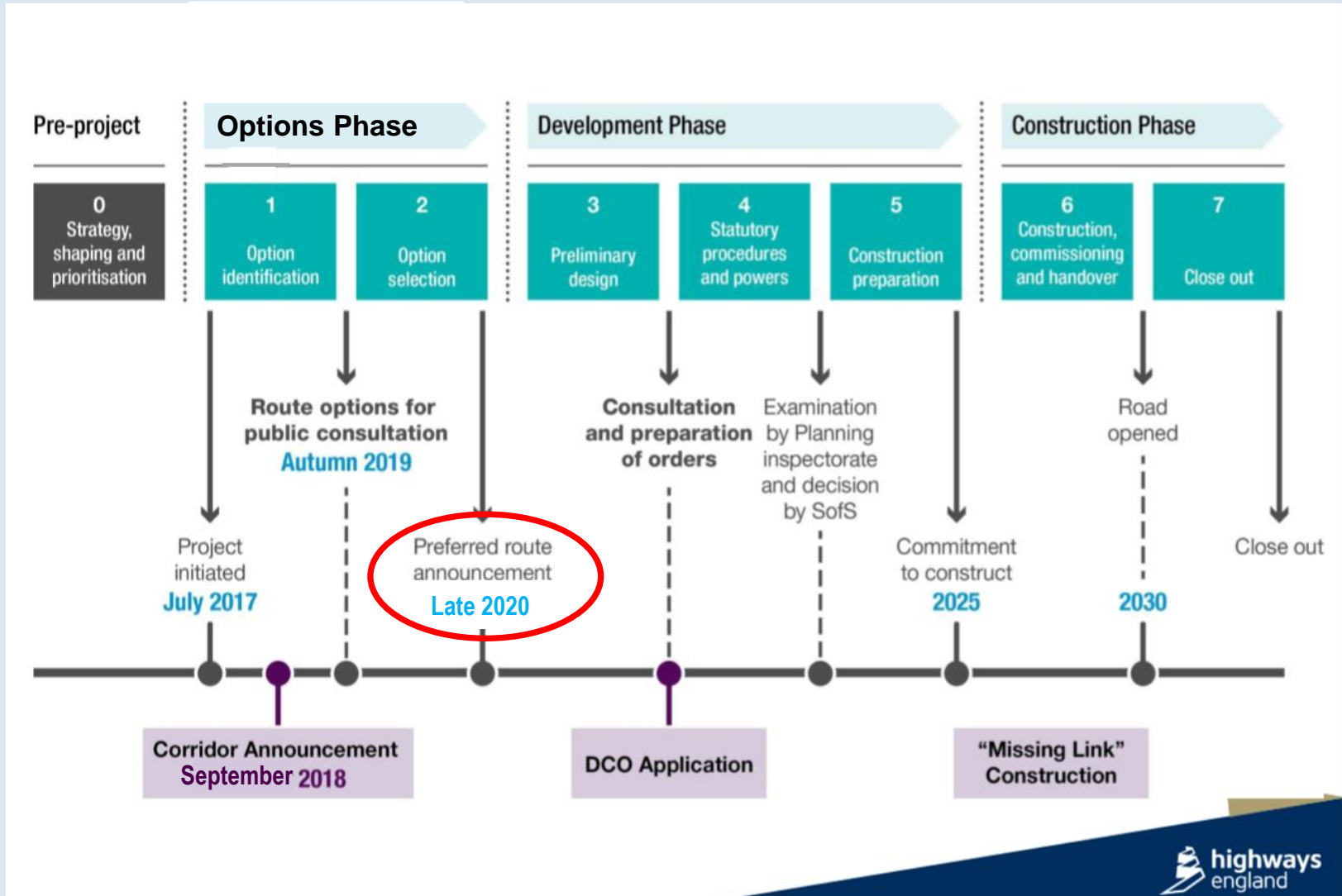
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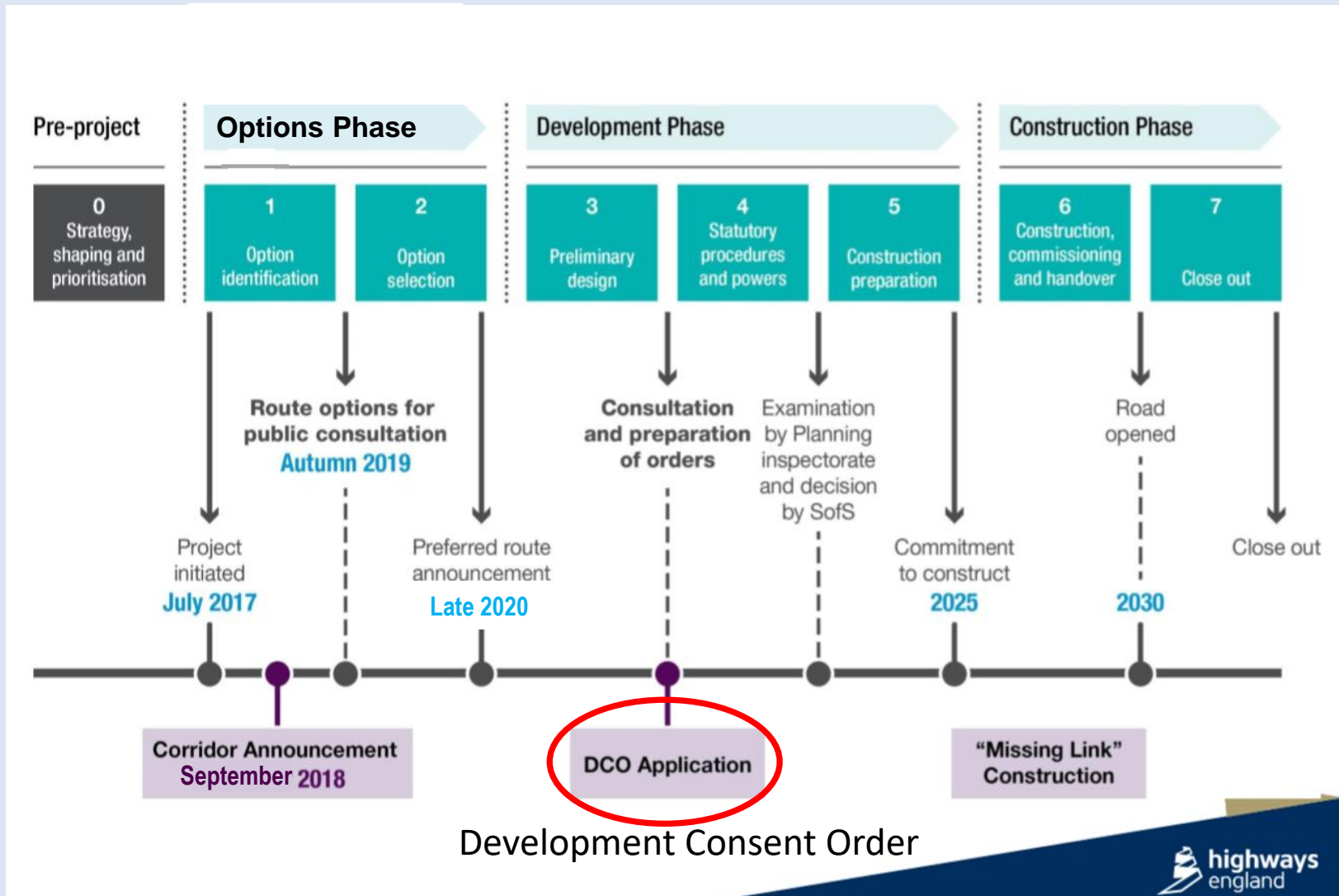
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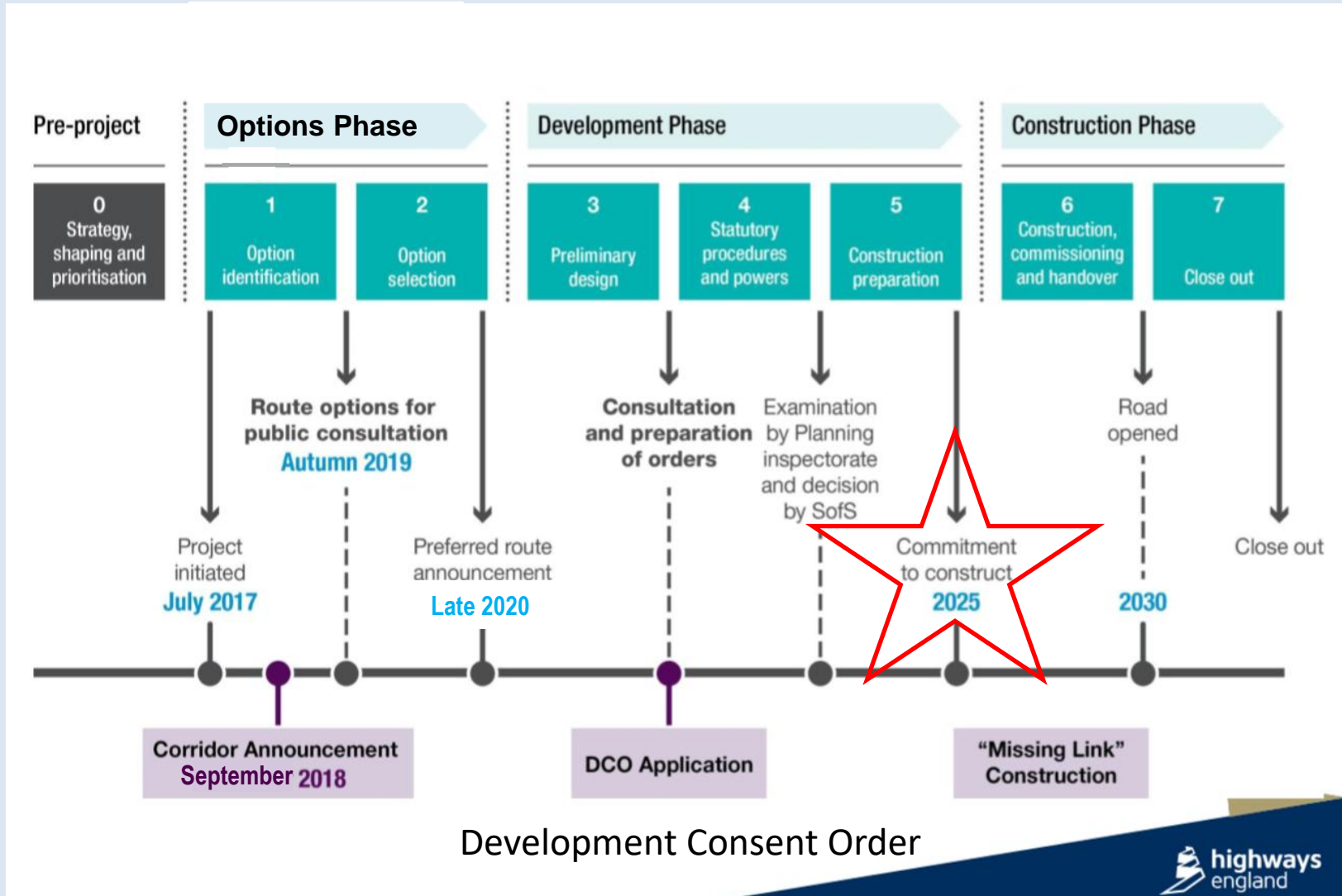
