

Oxford-Cambridge Expressway

Islip Residents' Meeting
22nd August 2019, 7.00p.m.

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

NO EXPRESSWAY GROUP
noexpressway.org

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

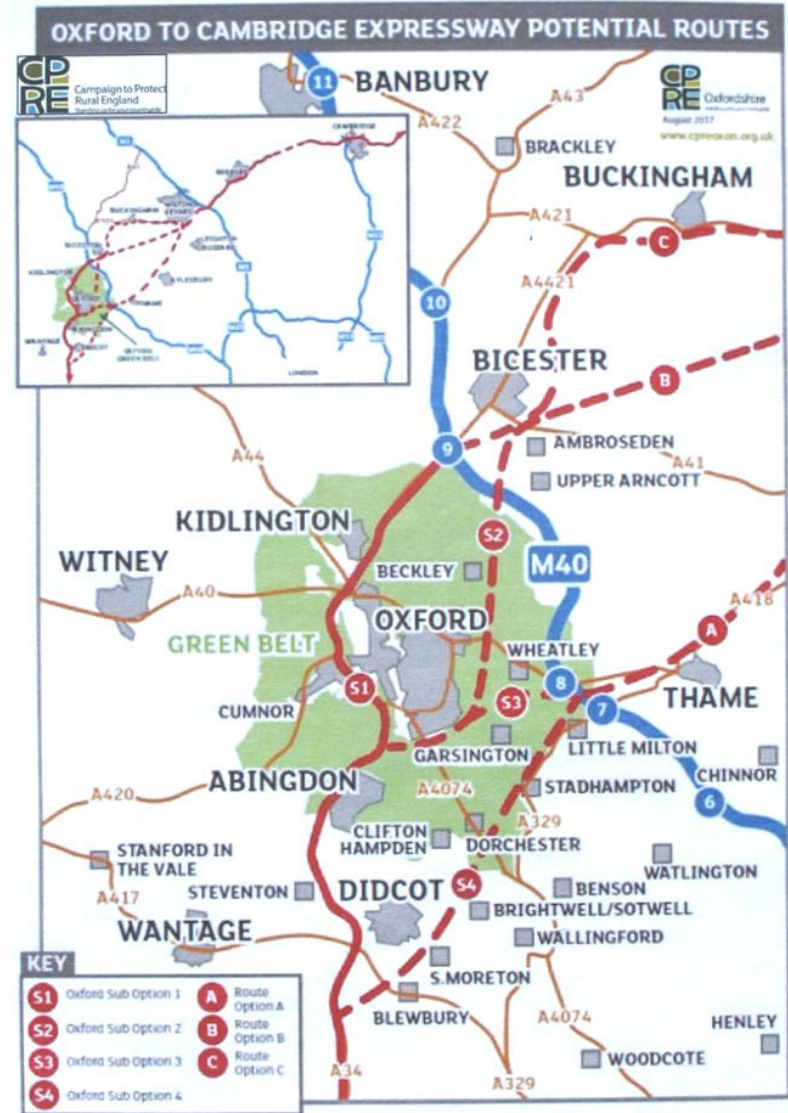
The Four Parishes News Magazine

BECKLEY
 FOREST HILL
 HORTON-cum-STUDLEY
 STANTON St JOHN



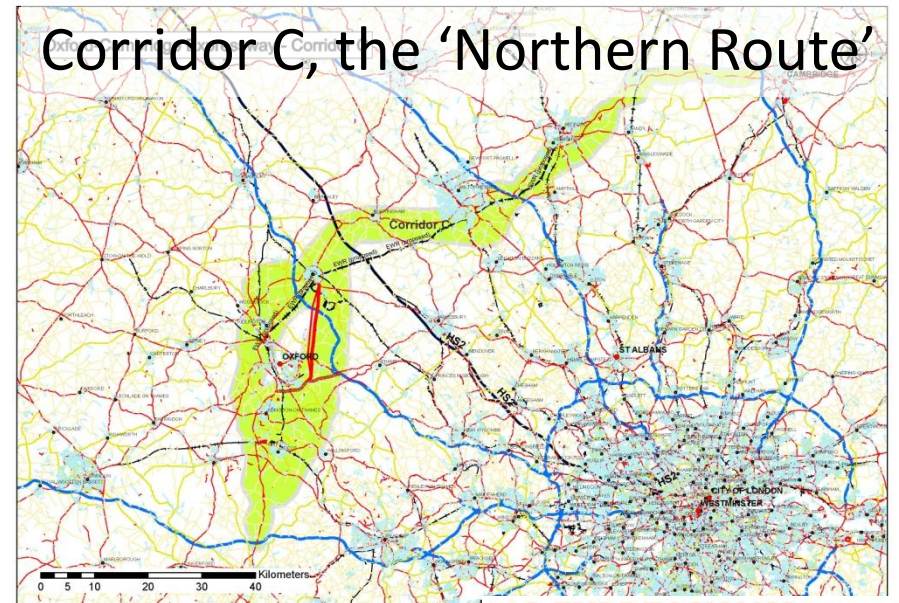
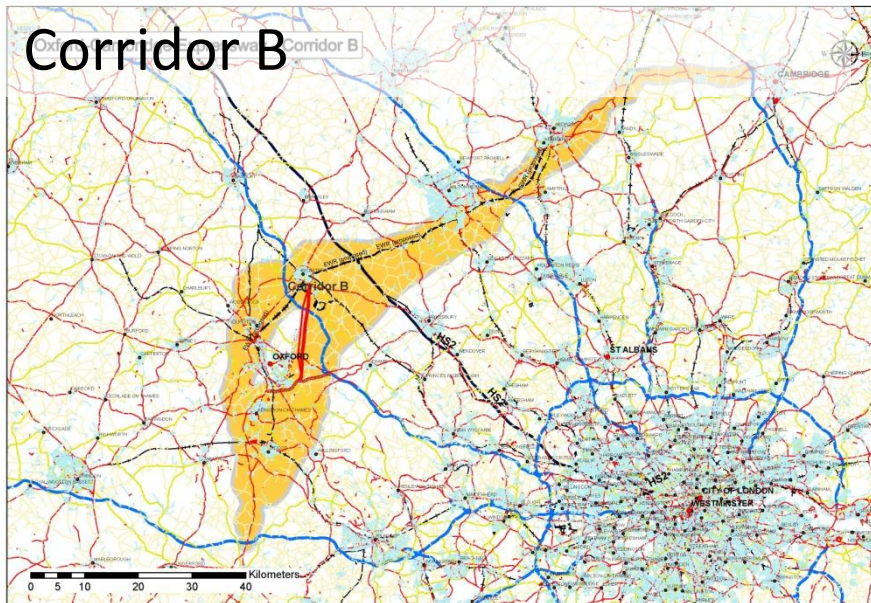
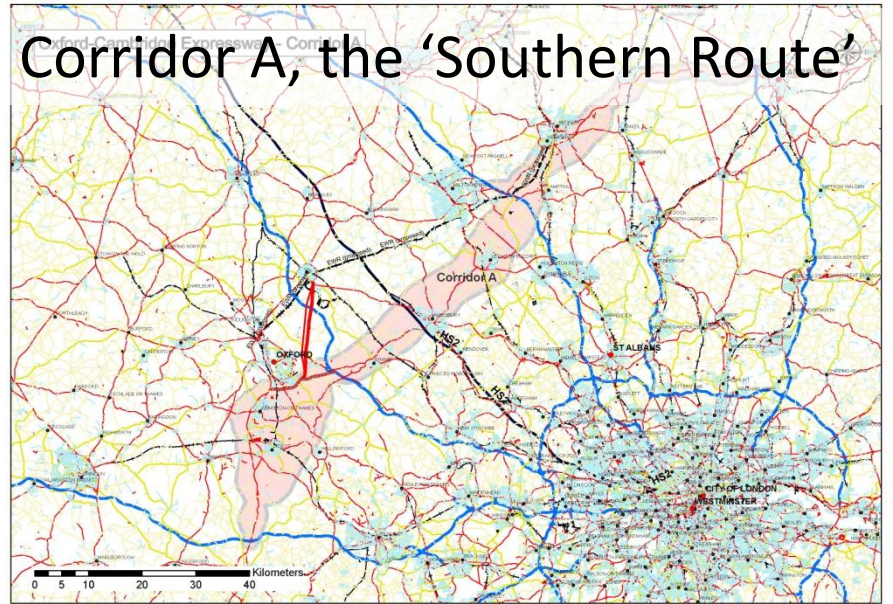
Crocuses in Bury Knowle Park, 17 February 2018

March 2018



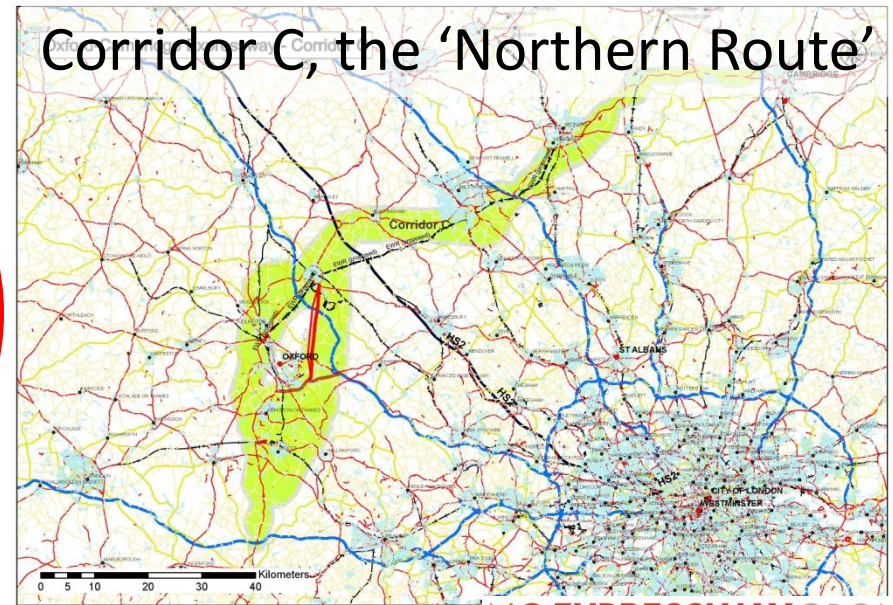
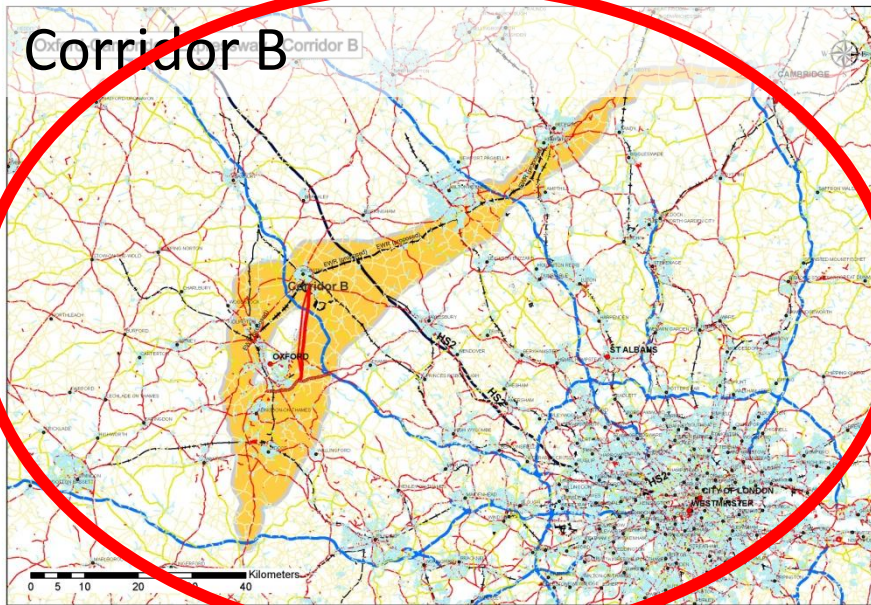
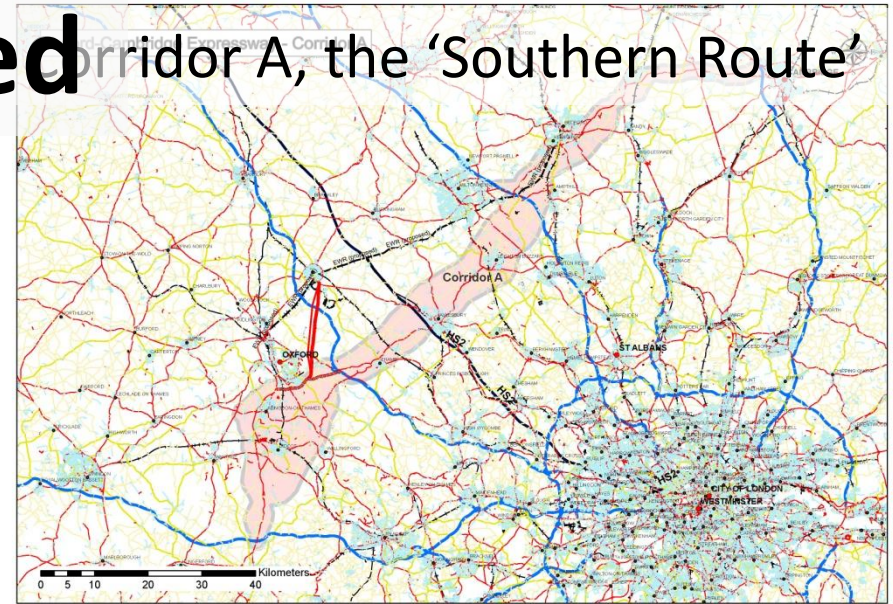
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

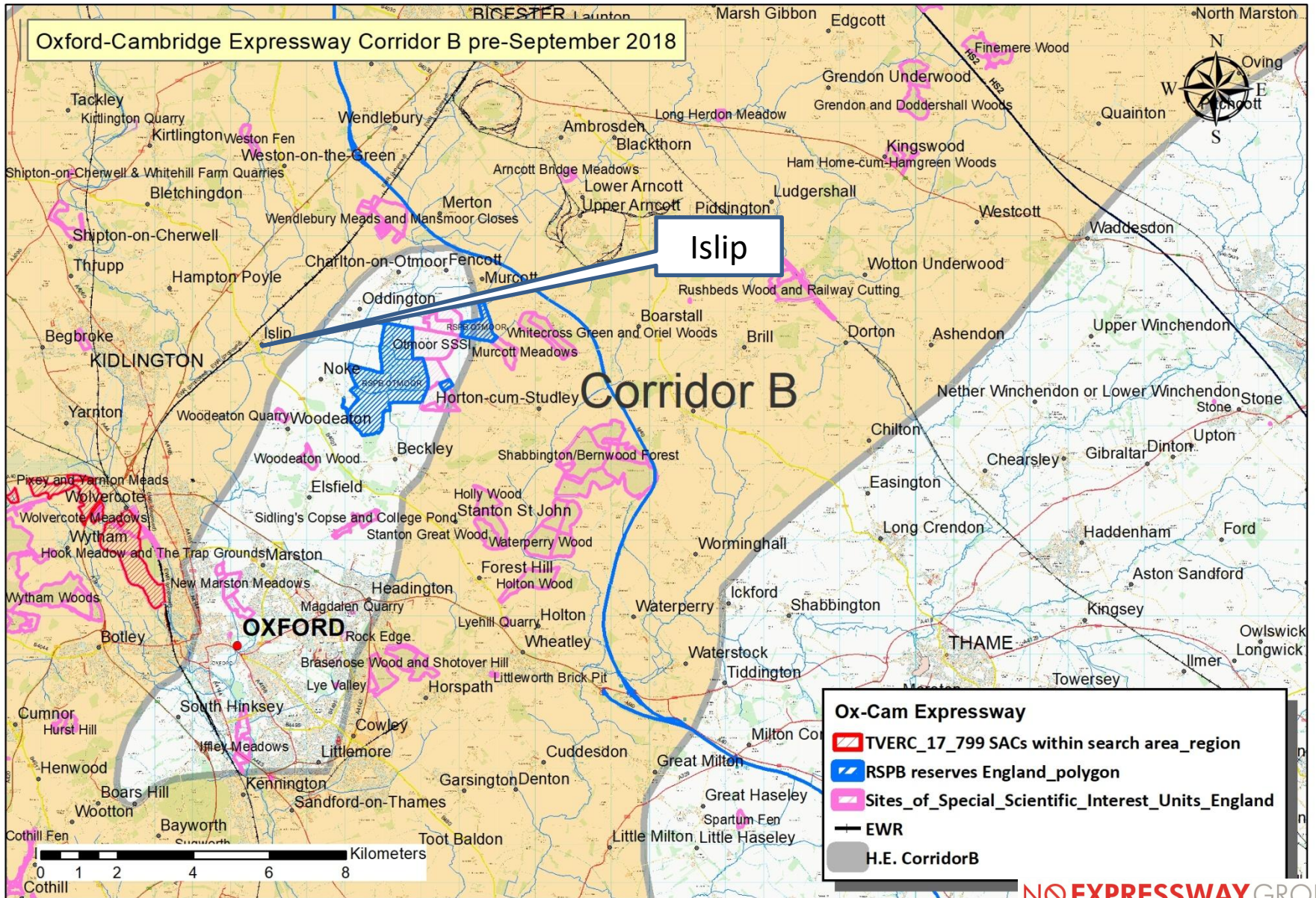


Corridor Announced

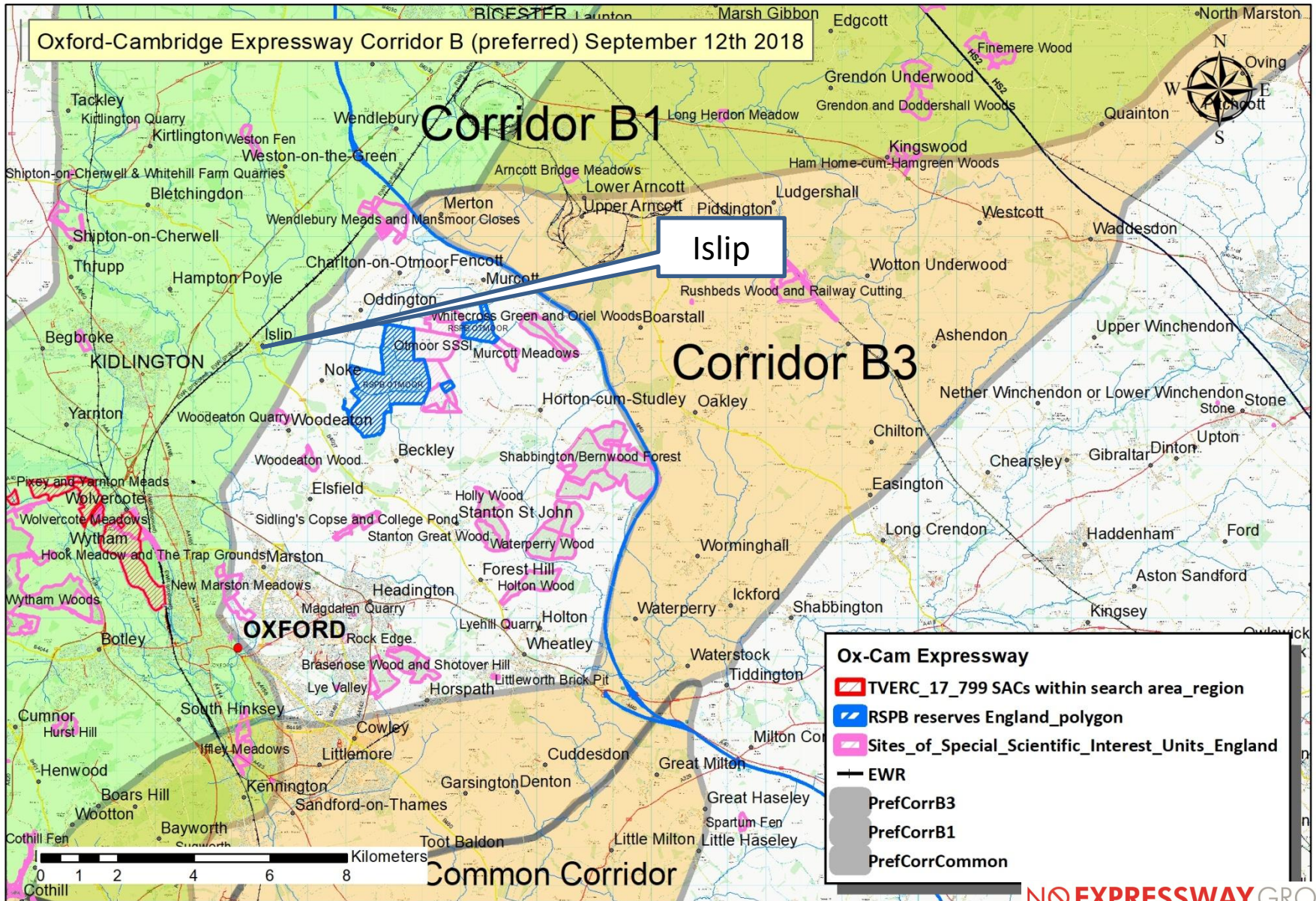
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th



Corridor B after September 12th



NEG Campaign

NEG Campaign

Raising awareness
Expressway Stories
Events



This 5 minute film "Expressway Stories – Otmoor", features the artist Nick Mynheer talking about Otmoor, its influence on his work, the



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Networking, working with other organisations and villages



POETS (Planning Oxfordshire's Environment and Transport Sustainably)

