

Oxford-Cambridge Expressway

Ickford Village Hall
9th December 2019, 7.30p.m.

David Rogers & Olivia Field

No Expressway Group

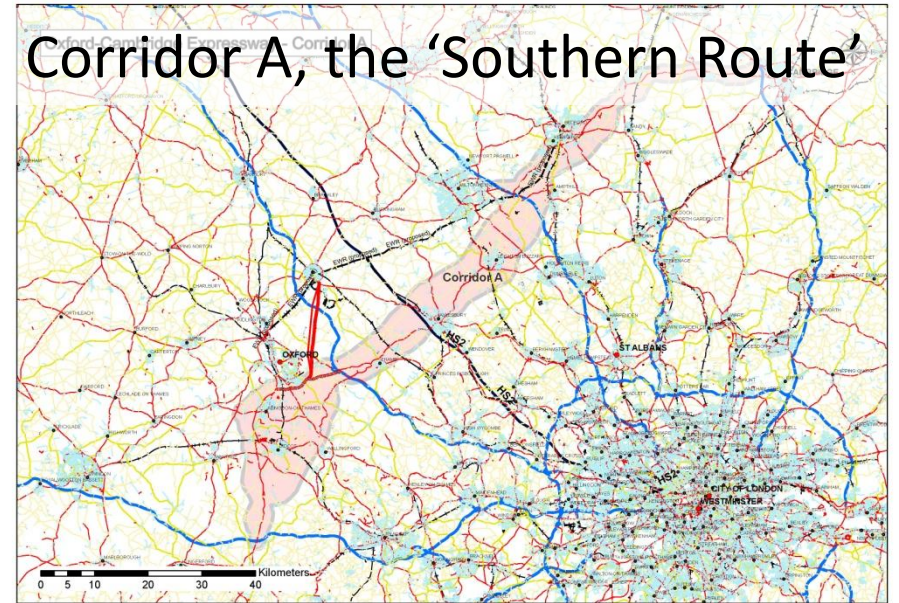
Horton-cum-Studley

noexpresswaygroup@gmail.com

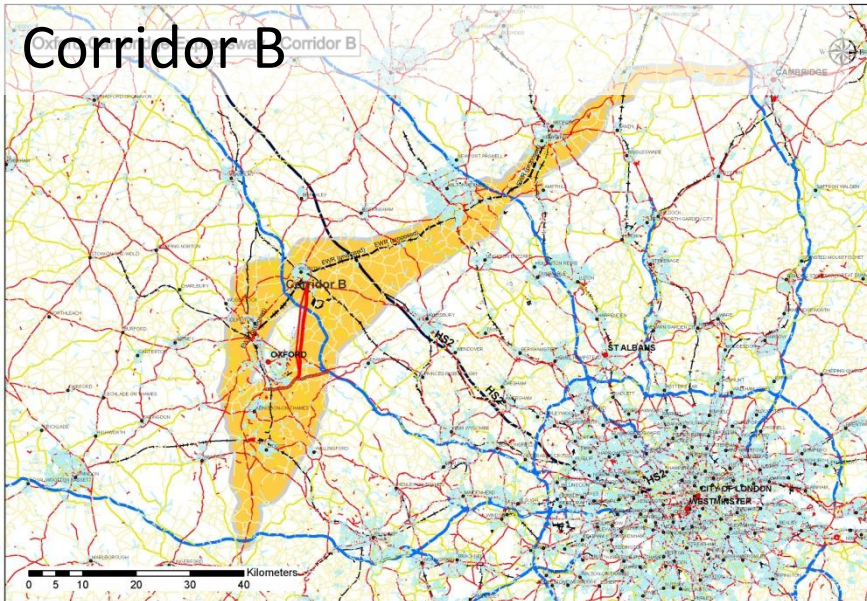
From Spring of 2018 Highways England talked of three broad corridors, A, B and C for the Ox-Cam Expressway. Only one would be taken forward for route development.

Stakeholders had very little influence on Corridor choice.

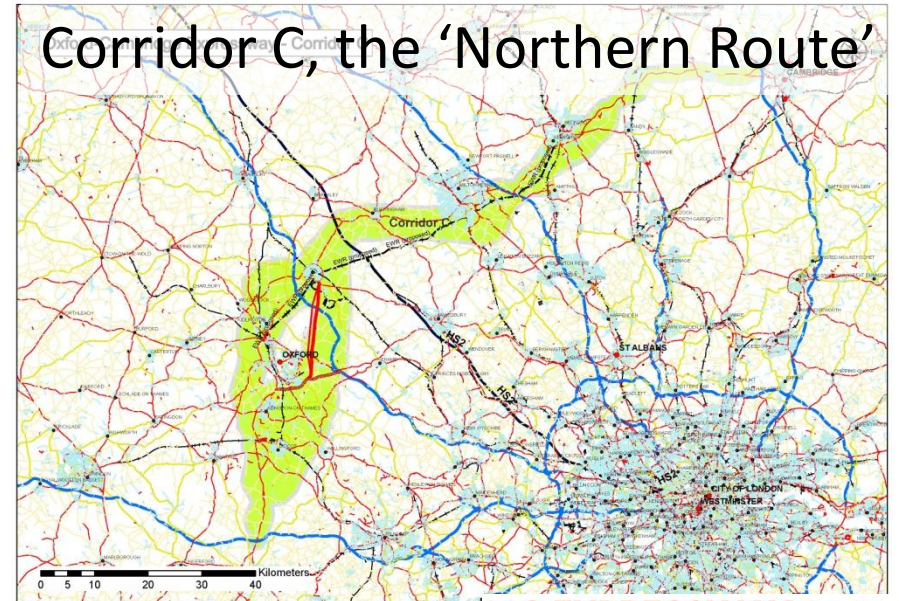
Corridor A, the 'Southern Route'



Corridor B

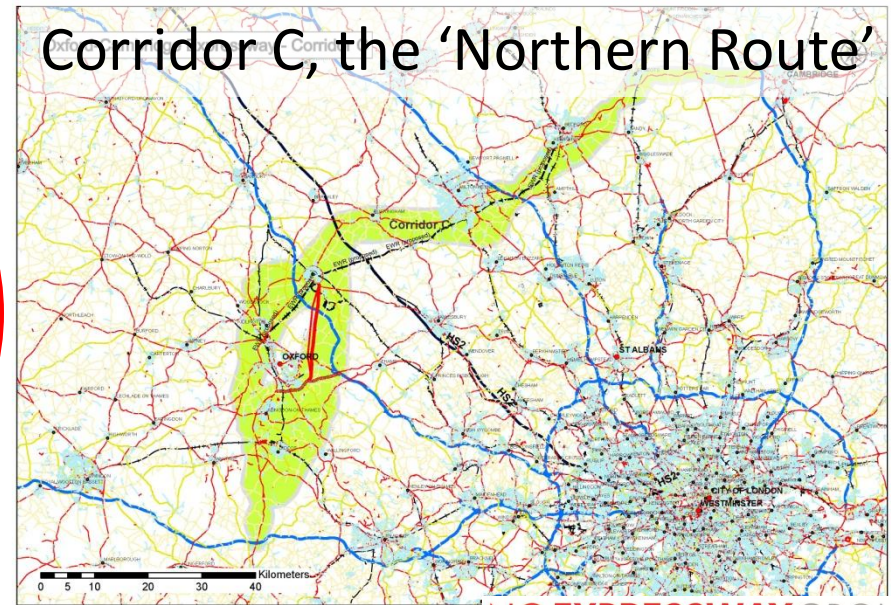
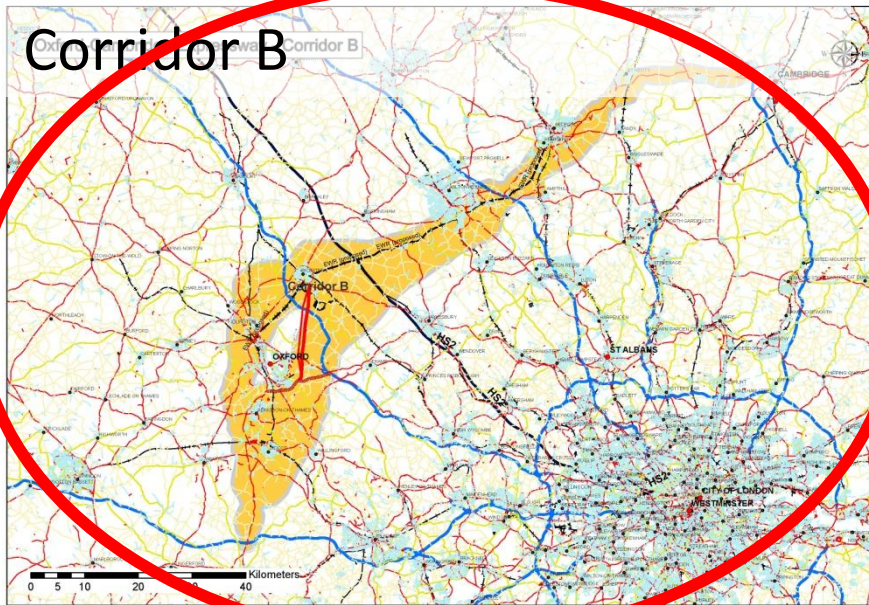
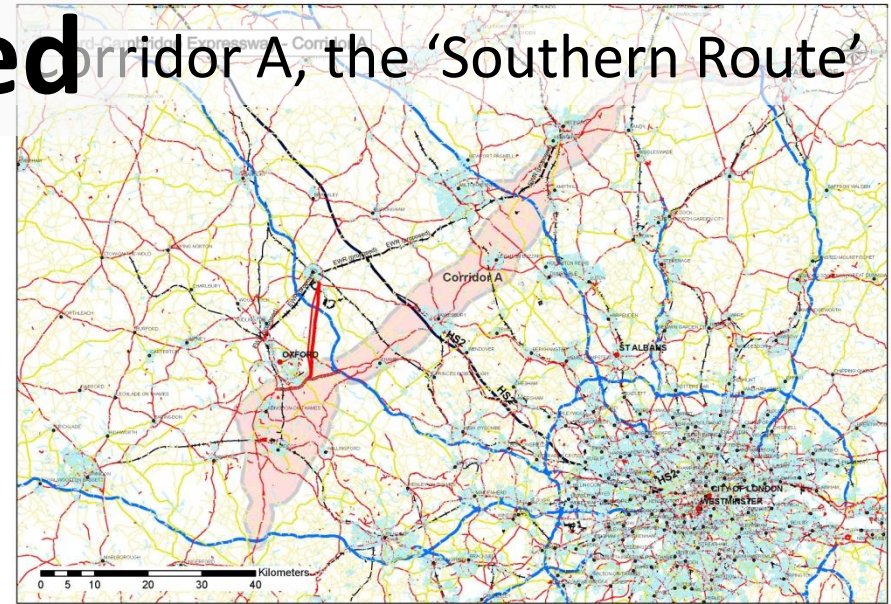


Corridor C, the 'Northern Route'

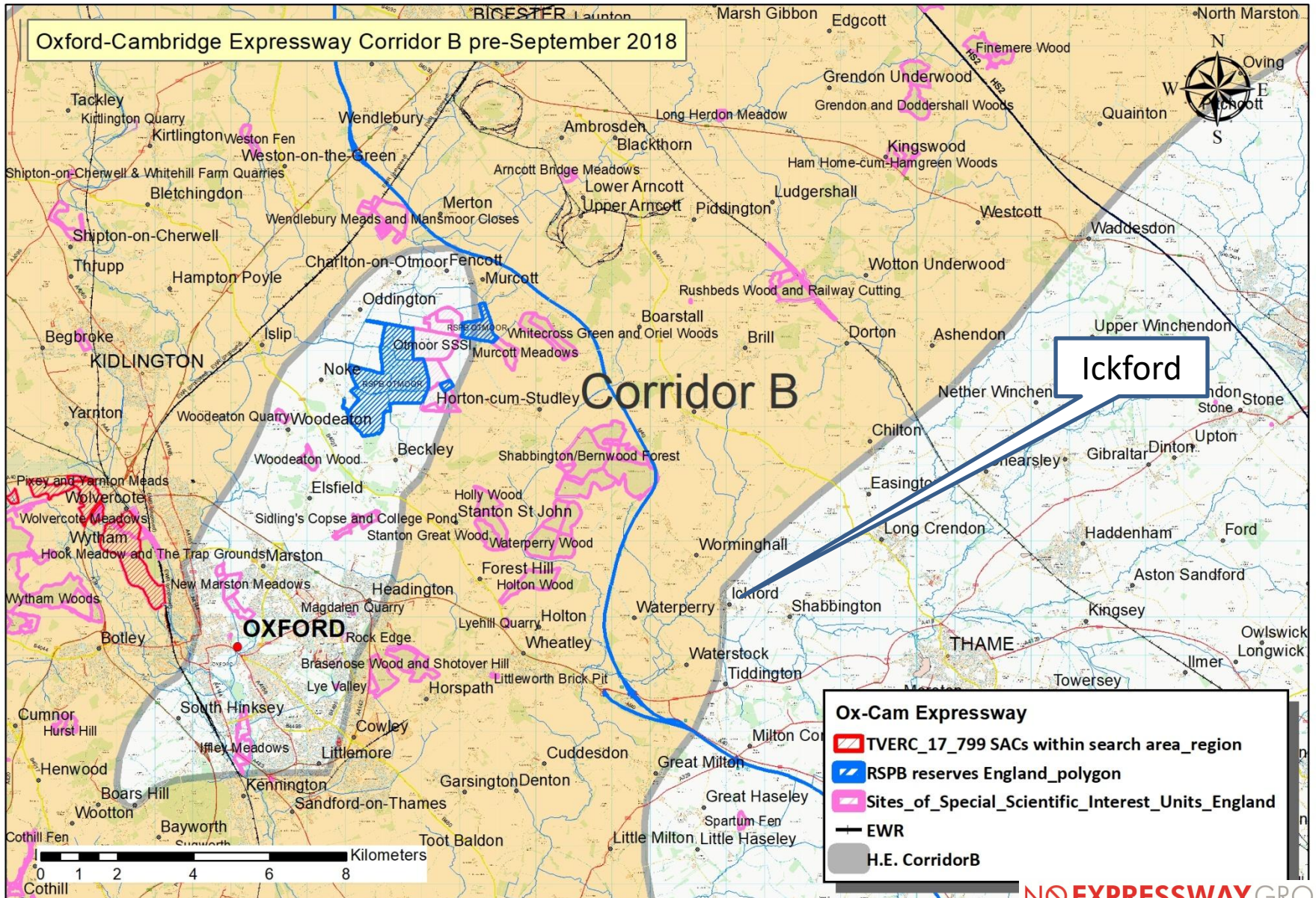


Corridor Announced

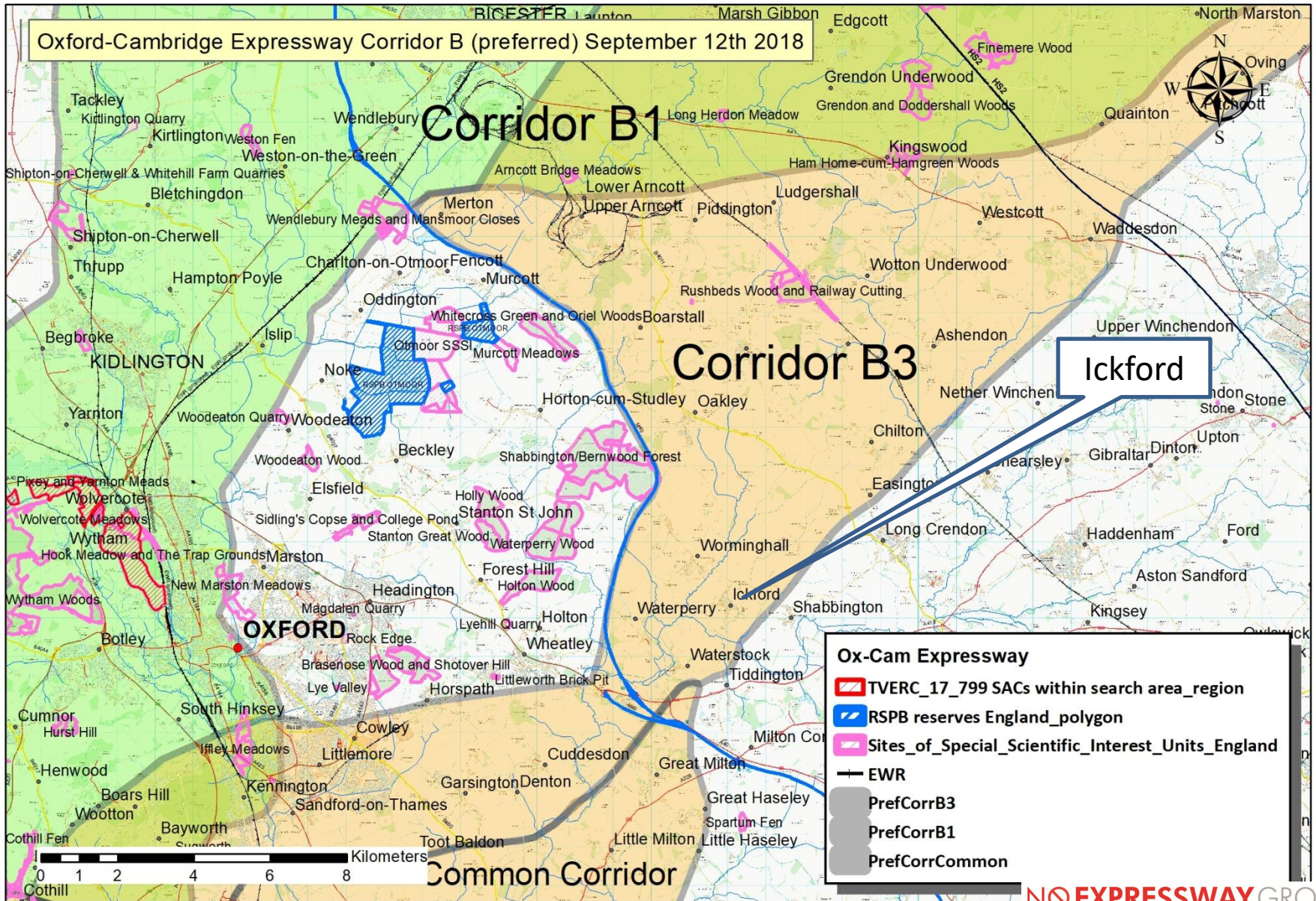
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th



Corridor B after September 12th

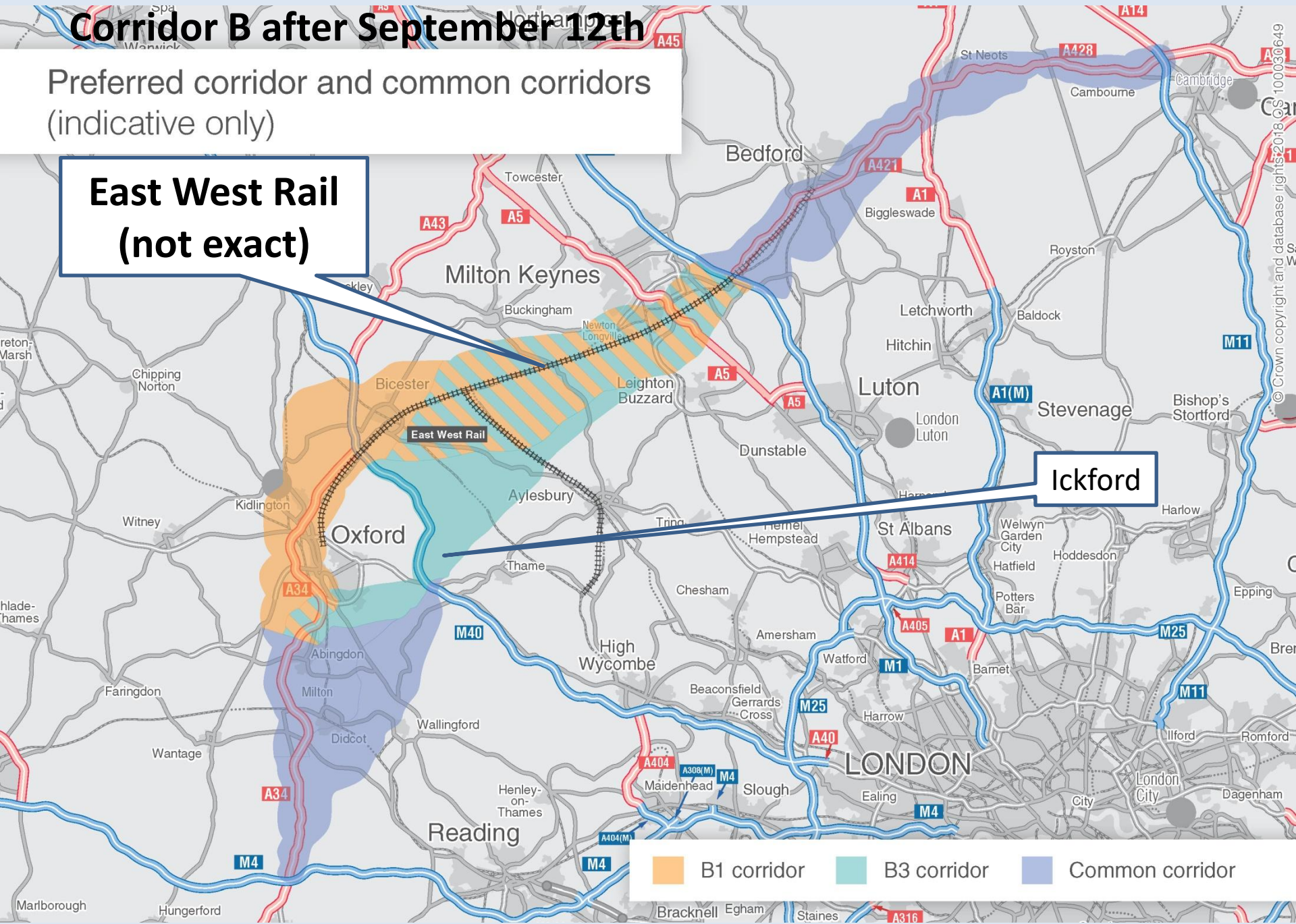


Corridor B after September 12th

Preferred corridor and common corridors
(indicative only)

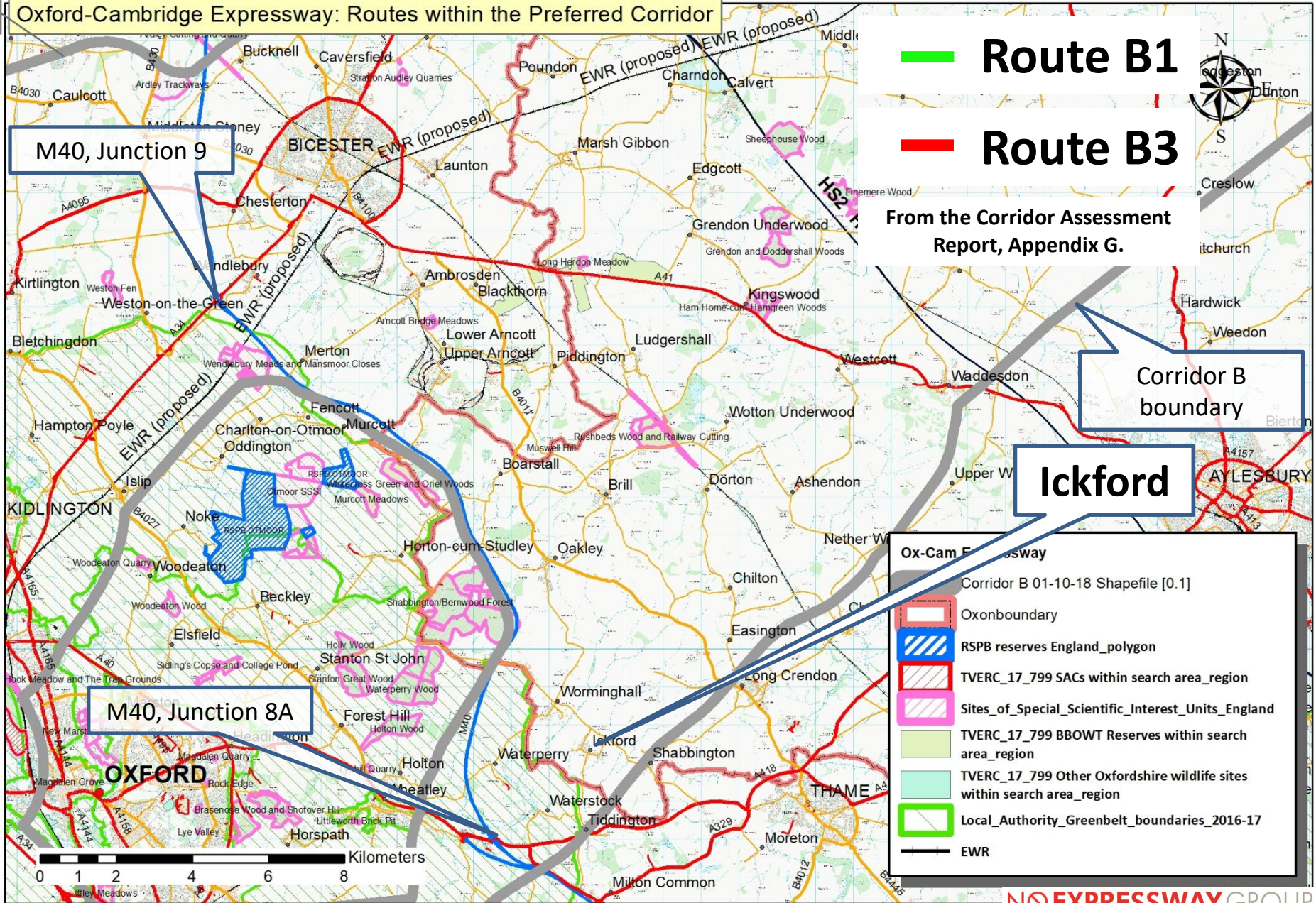
**East West Rail
(not exact)**

Ickford



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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

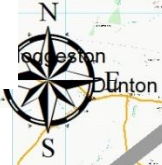
Route B3

From the Corridor Assessment Report, Appendix G.

