

Oxford-Cambridge Expressway

Long Crendon Public Meeting

5th June 2019

David Rogers & Sarah Foxcroft

No Expressway Group

Horton-cum-Studley

david.rogers@zoo.ox.ac.uk

NO EXPRESSWAY GROUP
noexpressway.org

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

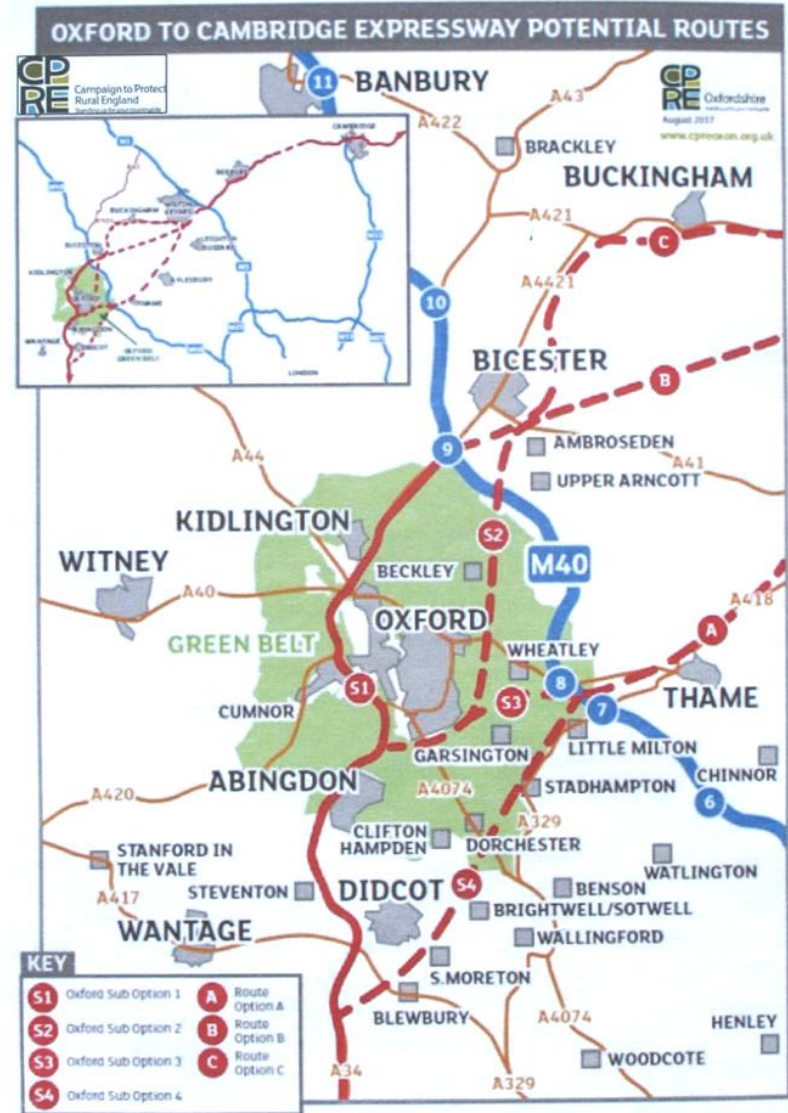
The Four Parishes News Magazine

BECKLEY
FOREST HILL
HORTON-cum-STUDLEY
STANTON St JOHN



Crocuses in Bury Knowle Park, 17 February 2018

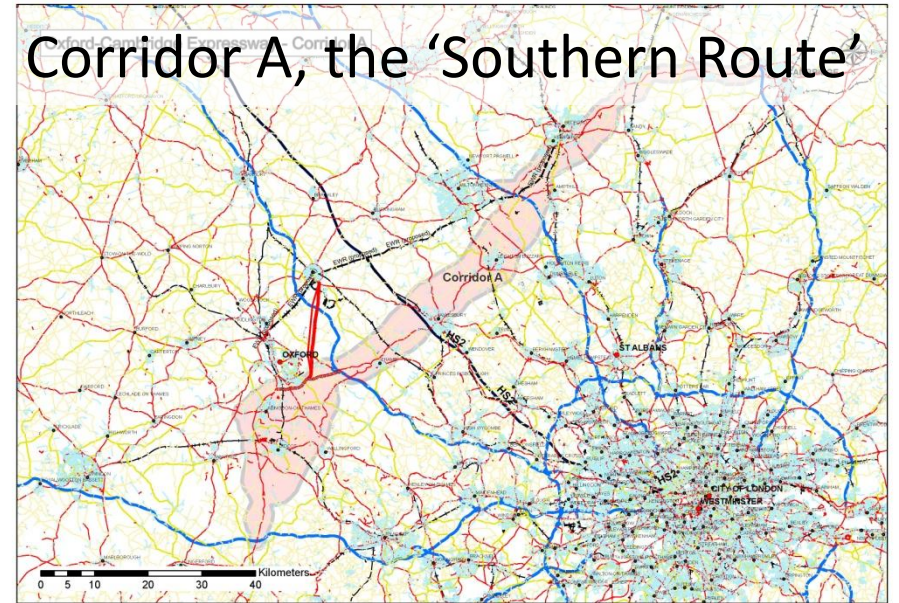
March 2018



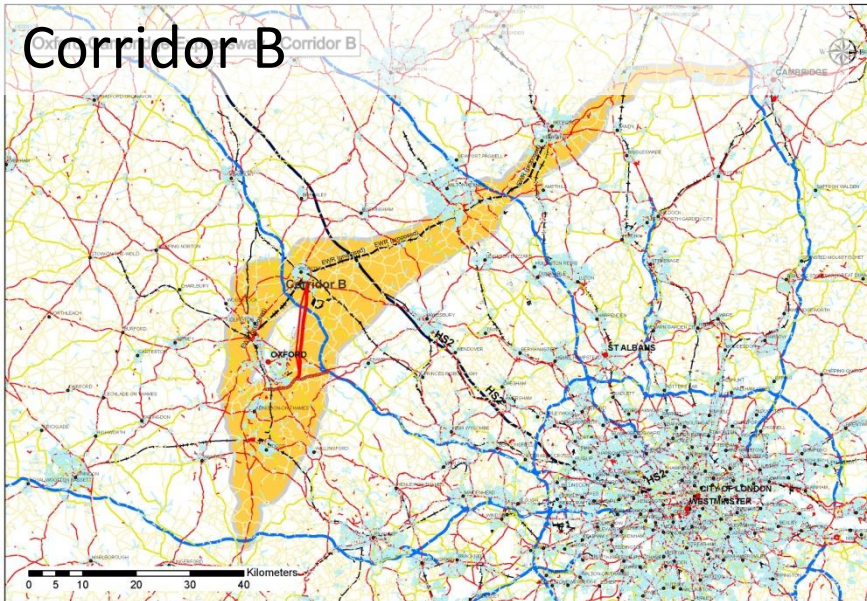
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

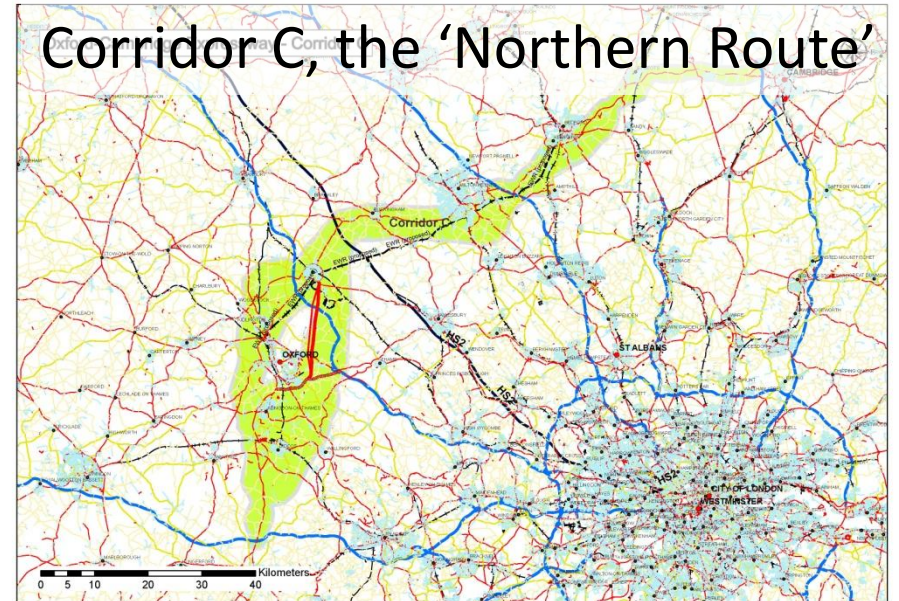
Corridor A, the 'Southern Route'



Corridor B



Corridor C, the 'Northern Route'



The Anti- Expressway Campaign to date



NO EXPRESSWAY GROUP
noexpressway.org

Information

- Travelling pagoda



- Leaflets

- T-shirts



Information

- Travelling pagoda



- Leaflets

- T-shirts



NO EXPRESSWAY GROUP
noexpressway.org

Events

Walk the Seven Towns of **OTMOOR**

- Sunday, July 8th -



NO EXPRESSWAY
SAVE OTMOOR
SAVE OXFORDSHIRE
NO EXPRESSWAY

1830
THEY TOOK OUR LAND

2018
THEY'RE TRYING AGAIN

RIOT AT THE FAIR!

September 3rd

Bonn Square, Oxford



Events

**Walk the Seven Towns of
OTMOOR
- Sunday, July 8th -**



NO EXPRESSWAY
SAVE OTMOOR
NO EXPRESSWAY
SAVE OXFORDSHIRE

1830
THEY TOOK OUR LAND

2018
THEY'RE TRYING AGAIN



RIOT AT THE FAIR!

September 3rd

Bonn Square, Oxford

Networking & reaching out to other organisations and villages

Expressway Action Group



Berkshire
Buckinghamshire
Oxfordshire



Bedfordshire
Cambridgeshire
Northamptonshire

NEED
NOT
GREED



giving
nature
a home



Friends of the Earth



NEA, No Expressway Alliance

BUCKINGHAMSHIRE EXPRESSWAY ACTION GROUP

No new Expressway – here, there, anywhere.

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

NO EXPRESSWAY GROUP
noexpressway.org

Newspaper Articles

The Guardian view Columnists Cartoons Opinion videos Letters

Opinion Infrastructure

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

George Monbiot



@GeorgeMonbiot
Wed 22 Aug 2018
06:00 BST



6283 1,221

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



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

Advertisement

Newspaper Articles

The Guardian view Columnists Cartoons Opinion videos Letters

Opinion Infrastructure

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

George Monbiot



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

@GeorgeMonbiot
Wed 22 Aug 2018
06:00 BST



6283 1,221

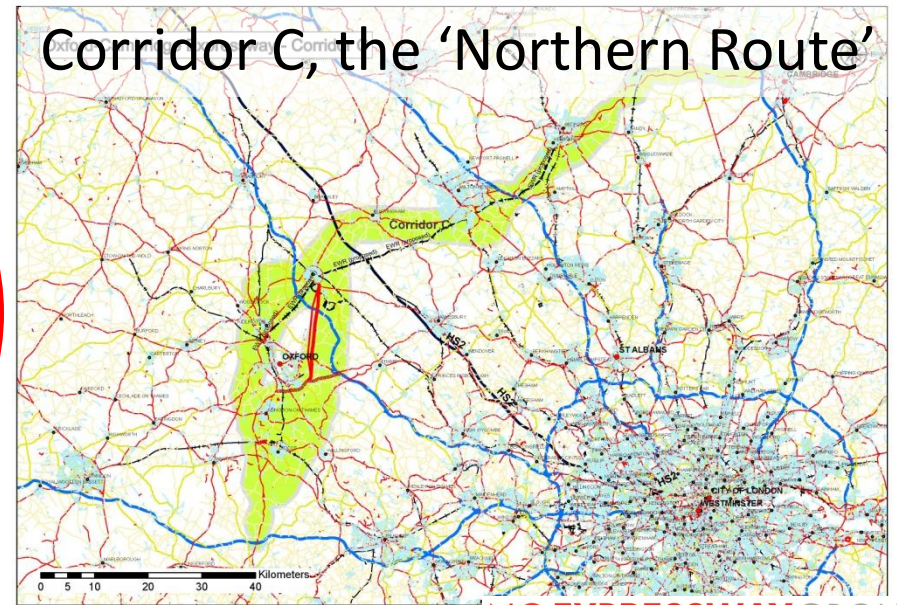
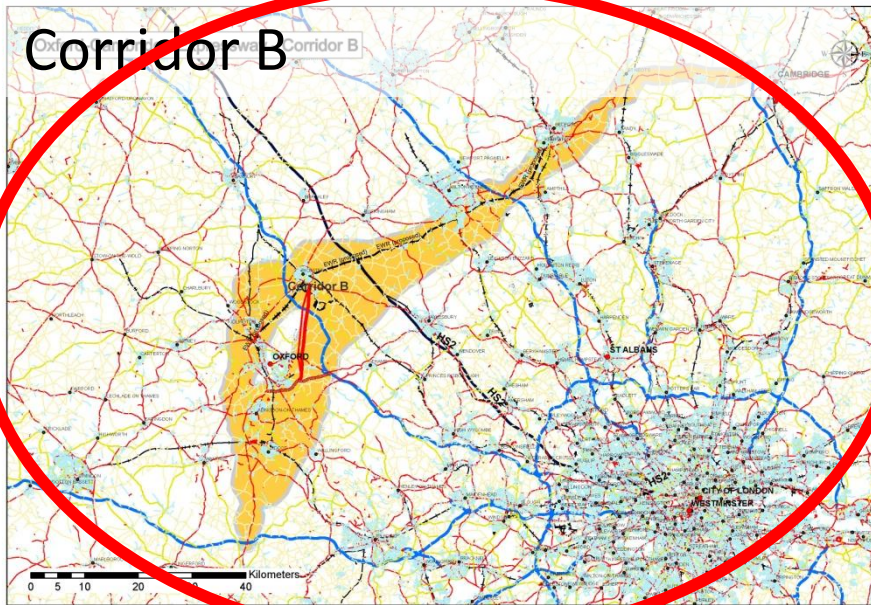
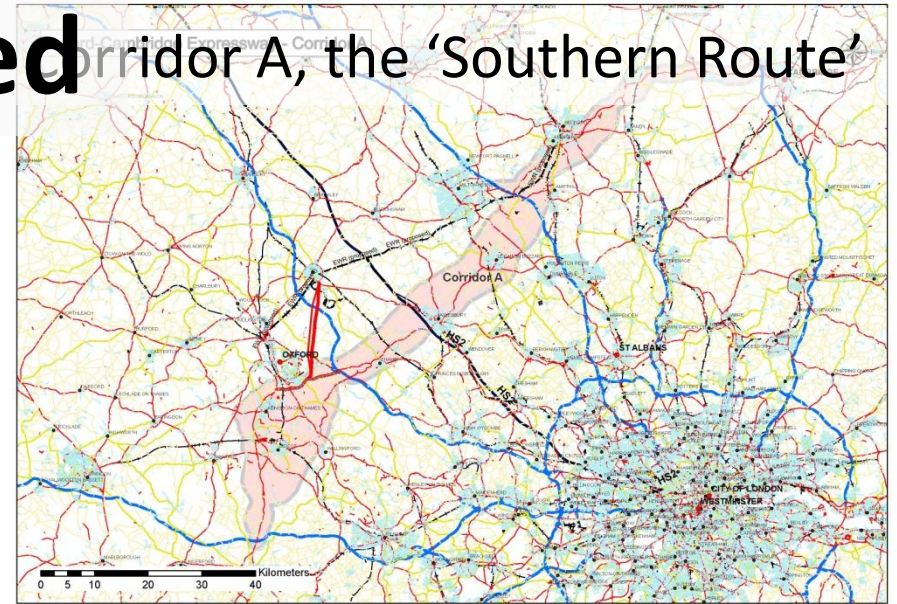


Where democracy counts most, it is nowhere to be seen. The decisions that shape the life of a nation are taken behind our backs. With occasional exceptions, public choice is reserved for trivia. The most consequential choices, as they are the longest