>30 Parish Councils in Oxon & Bucks



SPADE Sunningwell



No Expressway Alliance

Expressway Action Group

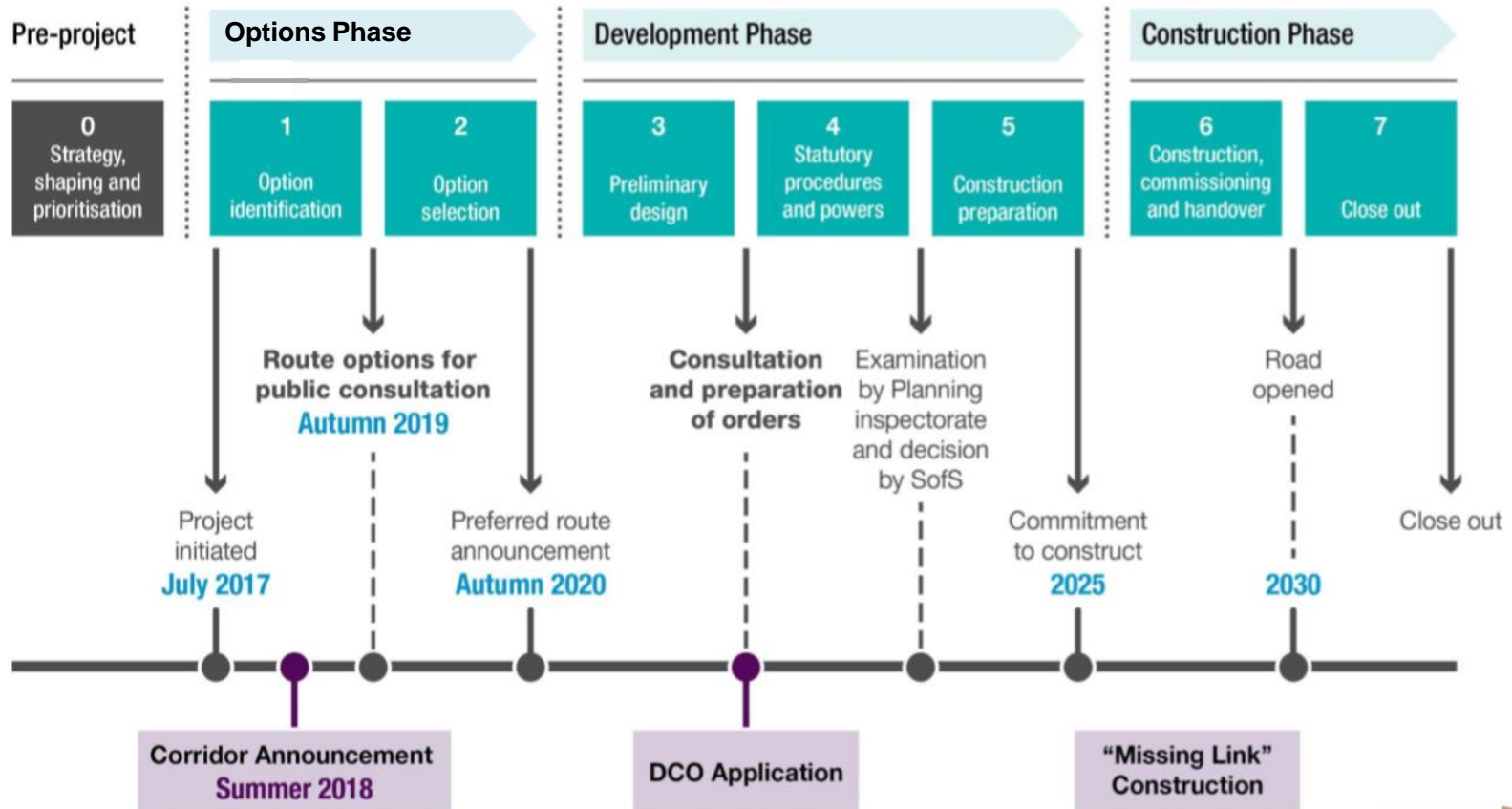




Walk the Moor, 2019

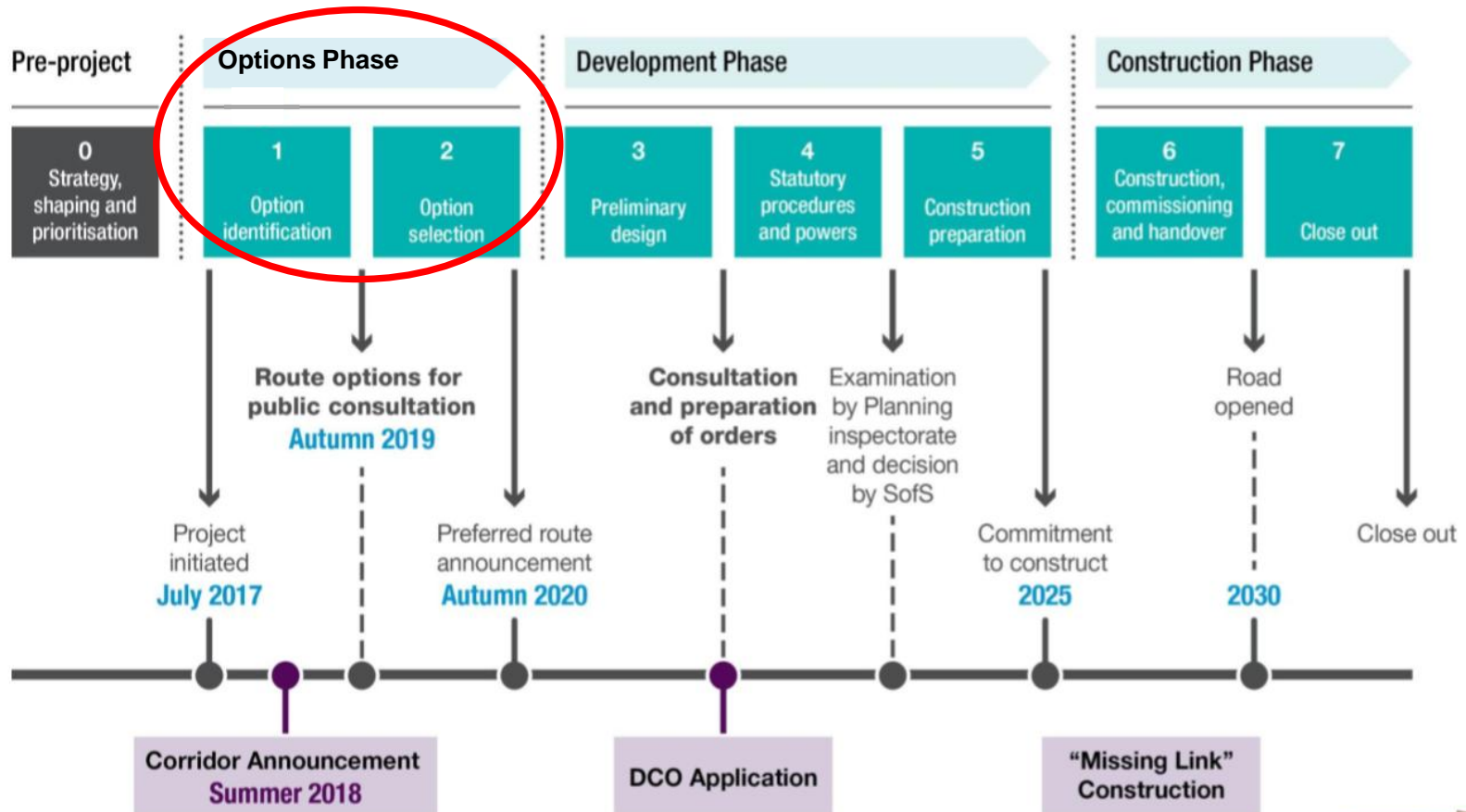
Highways England's Time Table

Major Project Milestones & Lifecycle



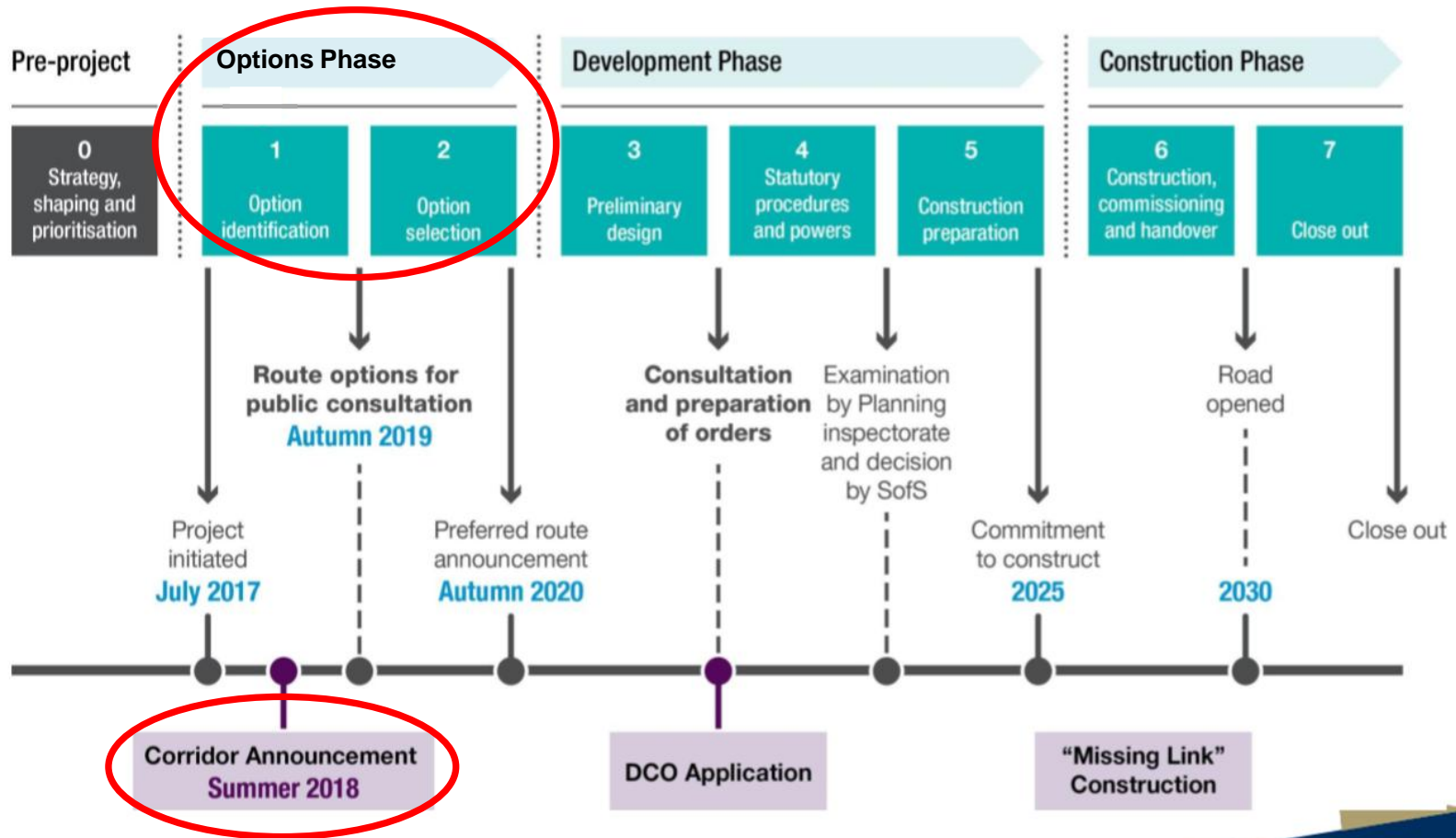
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Major Project Milestones & Lifecycle



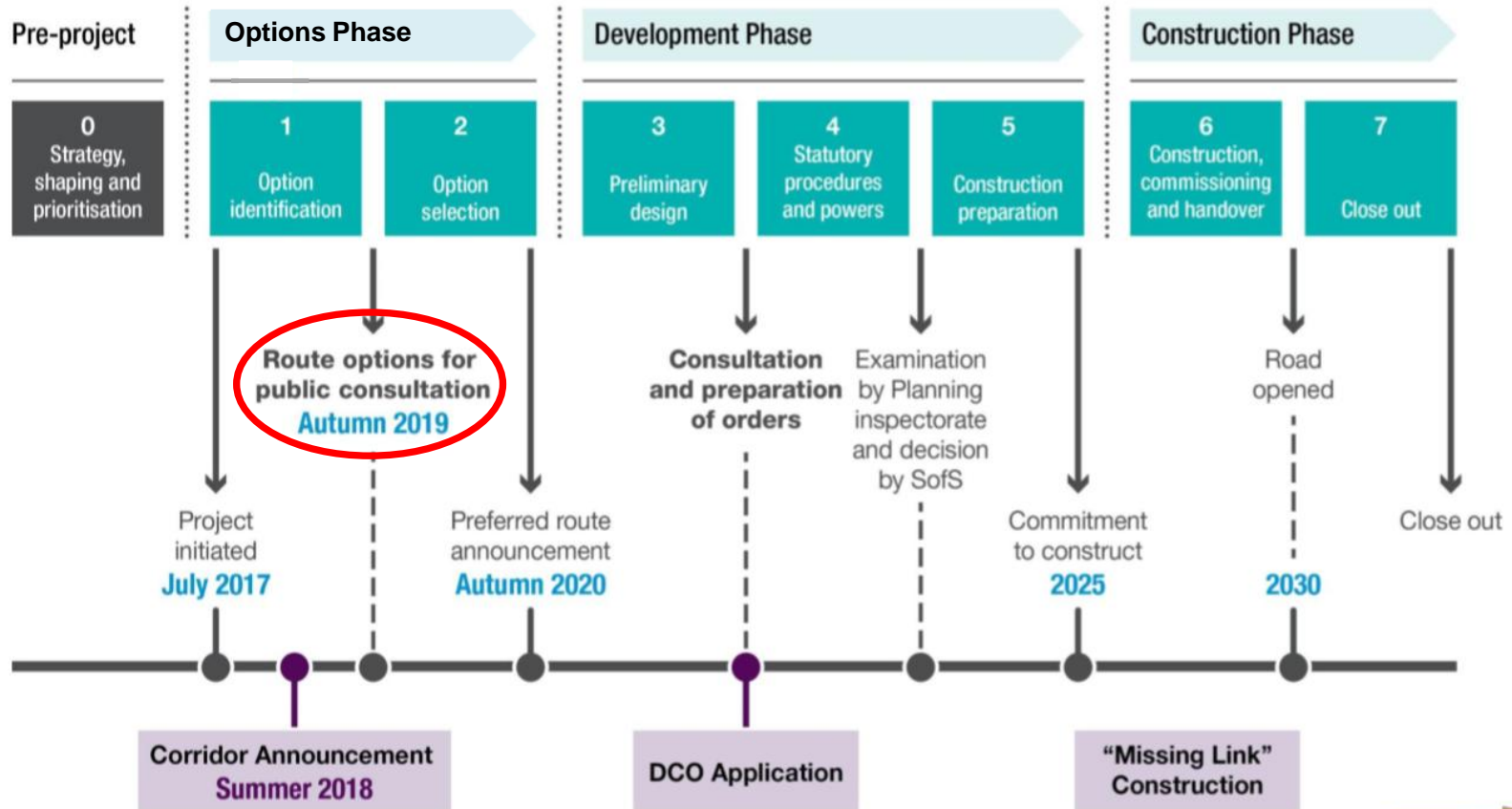
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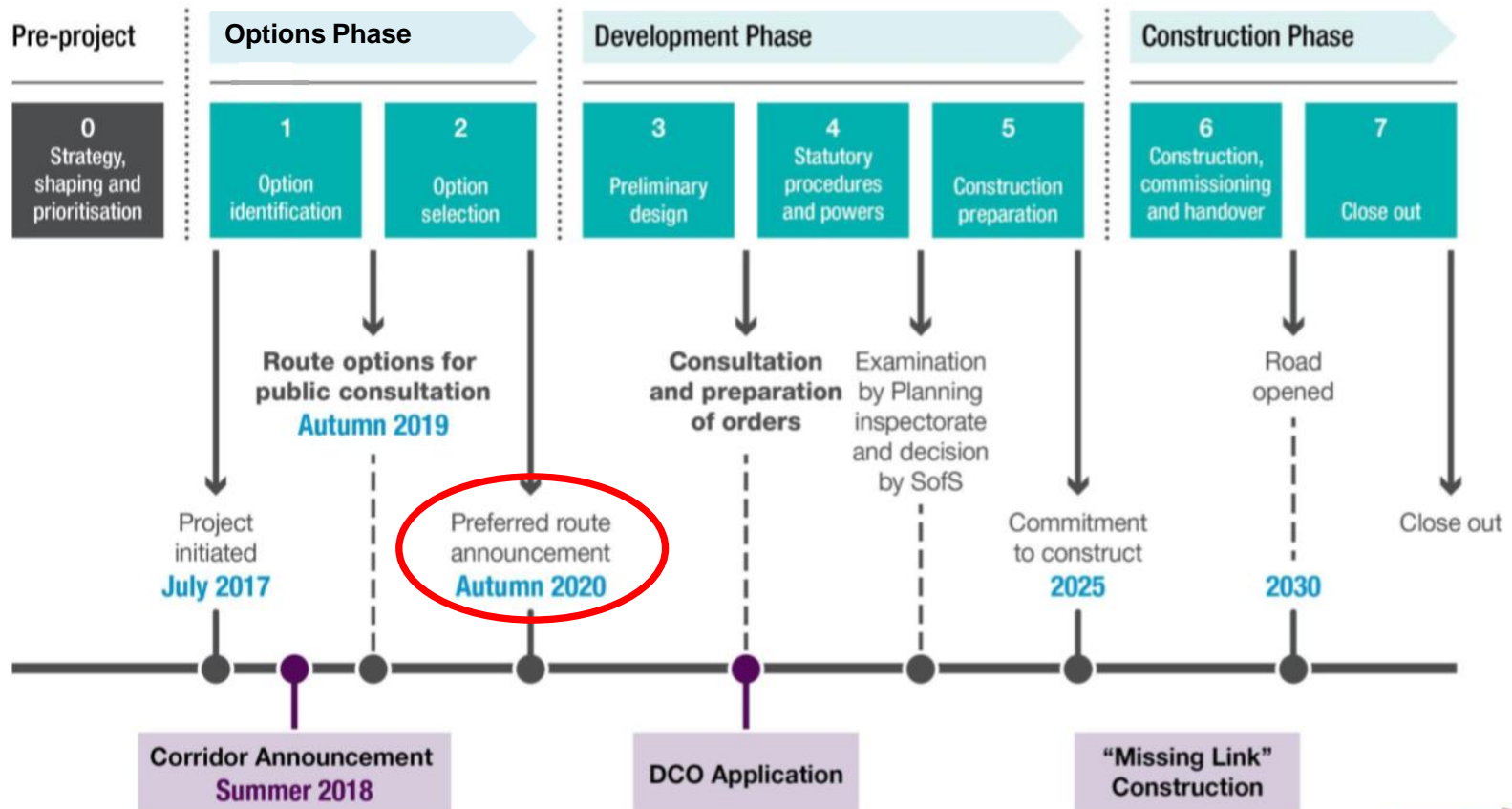
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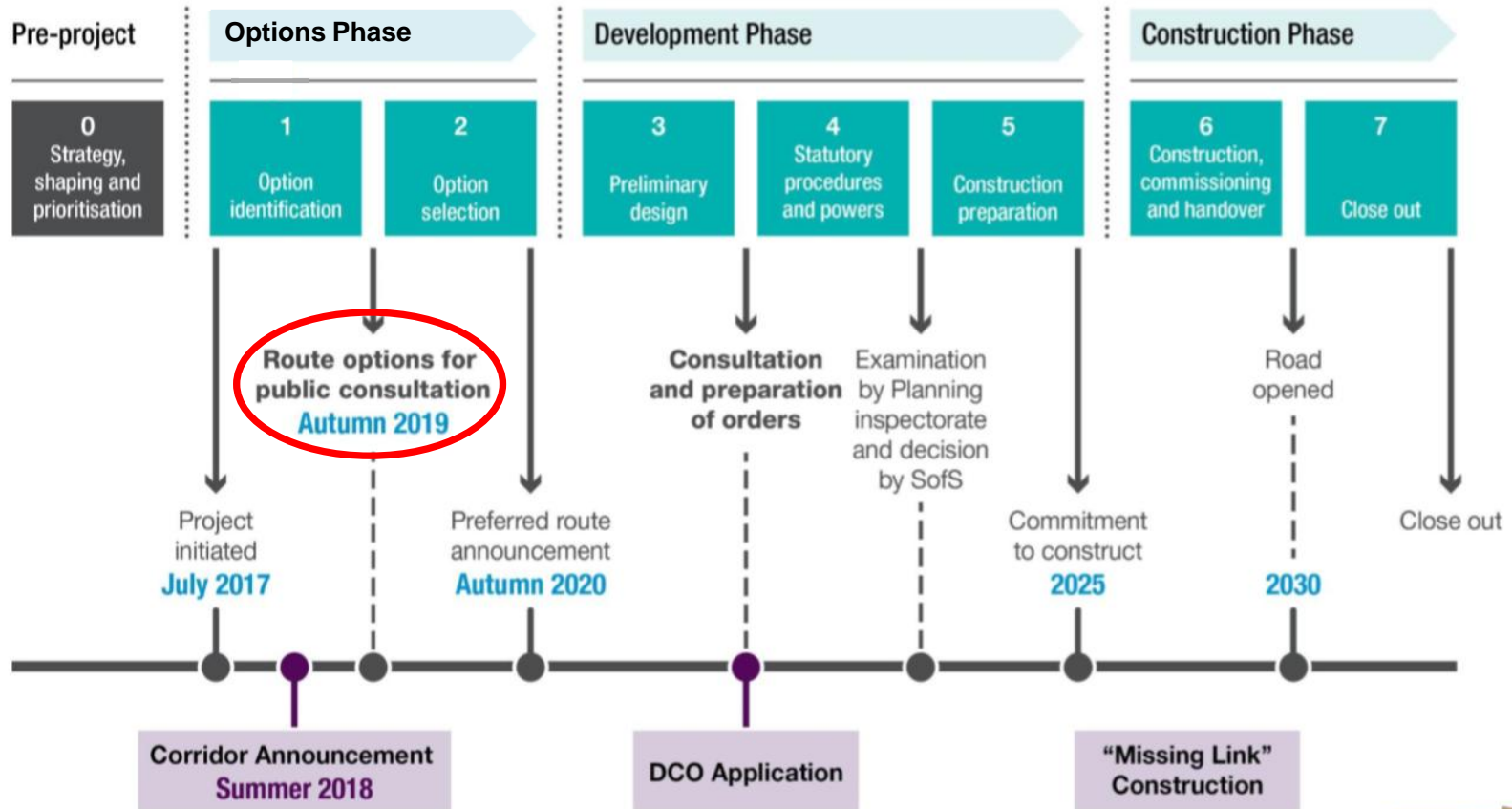
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Highways England's Time Table

Major Project Milestones & Lifecycle



 **Route B1**

 **Route B3**

From the Corridor Assessment Report, Appendix G.

M40, Junction 9
Routes are shown of the
report (CAR).
with blue dots for junctions
with red dots for junctions
for guidance only.











Bicester



M40

Islip

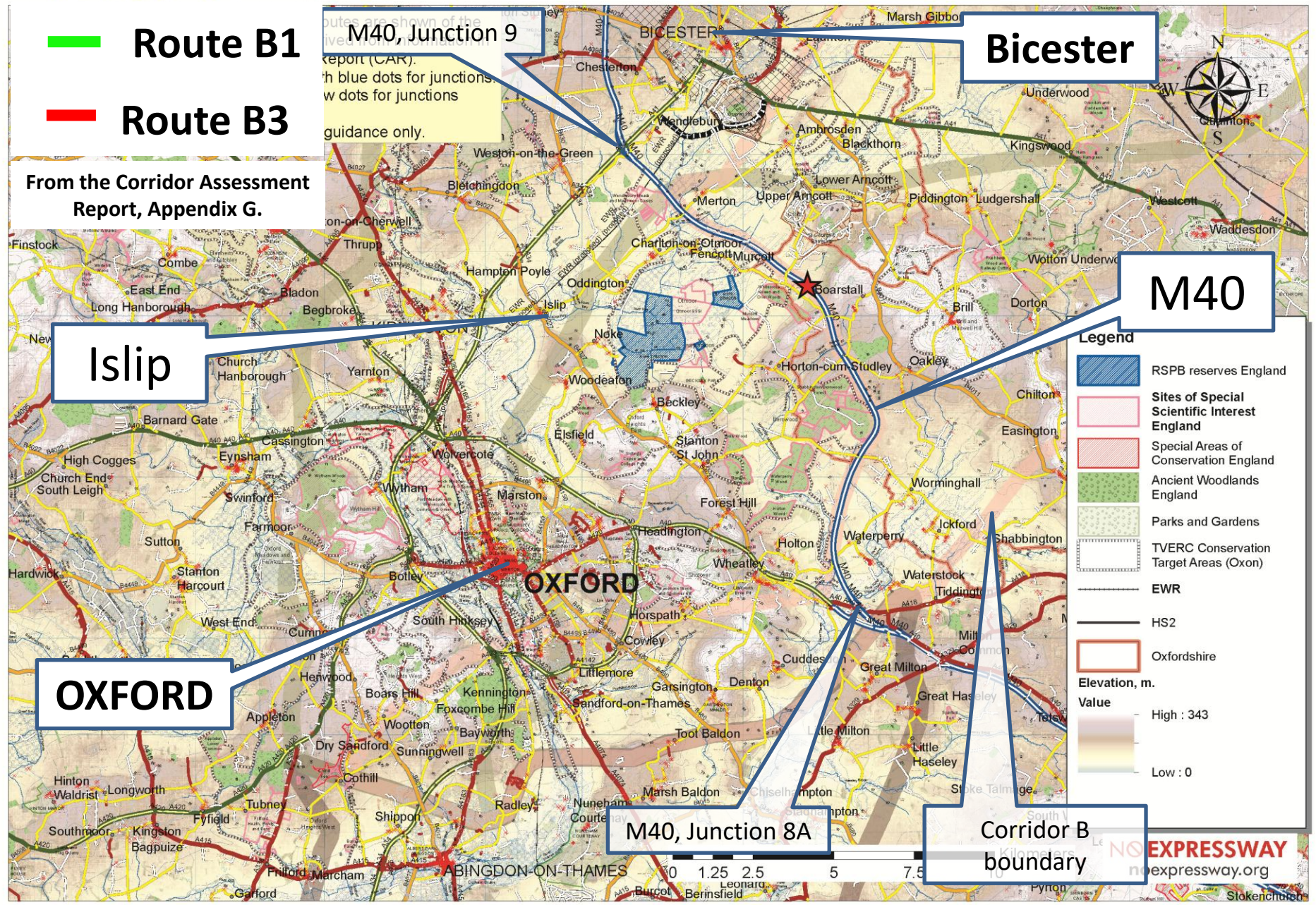
Legend

-  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

OXFORD

M40, Junction 8A

Corridor B boundary



Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

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Bicester



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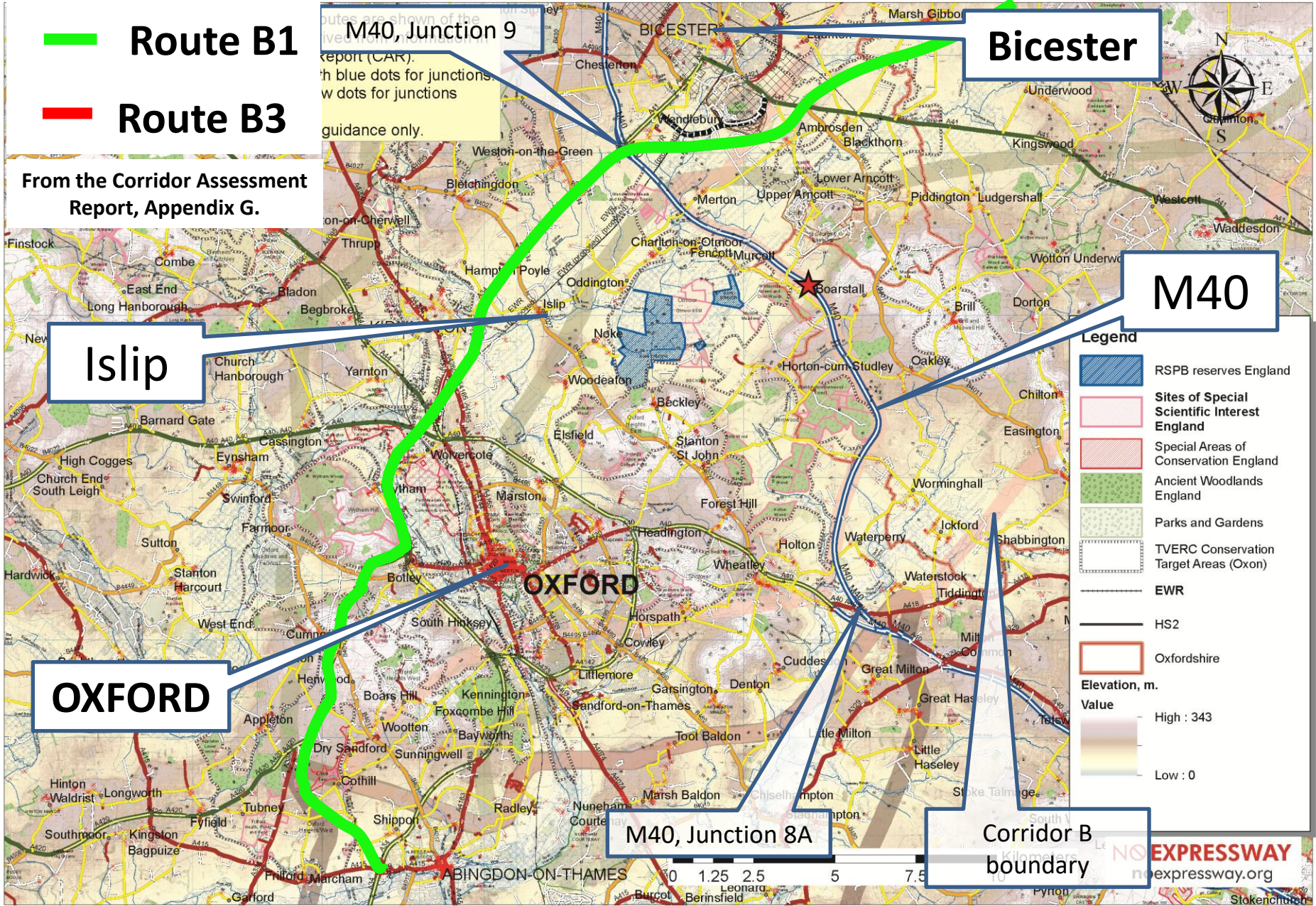
OXFORD

M40, Junction 8A

Corridor B boundary



NO EXPRESSWAY
noexpressway.org



Route B1

Route B3

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Bicester

M40, NEW junction

M40

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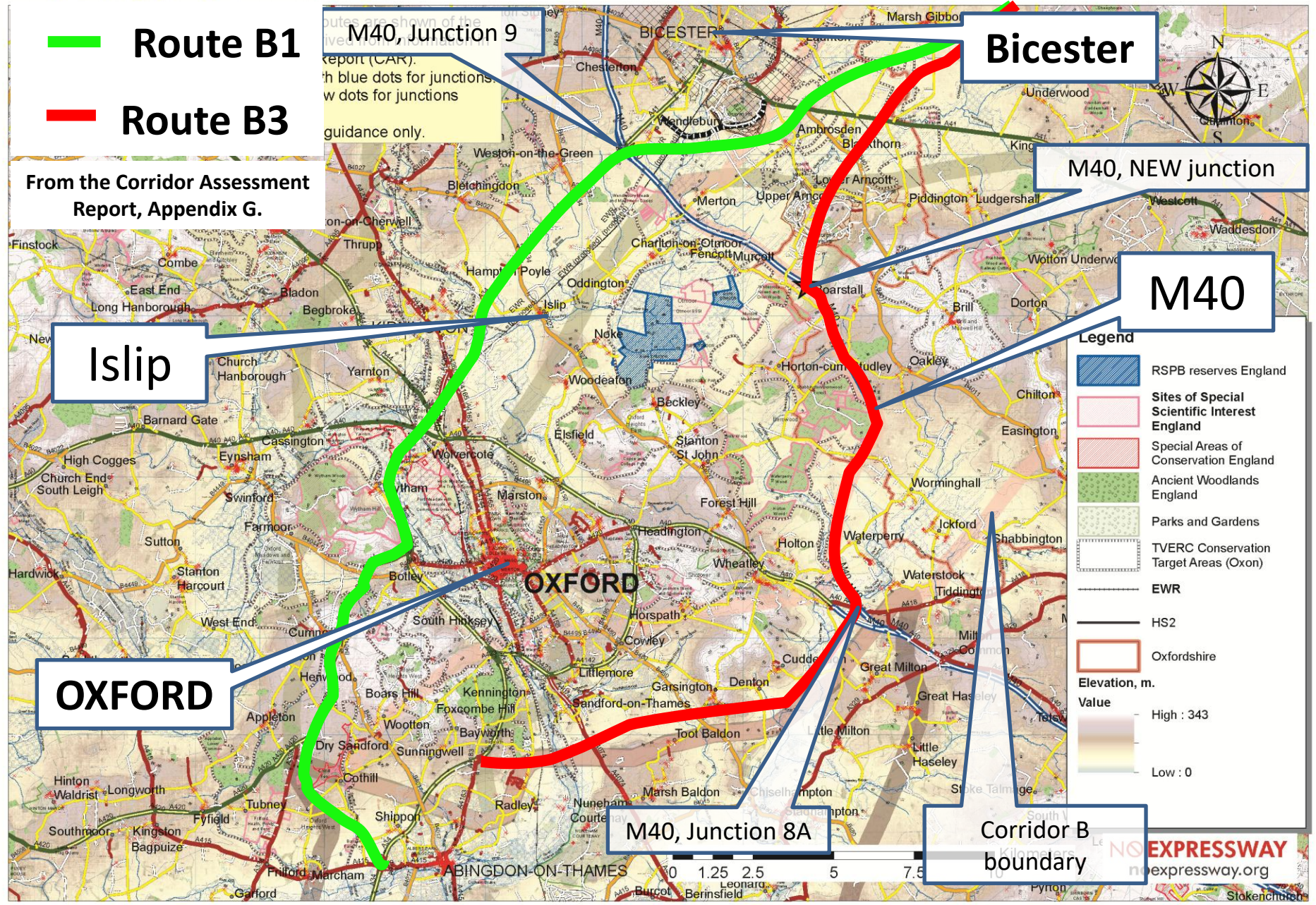
Islip

