

# Oxford-Cambridge Expressway

Launton Parish Hall  
19<sup>th</sup> September 2019, 7.30p.m.

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

NO EXPRESSWAY  
ALLIANCE



NO EXPRESSWAY GROUP  
noexpressway.org



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

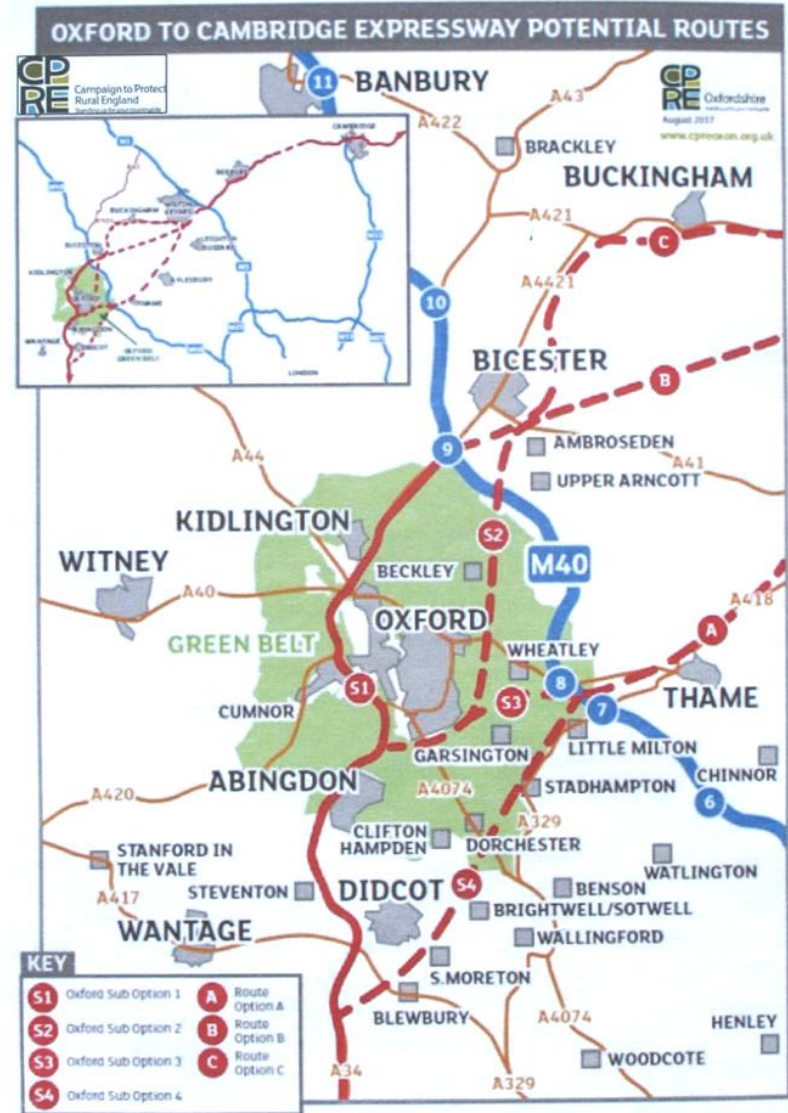
## The Four Parishes News Magazine

BECKLEY  
 FOREST HILL  
 HORTON-cum-STUDLEY  
 STANTON St JOHN



Crocuses in Bury Knowle Park, 17 February 2018

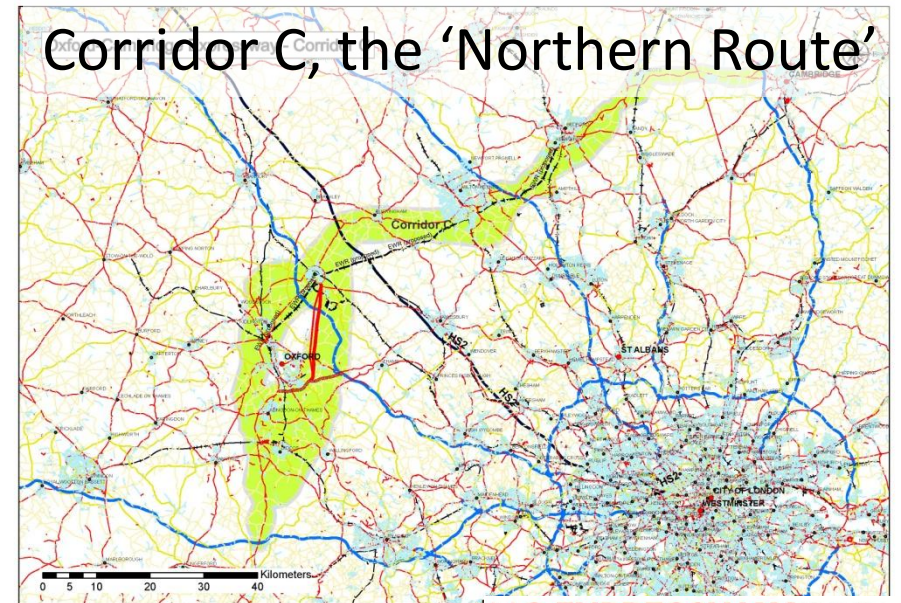
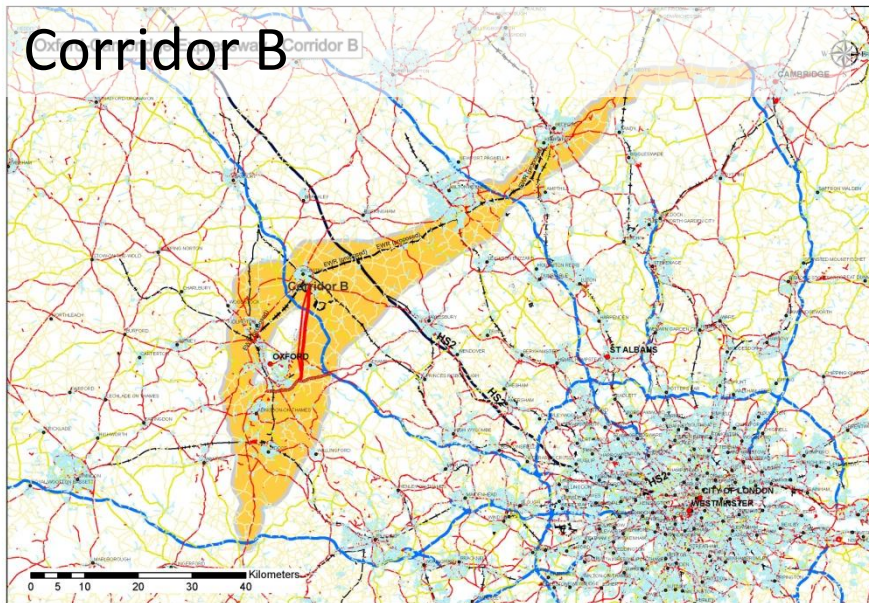
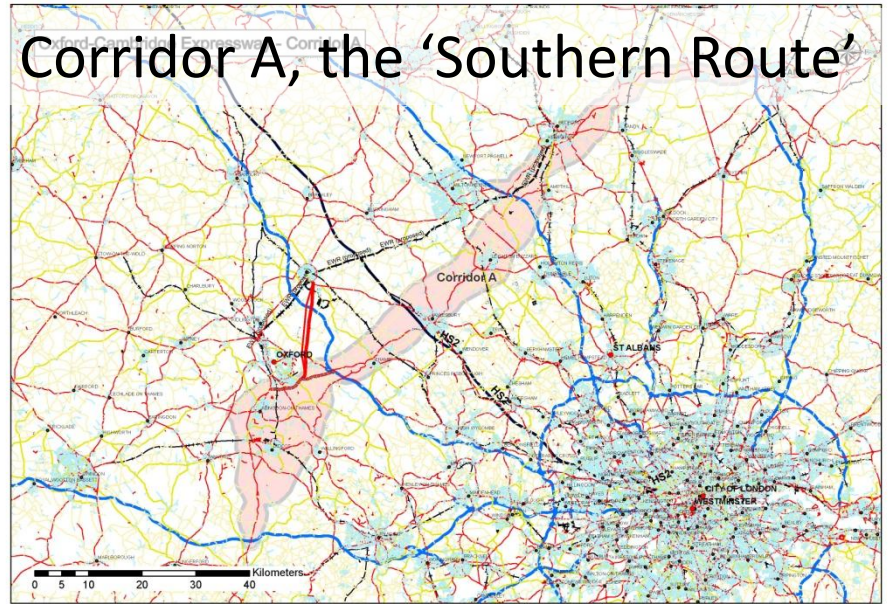
March 2018





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

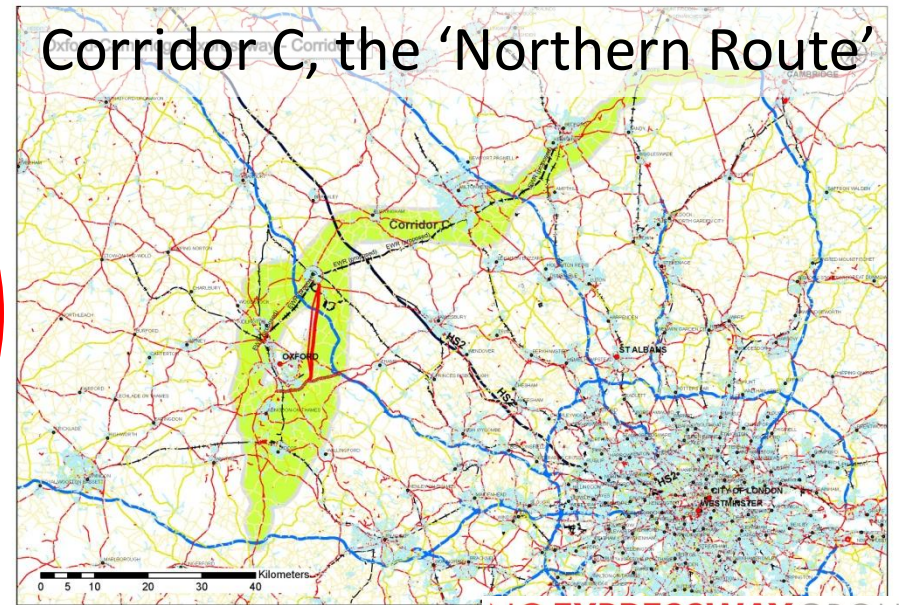
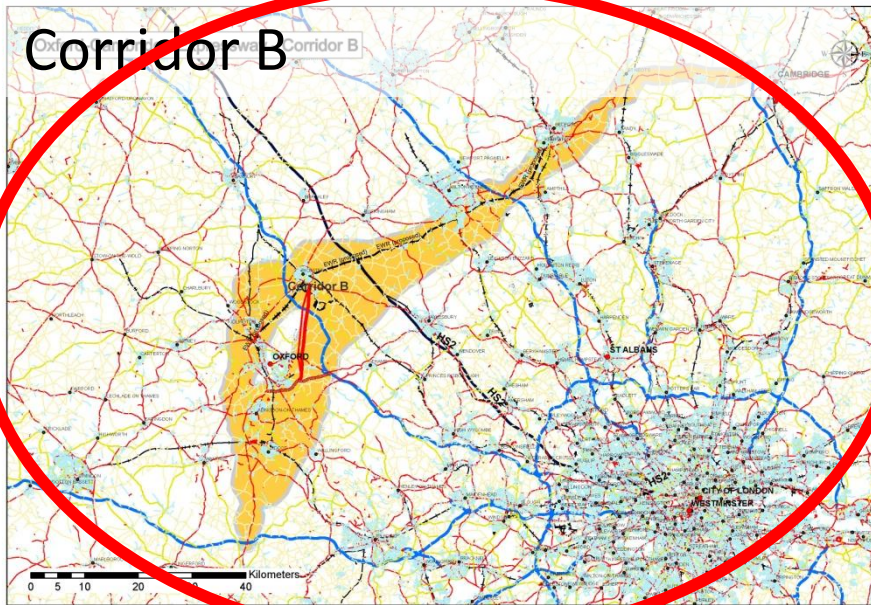
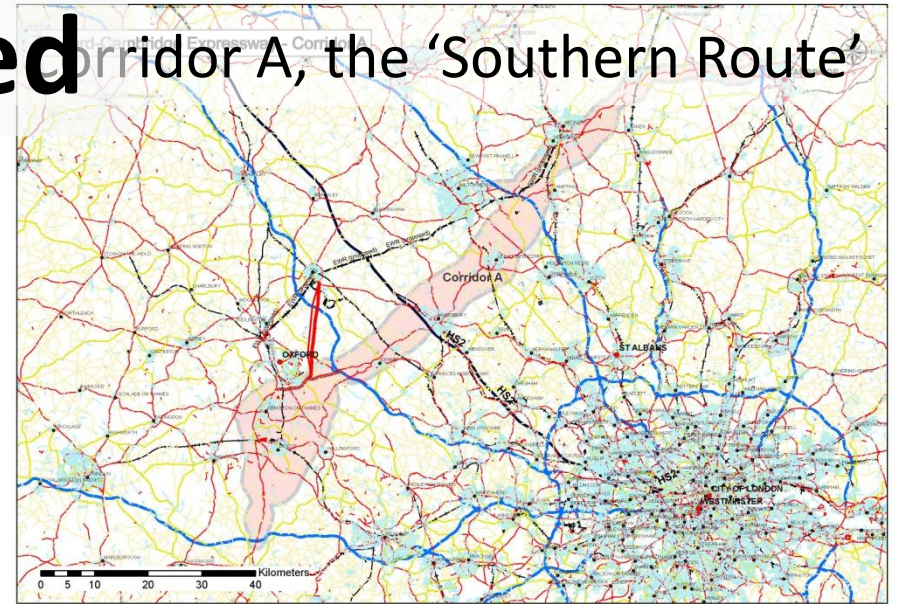
Stakeholders had very little influence on Corridor choice.





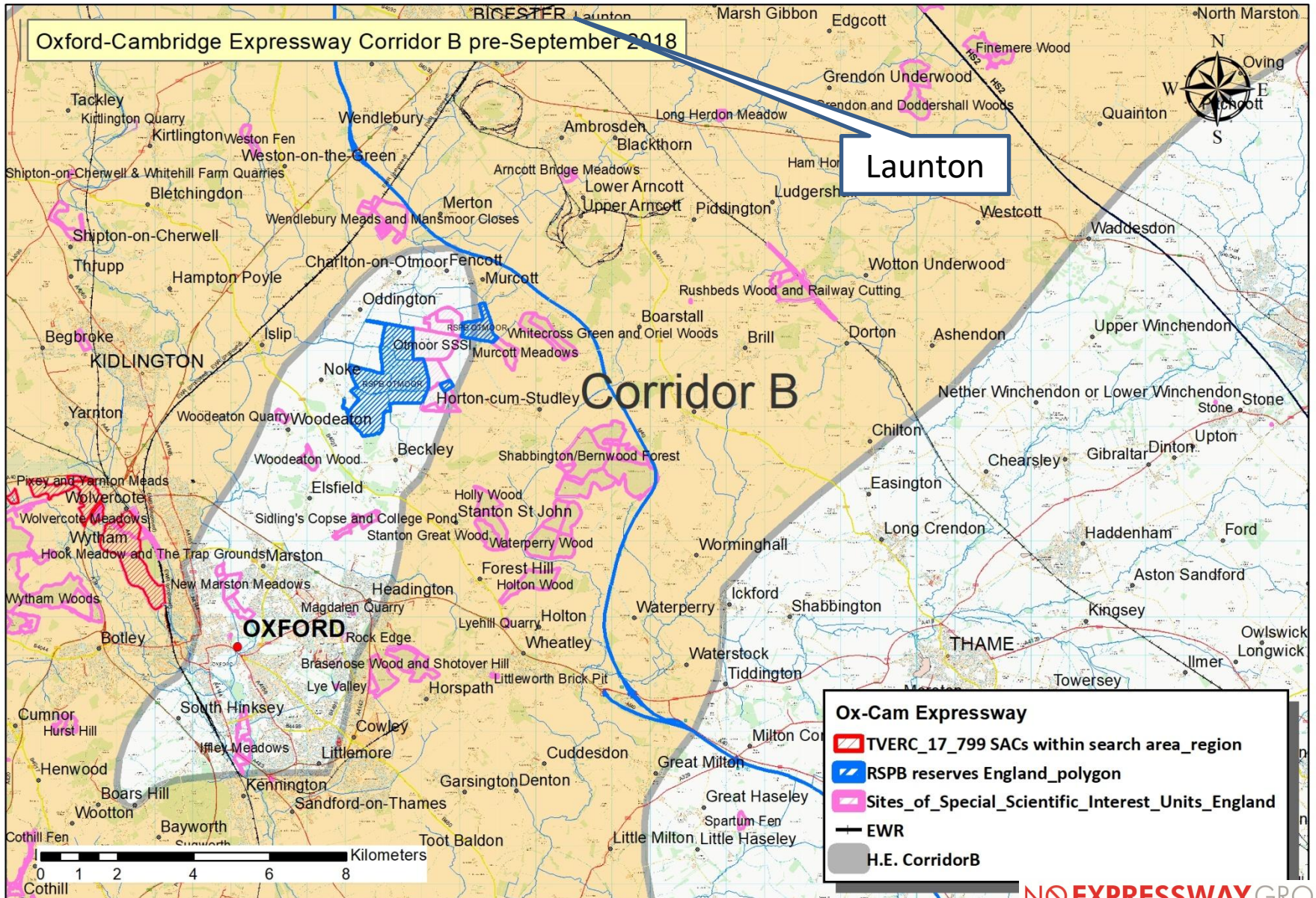
# Corridor Announced

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



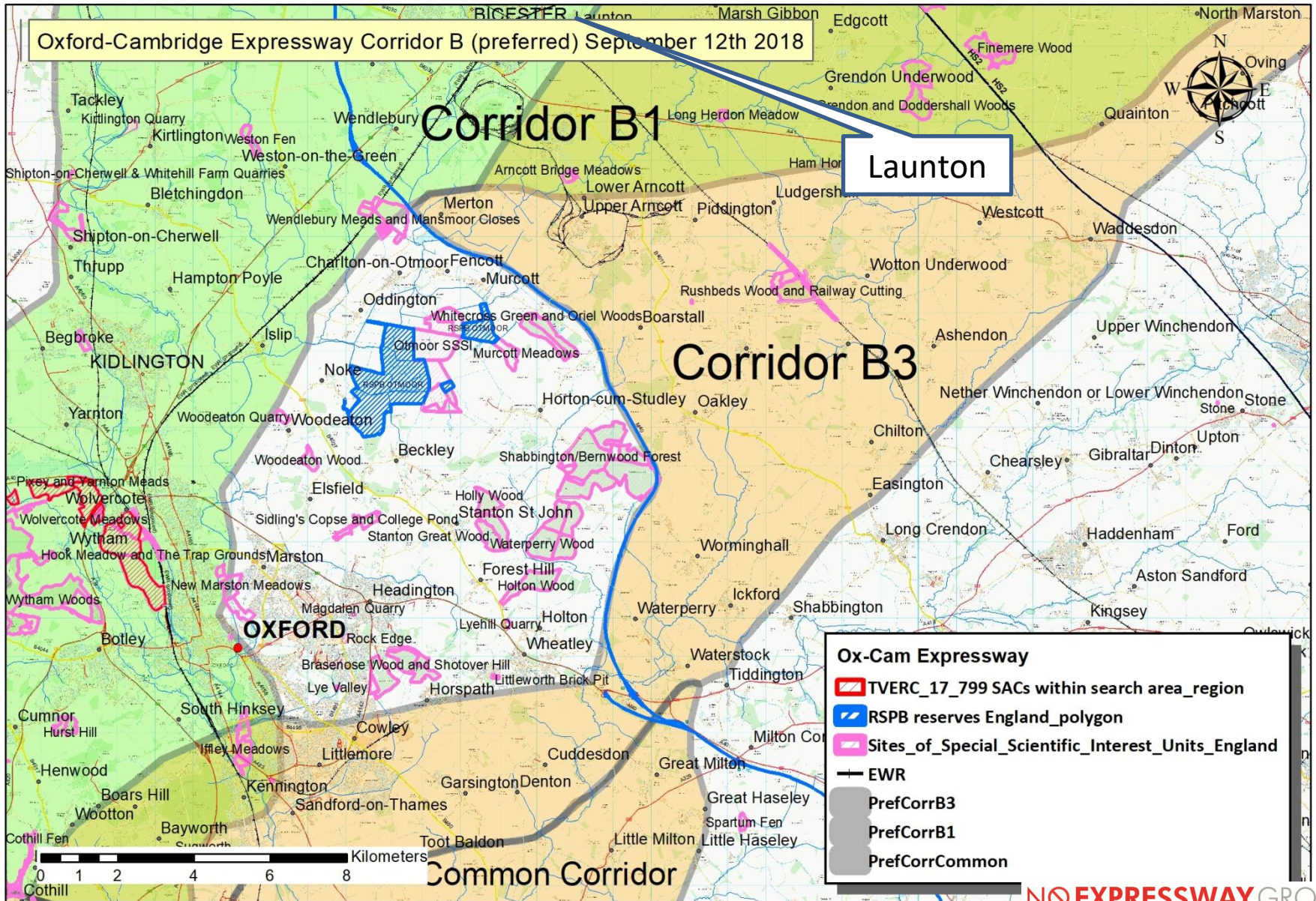


# Corridor B before September 12th





# 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





# 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



## Networking, working with other organisations and villages



**POETS (Planning Oxfordshire's Environment and Transport Sustainably)**

>40 Parish Councils in Oxon & Bucks



**SPADE Sunningwell**



**No Expressway Alliance**

**Expressway Action Group**





## Opinion Infrastructure

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

*George Monbiot*



@GeorgeMonbiot  
Wed 22 Aug 2018  
06:00 BST



6283 1,221

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



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

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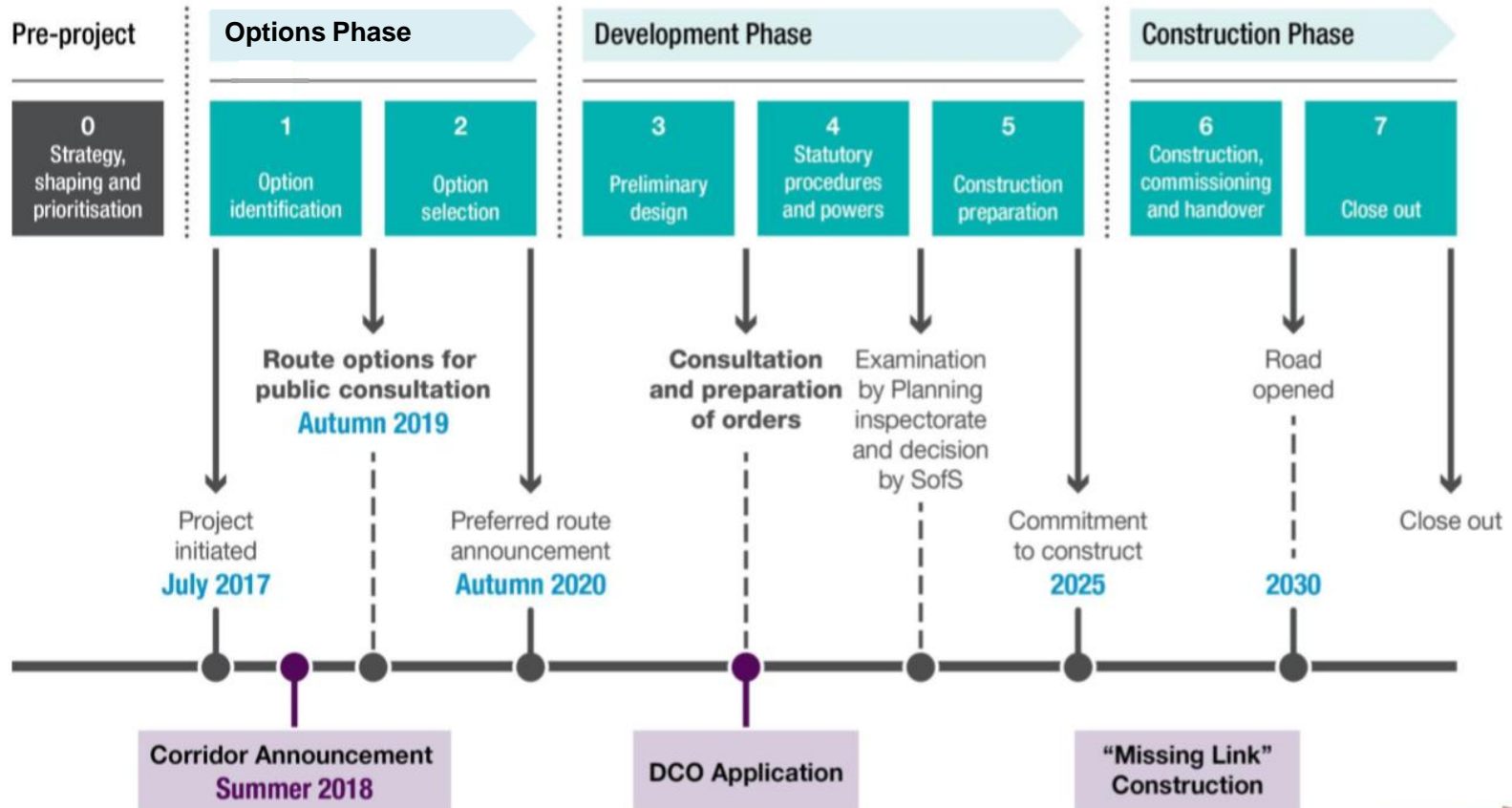
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Advertisement