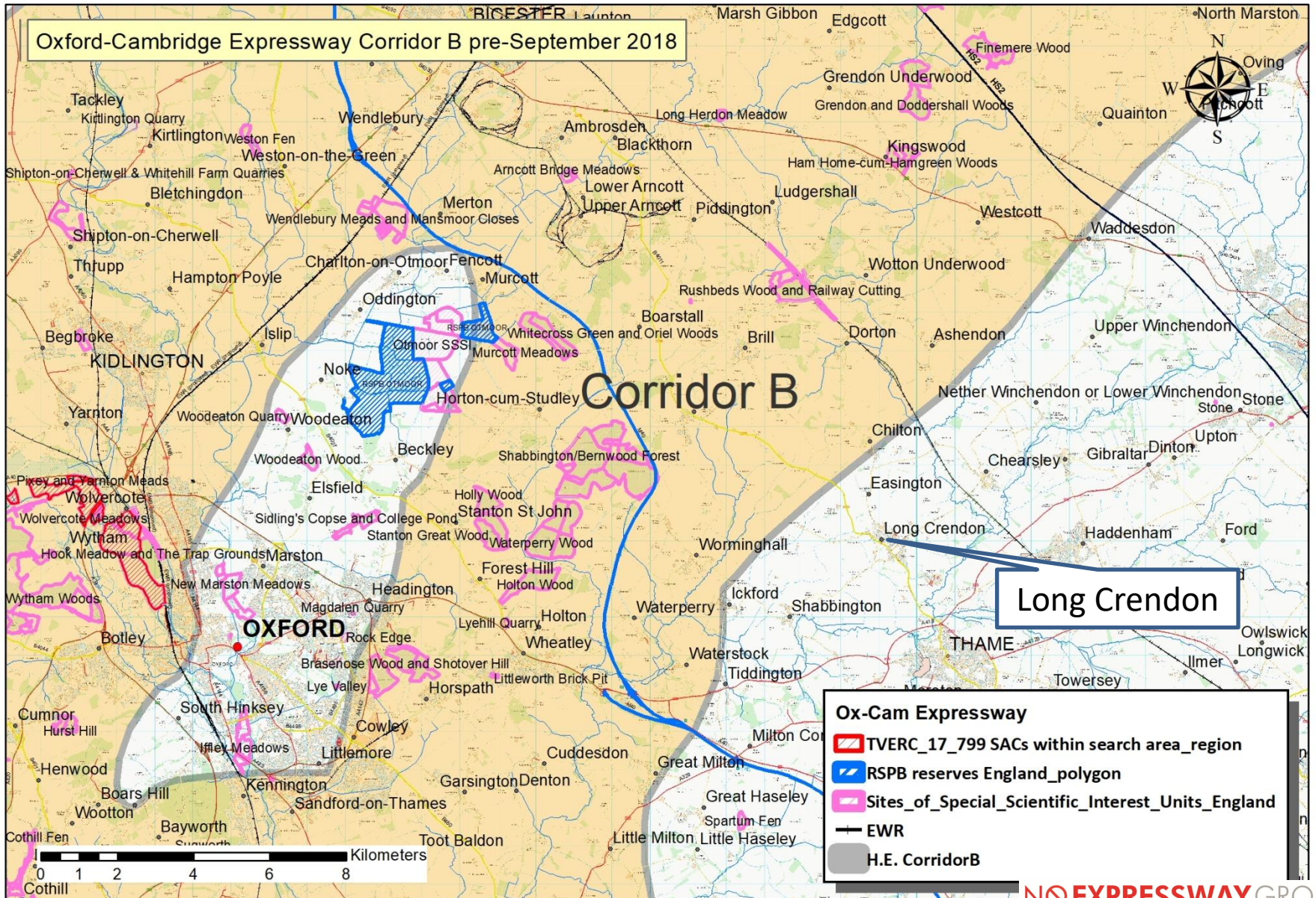
Advertisement

Corridor Announced

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

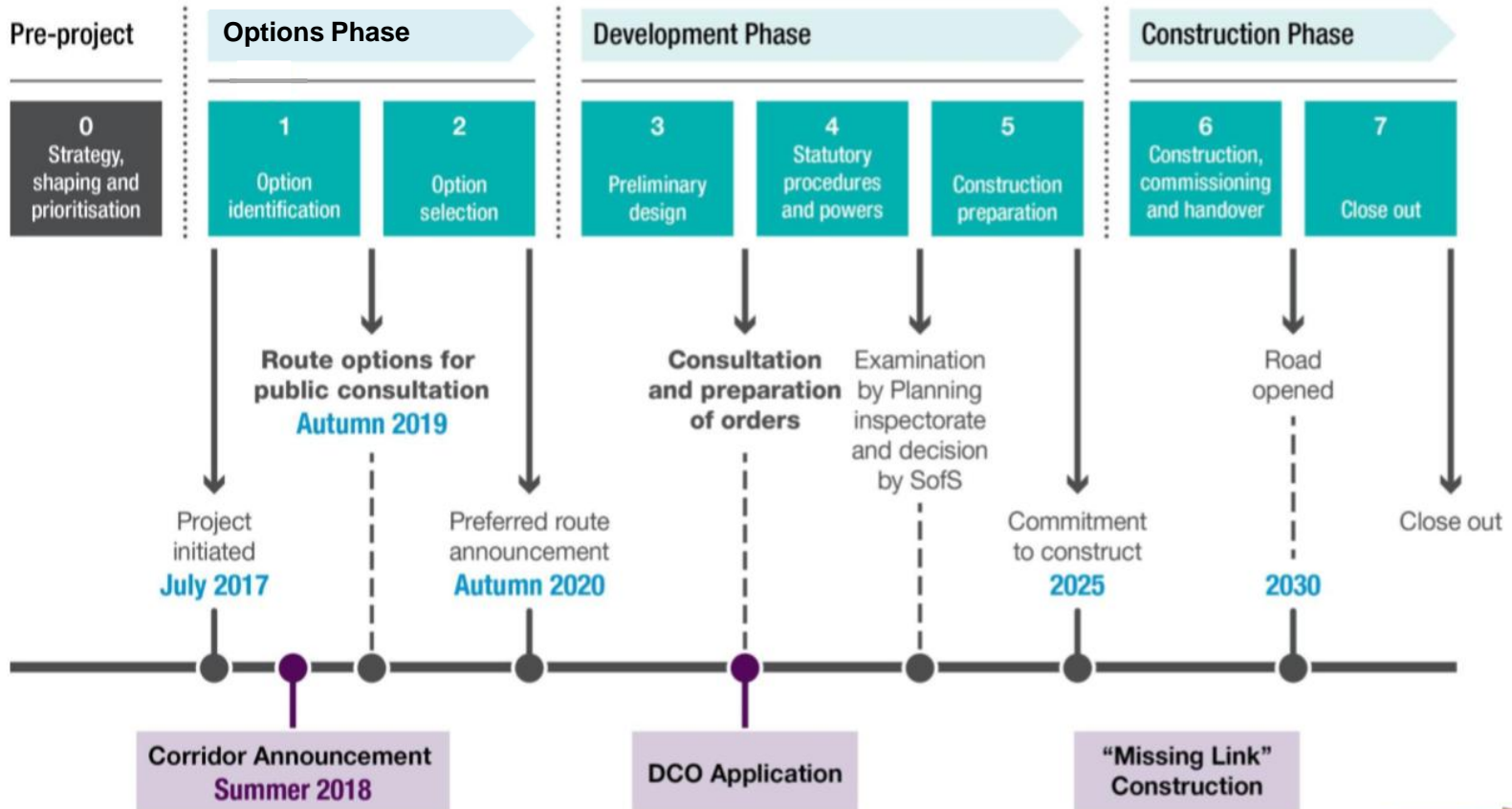


Corridor B before September 12th



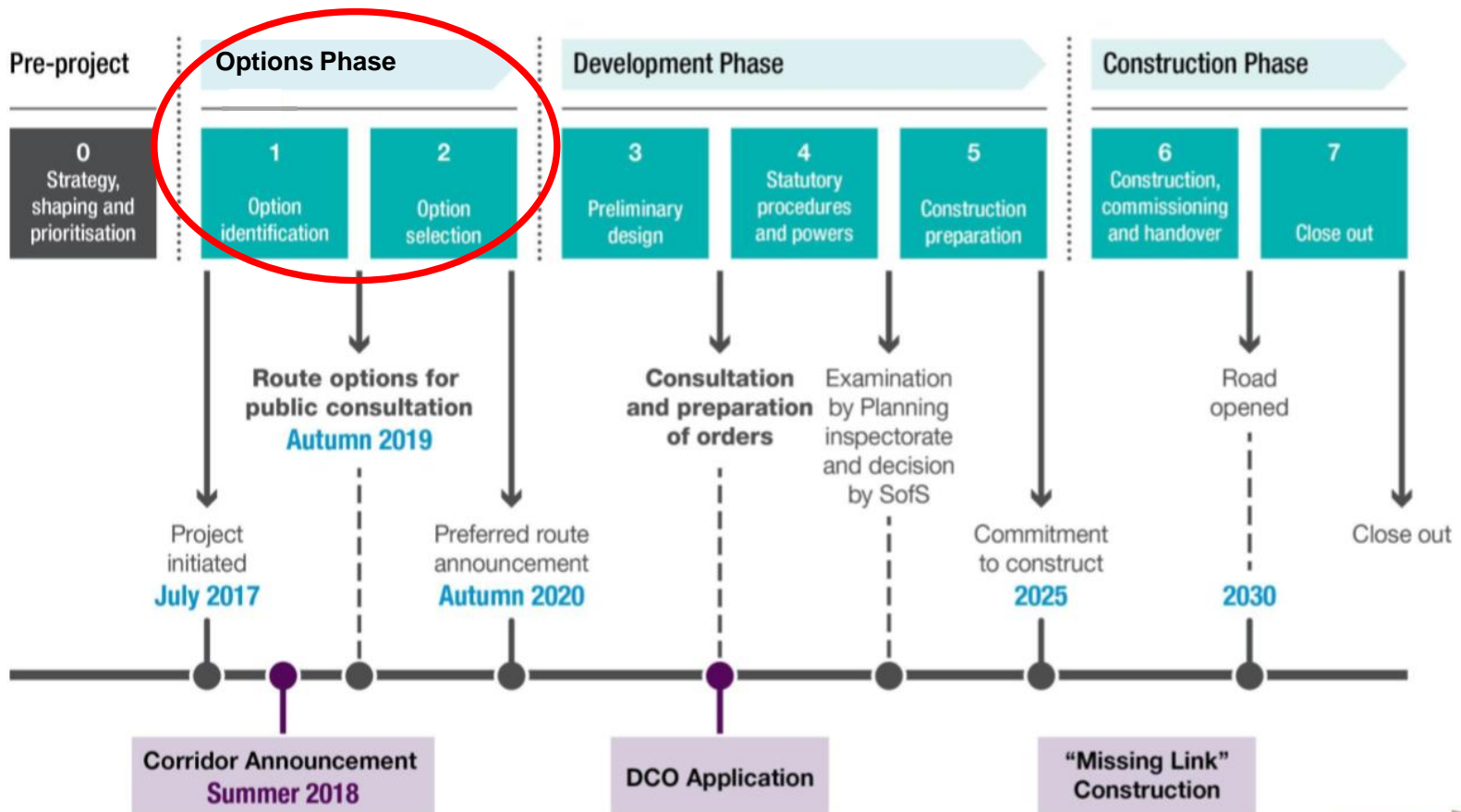
Highways England's Time Table

Major Project Milestones & Lifecycle



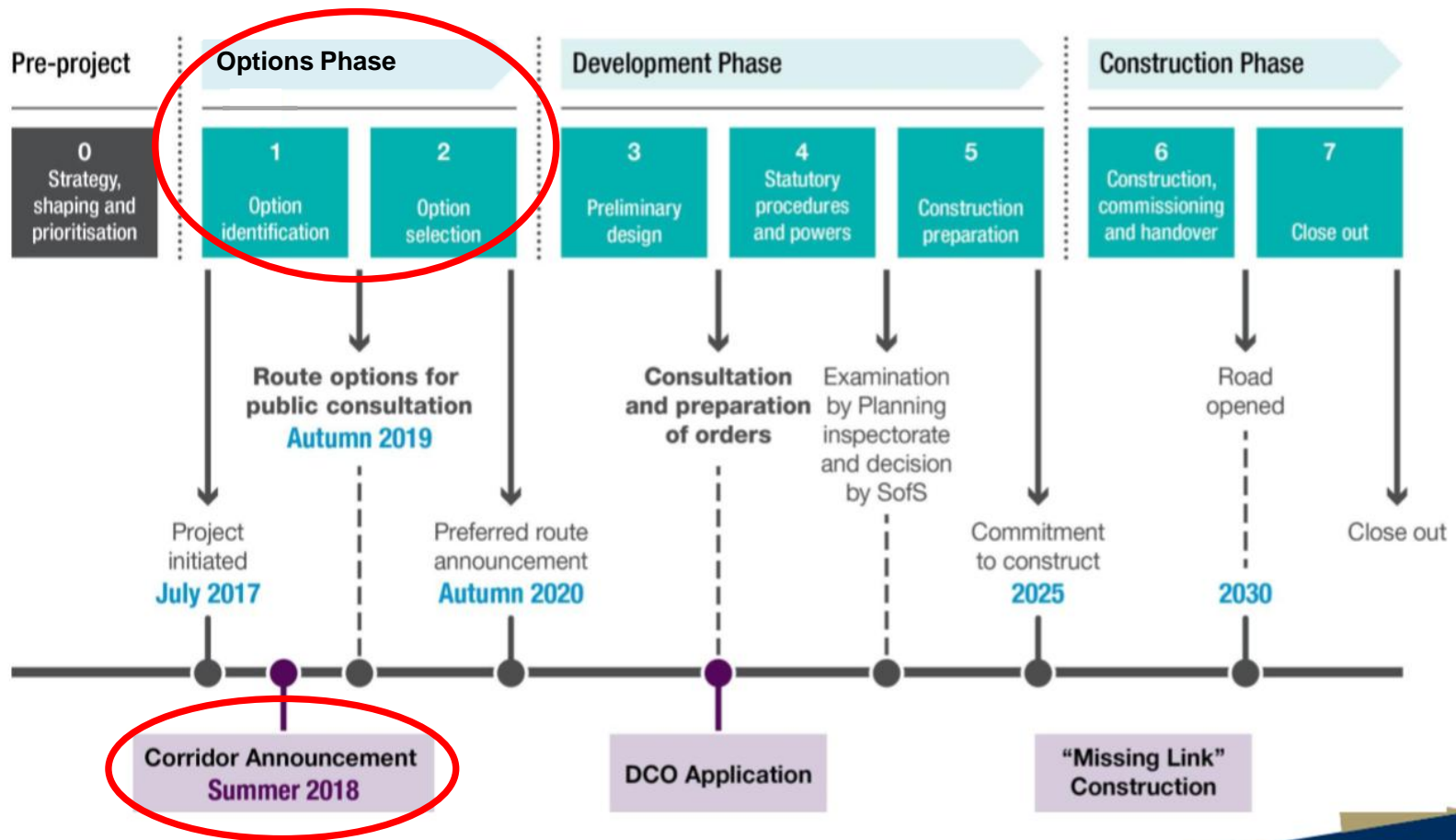
Highways England's Time Table

Major Project Milestones & Lifecycle



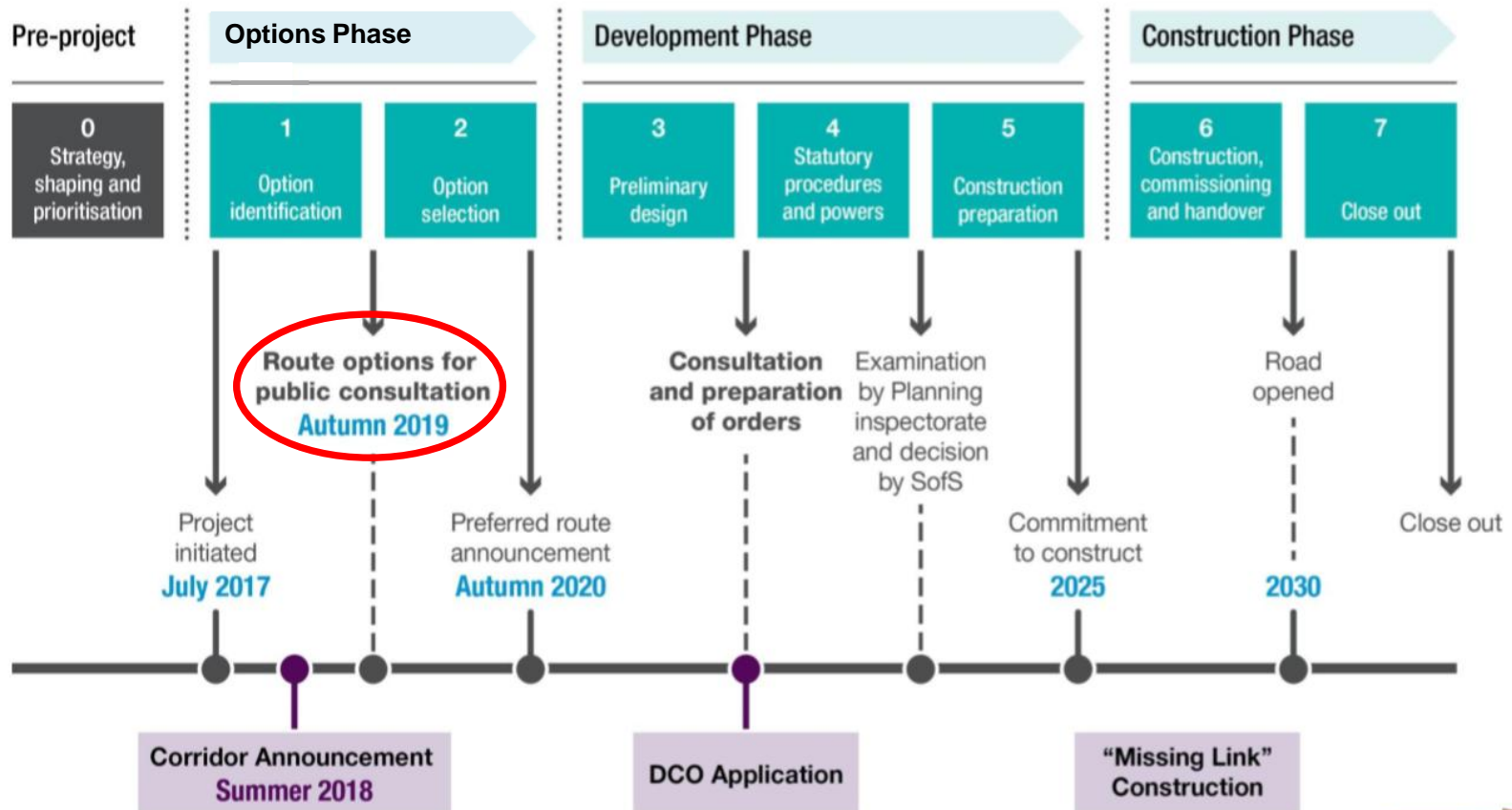
Highways England's Time Table

Major Project Milestones & Lifecycle



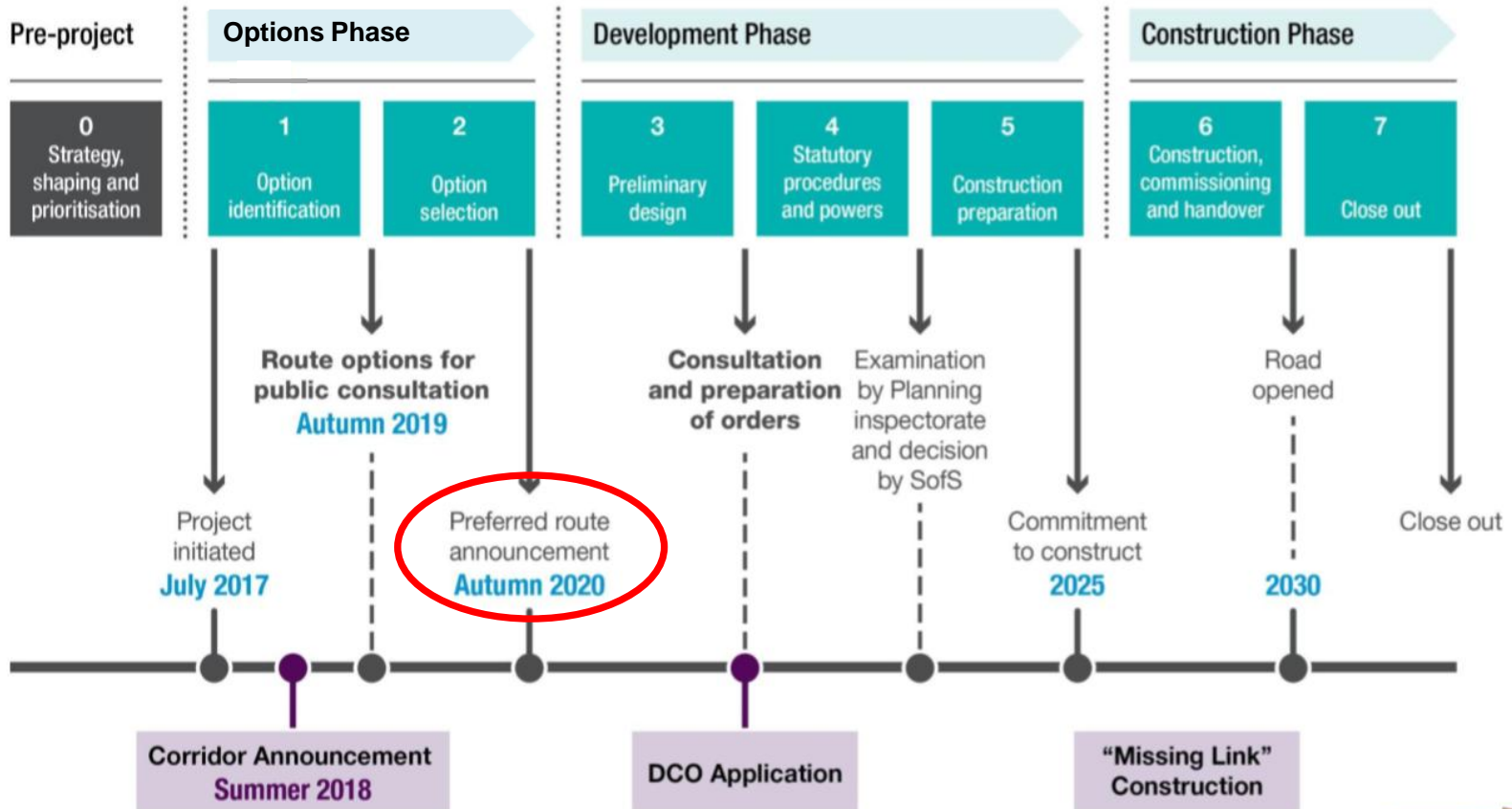
Highways England's Time Table

Major Project Milestones & Lifecycle



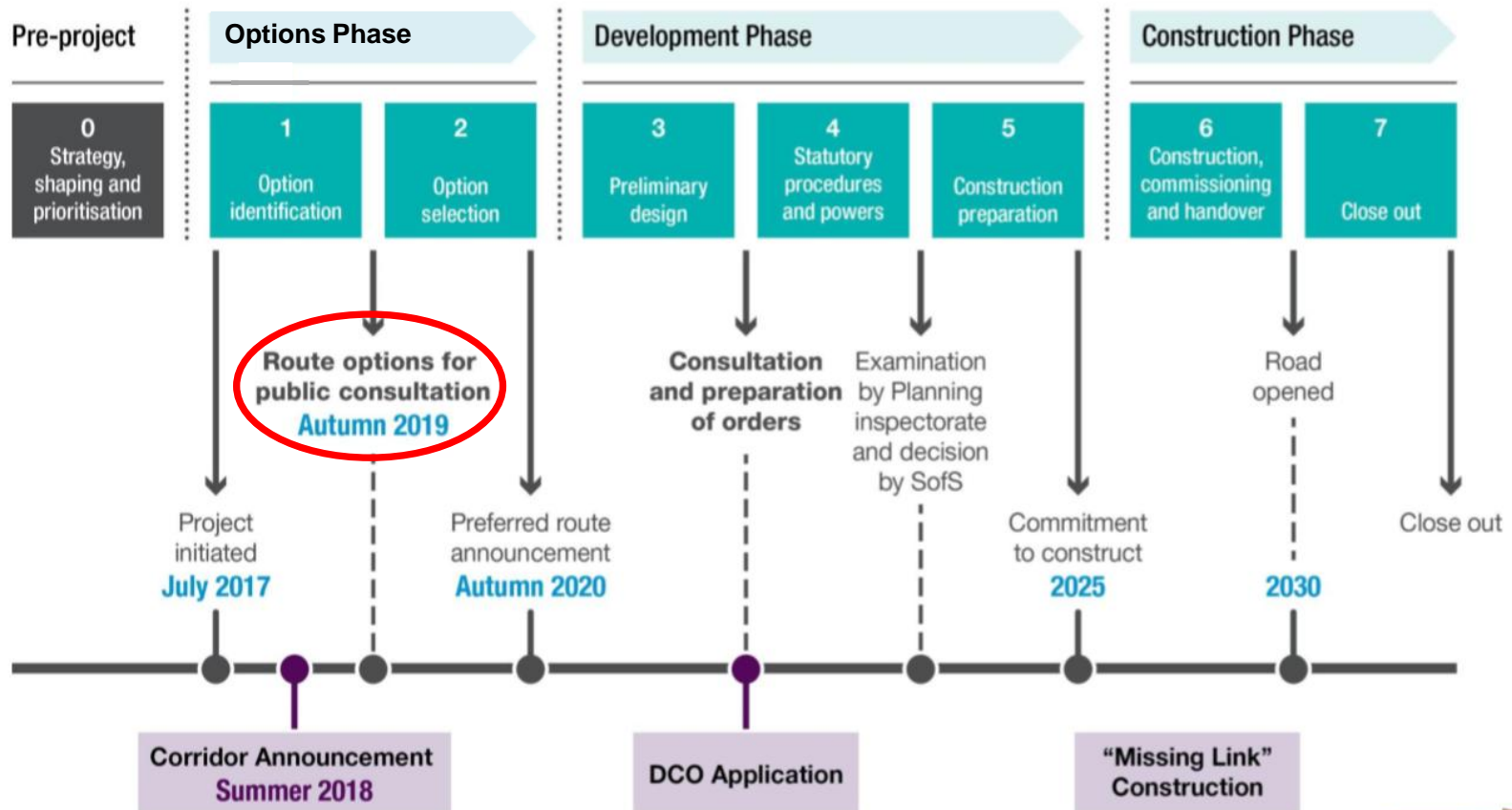
Highways England's Time Table

Major Project Milestones & Lifecycle



Highways England's Time Table