OXFORD

M40, Junction 8A

Corridor B boundary

NO EXPRESSWAY
no-expressway.org



Route B1

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Bicester

M40, NEW junction

M40

Islip

OXFORD

M40, Junction 8A

Corridor B boundary

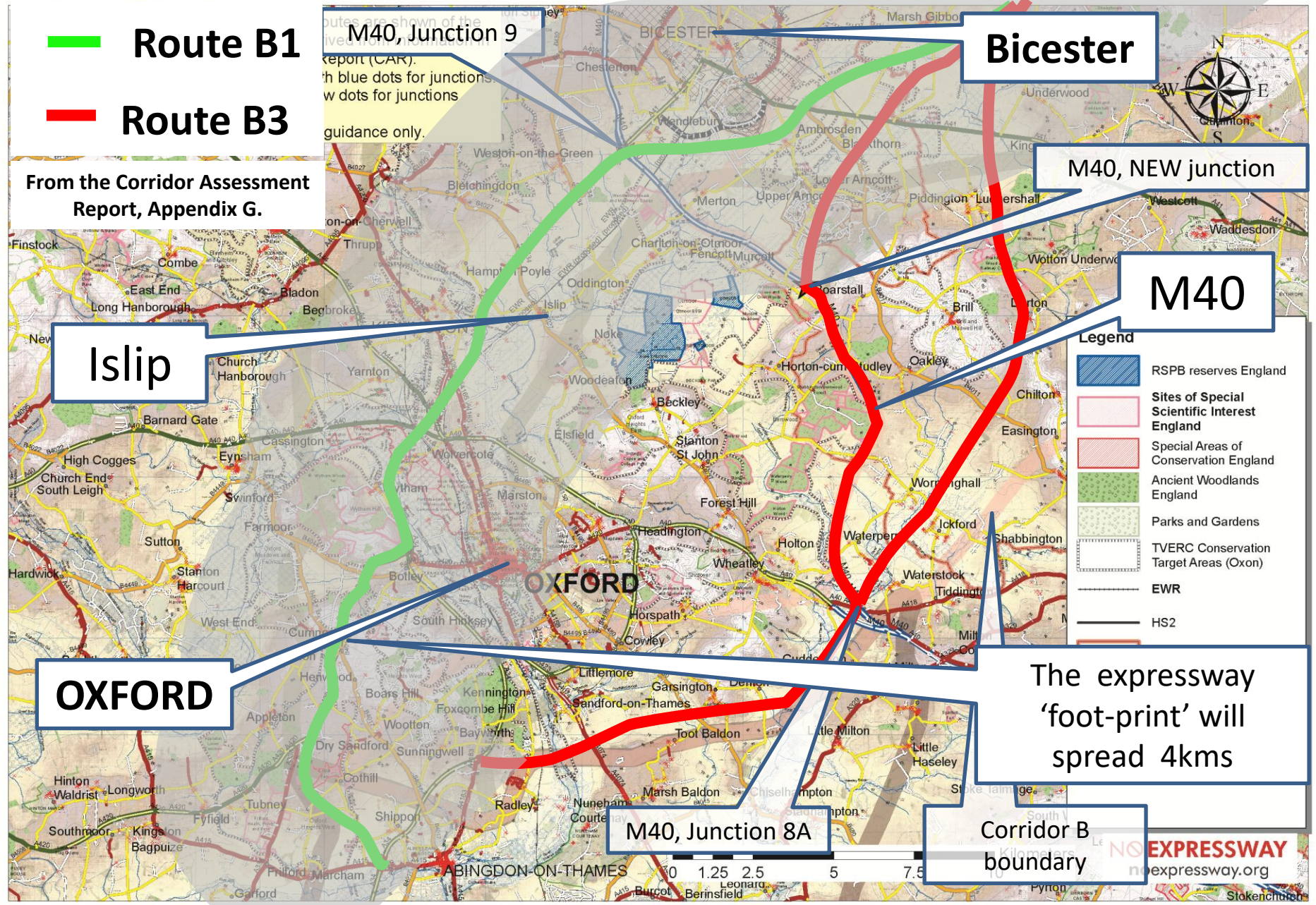
The expressway 'foot-print' will spread 4kms

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NO EXPRESSWAY
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Route B3

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White dots for junctions
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Bicester

M40, NEW junction

M40

Islip

OXFORD

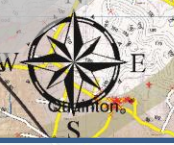
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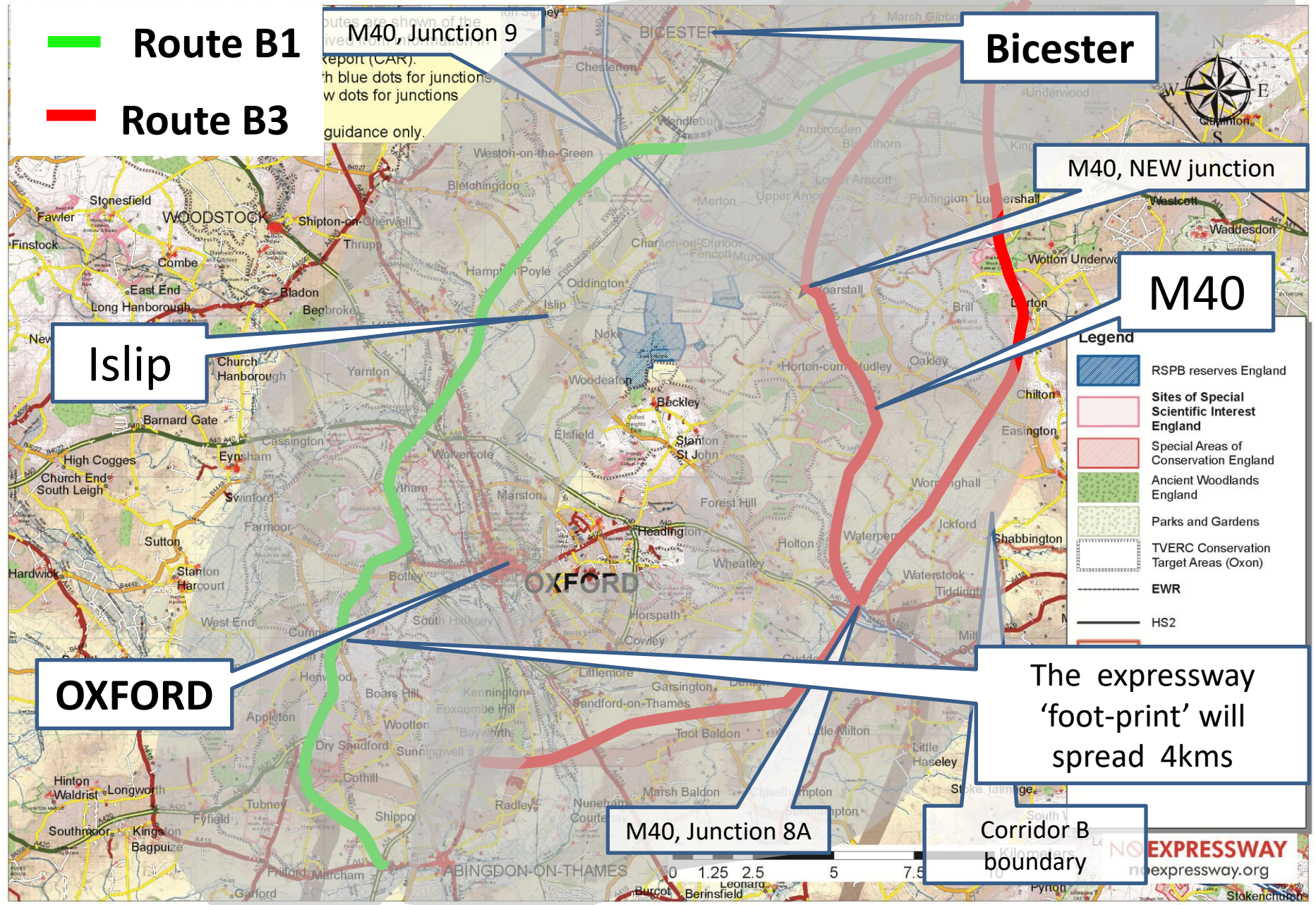
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NO EXPRESSWAY
noexpressway.org



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	37763	£196.62	£14	
3	Three bed terrace	45	83	3735	893	40206	£190.28	£14	
4	Four bed terrace	35	88	3080	947	33154	£211.14	£15	
4	Four bed terrace	35	100	3500	1075	37675	£195.00	£15	
	Five bed terrace	10	110	4500	1170	51900	£196.00	£15	

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?



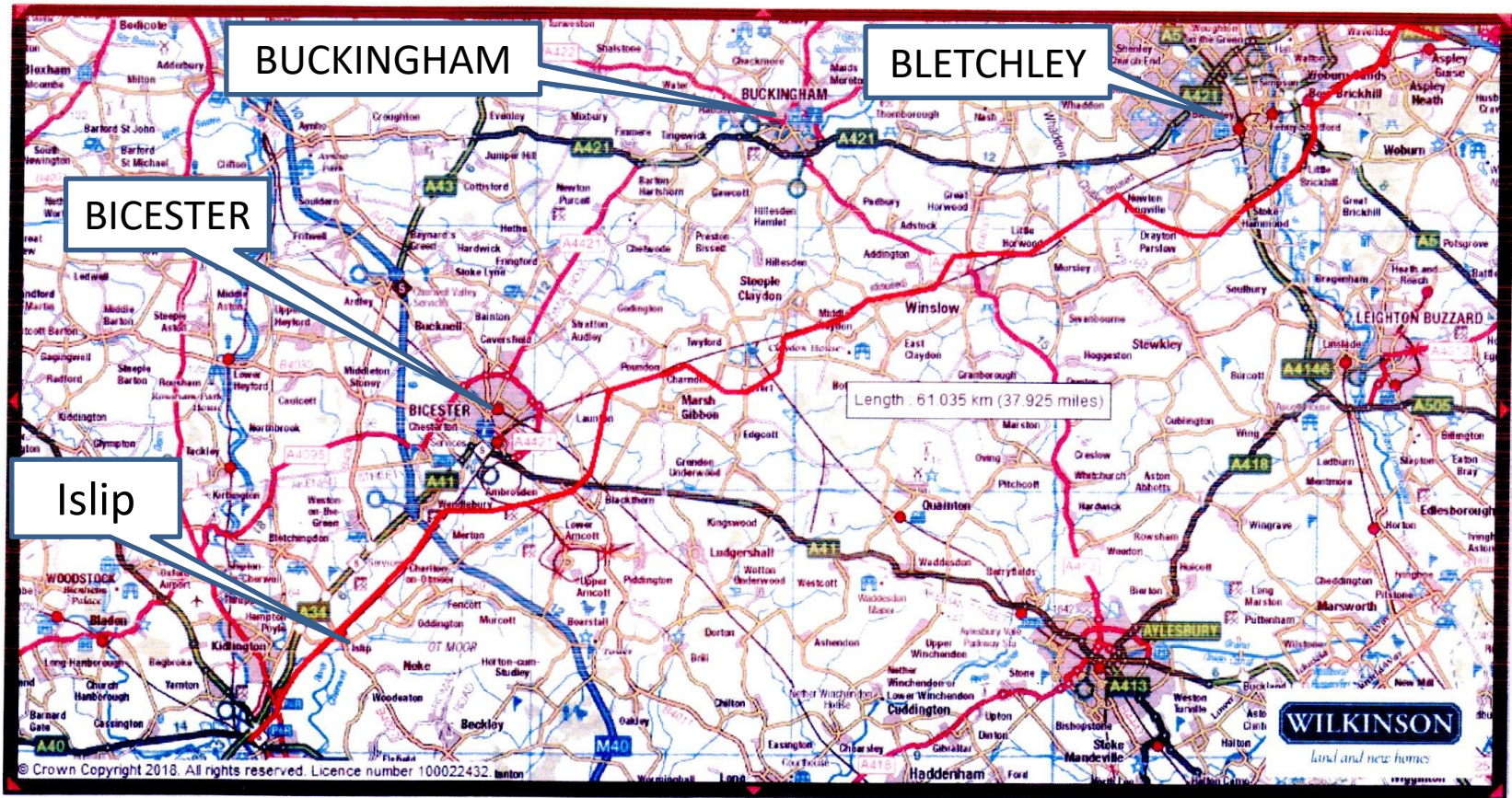
Instruct Wilkinson to help sell your home and benefit from c 10,000 web site visits each month

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'.

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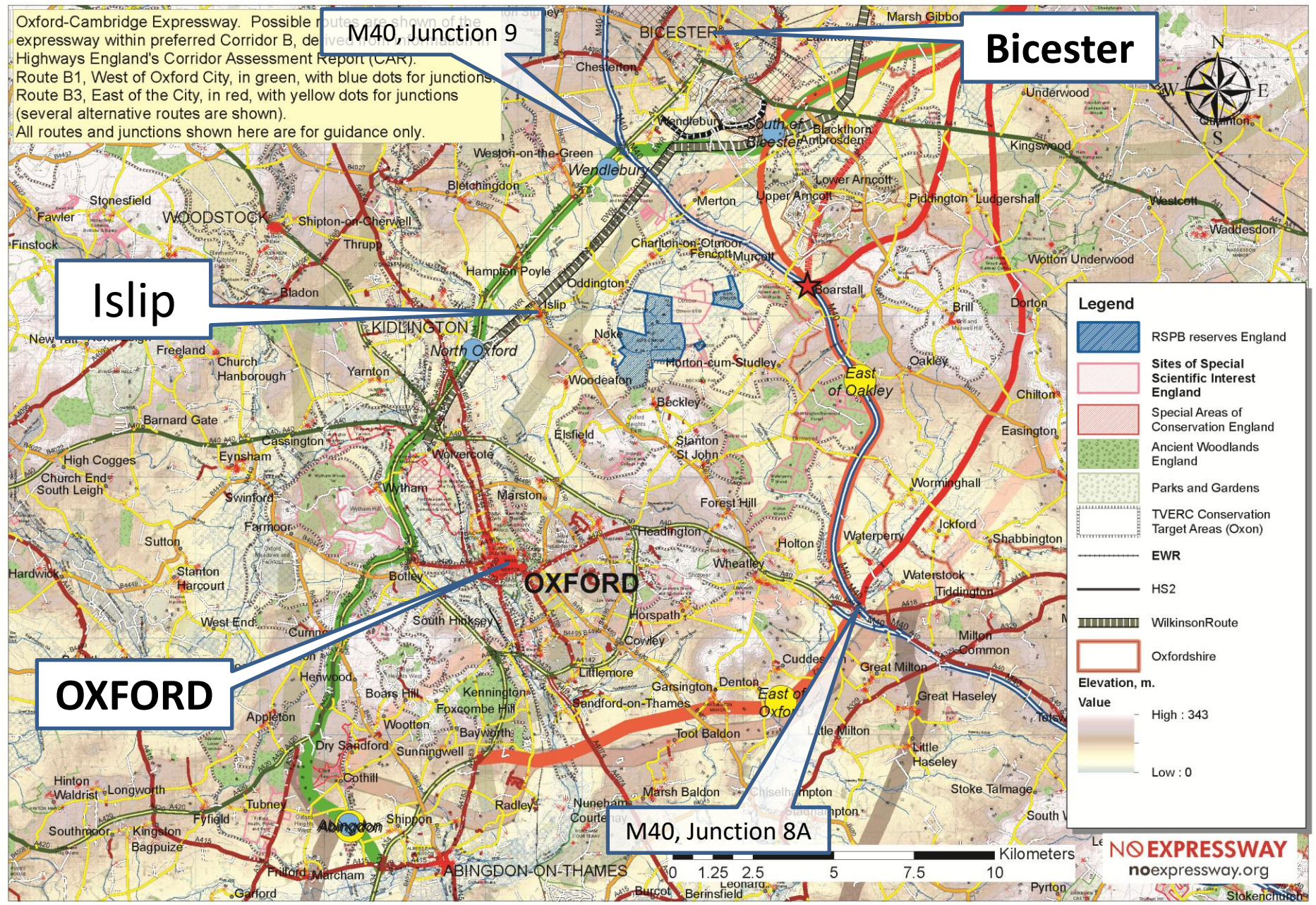
Value

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Kilometers

0 1.25 2.5 5 7.5 10



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

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Current totals 2016

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366,000*

* 2017/18 figures

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%increase

47.5%

41.1%

27.6%

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Islip

A34

Railway line

England

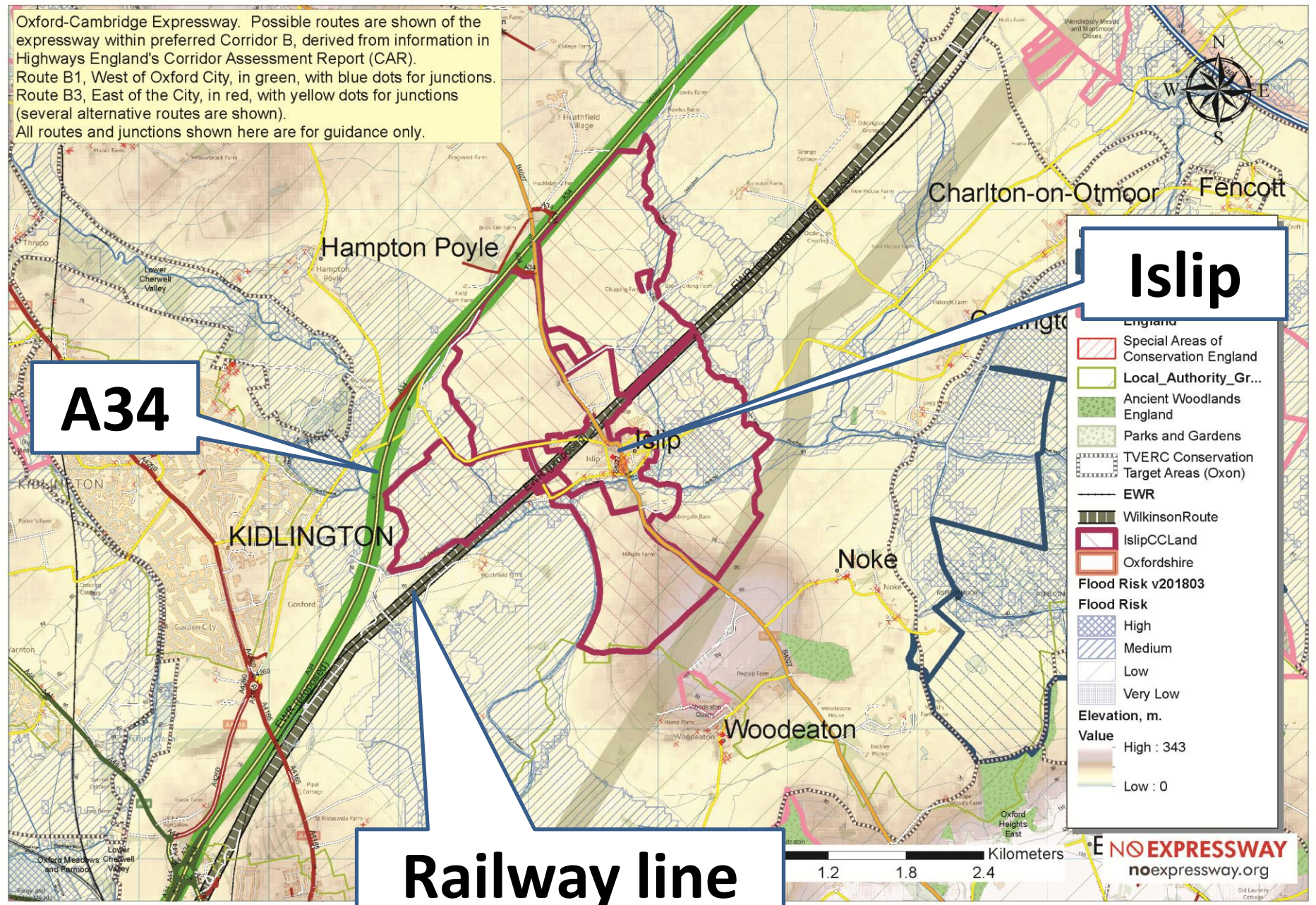
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- WilkinsonRoute
- IslipCCLand
- Oxfordshire

Flood Risk v201803

- High
- Medium
- Low
- Very Low

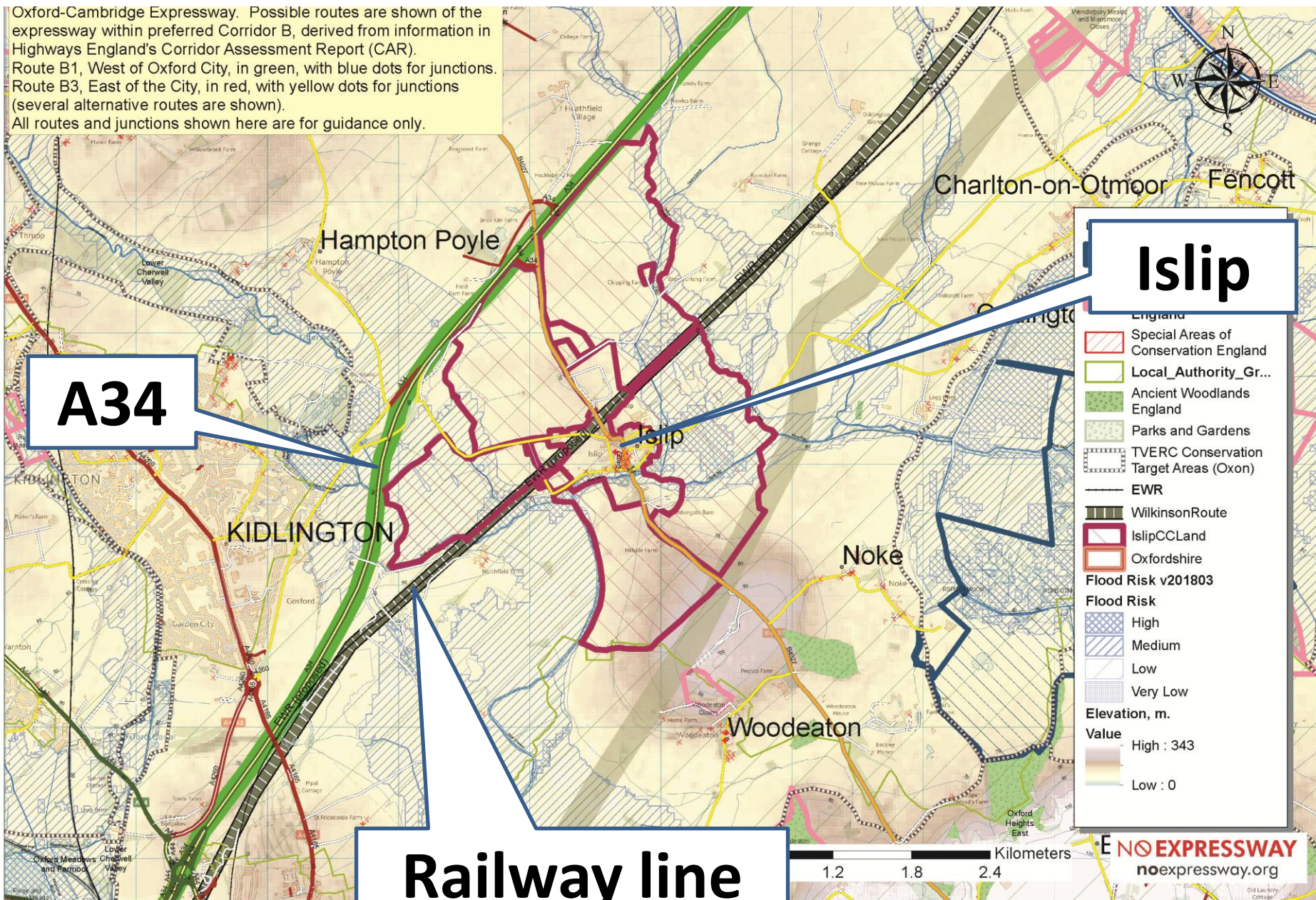
Elevation, m.

Value: High : 343
 Low : 0



The Church Commissioners' proposals for 3,000 houses at Islip

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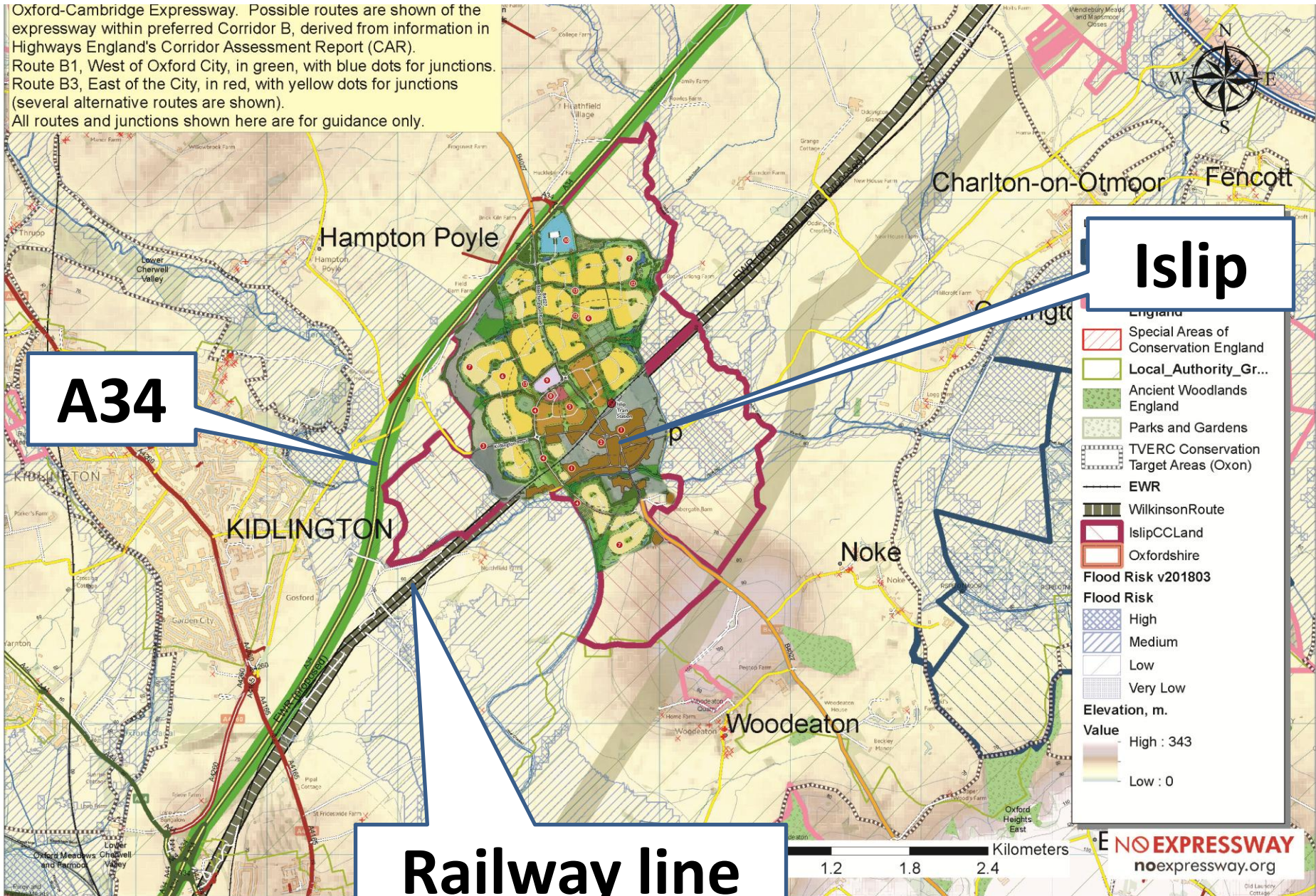
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A34

KIDLINGTON

Railway line

Islip

NO EXPRESSWAY
noexpressway.org

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

23,000 + 7,000
homes per year

+



30,000 equivalent

782,000 to 1,020,000
additional homes

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

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.