# Highways England's Time Table

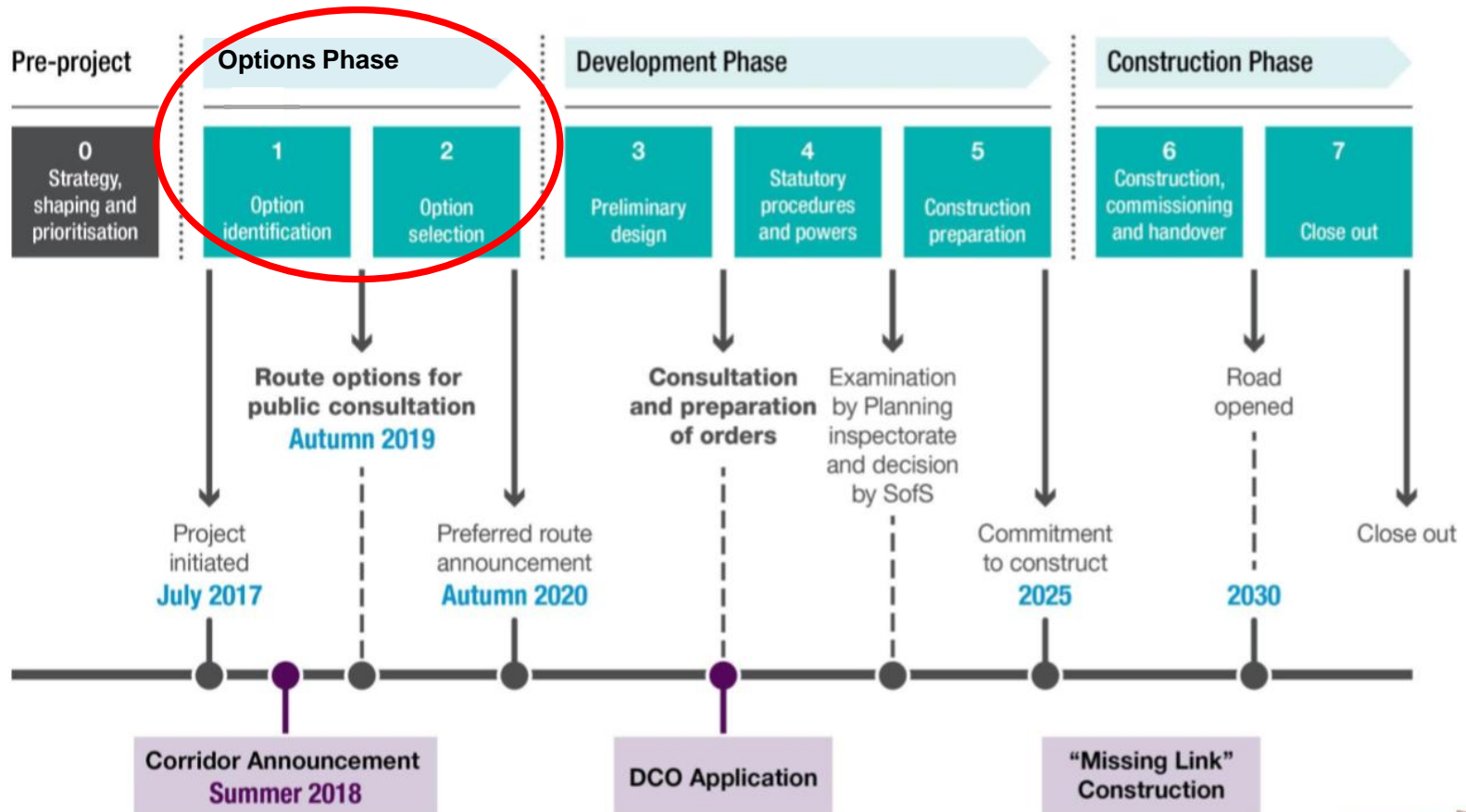
## Major Project Milestones & Lifecycle





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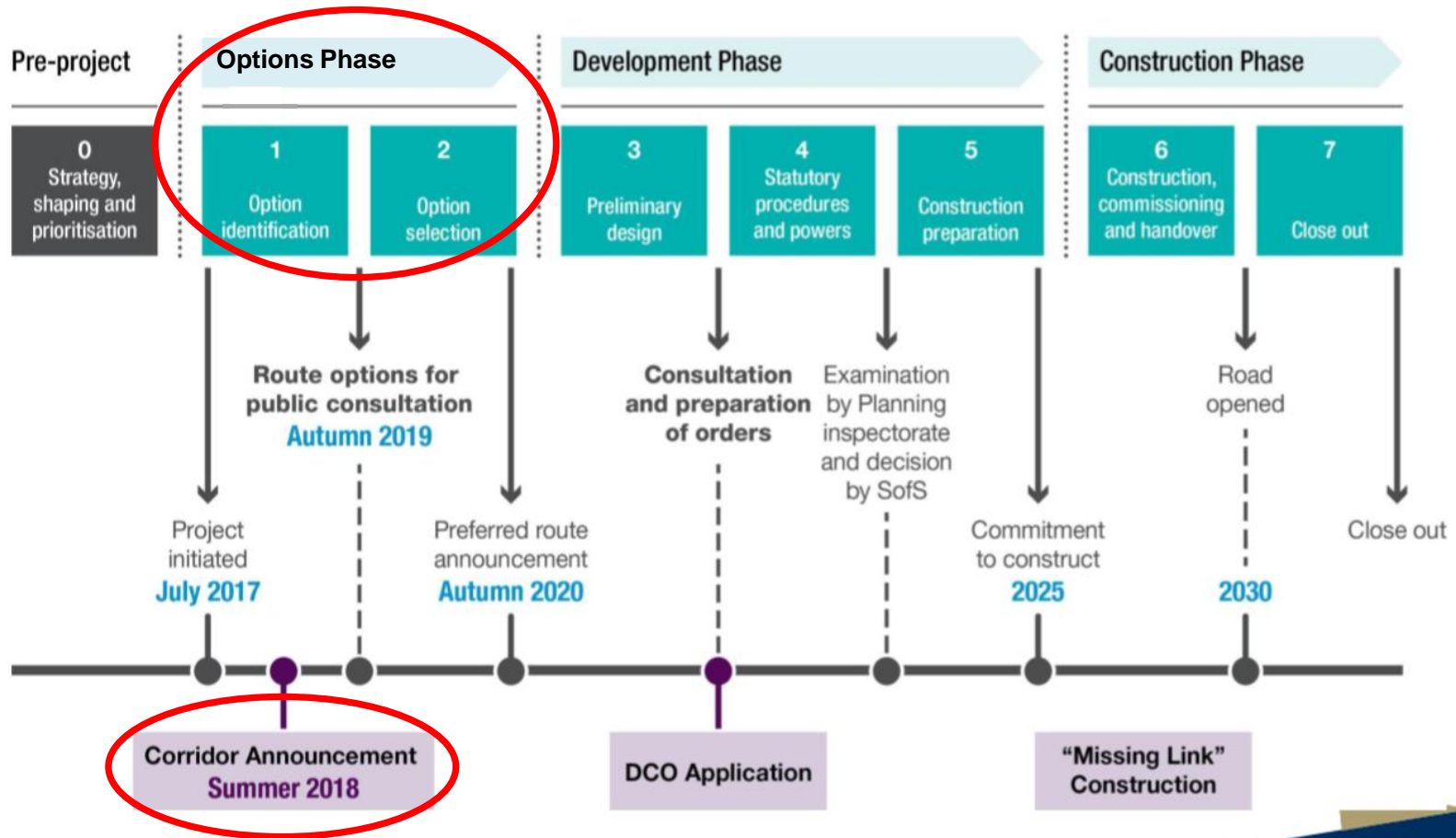
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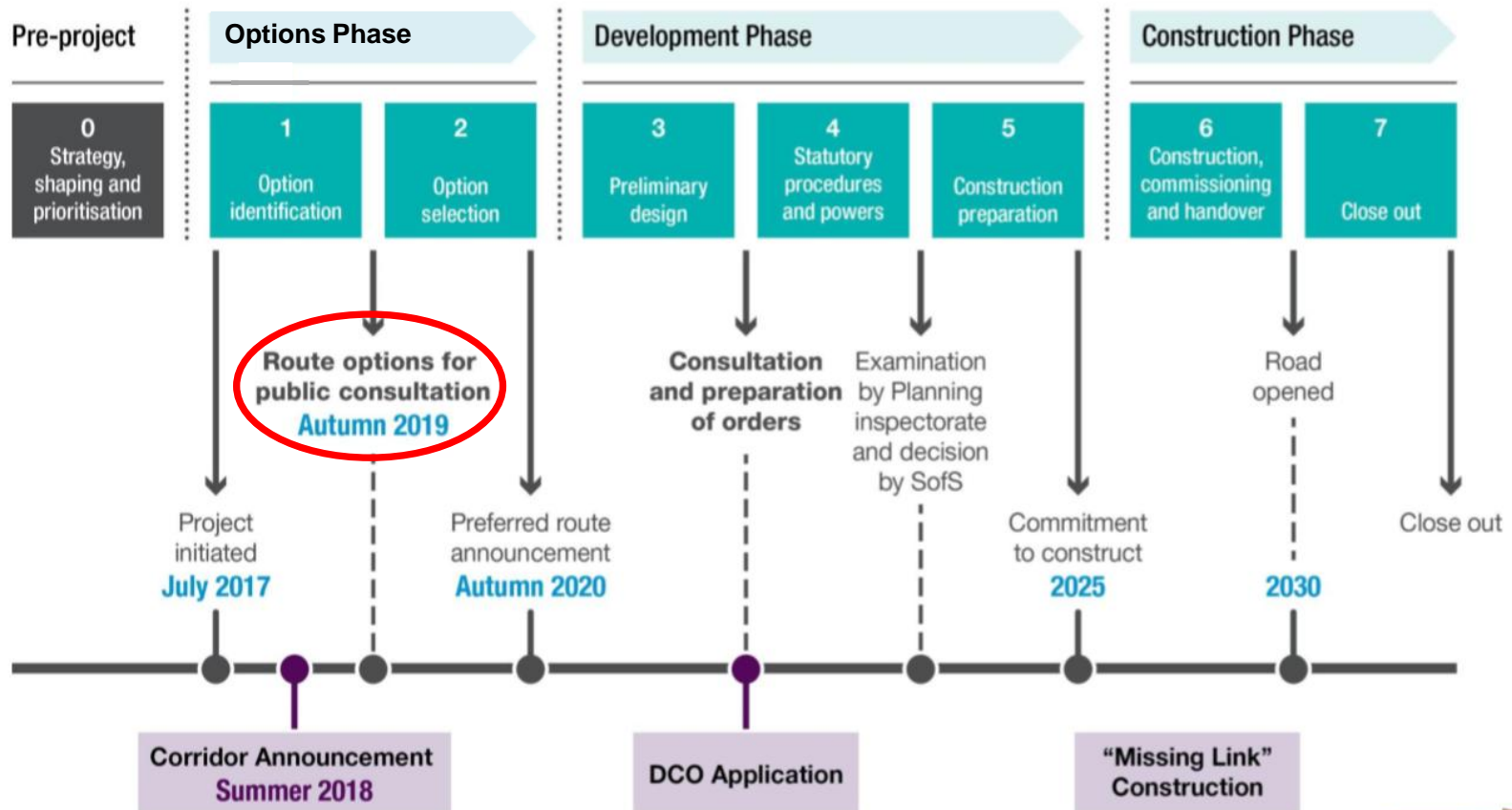
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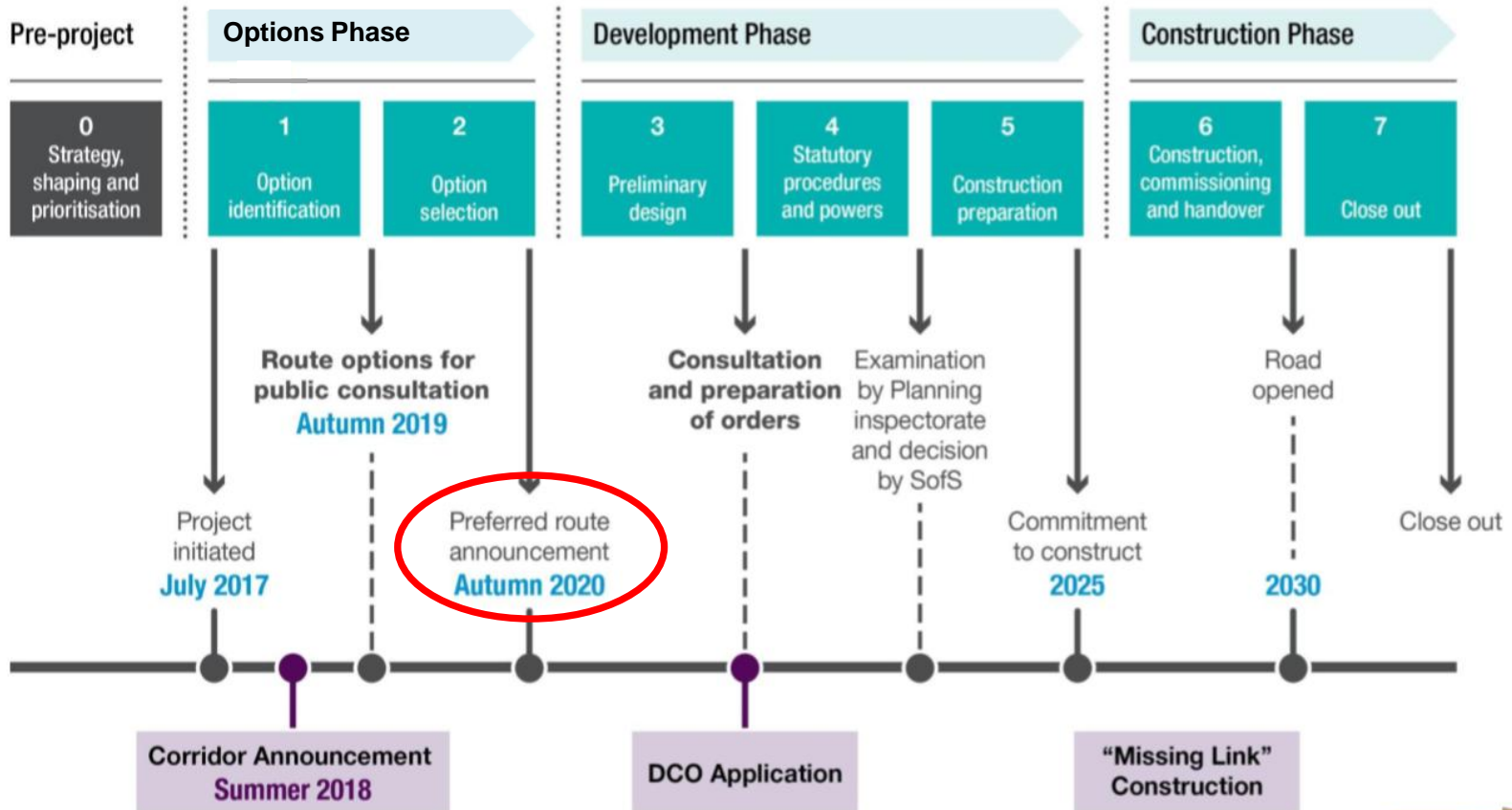
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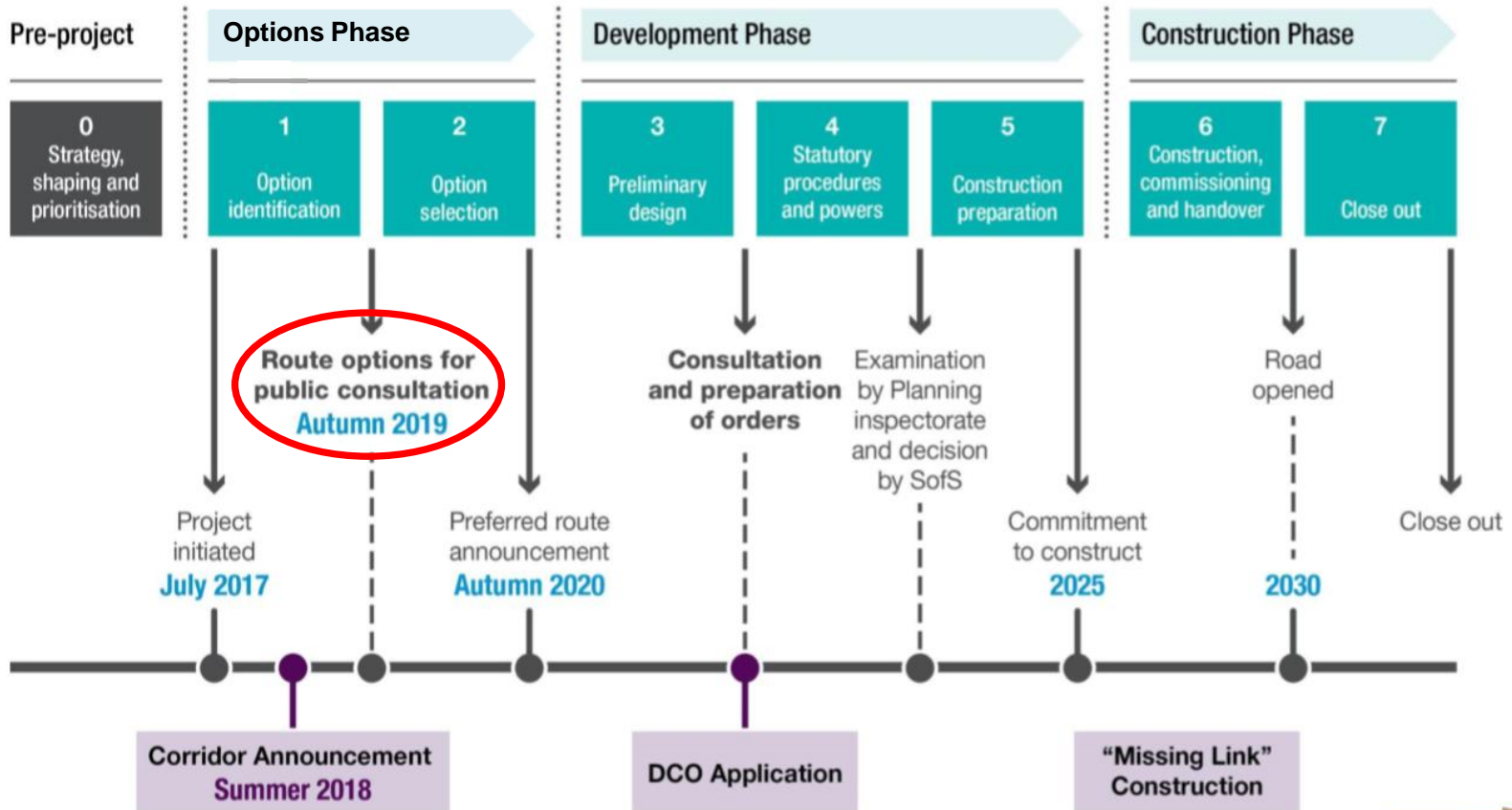
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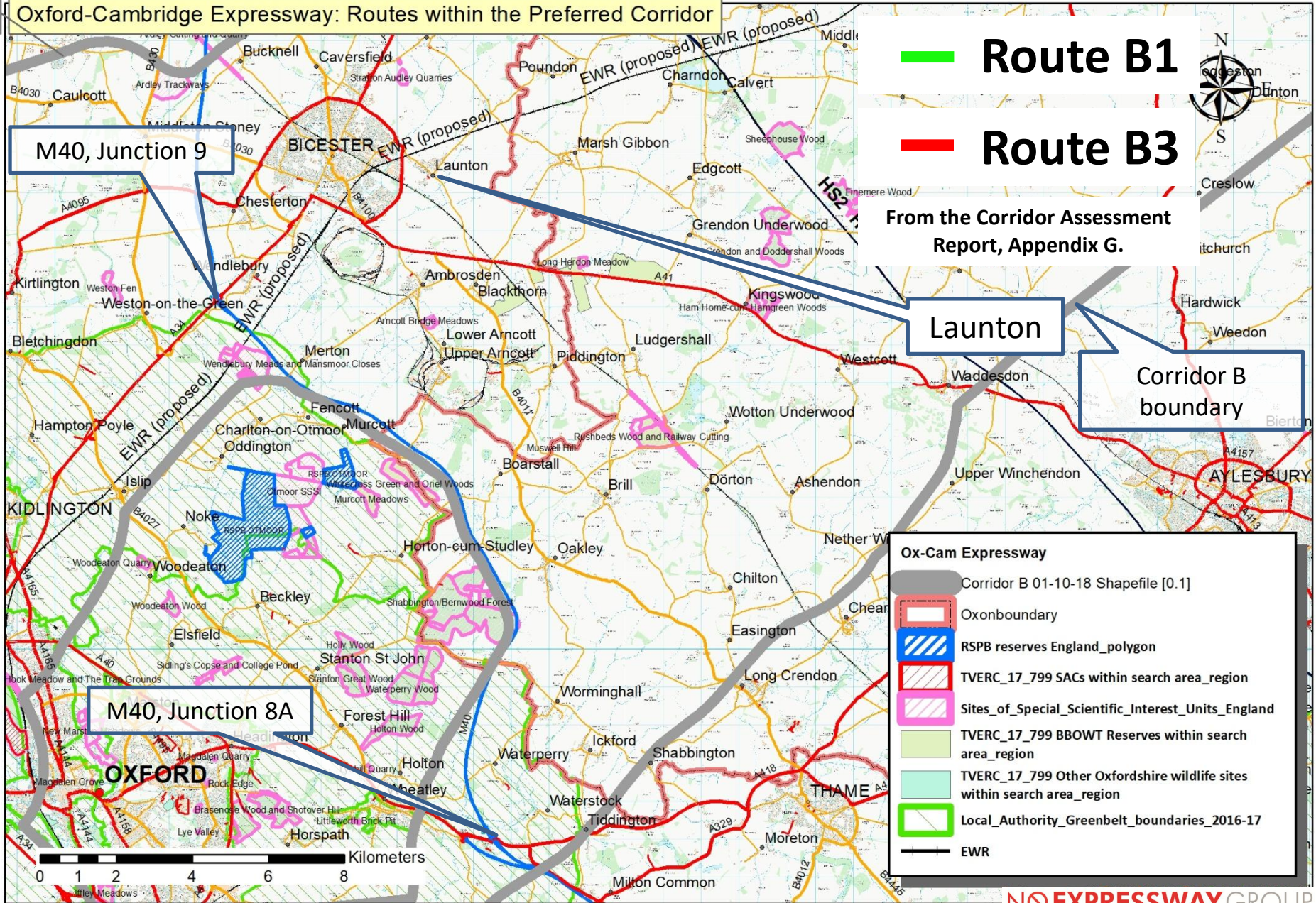
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## Major Project Milestones & Lifecycle





# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



**Route B1**

**Route B3**

From the Corridor Assessment Report, Appendix G.