Major Project Milestones & Lifecycle



Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.



M40, Junction 9

Corridor B boundary

M40, Junction 8A

Long Crendon

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 Authorities Greenbelt_boundaries_2016-17
- EWR

0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3

From the Corridor Assessment Report, Appendix G.



M40, Junction 9

Corridor B boundary

M40, Junction 8A

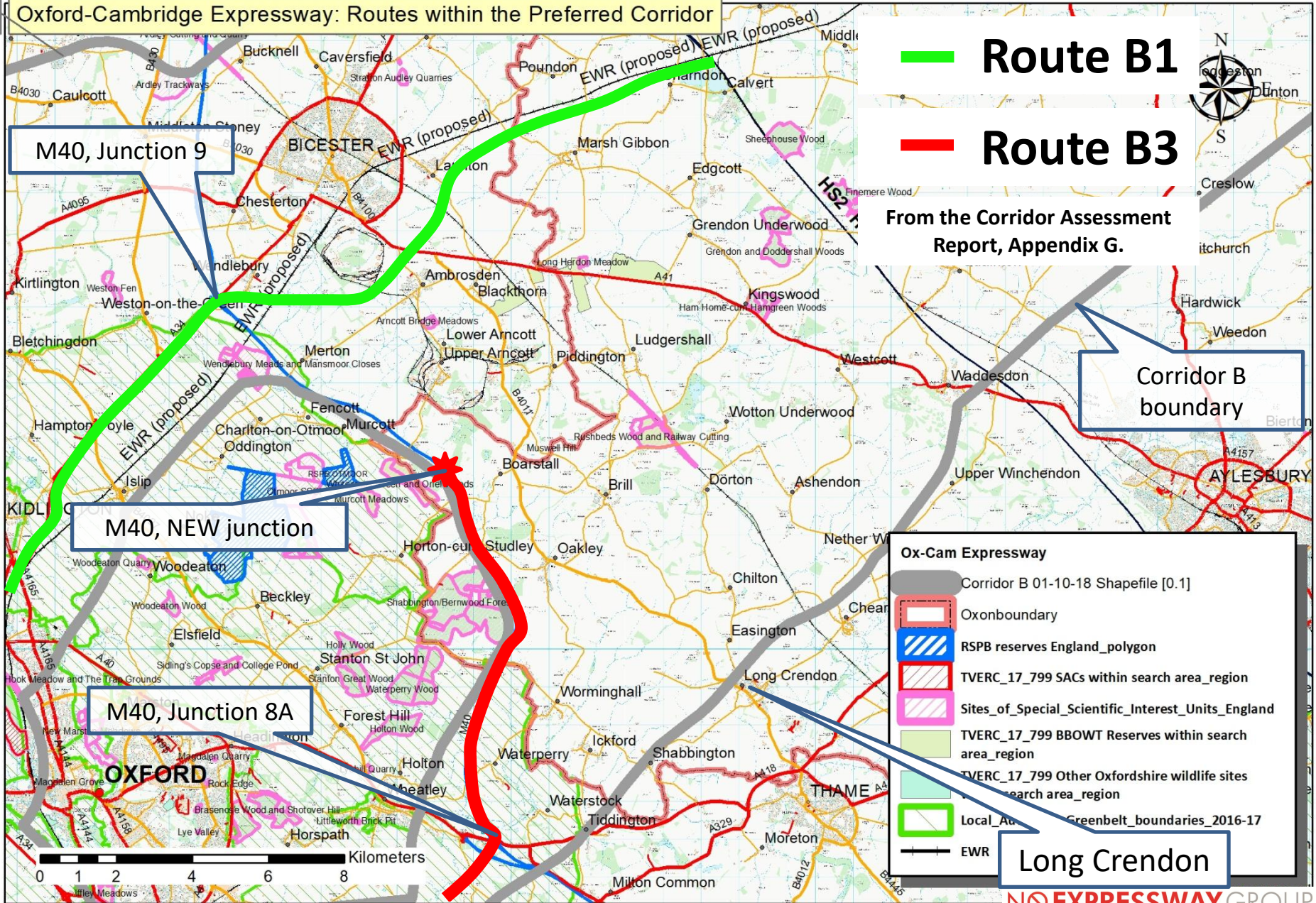
Long Crendon

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 Authorities Greenbelt_boundaries_2016-17
- EWR



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

Corridor B boundary

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 Authorities Greenbelt_boundaries_2016-17
- EWR