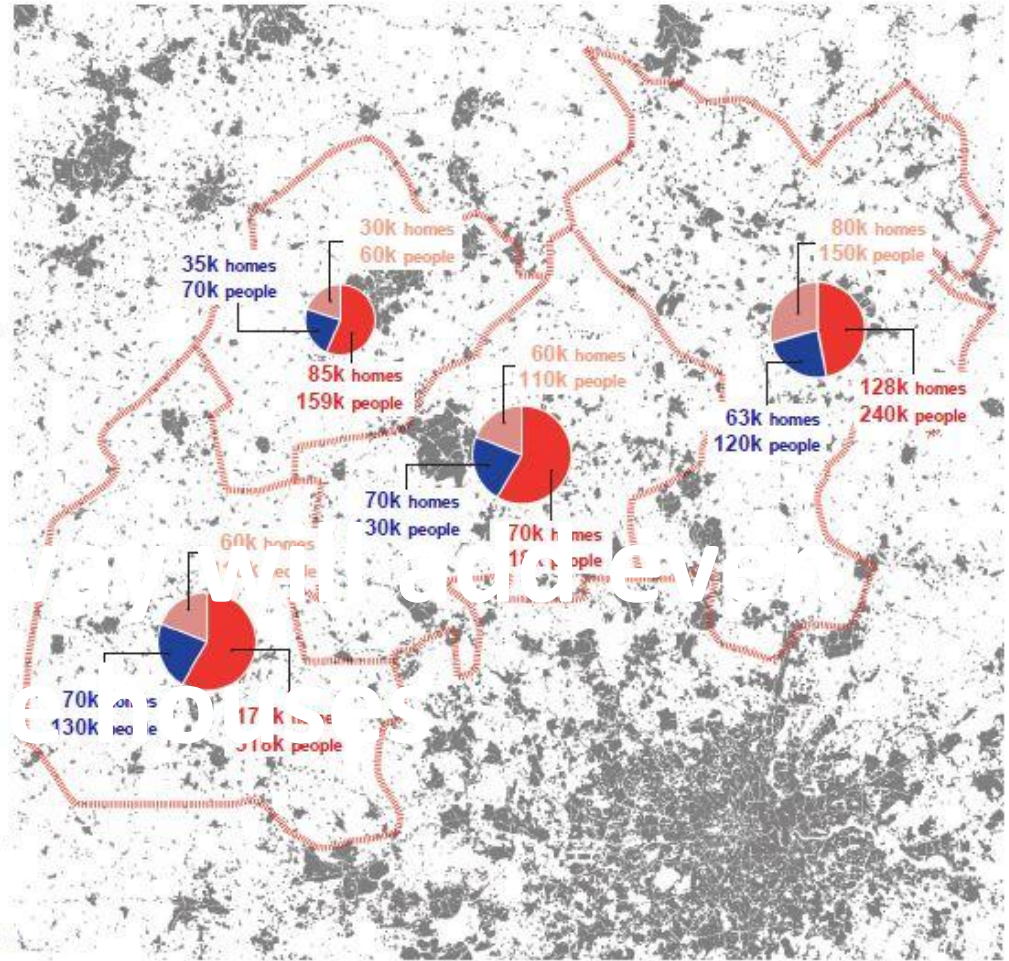
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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.

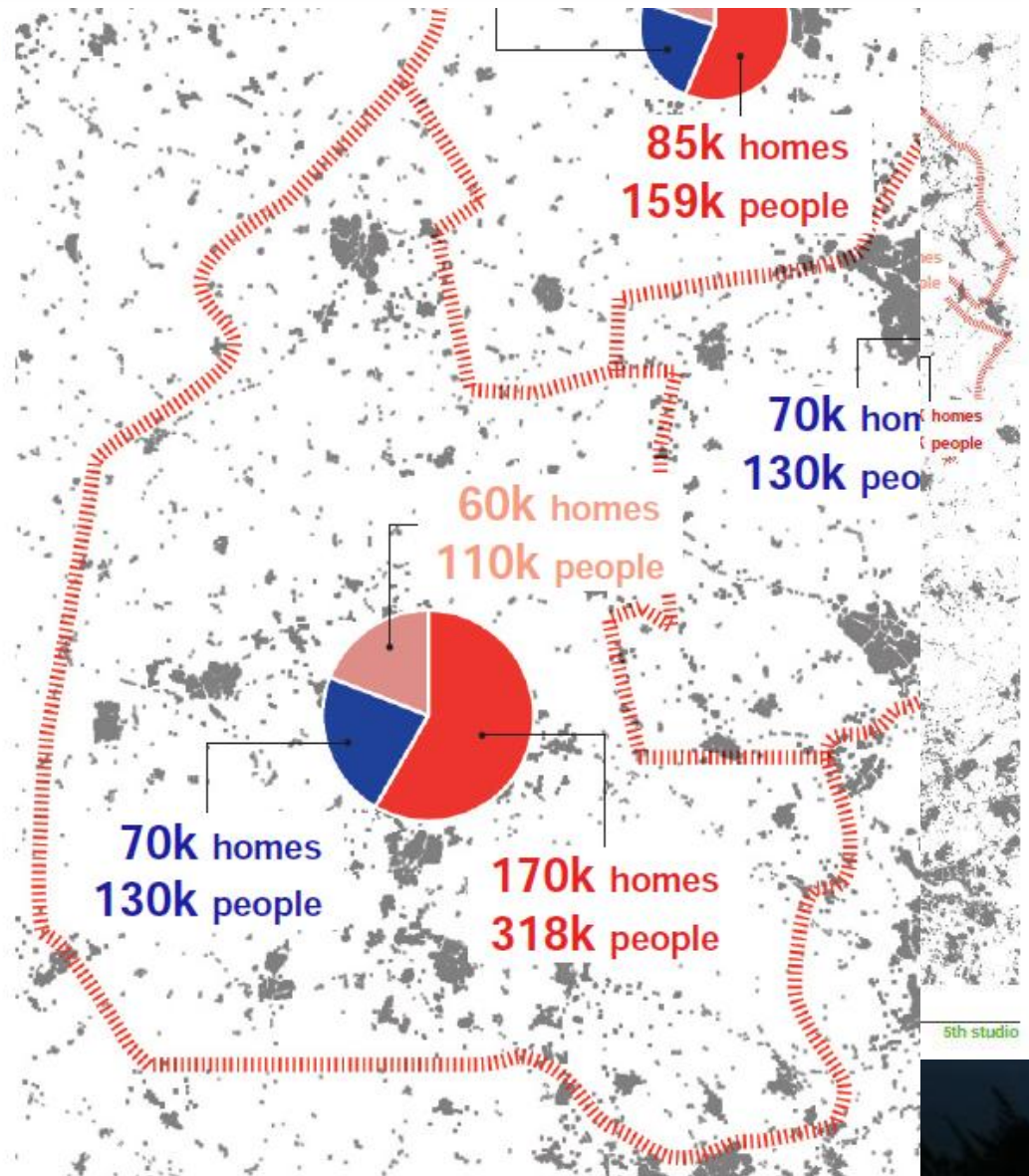
**The distribution is indicative and follows a proportional trend according to the distribution of the 'Additional development required to meet Transformational Scenario's Housing and Population Targets by 2050'.



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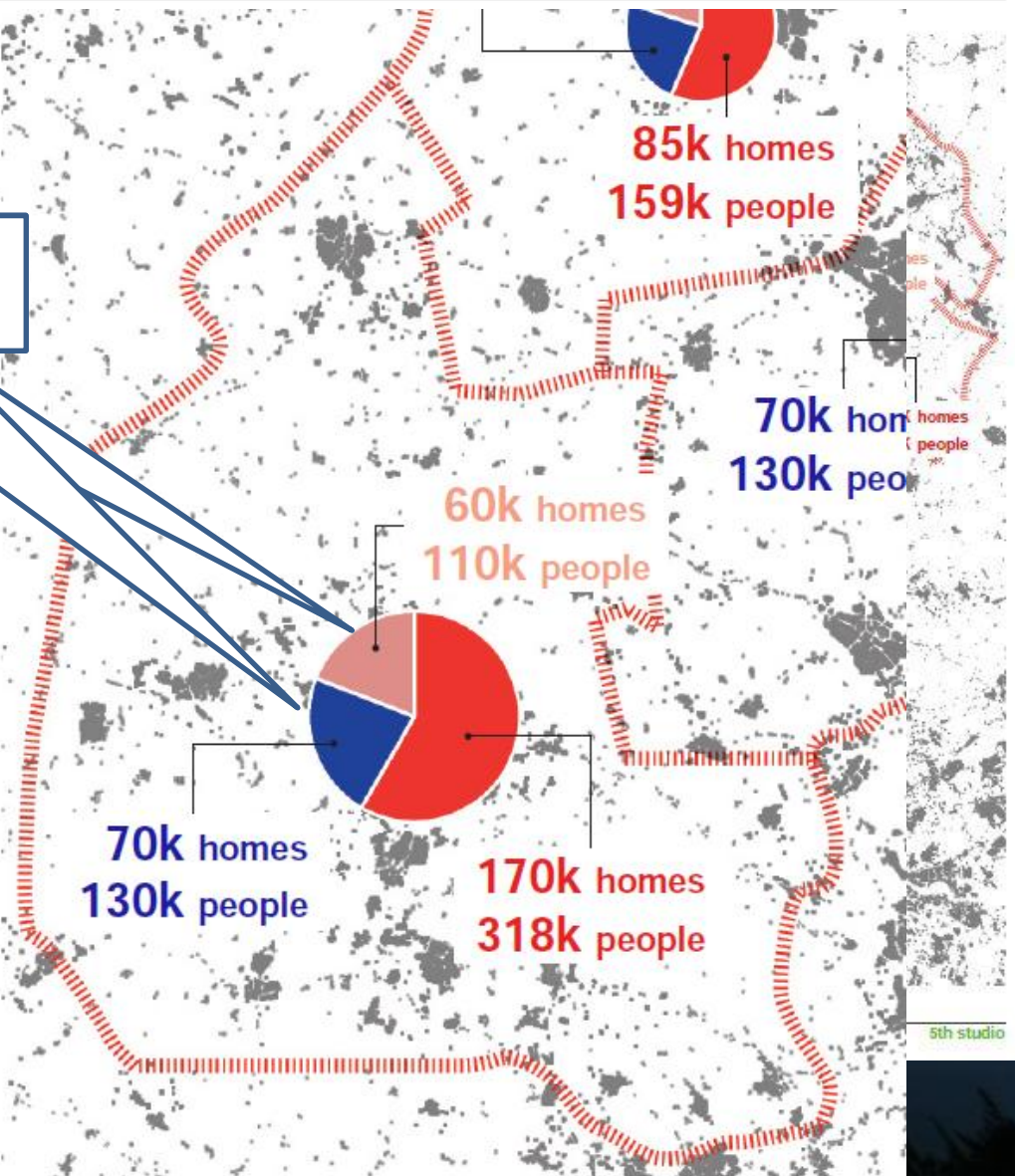
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Currently planned + backlog homes

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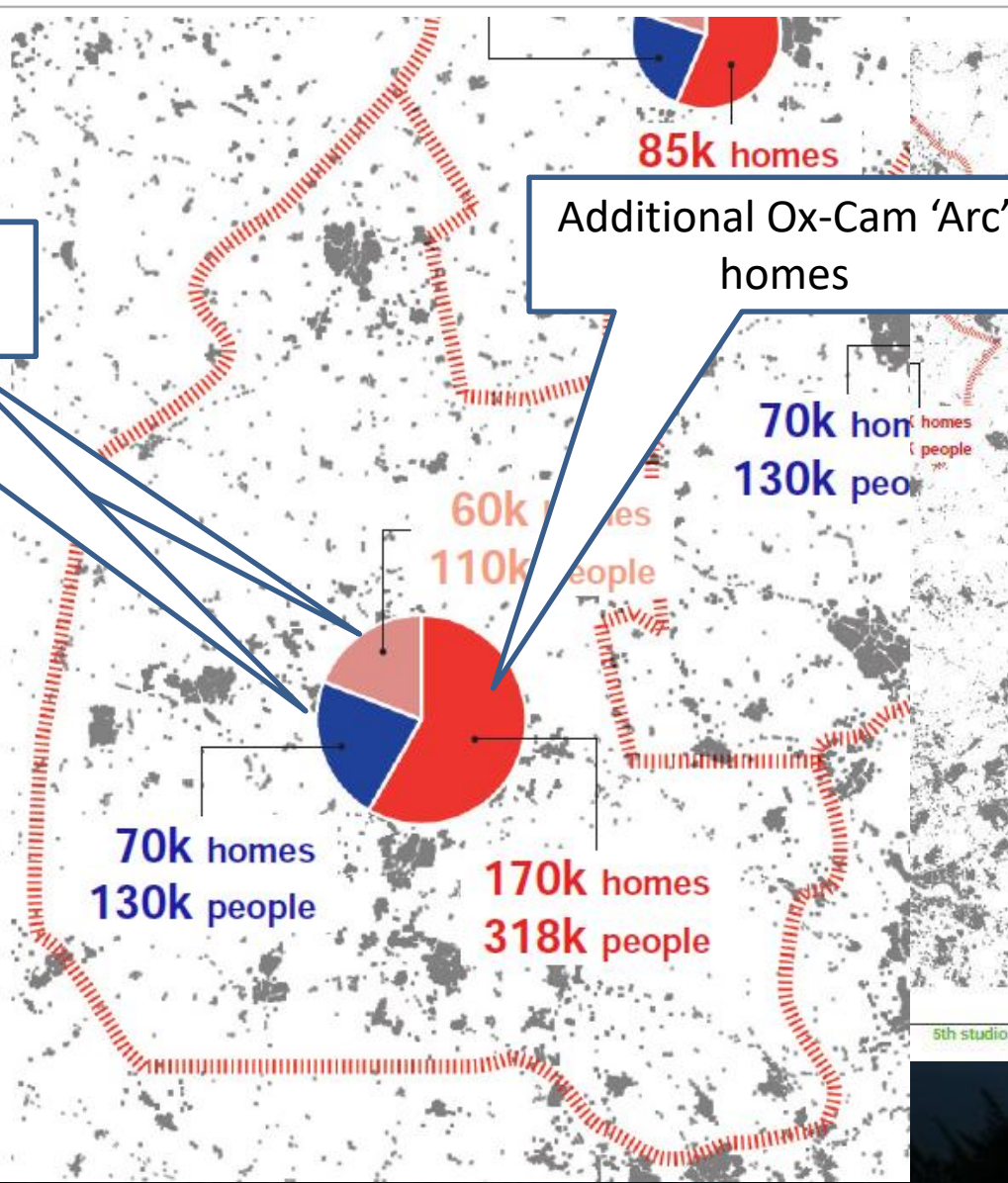
* Under construction, approved, in for planning, or allocated.

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.

Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

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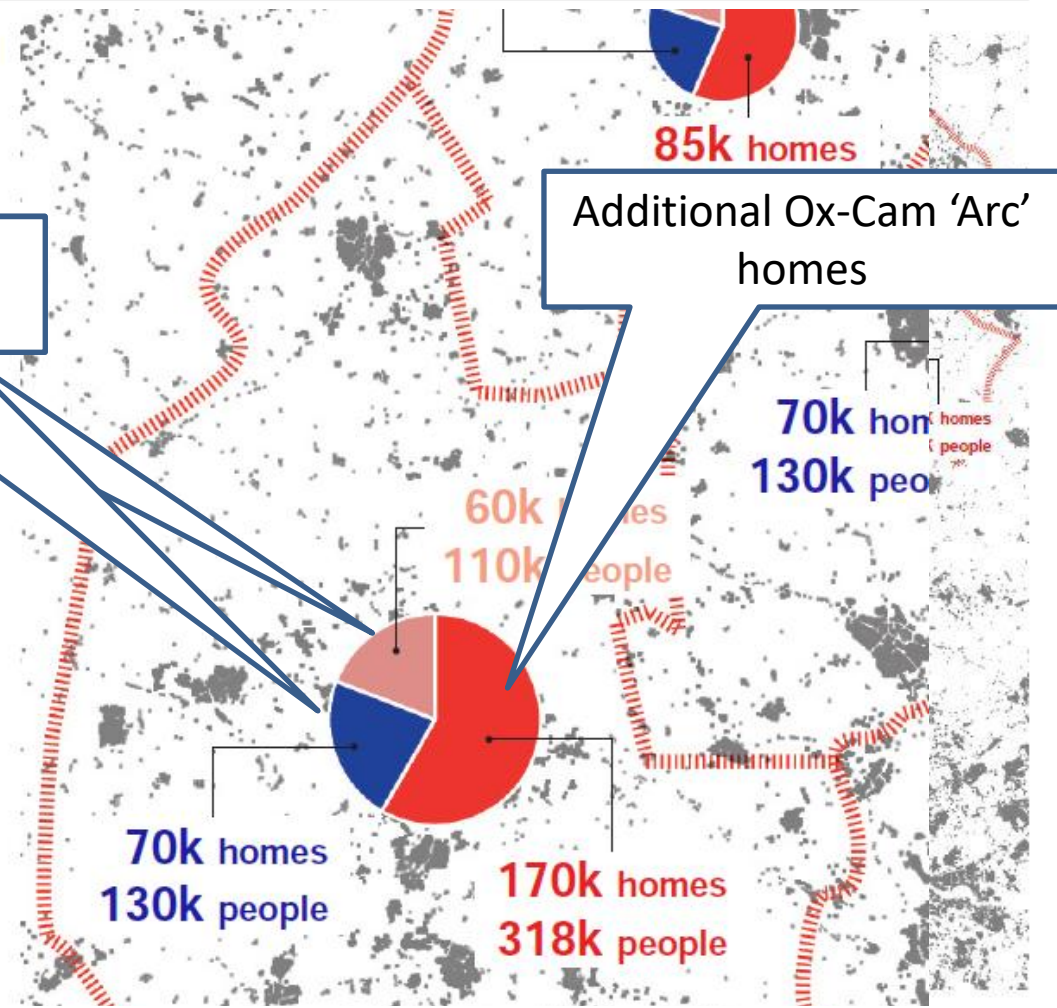
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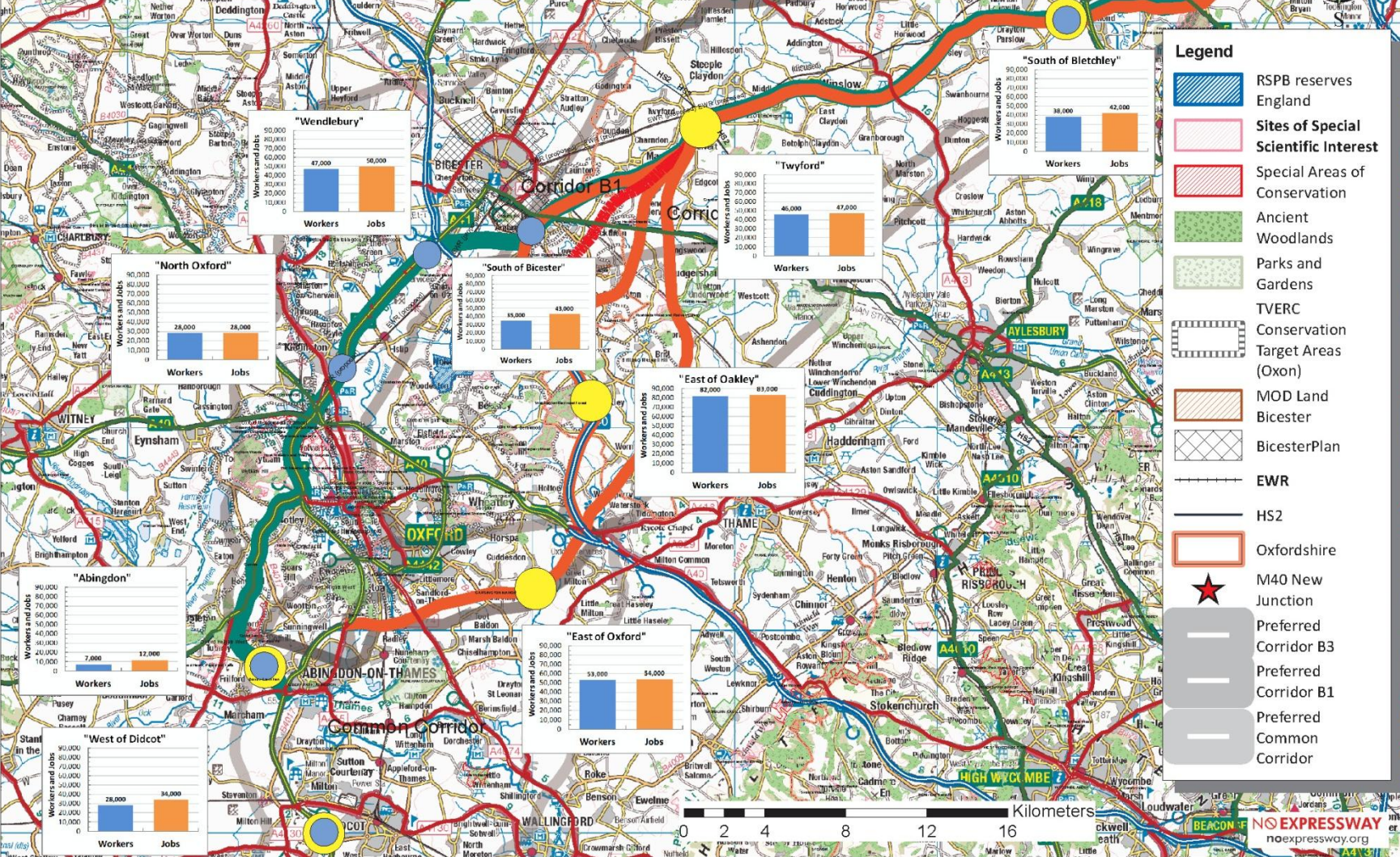
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- Development accommodated due to pressures from land



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 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

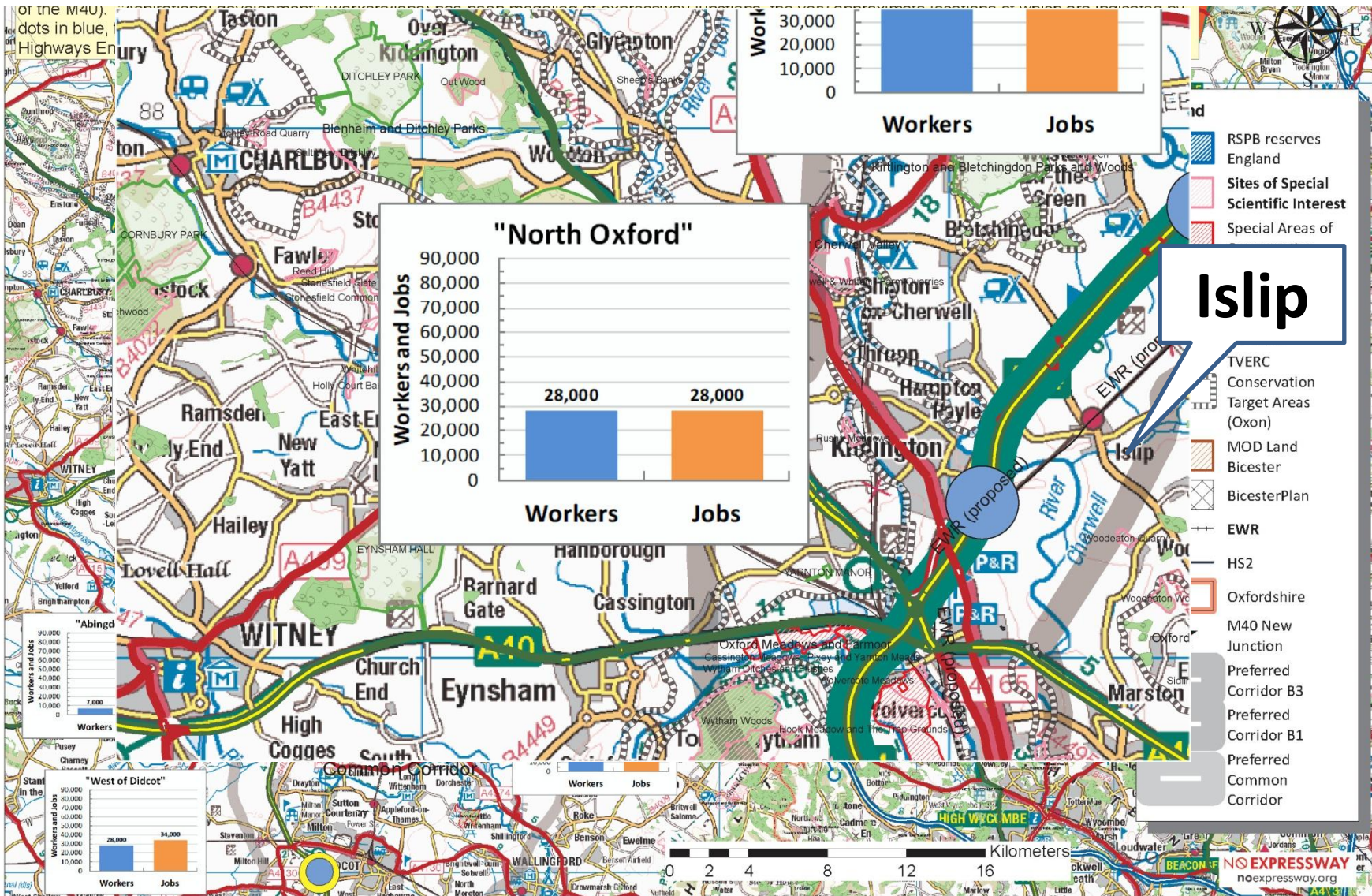
- RSPB reserves
- England
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodlands
- Parks and Gardens
- TVERC
- Conservation Target Areas (Oxon)
- MOD Land
- Bicester
- BicesterPlan
- EWR
- HS2
- Oxfordshire
- M40 New Junction
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- Preferred Corridor B1
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BEACONSFIELD NO EXPRESSWAY noexpressway.org

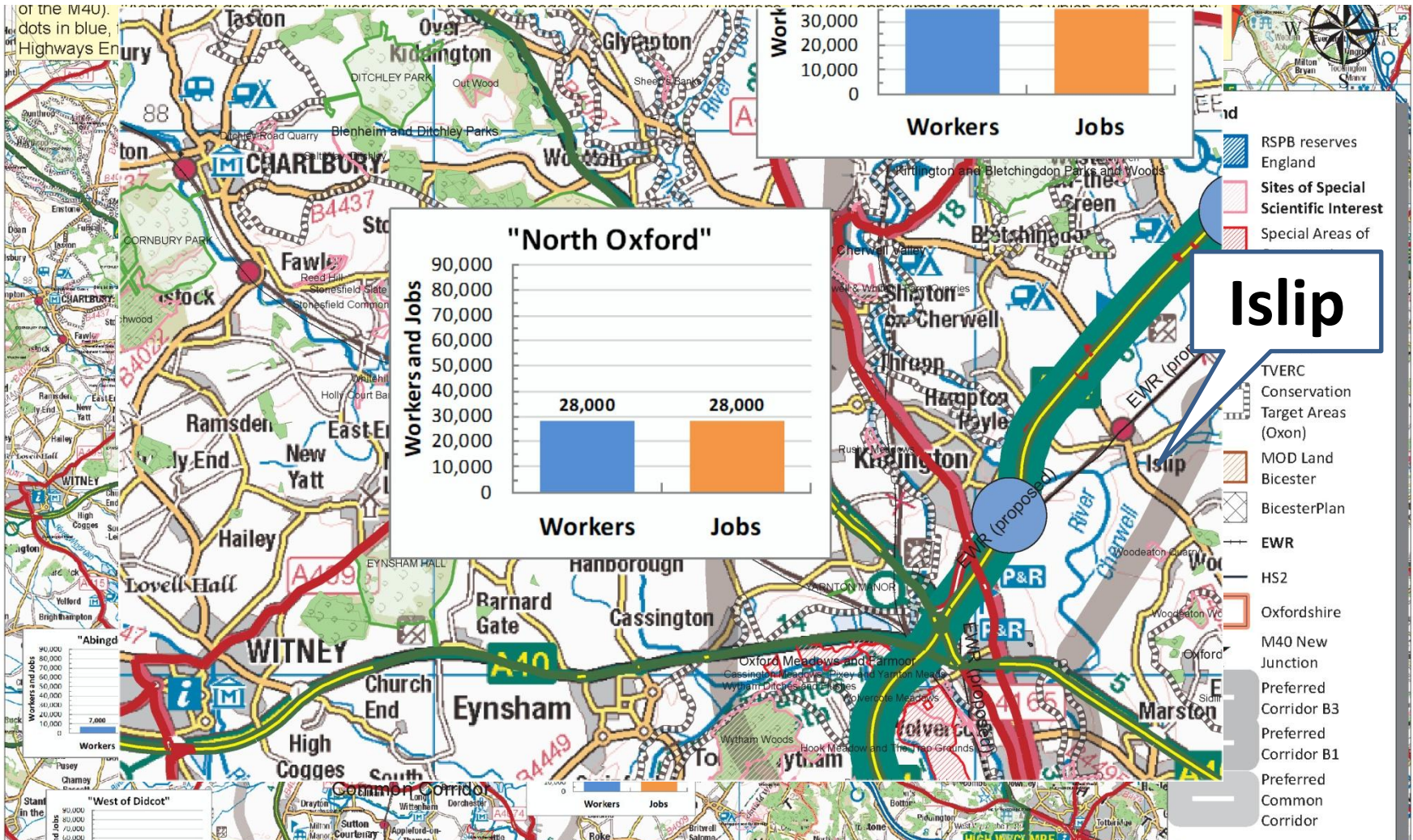
Option B1, 28,000 workers/22,000 new houses North Oxford ?