Corridor B boundary

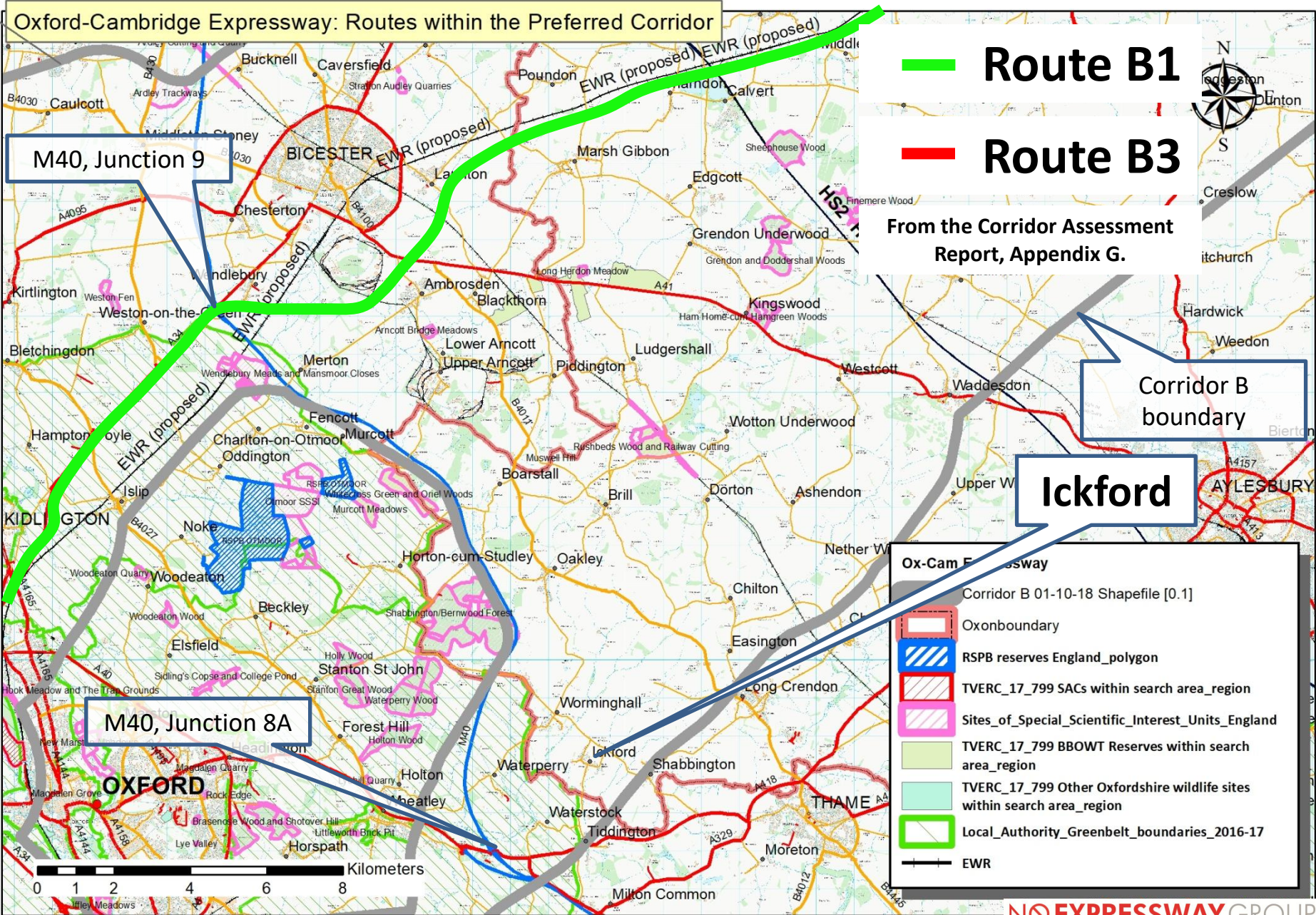
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- Ox-Cam Expressway
- Corridor B 01-10-18 Shapefile [0.1]
- Oxonboundary
- RSPB reserves England_polygon
- TVERC_17_799 SACs within search area_region
- Sites_of_Special_Scientific_Interest_Units_England
- TVERC_17_799 BBOWT Reserves within search area_region
- TVERC_17_799 Other Oxfordshire wildlife sites within search area_region
- Local_Authority_Greenbelt_boundaries_2016-17
- EWR



0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, Junction 8A

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Corridor B boundary

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.

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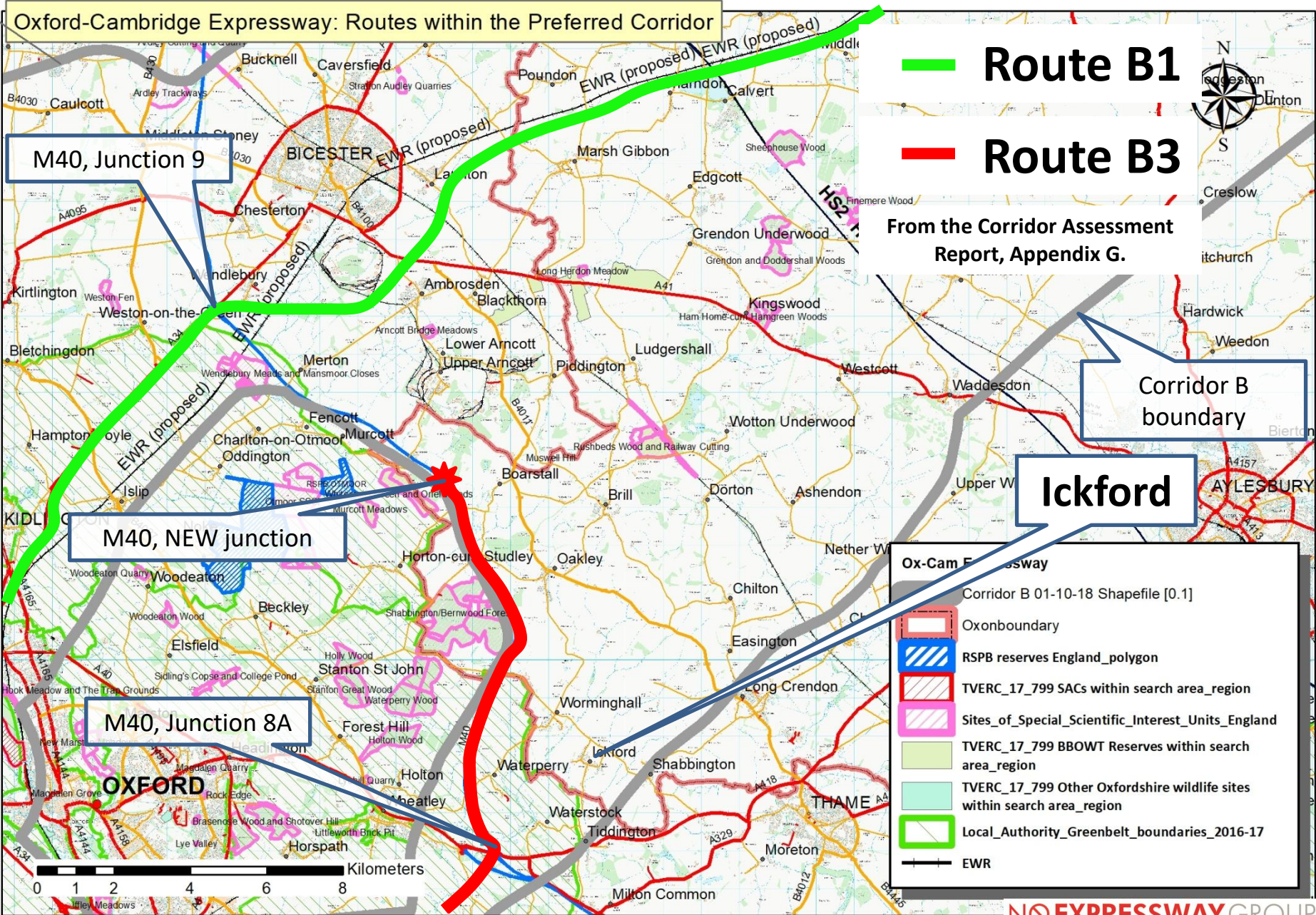
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3

From the Corridor Assessment Report, Appendix G.



Corridor B boundary

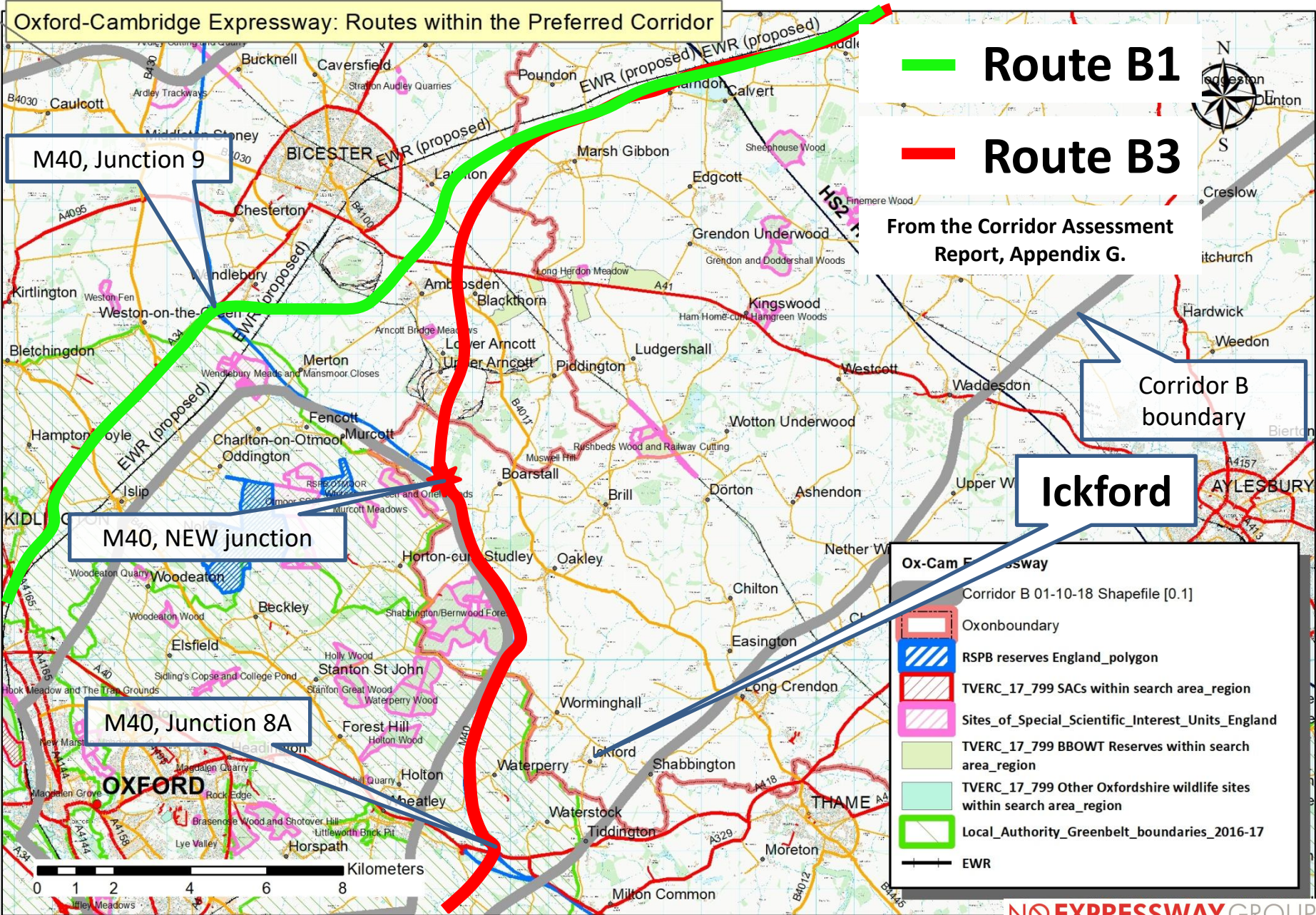
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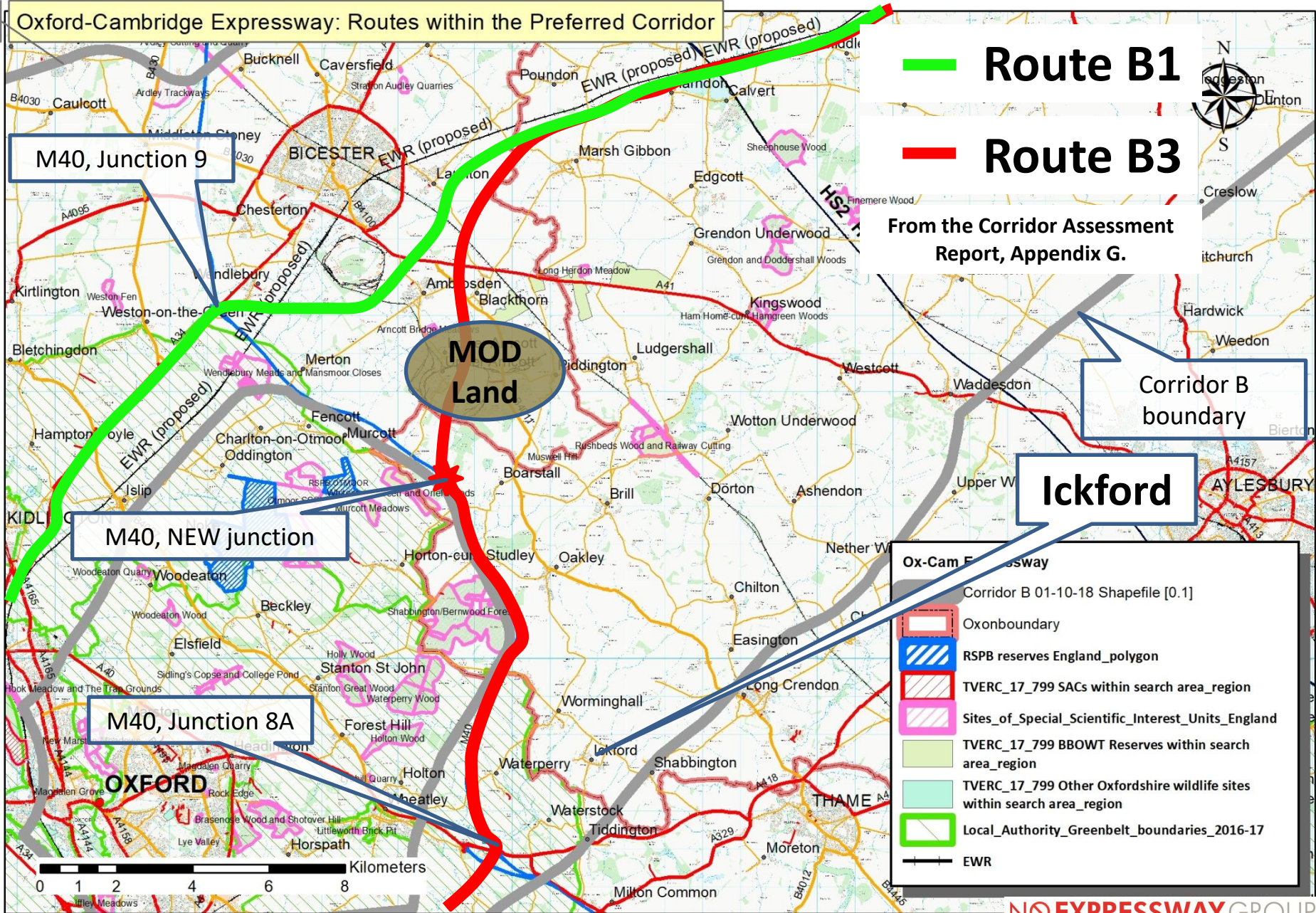
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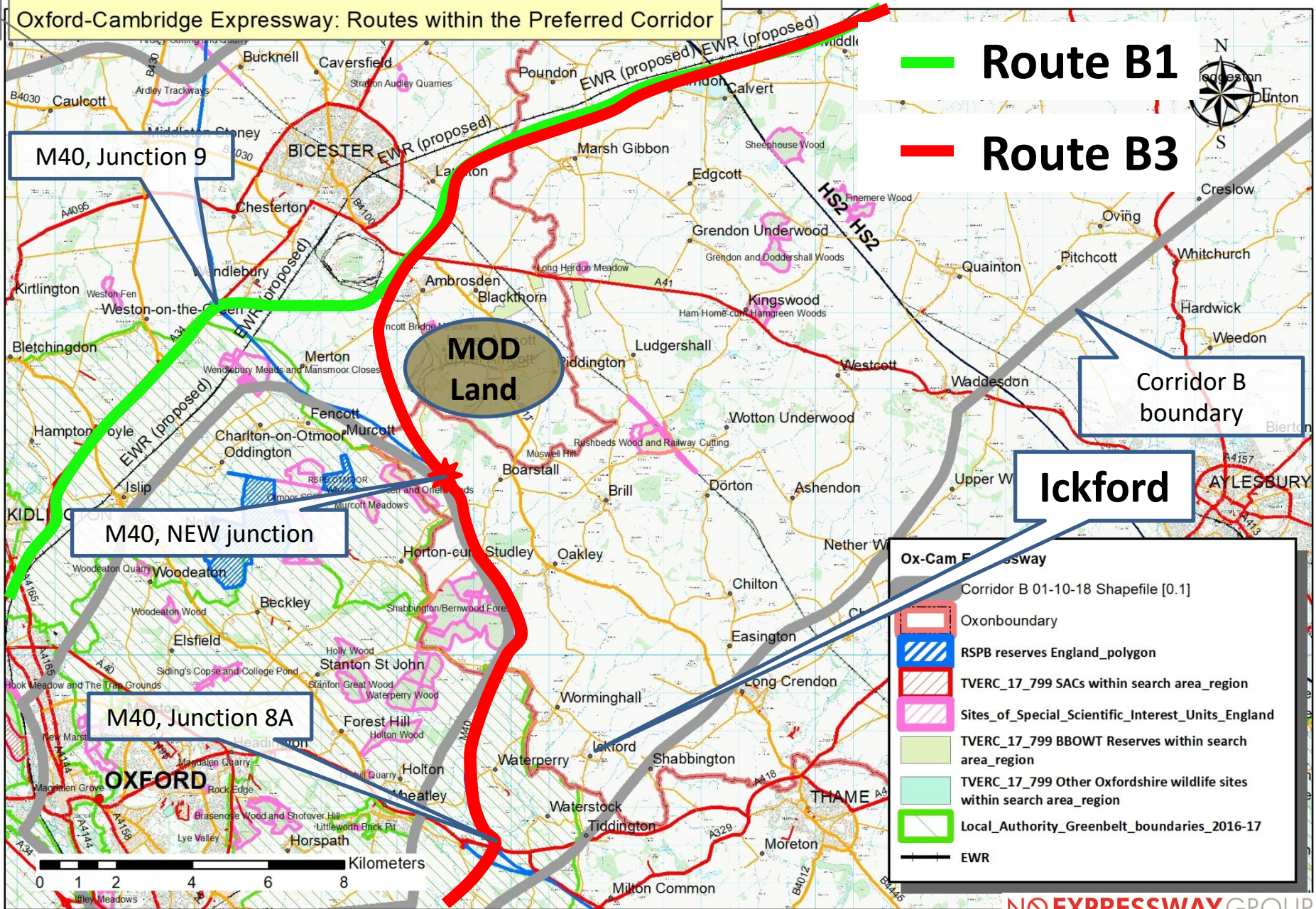
Corridor B boundary

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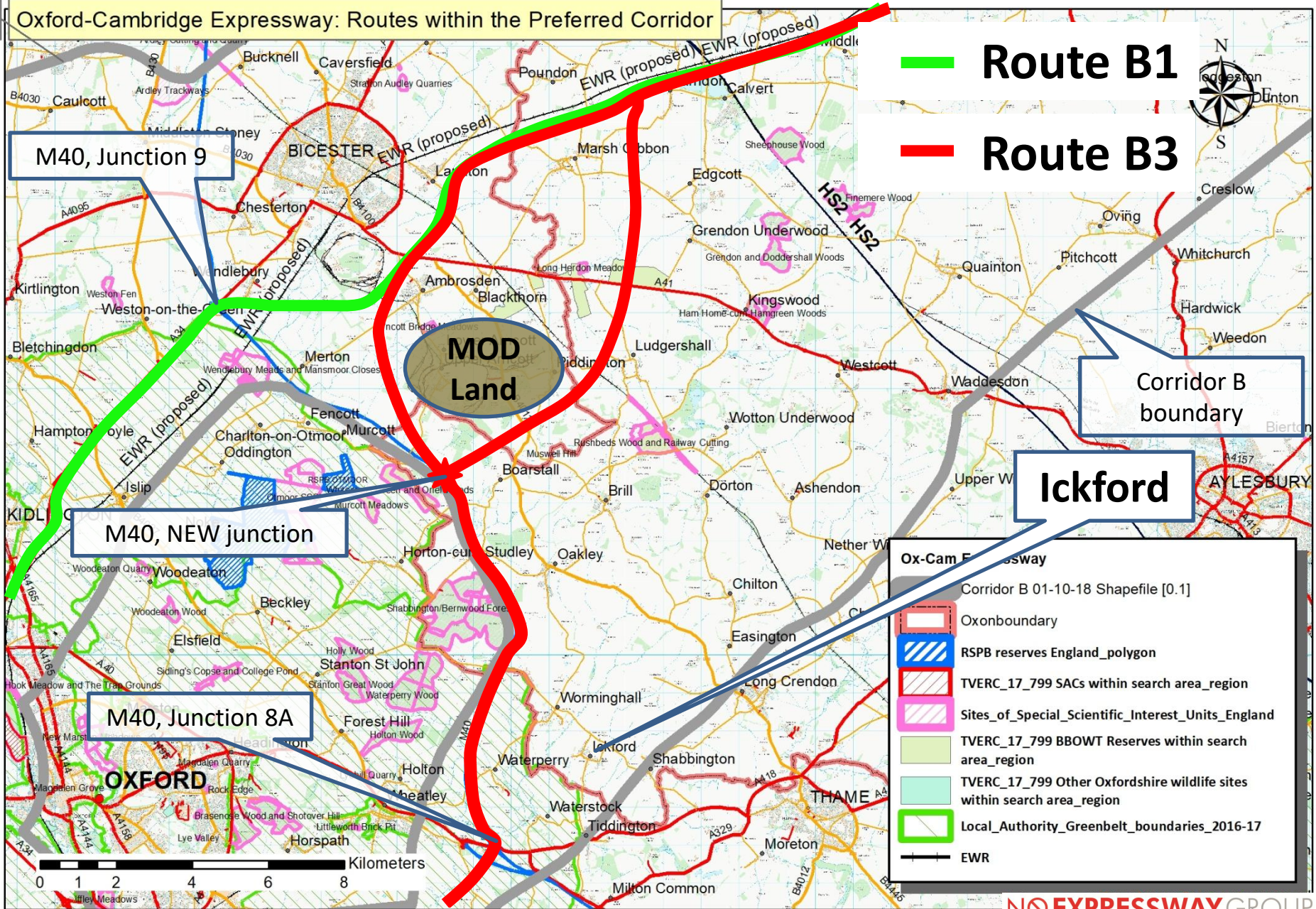
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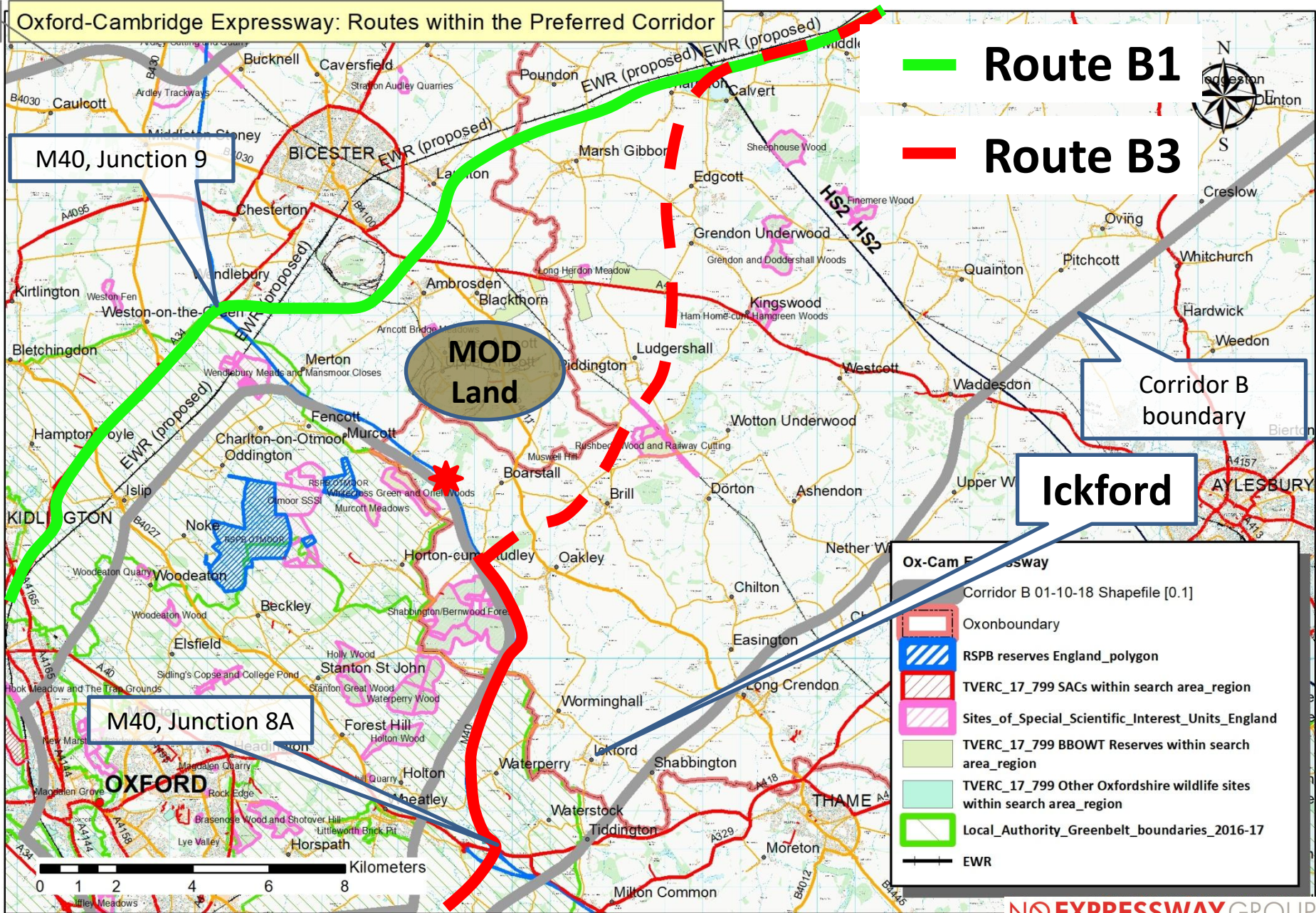


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Route B3



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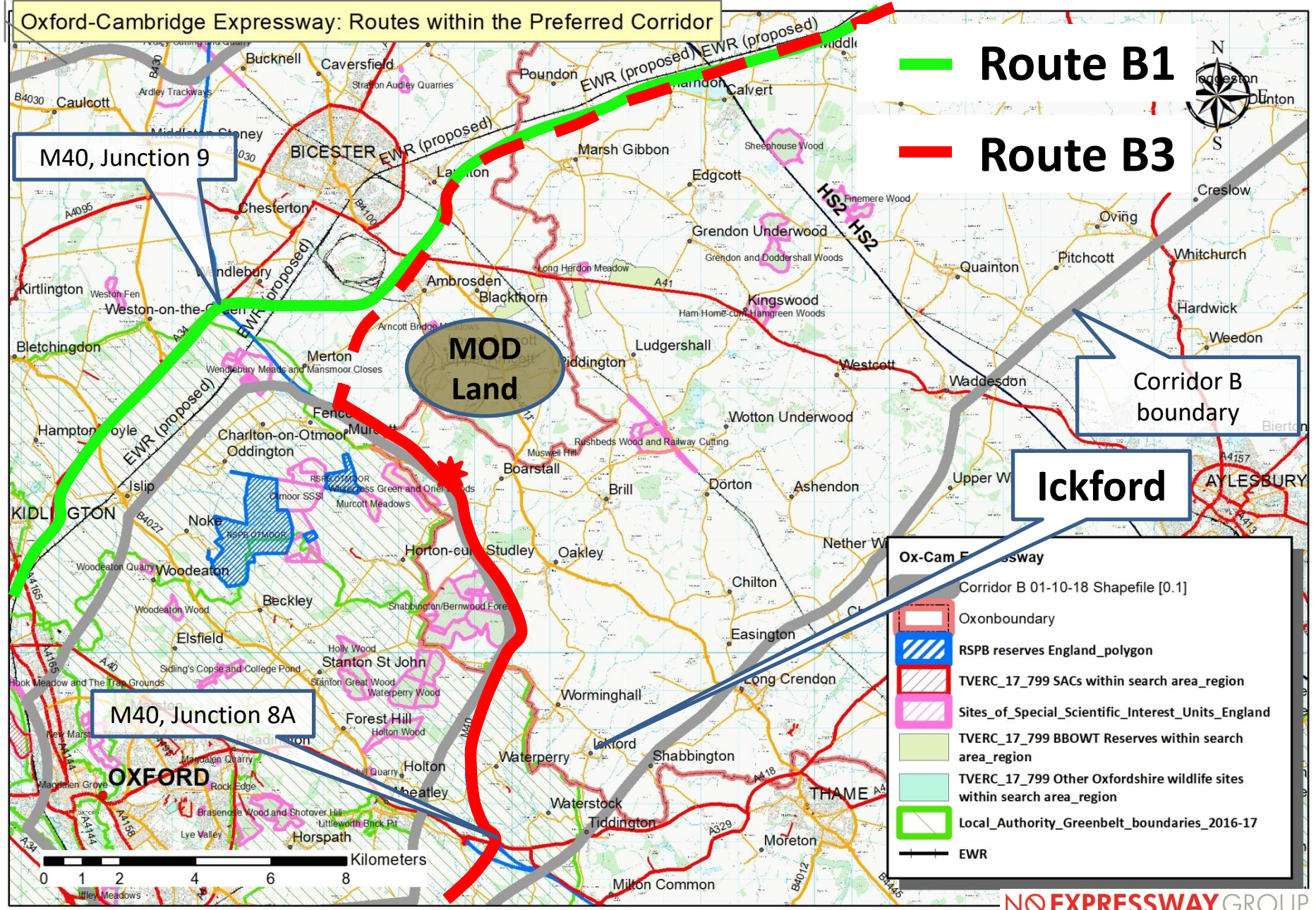
Route B3