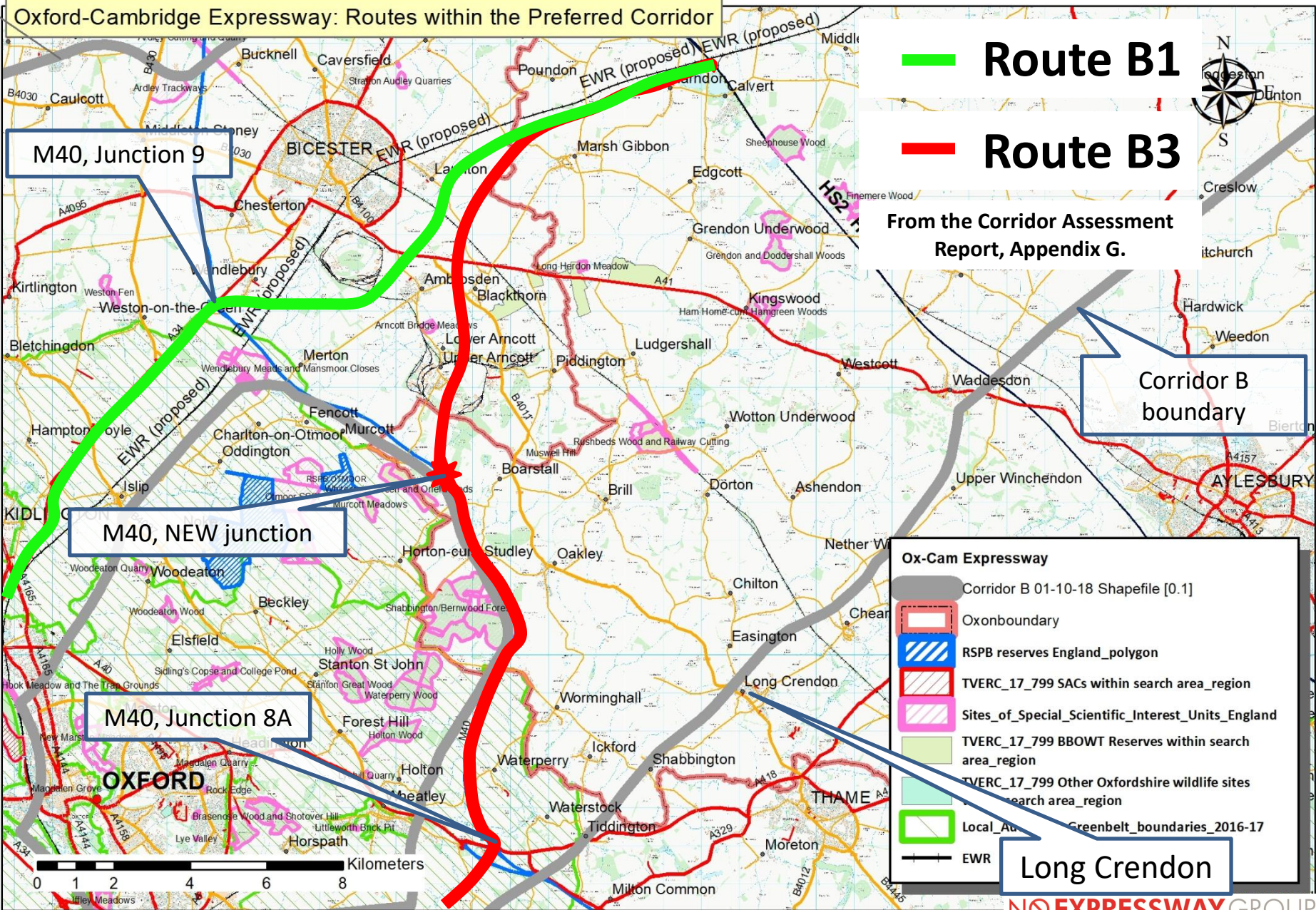
Long Crendon

M40, Junction 9

M40, NEW junction

M40, Junction 8A

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

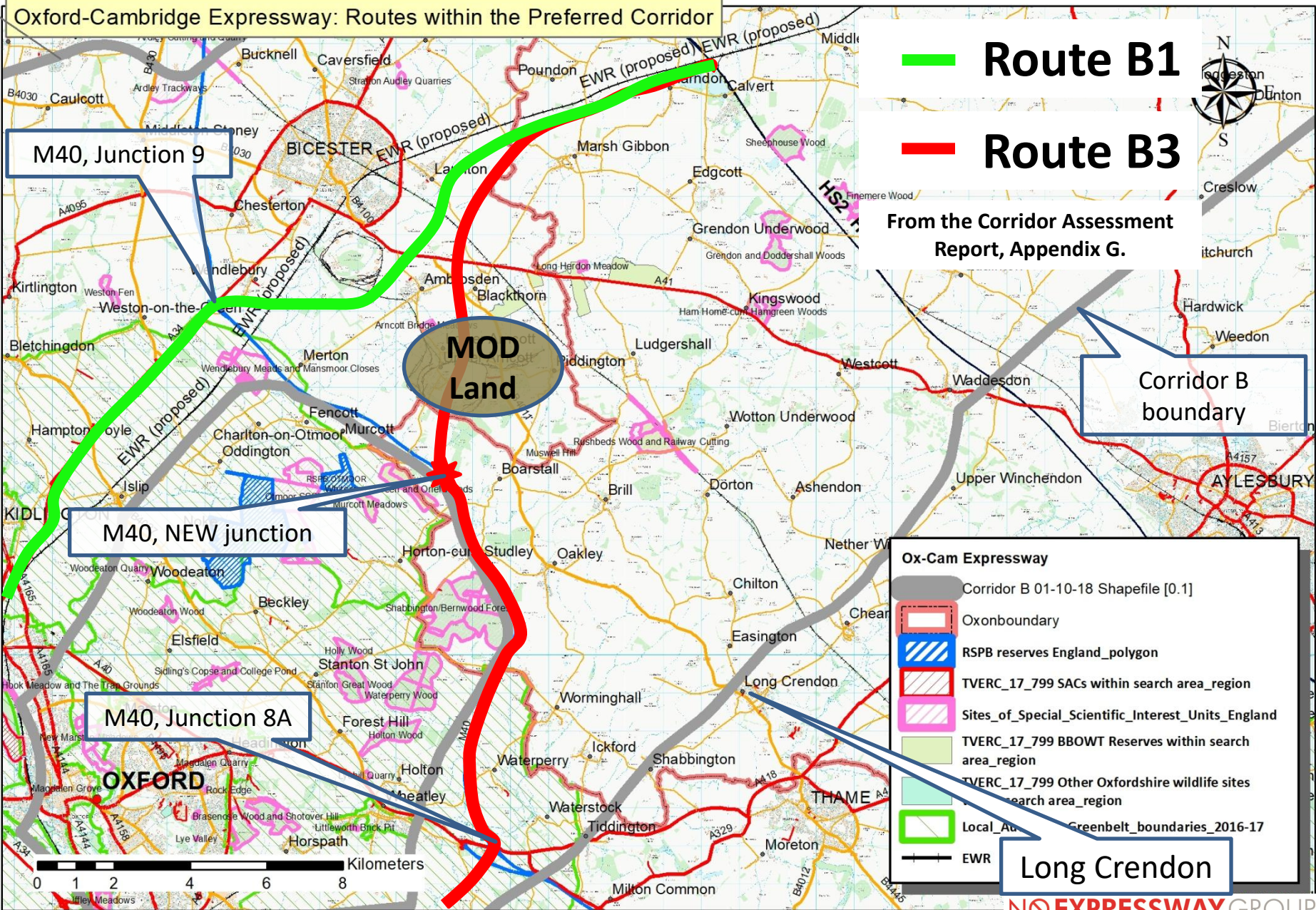
Corridor B boundary

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 Authorities Greenbelt_boundaries_2016-17
- EWR

Long Crendon

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1
Route B3

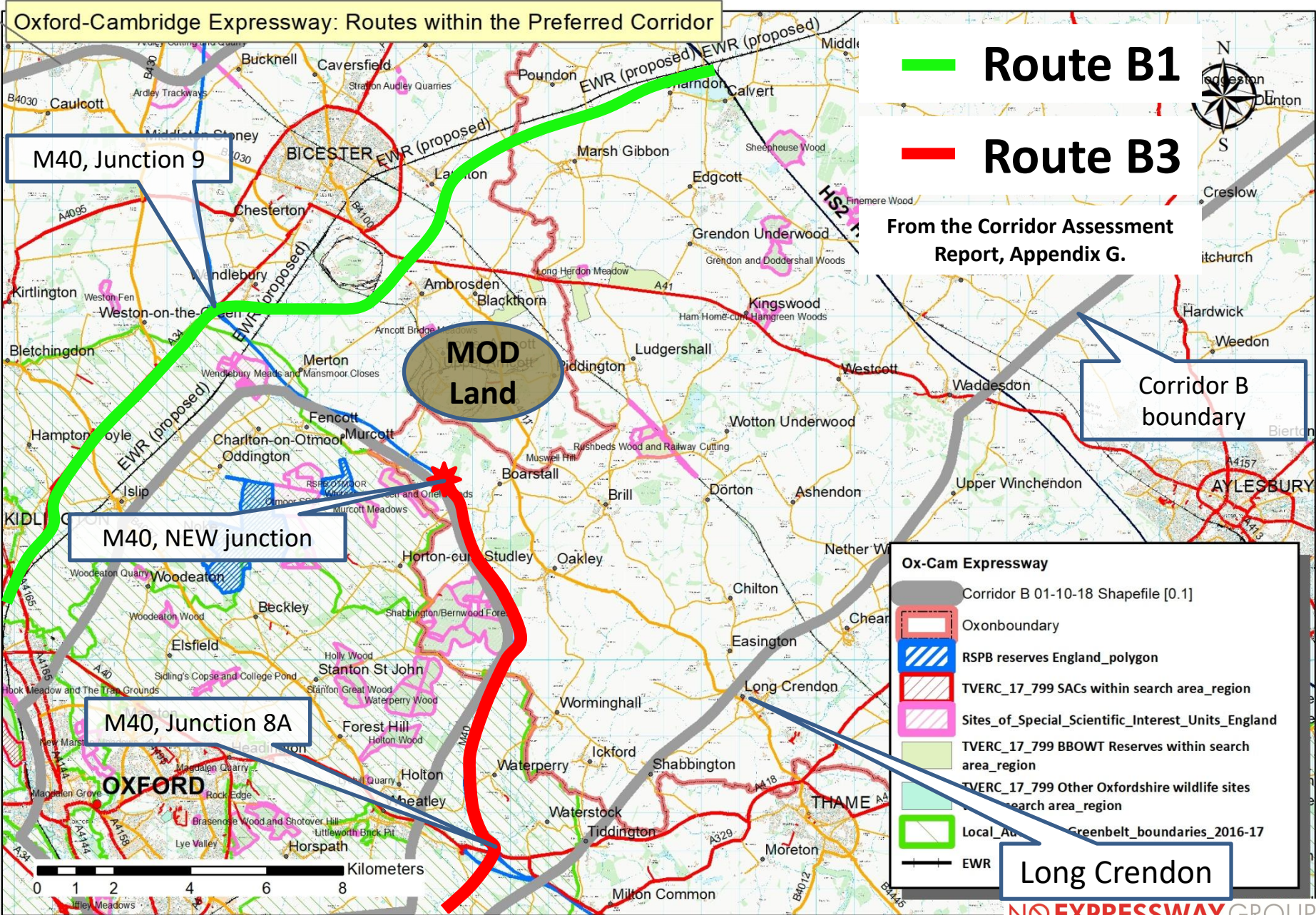
From the Corridor Assessment Report, Appendix G.

- 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

Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1
Route B3

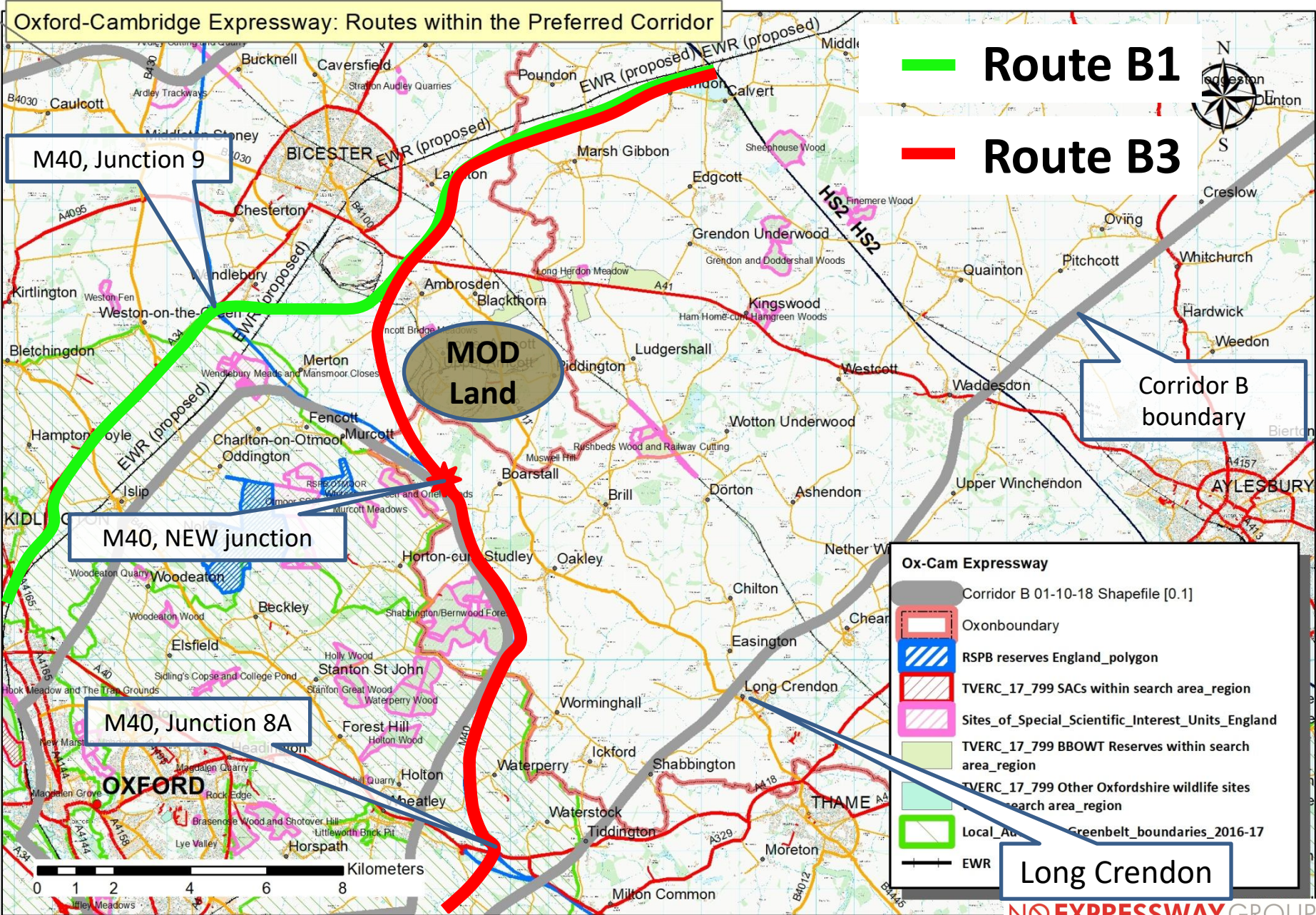
From the Corridor Assessment Report, Appendix G.



Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3



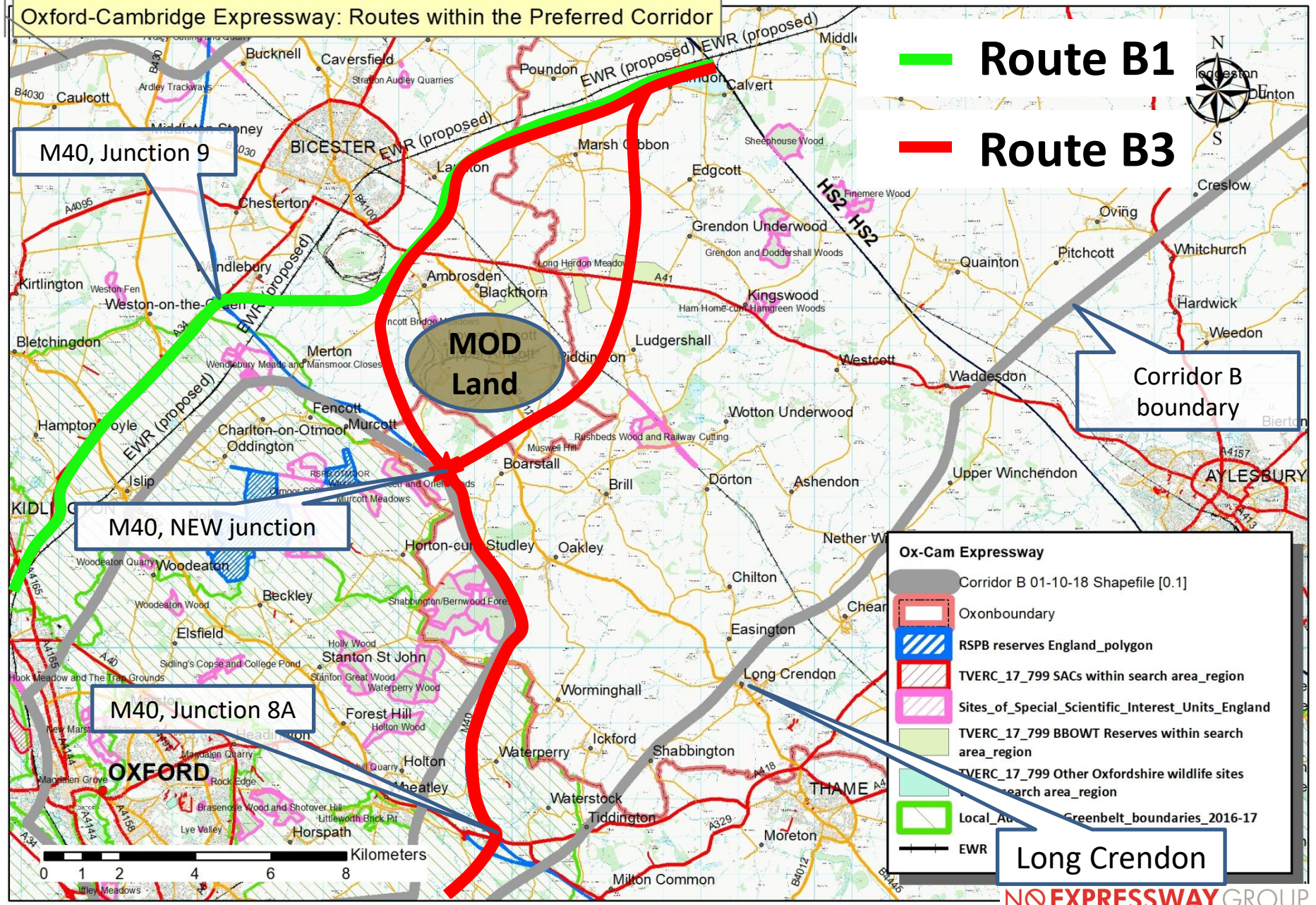
Ox-Cam Expressway

- 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 Authorities Greenbelt_boundaries_2016-17
- EWR