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



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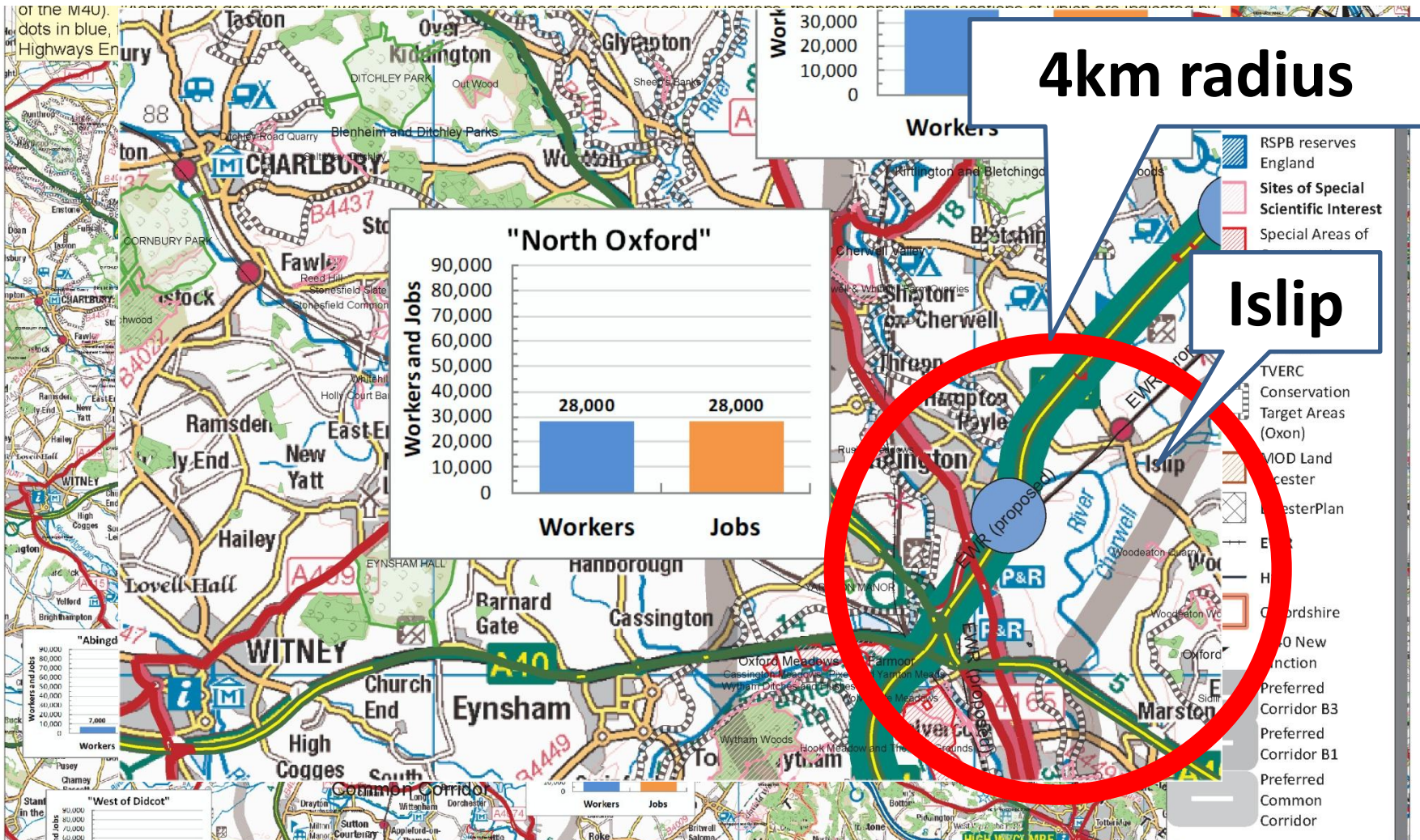


That's 51,300 people (Kidlington 13,700, Bicester 32,789)

2017 figures

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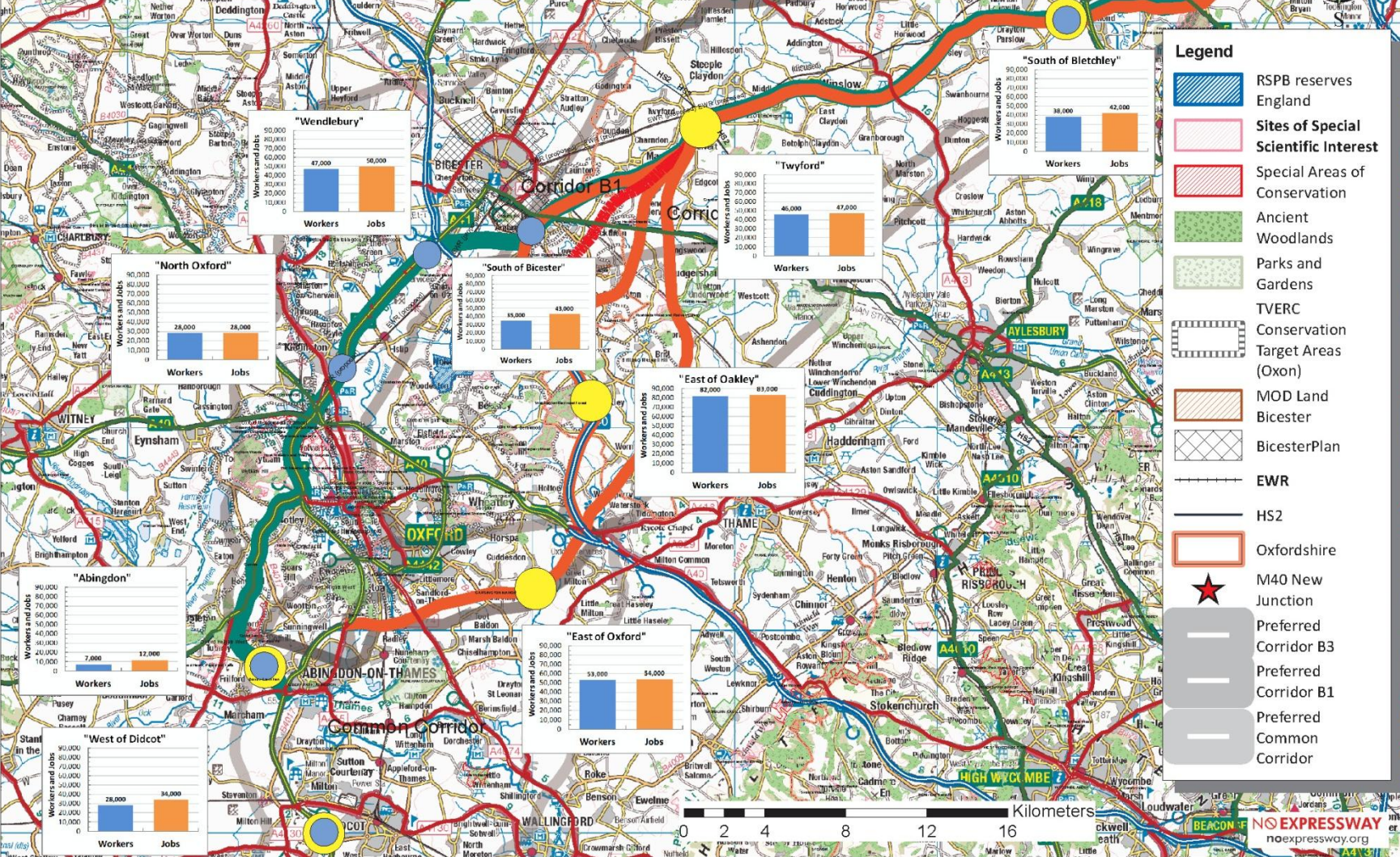


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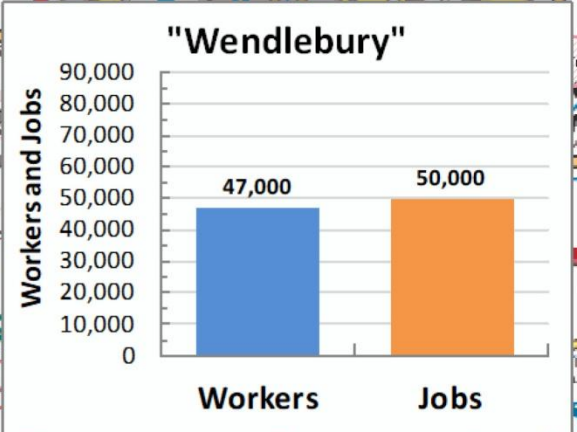
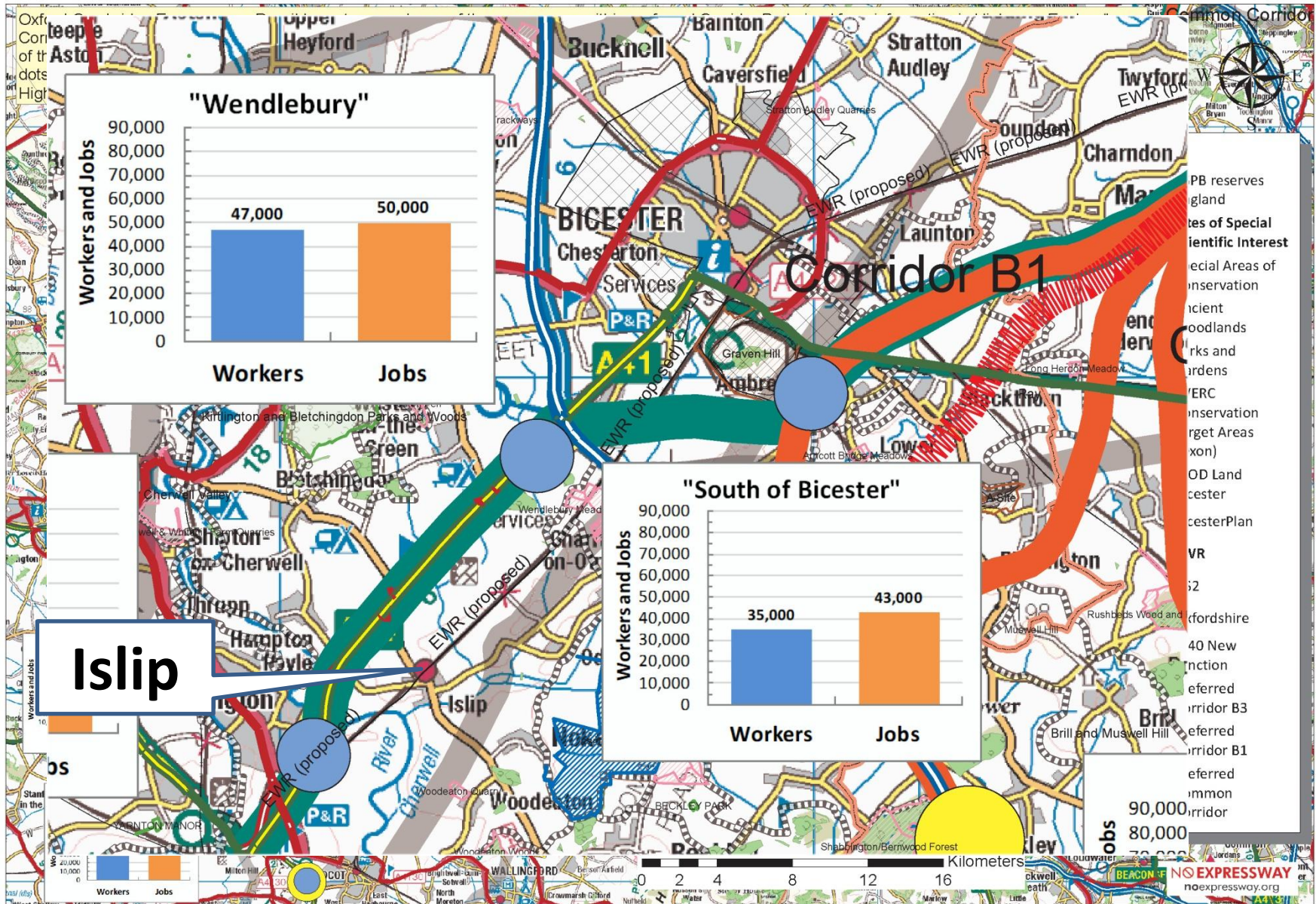
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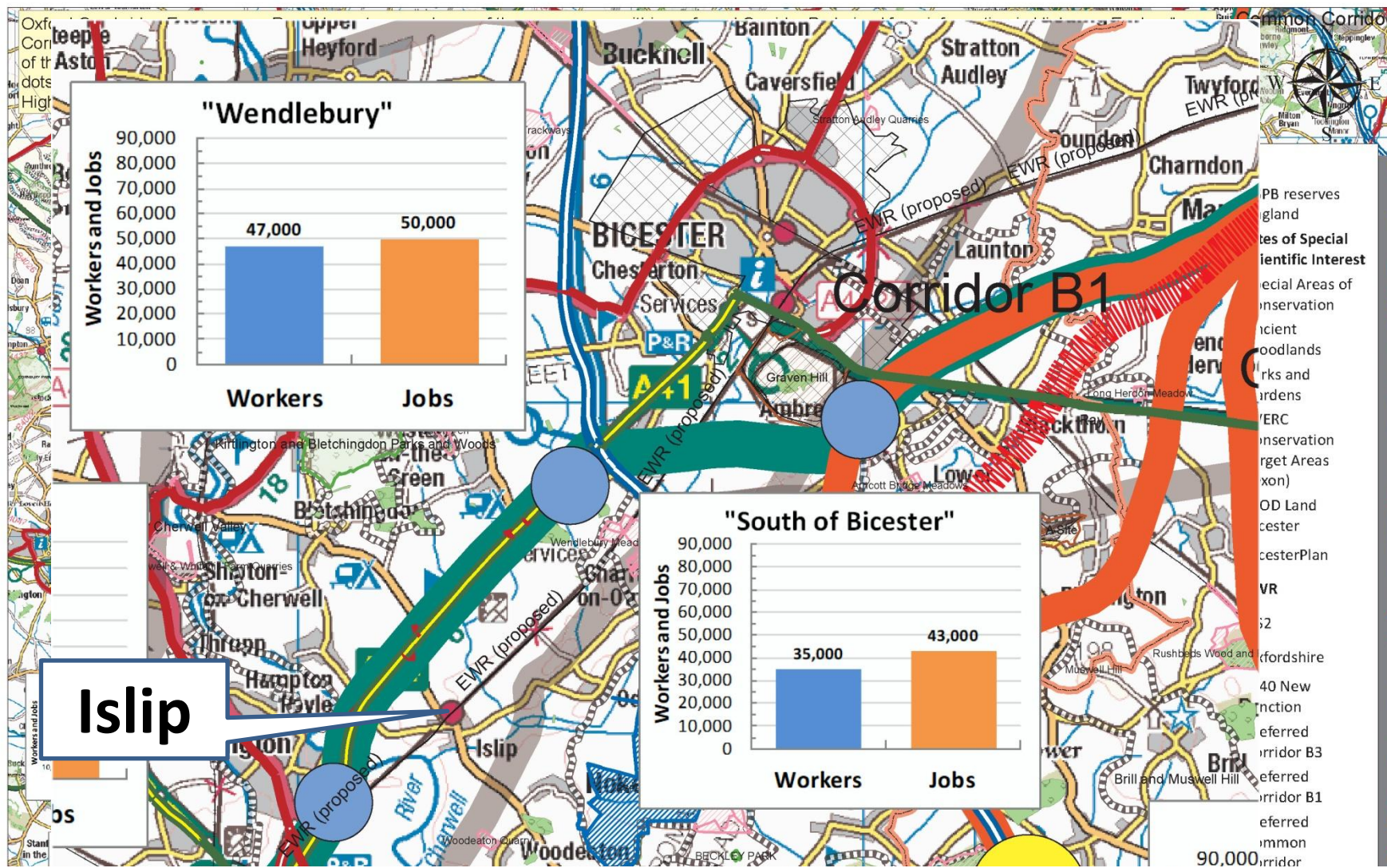
Option B1, 82,000 workers/65,000 new houses nr. Bicester



Islip

- Common Corridor
- PB reserves
- gland
- tes of Special
- Scientific Interest
- Special Areas of
- Conservation
- Woodlands
- Parks and
- Gardens
- PERC
- Conservation
- Target Areas
- (xon)
- OD Land
- cester
- cesterPlan
- VR
- 52
- (fordshire
- 40 New
- unction
- ferred
- Corridor B3
- ferred
- Corridor B1
- ferred
- Common
- Corridor
- 90,000
- 80,000
- Beacon Expressway
- noexpressway.org

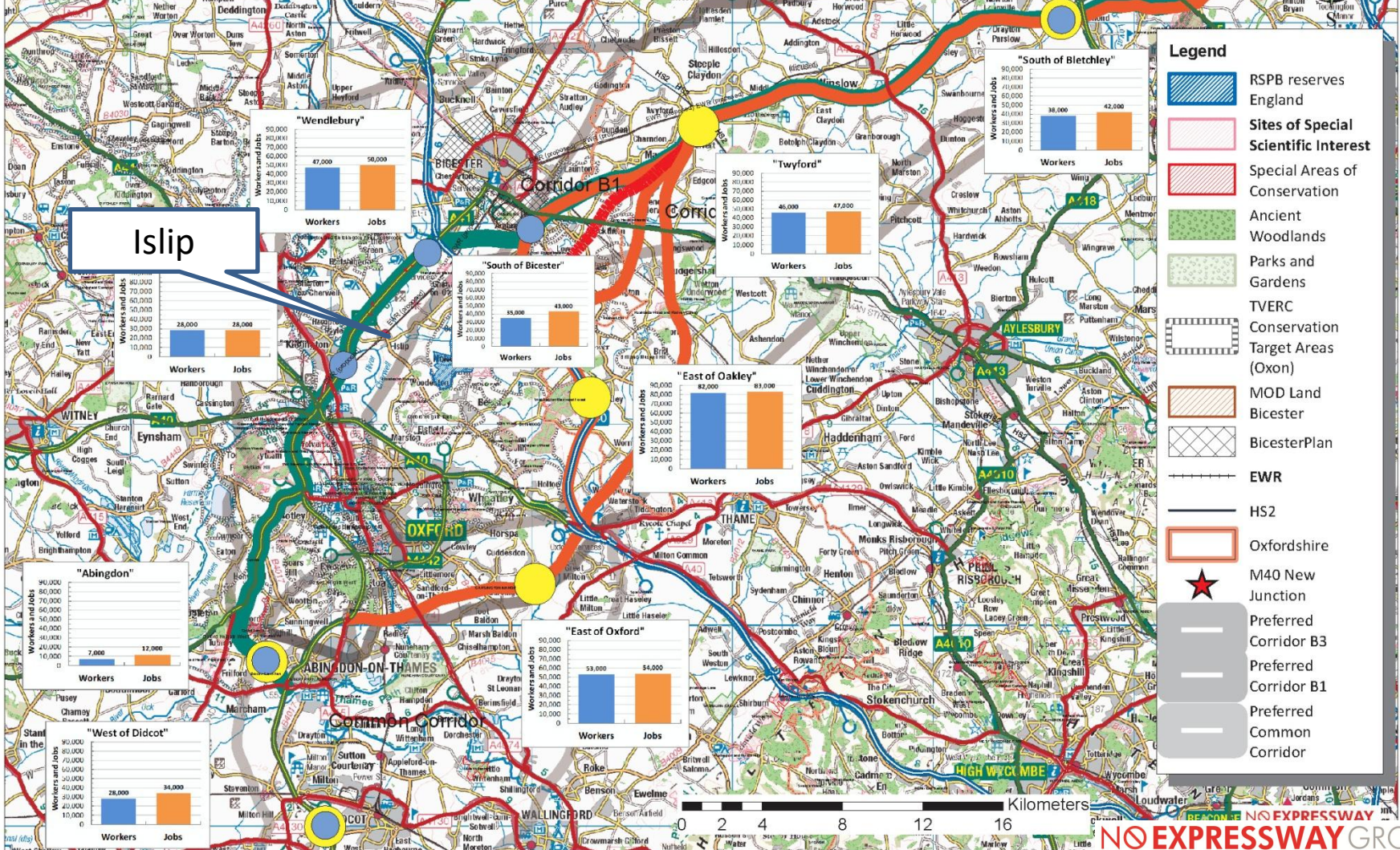
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That's 150,440 people (Oxford City has 154,600 2017 figure)

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

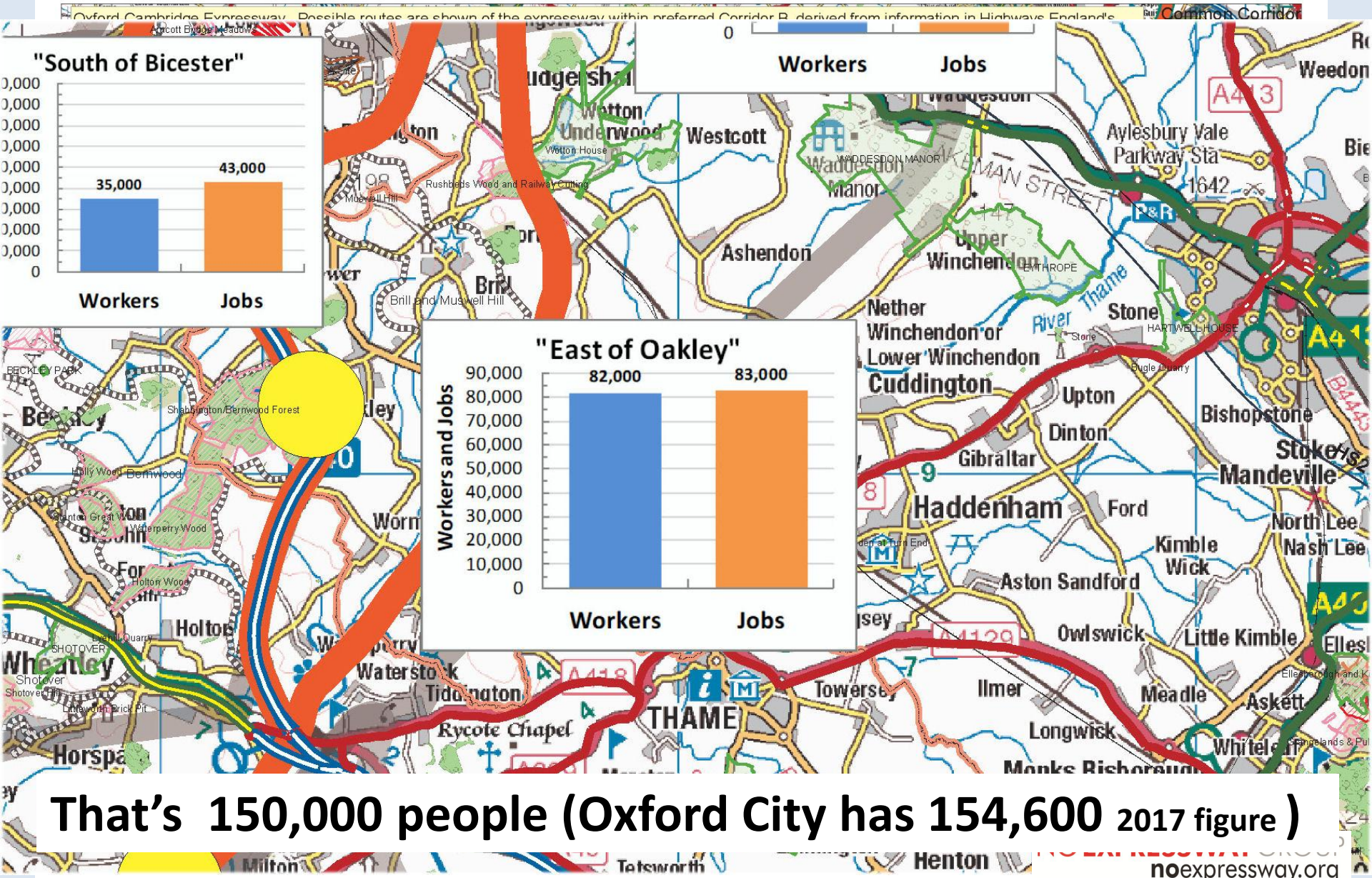
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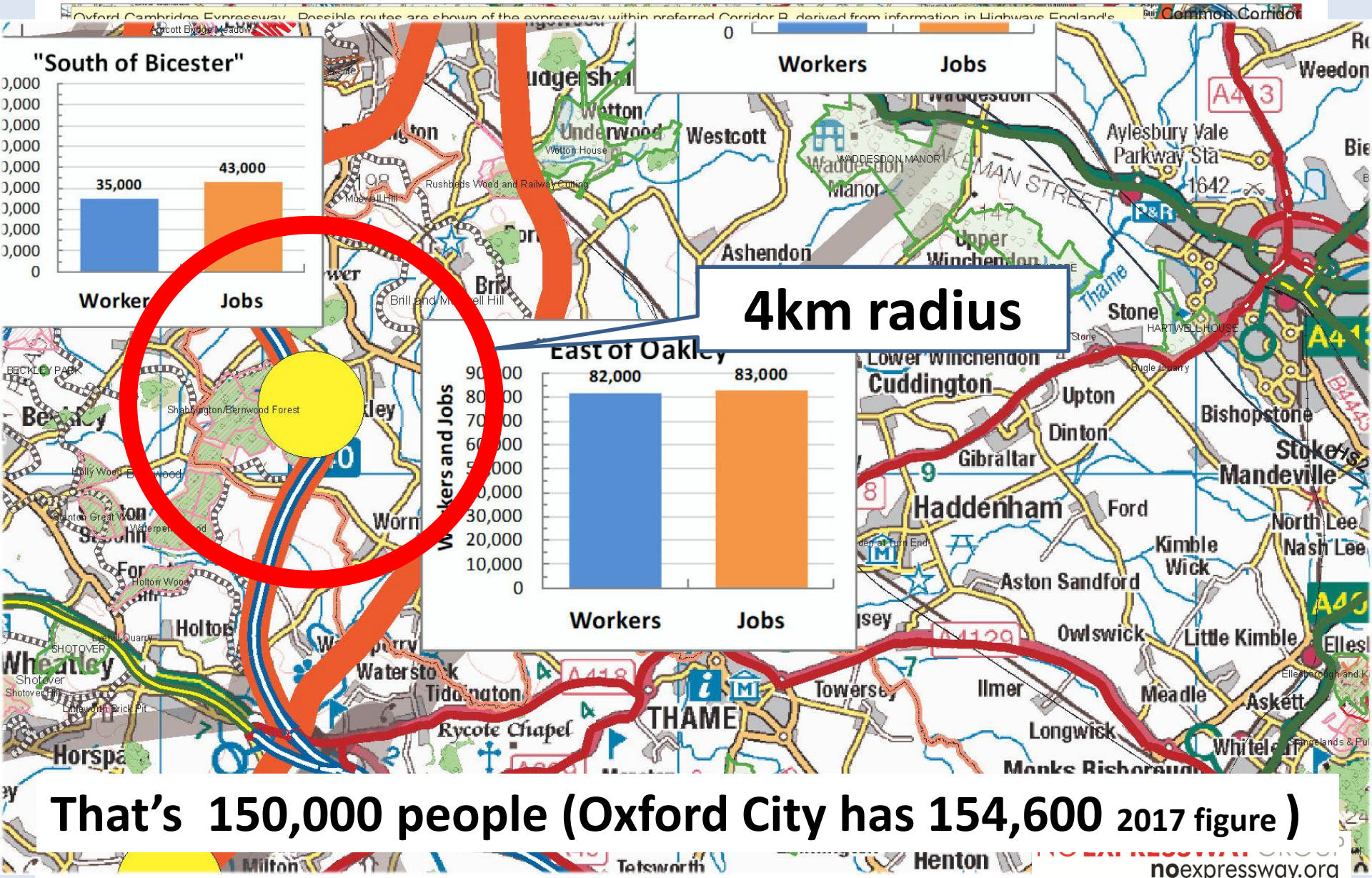
Legend