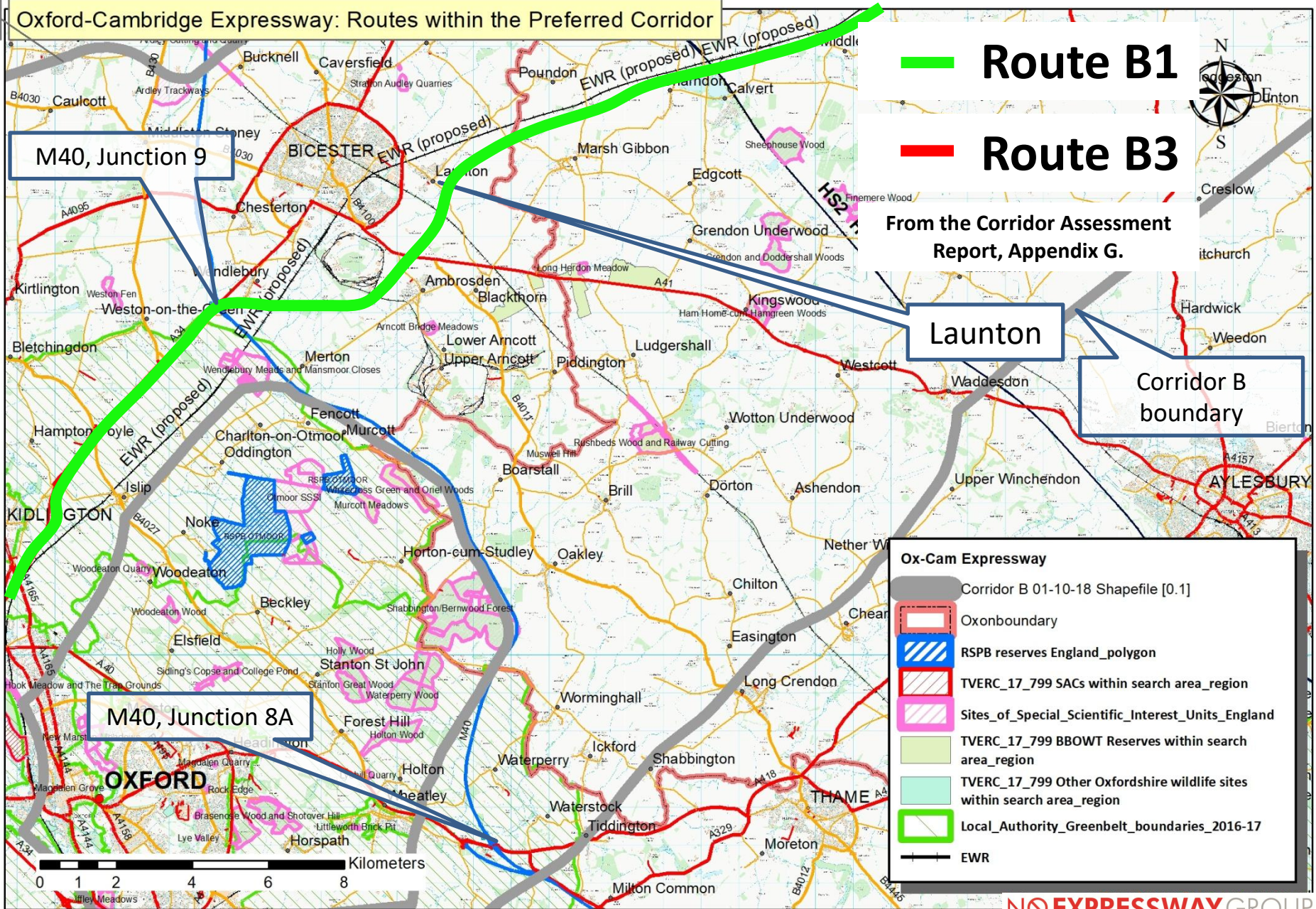
**Launton**

**Corridor B boundary**

- Ox-Cam Expressway**
- Corridor B 01-10-18 Shapefile [0.1]
  - Oxonboundary
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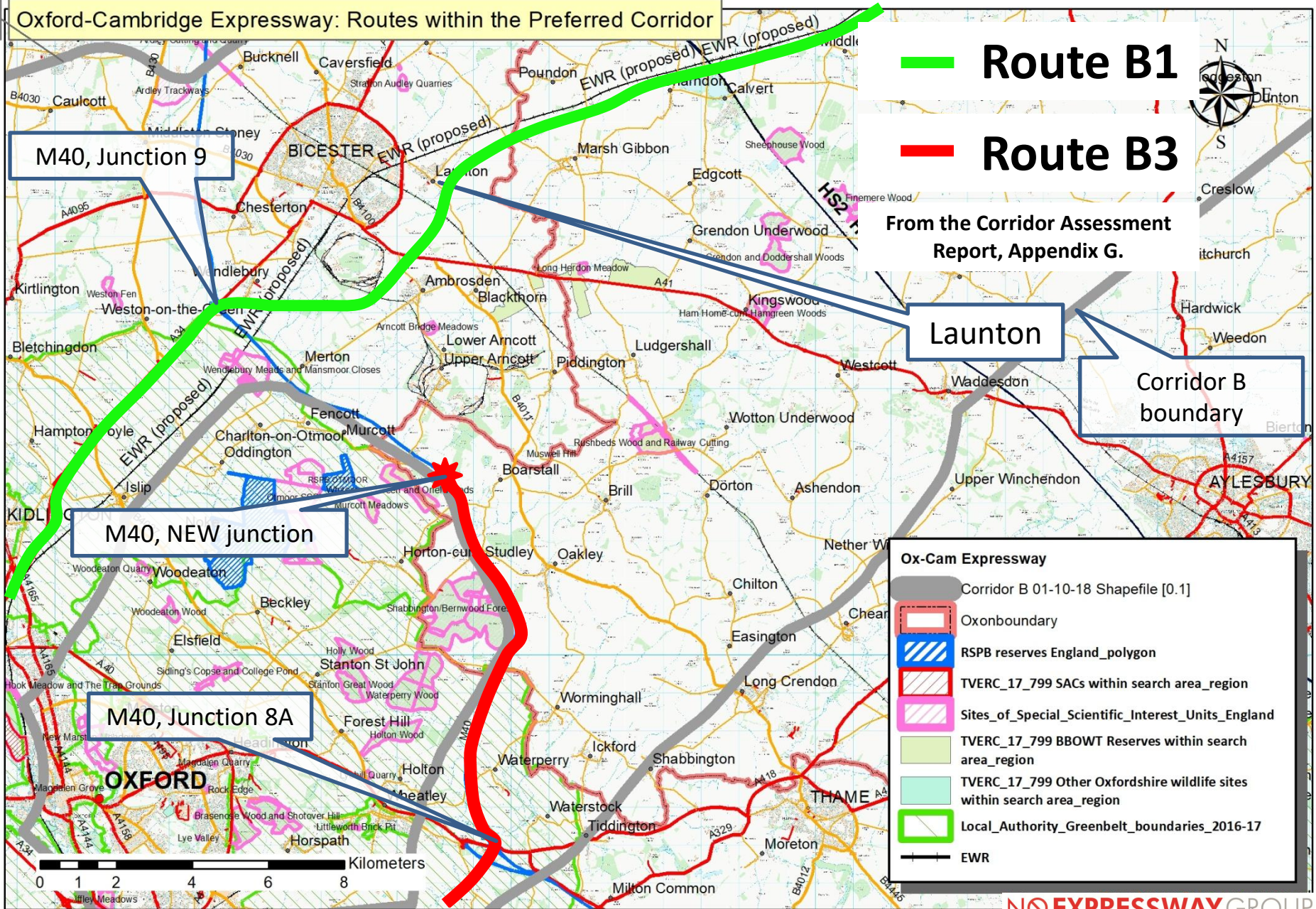
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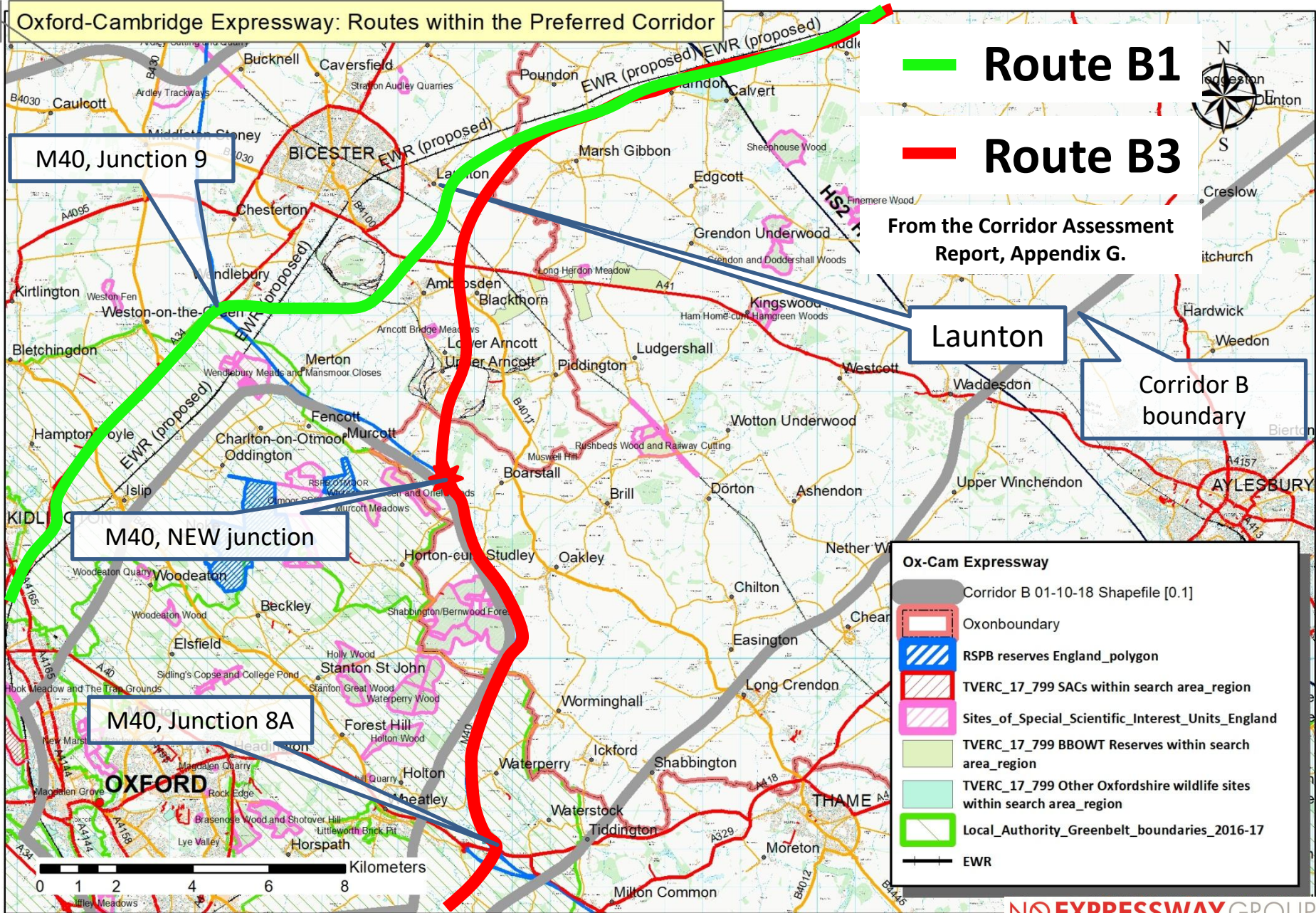
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**Launton**

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**M40, NEW junction**

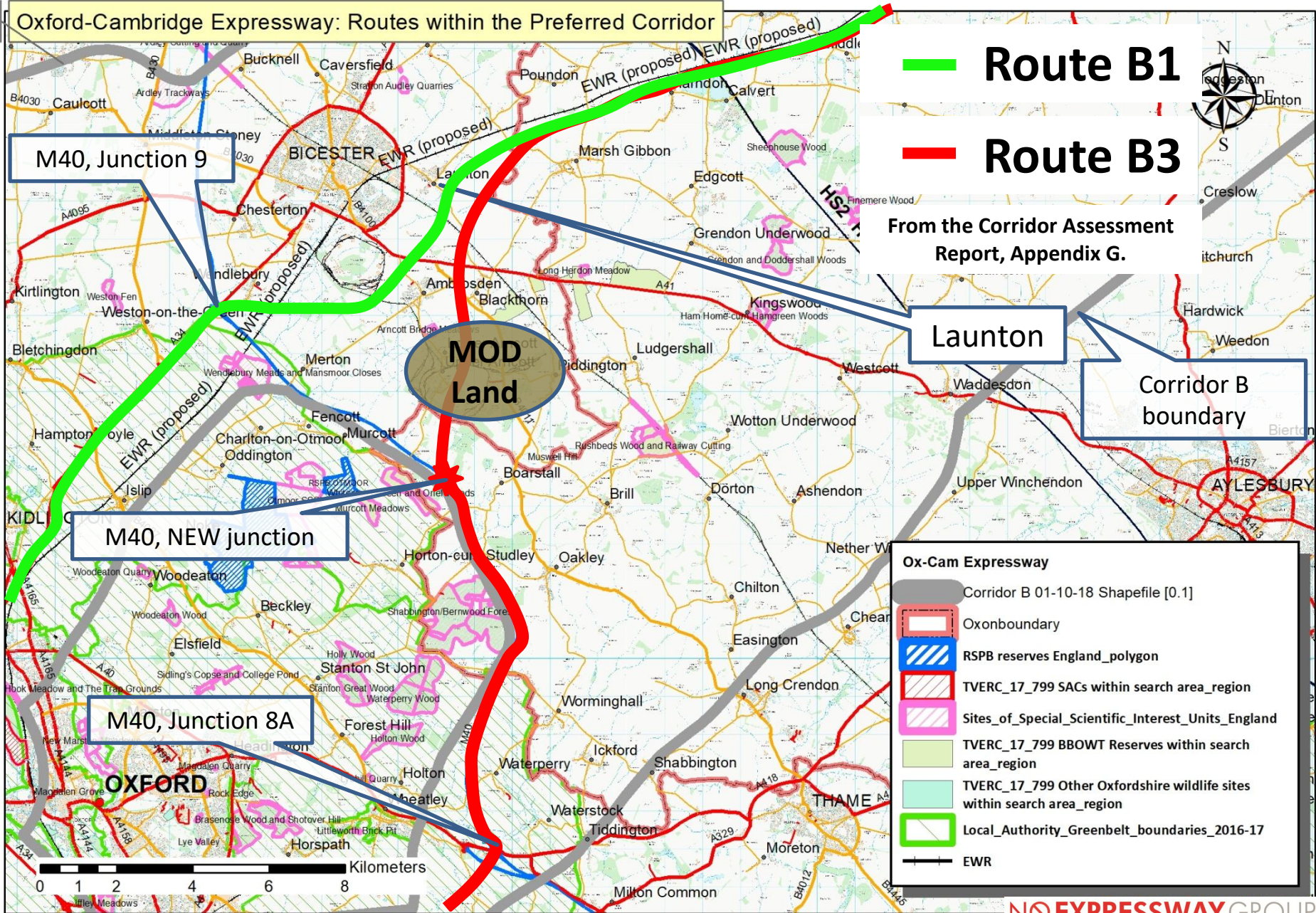
**M40, Junction 8A**

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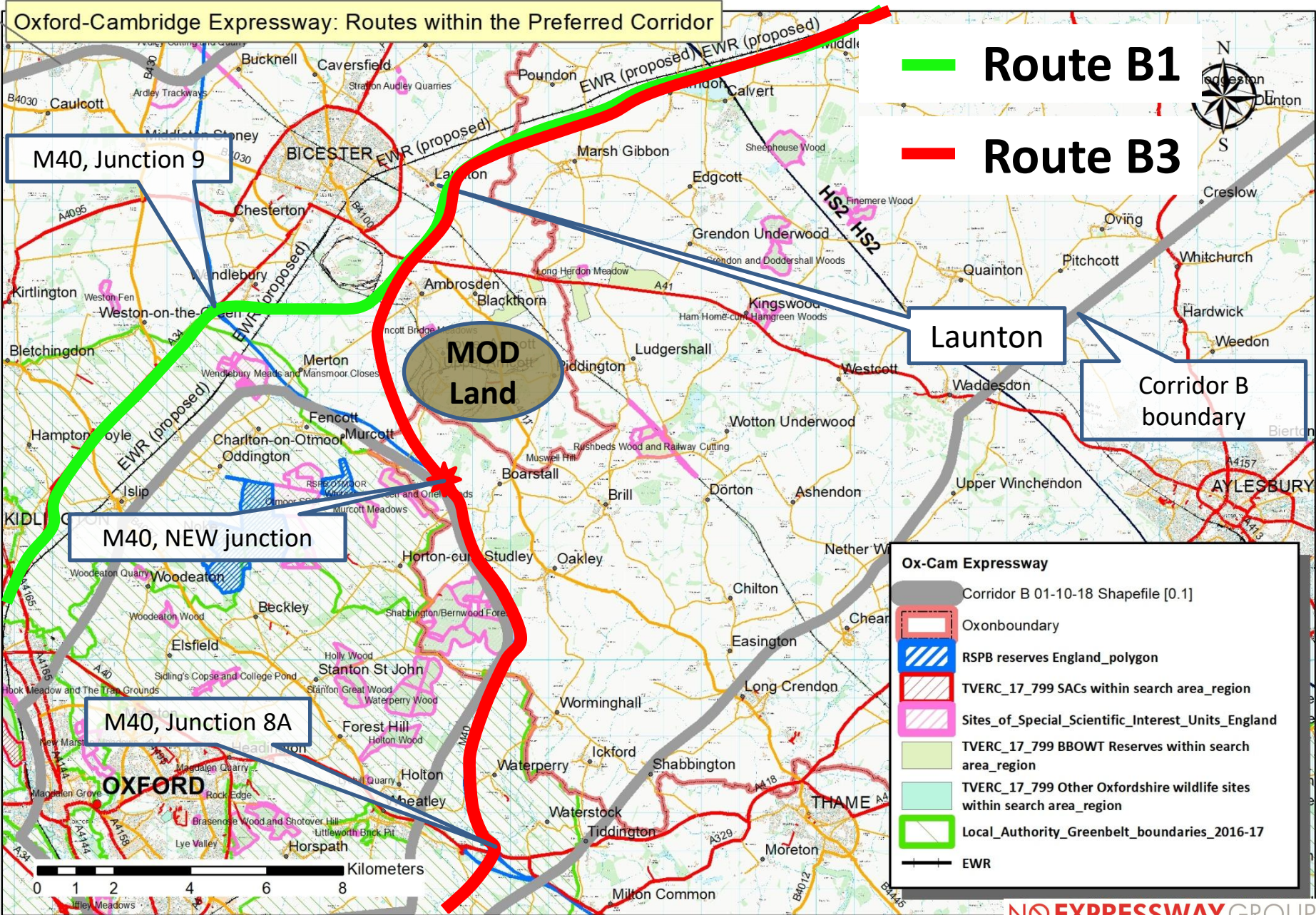
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**Route B3**



**Ox-Cam Expressway**

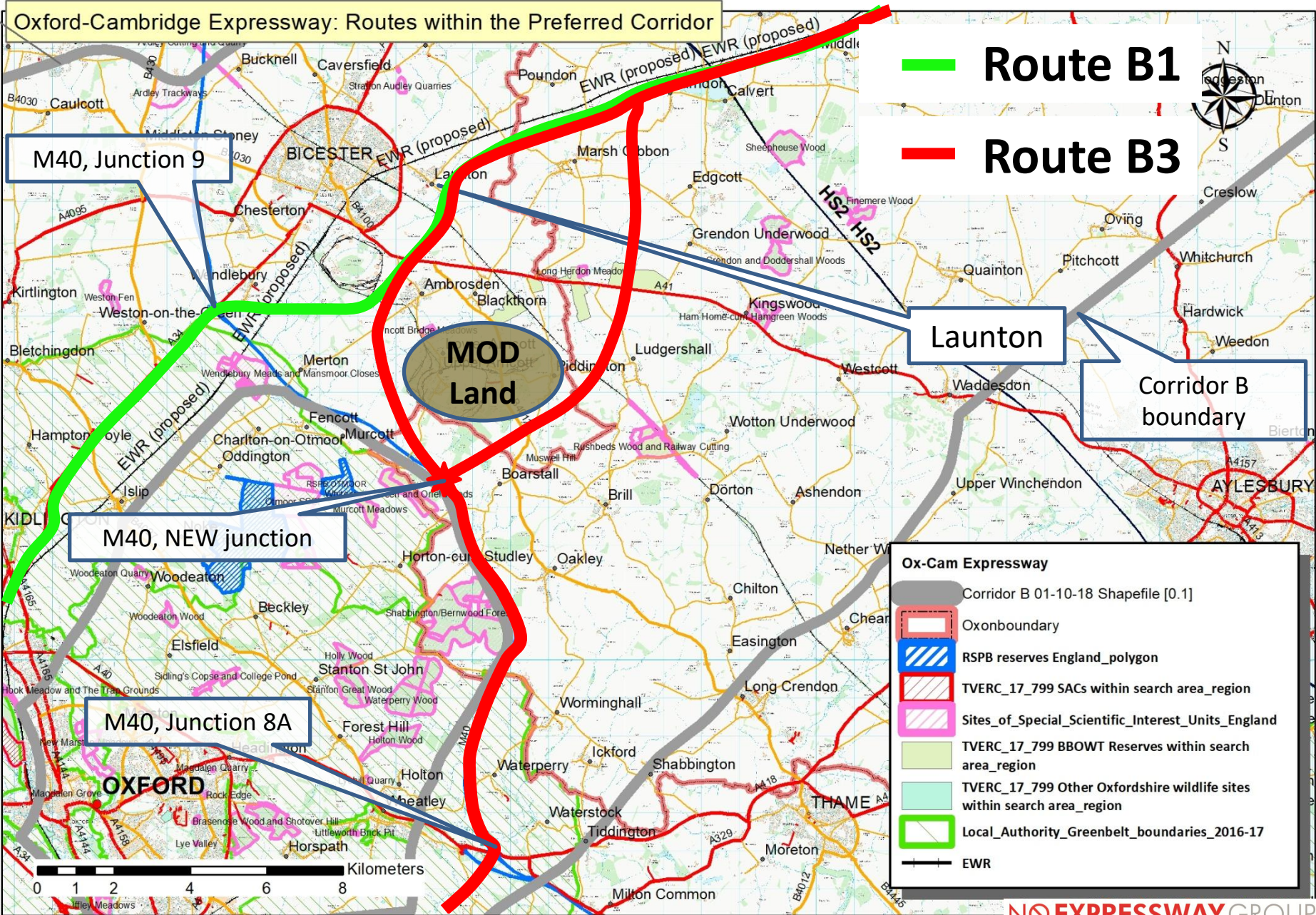
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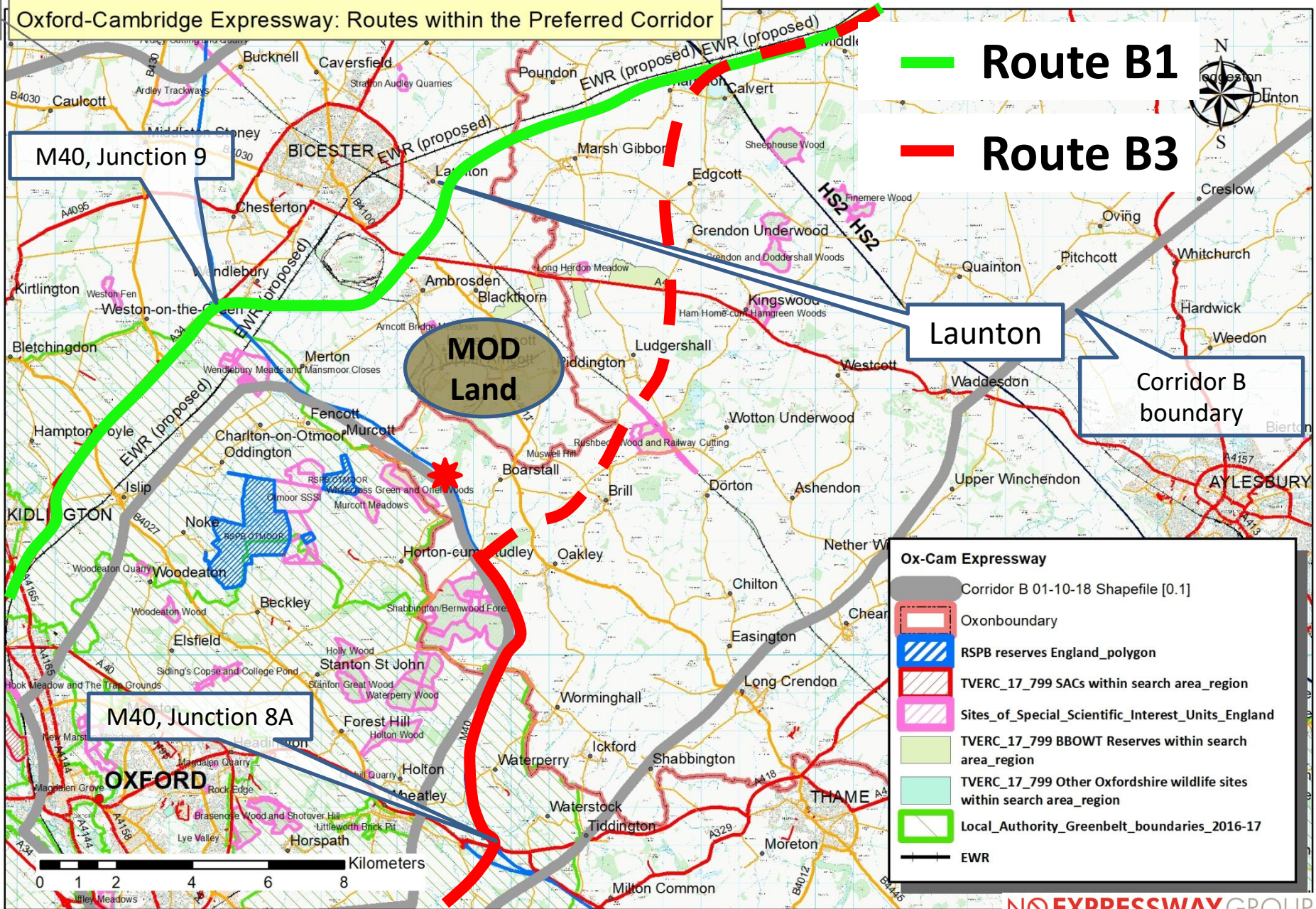
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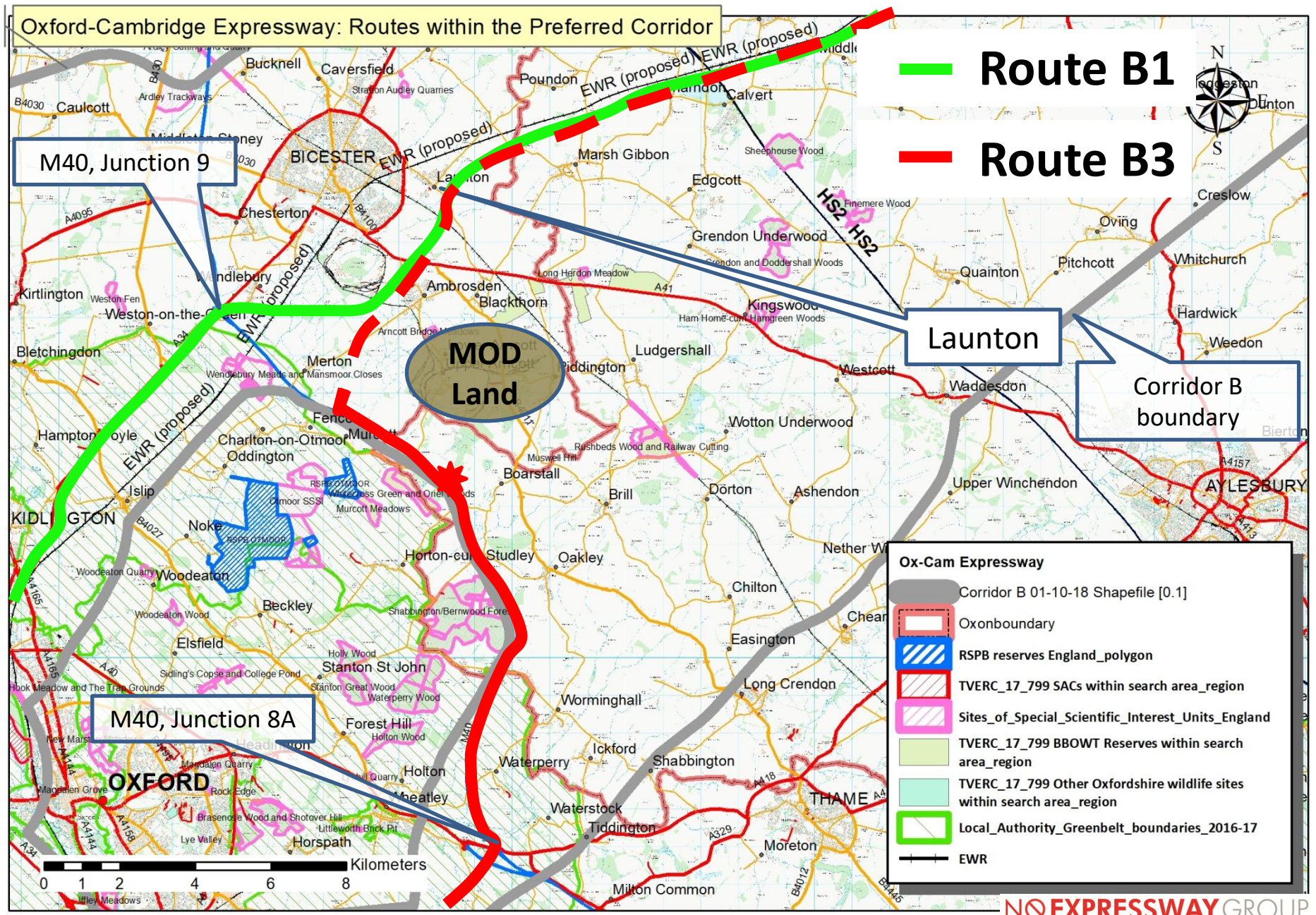