Corridor B boundary

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



MOD Land

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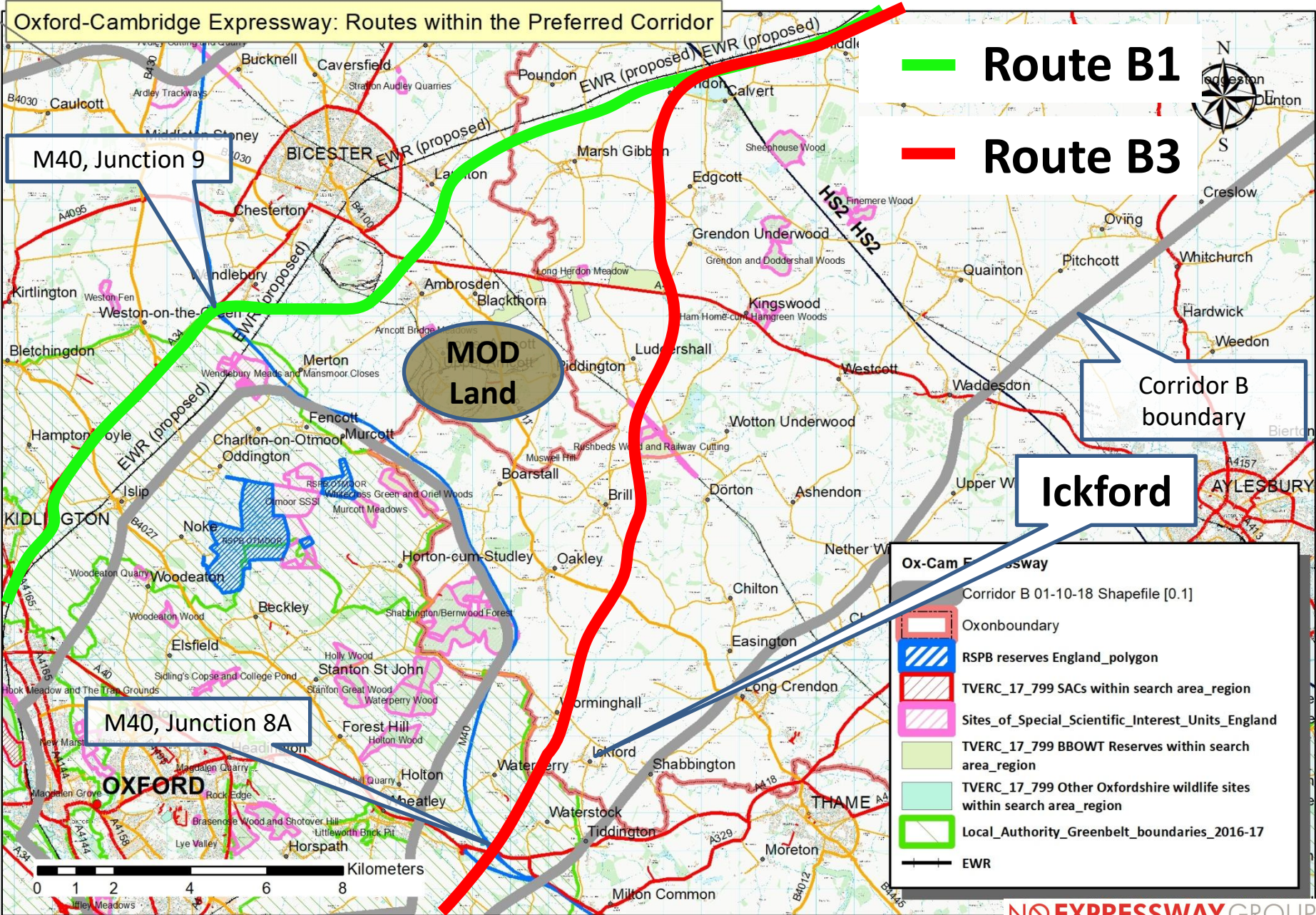
Corridor B boundary

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Route B1

Route B3



MOD Land

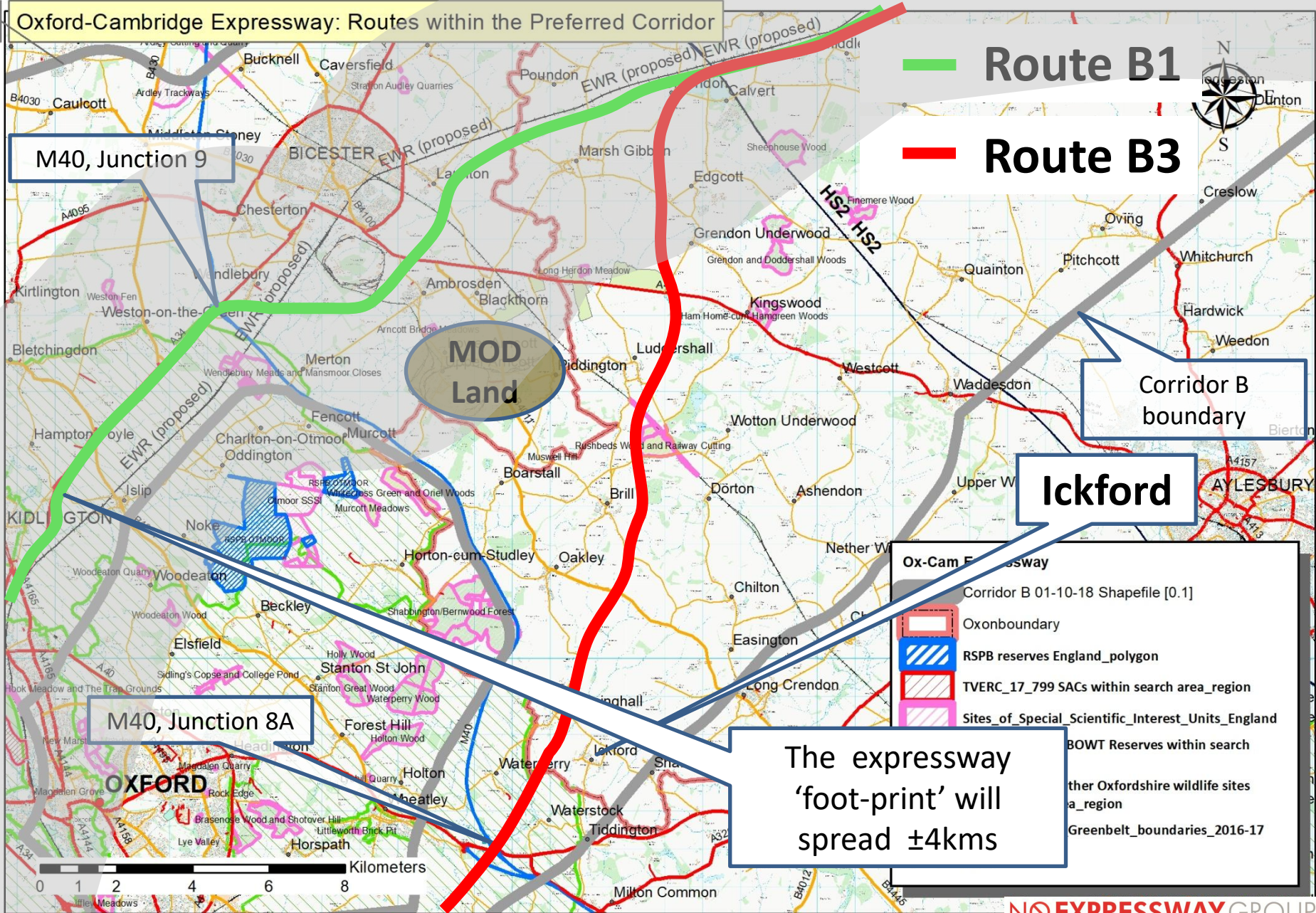
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MOD Land

Corridor B boundary

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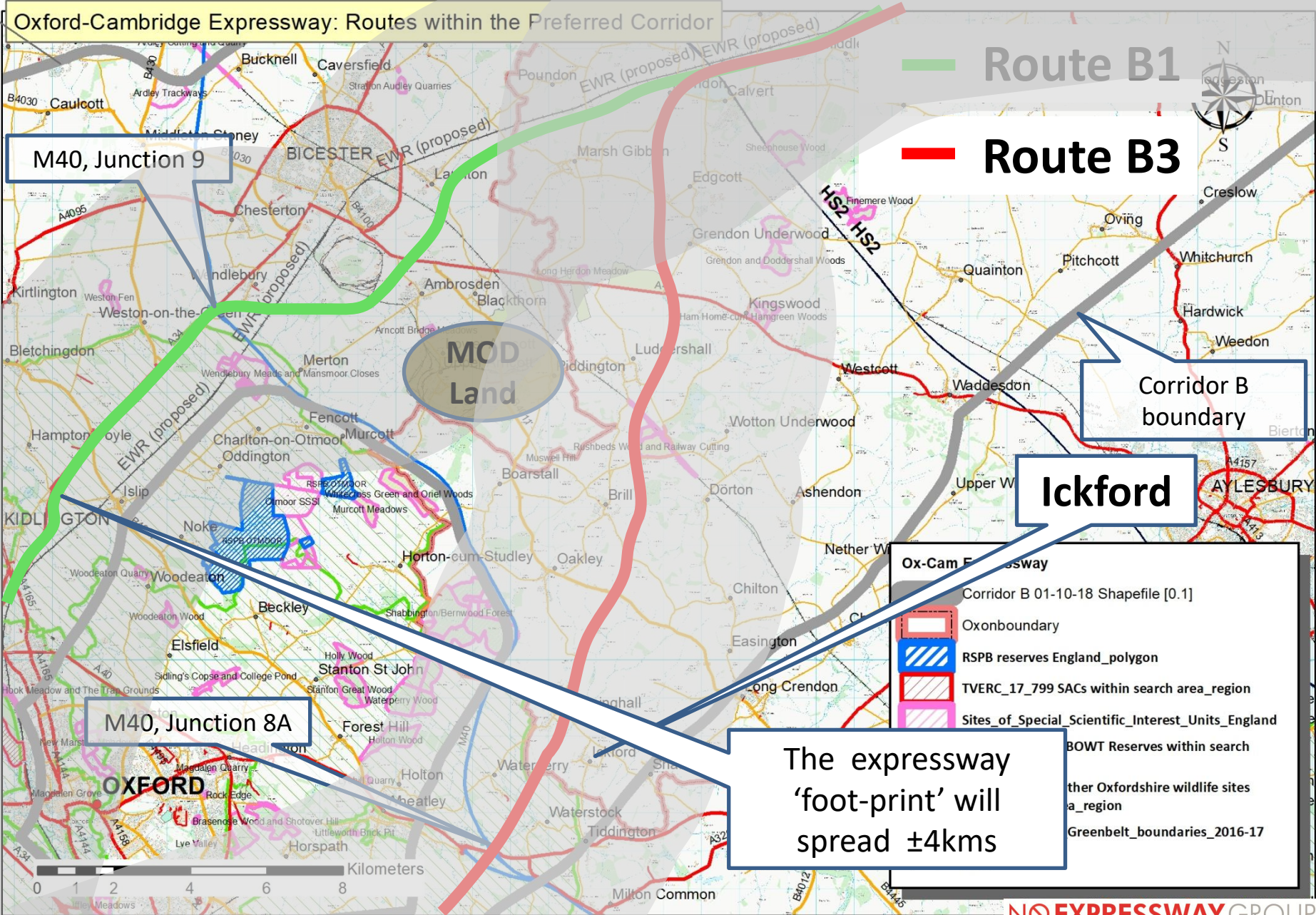
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The expressway 'foot-print' will spread ± 4 kms

0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

MOD Land

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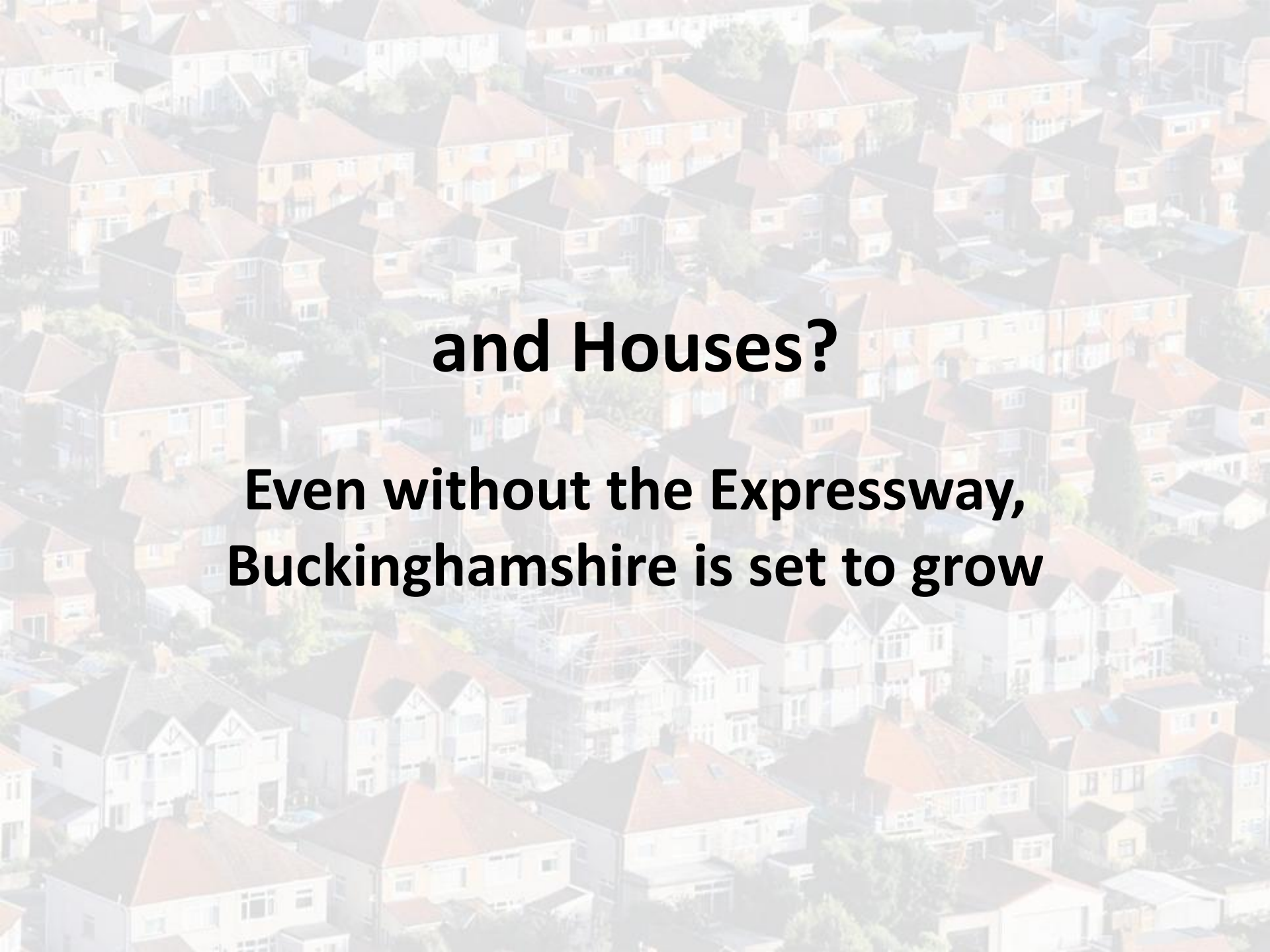
Corridor B boundary

M40, Junction 8A

M40, Junction 9

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An aerial photograph of a densely packed residential neighborhood, likely in Buckinghamshire. The houses are mostly two-story buildings with red-tiled roofs and light-colored facades. The houses are arranged in a grid-like pattern, with narrow streets and small gardens. The overall scene is a typical suburban housing estate.

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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Total	46,900*	7,500	45,600

**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'

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SQW

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The Ox-Cam Arc's 'Transformational Scenario'

based on the previous Savills/Arup/Econometrics analysis and their 'Transformational Scenario', were agreed as follows:

TRANSFORMATIONAL + DEVELOPMENT ACCOMMODATED DUE TO PRESSURES FROM LAND CONSTRAINED MARKETS

23,000 + 7,000
homes per year



3050 equivalent

782,000 to 1,020,000
additional homes

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

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

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

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

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

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

SCENARIO TO 2050

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

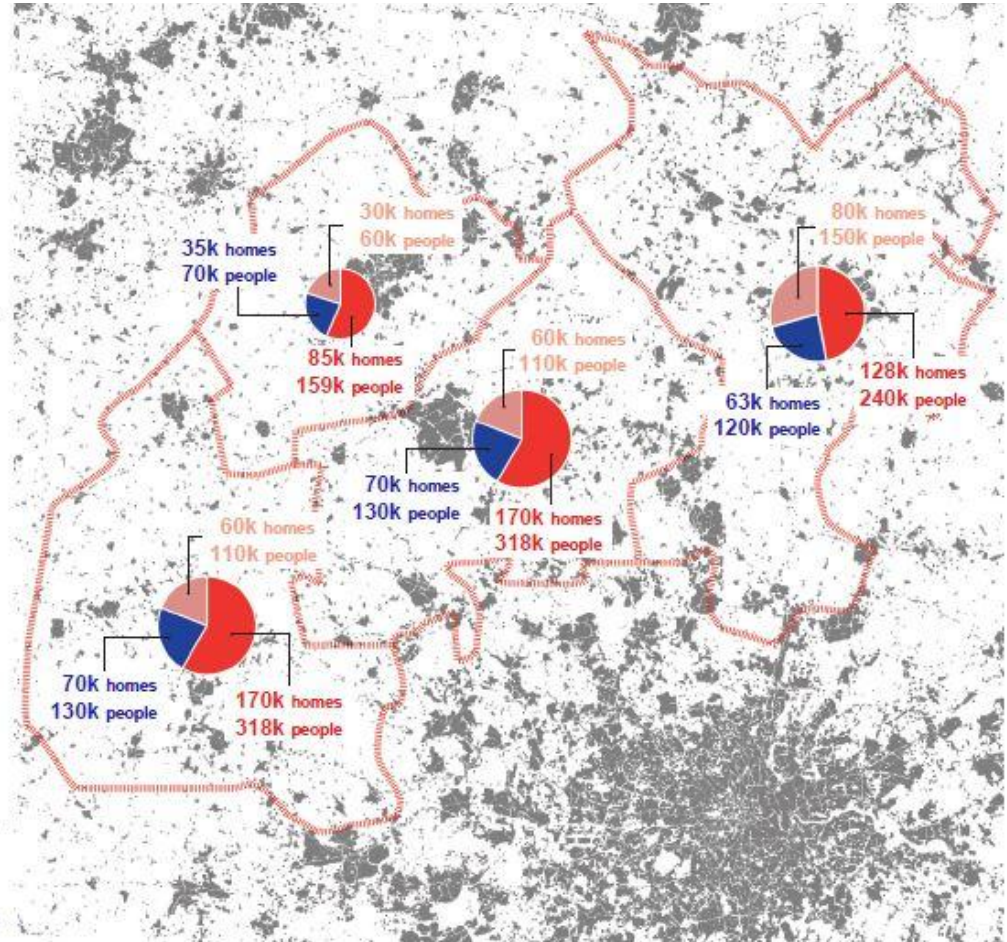
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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

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

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

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



The Ox-Cam Arc's 'Transformational Scenario'

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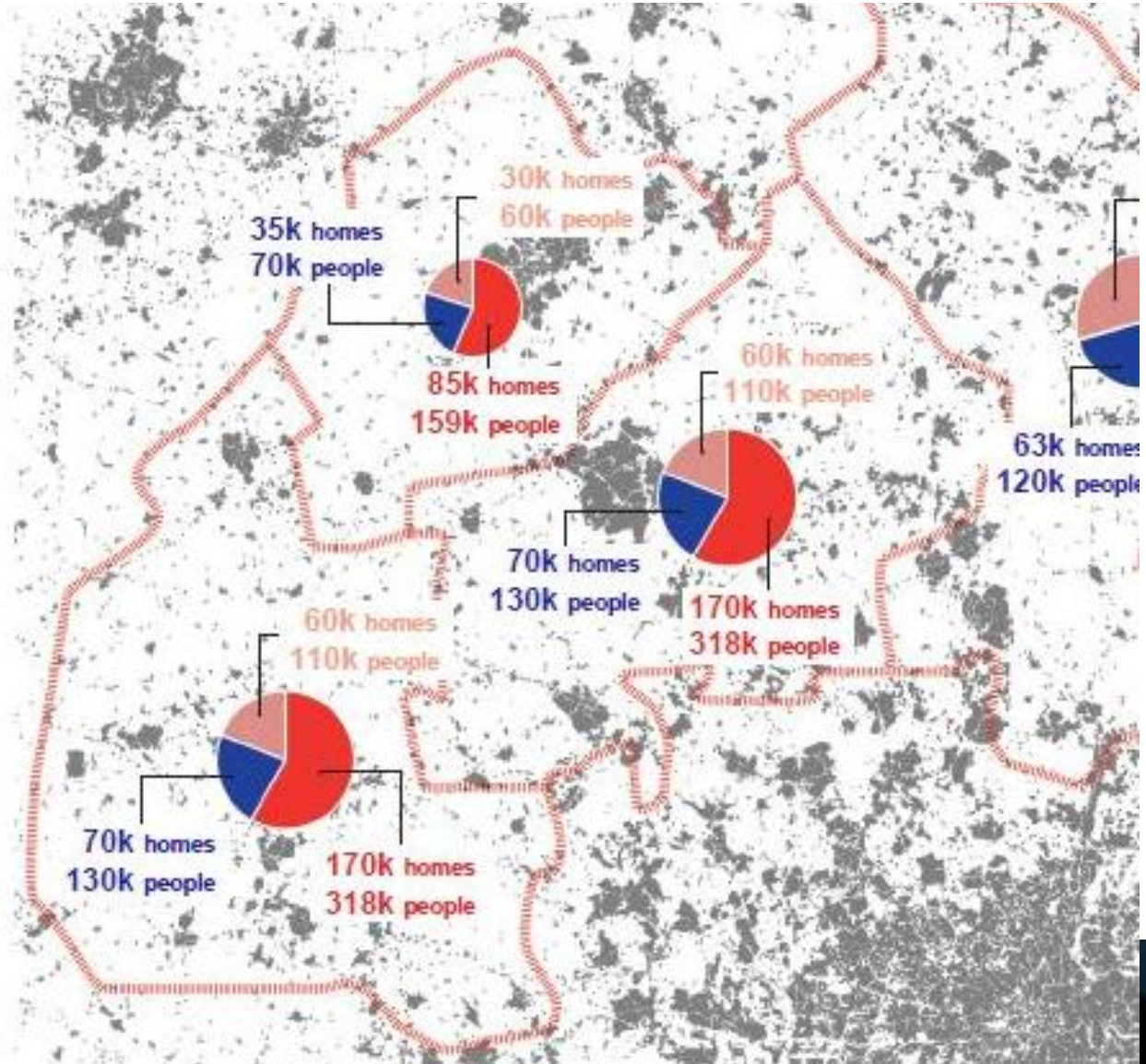
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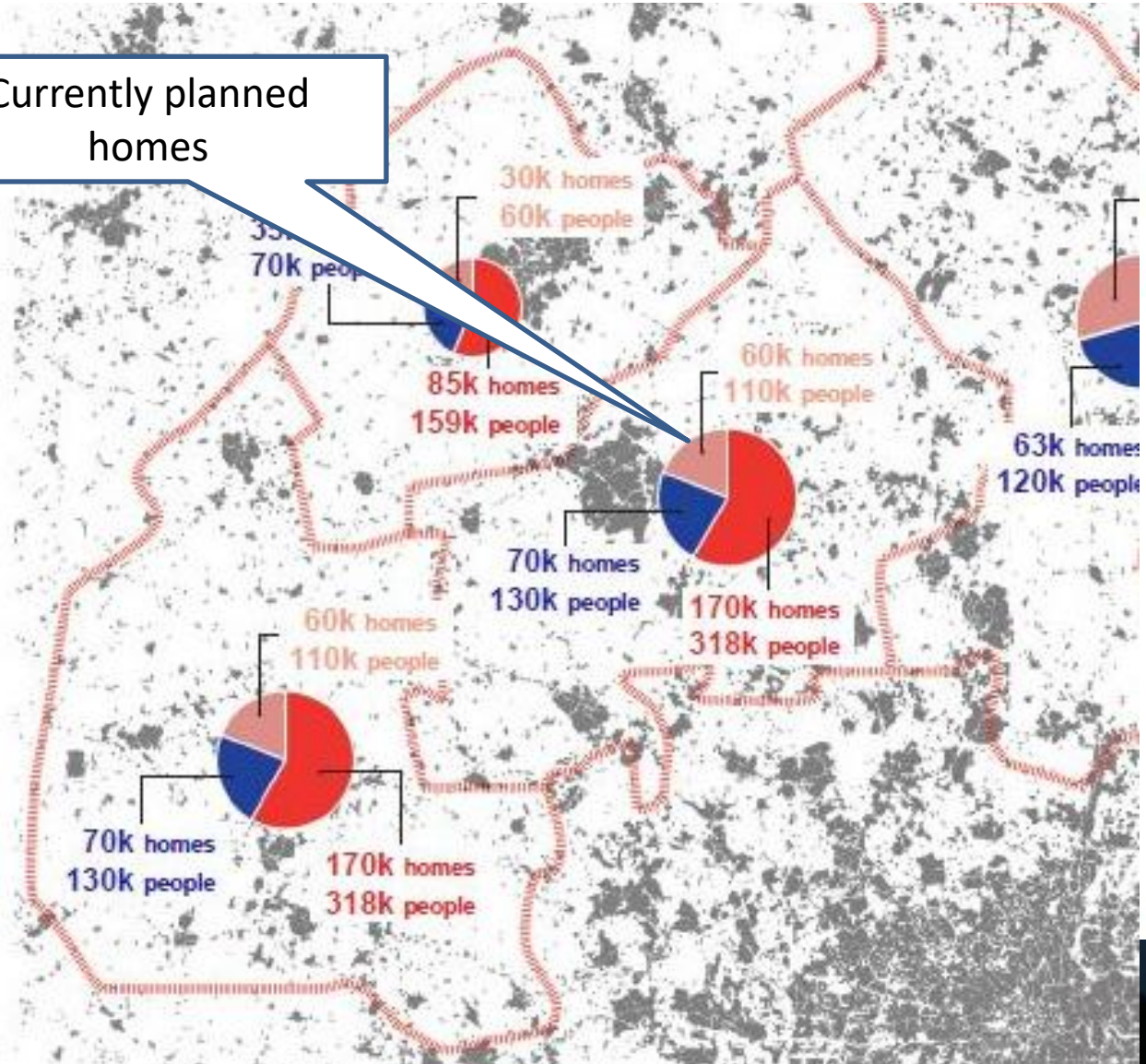
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Currently planned homes