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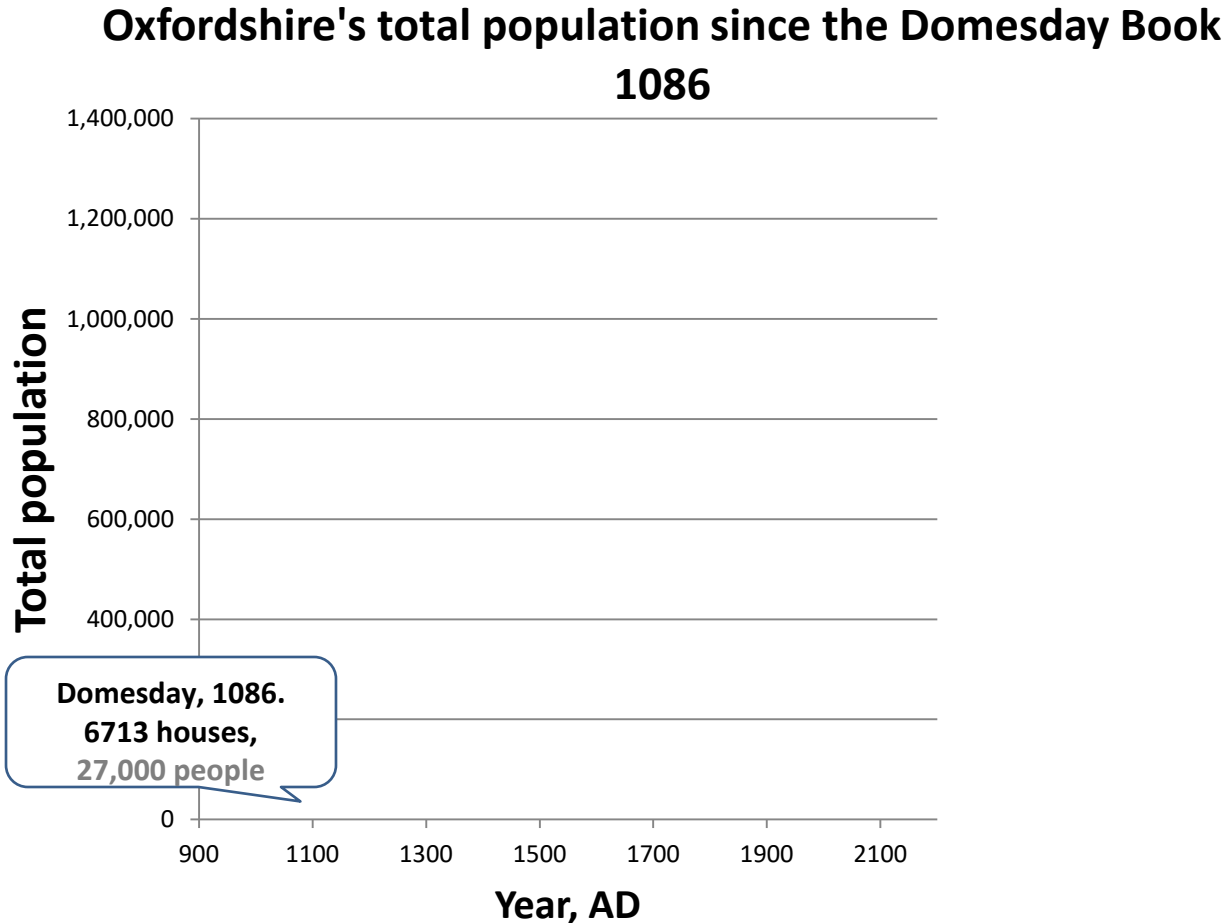
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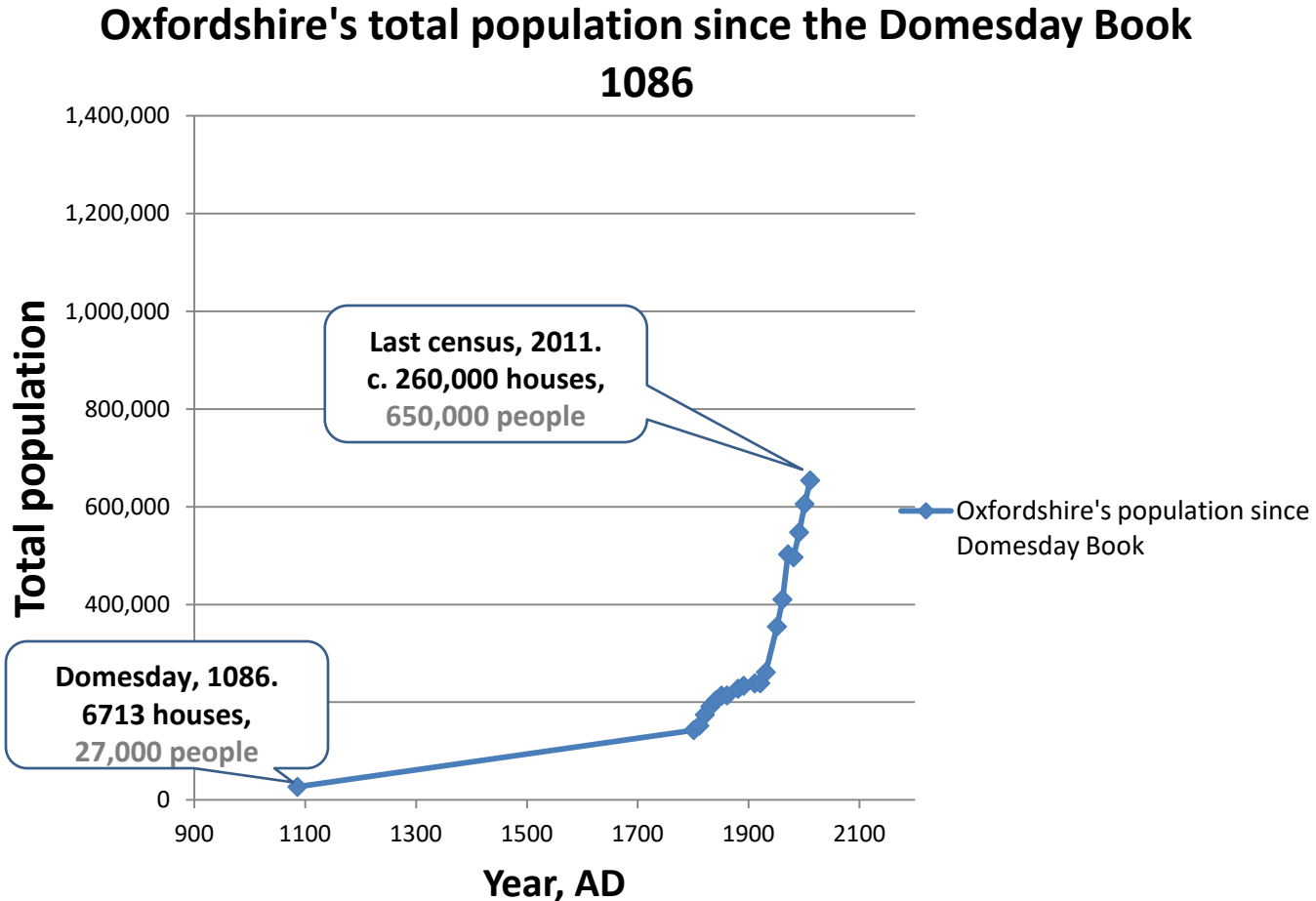
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....that leaves a balance of 56,000 houses to be built ‘somewhere else’ in Oxfordshire (i.e. another 103,000 people)

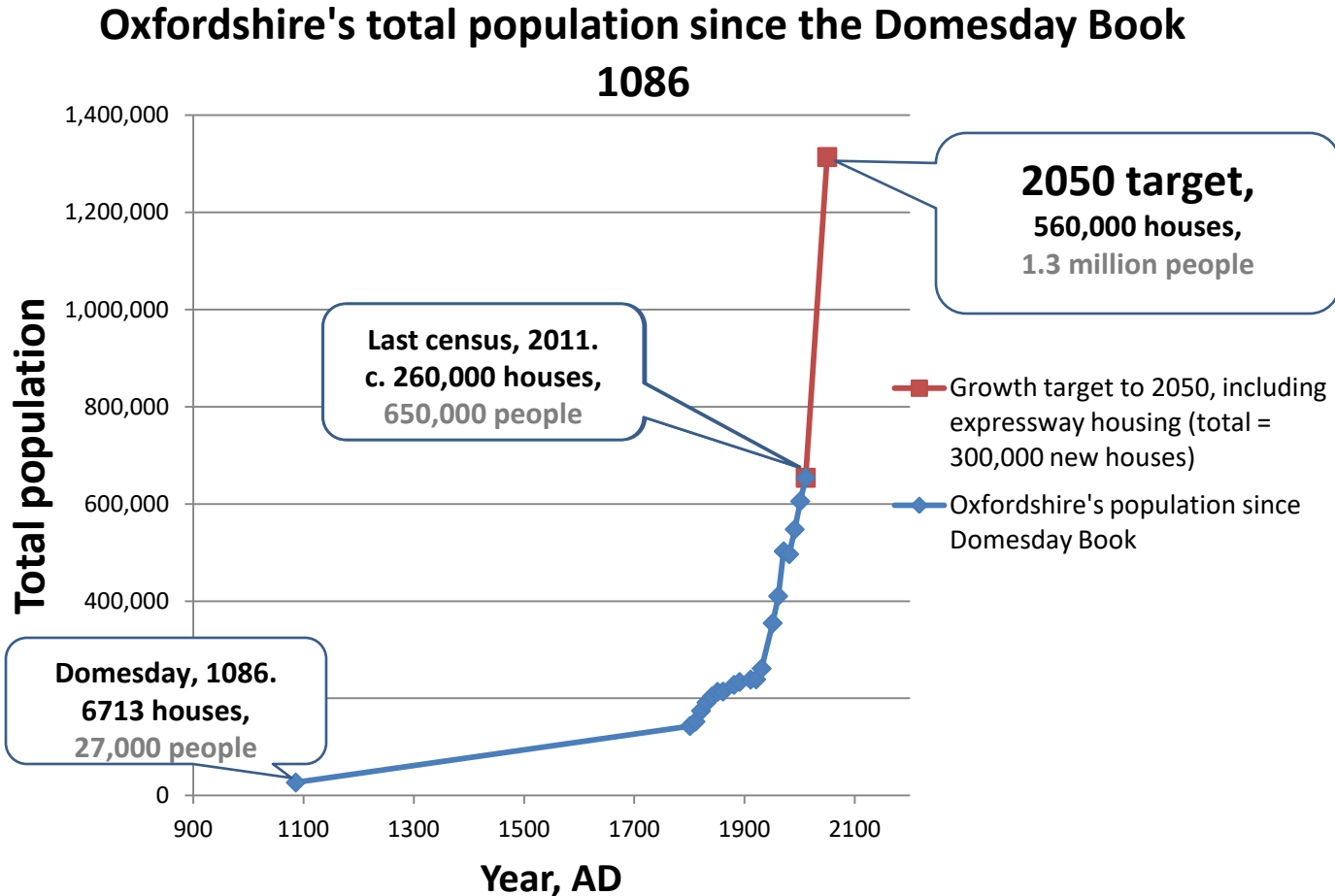
Oxfordshire's past, and proposed growth to 2050



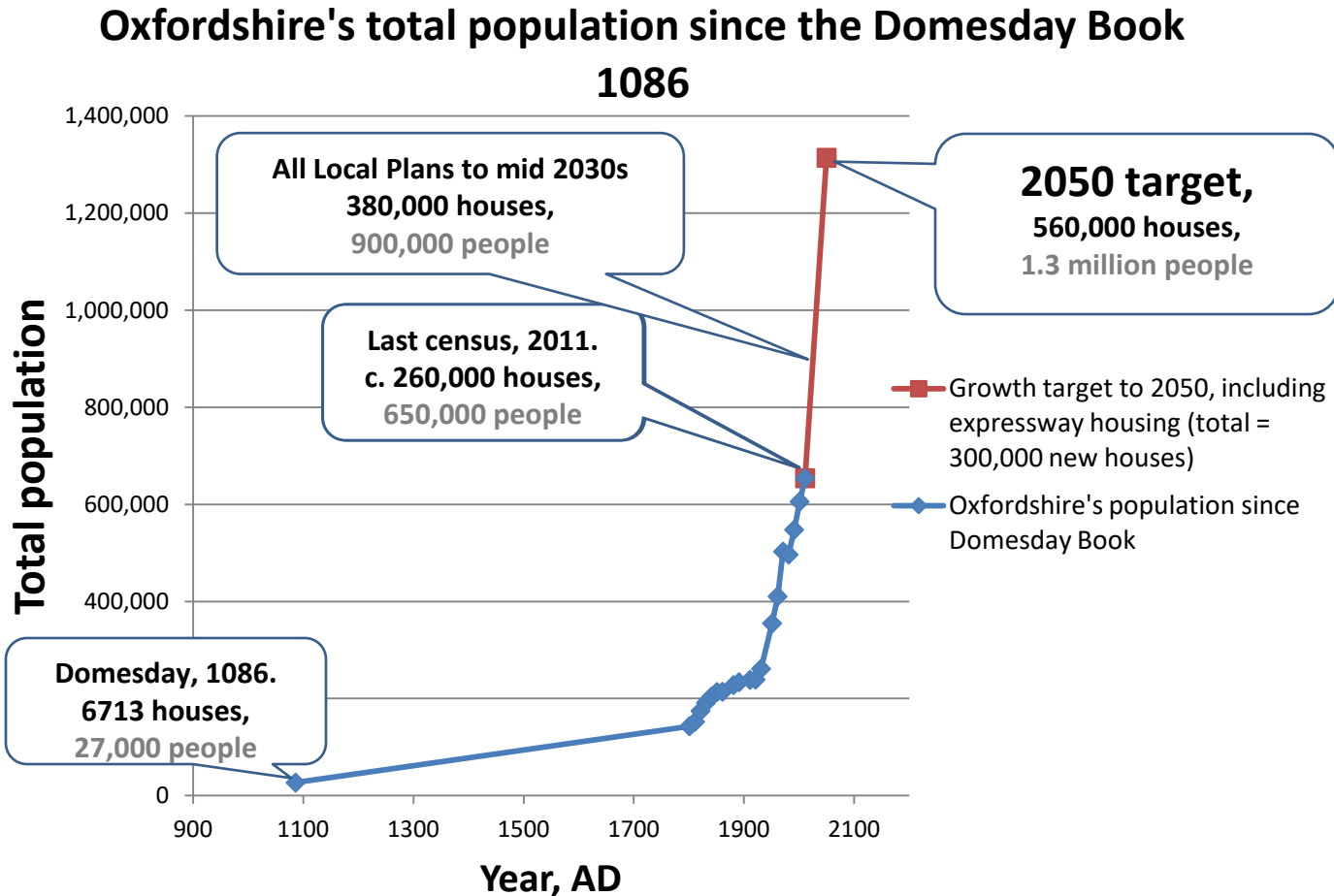
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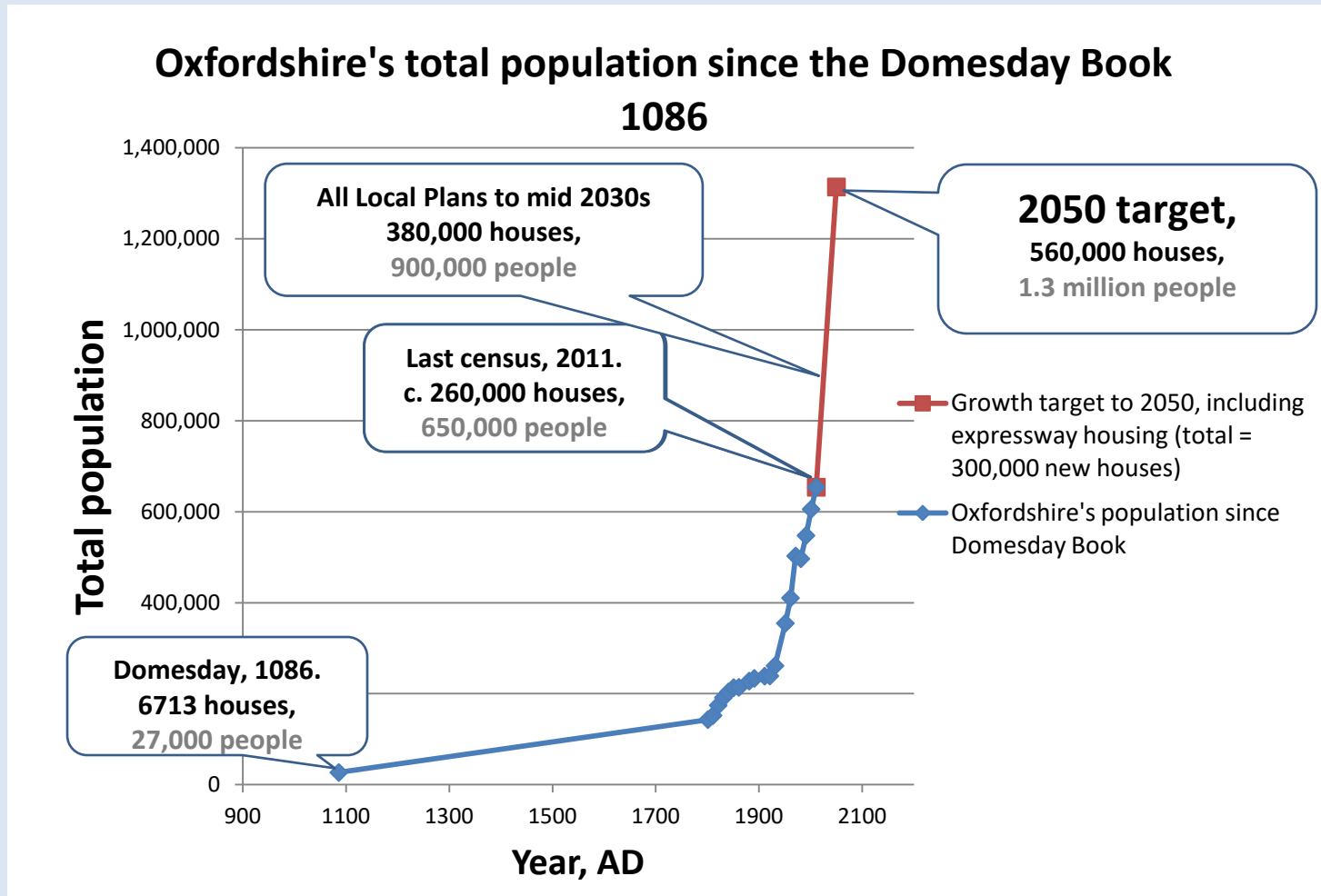
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Oxfordshire's past, and proposed growth to 2050



Are there really no limits to growth?

Where will all those houses go?

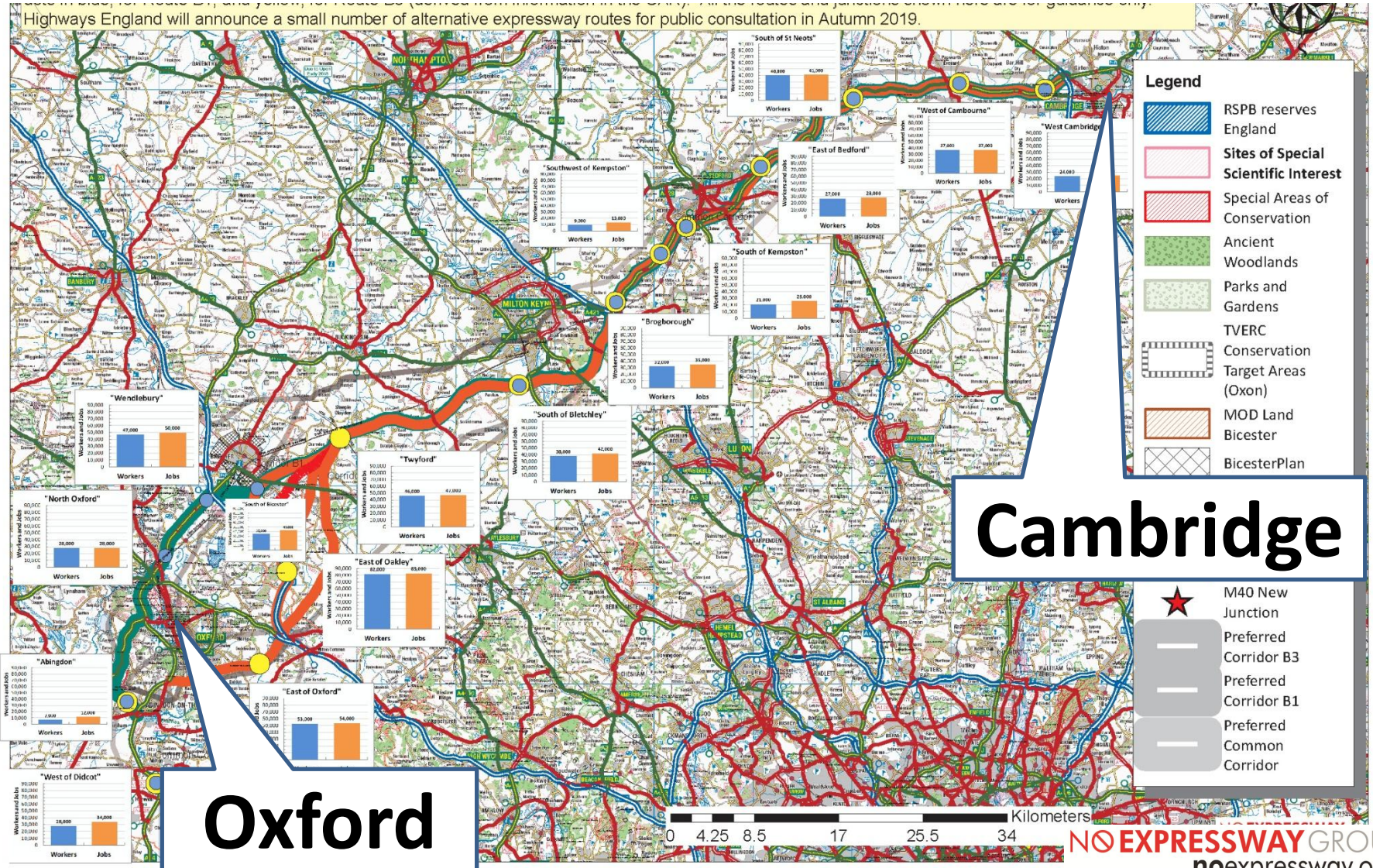


**This is what
Corridor B would
look like with 21
new Bicesters by
2050!**

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.