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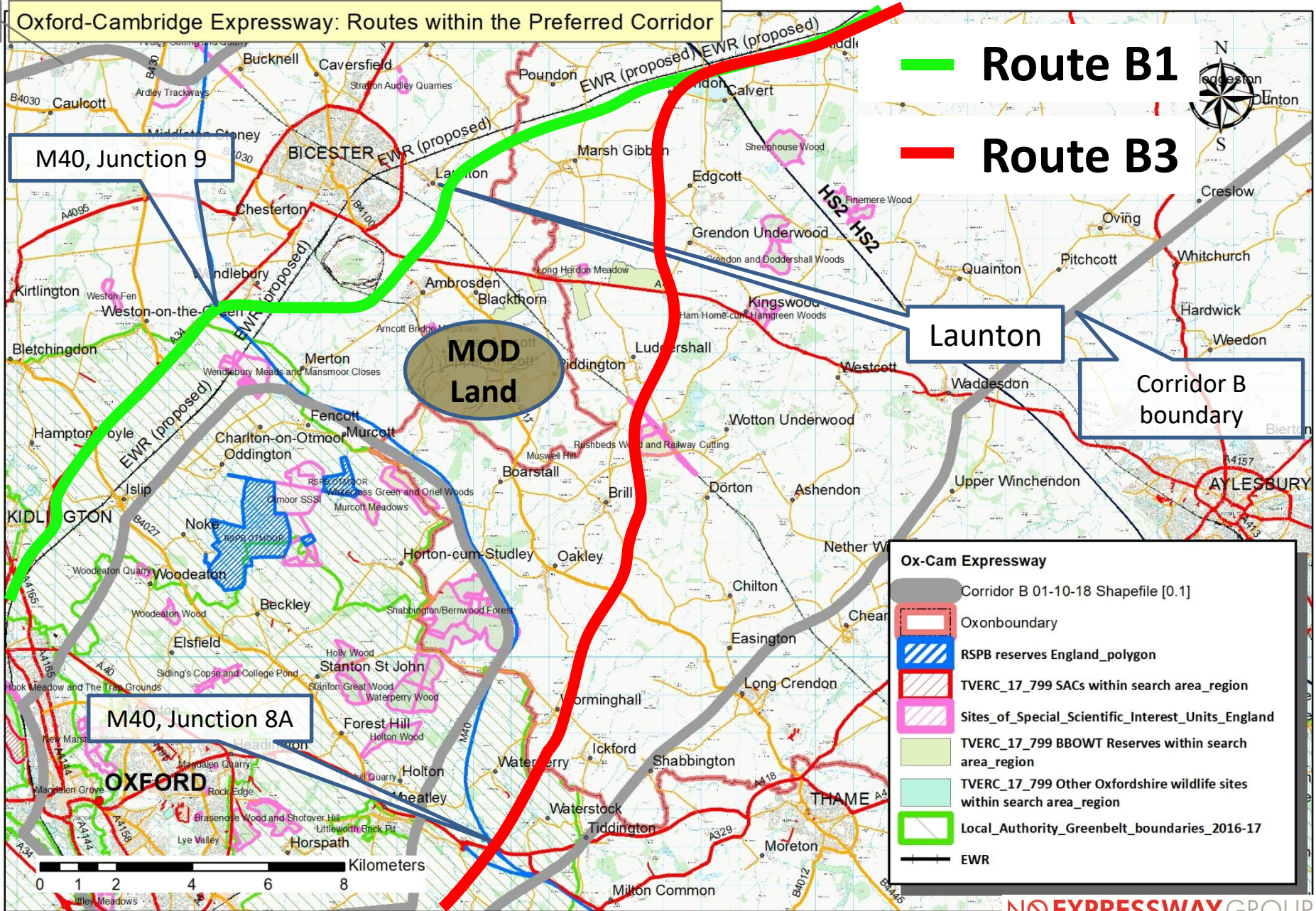
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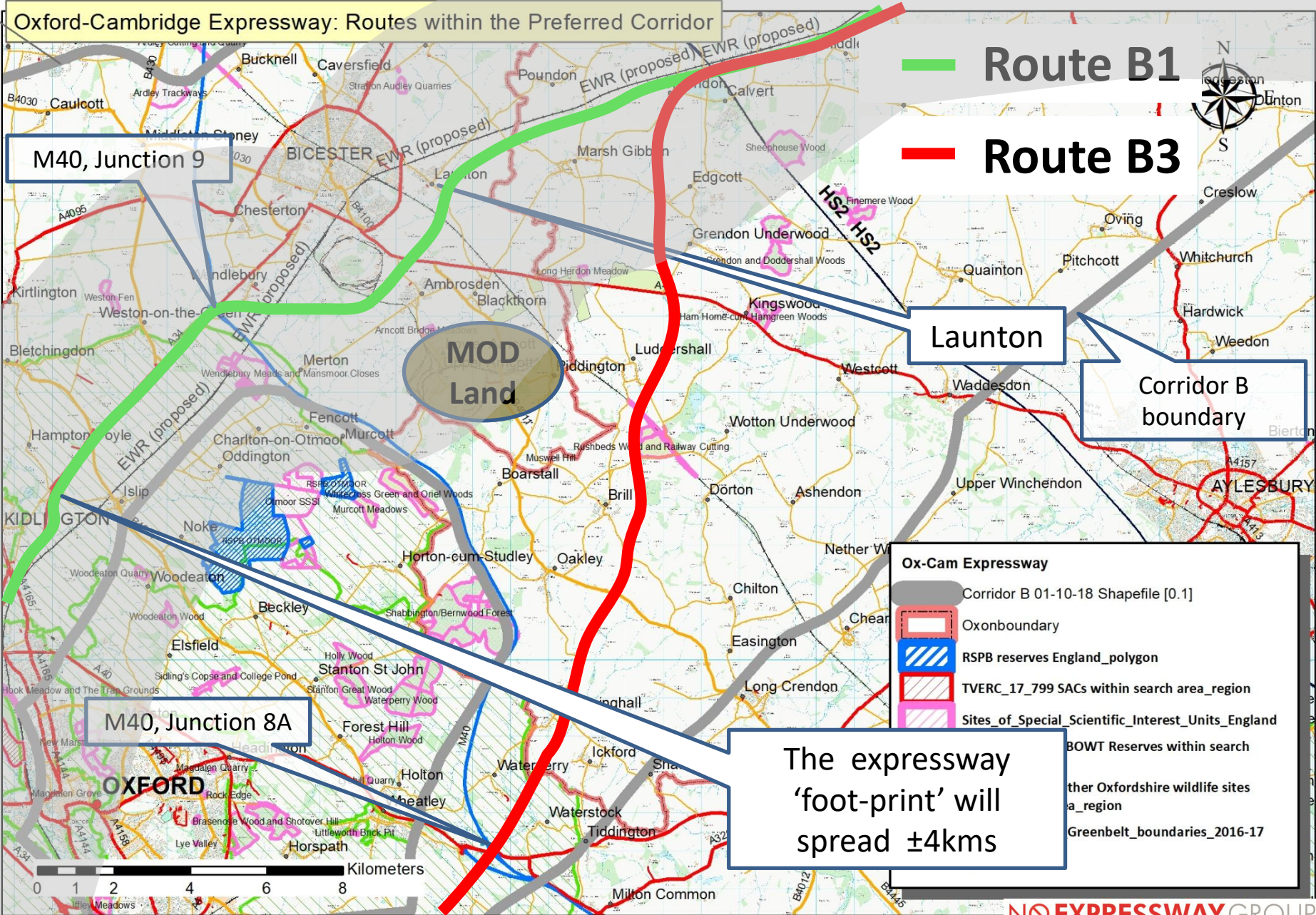


# Oxford-Cambridge Expressway: Routes within the Preferred Corridor





# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

MOD Land

Route B1  
Route B3

Launton

Corridor B boundary

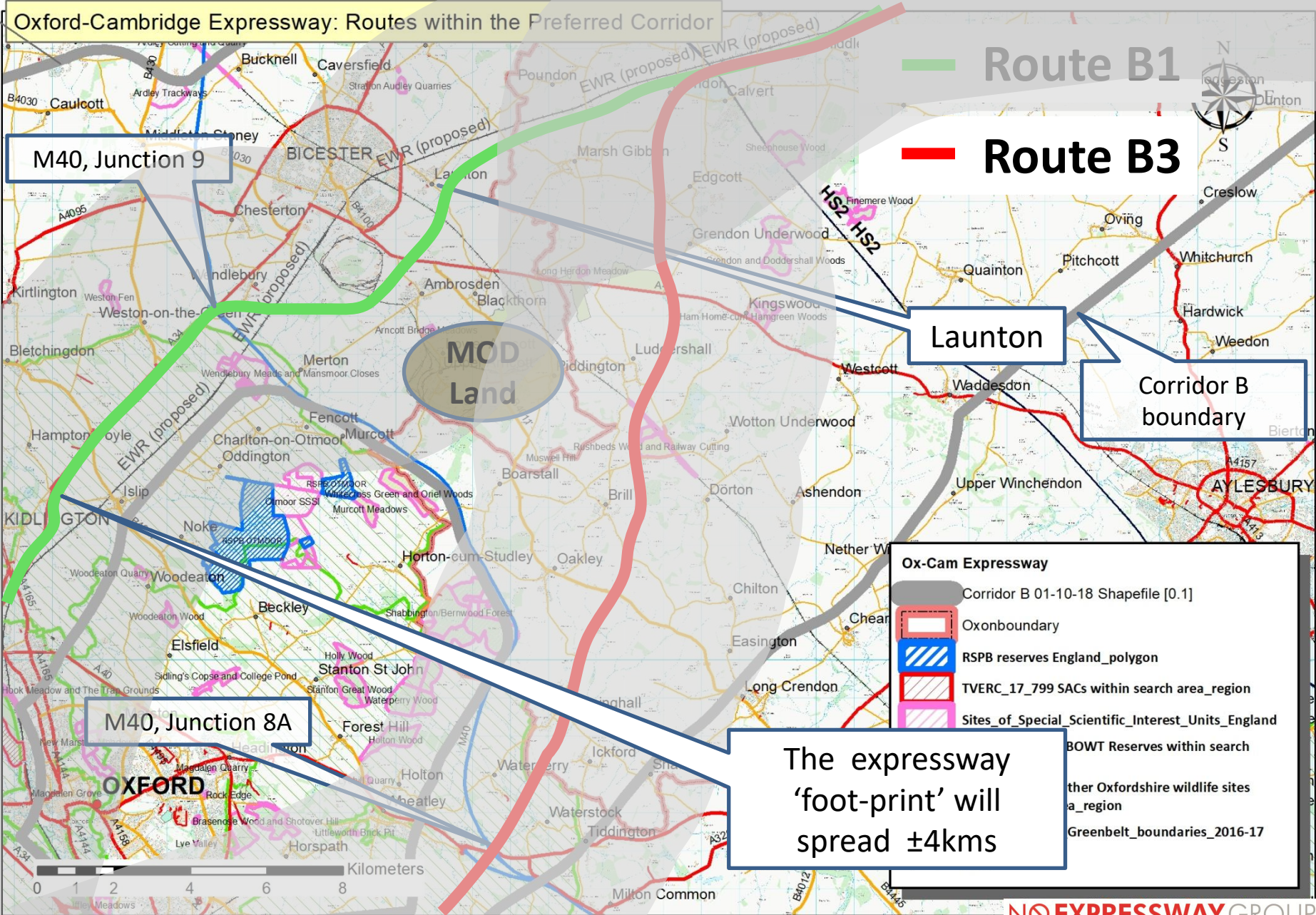
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The expressway 'foot-print' will spread  $\pm 4$ kms

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Route B3

M40, Junction 9

Launton

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# **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

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## Executive Summary

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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

**260,000**

**650,000**

**366,000\***

\* 2017/18 figures

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Oxfordshire Infrastructure Strategy

Oxfordshire Growth Board

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\* 2017/18 figures

%increase

**47.5%**

**41.1%**

**27.6%**



NIC  
Cambridge, Milton  
Keynes and Oxford  
Future Planning  
Options Project

FINAL REPORT  
FEBRUARY 2018 - REV A

The Expressway will add even  
more houses

5<sup>th</sup>  
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



3050 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/km<sup>2</sup>, 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/km<sup>2</sup> 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 / km<sup>2</sup> with approximate totals.

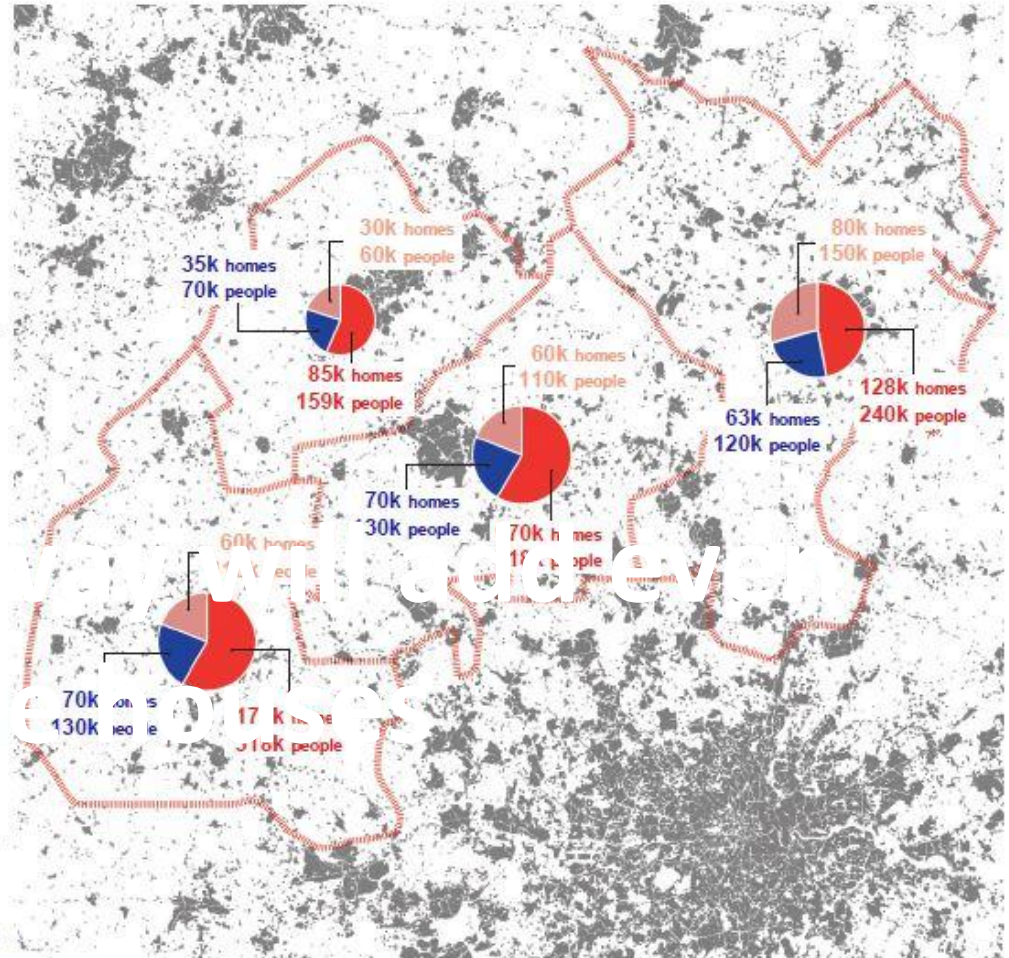
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km<sup>2</sup>, distributed according to Savills/Arup/Cambridge Econometrics analysis.

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'.

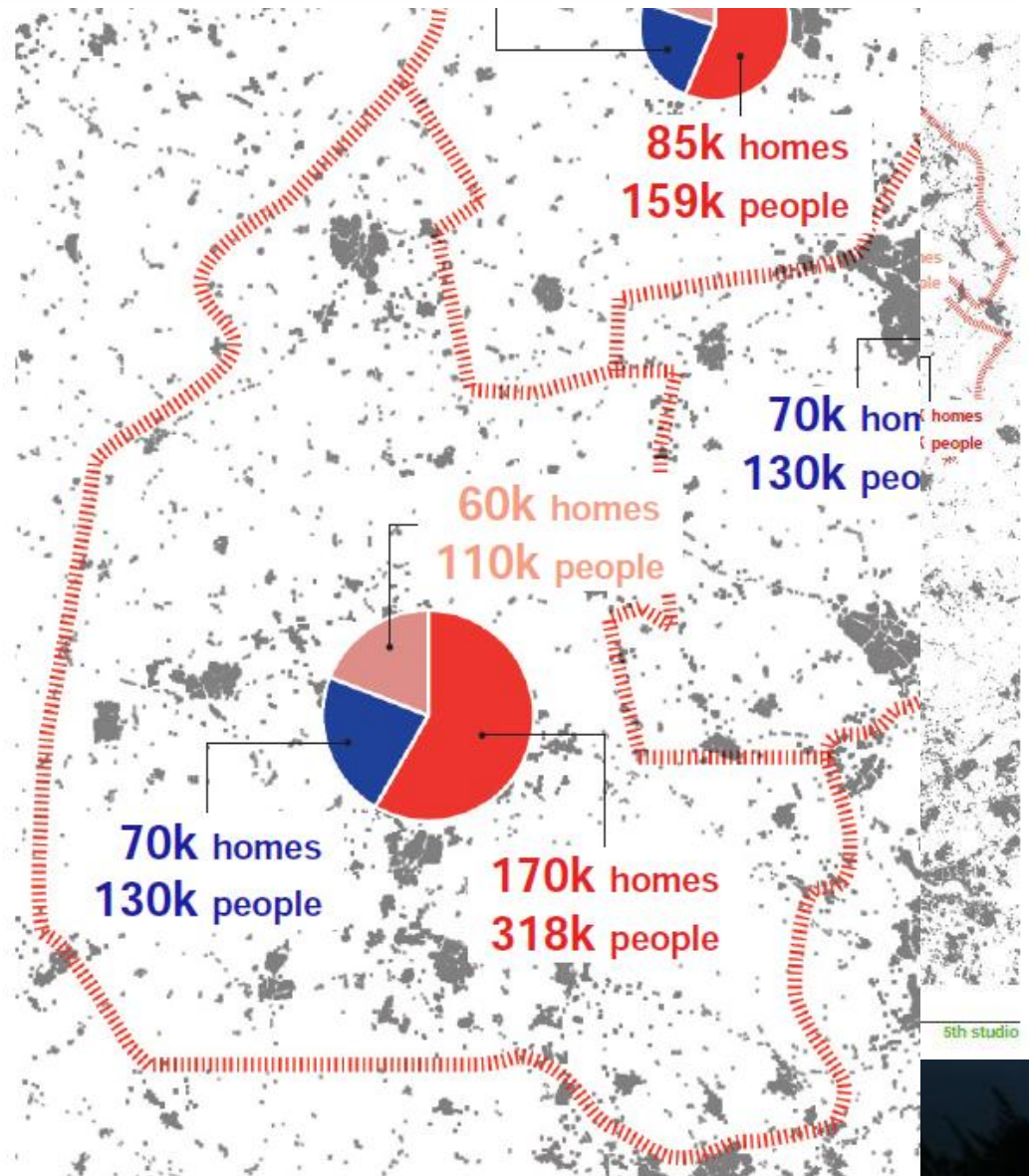




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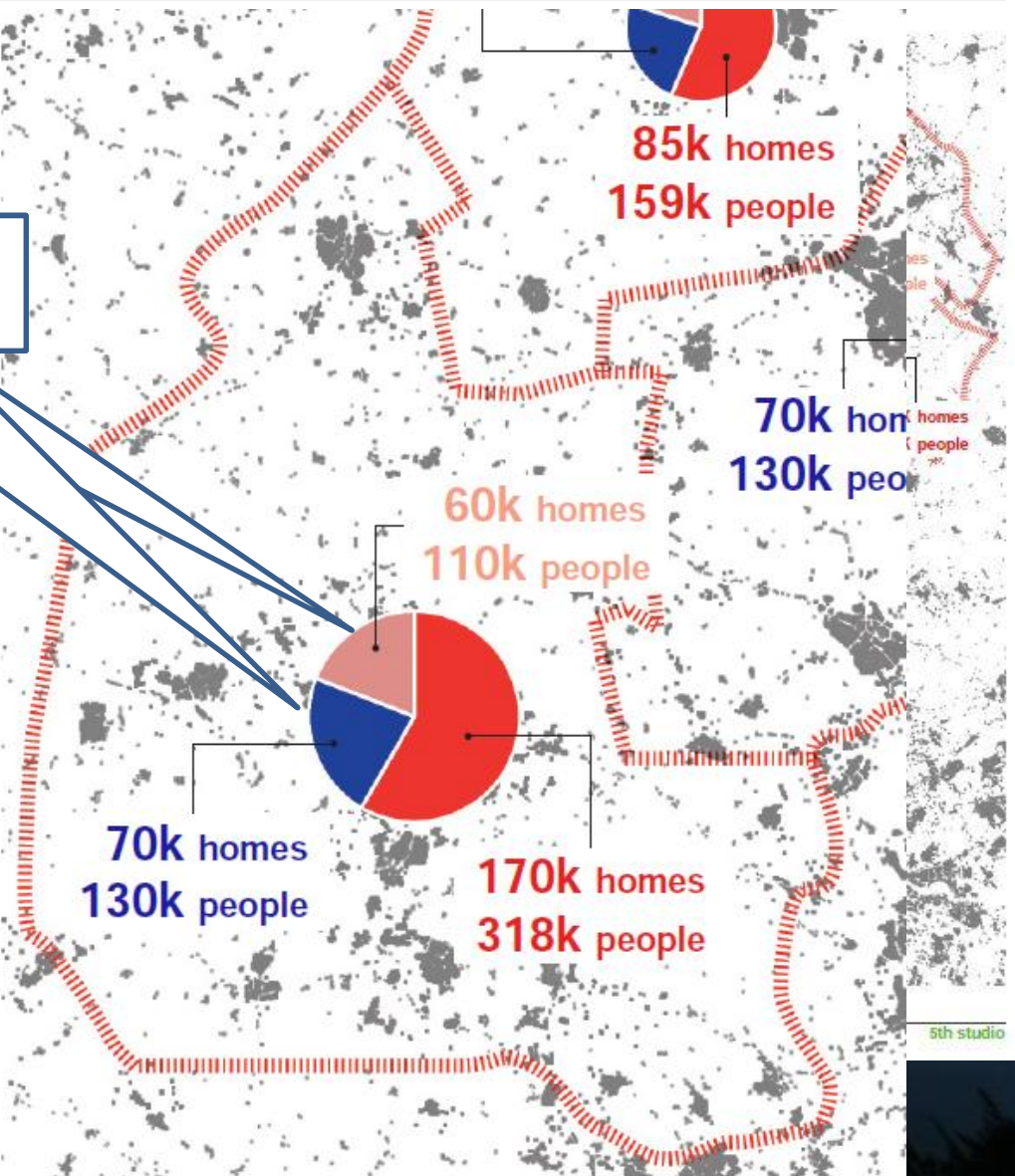




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Currently planned + backlog homes

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- 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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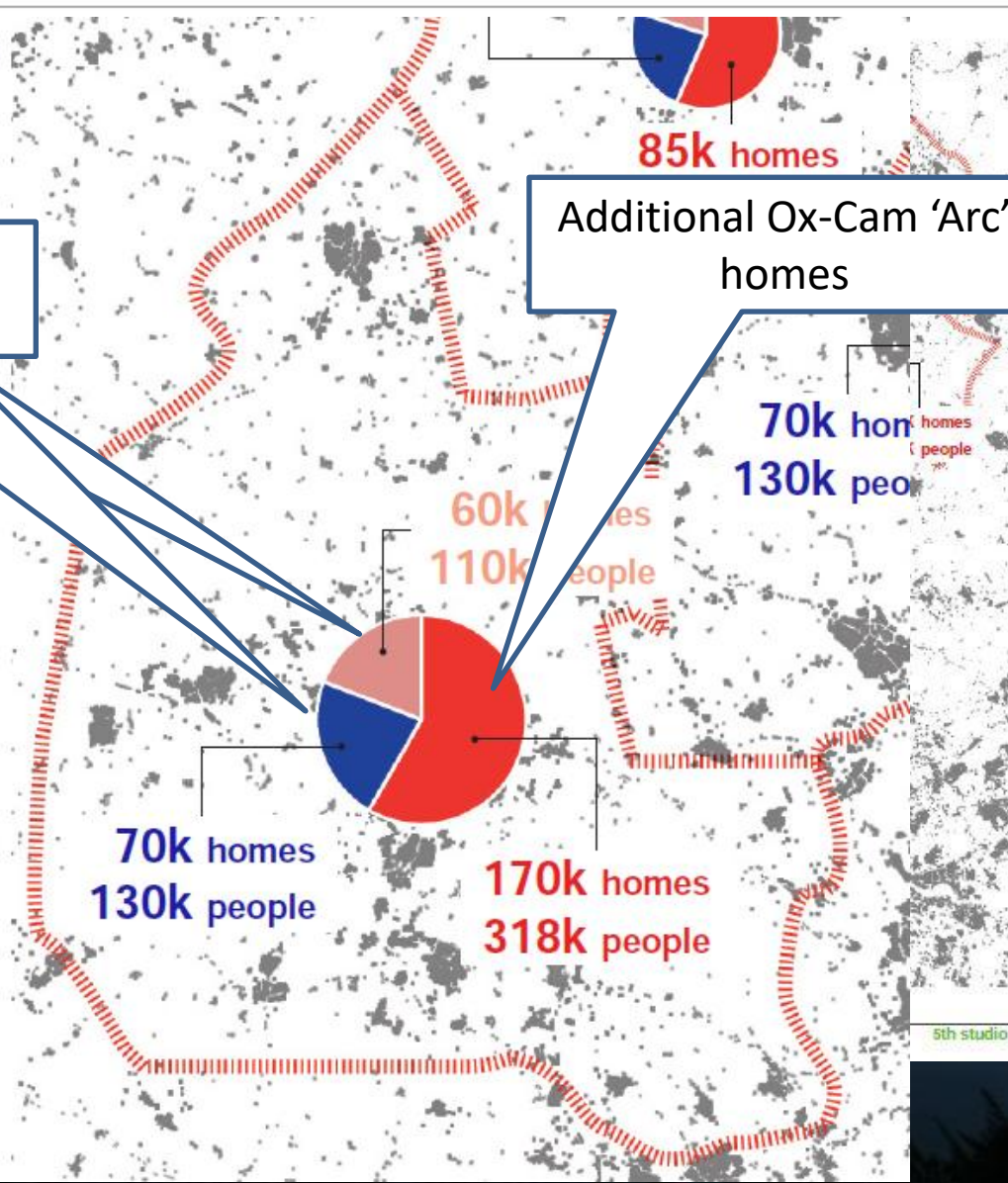


The density is typical of much twentieth century growth and was selected based on a rounded average of the built-up density found across the corridor.