Long Crendon



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

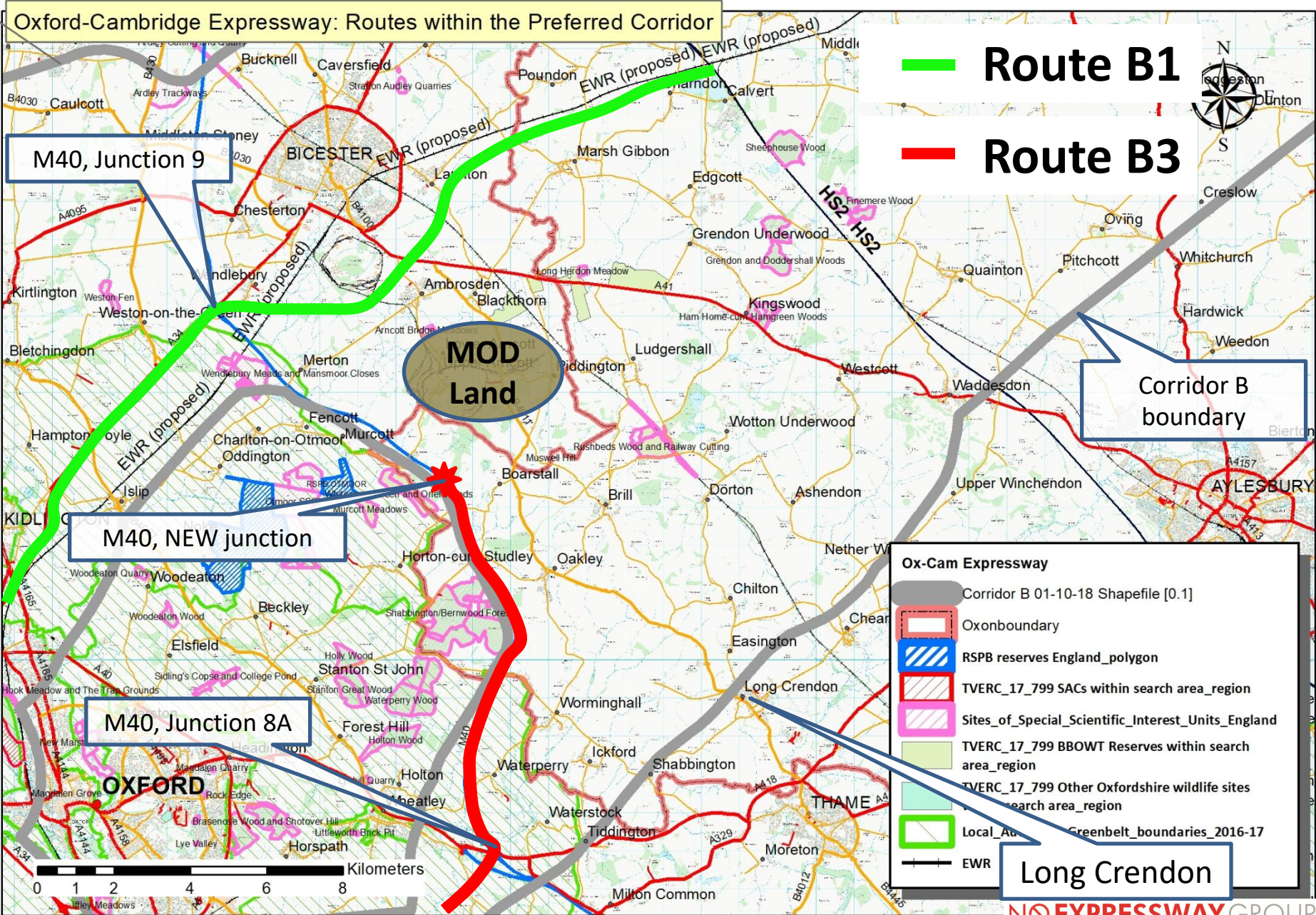


- Ox-Cam Expressway**
- Corridor B 01-10-18 Shapefile [0.1]
 - Oxonboundary
 - RSPB reserves England_polygon
 - TVERC_17_799 SACs within search area_region
 - Sites_of_Special_Scientific_Interest_Units_England
 - TVERC_17_799 BBOWT Reserves within search area_region
 - TVERC_17_799 Other Oxfordshire wildlife sites within search area_region
 - Local Authorities Greenbelt_boundaries_2016-17
 - EWR

Long Crendon

Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1
Route B3

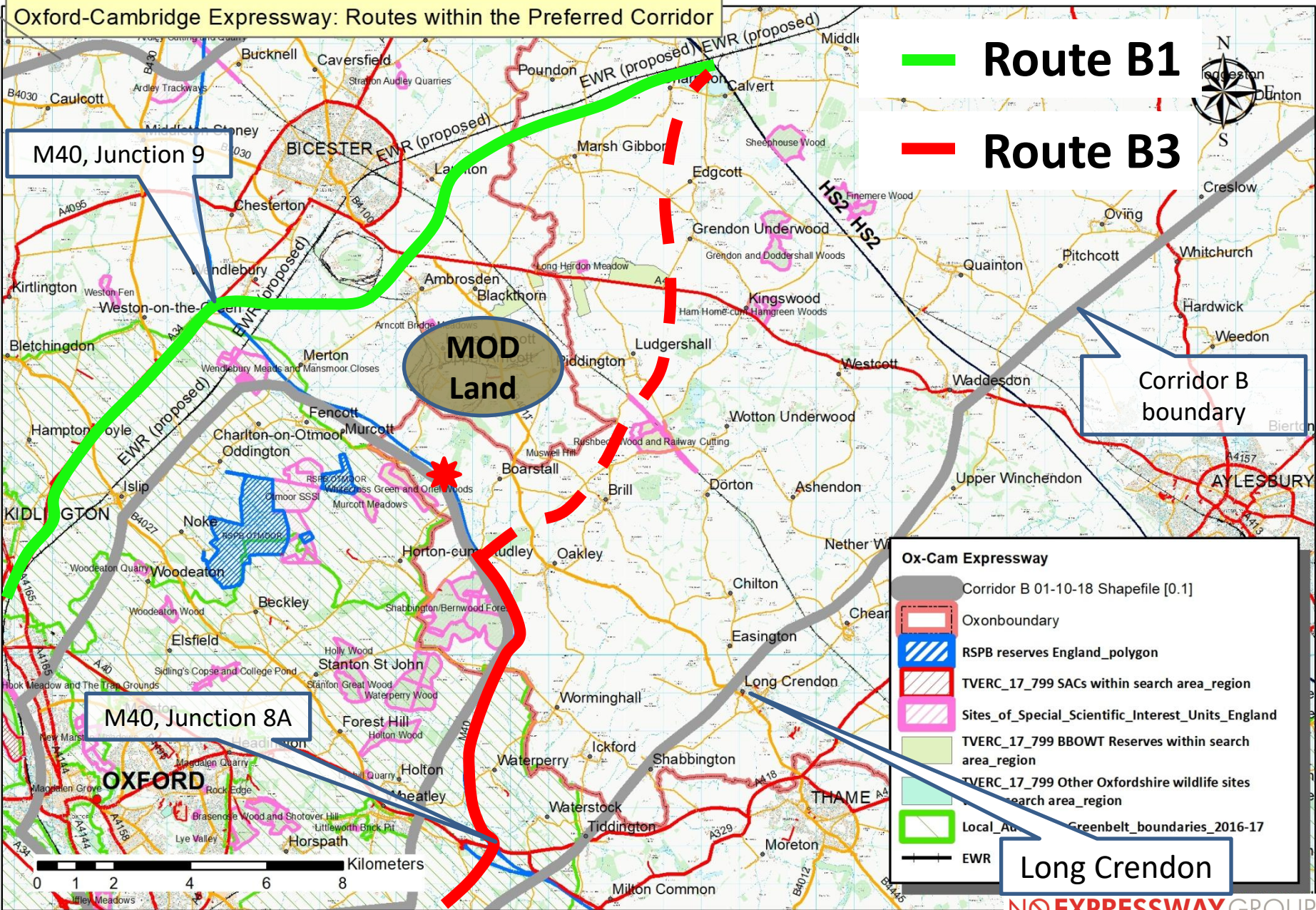


Ox-Cam Expressway

- 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 Authorities Greenbelt_boundaries_2016-17
- EWR



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

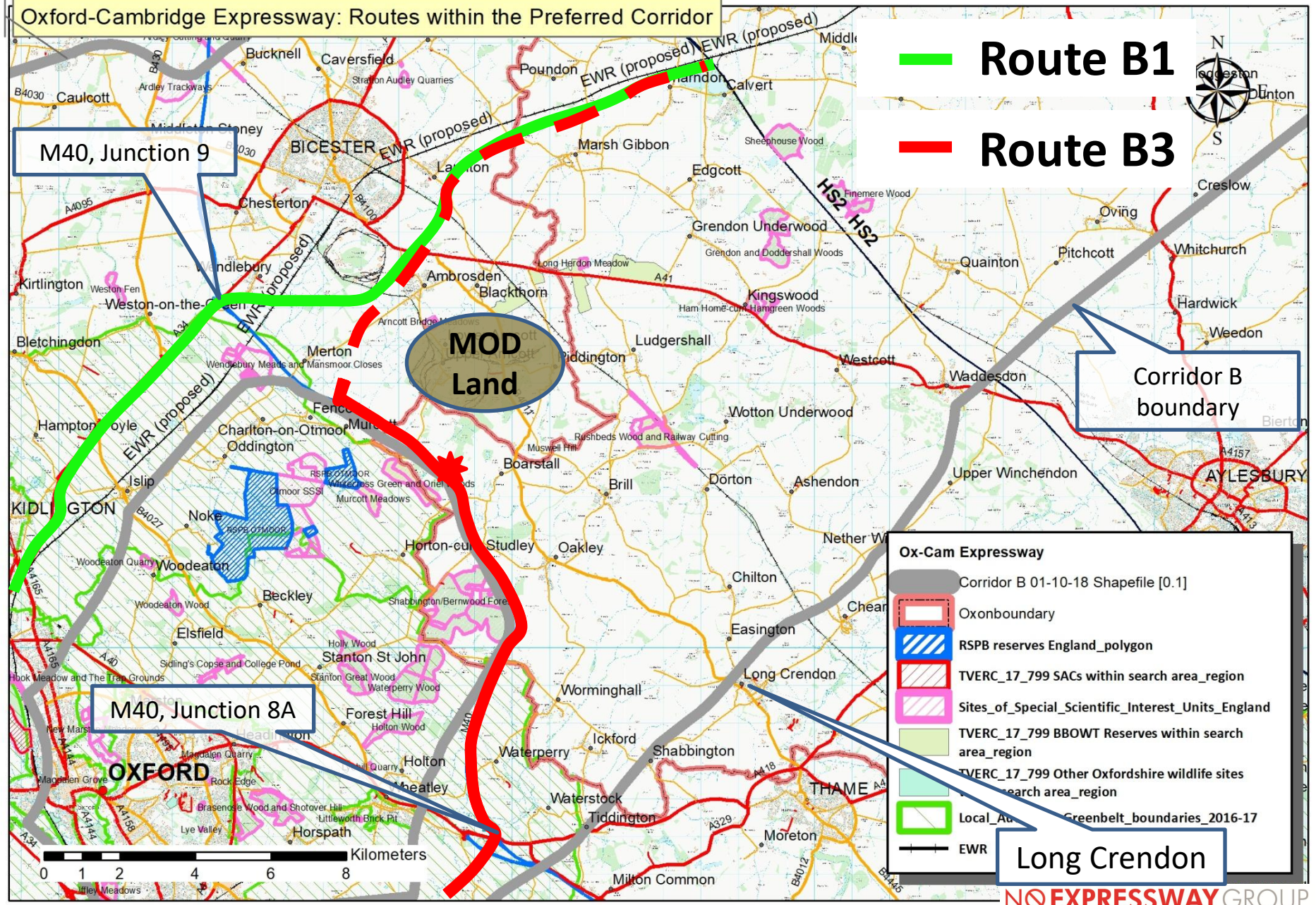
Corridor B boundary

Long Crendon

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 Authorities Greenbelt_boundaries_2016-17
- EWR

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



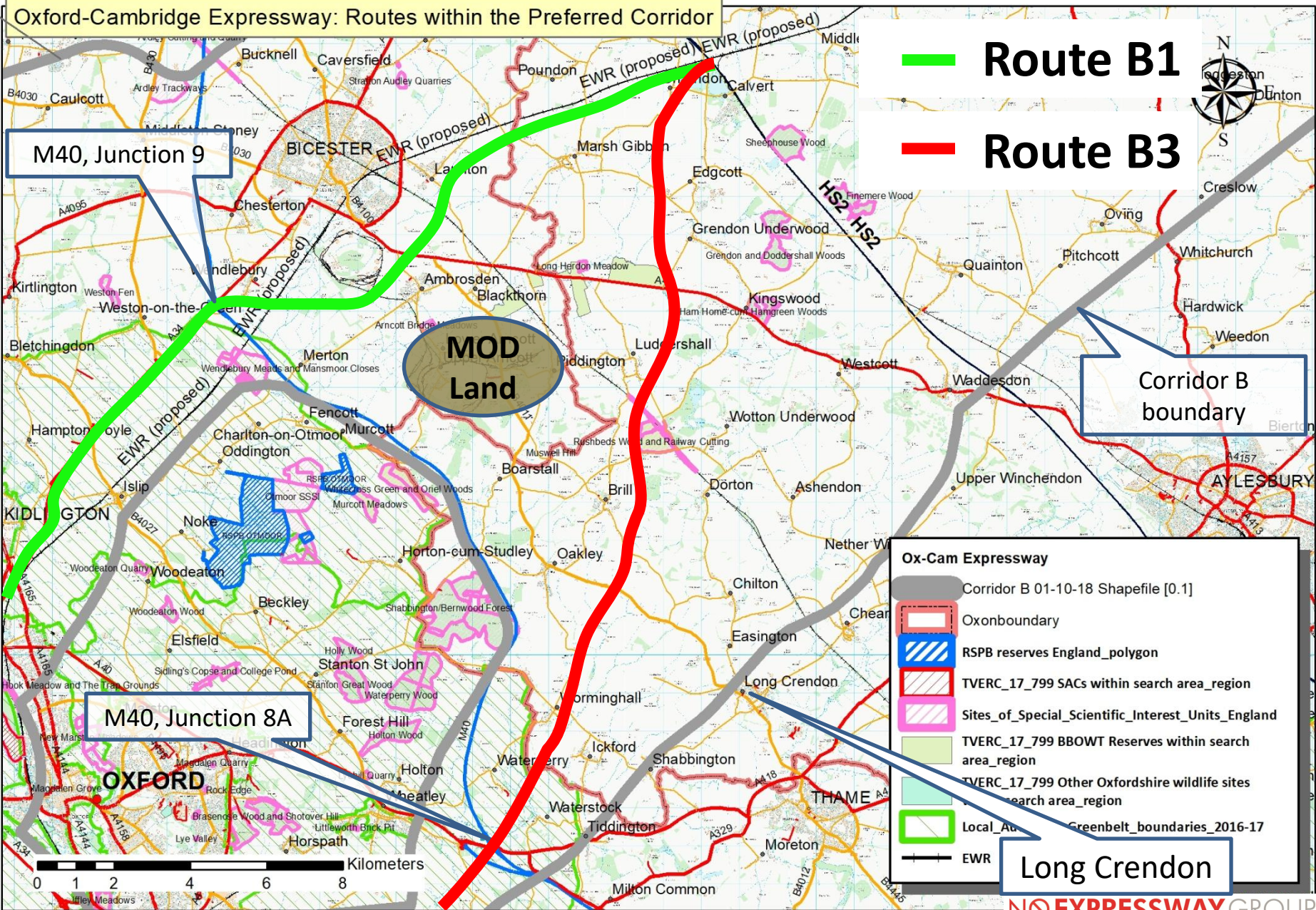
Ox-Cam Expressway

- 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 Authorities Greenbelt_boundaries_2016-17
- EWR