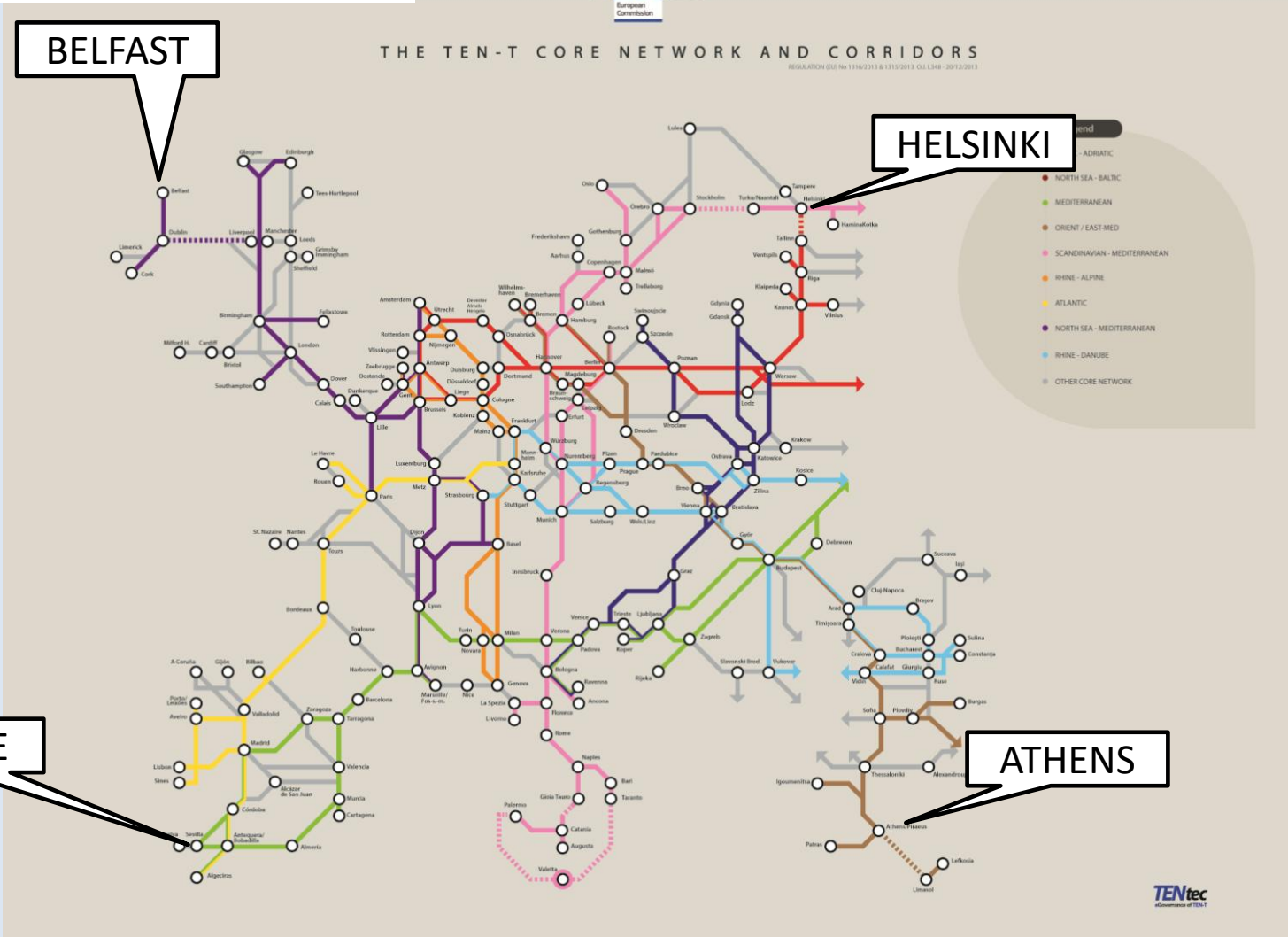
Cambridge

Oxford

- ★ M40 New Junction
- ▬ Preferred Corridor B3
- ▬ Preferred Corridor B1
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Cars, Houses, People..... and Freight

TENtec Freight Network



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

TENtec Freight Network





Southampton

Felixstowe

London

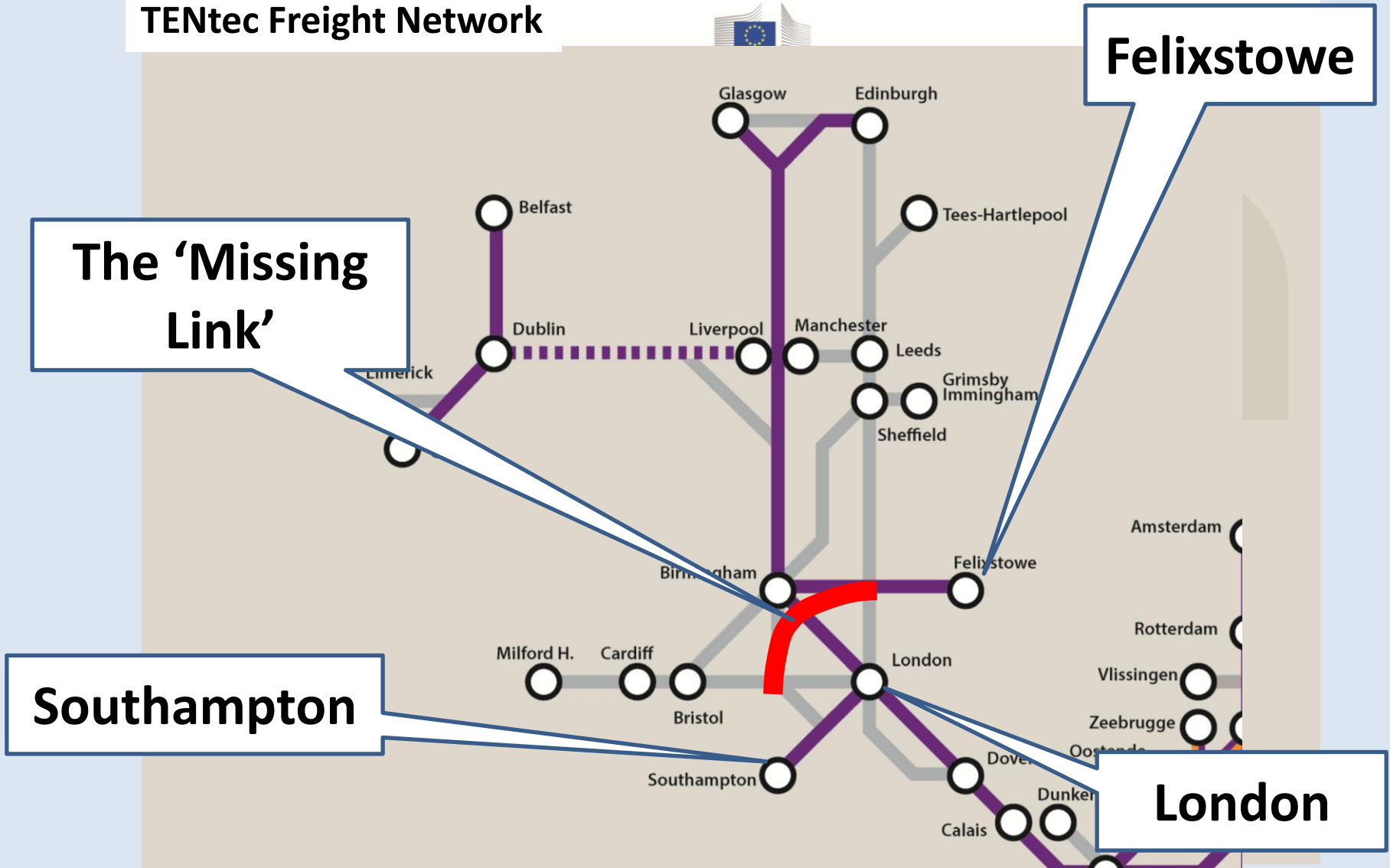
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network



 **noexpressway.org**

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

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noexpressway.org

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

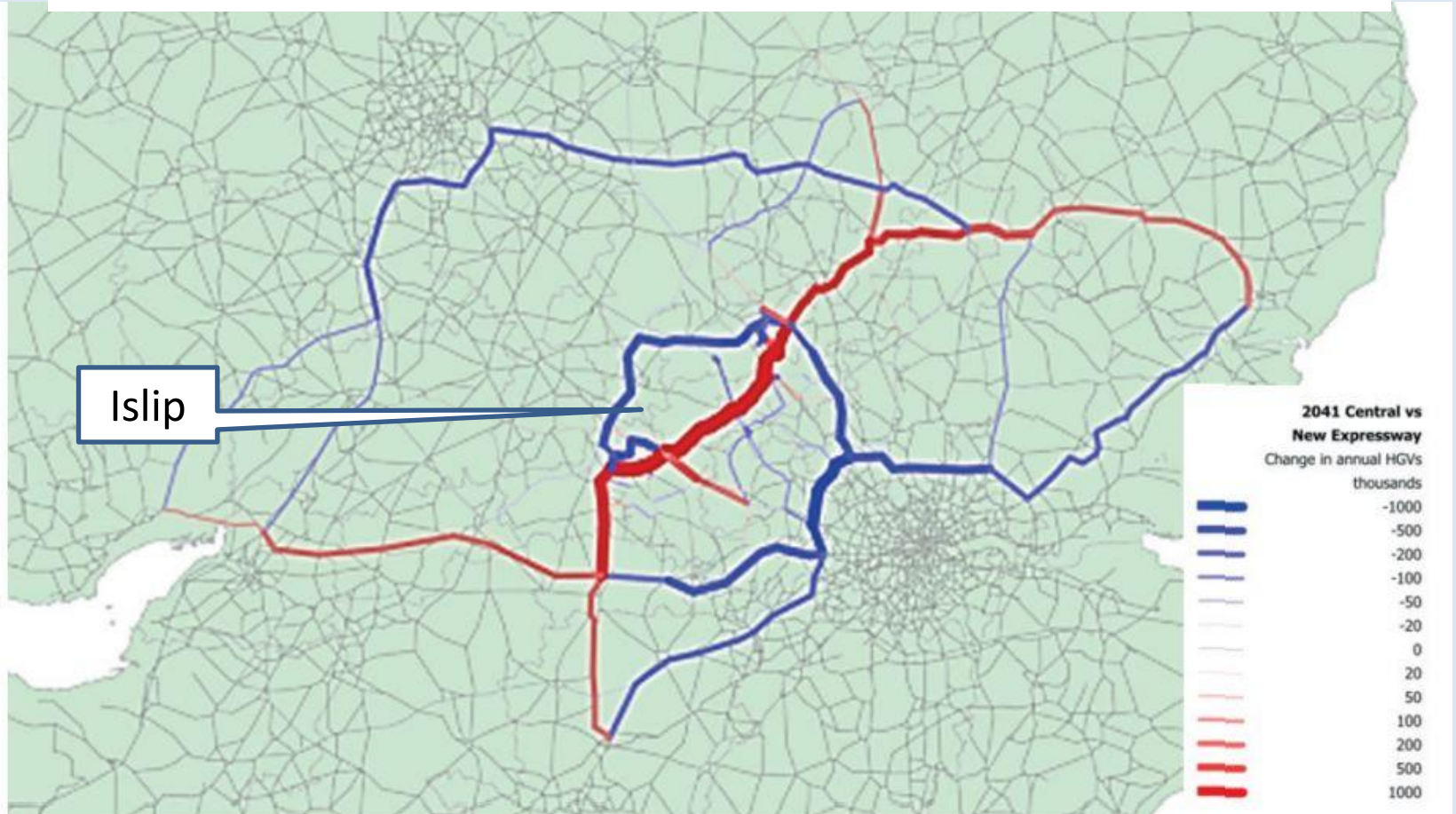


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

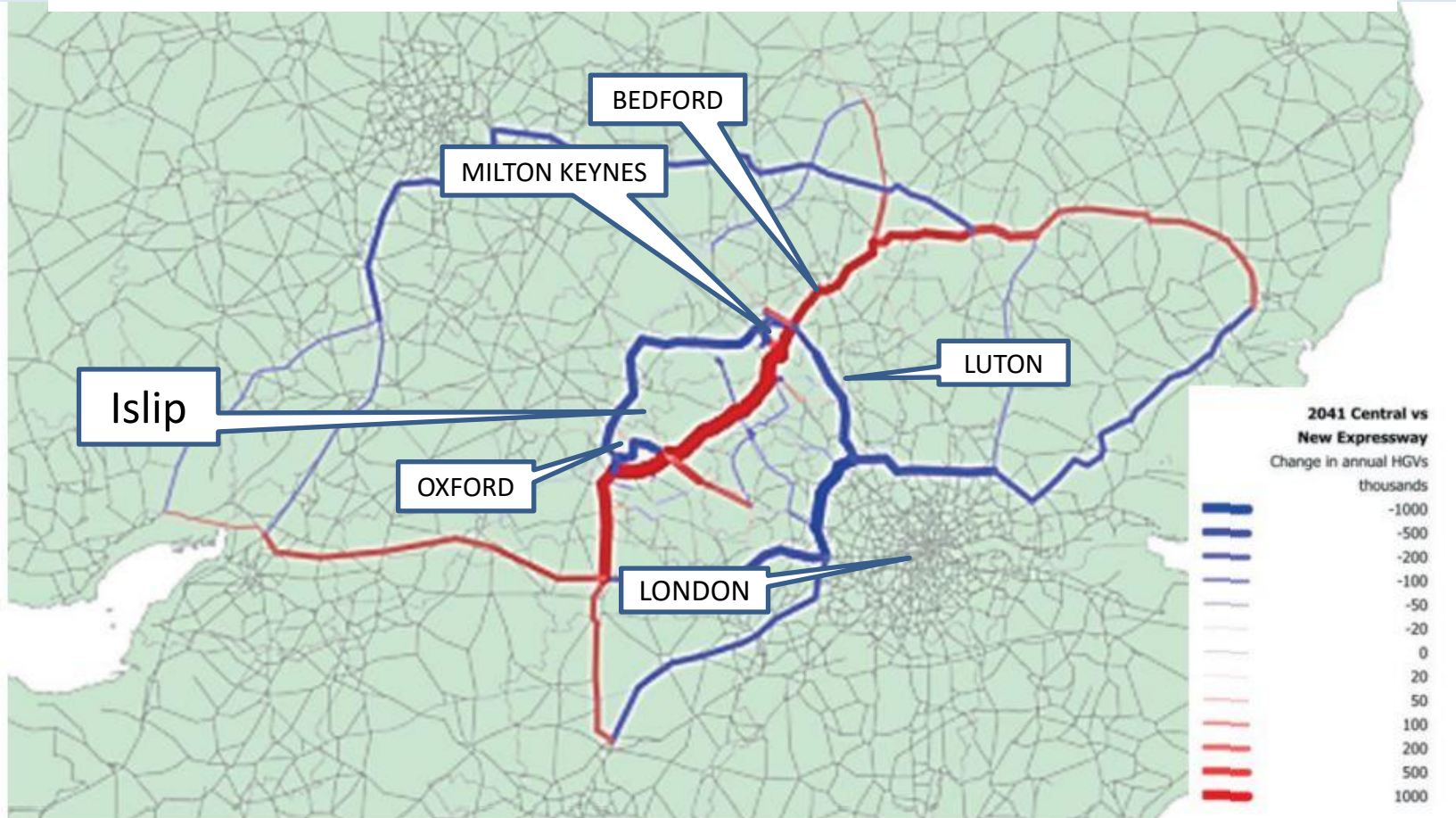


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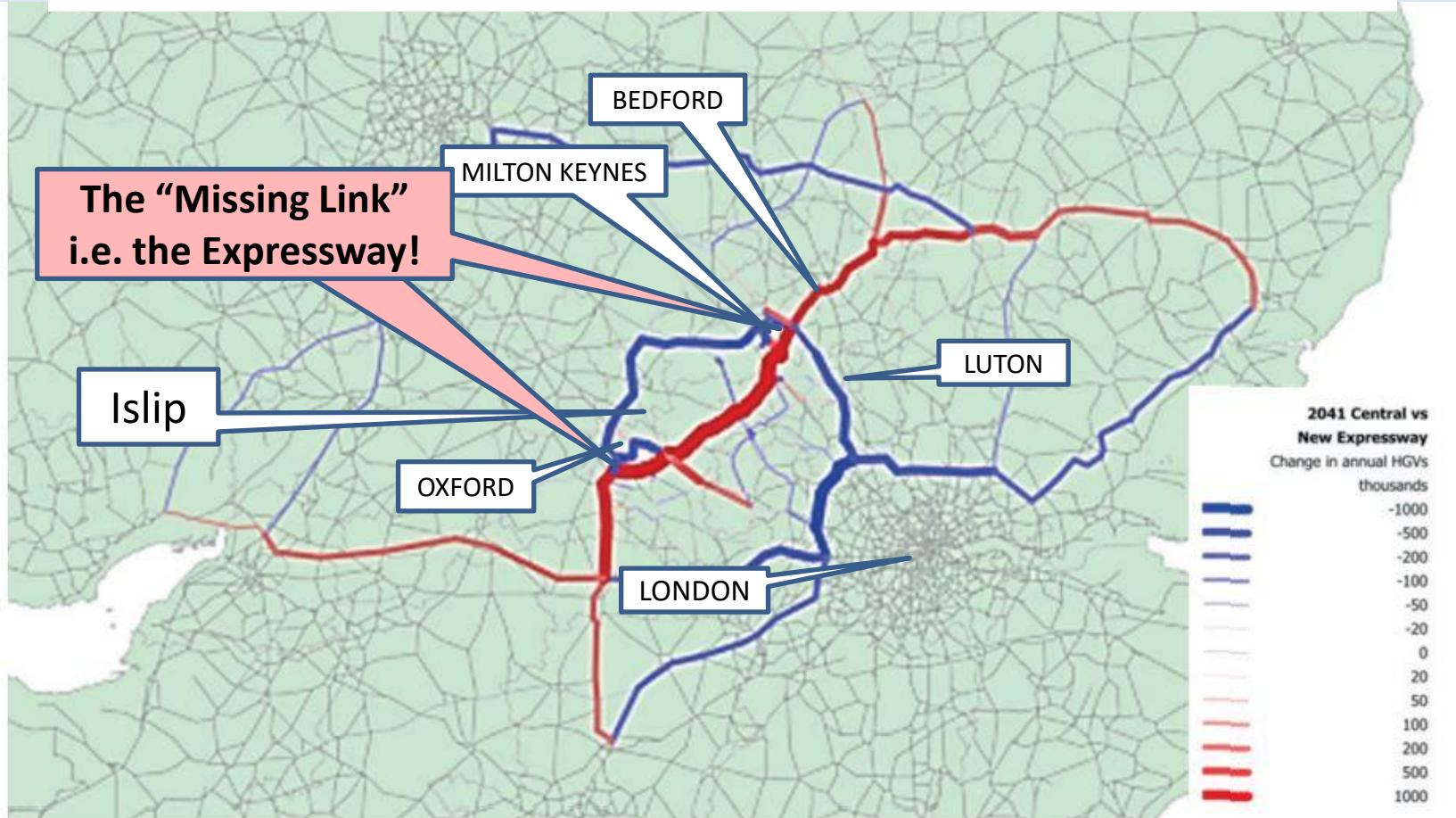
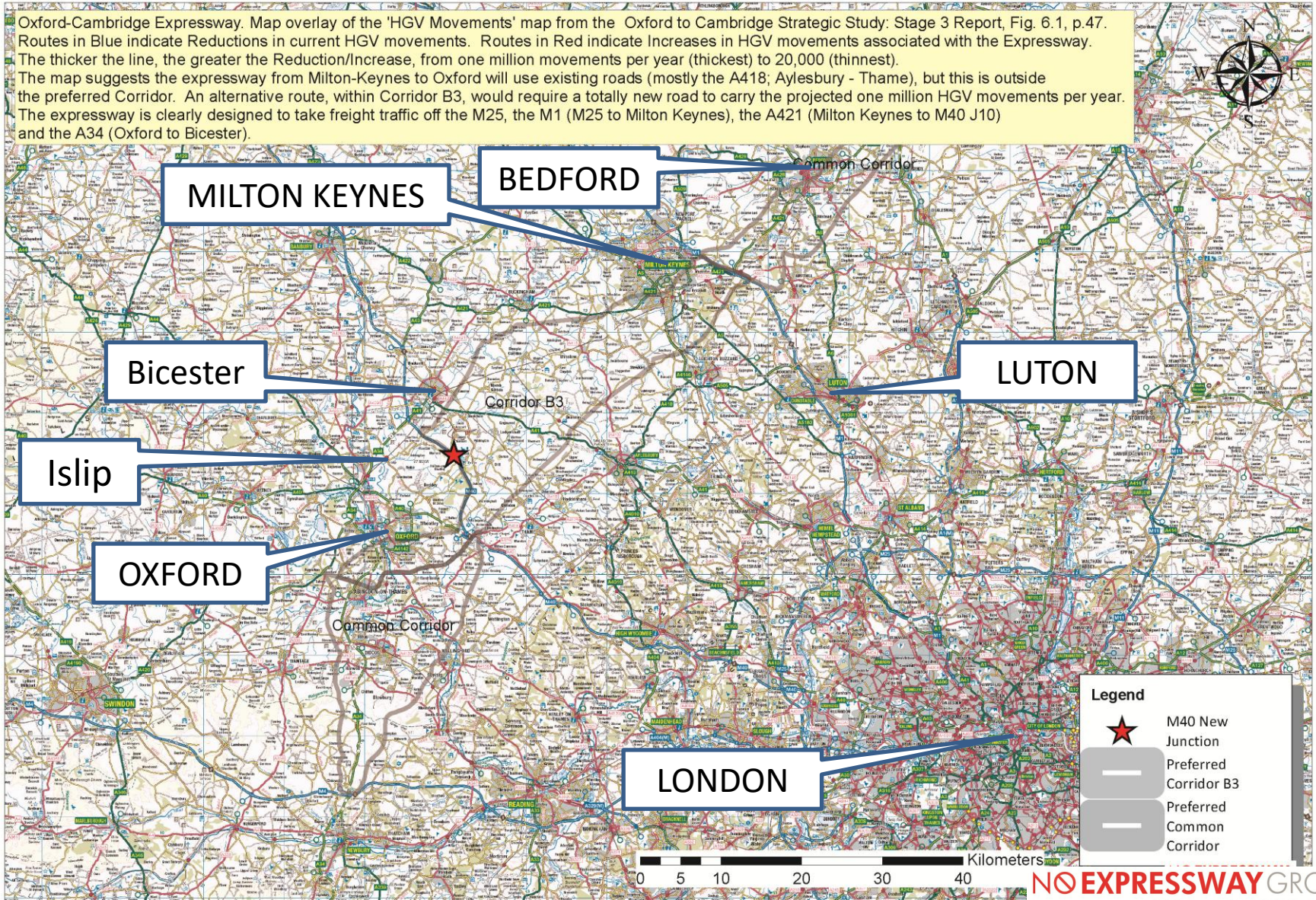


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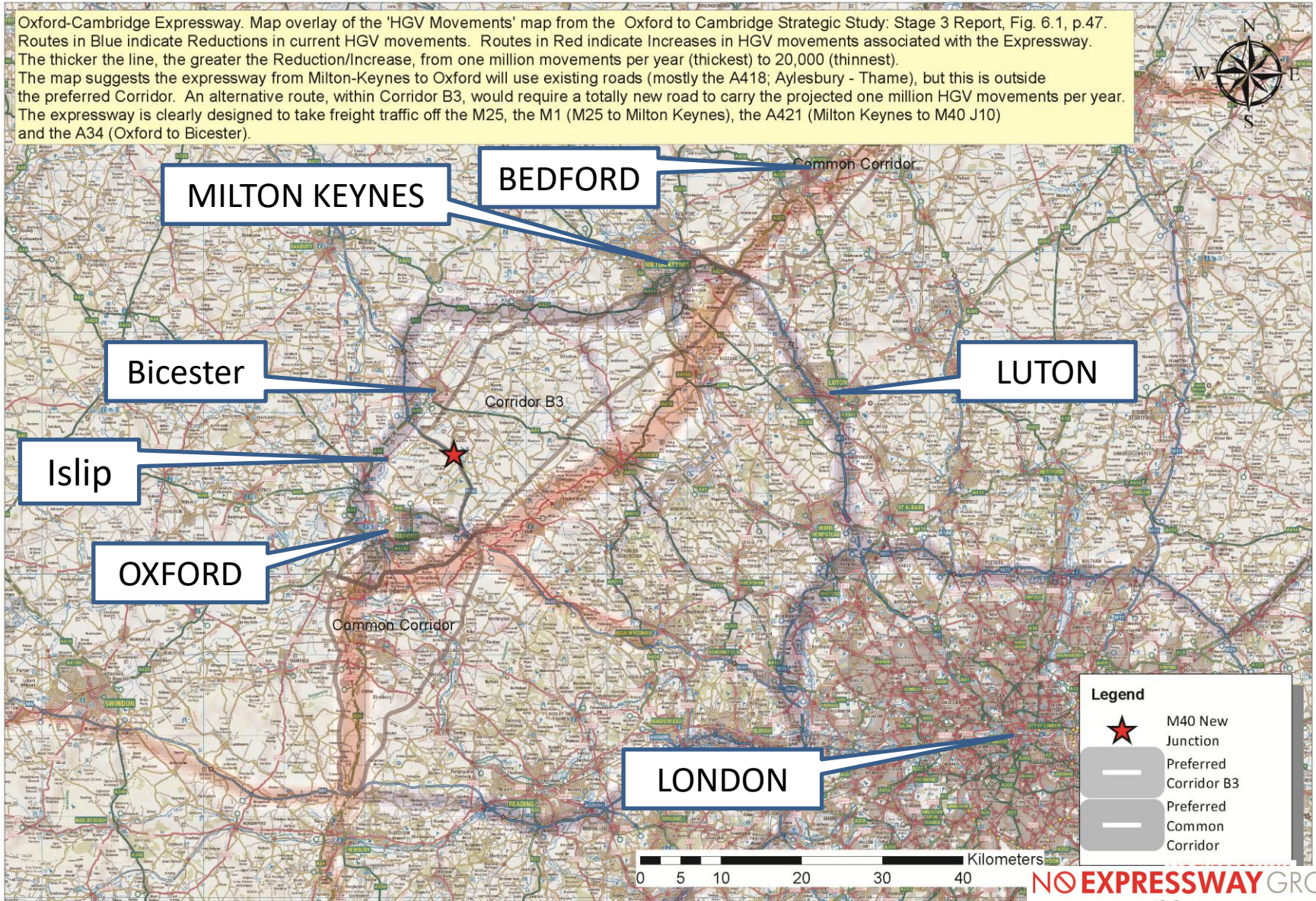


Legend

- ★ M40 New Junction
- Preferred Corridor B3
- Preferred Common Corridor

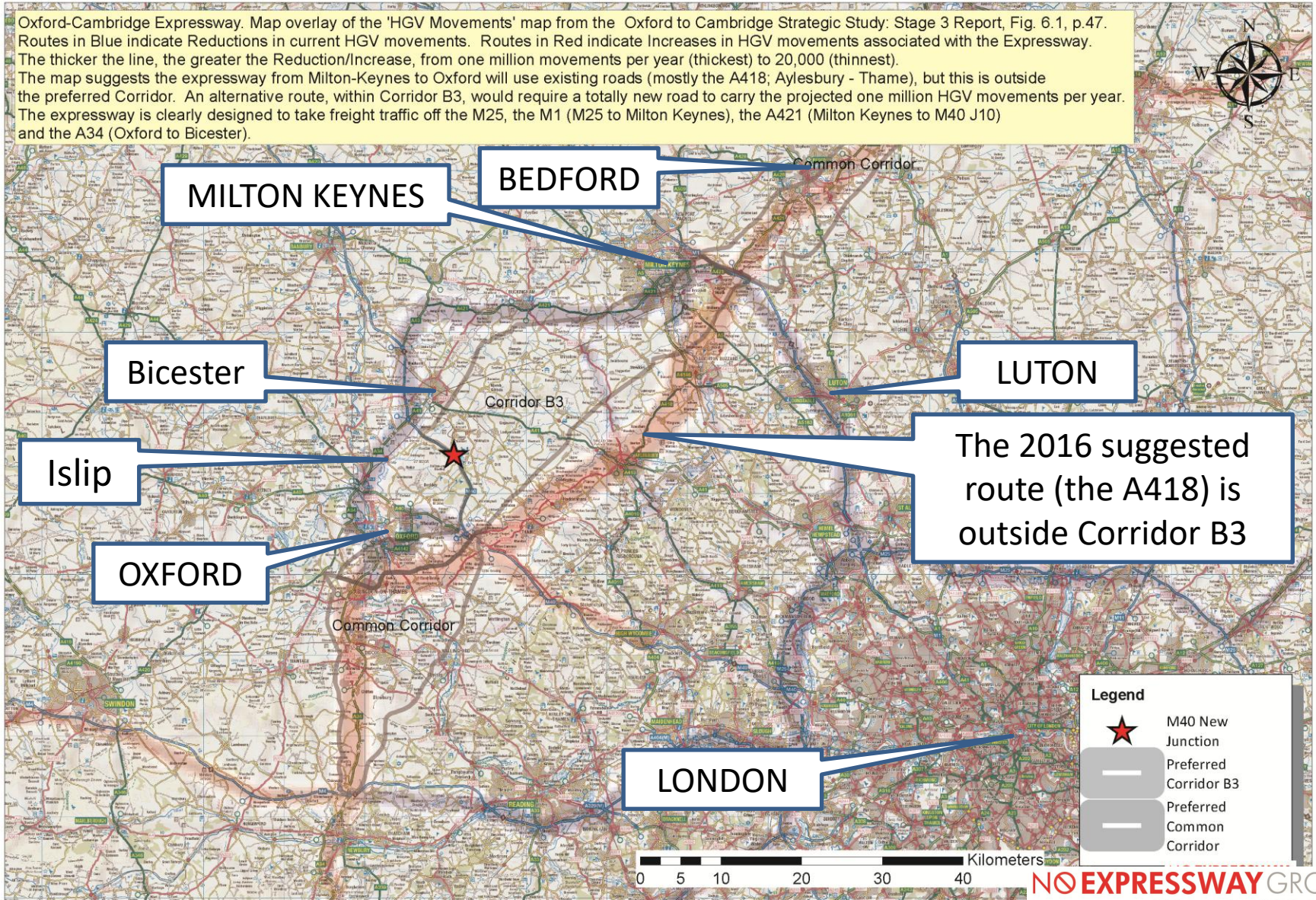
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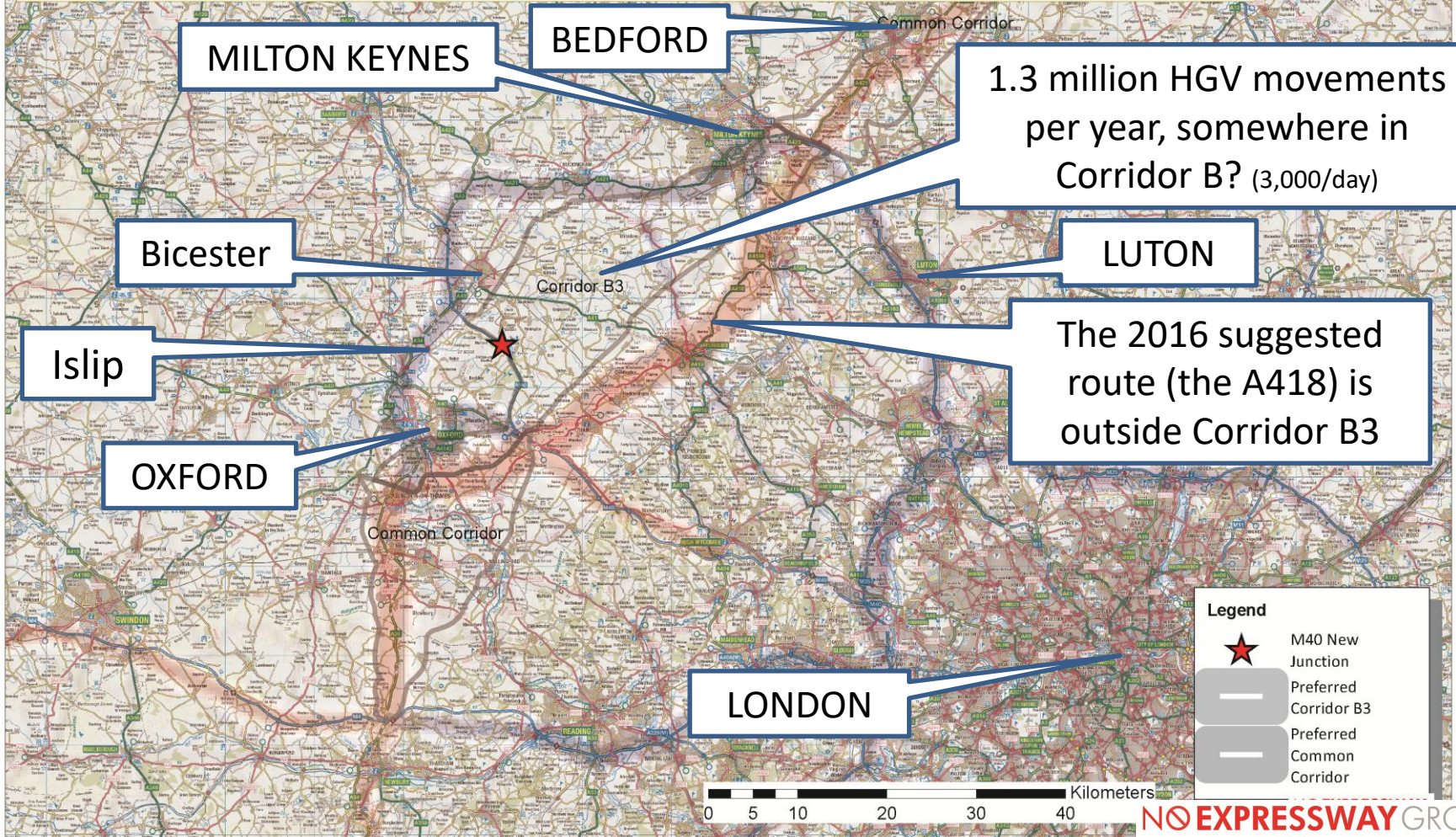
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MILTON KEYNES

BEDFORD

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

Bicester

LUTON

Islip

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

OXFORD

LONDON

Legend

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

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.