Currently planned + backlog homes

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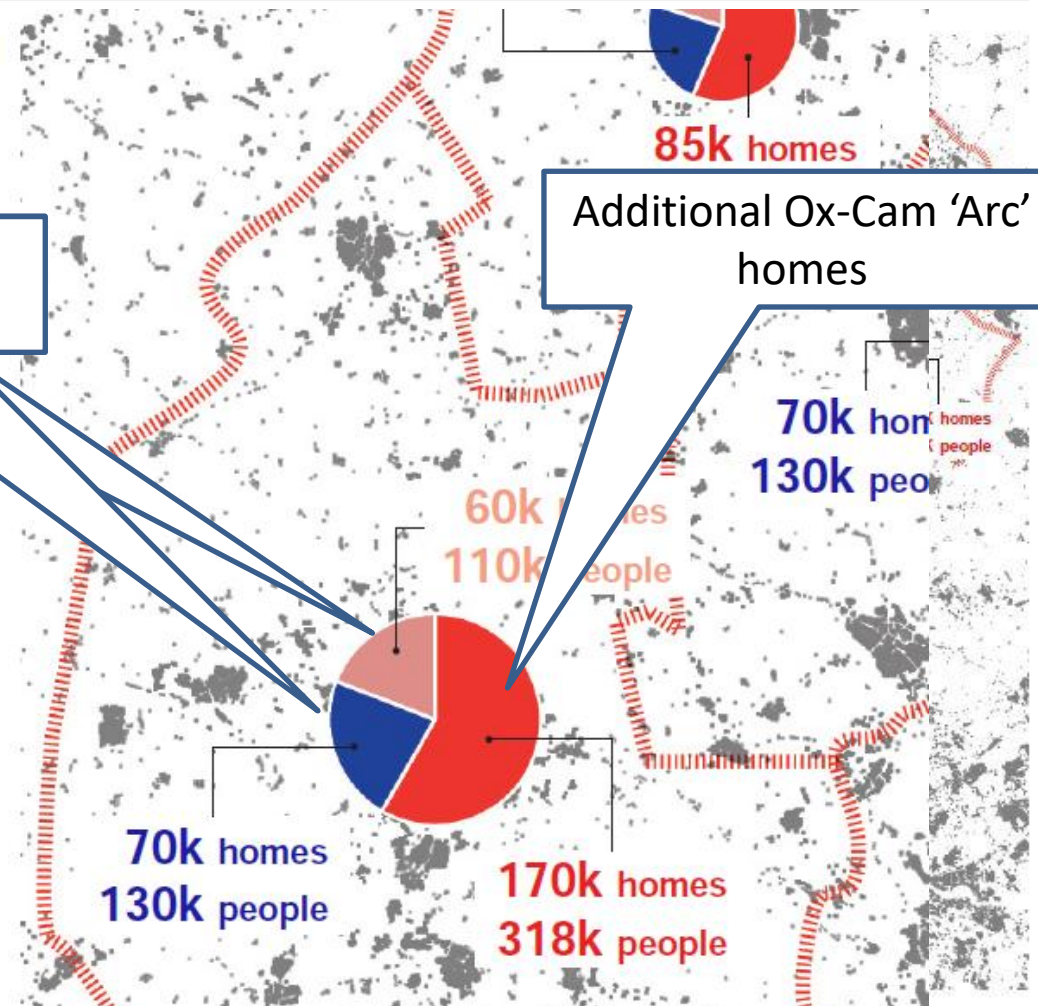


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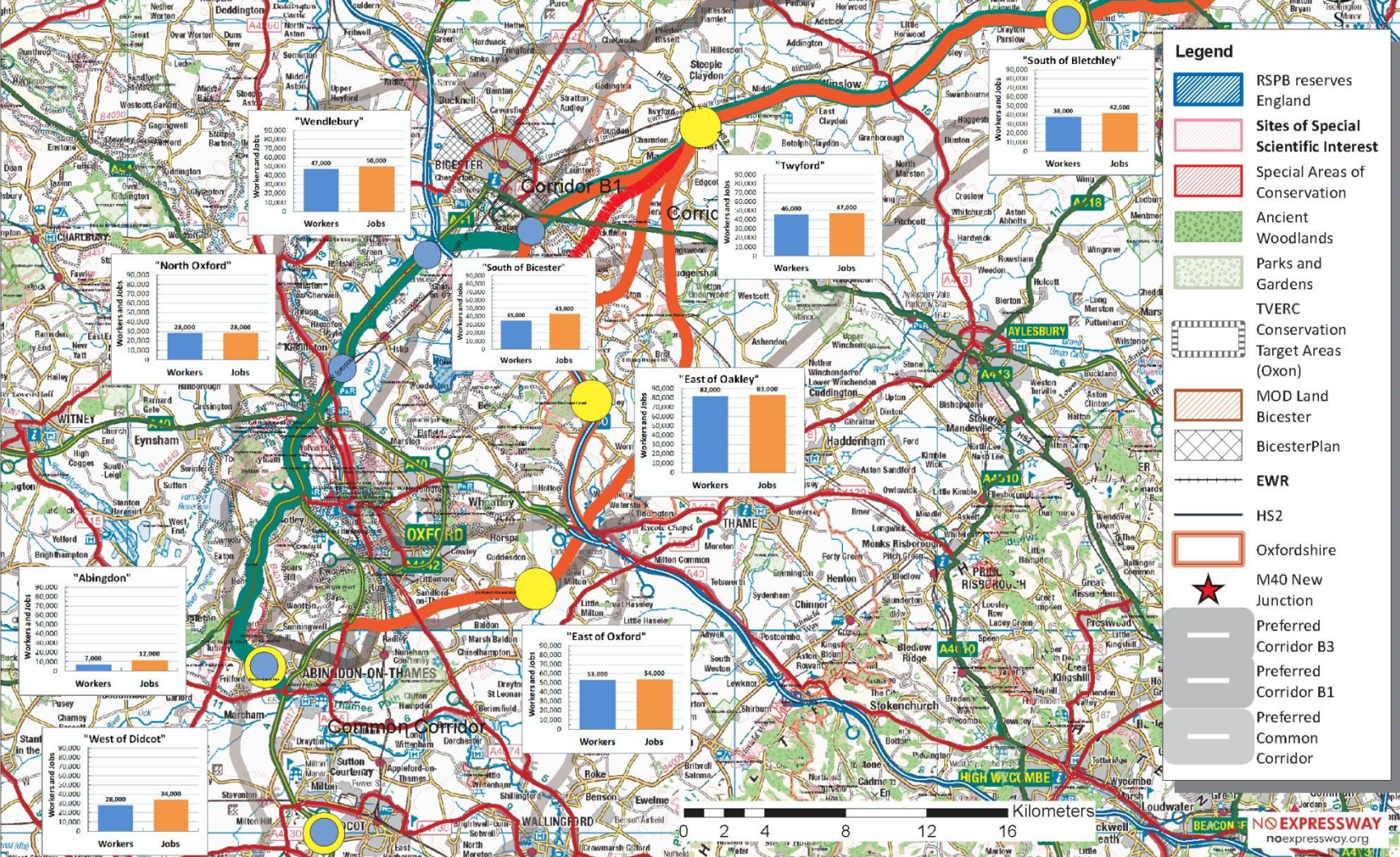


**300,000 houses in total for Oxfordshire (100,000 in Local Plans and 200,000 Expressway 'unlocked')**



# ..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
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- Preferred Corridor B3
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- Preferred Common Corridor



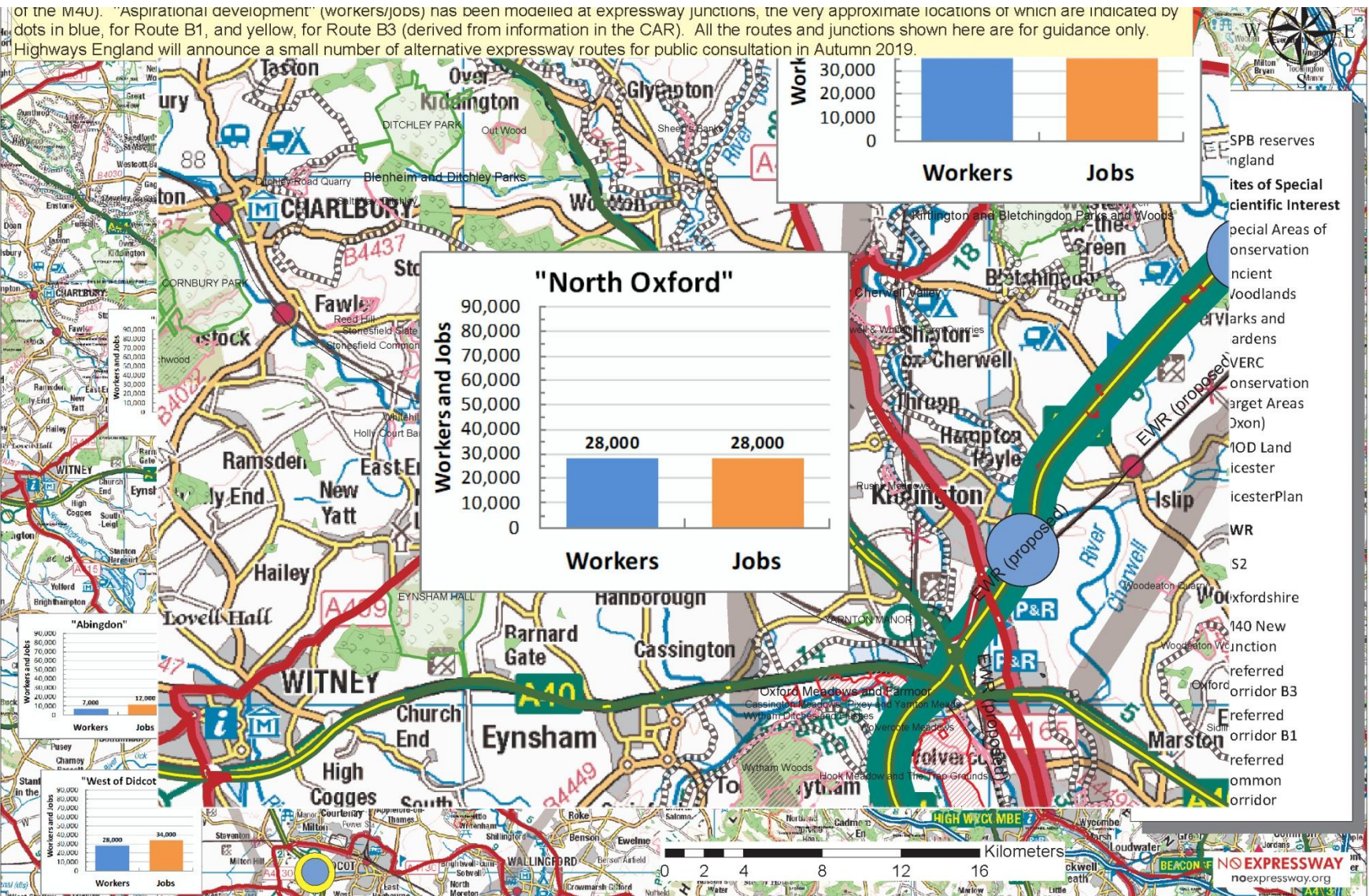
noexpressway.org



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

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

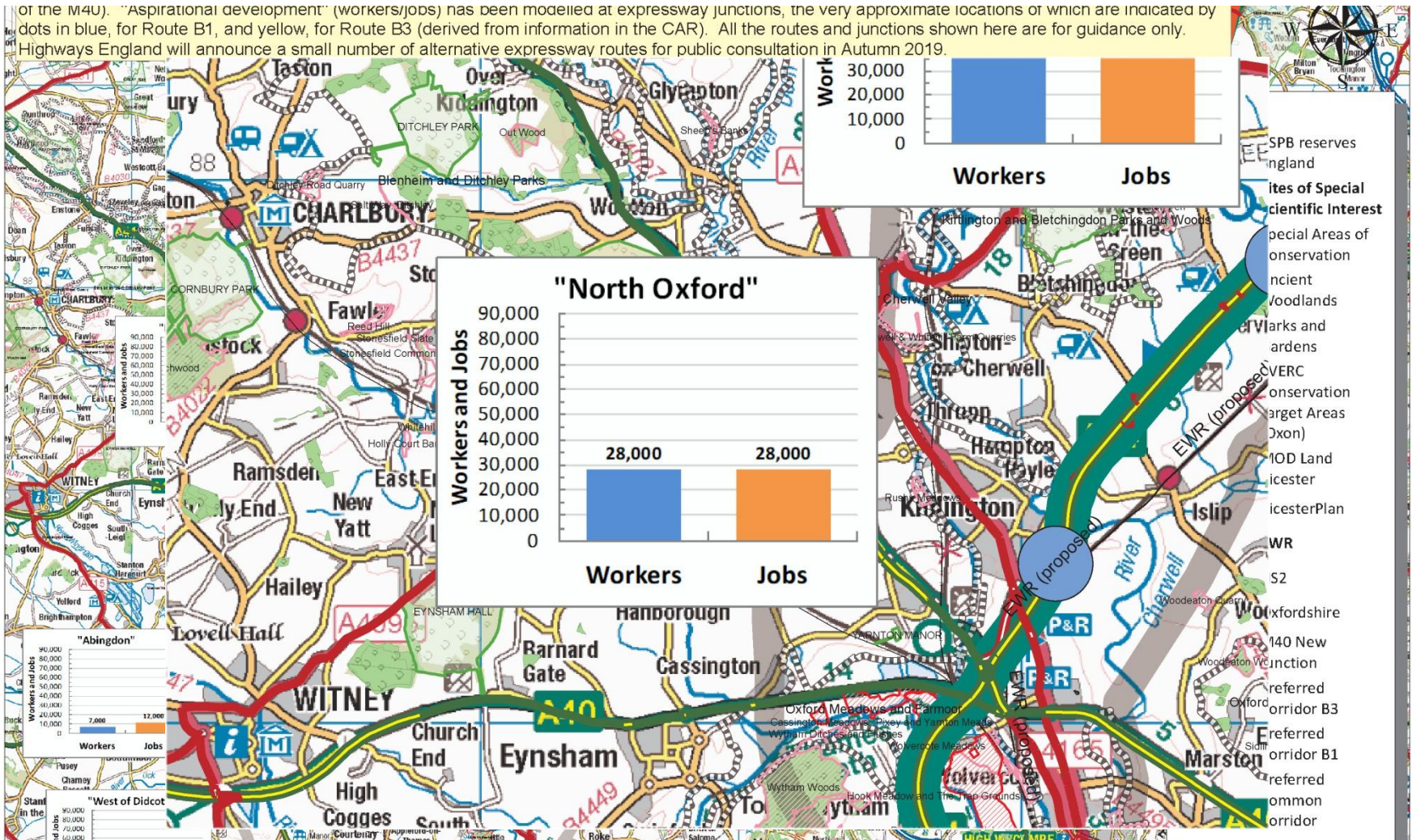
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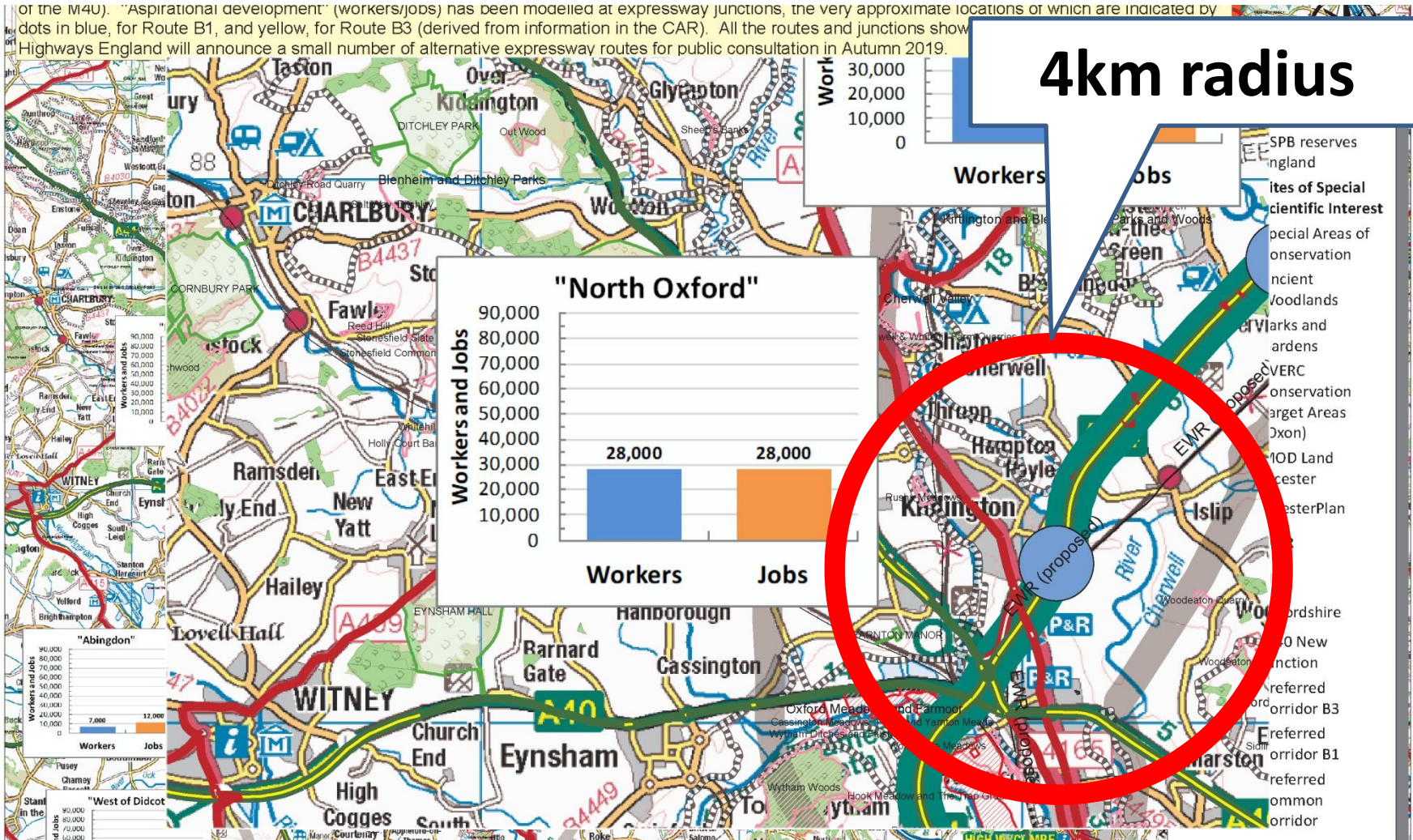


**That's 51,300 people (Kidlington 13,700, Bicester 32,789)**  
2017 figures



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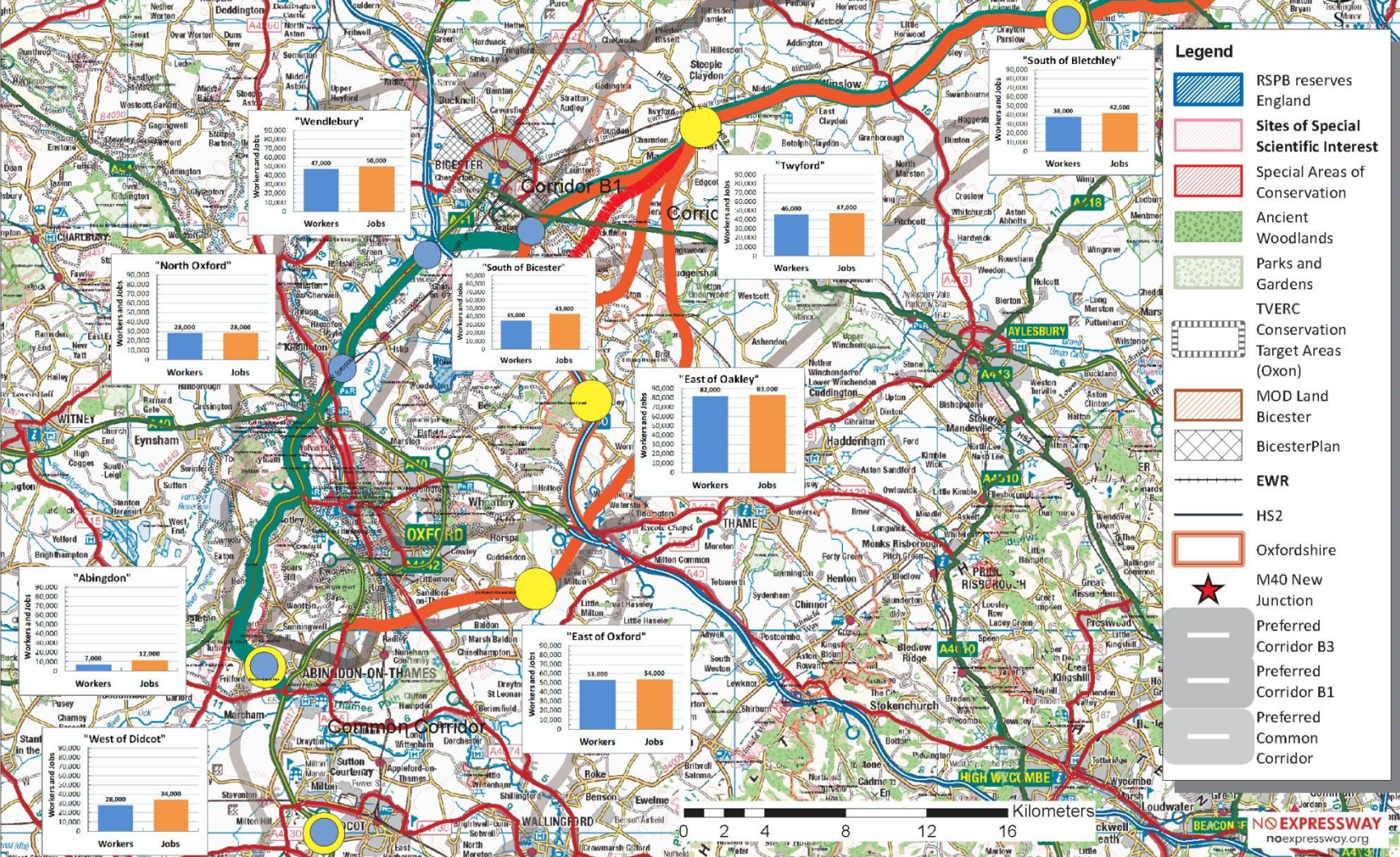
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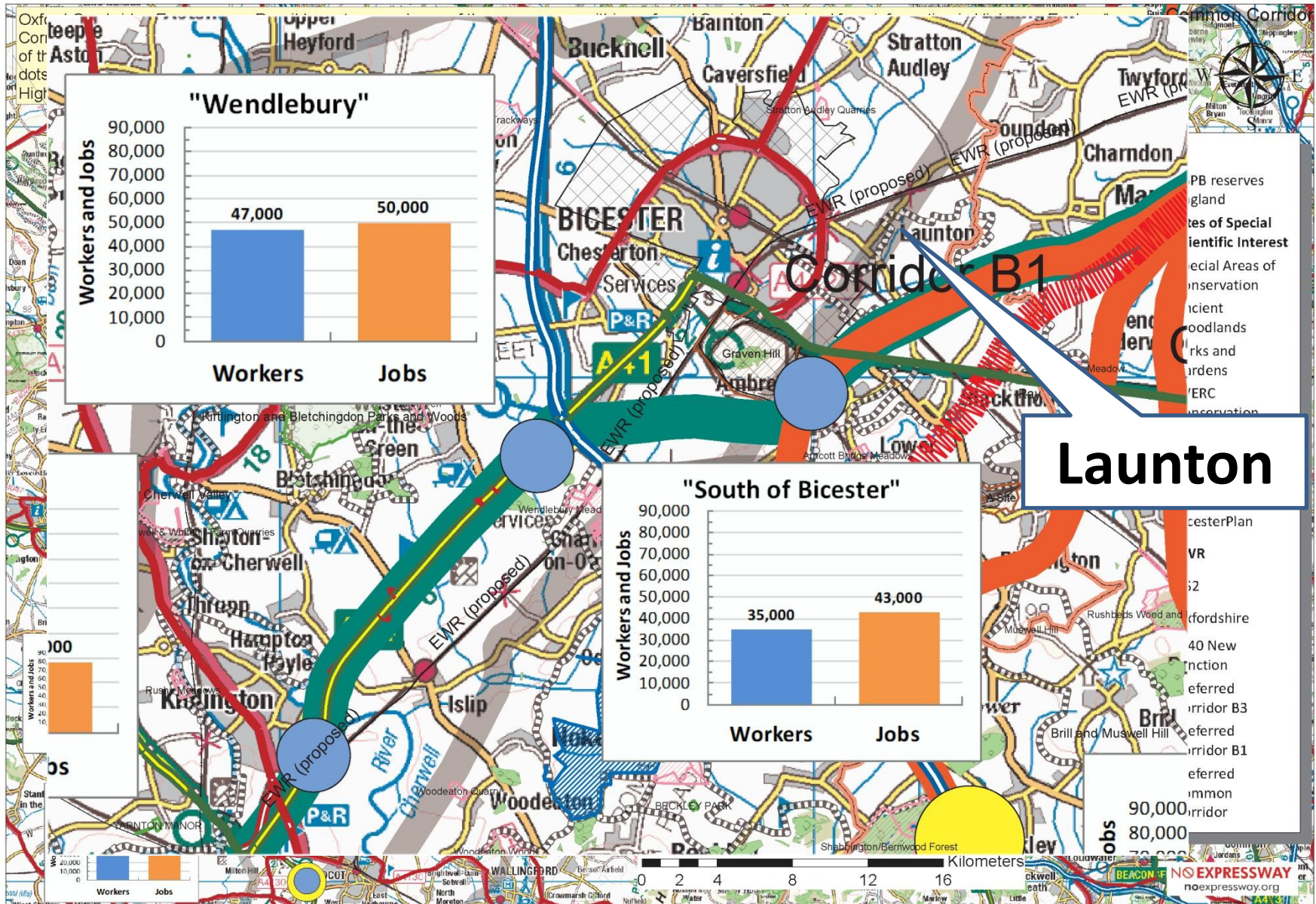
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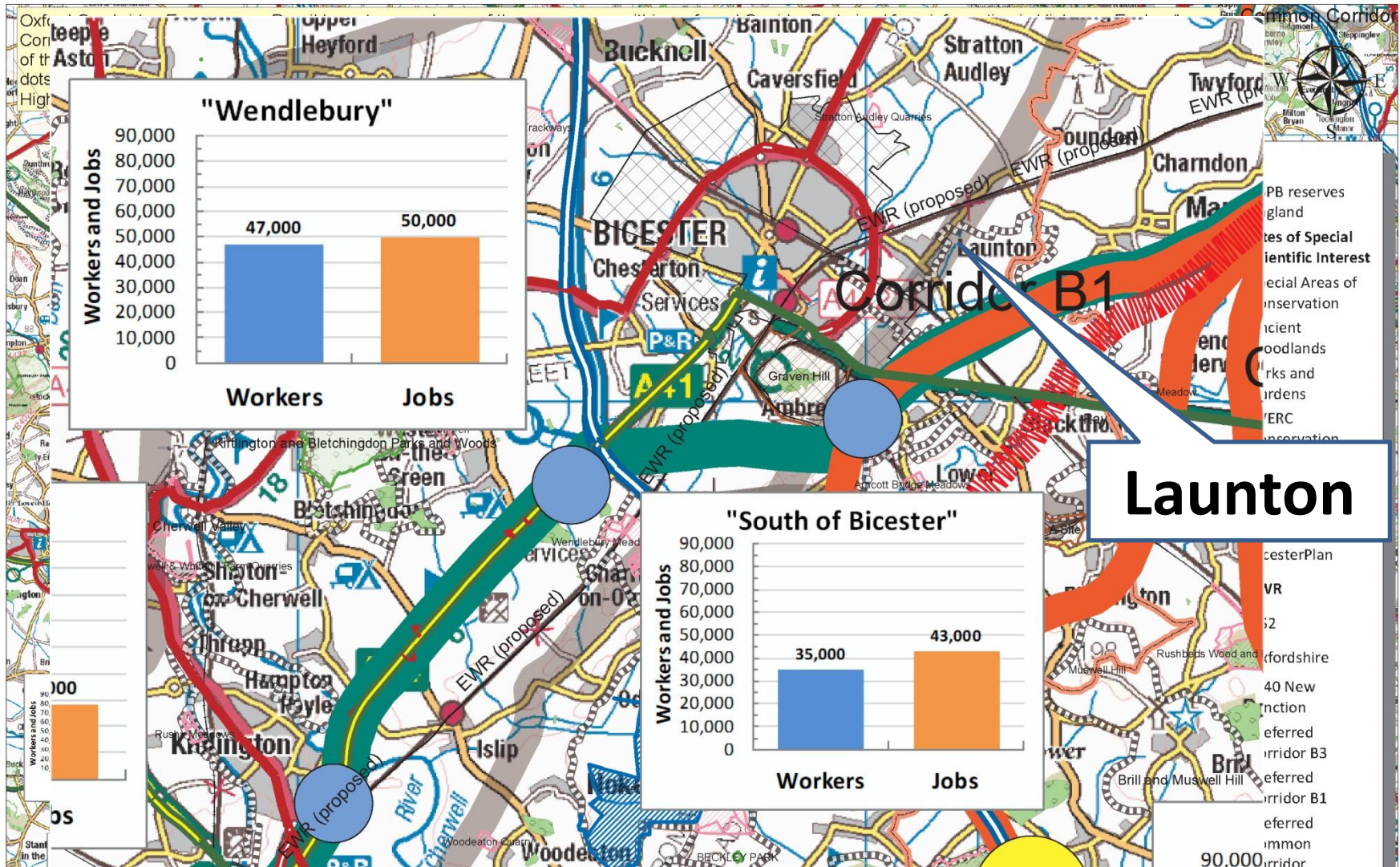