Long Crendon

0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



M40, Junction 9

MOD Land

Corridor B boundary

M40, Junction 8A

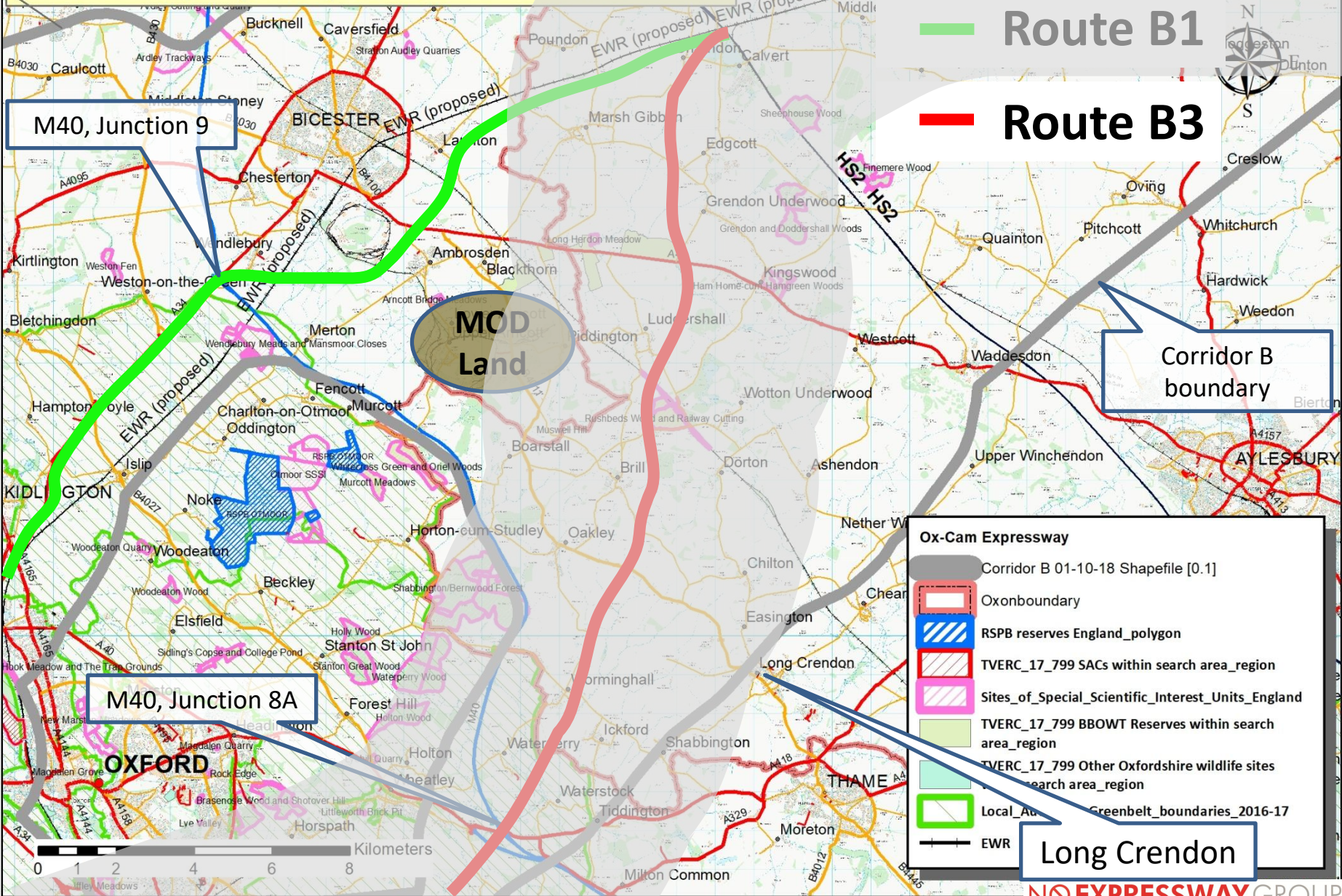
Ox-Cam Expressway

- 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 Authorities Greenbelt_boundaries_2016-17
- EWR

Long Crendon

0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

Corridor B boundary

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 Authorities Greenbelt_boundaries_2016-17
- EWR

Long Crendon

Interview

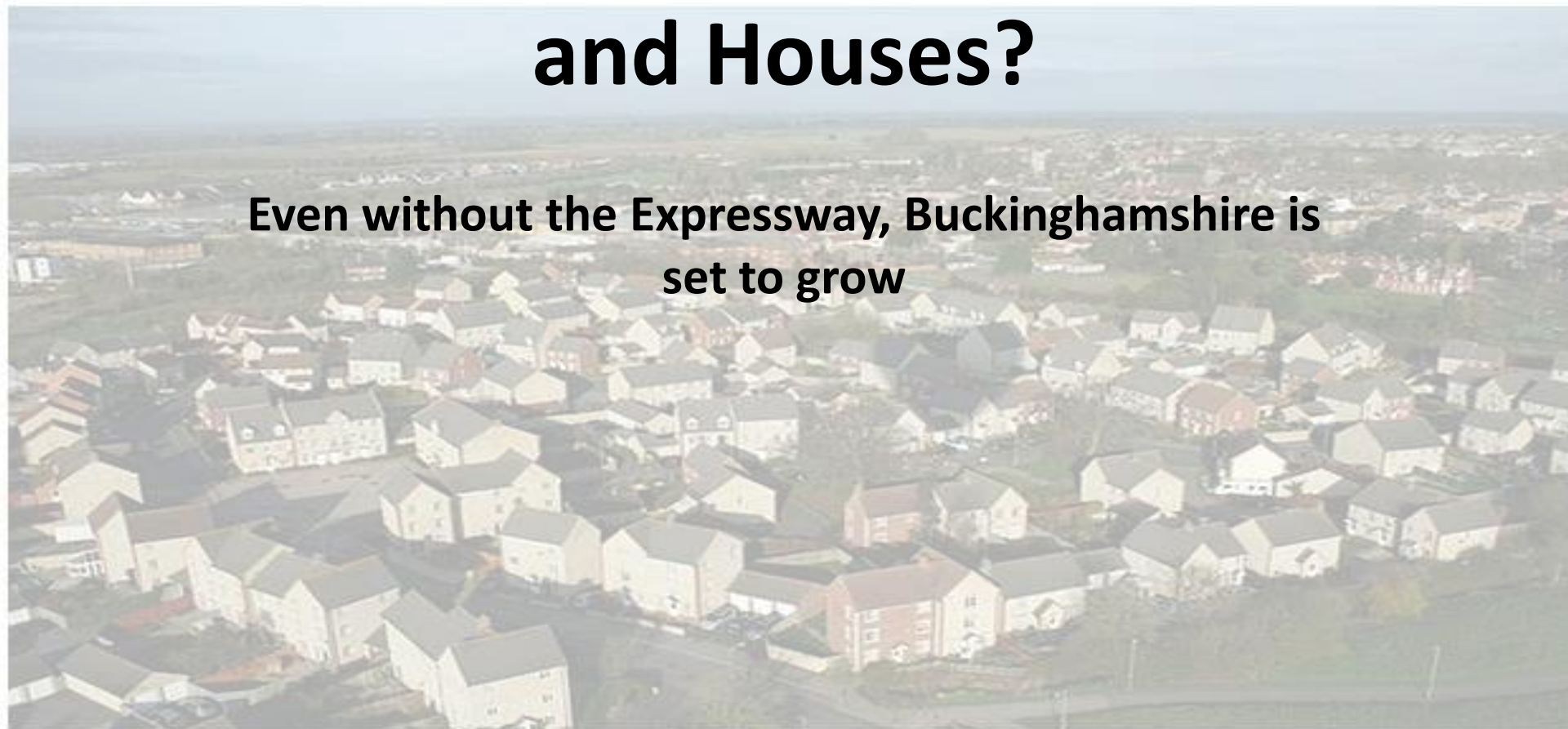
Britain's first garden town: housing crisis solution or 'dog's breakfast'?

By Patrick Barkham

How the development of old market town Bicester turned ugly

and Houses?

Even without the Expressway, Buckinghamshire is set to grow



▲ Bicester looks an ideal location for new homes ... aerial view of the town. Photograph: David Whitestone/Alamy

Buckinghamshire census 2011

**Aylesbury Vale: 69,655 households (approx. houses)
174,137 people (2.5 pphh)** (2011 ccensus)

**Milton Keynes: 99,528 households (approx. houses)
248,821 people (2.5 pphh)**

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

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

**i.e. approx 38% growth in Aylesbury Vale 2013 - 2033
(MK planned growth 27% 2011-2026)
(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'

NIC

Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT

FEBRUARY 2018 - REV A

Houses across the 'Arc'

5th
studio

SQW

The Ox-Cam Arc's 'Transformational Scenario'

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

TRANSFORMATIONAL + DEVELOPMENT ACCOMMODATED DUE TO PRESSURES FROM LAND CONSTRAINED MARKETS

23,000 + 7,000
homes per year



3,500 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.

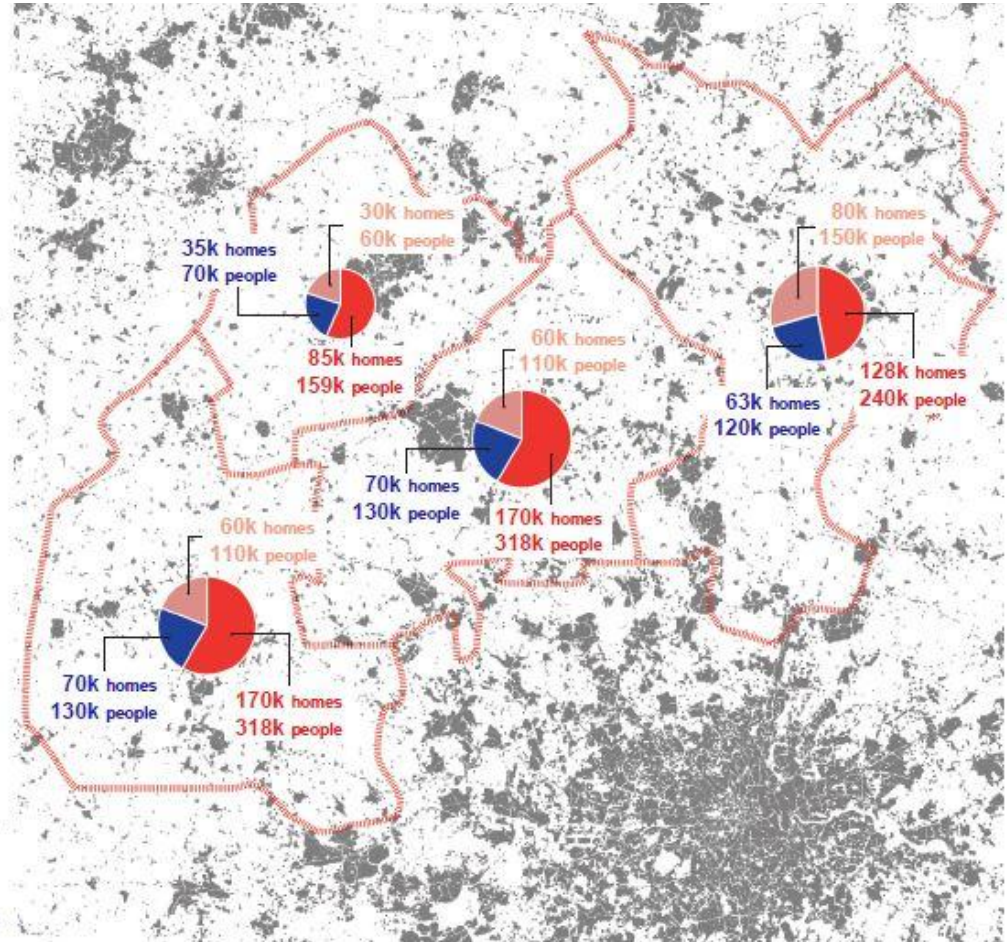
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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'

bi
ar
fo
TI
A
L

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.

TI
de
us

TI
de
PI

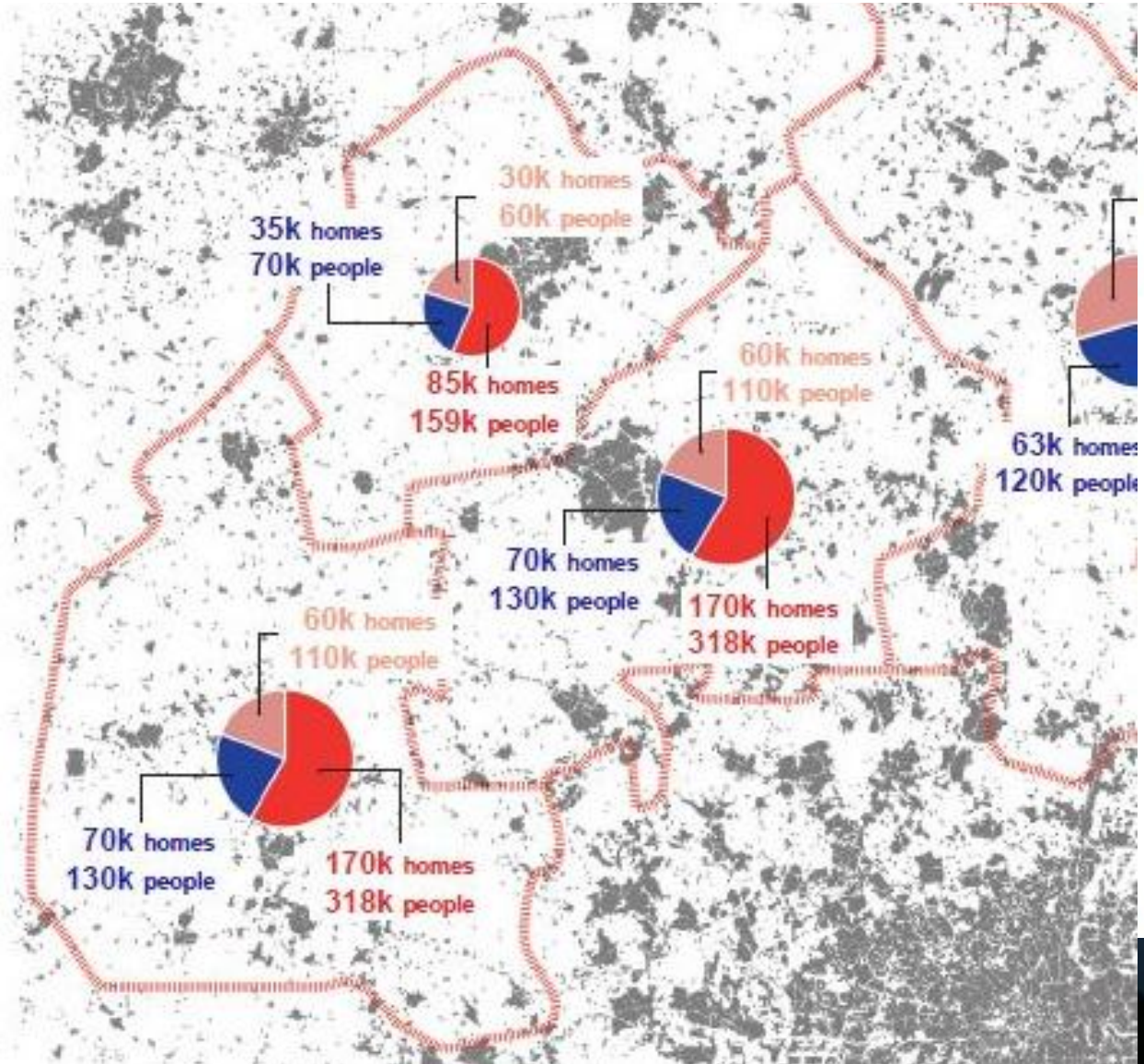
W
th
te
al

Di
gr
in
si

M
at
or
ch
pr



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



The Ox-Cam Arc's 'Transformational Scenario'

ba
ar
fo
TI
A
L

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.