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

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

AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



 **edf**ENERGY



 **gsk**
GlaxoSmithKline



Hilton

HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**

**JOHN
LEWIS
& PARTNERS**





AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



NHS
East of England
Ambulance Service
NHS Trust



Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
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JOHN
LEWIS
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Kettering
Borough Council

LONDON LUTON
AIRPORT



NO EXPRESSWAY GROUP
noexpressway.org

AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



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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.

(Islip PC is now on the Stakeholder list)



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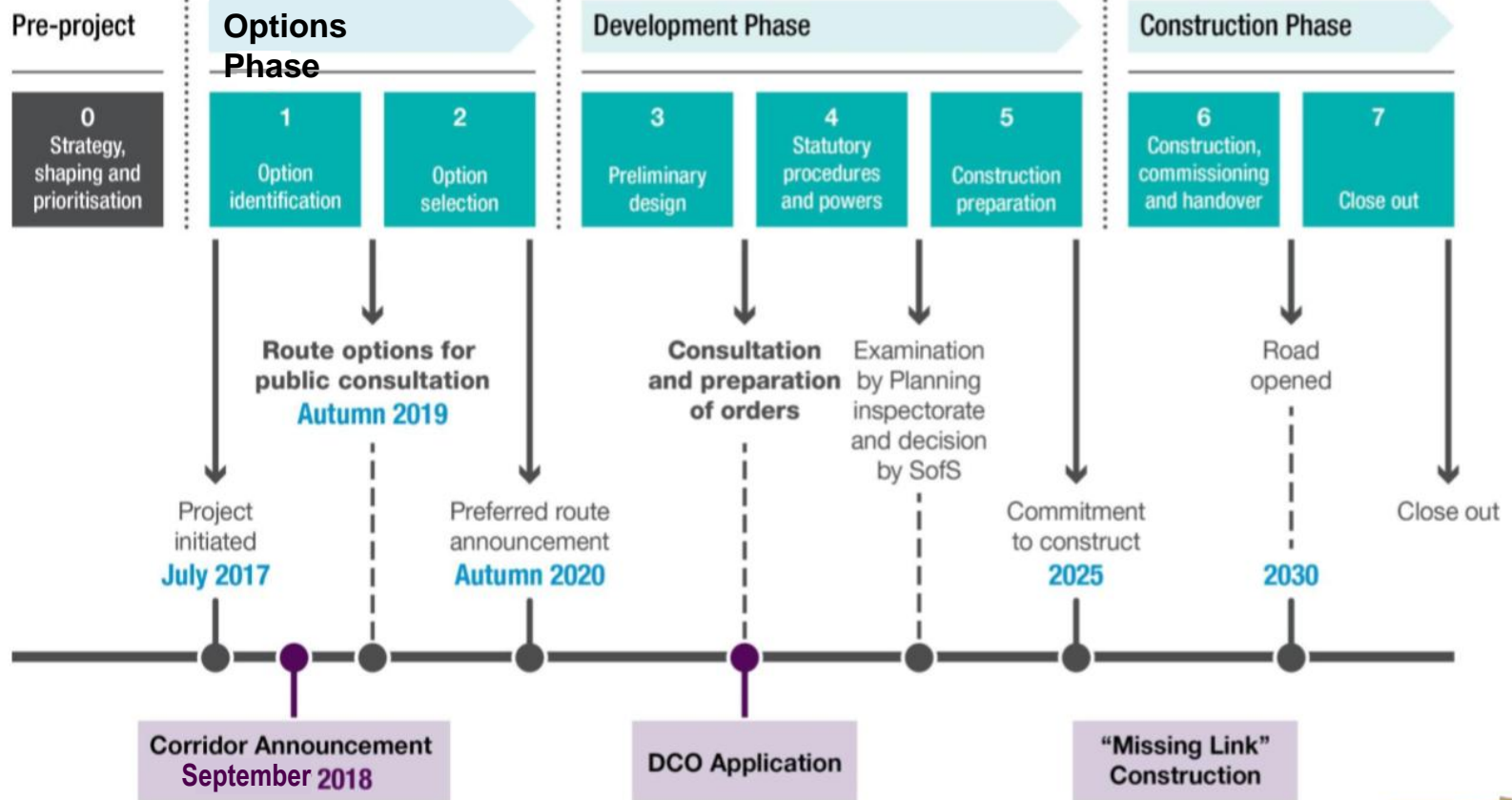
District Council



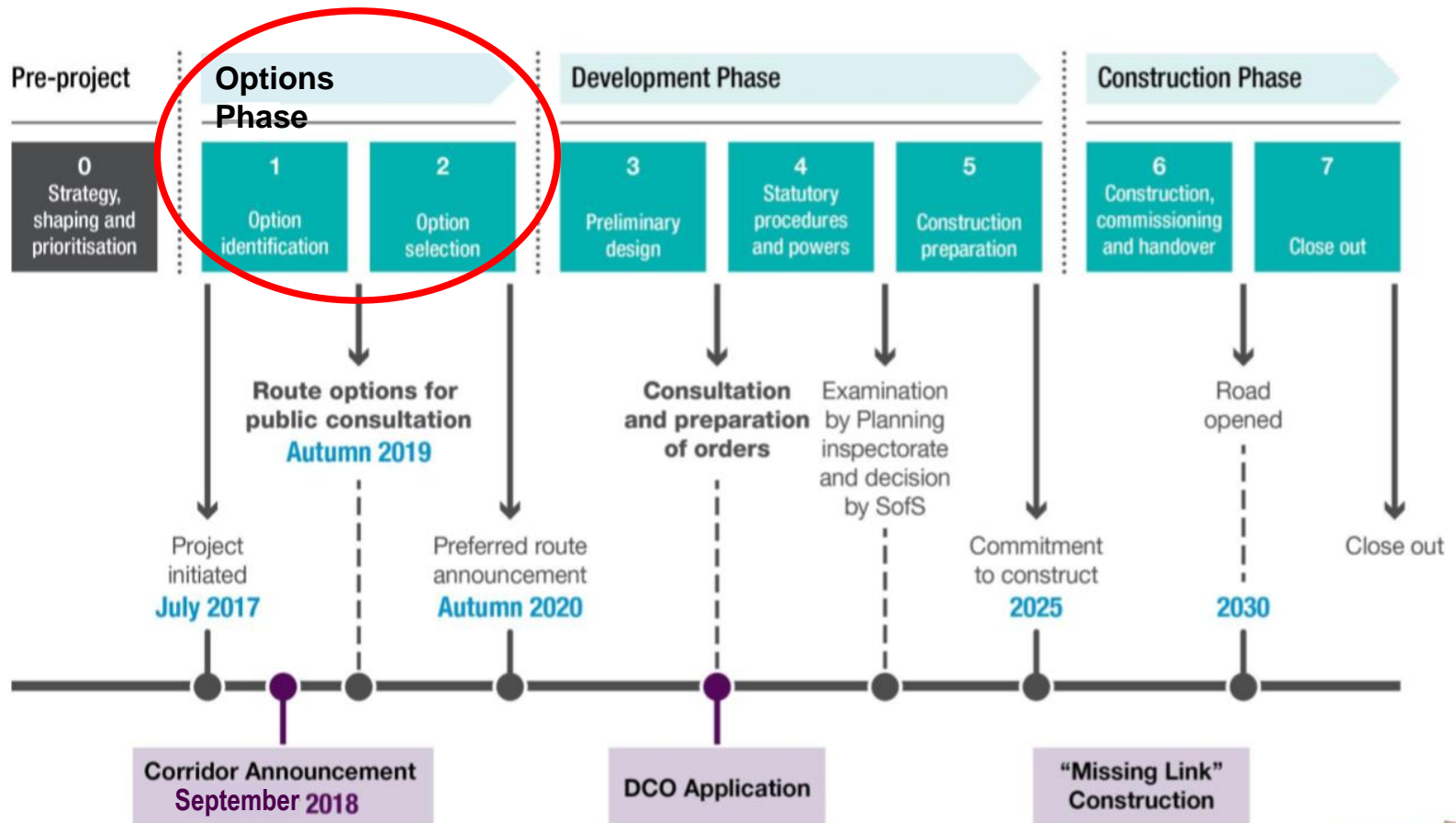
The No Expressway Group Campaign



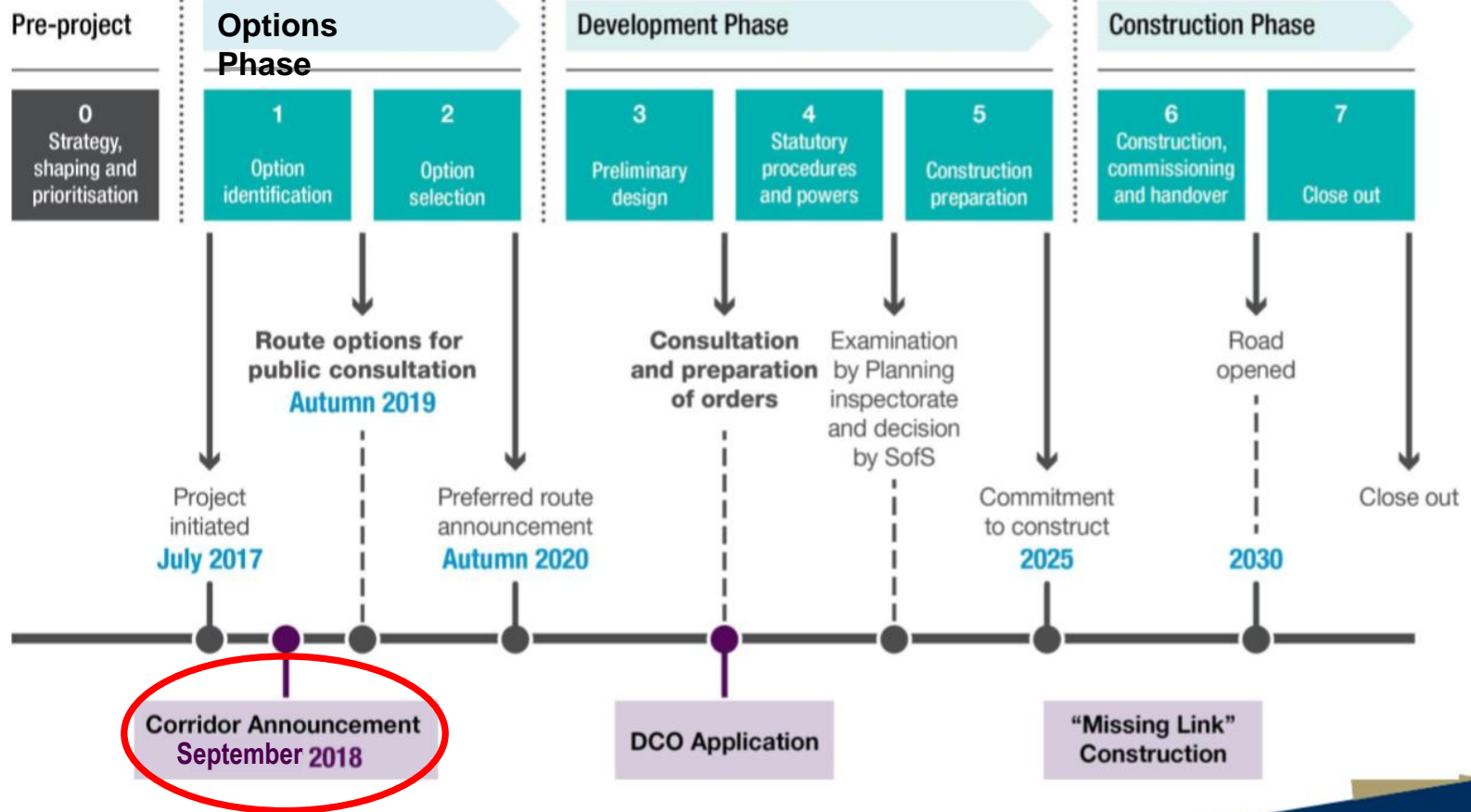
Highways England Project Milestones



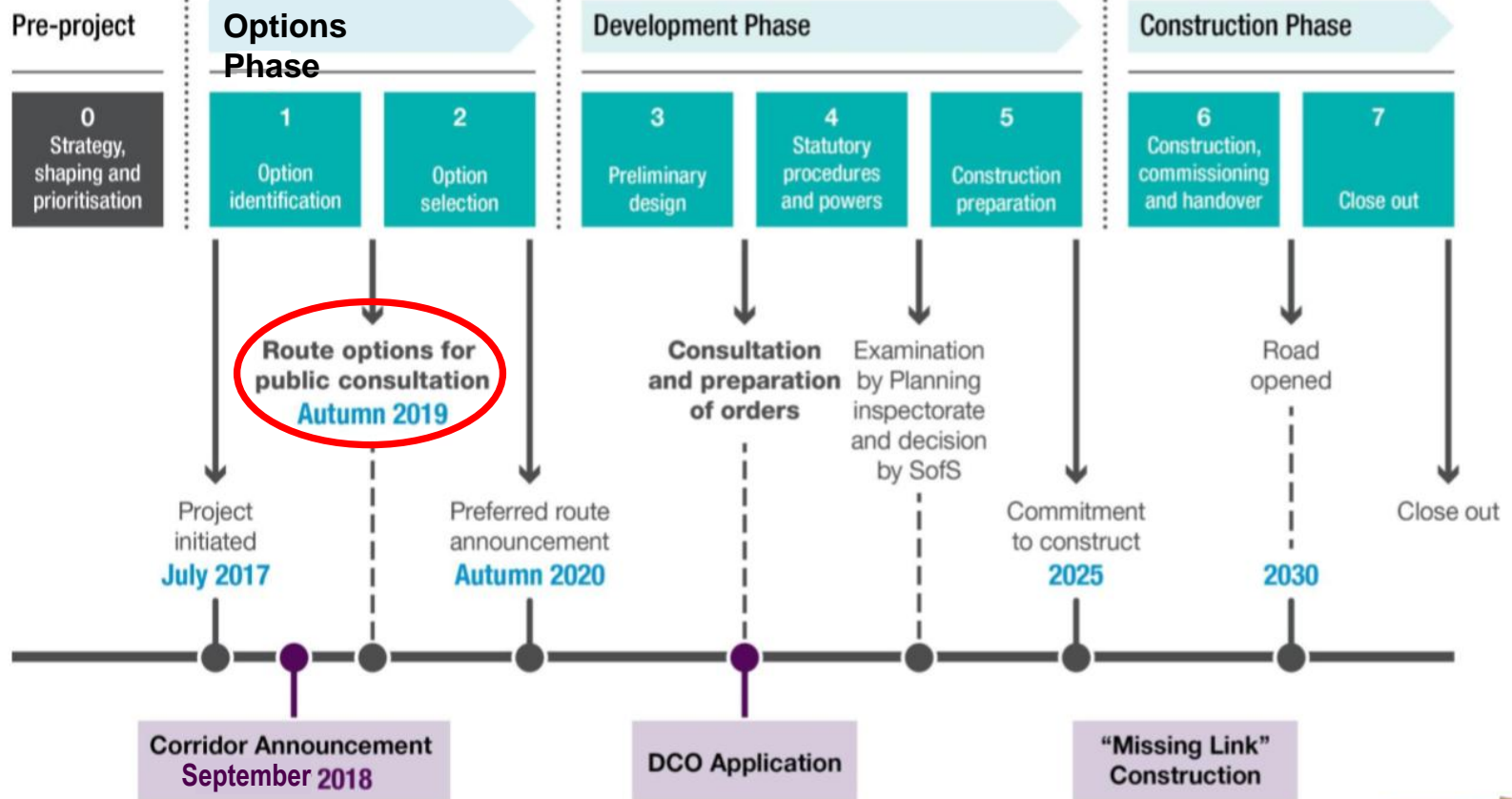
Highways England Project Milestones



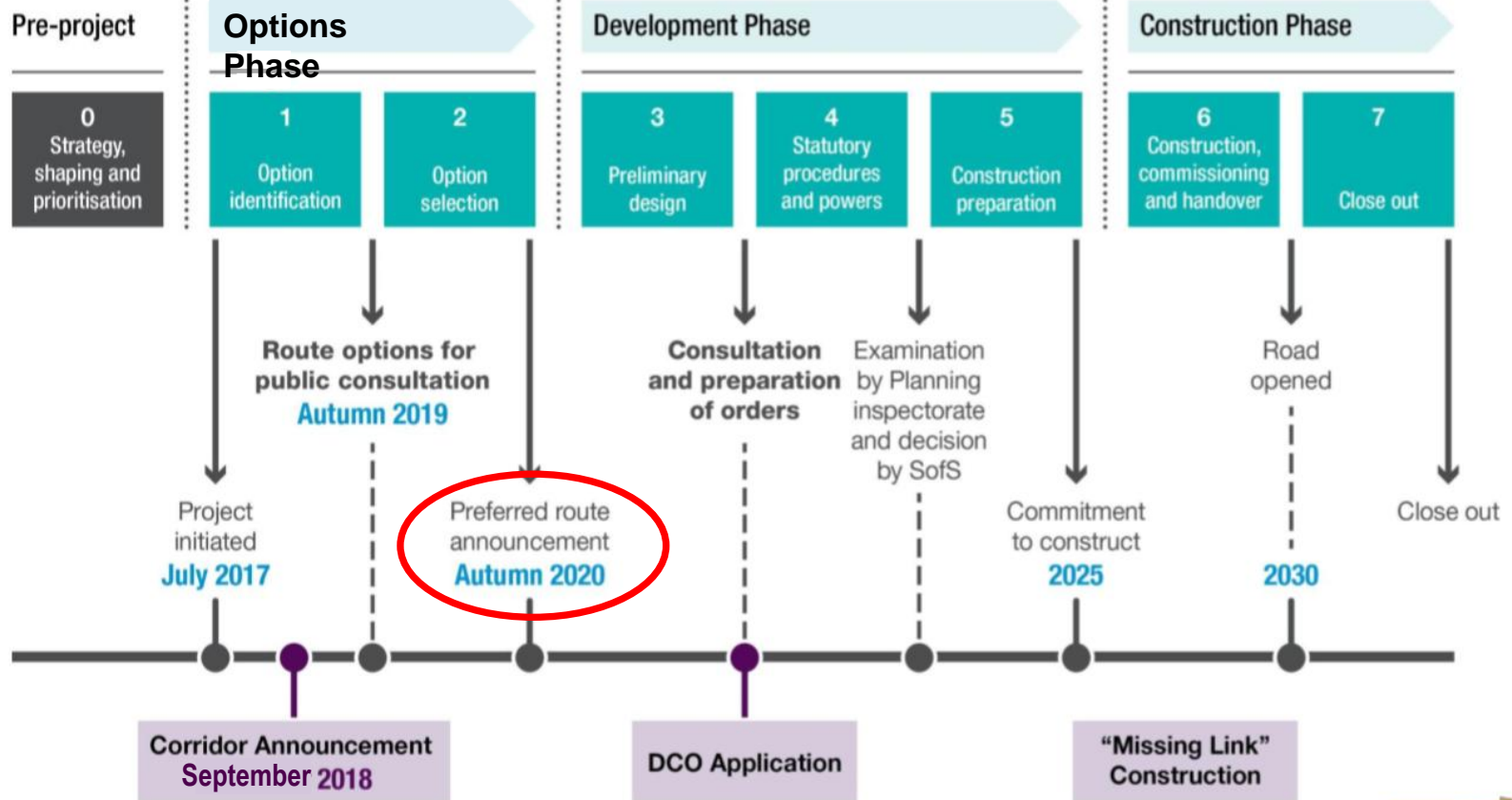
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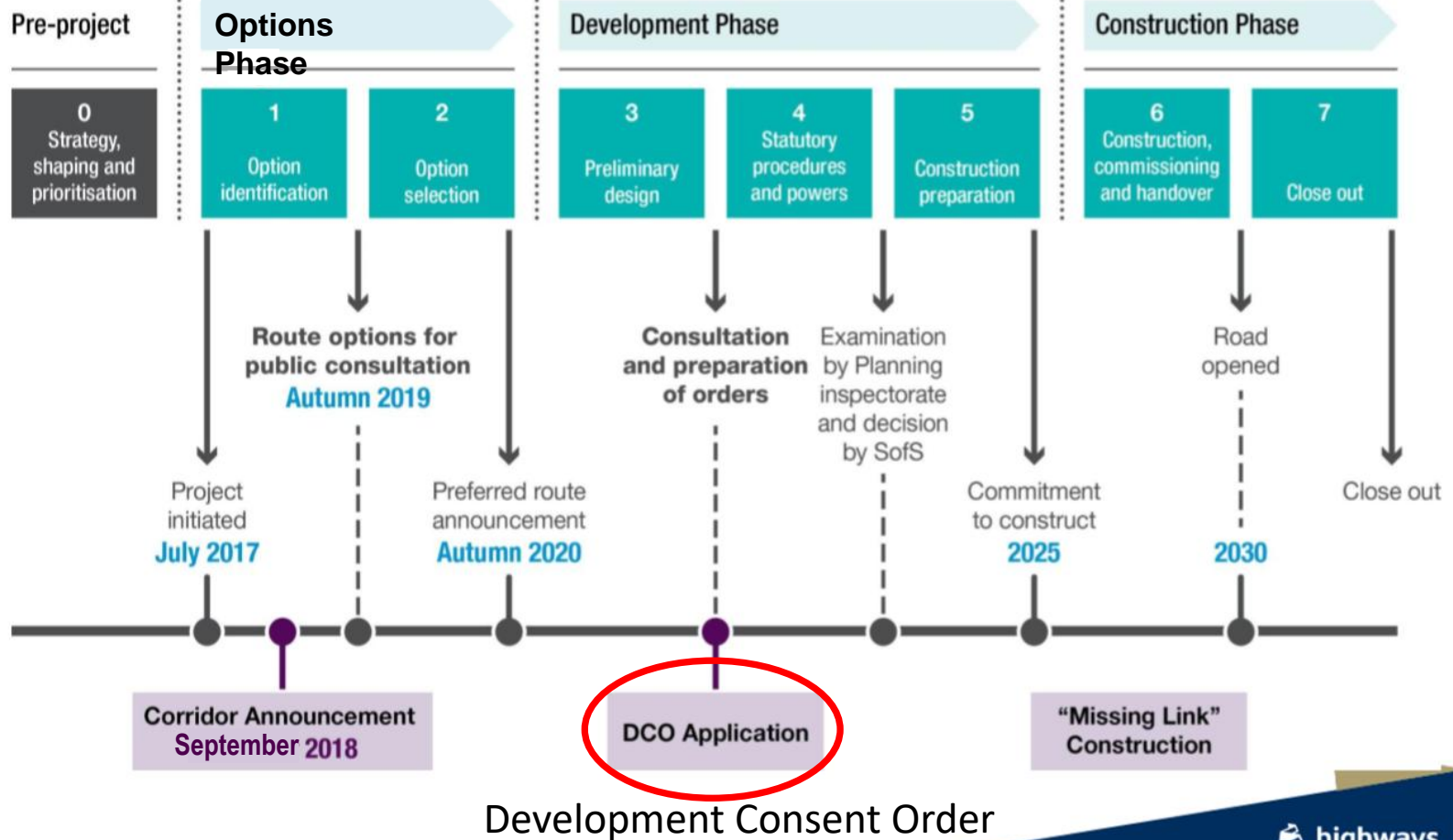
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Highways England Project Milestones



The Oxford Cambridge Expressway is a....

Nationally Significant Infrastructure Project (NSIP)

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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).

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

Currently we are in the Pre Application Stage

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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.

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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
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Currently we are in the Pre Application Stage

Preferred Route Announcement, Autumn 2020

The Nationally Significant Infrastructure Project Planning Process

Large road projects are now examined directly by the Planning Inspectorate (PINS) in a simplified and streamlined process. The 14-month period from application to decision for large infrastructure projects is now the longest period from application to decision for large infrastructure projects

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We will have a limited time to register as Interested Parties.

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Large road projects are now examined directly by the Planning Inspectorate (PINS) in England and Wales. The process is a streamlined inquiry.

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

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

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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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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.



TACTICS. The Future Campaign

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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. Insist that District and County Councils organise public meetings to discuss the expressway and housing plans, and report back to highways England.
5. Write to Councillors, MPs and influential people in your neighbourhood.
6. Register NOW to take part in the consultations of Highways England (HE) (Autumn 2019 and 2020) –see the NEG website. England’s Economic Heartland (EEH) consultation (by 31st October 2019) and the Ministry of Housing, Communities and Local Government (MHCLG) engagement (‘Summer 2019’).
7. Raise funds and recruit experts to help with the formal Planning Inspectorate process (Autumn 2020 onwards).
8. When the time comes, register as Interested Parties for the Planning Inspectorate hearing - the last opportunity to make your feelings known.
9. If this scheme goes ahead, digging will start in 2025 for completion in 2030.



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](#)

[CONTACT US](#)



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

[MAKE YOUR VOICE HEARD](#)

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