# Option B1, 82,000 workers/65,000 new houses nr. Bicester





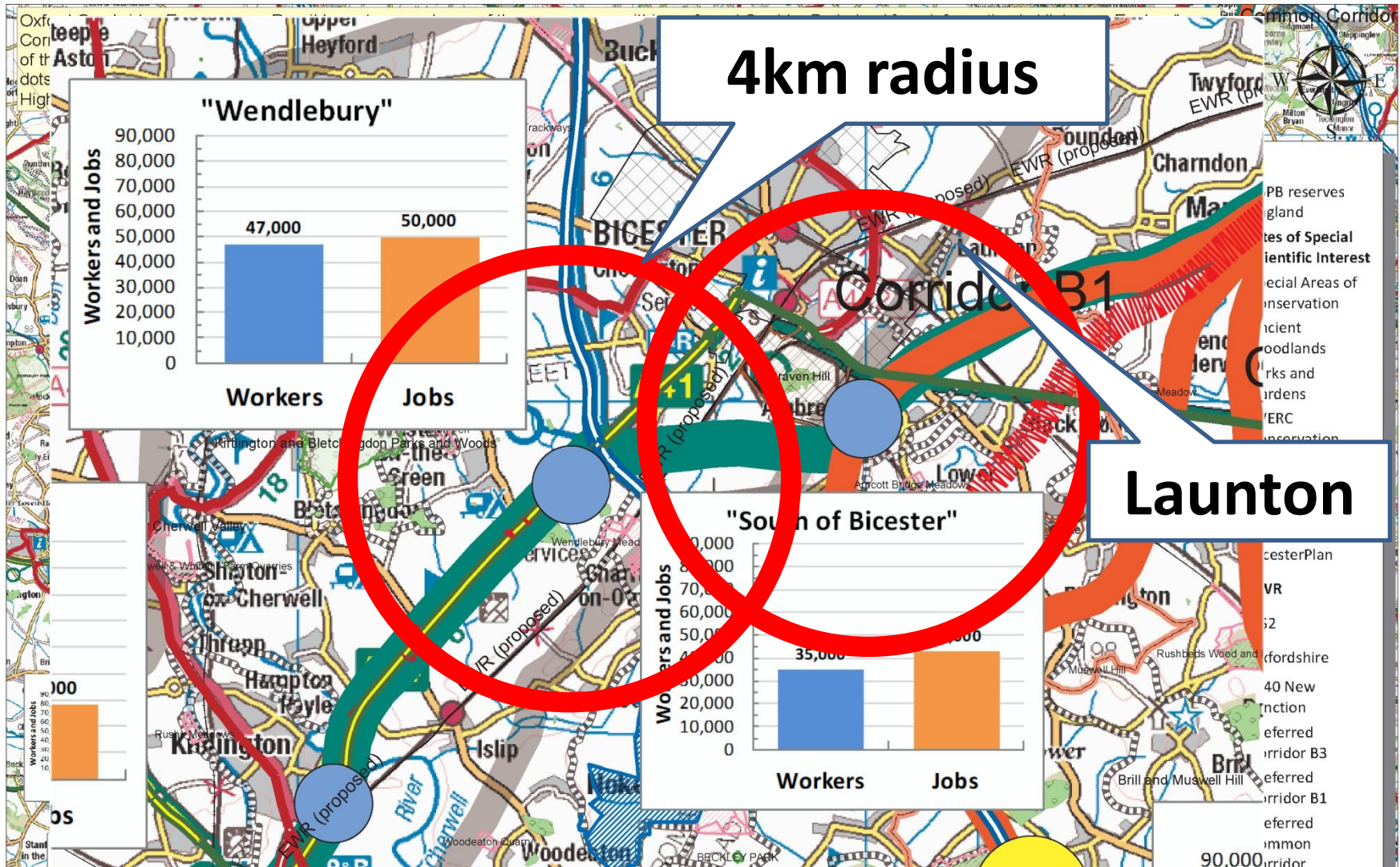
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That's 150,440 people (Oxford City has 154,600 2017 figure )



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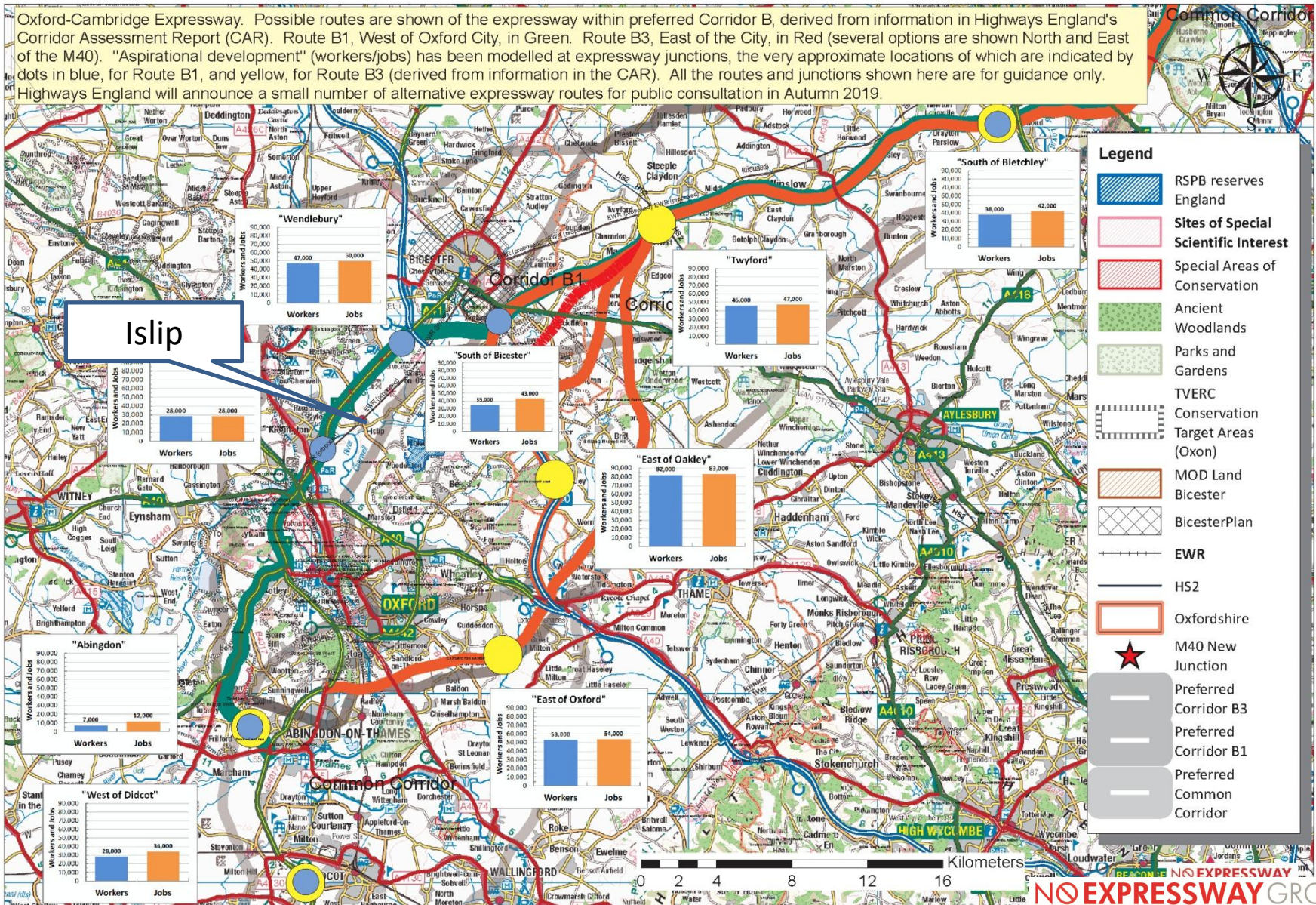


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# ..and the same again 'East of Oakley' 82,000 workers 65,000 houses

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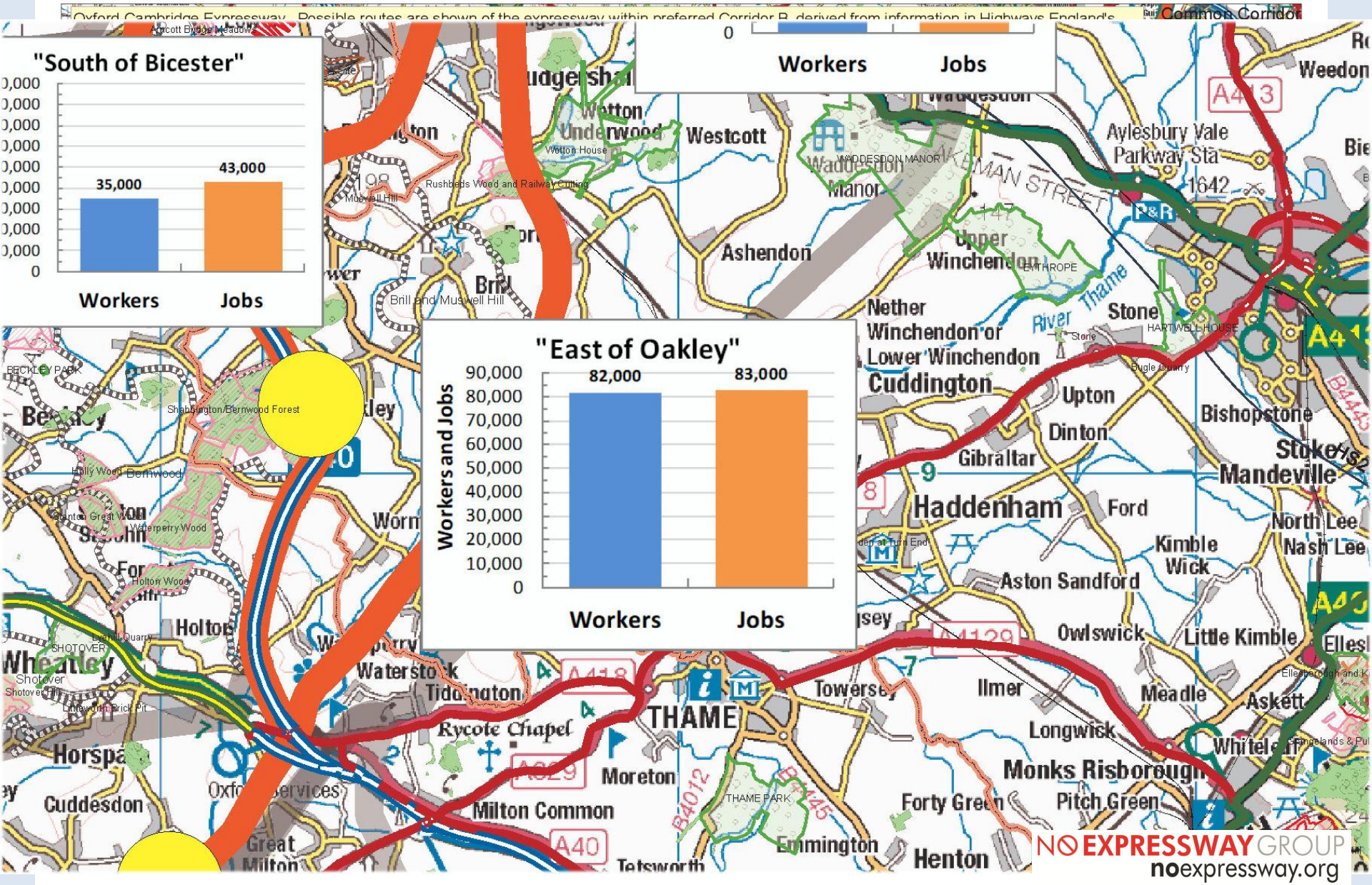


### Legend

- RSPB reserves
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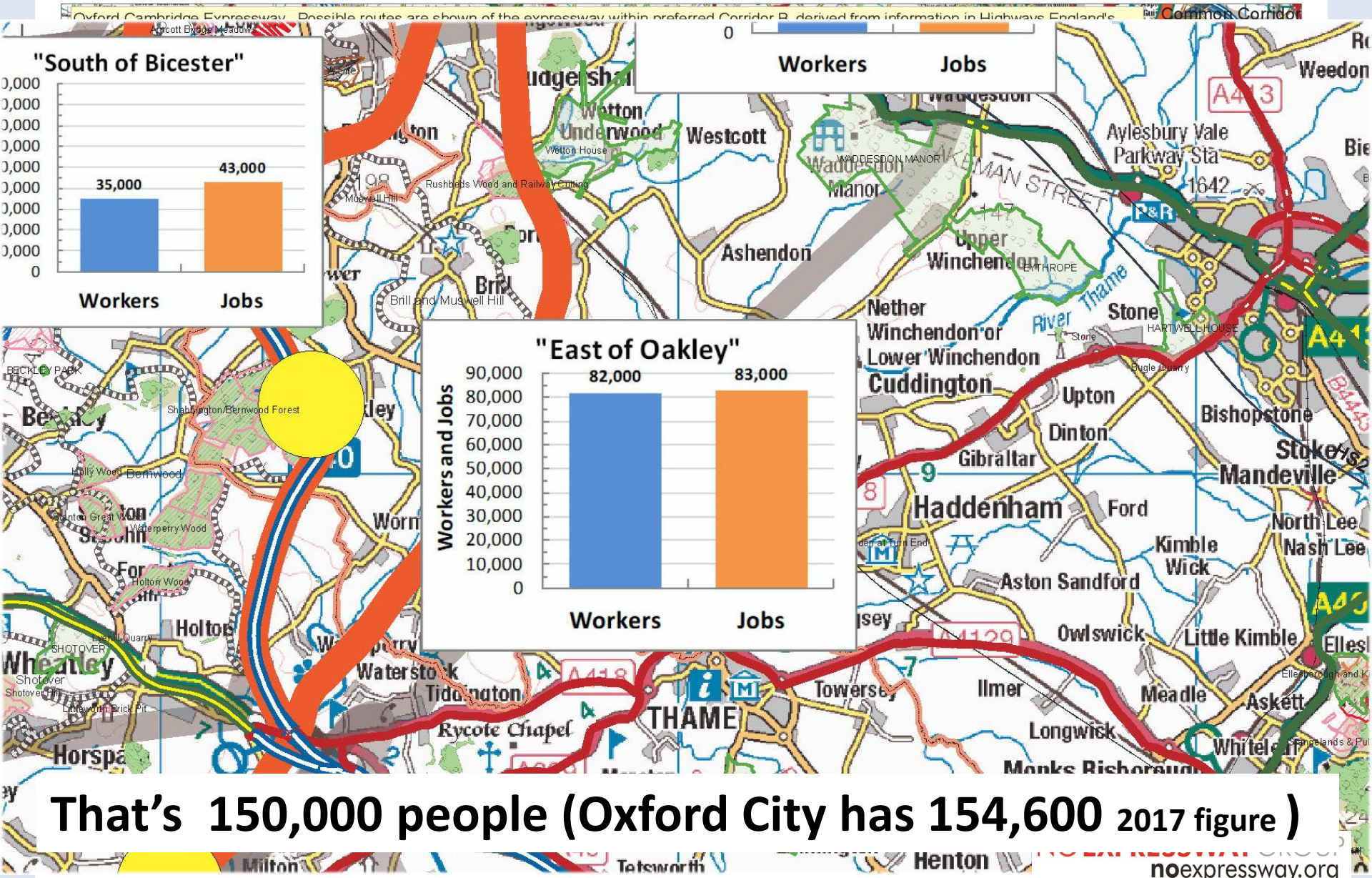


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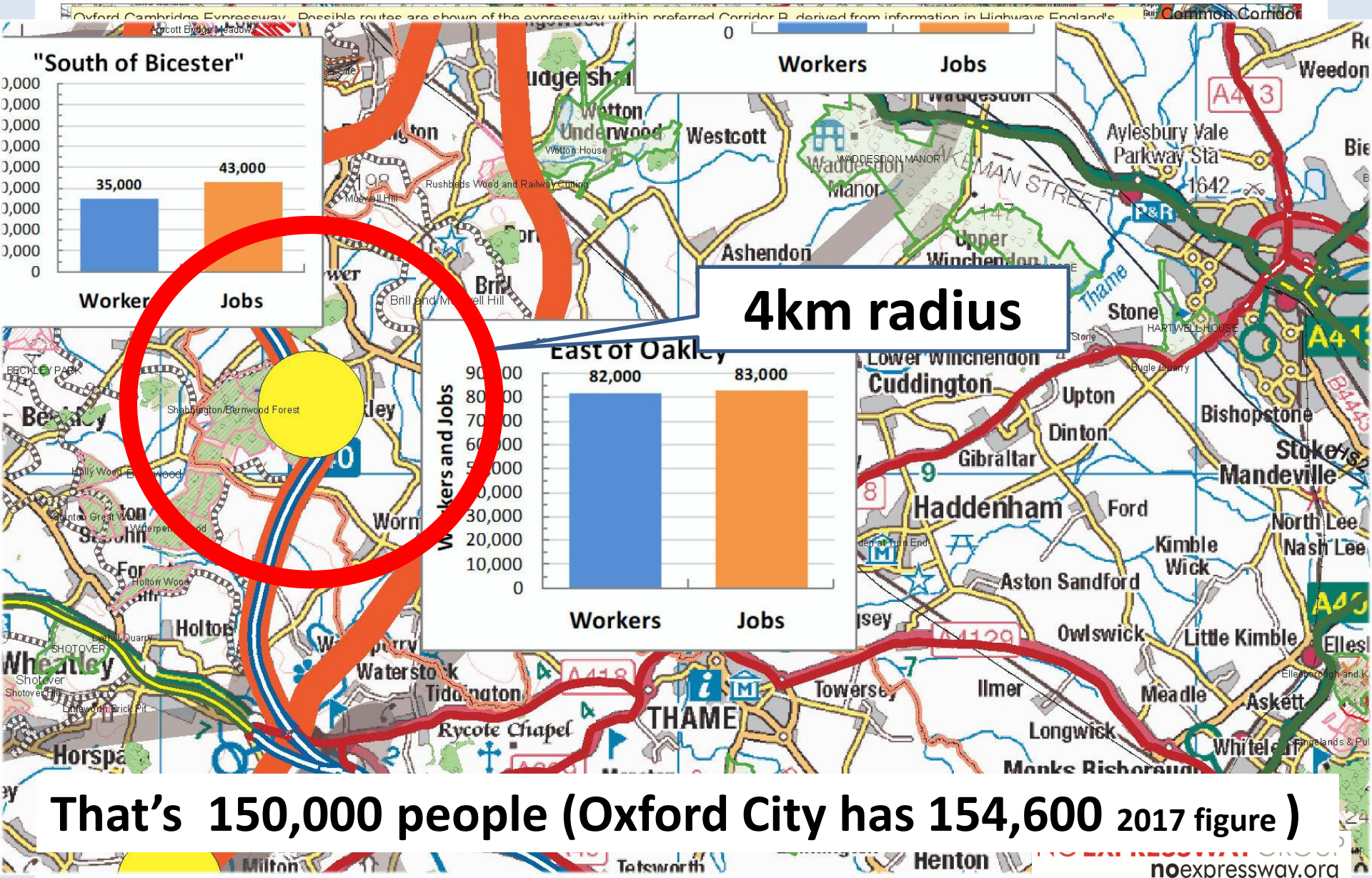


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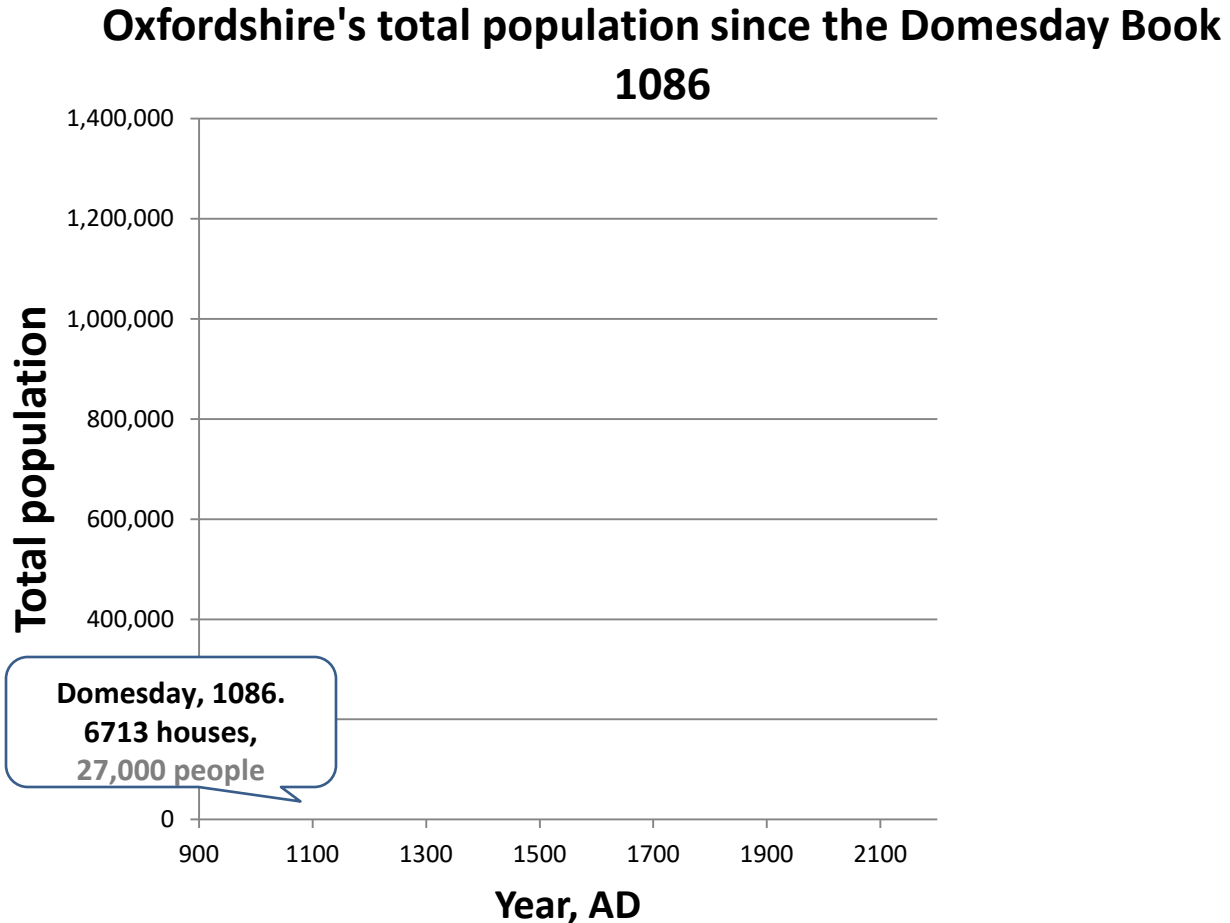
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**....that leaves a balance of 56,000 houses to be built ‘somewhere else’ in Oxfordshire (i.e. another 103,000 people)**