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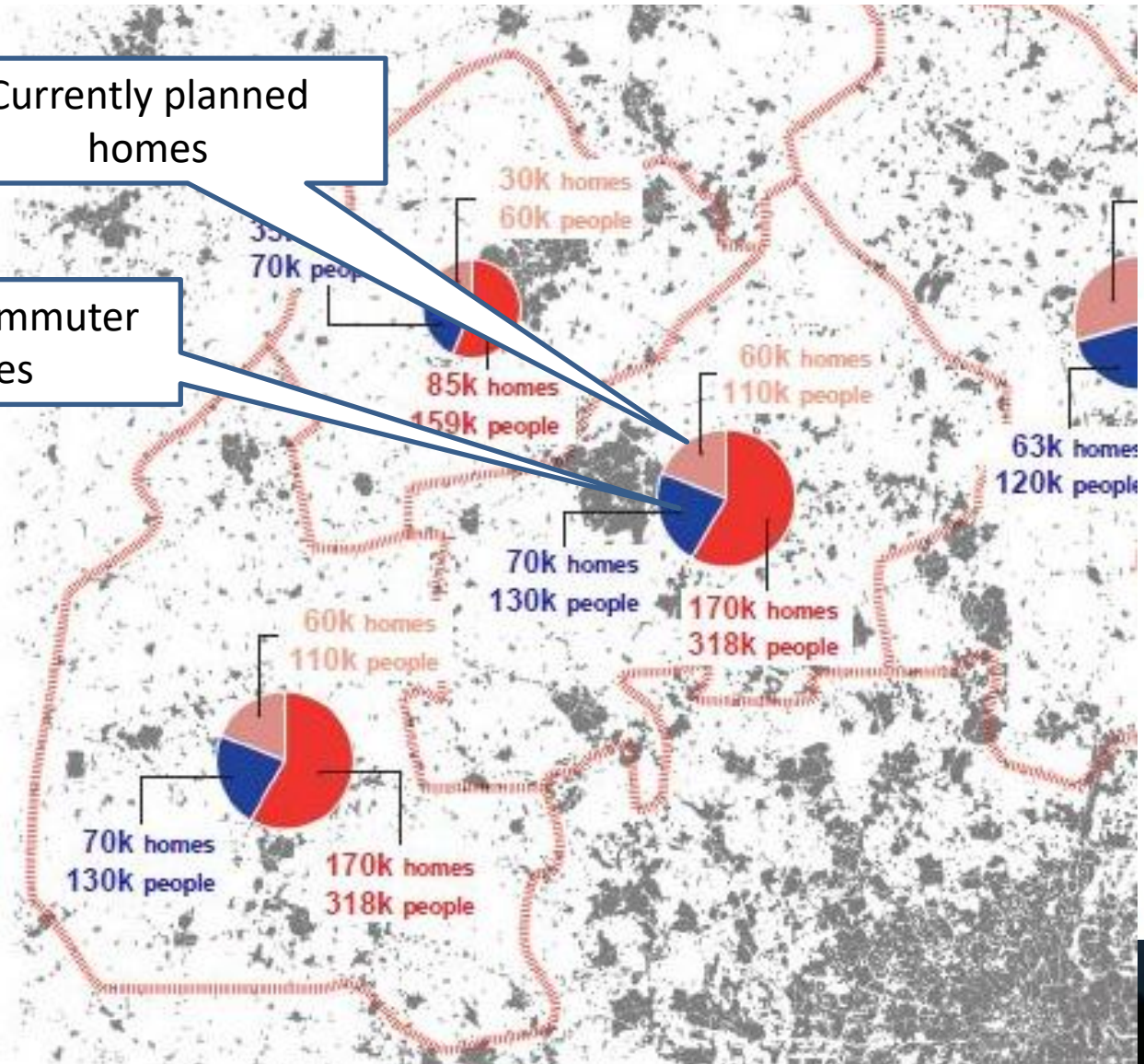
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Currently planned homes

London commuter homes

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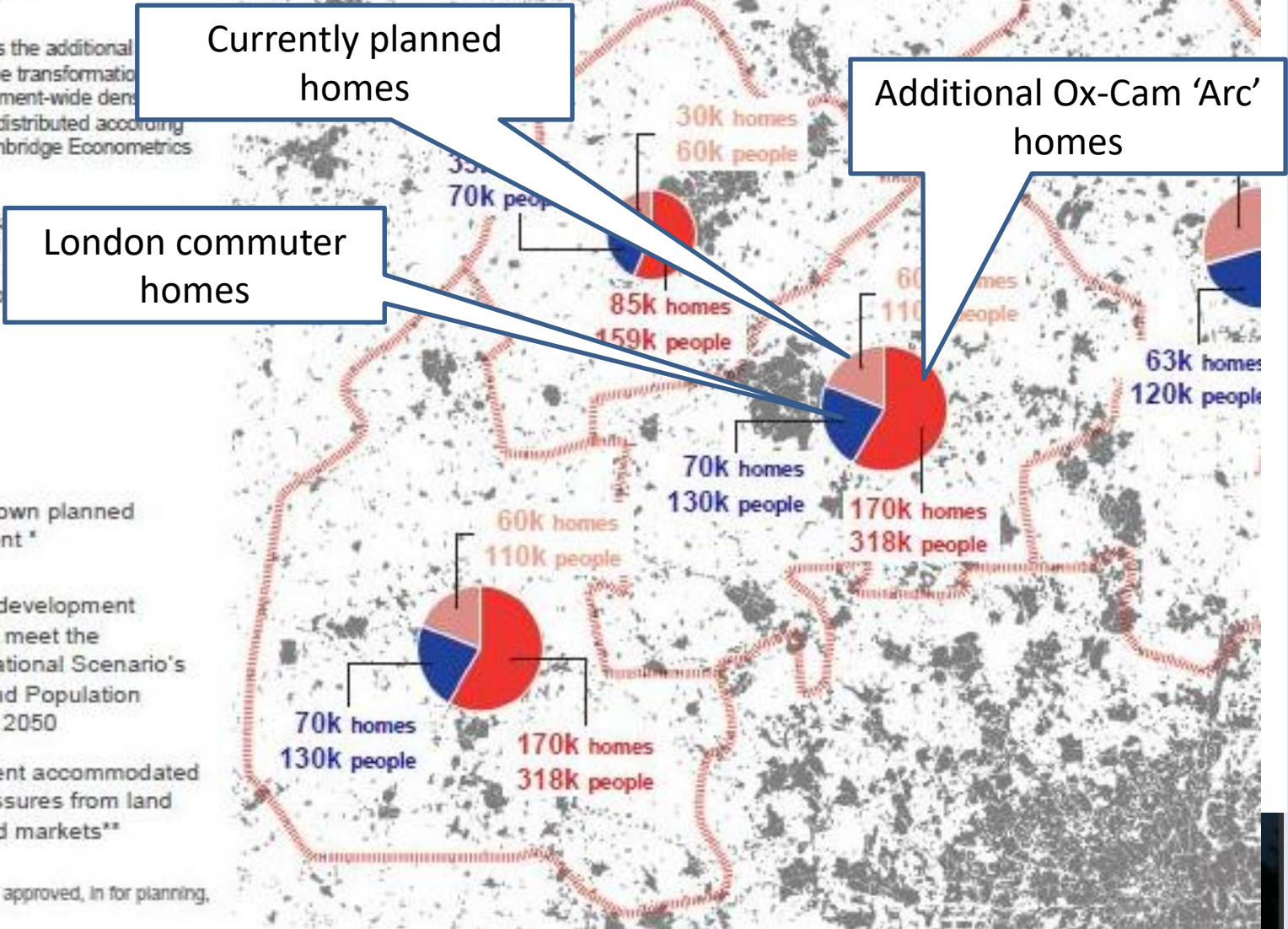
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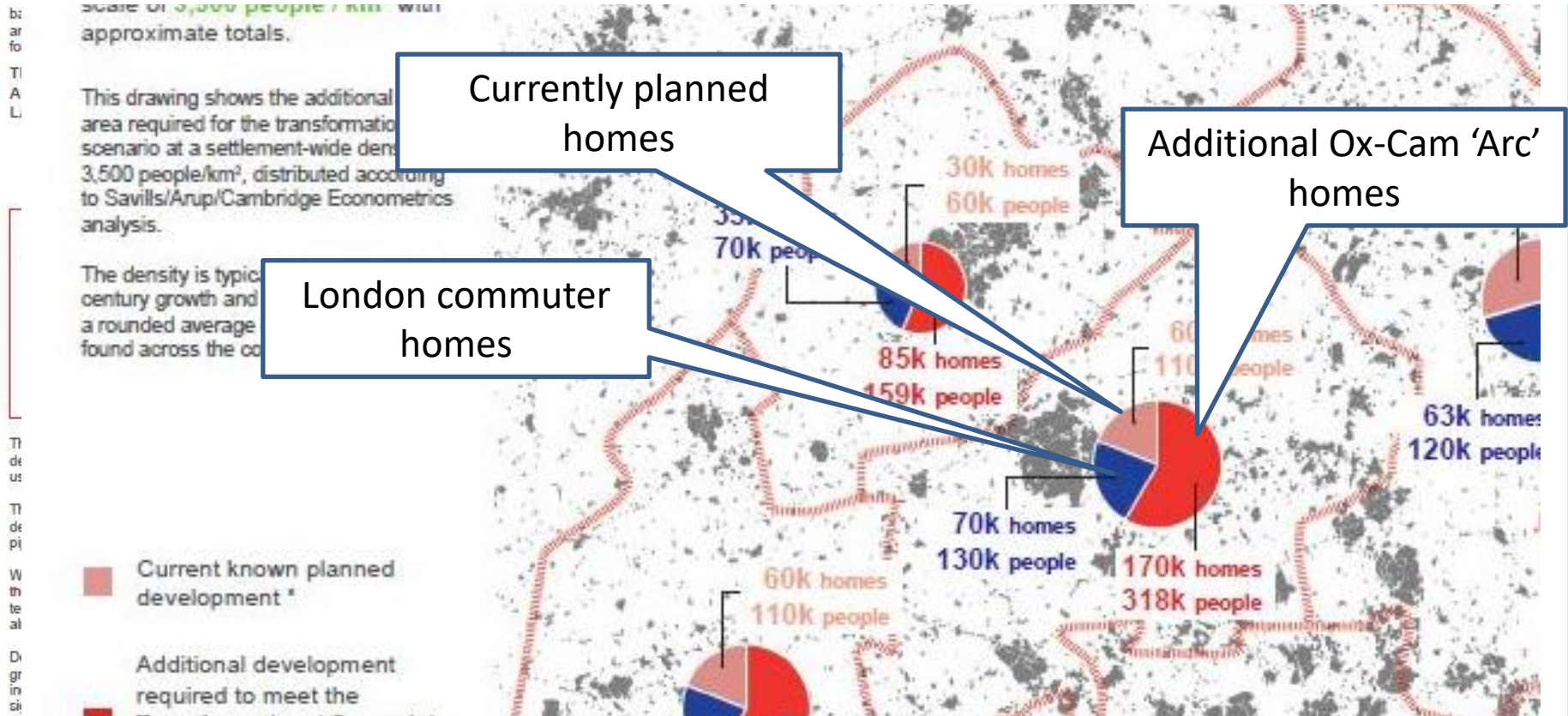
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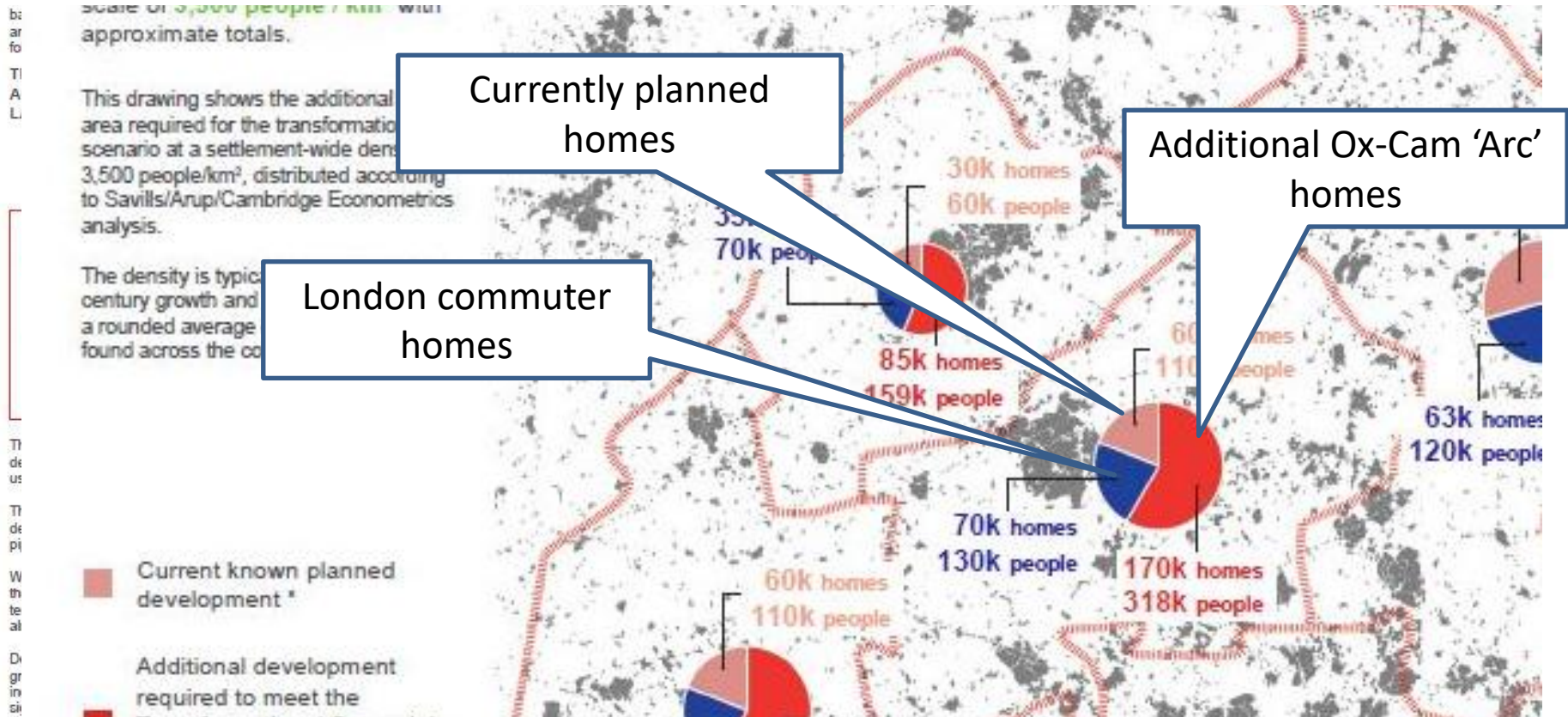
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Bucks' proportionate share of 170,000 expressway houses would be 82,000



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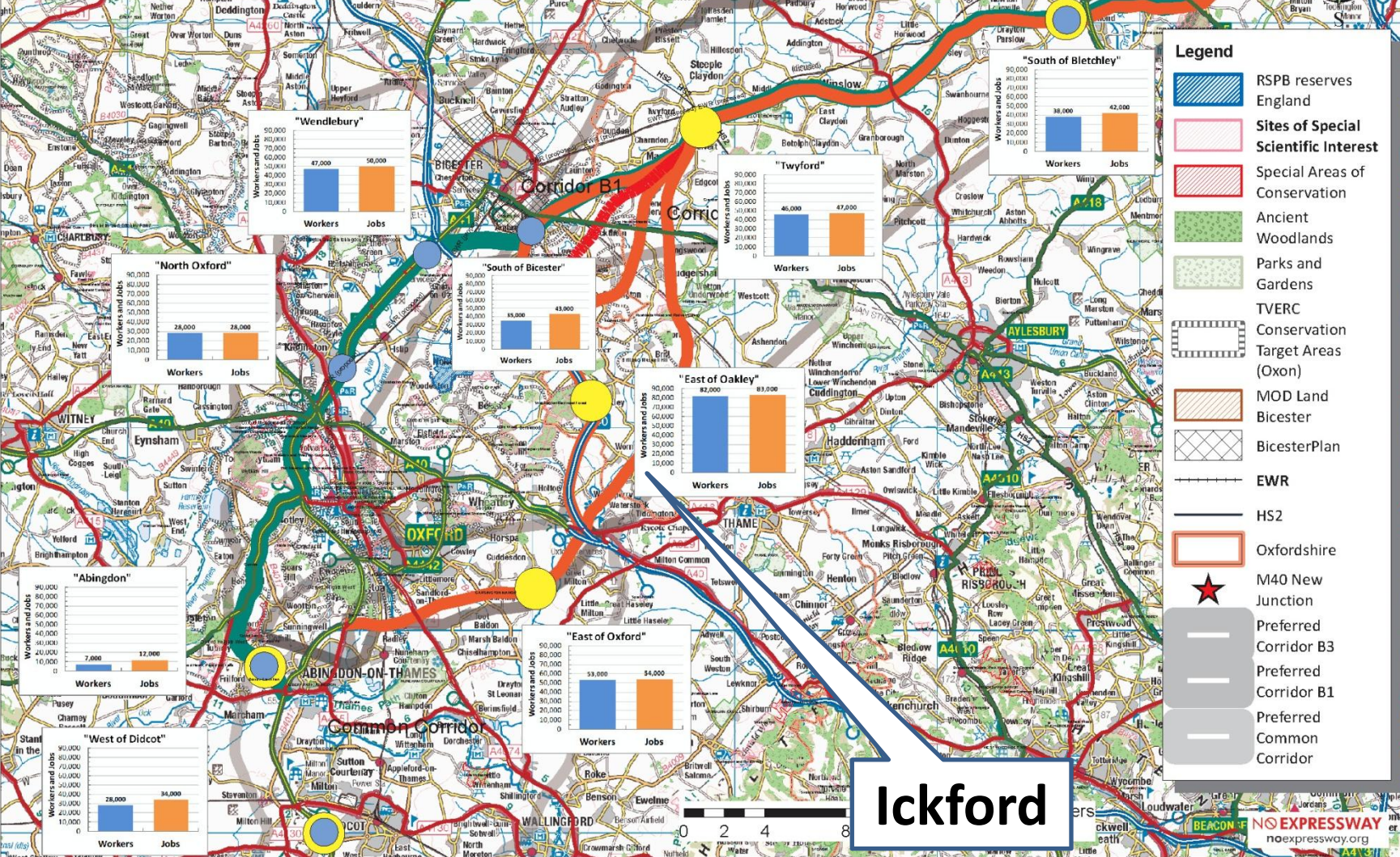


Bucks' proportionate share of 170,000 expressway houses would be 82,000

So, even with no more Local Plan growth, Aylesbury Vale and MK will grow by 65% by 2050 (and Oxon by 105%) (national average 16% by 2050)

..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.

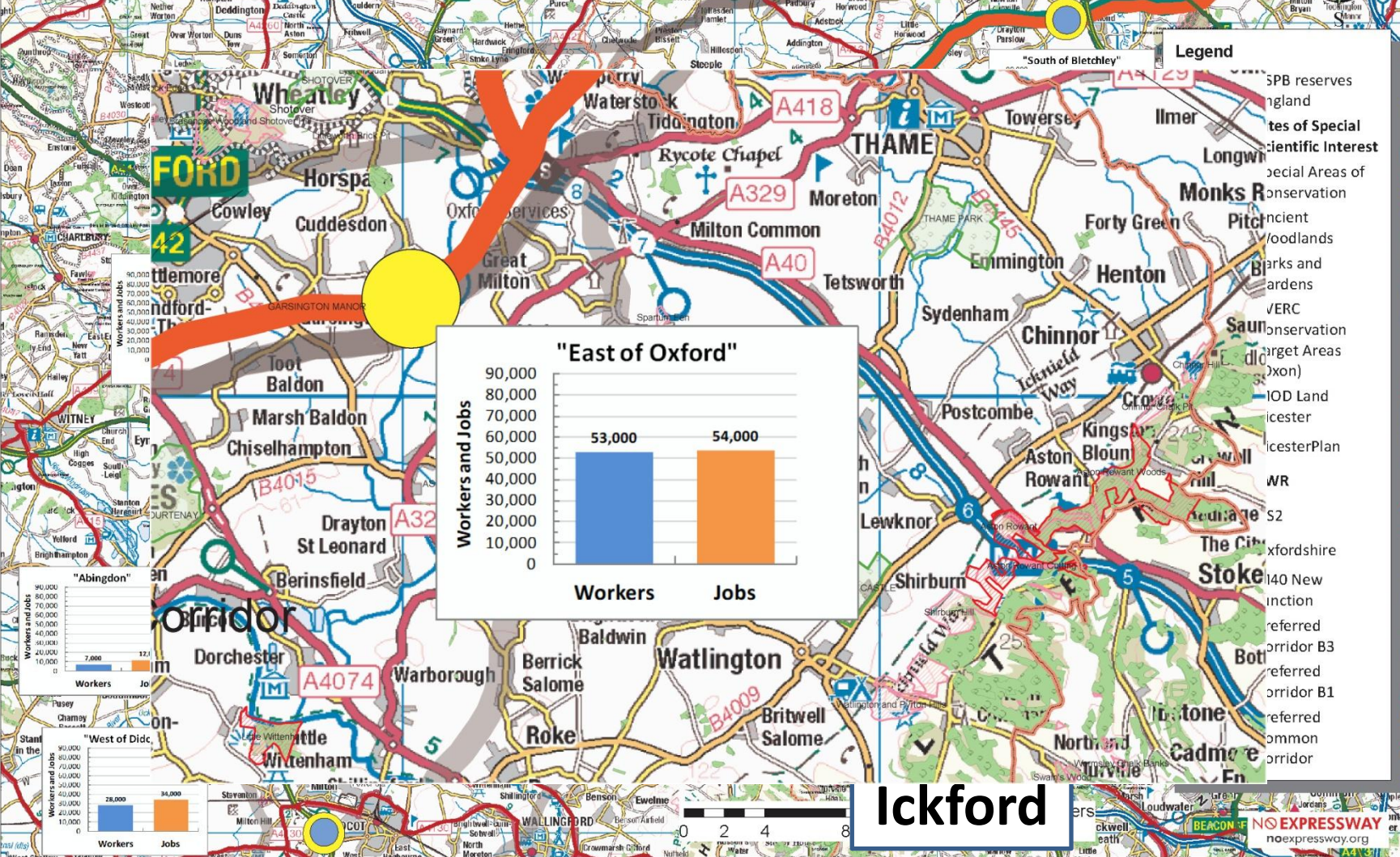


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- Legend**
- RSPB reserves
 - England
 - Sites of Special Scientific Interest
 - Special Areas of Conservation
 - Ancient Woodlands
 - Parks and Gardens
 - TVERC
 - Conservation Target Areas (Oxon)
 - MOD Land
 - Bicester
 - BicesterPlan
 - EWR
 -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

Option B1, 53,000 workers/42,000 new houses East of Oxford ?