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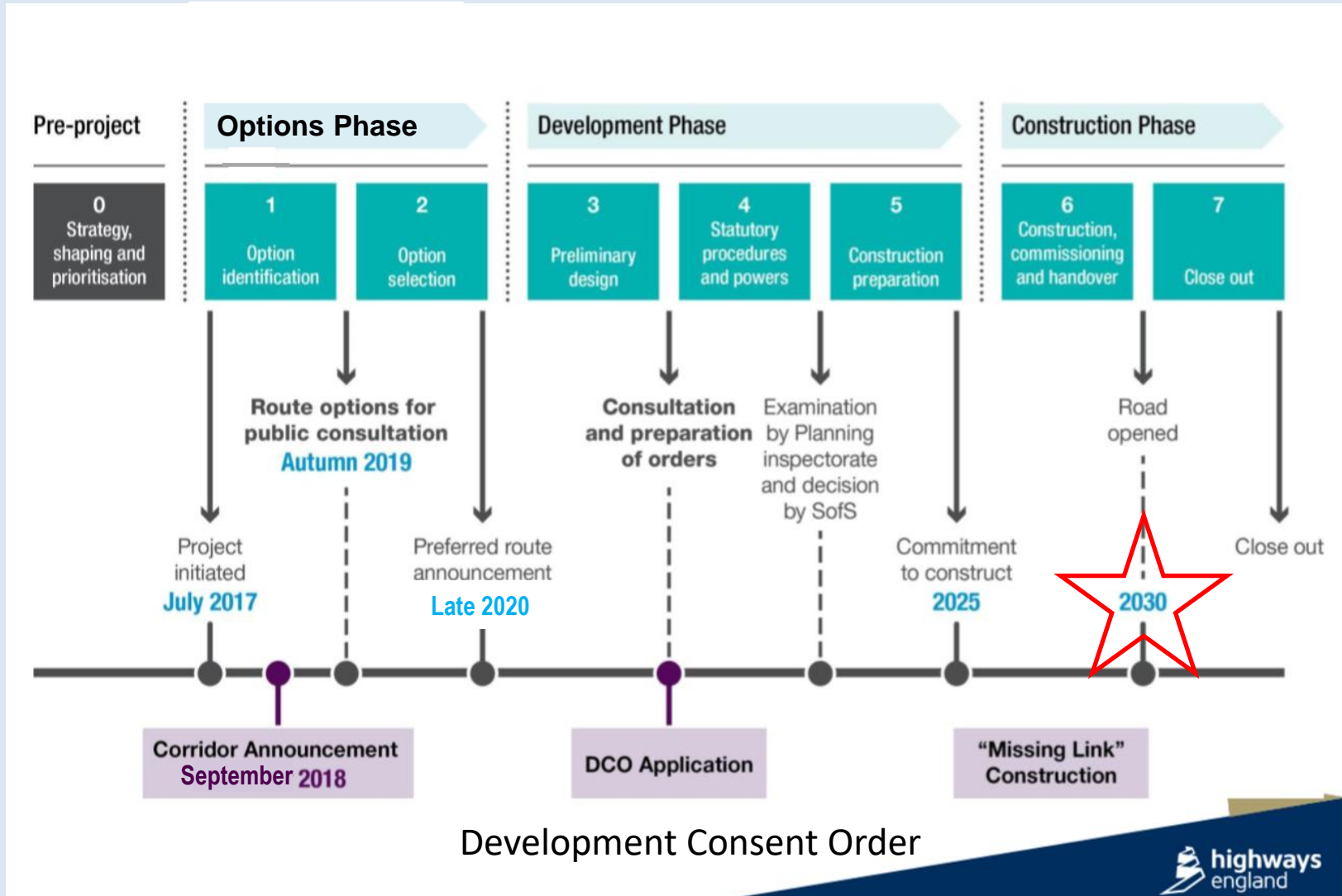
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**The Oxford Cambridge Expressway is a....
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3. The