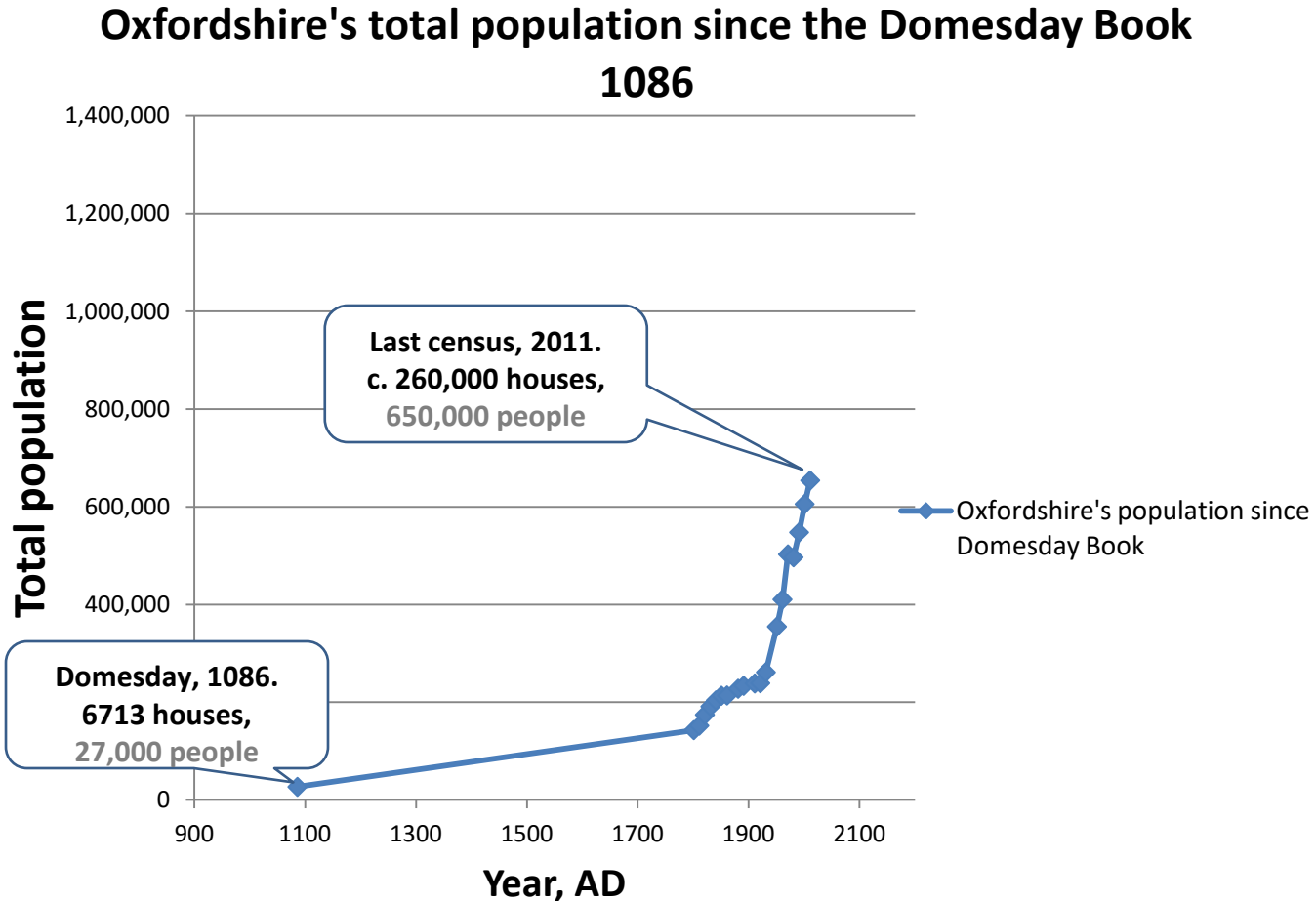


# Oxfordshire's past, and proposed growth to 2050



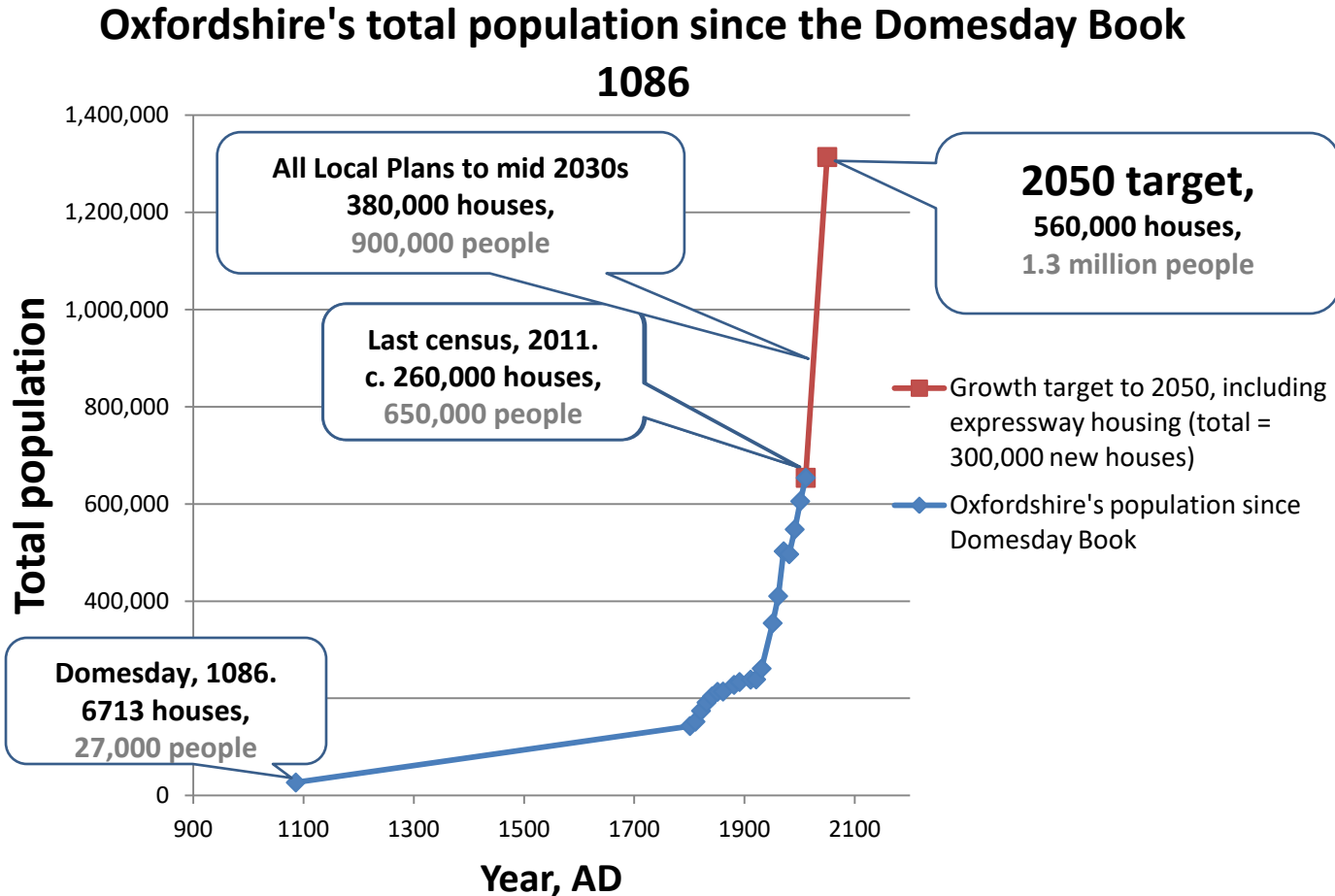


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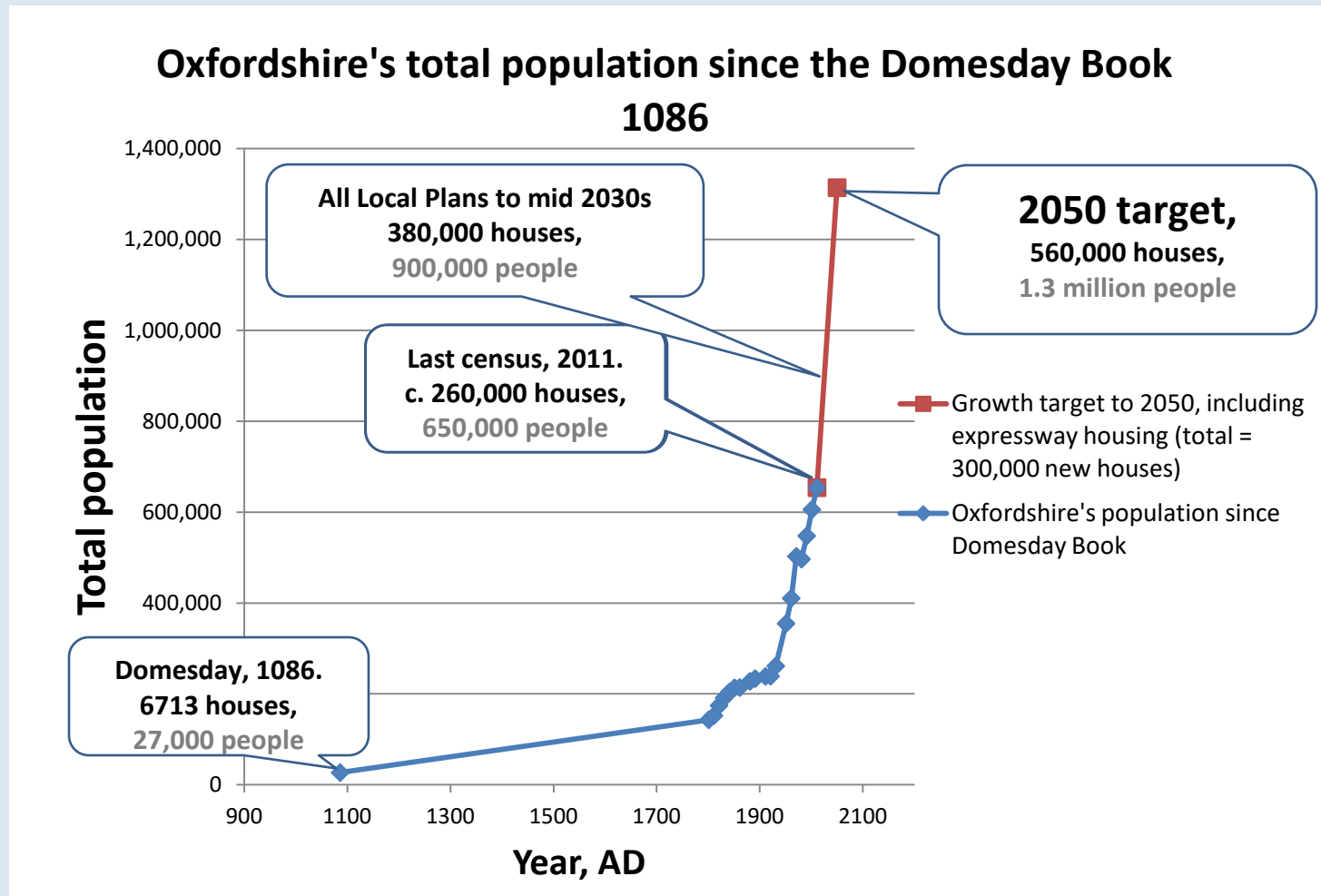


# Oxfordshire's past, and proposed growth to 2050





# Oxfordshire's past, and proposed growth to 2050



**Are there really no limits to growth?**



# Where will all those houses go?



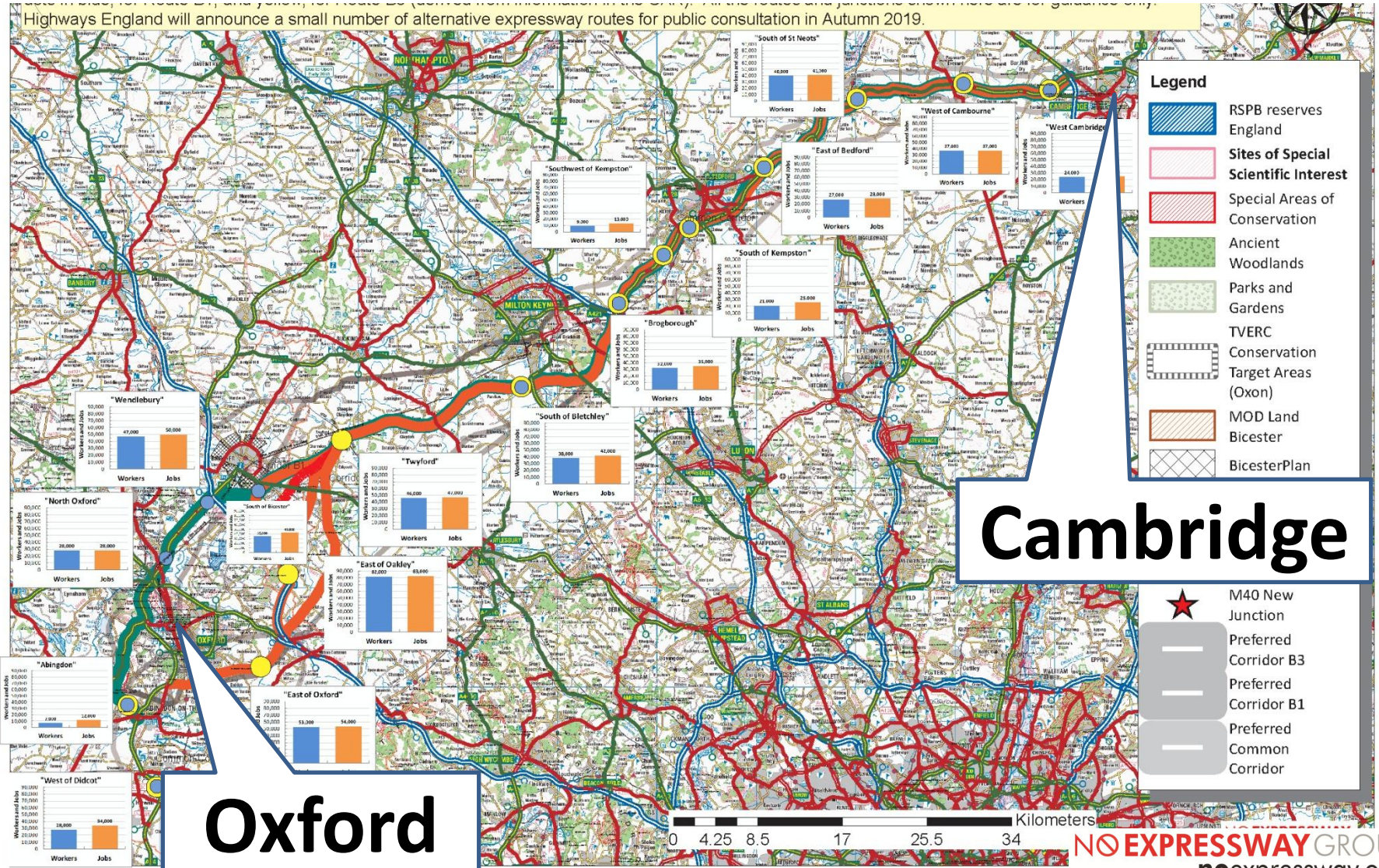
**This is what  
Corridor B would  
look like with 21  
new Bicester's by  
2050!**



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

## Highways England proposes 360,000 new houses along the Expressway

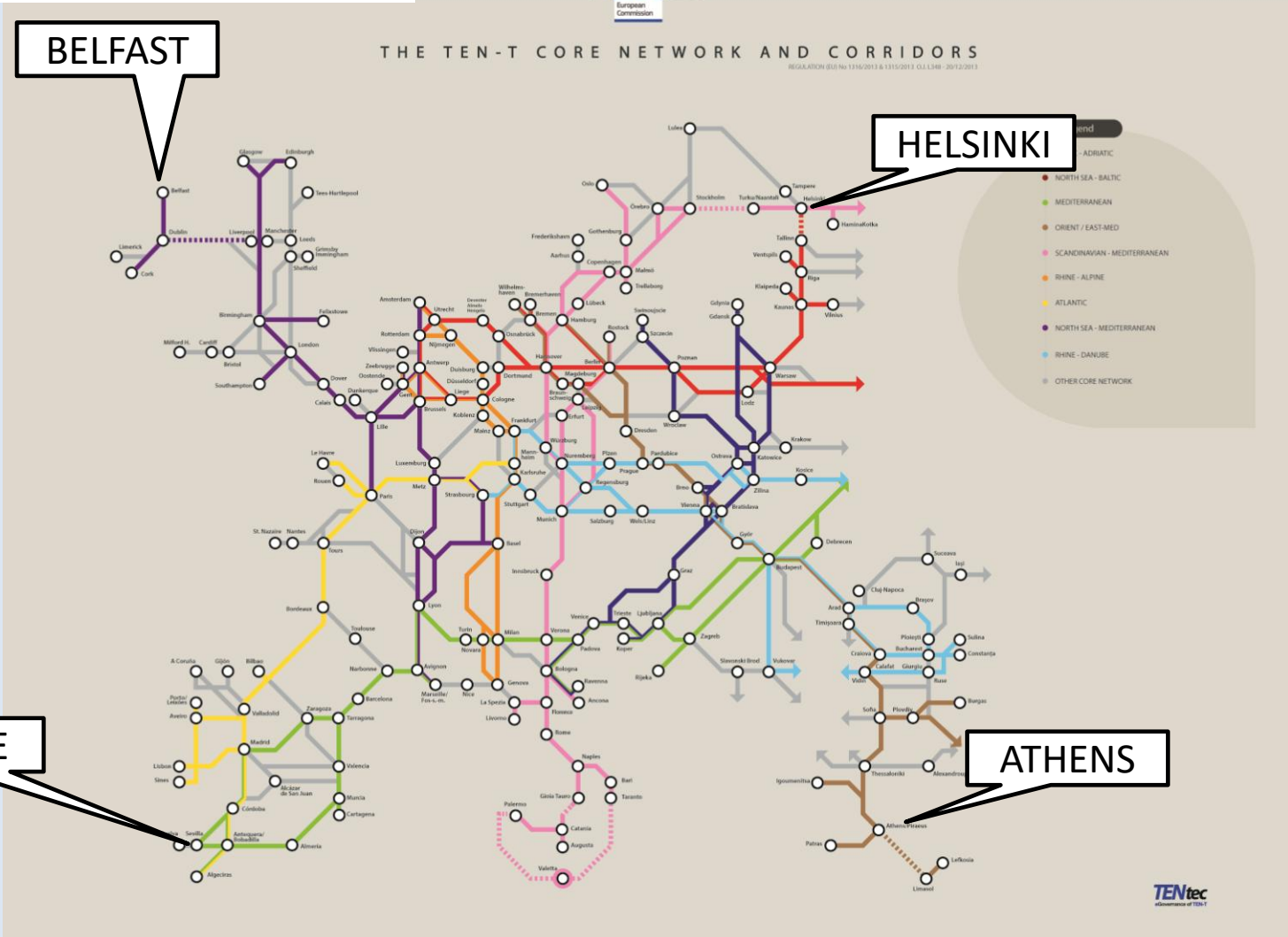
Highways England will announce a small number of alternative expressway routes for public consultation in Autumn 2019.





# 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

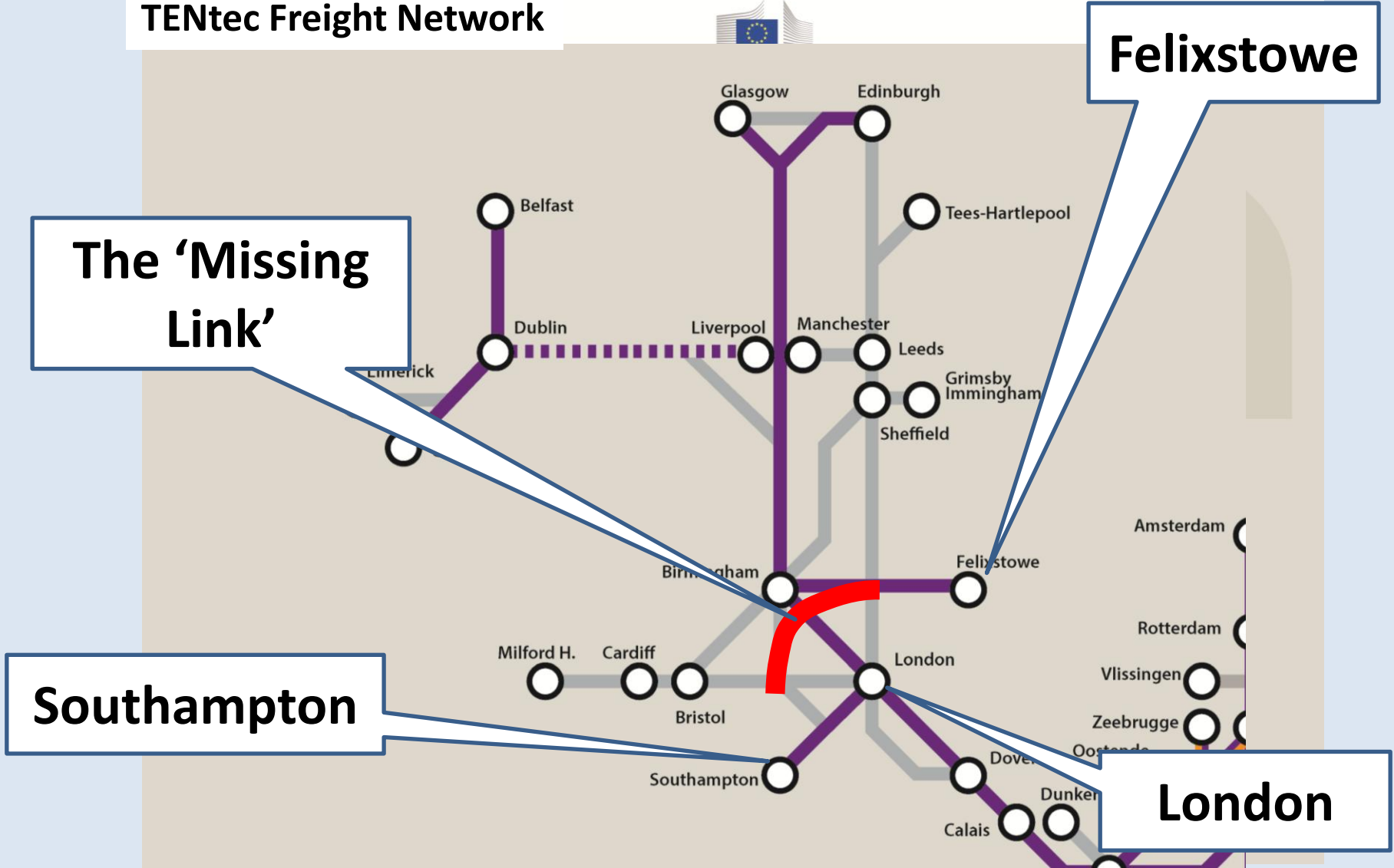
 = North Sea – Mediterranean  
 = Other Core Network

  
noexpressway.org





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

TENtec Freight Network



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 **no** EXPRESSWAY GROUP  
noexpressway.org

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

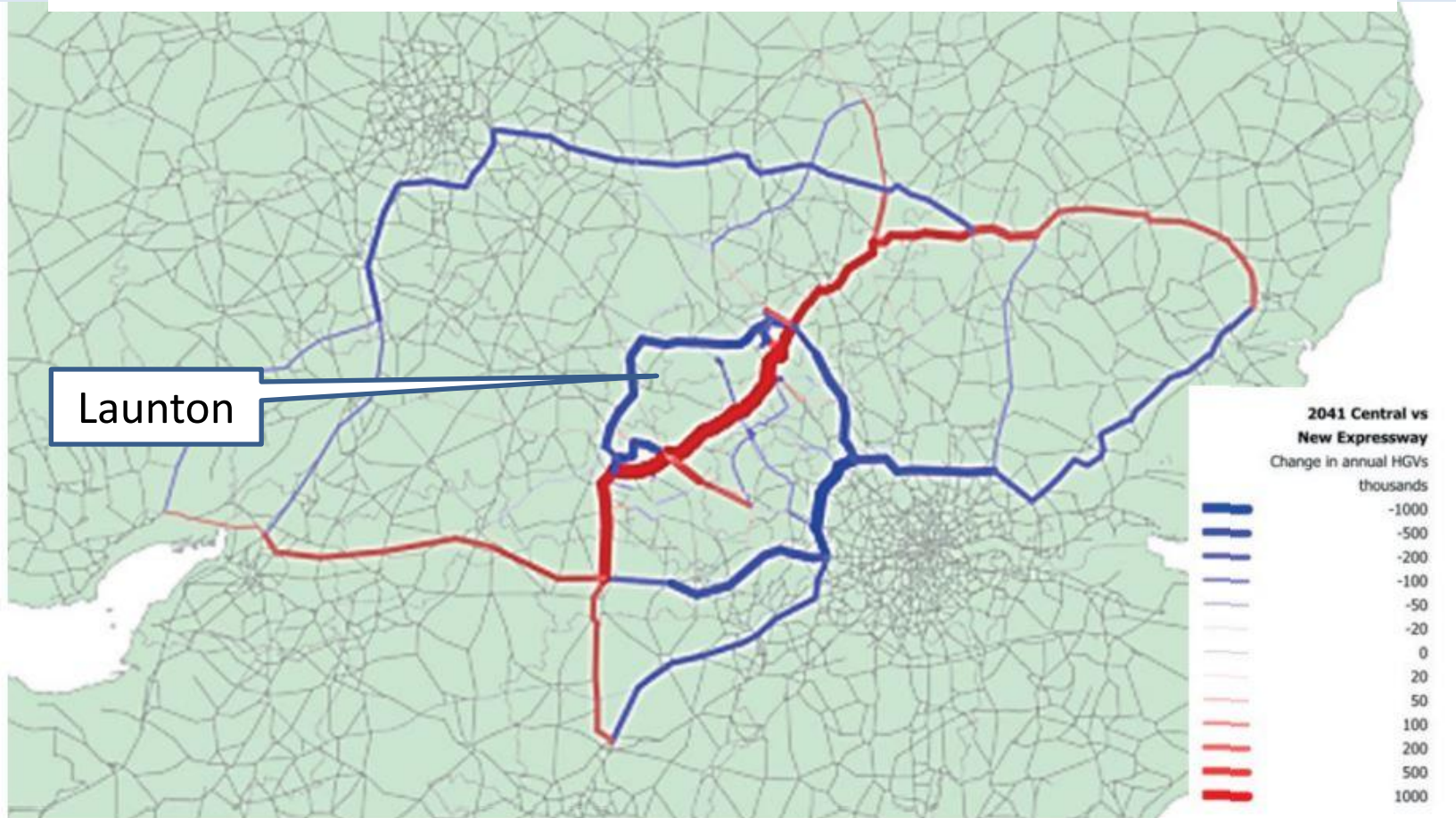


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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