TI
de
us

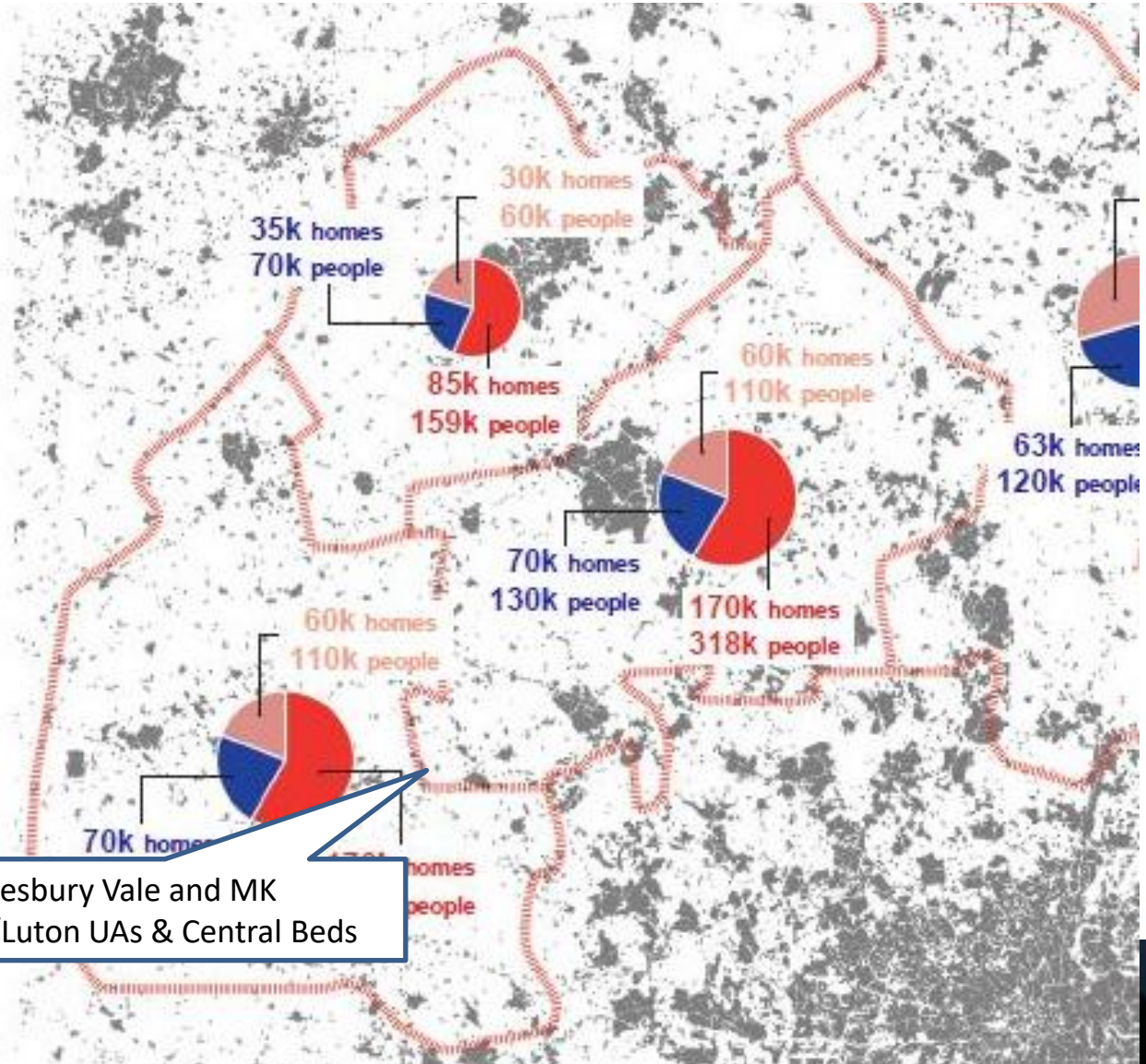
TI
de
PI

W
th
te
al

Di
gr
in
si

M
at
or
ch
pr

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



Aylesbury Vale and MK
Bedford/Luton UAs & Central Beds

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

The Ox-Cam Arc's 'Transformational Scenario'

ba
ar
fo
TI
A
L

scale of 3,000 people / km² with approximate totals.

This drawing shows the additional 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.

TI
de
us

TI
de
pi

W
th
te
al

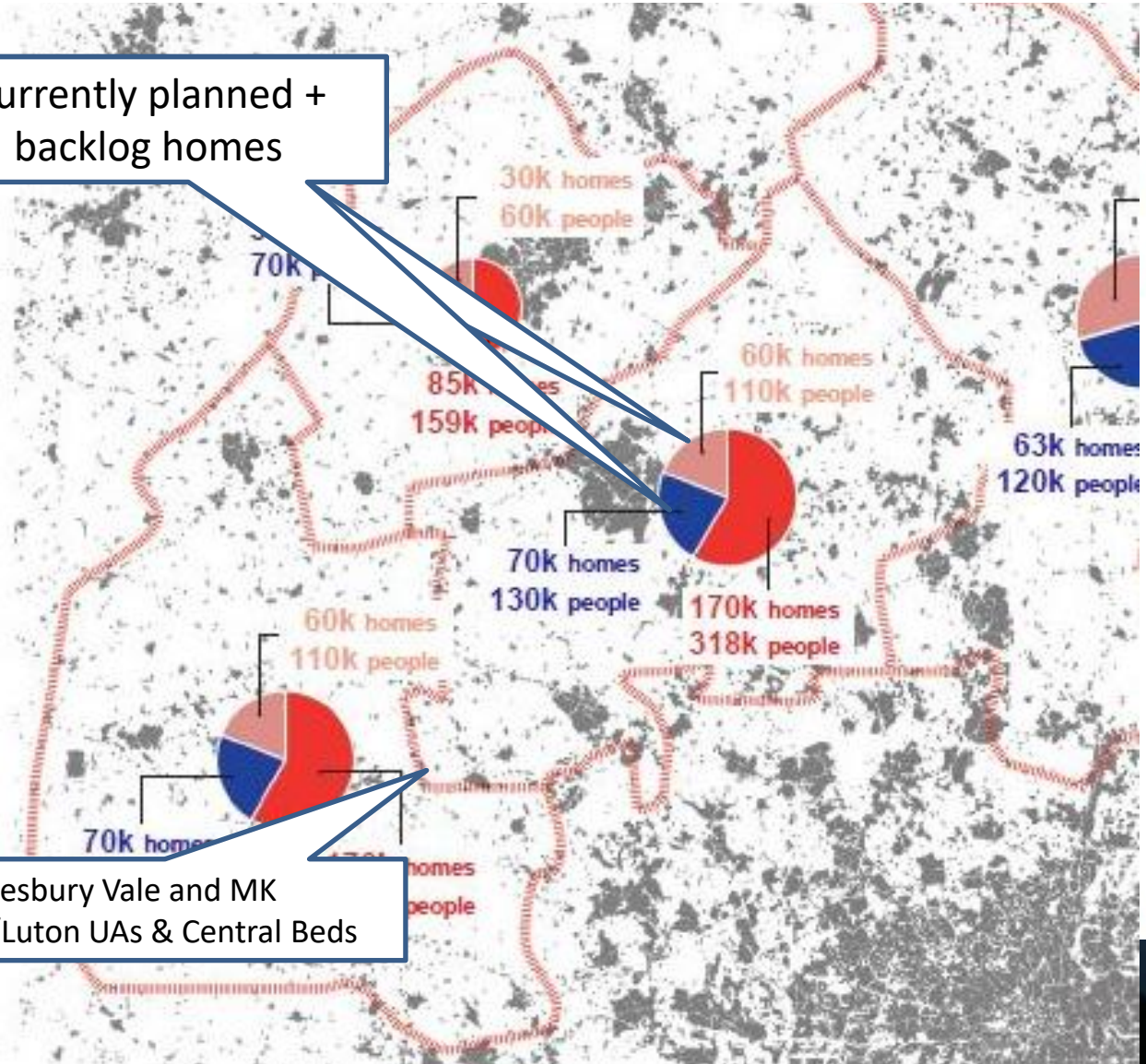
Di
gr
in
si

M
at
or
ch
pr

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

Currently planned + backlog homes

Aylesbury Vale and MK Bedford/Luton UAs & Central Beds



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

The Ox-Cam Arc's 'Transformational Scenario'

bi
ar
fo
TI
A
LI

scale of 3,000 people / km² with approximate totals.

This drawing shows the additional 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.

TI
de
us

TI
de
pi

W
th
te
al

Di
gr
in
si

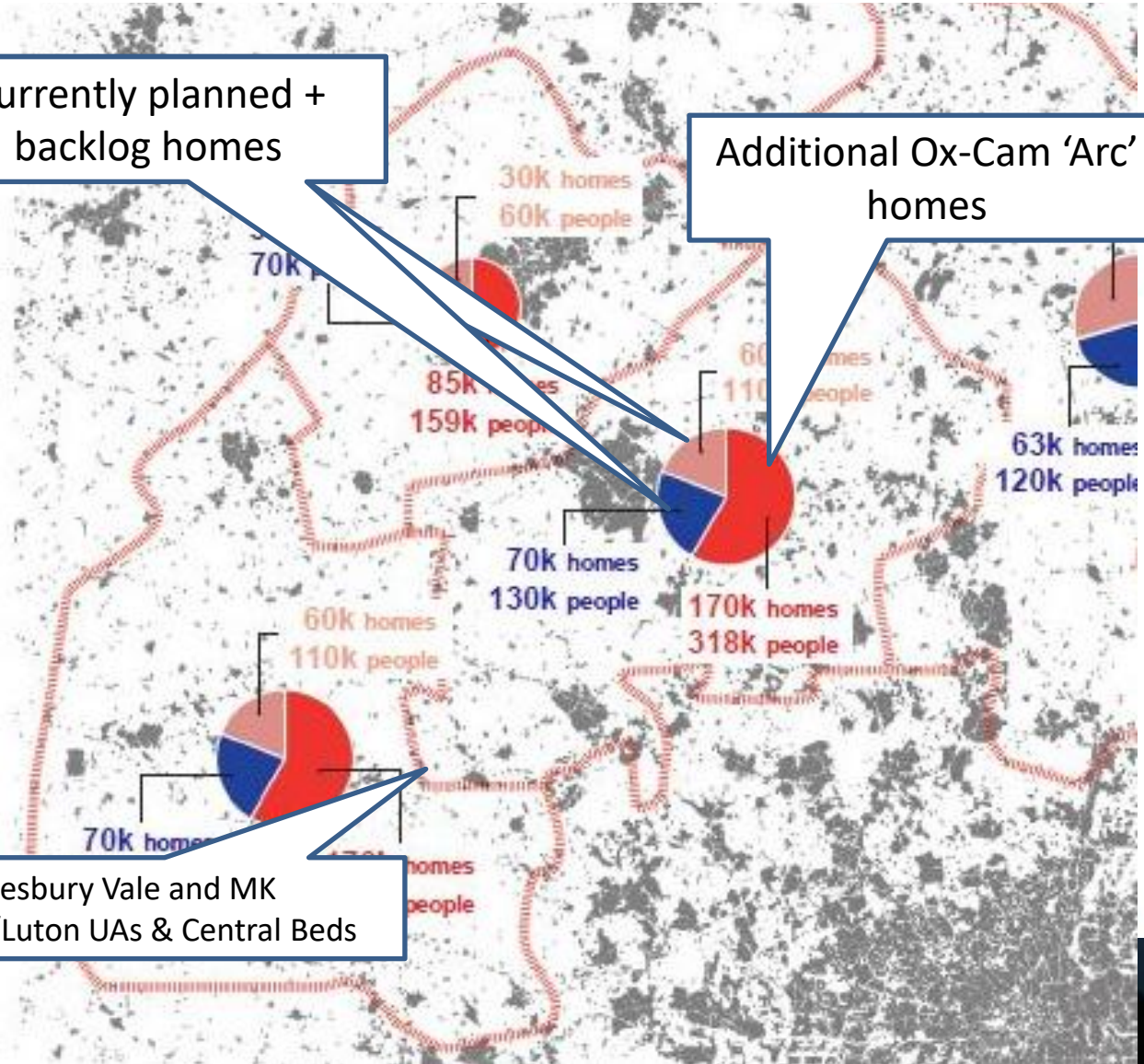
Ma
at
or
ch
pr

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

Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

Aylesbury Vale and MK Bedford/Luton UAs & Central Beds



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

The Ox-Cam Arc's 'Transformational Scenario'

bi
ar
fo
TI
A
LI

scale of 3,000 people / km² with approximate totals.

This drawing shows the additional 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.

TI
de
us

TI
de
PI

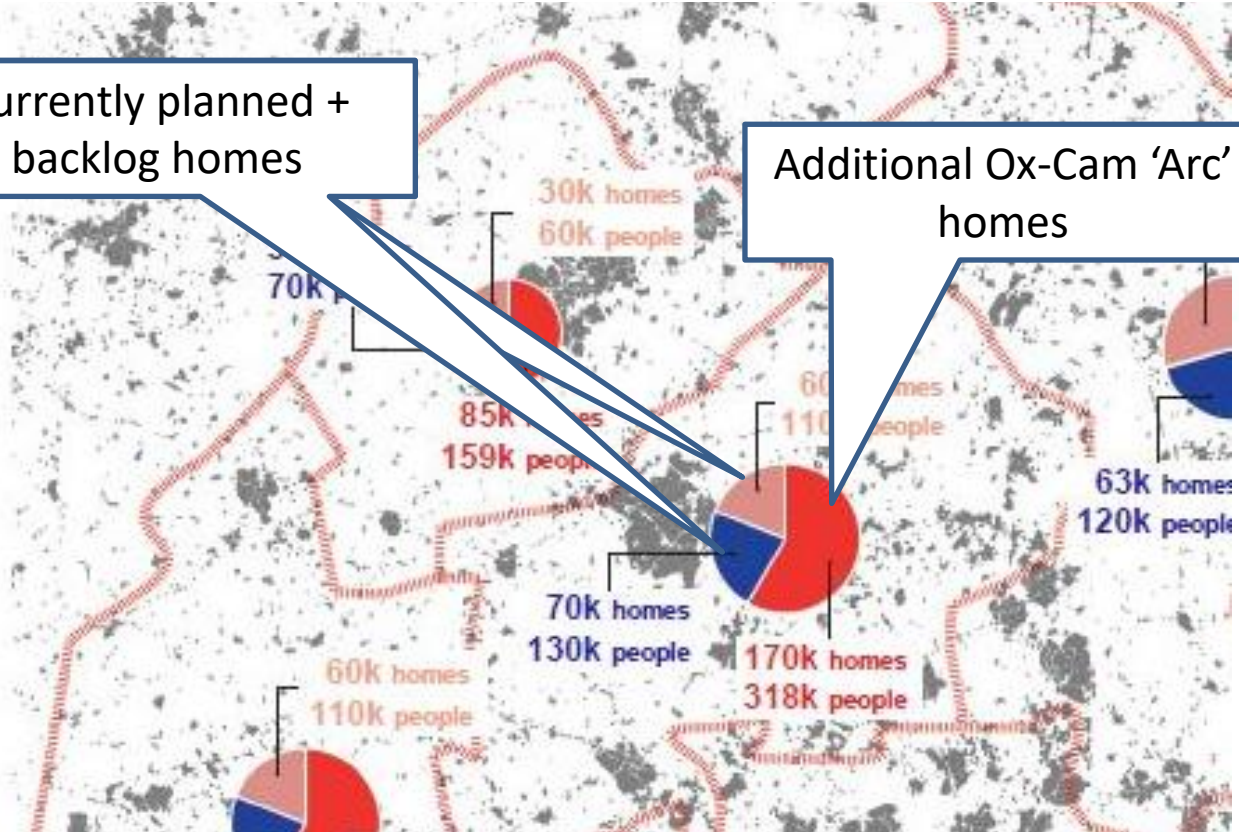
Wh
th
te
al

Di
gr
in
sit



Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



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

constrained markets

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

The Ox-Cam Arc's 'Transformational Scenario'

ba
ar
fo
TI
A
LI

scale of 3,500 people / km² with
approximate totals.