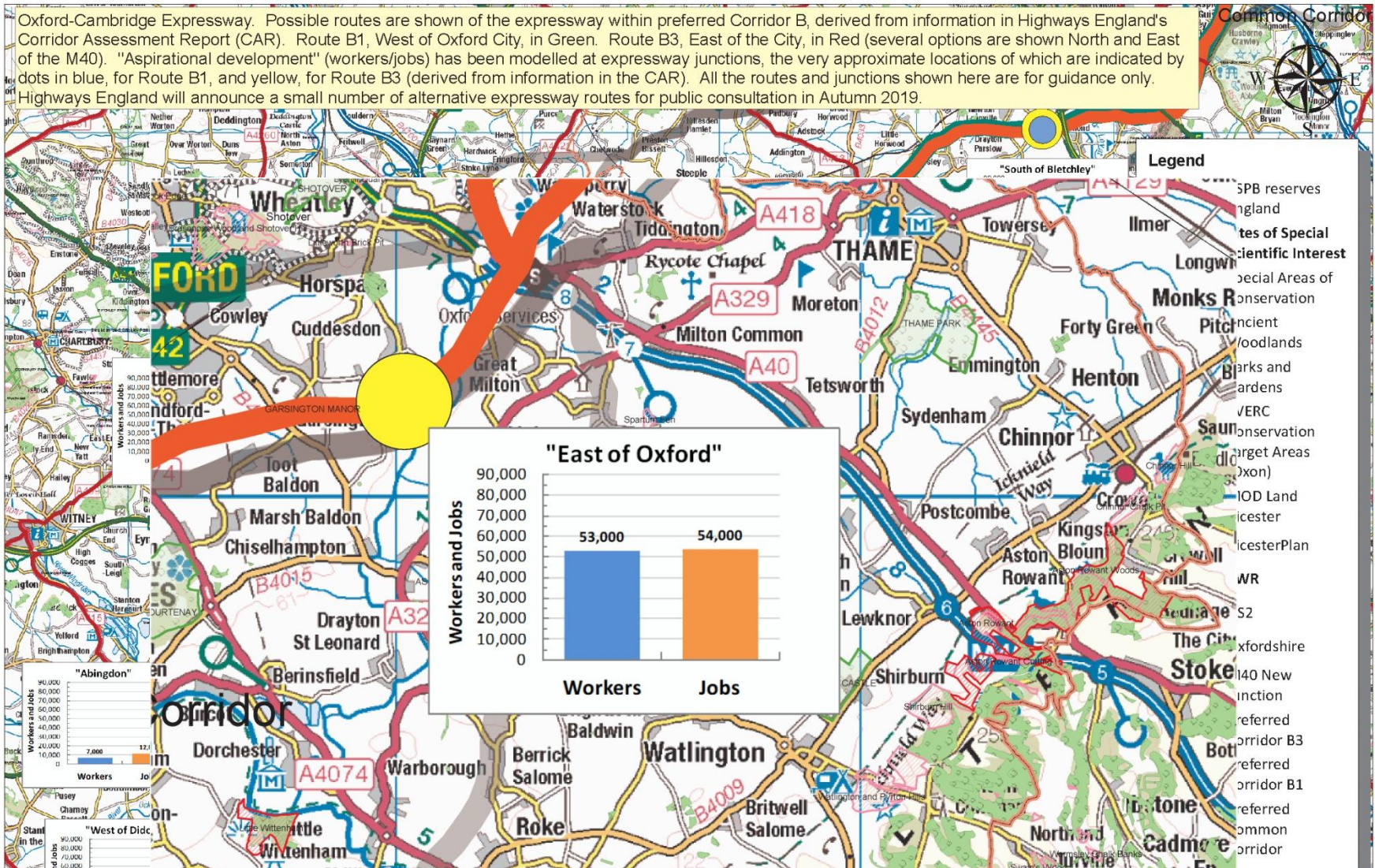
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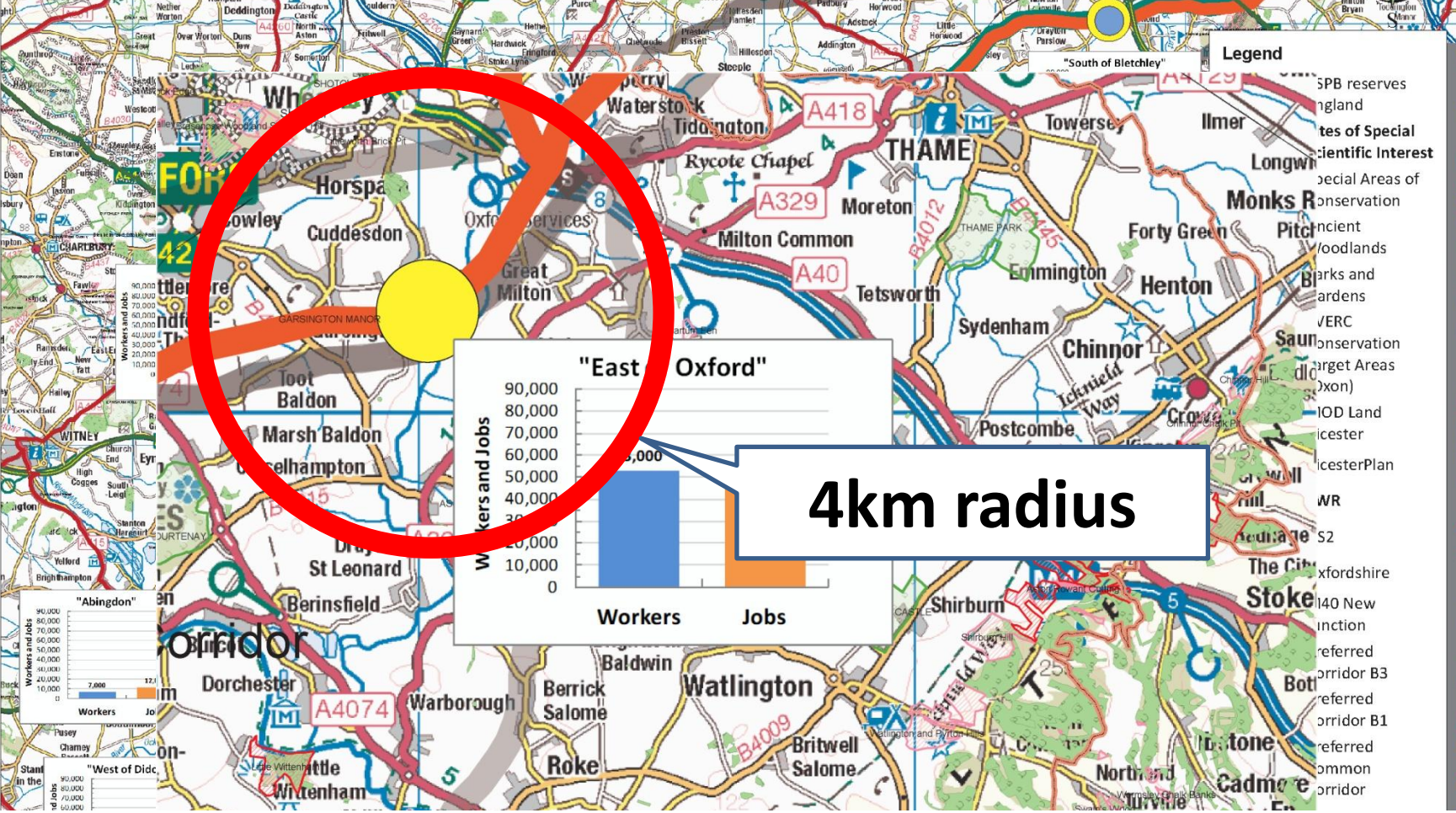


That's 97,200 people (Bicester 32,789, Oxford 154,600)

2017 figures

Option B1, 53,000 workers/42,000 new houses East of Oxford ?

Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East of the M40). "Aspirational development" (workers/jobs) has been modelled at expressway junctions, the very approximate locations of which are indicated by dots in blue, for Route B1, and yellow, for Route B3 (derived from information in the CAR). All the routes and junctions shown here are for guidance only. Highways England will announce a small number of alternative expressway routes for public consultation in Autumn 2019.

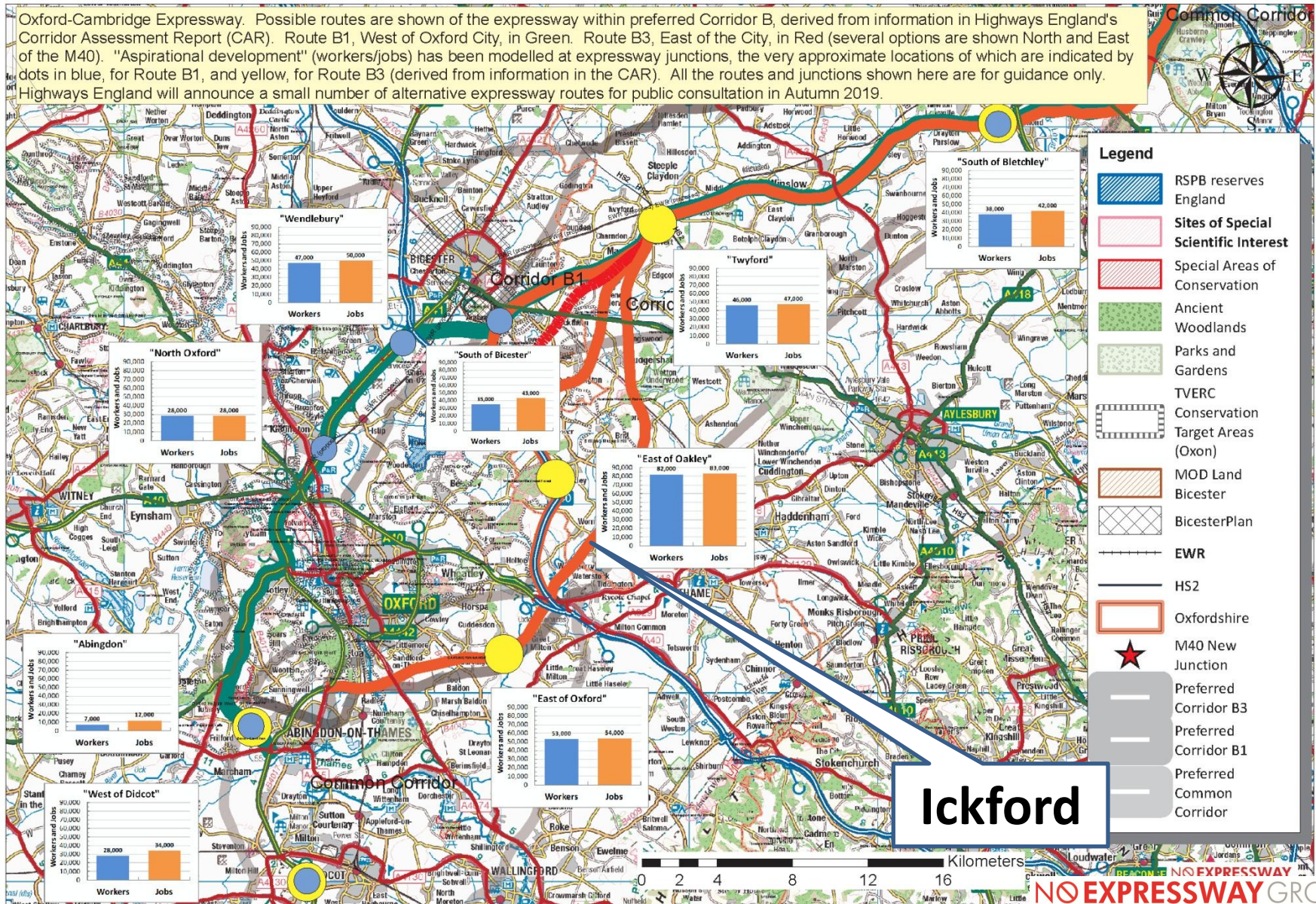


That's 97,200 people (Bicester 32,789, Oxford 154,600)

2017 figures

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

Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East of the M40). "Aspirational development" (workers/jobs) has been modelled at expressway junctions, the very approximate locations of which are indicated by dots in blue, for Route B1, and yellow, for Route B3 (derived from information in the CAR). All the routes and junctions shown here are for guidance only. Highways England will announce a small number of alternative expressway routes for public consultation in Autumn 2019.

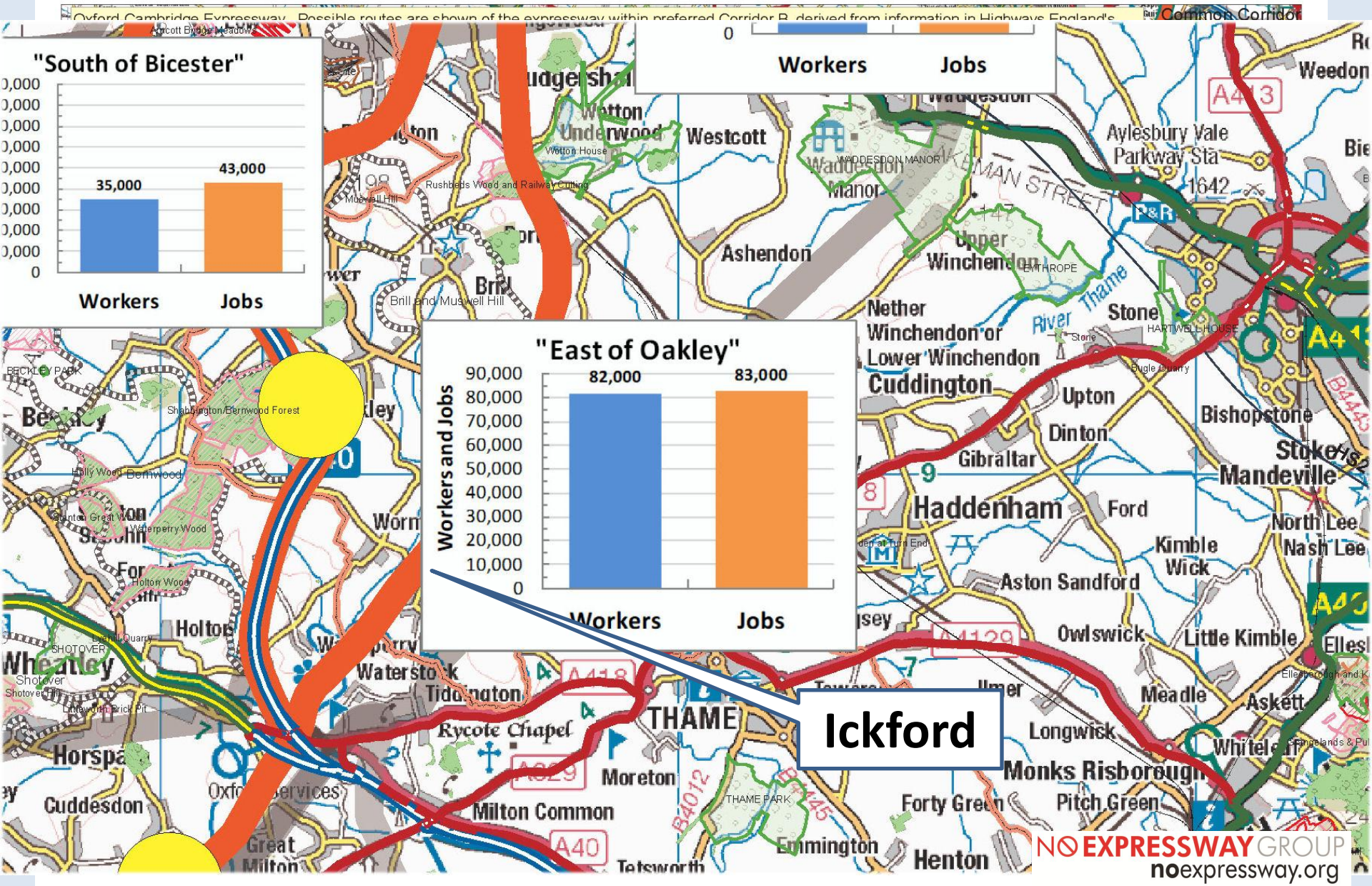


Legend

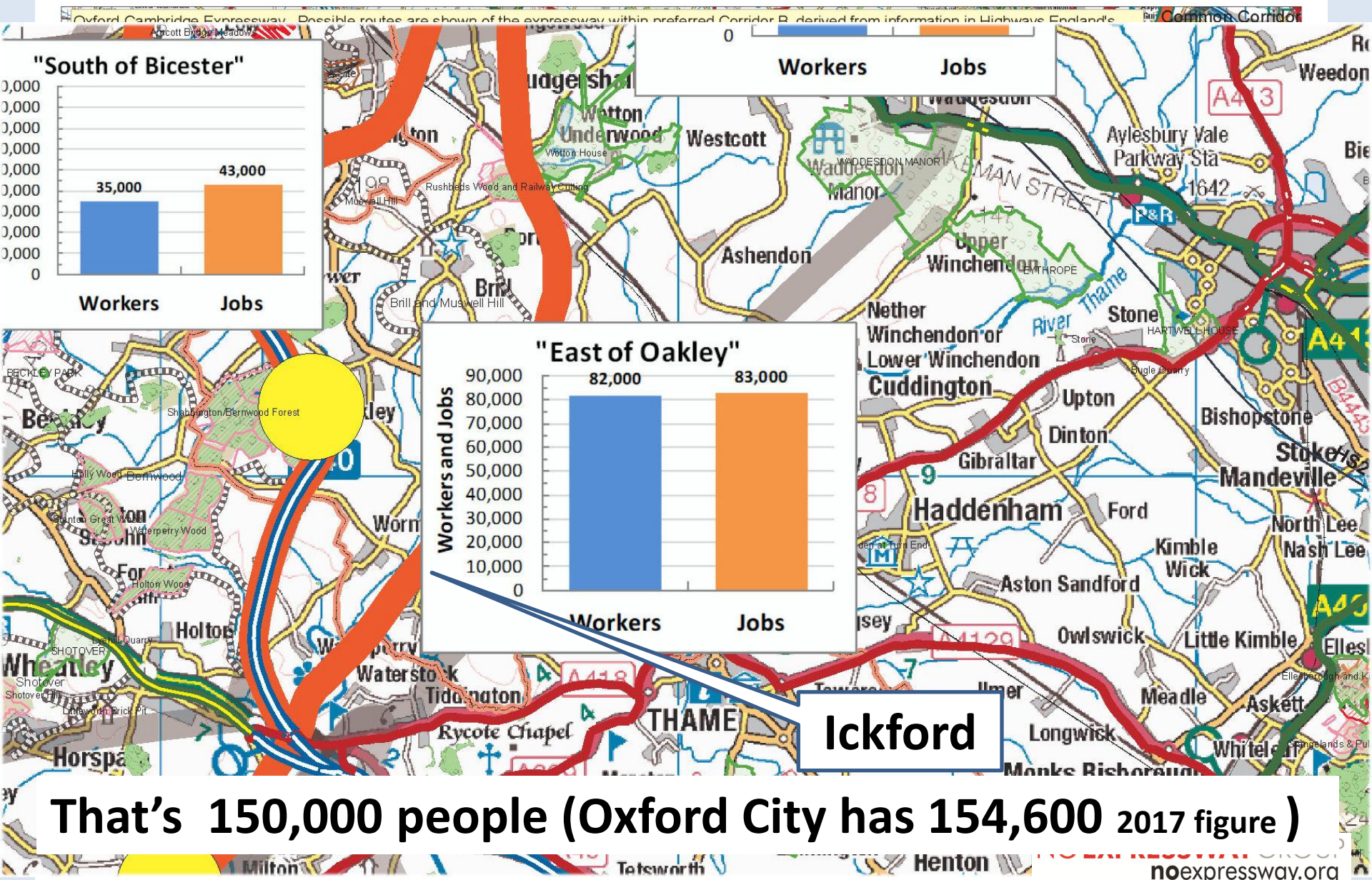
- RSPB reserves
- England
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodlands
- Parks and Gardens
- TVERC
- Conservation Target Areas (Oxon)
- MOD Land
- Bicester
- BicesterPlan
- EWR
- HS2
- Oxfordshire
- M40 New Junction
- Preferred Corridor B3
- Preferred Corridor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

Ickford

..the same again 'East of Oakley' 82,000 workers, 83,000 houses

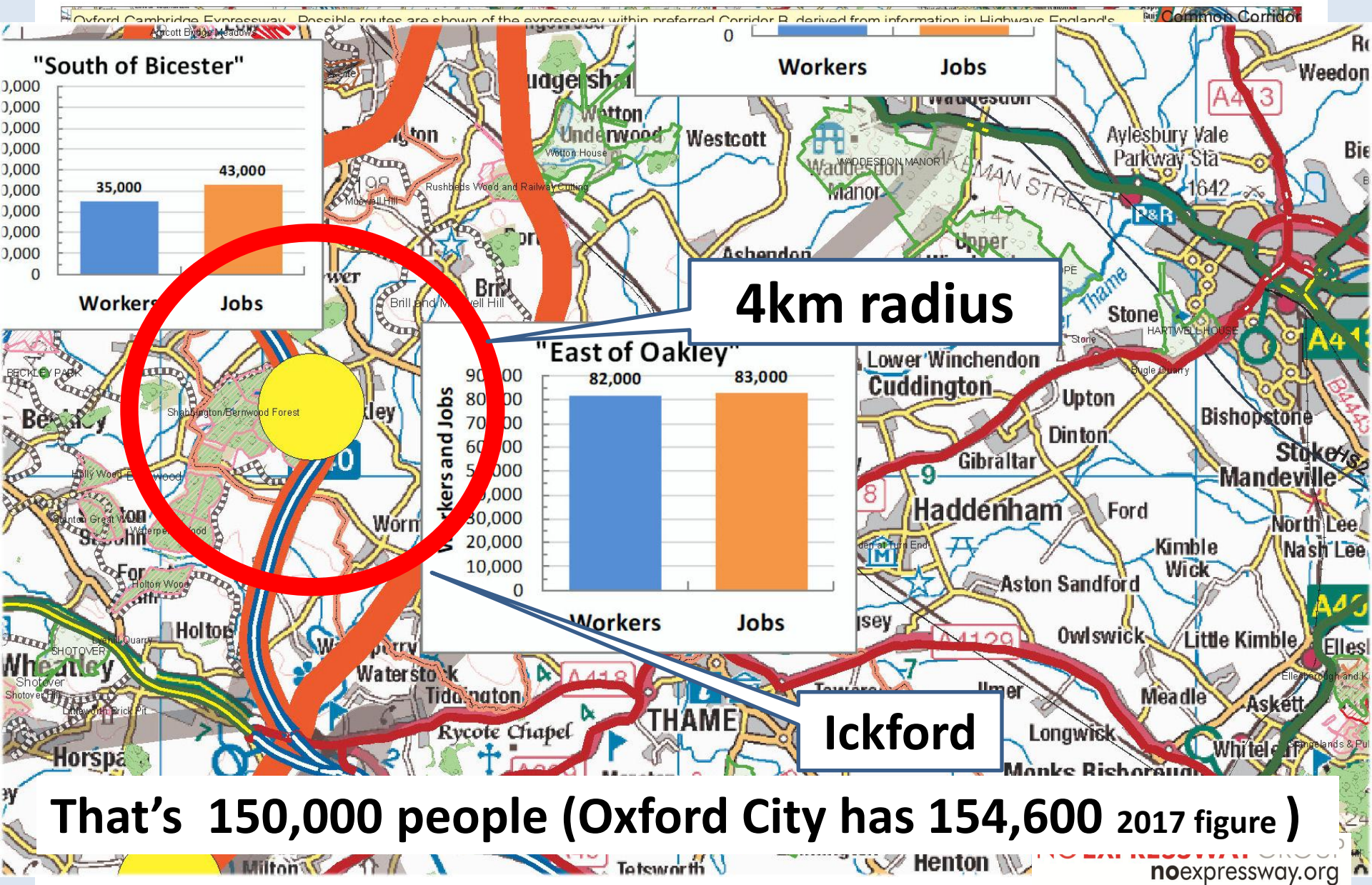


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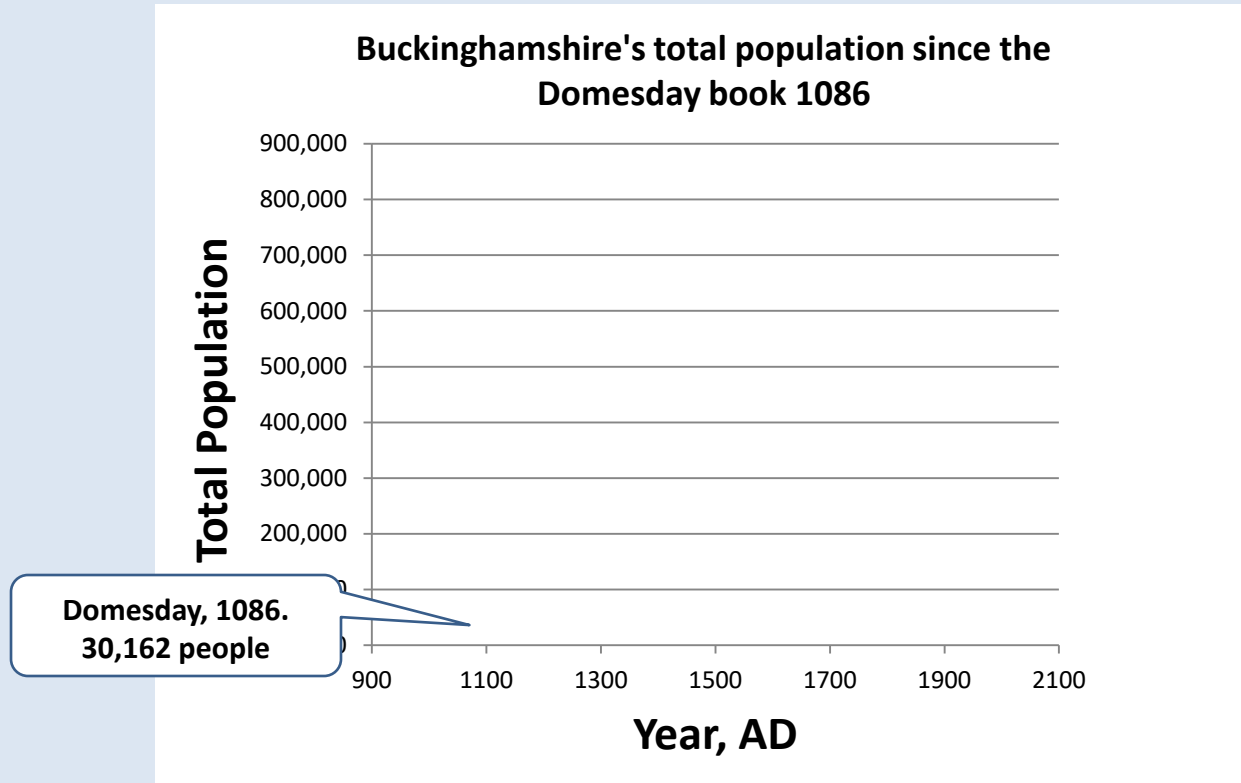


That's 150,000 people (Oxford City has 154,600 2017 figure)

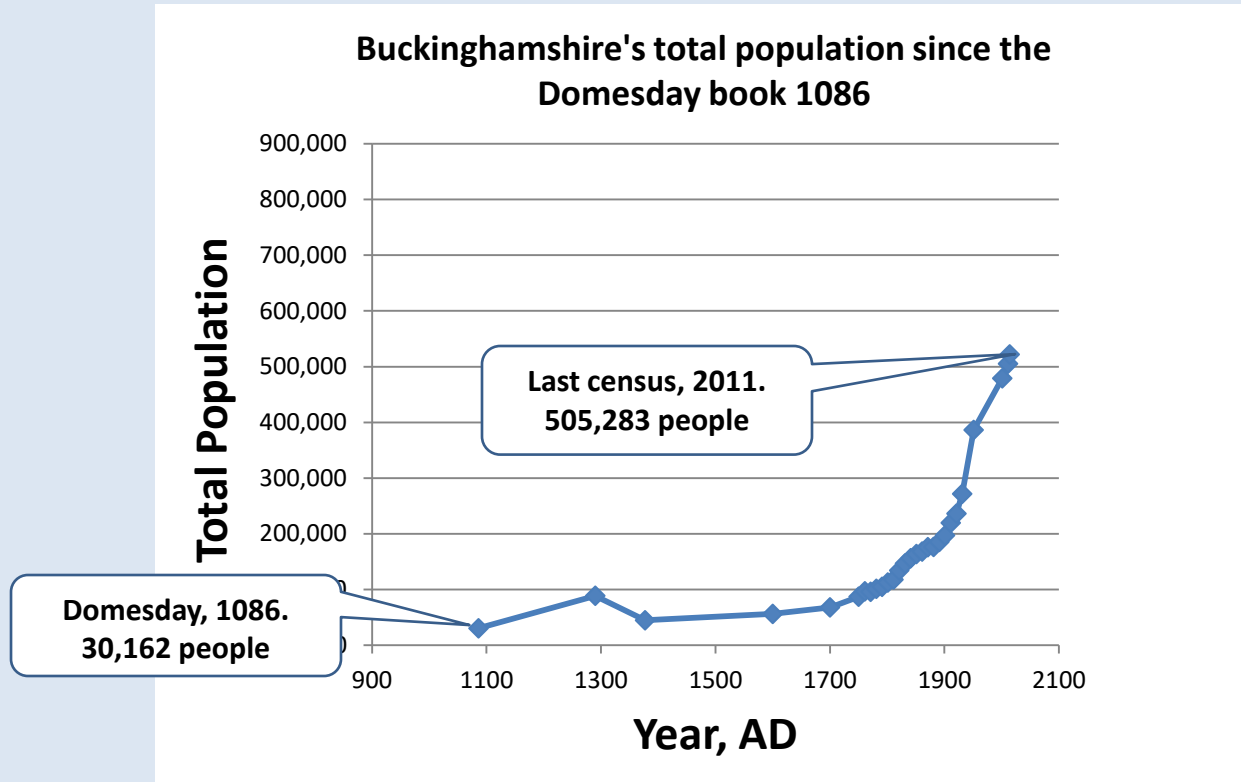
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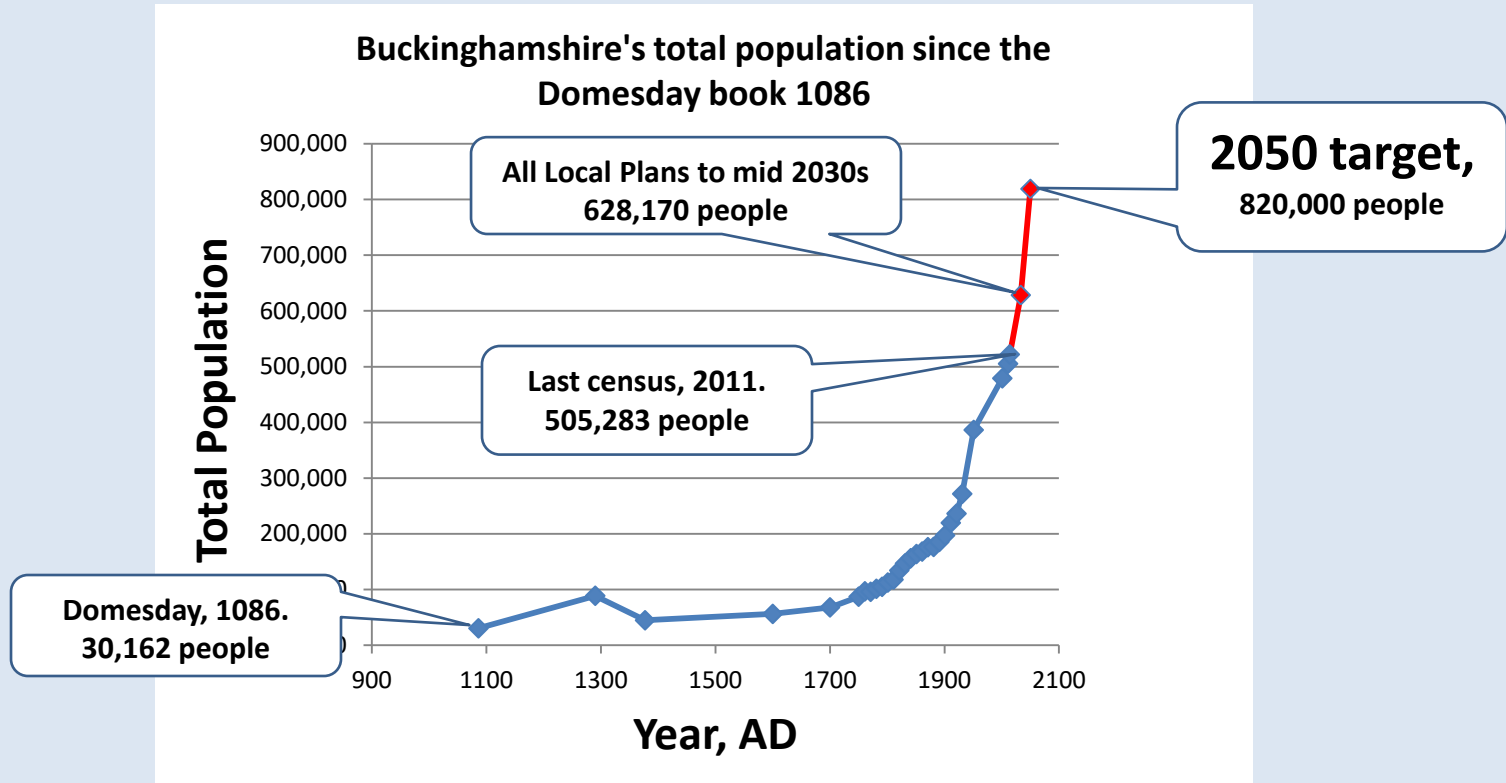
Buckinghamshire's past, and proposed growth to 2050