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

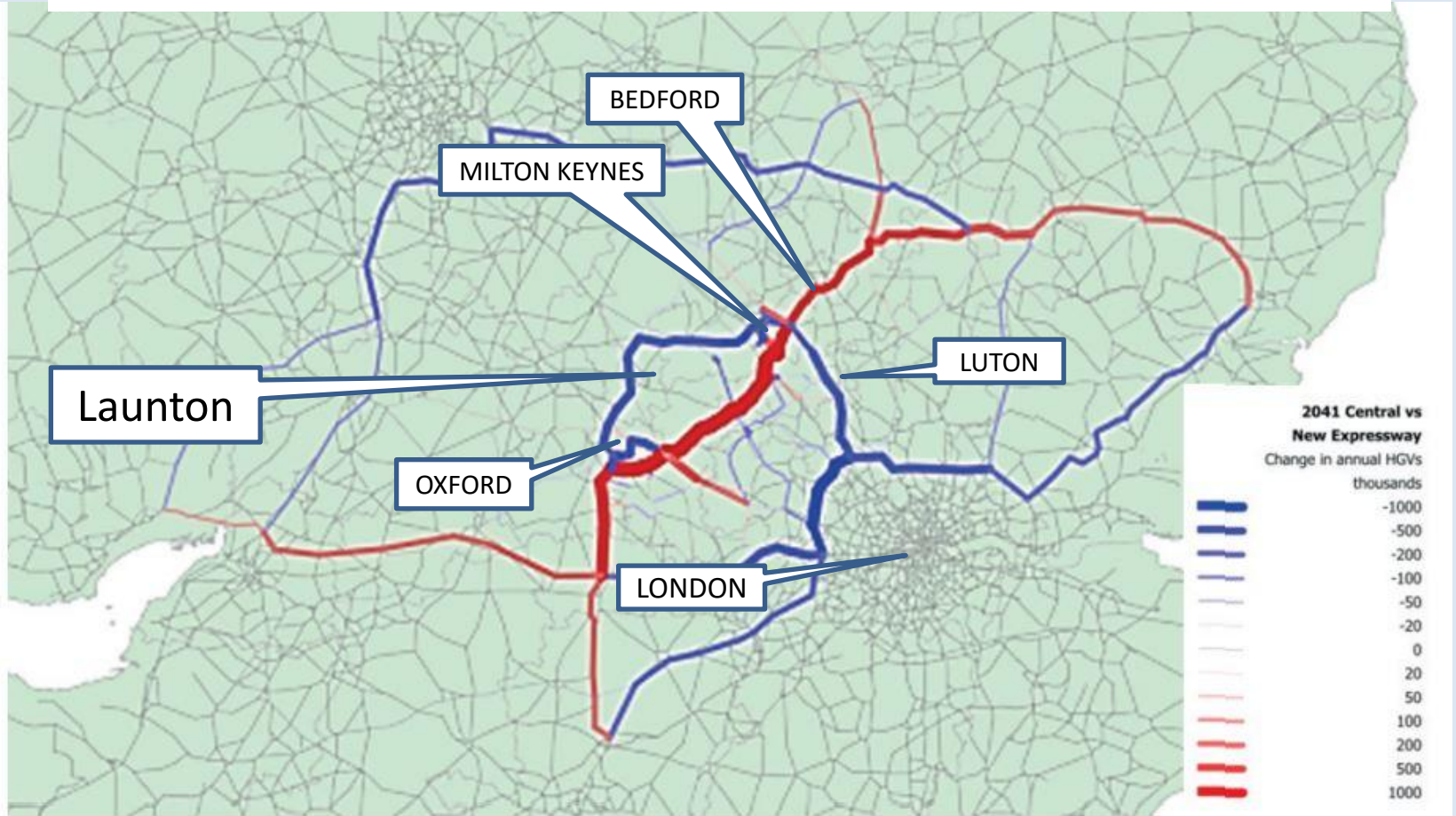


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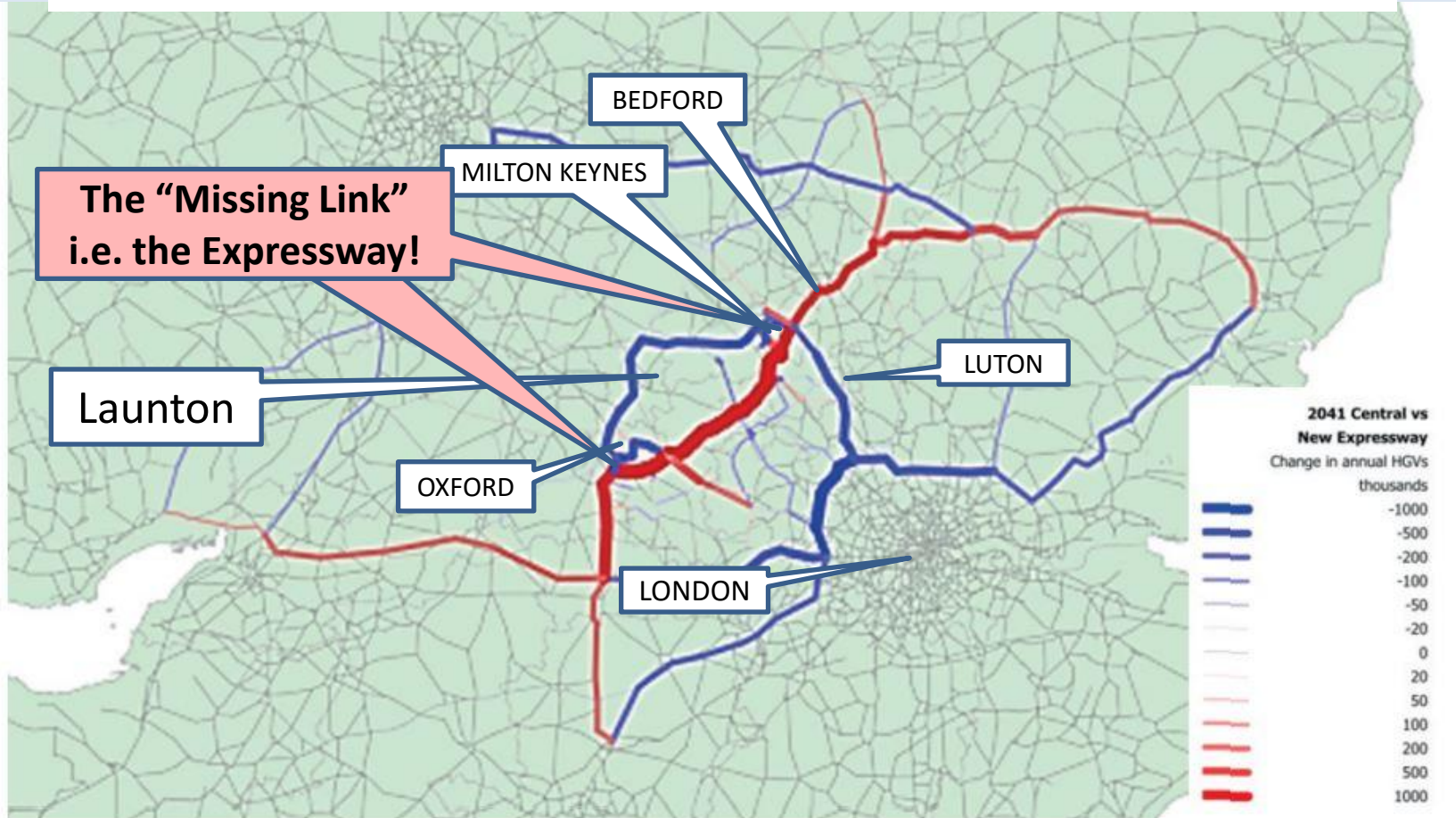


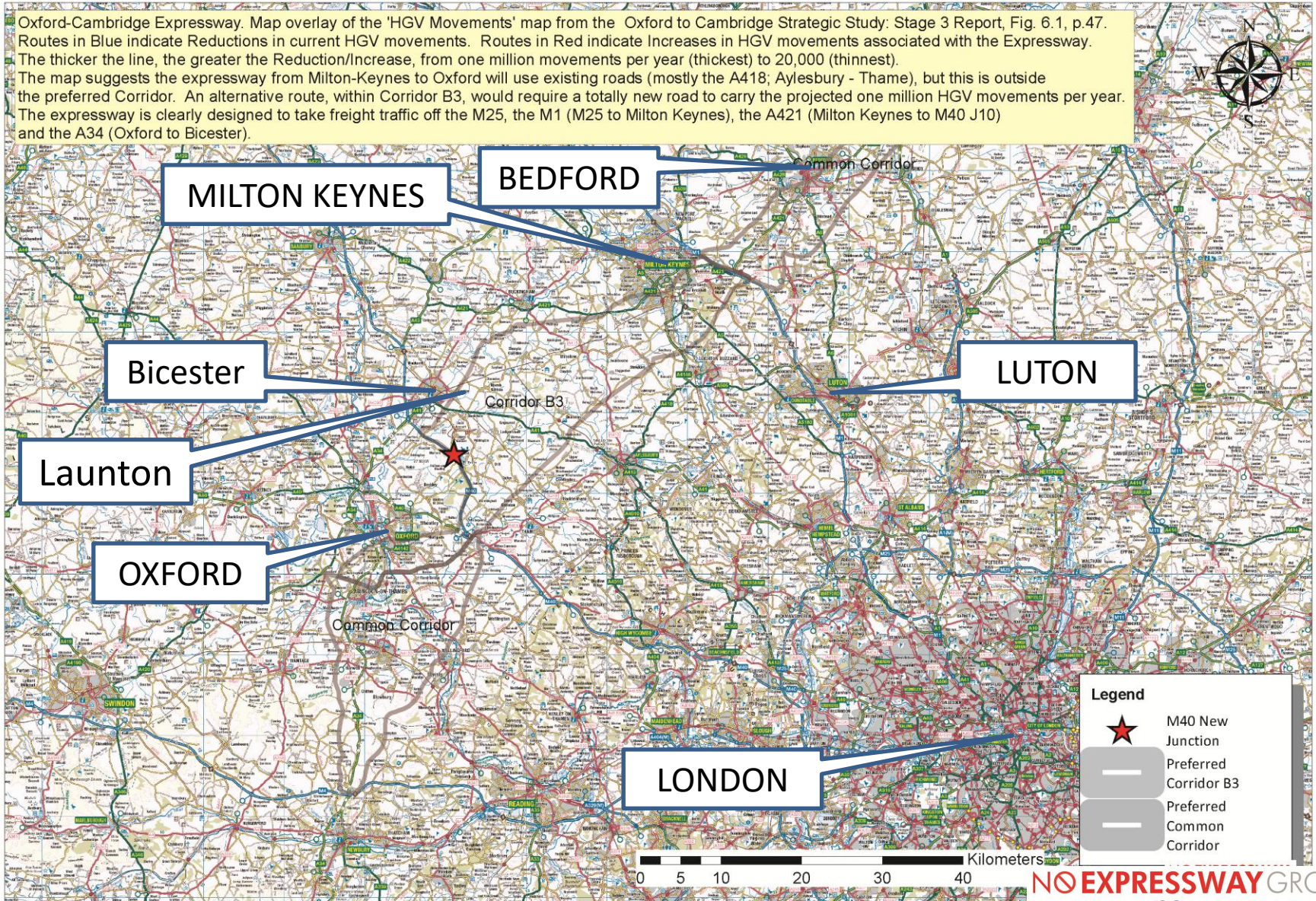
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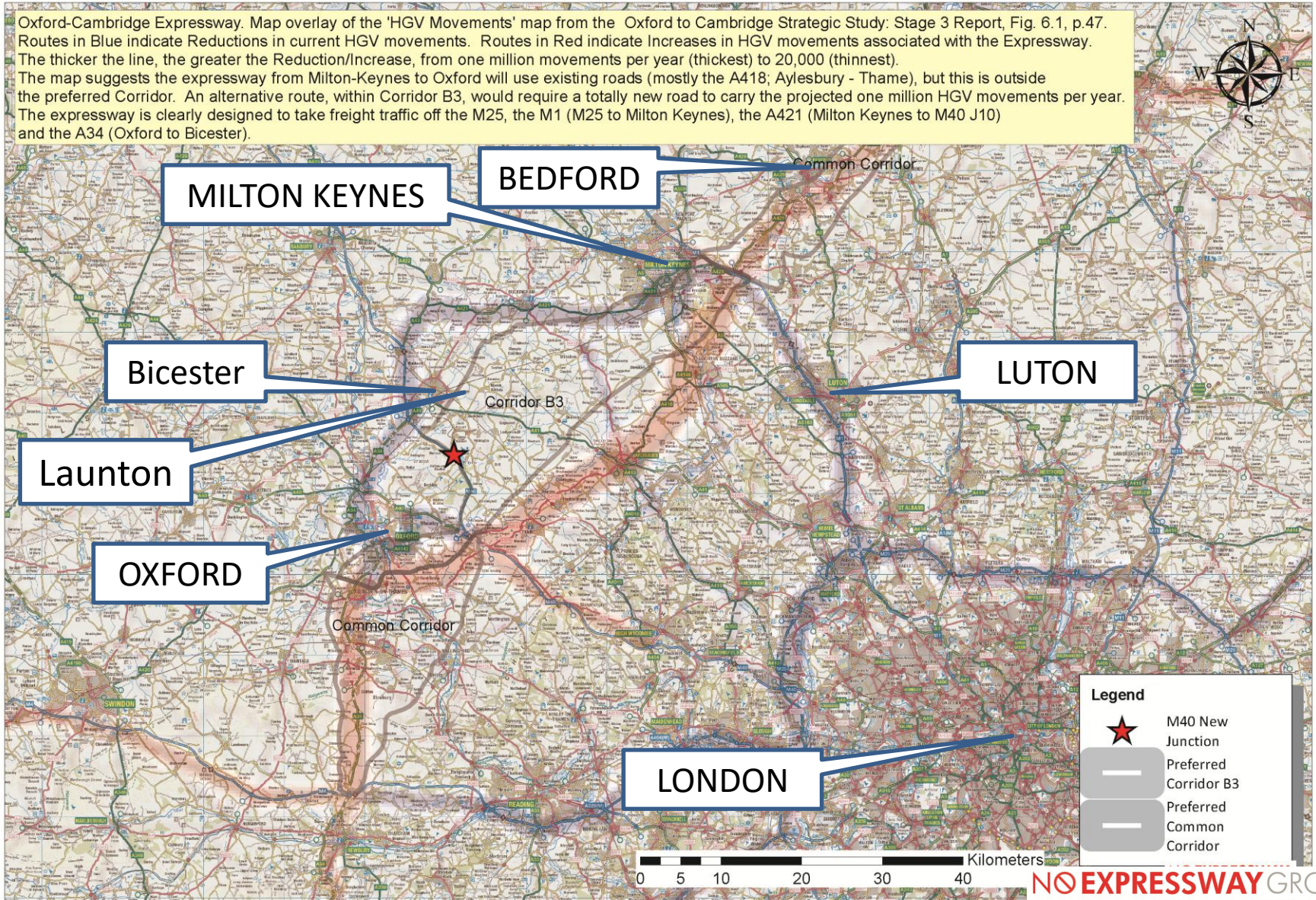
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# Cars, Houses, People..... and Freight

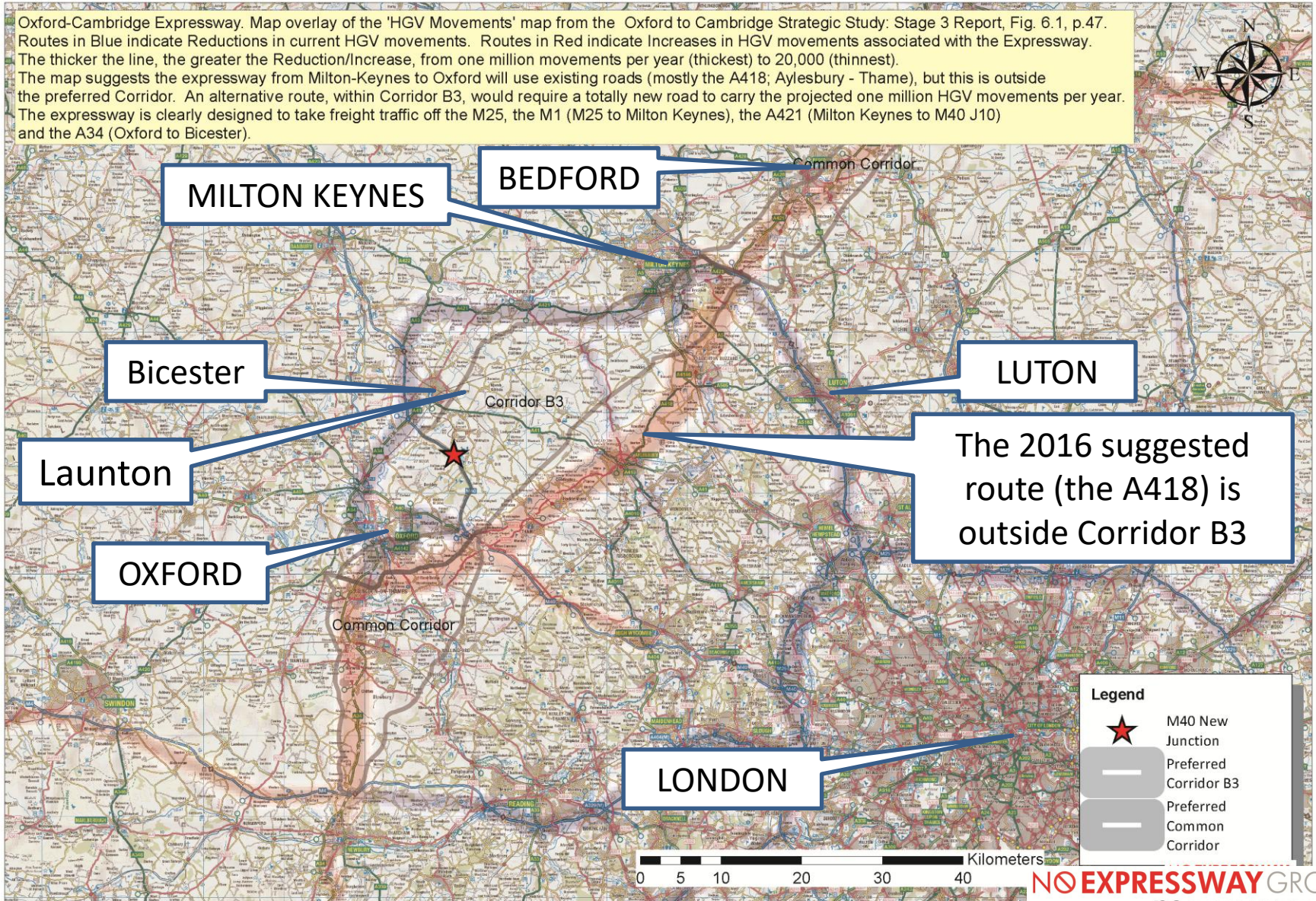
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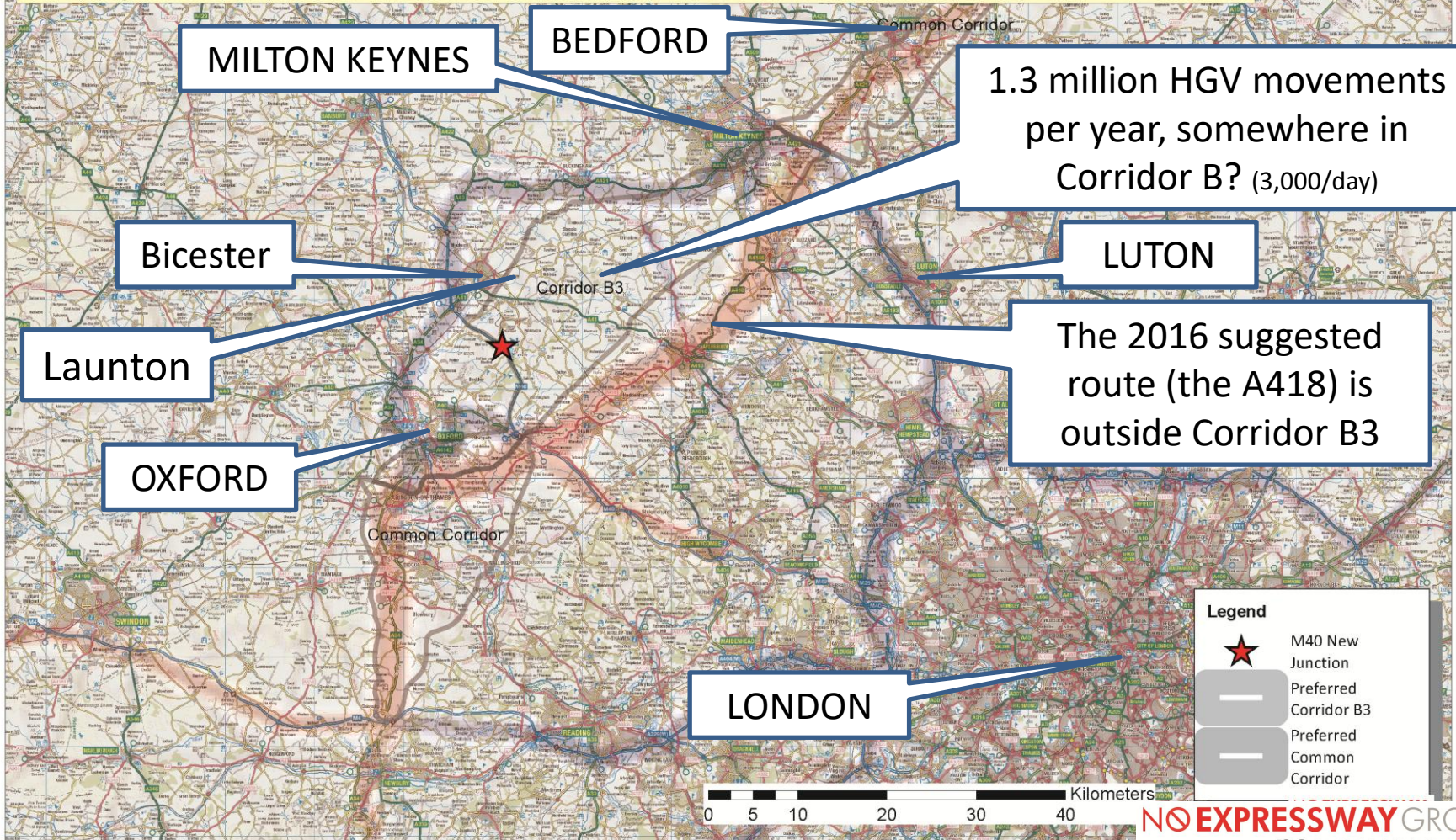
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MILTON KEYNES

BEDFORD

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

Bicester

LUTON

Launton

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

# **So, will we be consulted by Highways England?**

***“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](http://noexpressway.org)





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  
WATERWAYS  
ASSOCIATION

JOHN  
LEWIS  
& PARTNERS

Kettering  
Borough Council

LONDON LUTON  
AIRPORT



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AstraZeneca



Berkshire  
Buckinghamshire  
Oxfordshire



TOBACCO



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Hilton

HOTELS & RESORTS



INLAND  
WATERWAYS  
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Kettering  
Borough Council

LUTON

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COUNTY COUNCIL**

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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.**

(Launton PC was not on the Stakeholder list at July 2019)



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COUNTY COUNCIL**

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Working for you

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**STRATEGY. Common sense says.....**



## **STRATEGY. 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.**

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

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Expressway?

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

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# The No Expressway Group Campaign





# How can we Influence?



# How can we Influence?

## 1. Have our say!

- Put up a sign
- Hold Councillors and MPs to account
- Consultations





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- “The Arc” Plan community engagement - Summer 2019 ?
- HE Route options consultation - Autumn 2019
- HE Preferred route consultation - Autumn 2020

# How can we Influence?



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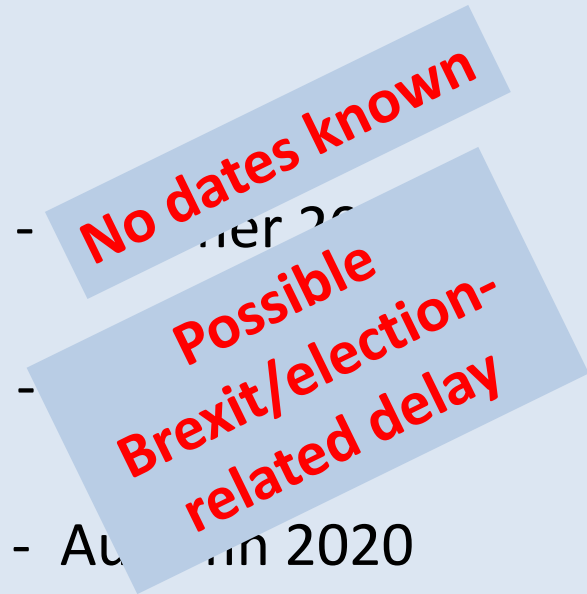
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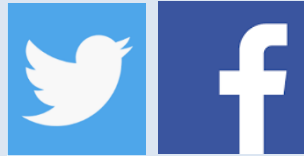


# How can we Influence?

## The Challenge

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- Put up a sign
- Hold Councillors and MPs to account
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**NO EXPRESSWAY** GROUP  
noexpressway.org

### 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

**NO EXPRESSWAY** GROUP  
noexpressway.org

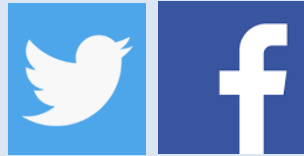
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- Hold Councillors and MPs to account
- **Consultations**

## 2. Spread the word



**NO EXPRESSWAY** GROUP  
noexpressway.org

## 3. Submit Environment, Heritage, Wildlife info to HE

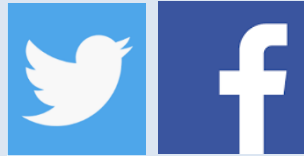


# How can we Influence?

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### 3. Submit Environment, Heritage, Wildlife info to HE

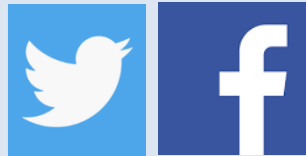
### 4. Work together to make this “scary” - elections

# How can we Influence?

## The Challenge

### 1. Have our say!

- Put up a sign
- Hold Councillors and MPs to account
- **Consultations**



### 2. Spread the word

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### 5. Prepare for HE’s next steps

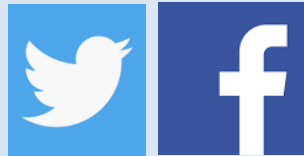


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### 5. Prepare for HE’s next steps

- 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?

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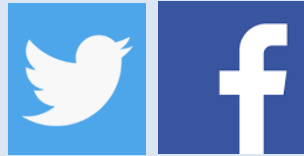
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## 6. Can you

- Donate?
- Do you have time? or useful skills?

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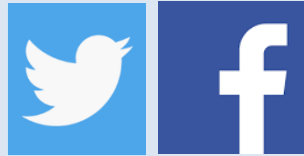
# How can we Influence?



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## 5. Prepare for HE’s next steps

If this scheme goes ahead, digging will start in 2025 for completion in 2030.



# Thank you!

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X

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Oxford / Cambridge Expressway**

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