entire examination process takes **no longer than 14 months**
4. There is only **very limited public involvement**, usually restricted to registered 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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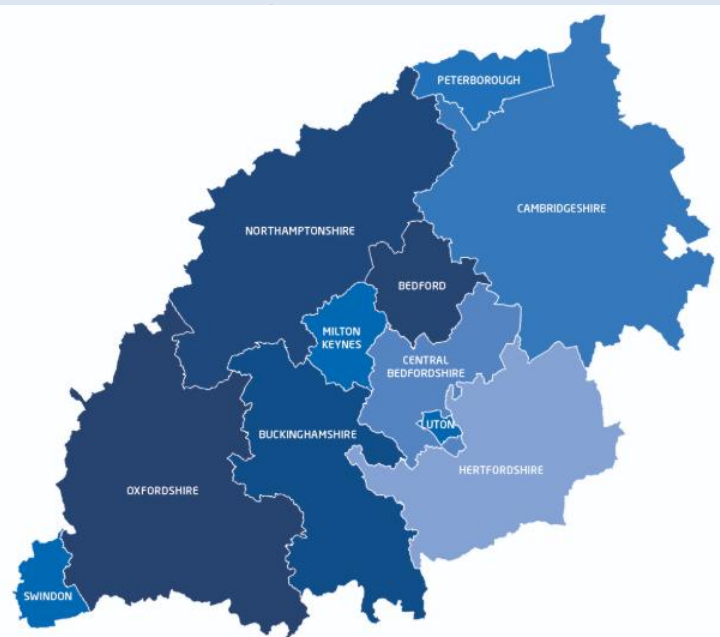
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 - Focused on business and housing development and driving benefits of the "Arc"