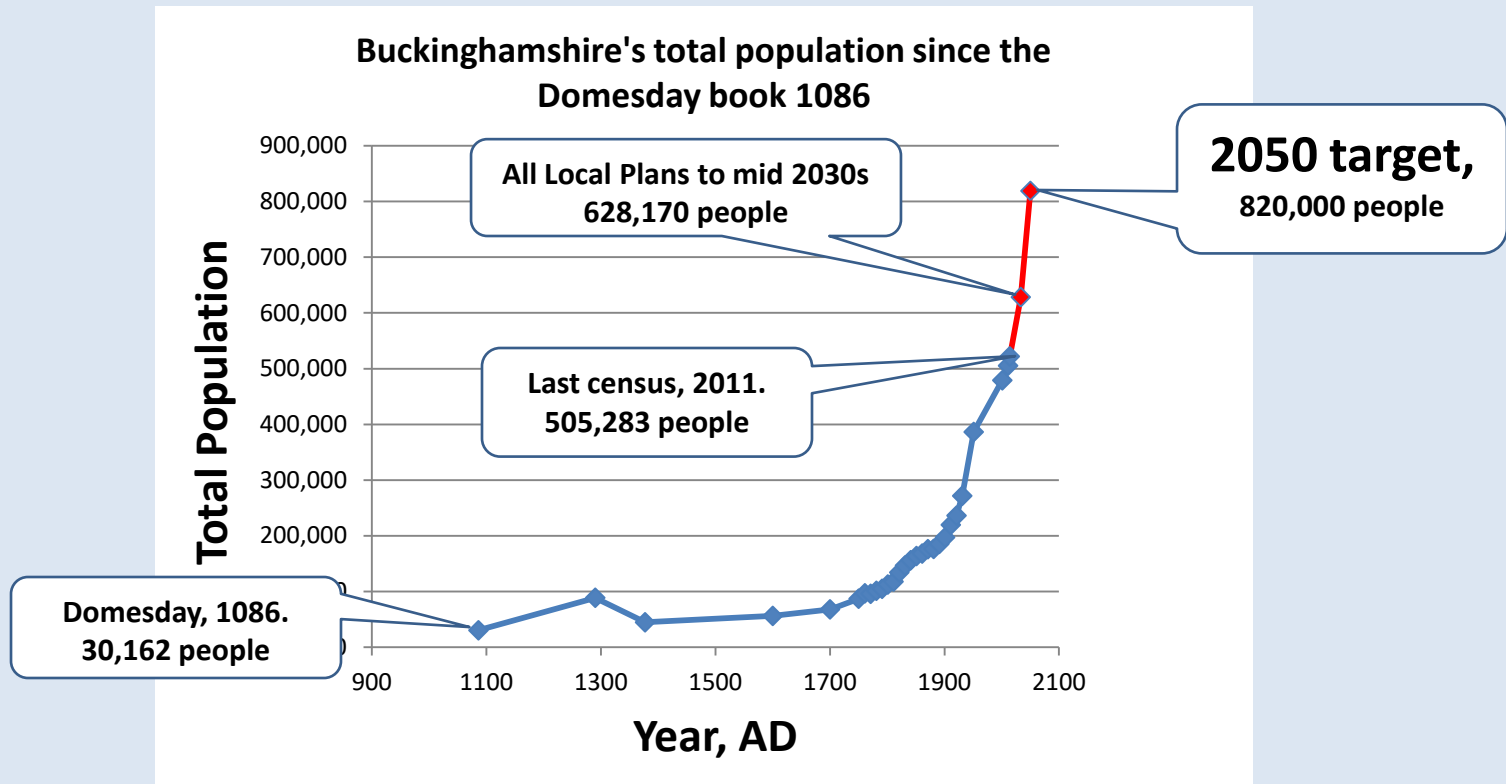
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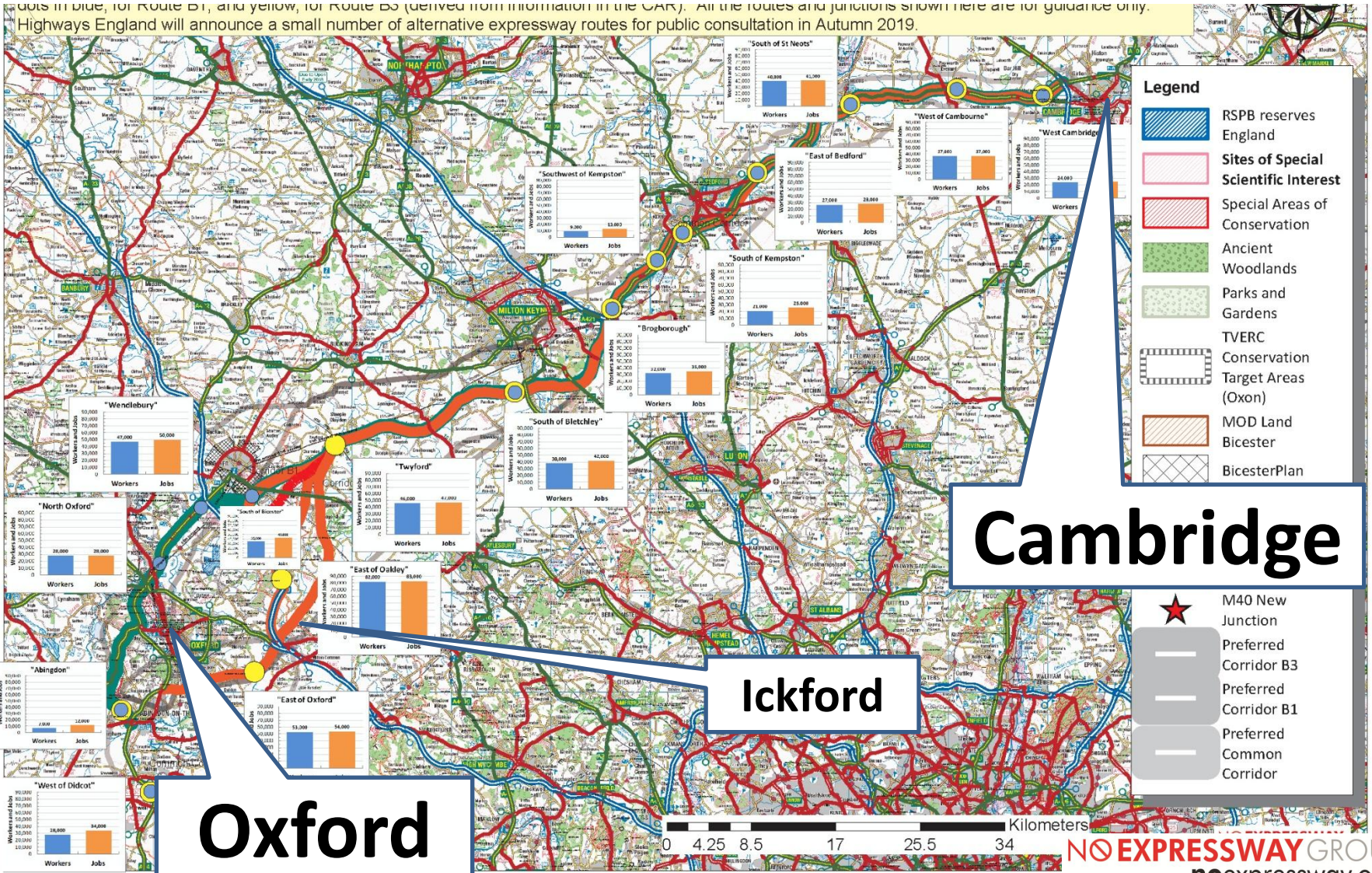
Buckinghamshire's past, and proposed growth to 2050



Are there really no limits to growth?

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

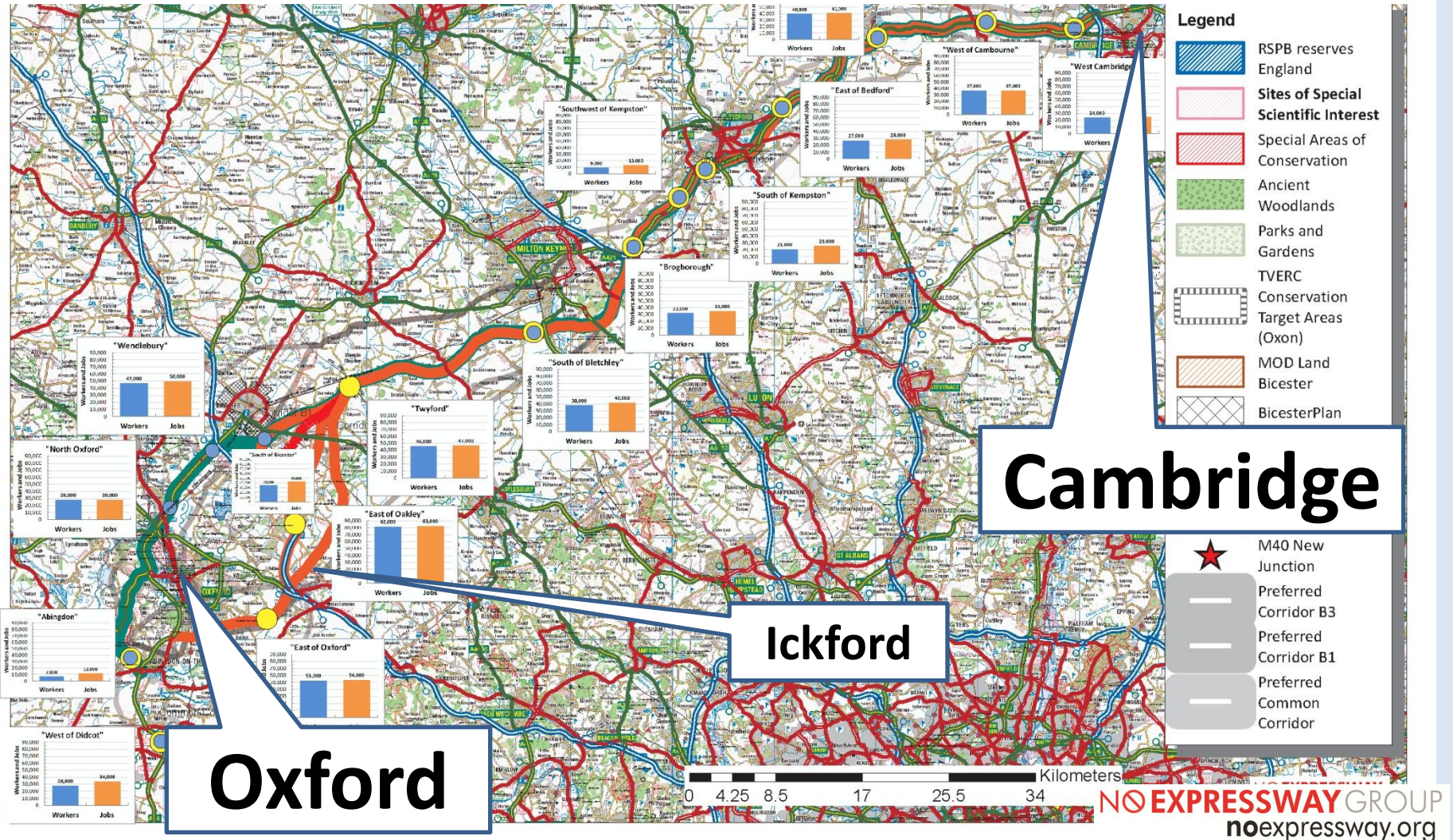
Highways England proposes 360,000 new houses enabled by the Expressway



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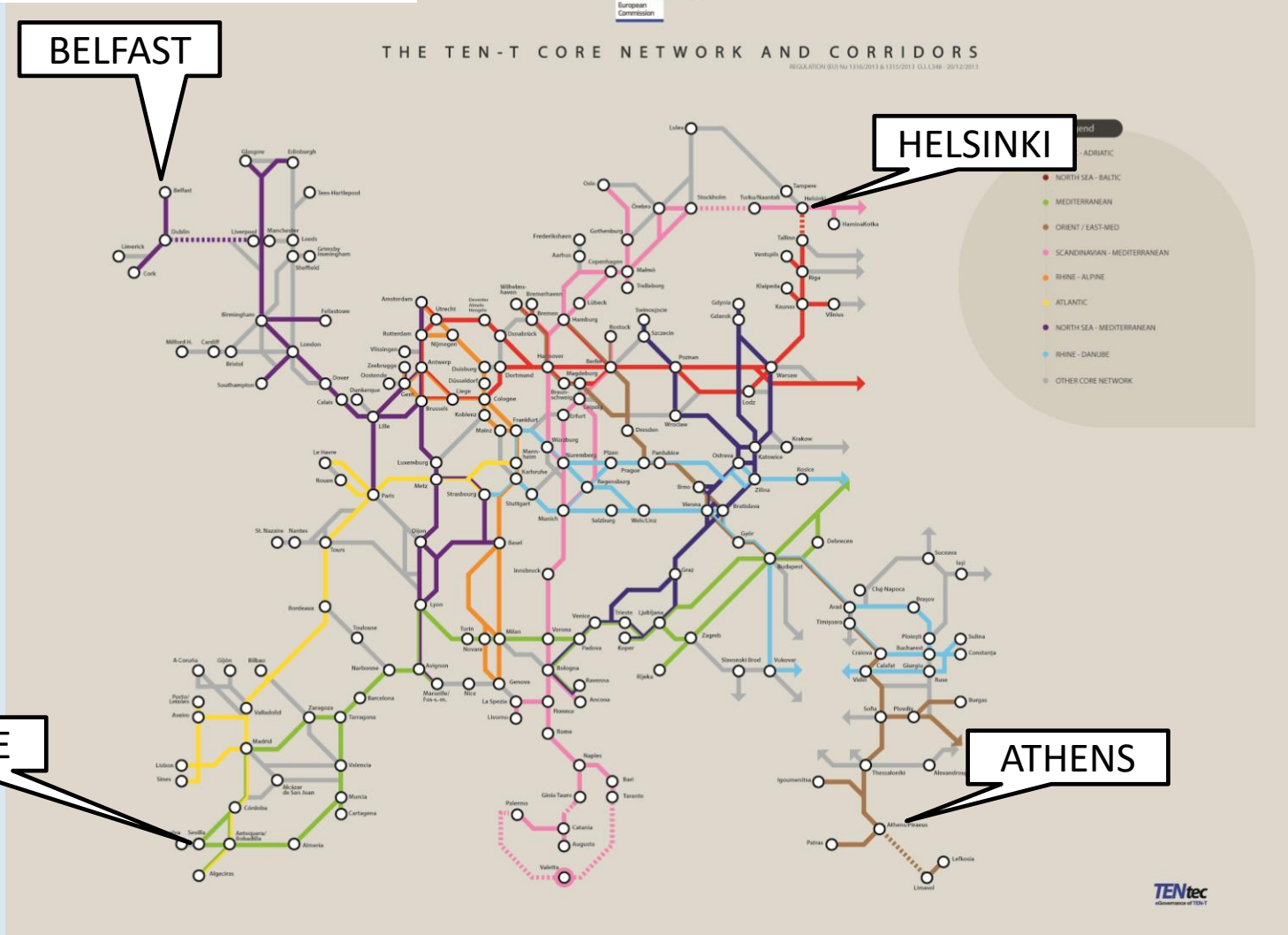
Highways England proposes 360,000 new houses enabled by the Expressway

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



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

TENtec Freight Network



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

TENtec Freight Network





Southampton

Felixstowe

London

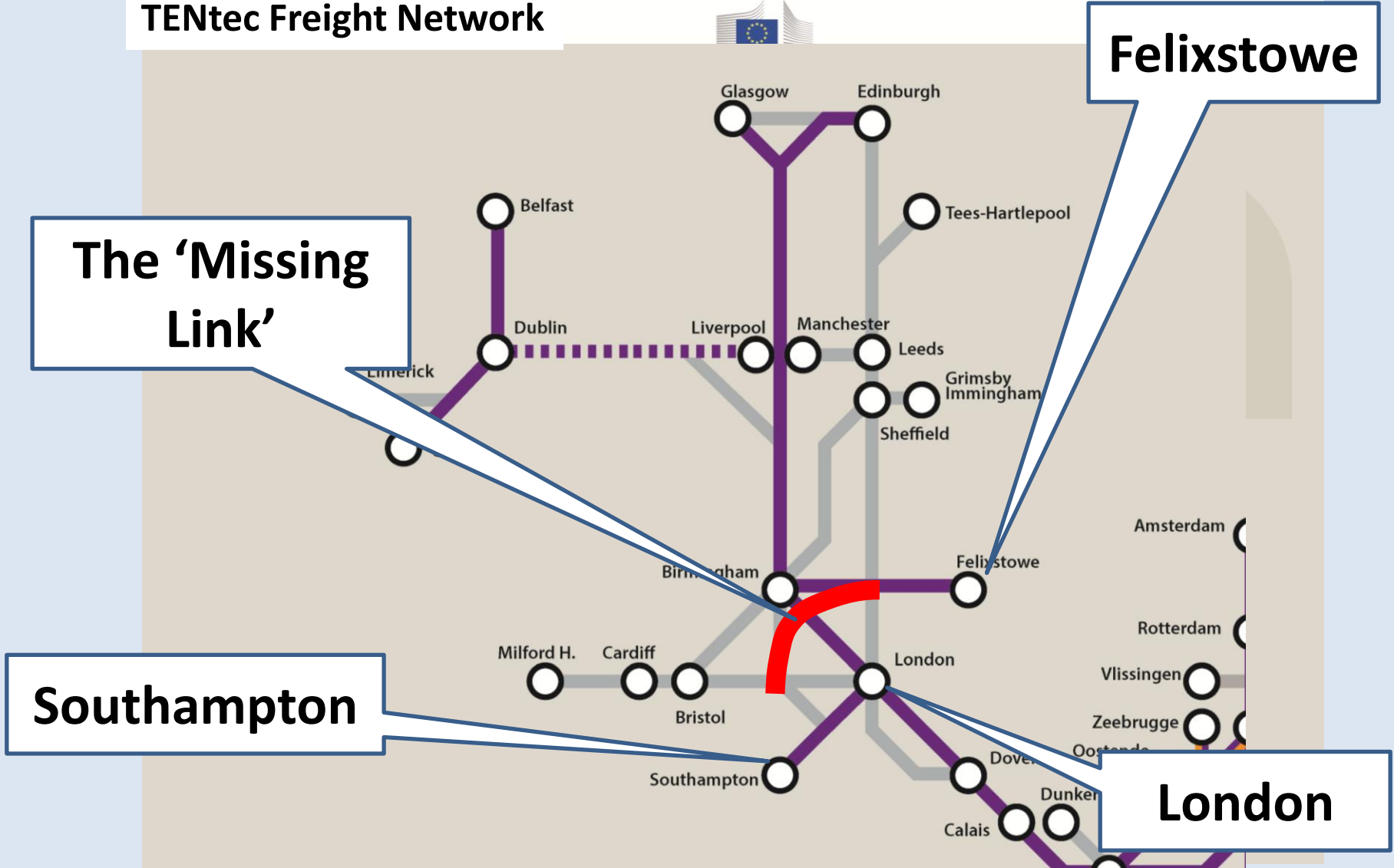
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network


noexpressway.org

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

TENtec Freight Network



Felixstowe

The 'Missing Link'

Southampton

London

TENtec Trans European Transport Network

= North Sea – Mediterranean
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noexpressway.org

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

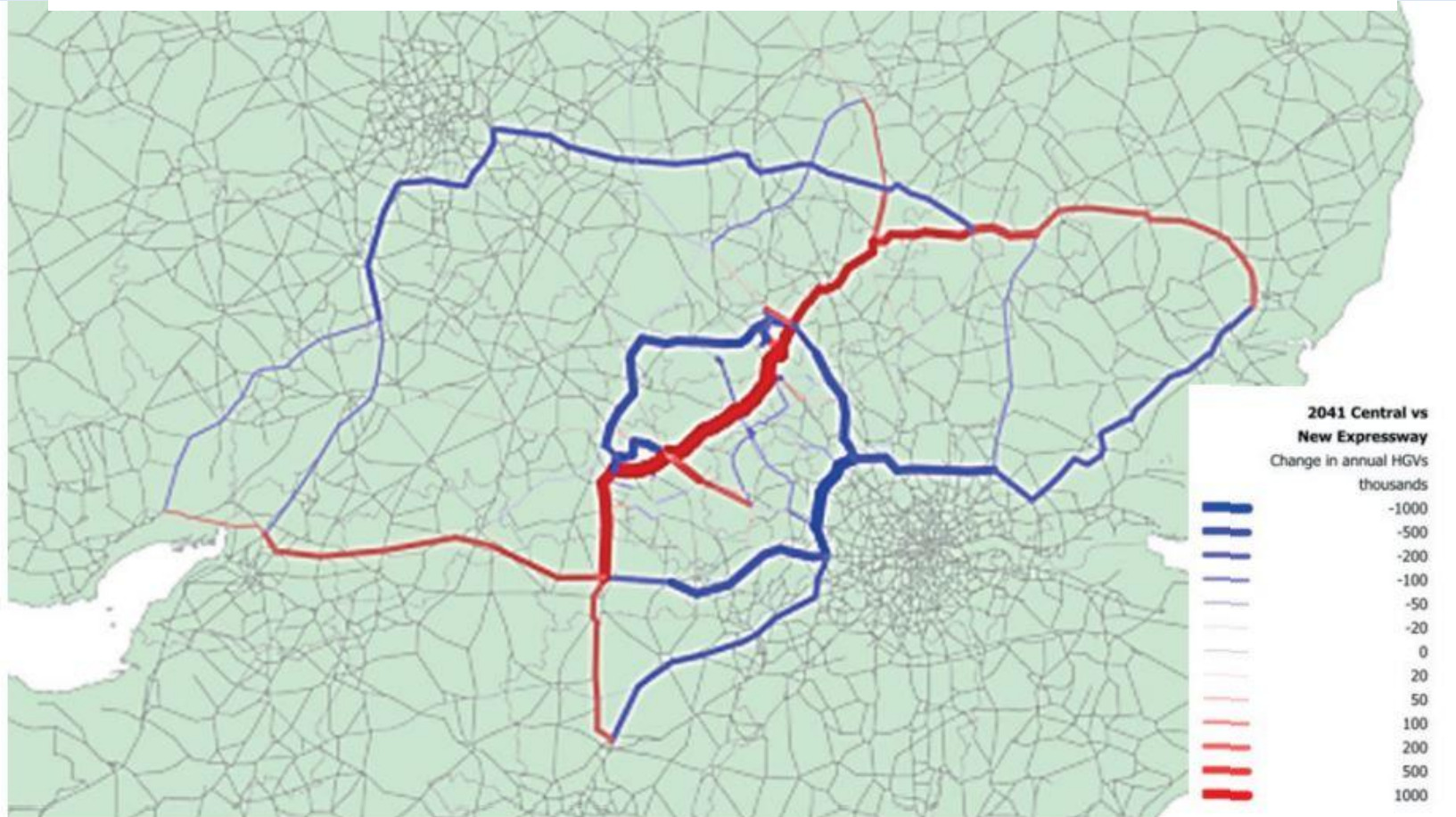


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

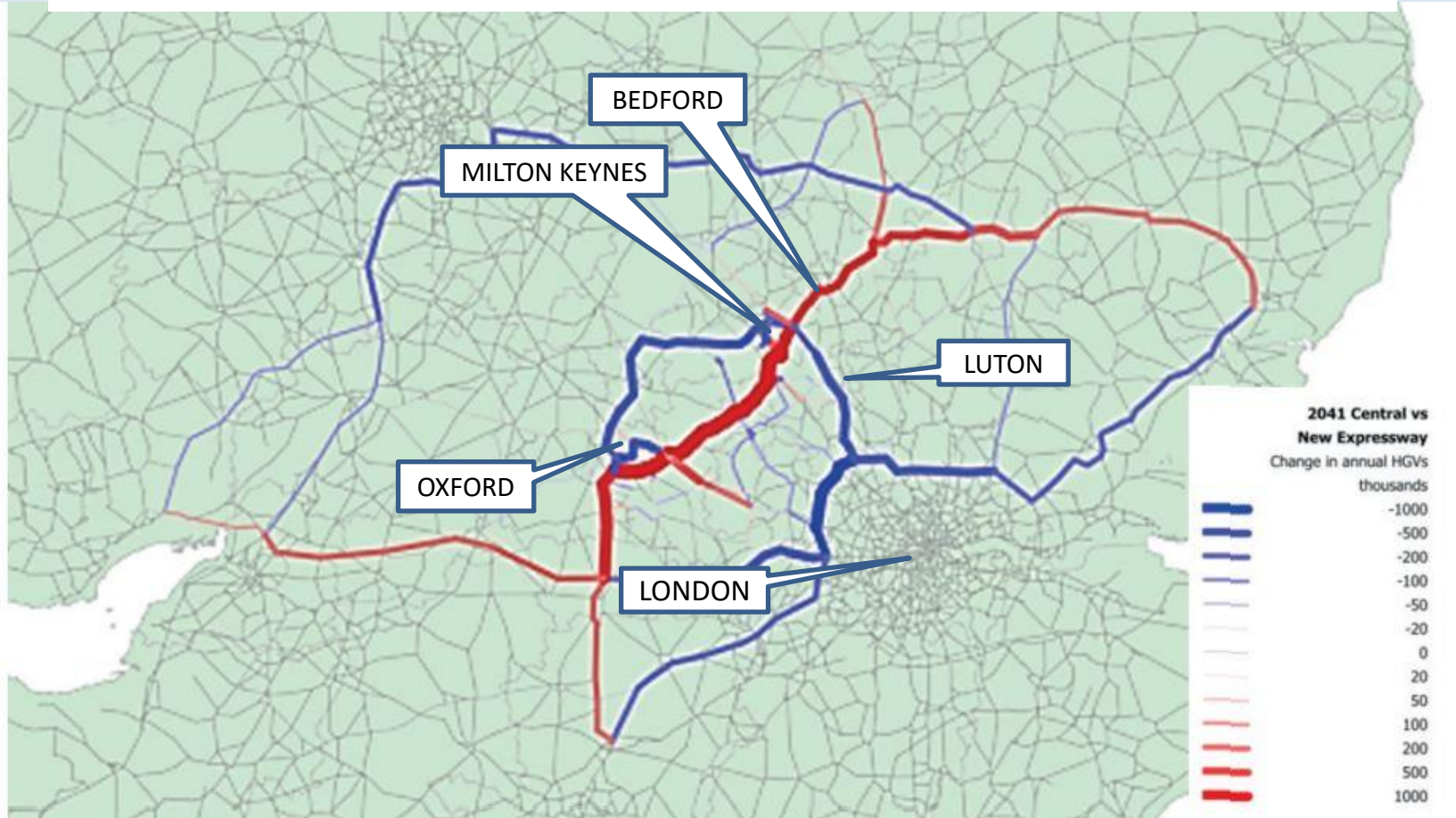


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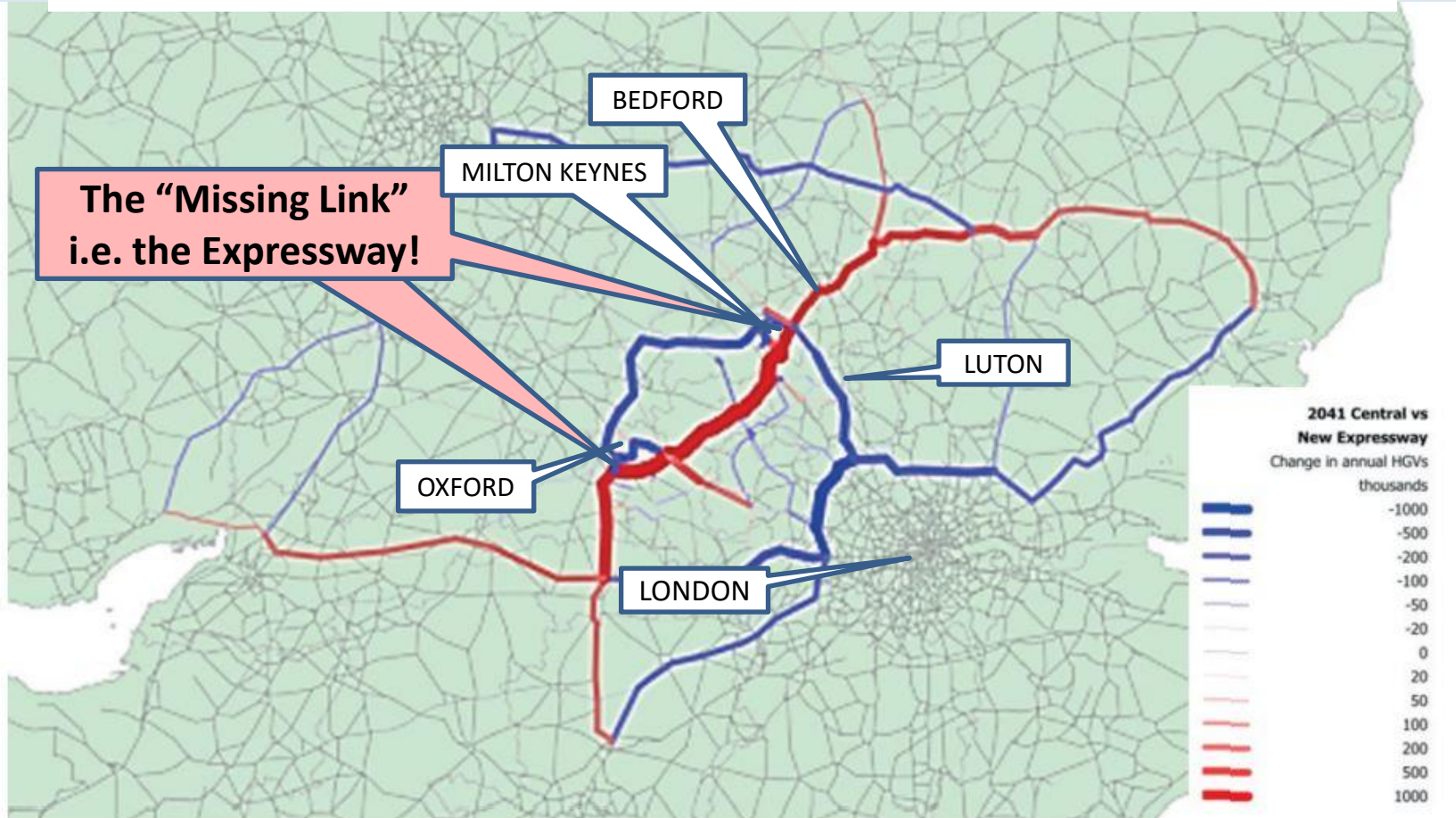


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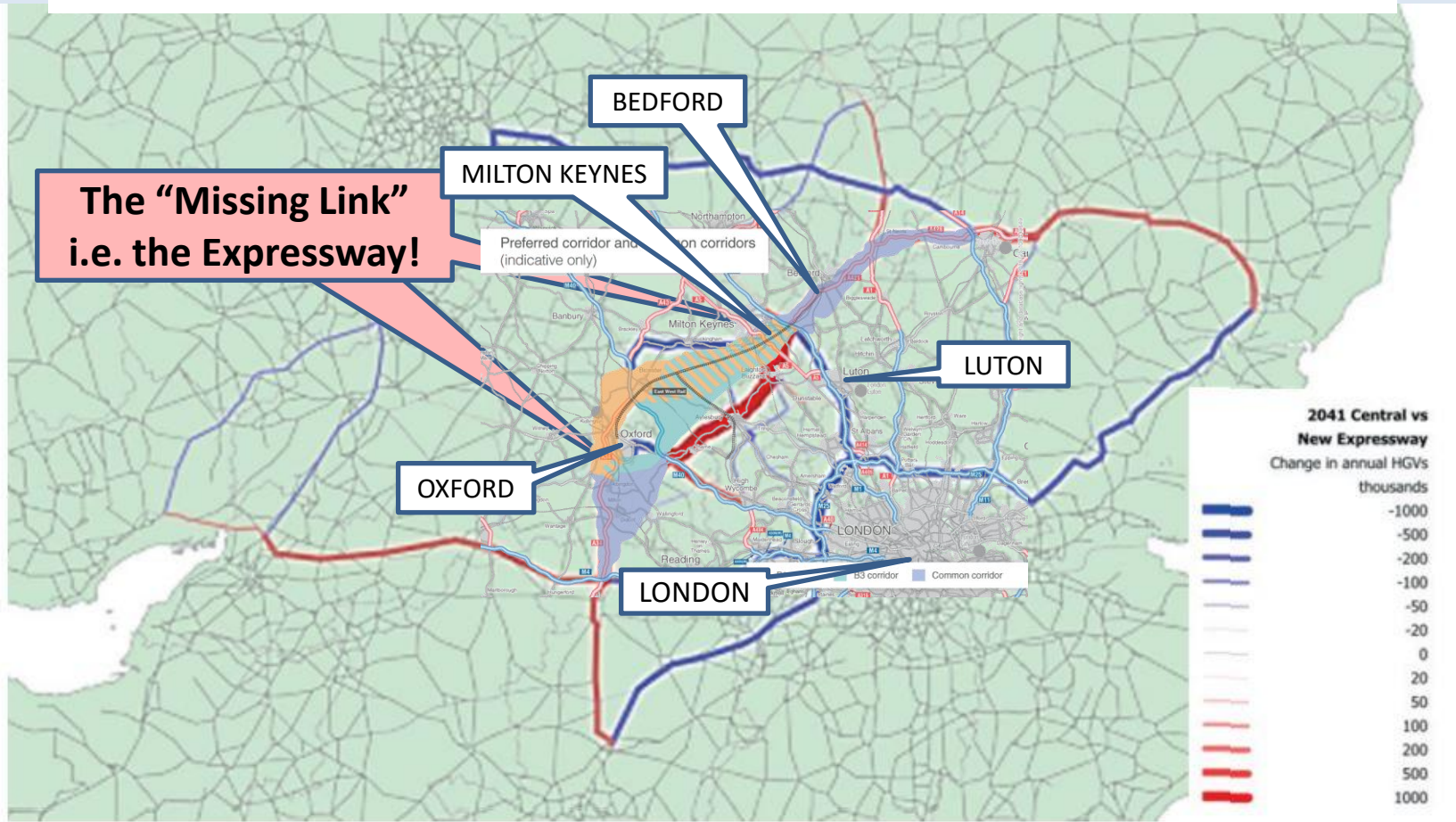


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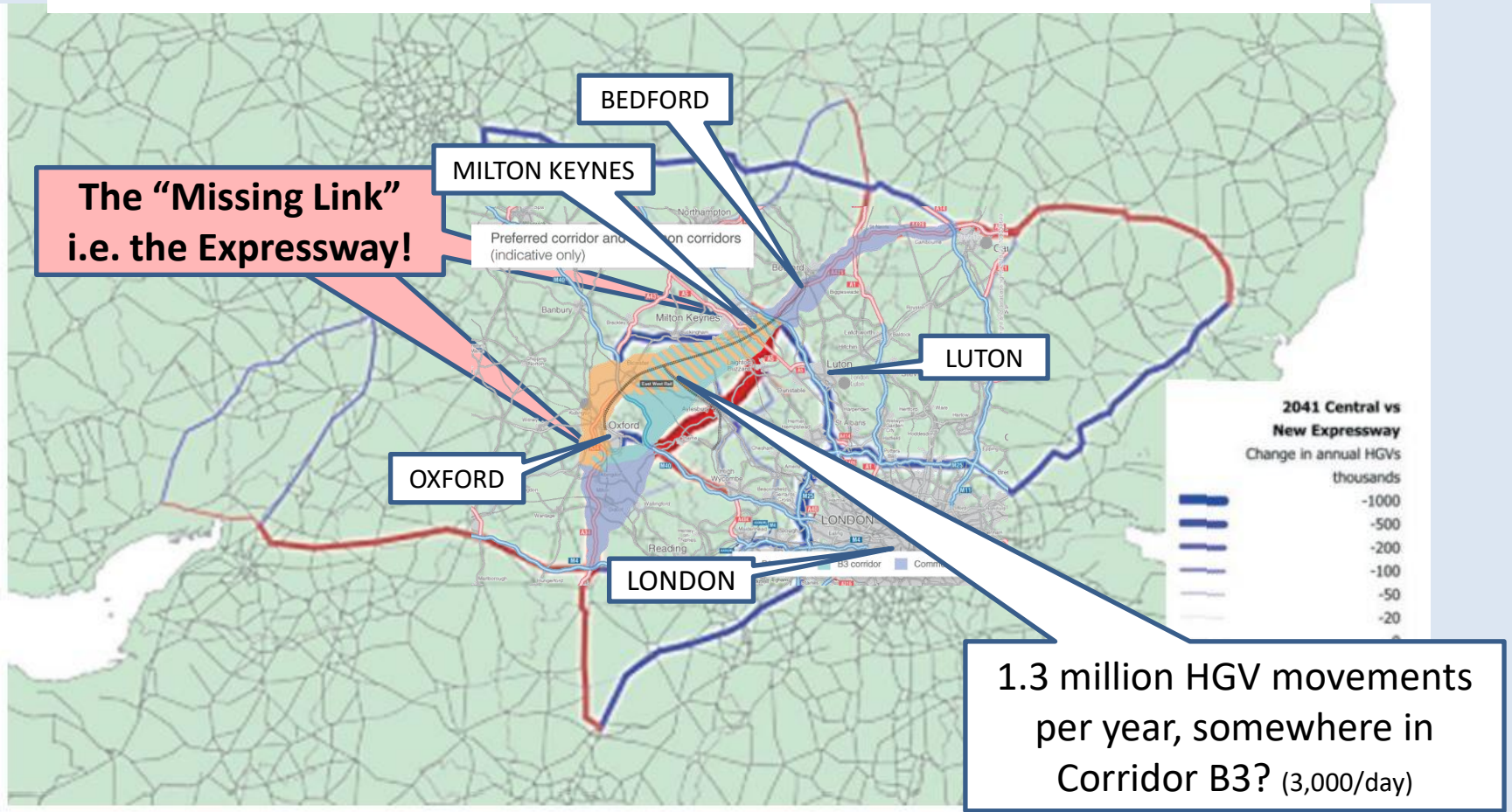


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So, why haven't we been consulted so far?

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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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**



no EXPRESSWAY GROUP
noexpressway.org

AstraZeneca 



BRITISH AMERICAN
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centrica

DIAGEO



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
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Standing up for your countryside

DIAGEO



NHS
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NHS Trust



Friends of
the Earth



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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.**

ale

**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.

KS
1



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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6) If you double a population in 30 years.....



It will be difficult to create a 'sense of place' for the newcomers... and....

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The No Expressway Group Campaign



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

What's Next – Impact of General Election

NEG launches “candidate challenge”



What's Next – Impact of General Election

What's Next – Impact of General Election

The Ox-Cam Expressway is now a General Election issue!

1. **Conservative Party** – pledged to “review as a priority” the Expressway (Ox to M1), 20th November

BUT Grant Shapps confirms housing can be delivered anyway

- ***NEG formally requested to be part of any review***

2. **Labour Party** – announce would “scrap Ox-Cam Expressway” (22nd November, reported 25th Nov)

BUT no statement on housing

3. ***NEG writes open letters to Lib Dem, Green & Brexit parties***

What's Next – Impact of General Election

The Ox-Cam Expressway is now a General Election issue!

3. NEG wrote to Transport spokespeople for statements:

- **Green Party**
 - *Cancel the expressway*
 - *Build brown field not green belt*
 - *Build housing supported by public transport*
- **Lib Dem**
 - *Anti; want consultation where people can say “No expressway”*
 - *No statement on housing*
- **Brexit Party – no formal policy**

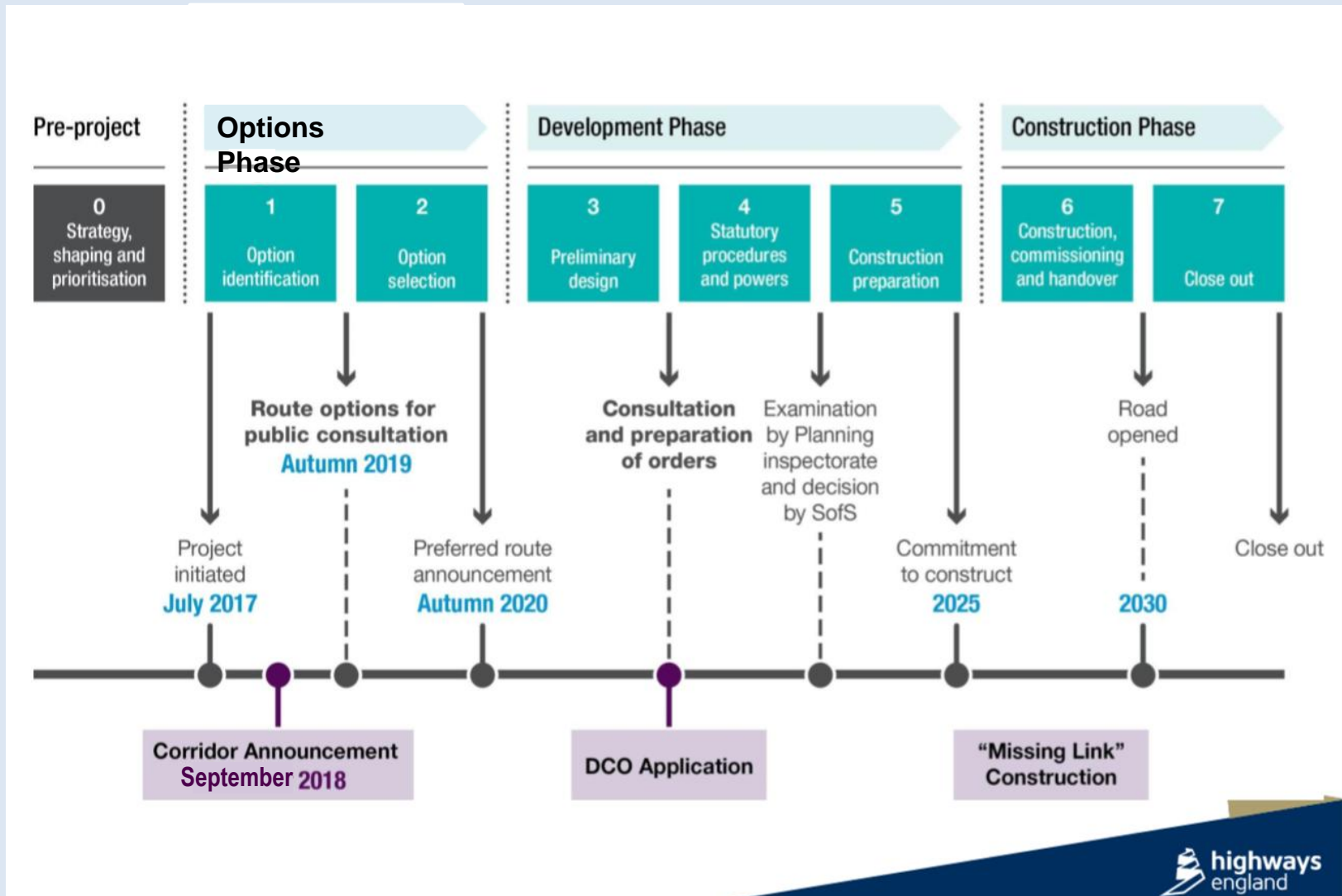
What's Next – Impact of General Election

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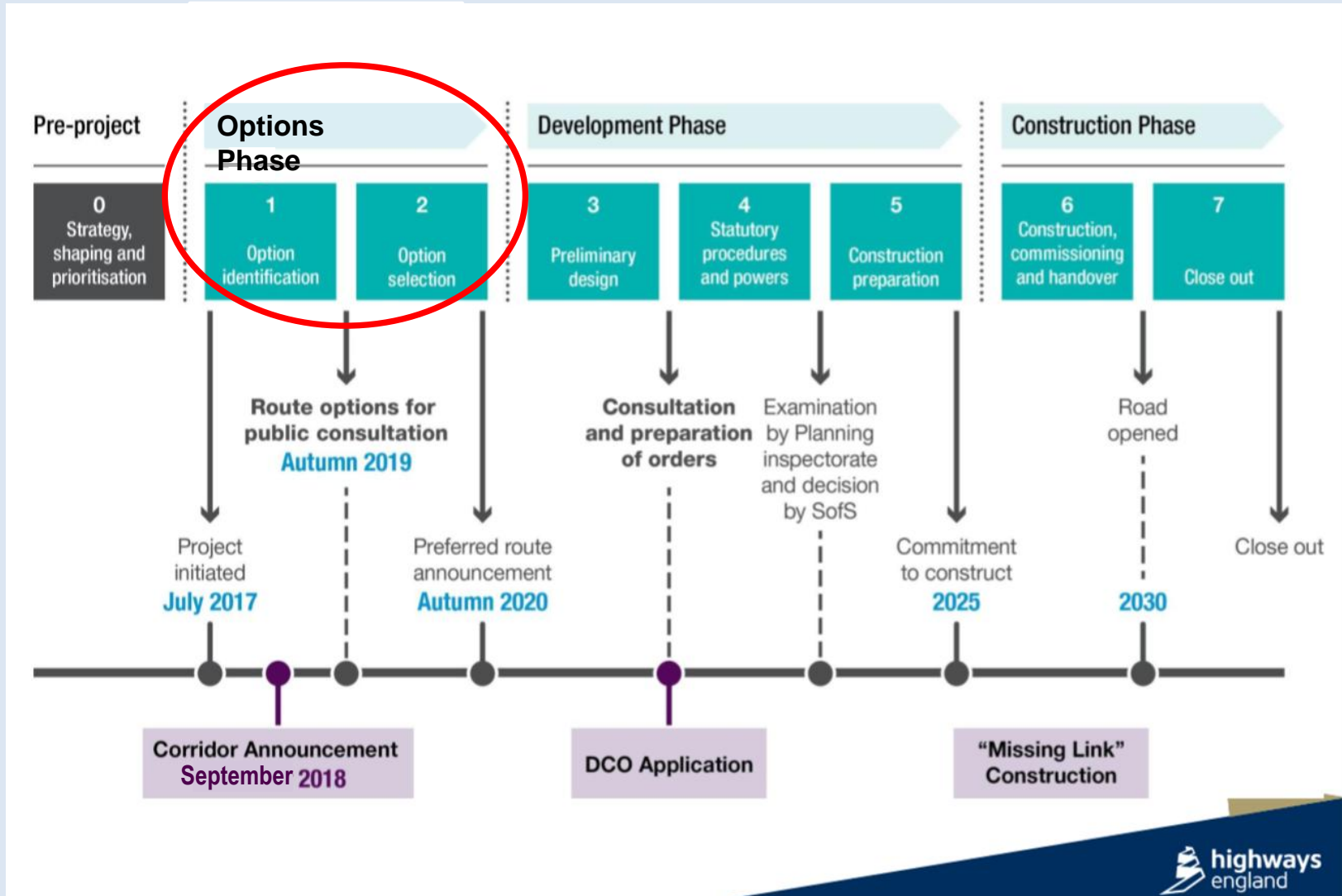
For ALL parties –

- It's not just the Expressway
- Electrification of East-West Rail
- Target of 1 million new houses

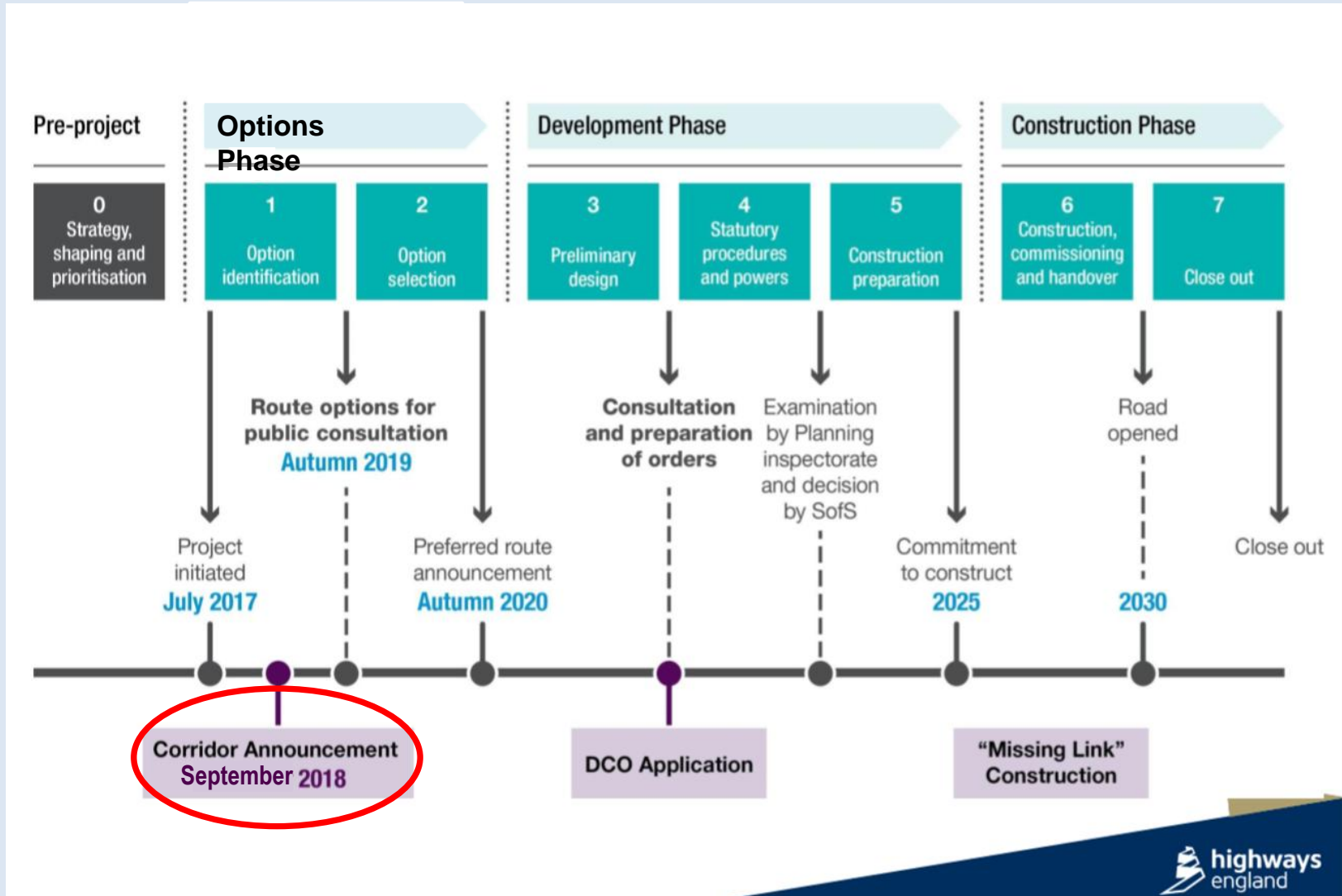
What's Next - Highways England Project Milestones