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

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

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

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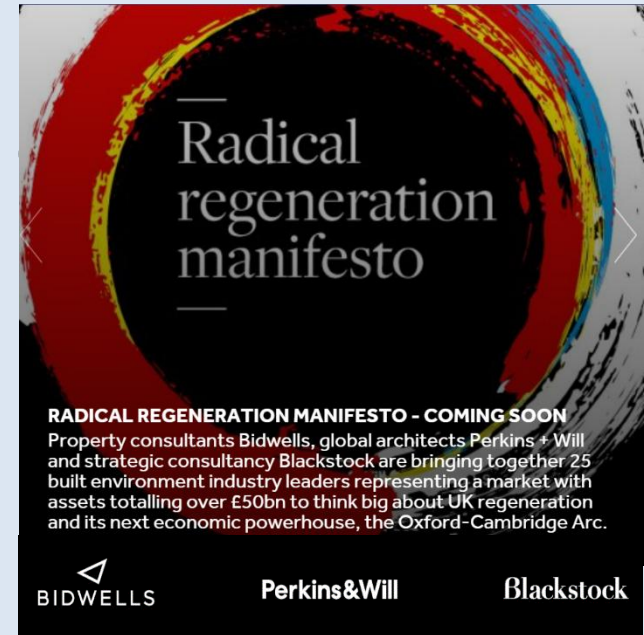
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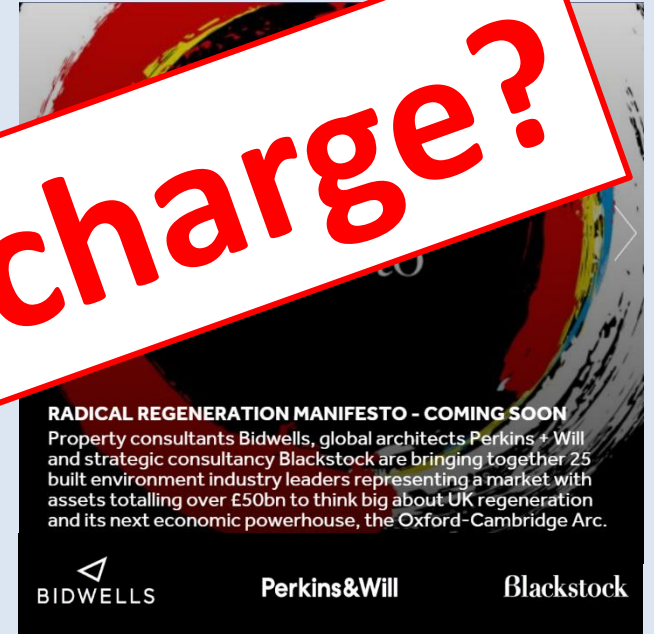


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Q. – Who's in charge?

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

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How can we Influence?

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How can we Influence?



The Challenge

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No dates known

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No dates known

Register as a stakeholder (group or individual)

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

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No dates known
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- HE Route options consultation - Autumn 2019
HE on track; Gov. yet to sign-off!
- *Register as a stakeholder (group or individual)*
- HE Preferred route consultation - Late 2020

How can we Influence?



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 - Hold Councillors and MPs to account
 - **Consultations**
-
- **HE Route options consultation** - Autumn 2019
 - Information about route options
 - Can you say “NO”?
 - How HE processes the feedback
 - More info **will** follow - noexpressway.org

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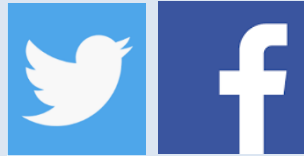


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2. Spread the word

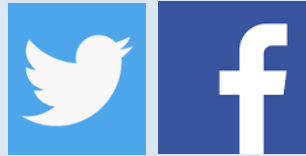
- Share news and updates online, ***follow us @no_expressway, sign-up on noexpressway.org***
- Urge people to involve Parish, Local and District Councillors in Expressway plans
- Work to cancel the Expressway before it is too late

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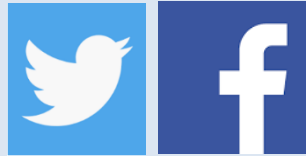
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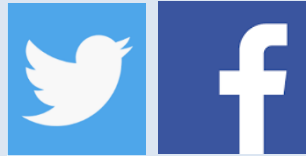
4. Work together to make this “scary” - elections

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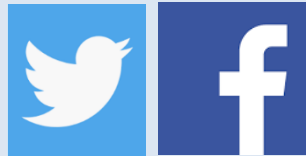
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5. Prepare for HE’s next steps

- 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?

NO EXPRESSWAY GROUP
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Actions – *what you can do!*

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



Thank you!

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

X

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](#)