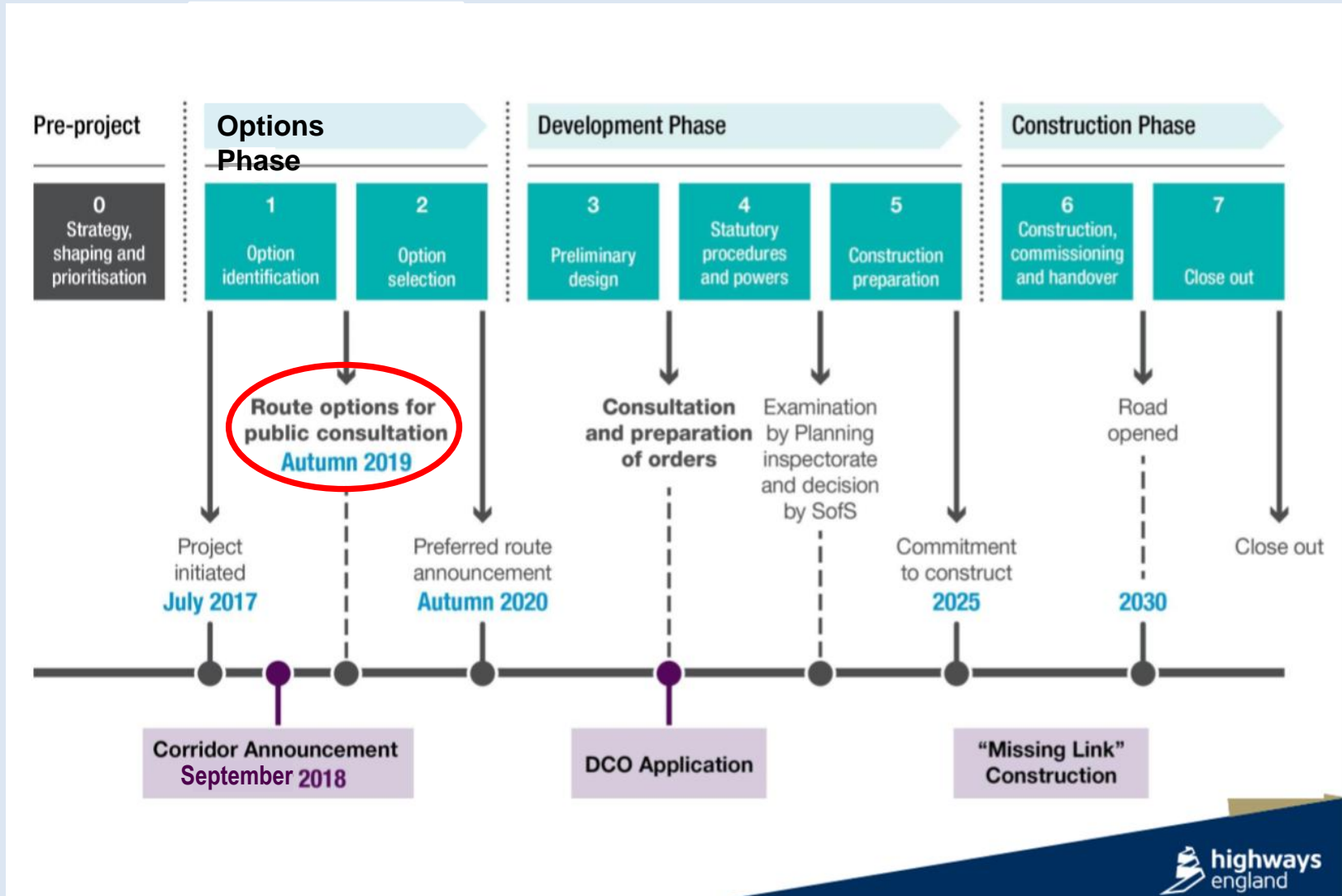
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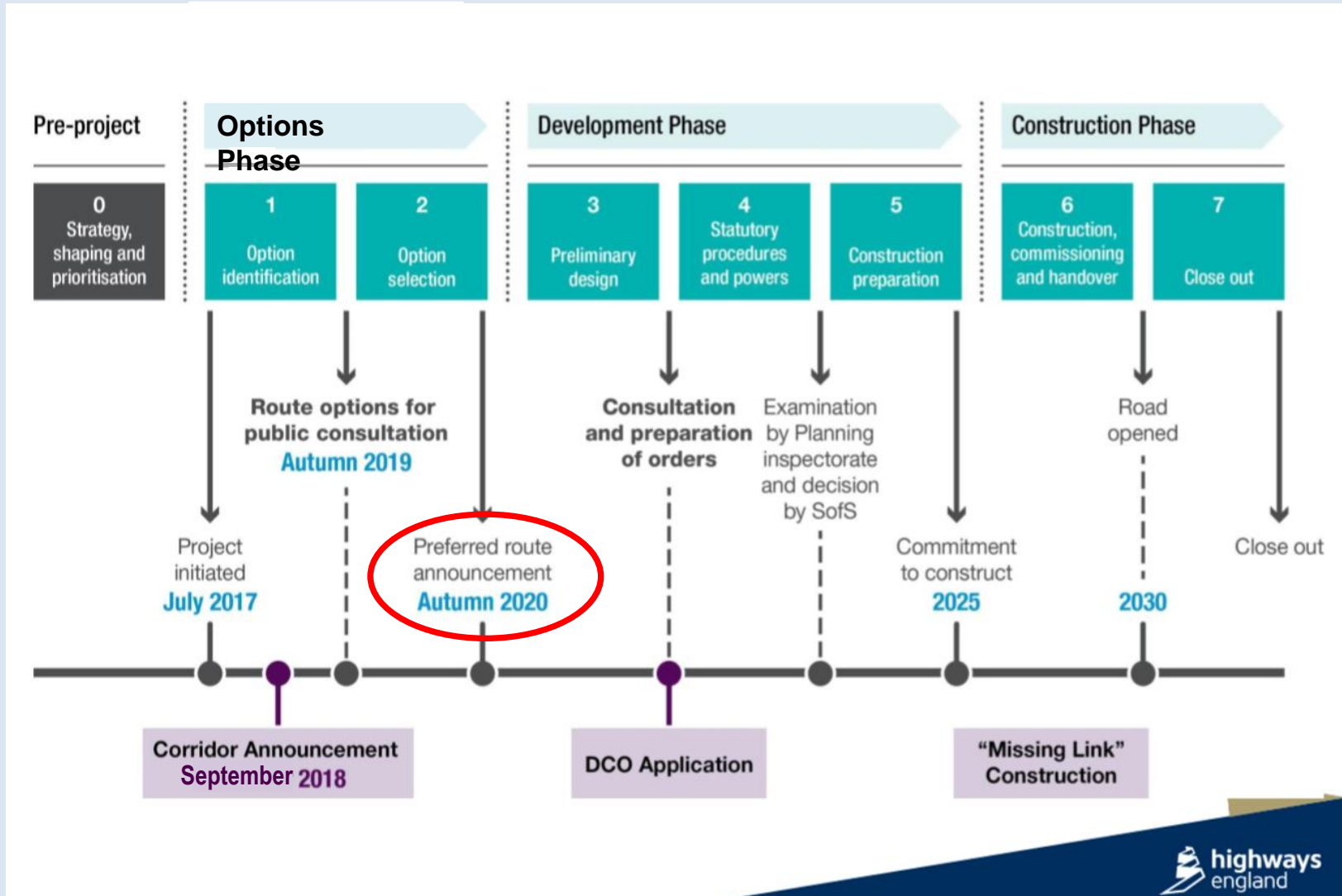
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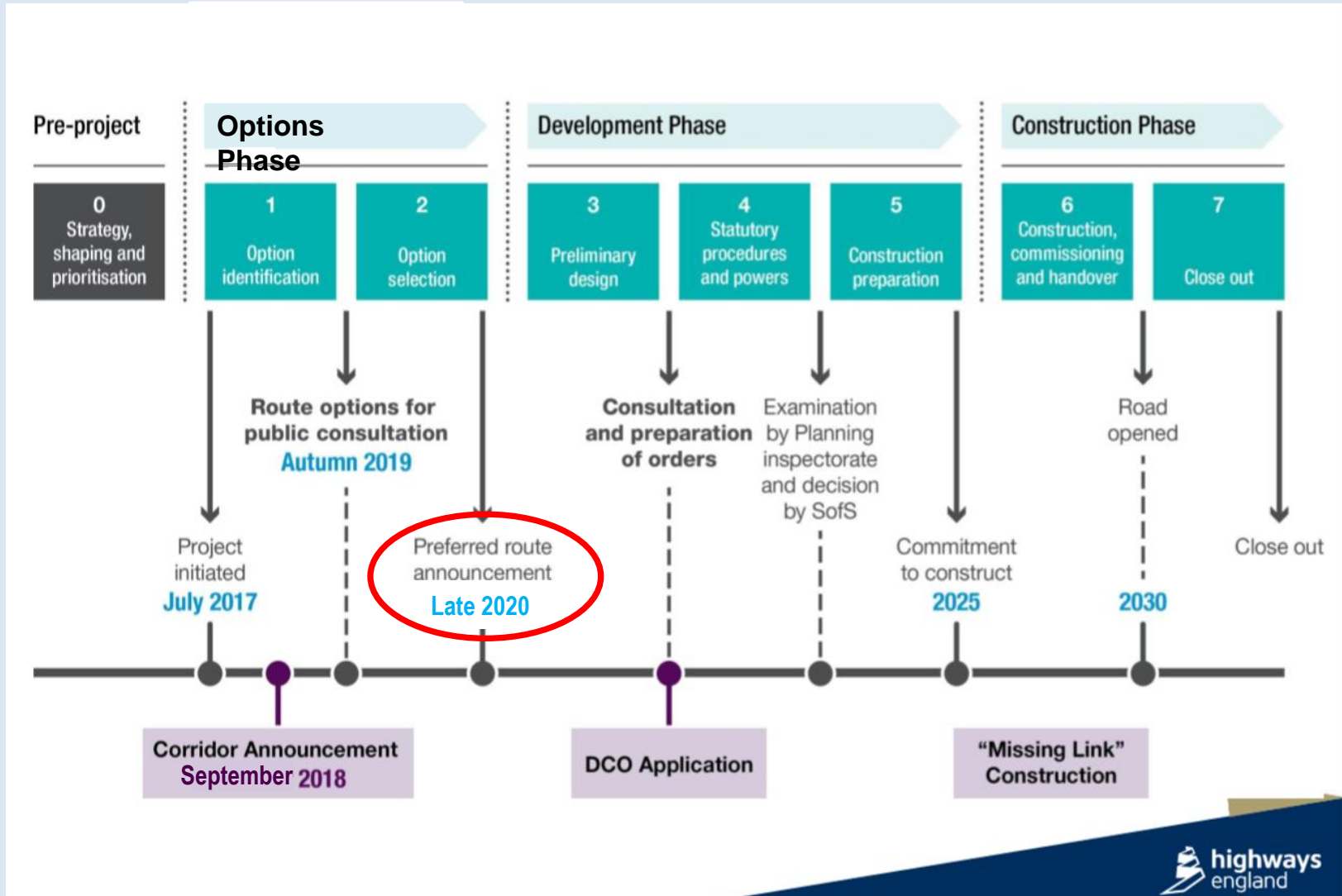
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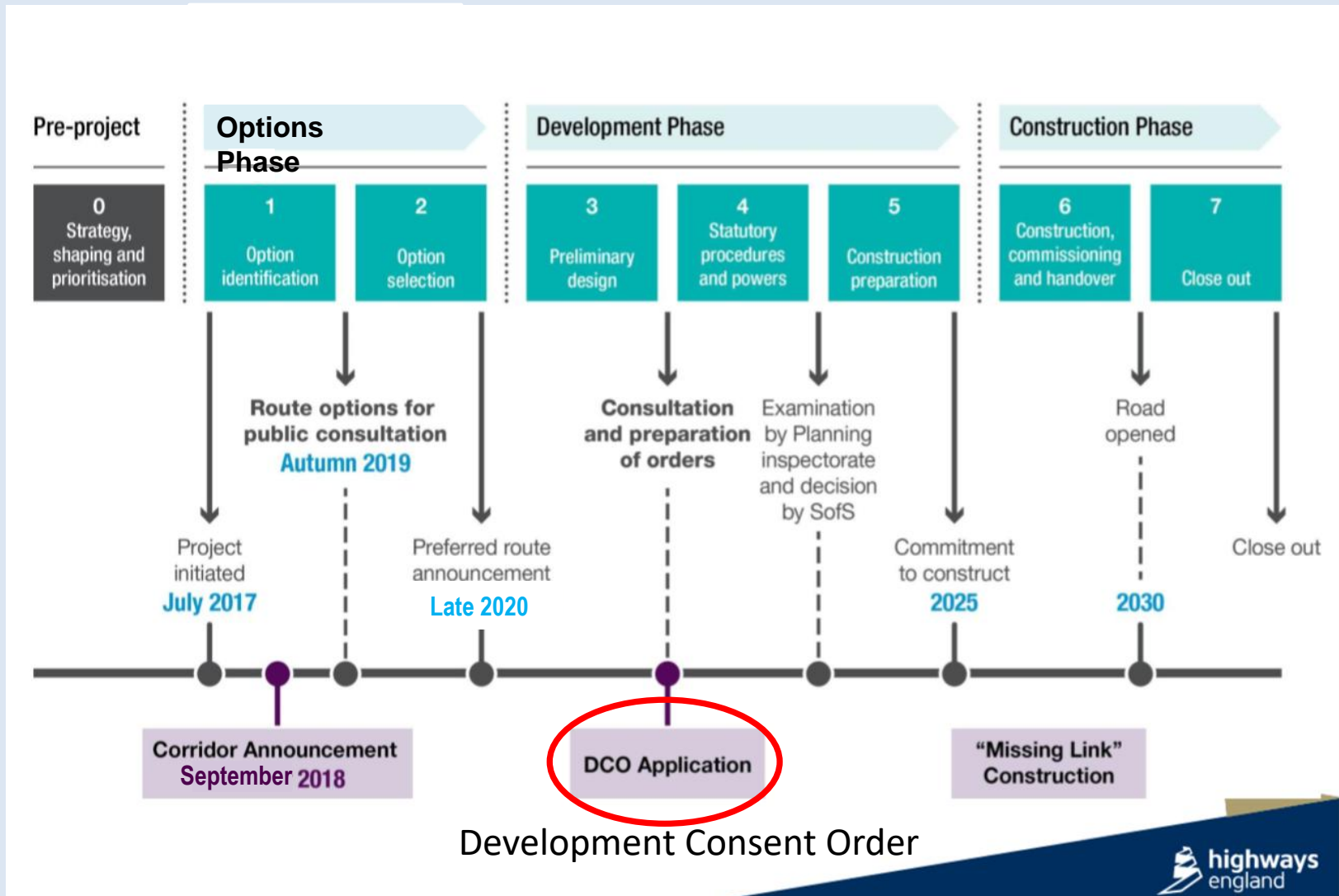
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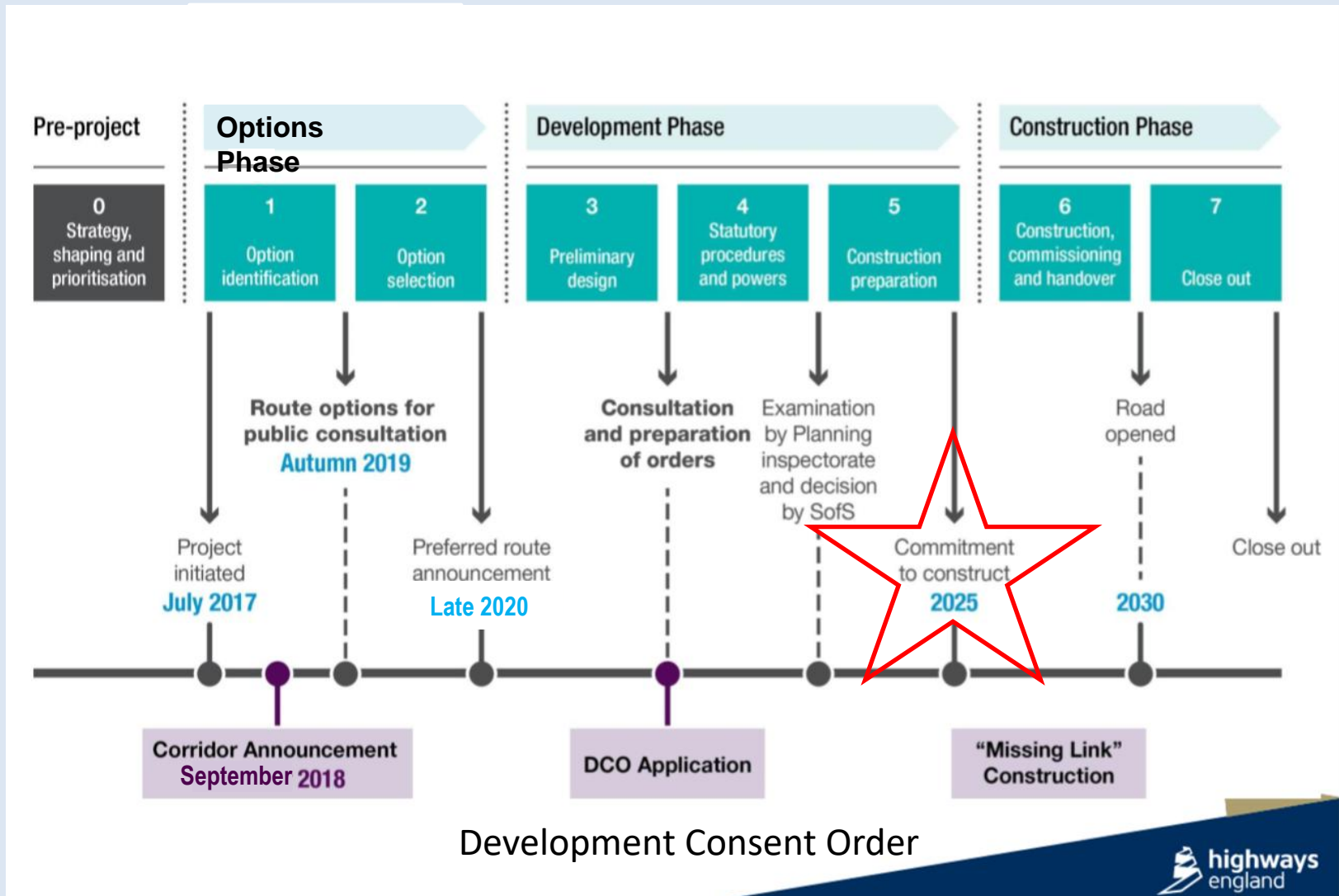
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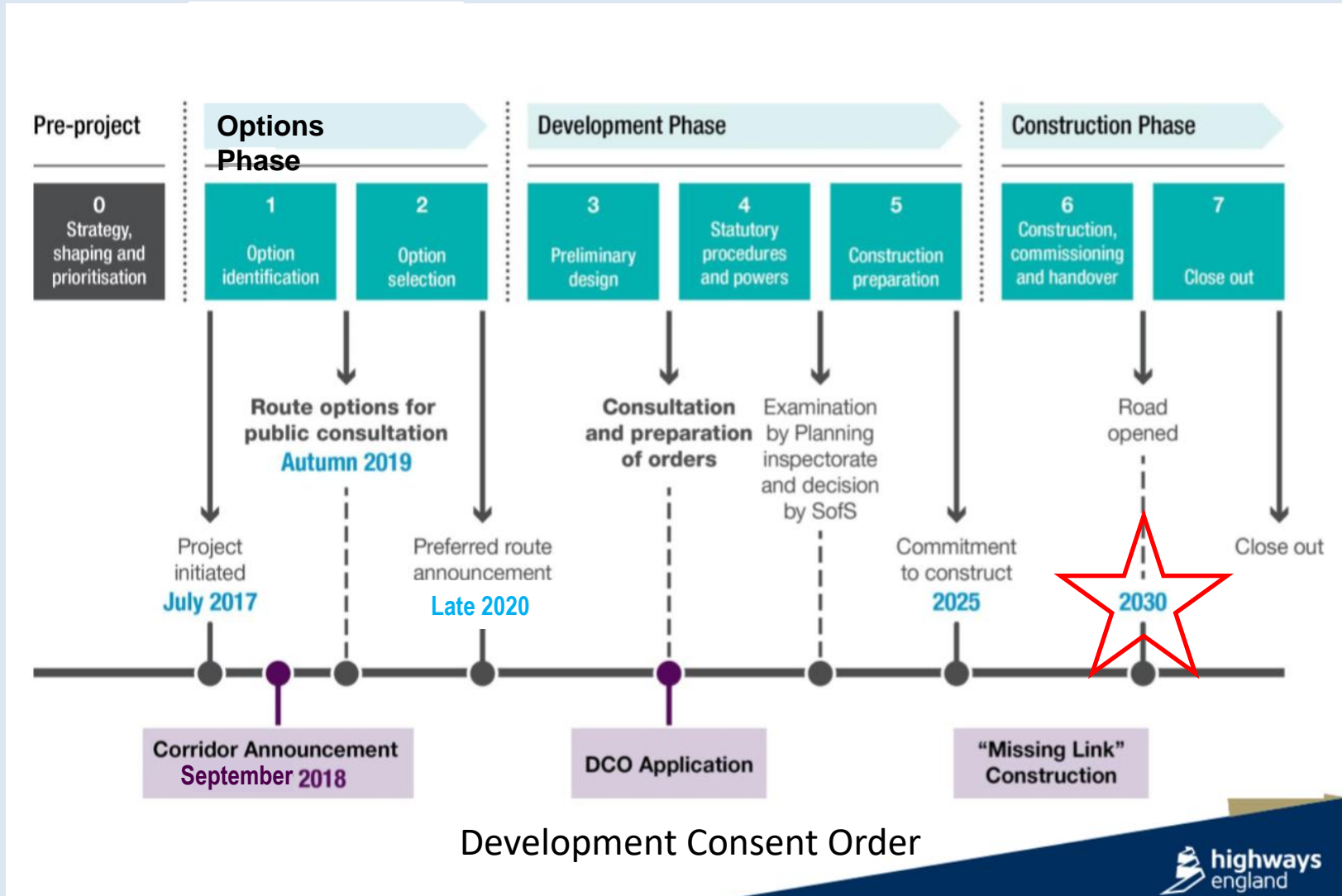
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What's Next - Highways England Project Milestones



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

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

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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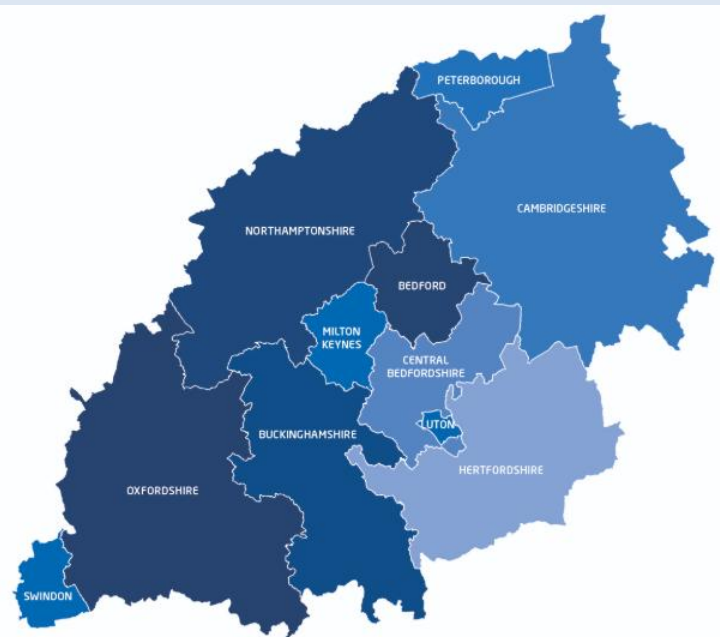
1. Highways England

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"?

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2. Oxford – Cambridge Arc Leaders Group
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4. East West Rail

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

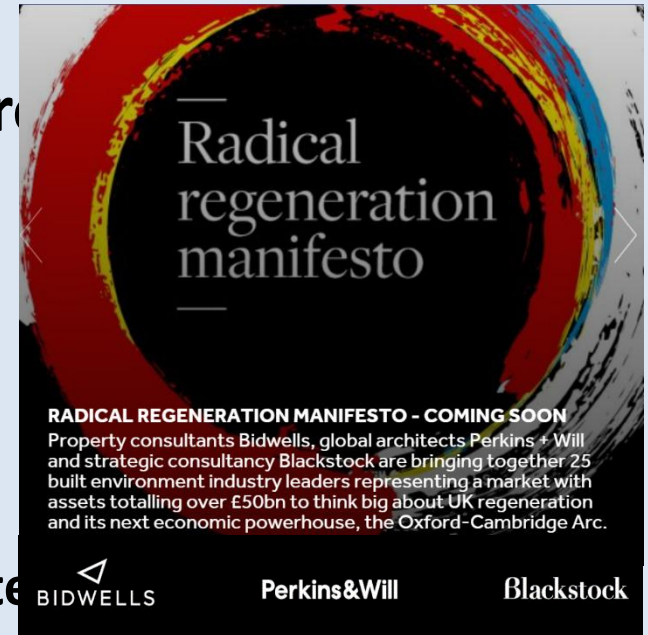
- 1. Highways England**
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- 3. England's Economic Heartland**
- 4. East West Rail**
- 5. Other Gov. Depts**
 - **Dept Business, Energy & Industrial Strategy (LEP's; Strategy)**
 - **Dept. Environment, Food & Rural Affairs (Env. Agency)**
 - **Dept. International Trade**

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

1. Highways England
2. Oxford – Cambridge Arc Leaders Group
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5. Other Gov. Depts

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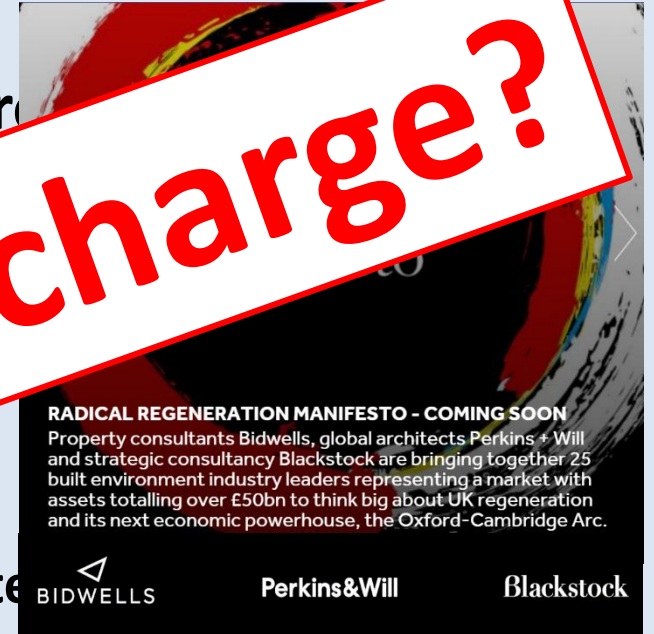
Consultants/Developers



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

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Consultants/Developers



Energy & Industrial Strategy

Environment, Food & Rural Affairs (Env. Agency)

- Dept. International Trade



How can we Influence?



How can we Influence?

1. Have our say!

- Sign our petition

The Challenge



How can we Influence?



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- **Sign our petition**
- Put up a sign
- Hold Councillors, Candidates & MPs to account
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No dates known

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- HE Route options consultation - Autumn 2019

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No dates known
2019 ?

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

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Register as a stakeholder (group or individual)

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2019 ?**

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• "The Arc" Plan community engagement - S... 2019 ?

• HE Route options consultation

Register as a stakeholder (group or individual)

• HE Preferred route consultation

- Late 2020

No dates known

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

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

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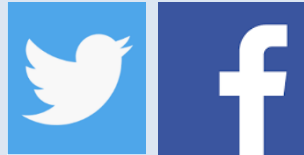
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2. Spread the word



NO EXPRESSWAY GROUP
noexpressway.org

- Share news and updates online, *follow us, sign-up on noexpressway.org*

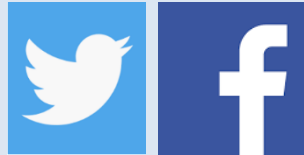
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NO EXPRESSWAY GROUP
noexpressway.org

3. Submit Environment, Heritage, Wildlife info to HE

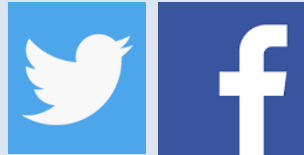
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noexpressway.org

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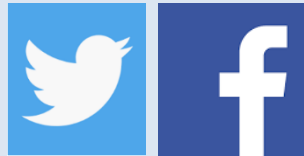
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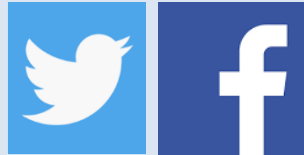
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5. Prepare for HE’s next steps

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. **Set up a local NEG group?**
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

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](#)

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

[MAKE YOUR VOICE HEARD](#)

[Read the latest No Expressway Group news & updates](#)