This drawing shows the additional
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.

TI
de
us

TI
de
PI

Wh
th
te
al

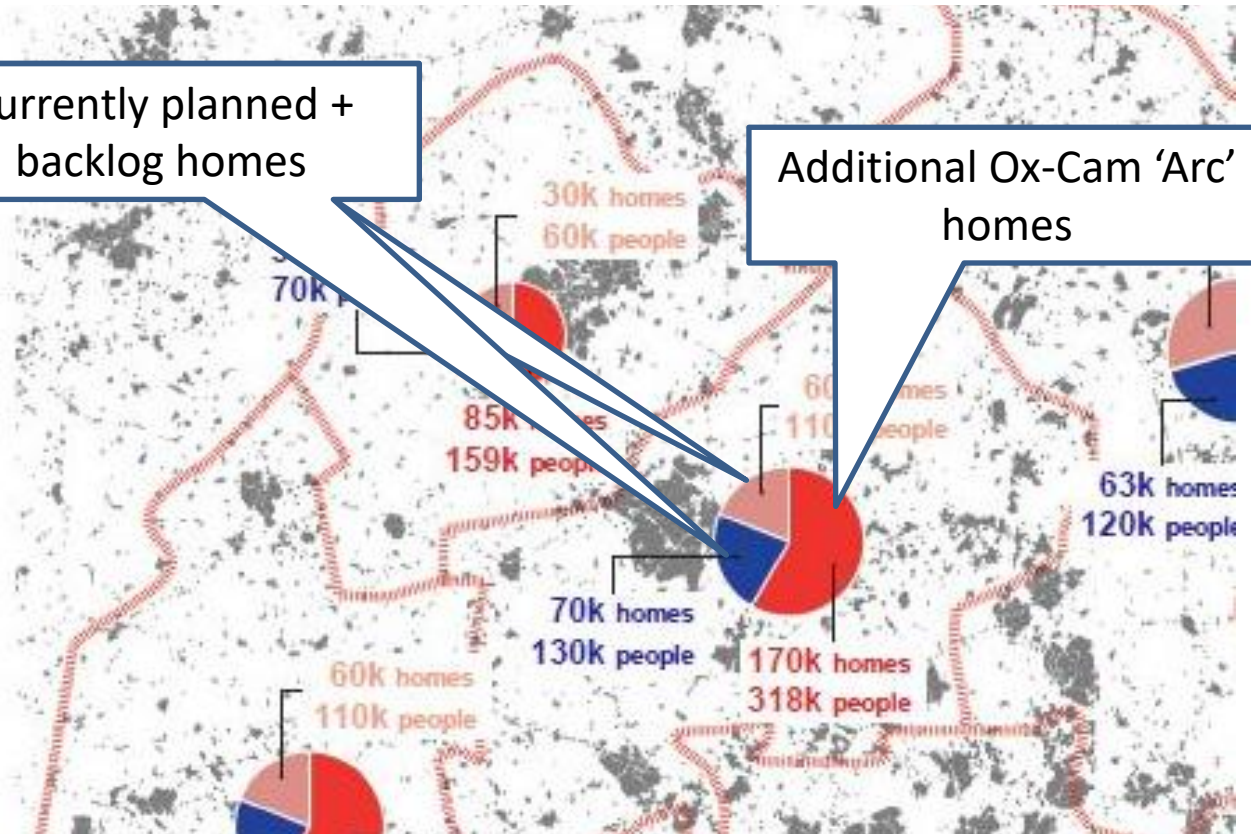
Di
gr
in
sit

■ Current known planned
development *

■ Additional development
required to meet the

Currently planned +
backlog homes

Additional Ox-Cam 'Arc'
homes

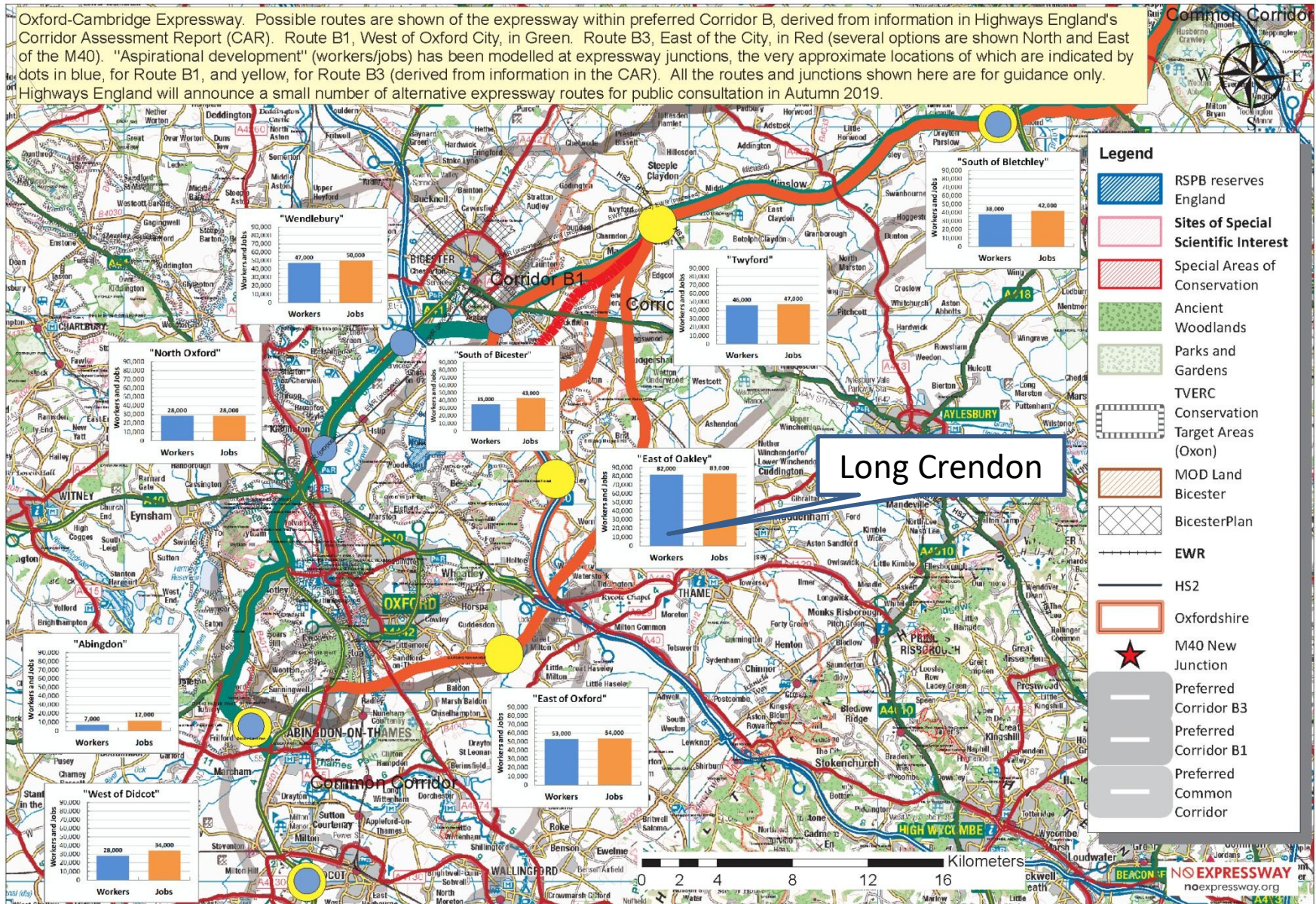


**Bucks' proportionate share of 170,000 expressway houses
would be 82,000**

**So, even with no more Local Plan growth, Bucks will grow by
87% by 2050 (national average 16% by 2050)**

...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.



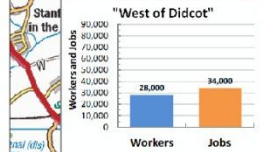
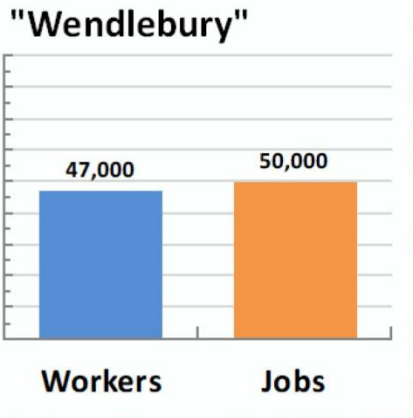
Legend

- 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
- Preferred Corridor B3
- Preferred Corridor B1
- Preferred Common Corridor



BEACONSFIELD EXPRESSWAY
noexpressway.org

... near Bicester ?



Always England's in North and East are indicated by guidance only.

Legend

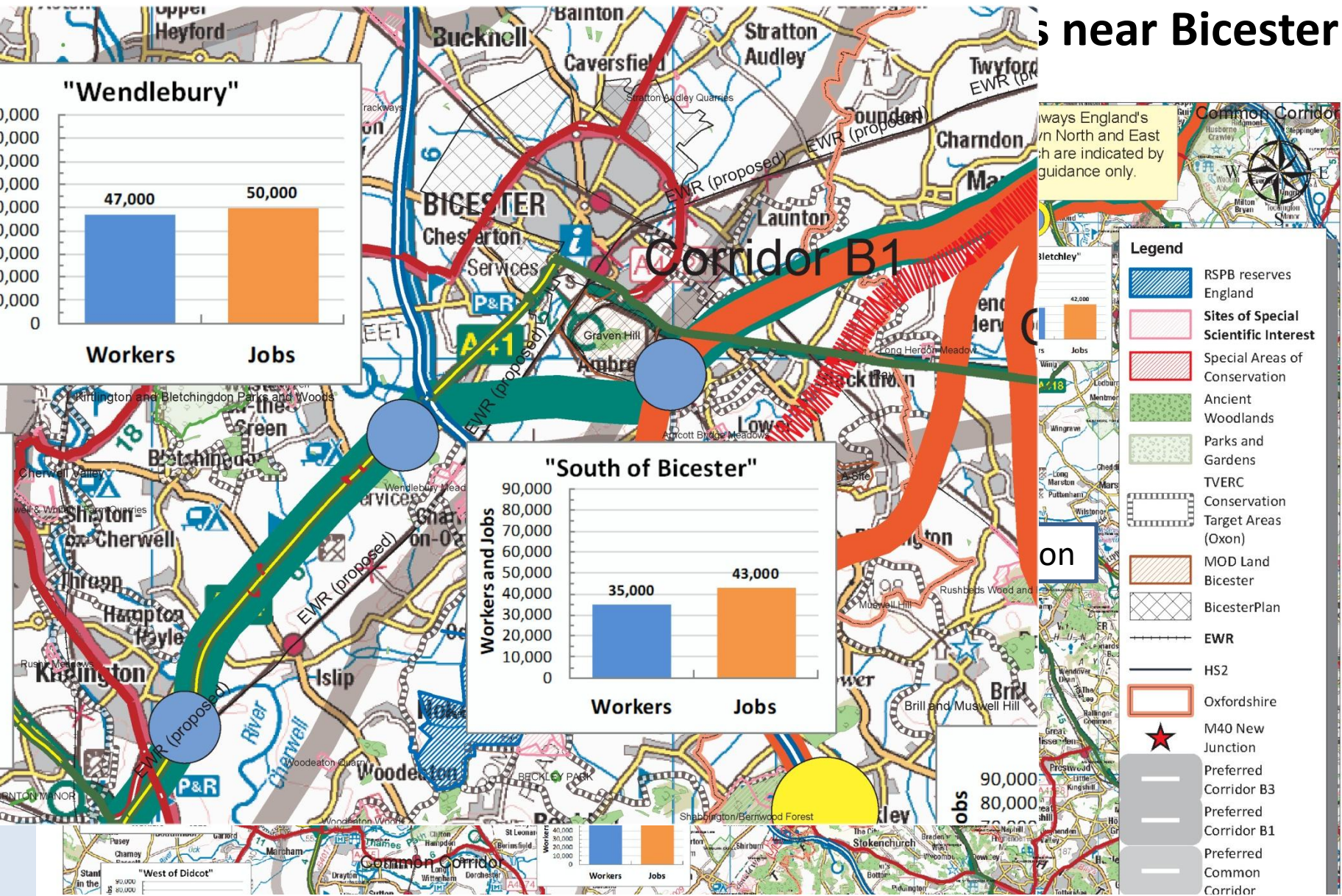
- RSPB reserves England
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodlands
- Parks and Gardens
- TVERC
- Conservation Target Areas (Oxon)
- MOD Land Bicester
- BicesterPlan
- EWR
- HS2
- Oxfordshire
- M40 New Junction
- Preferred Corridor B3
- Preferred Corridor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

Corridor B1



noexpressway.org

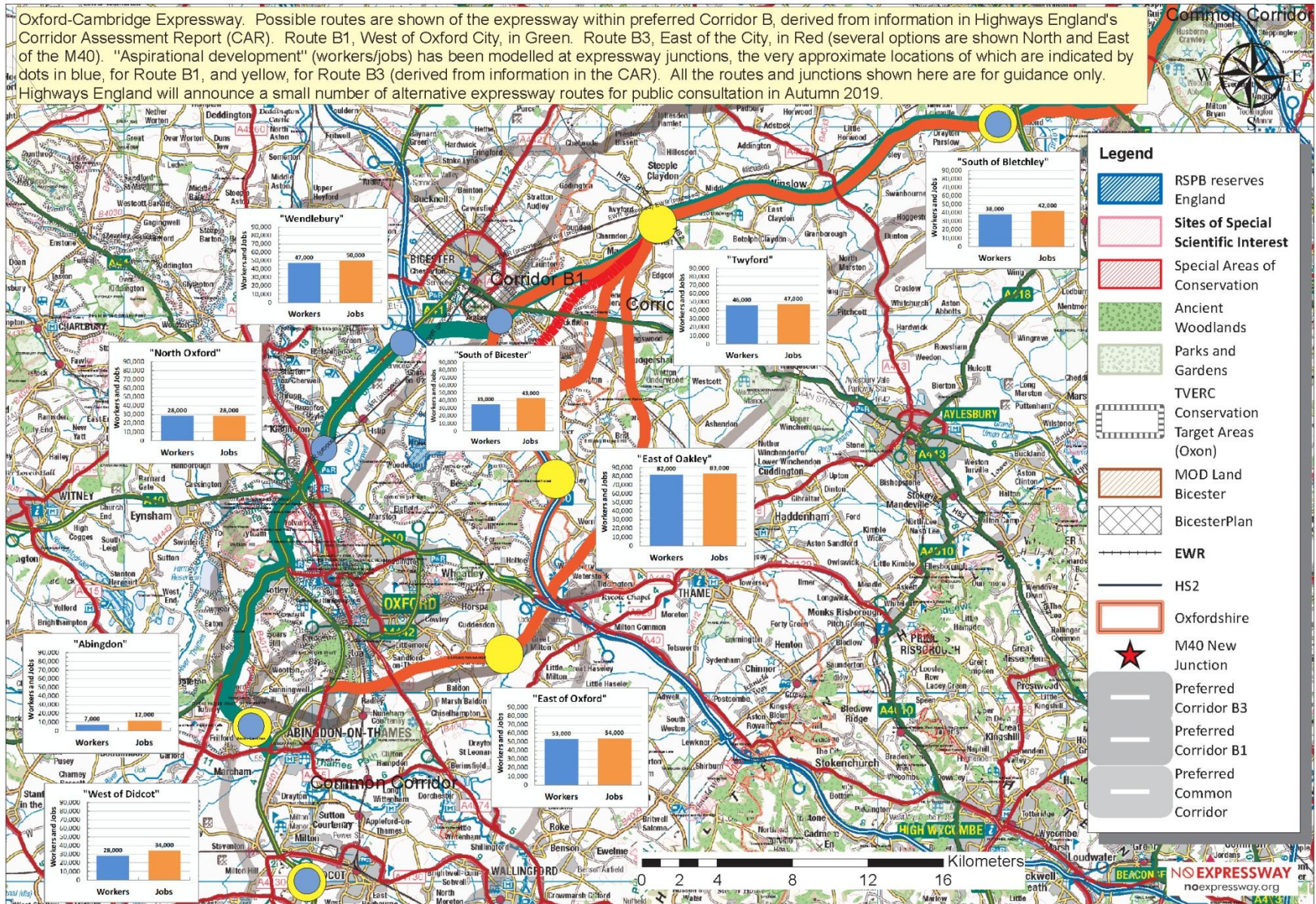
... near Bicester ?



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

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

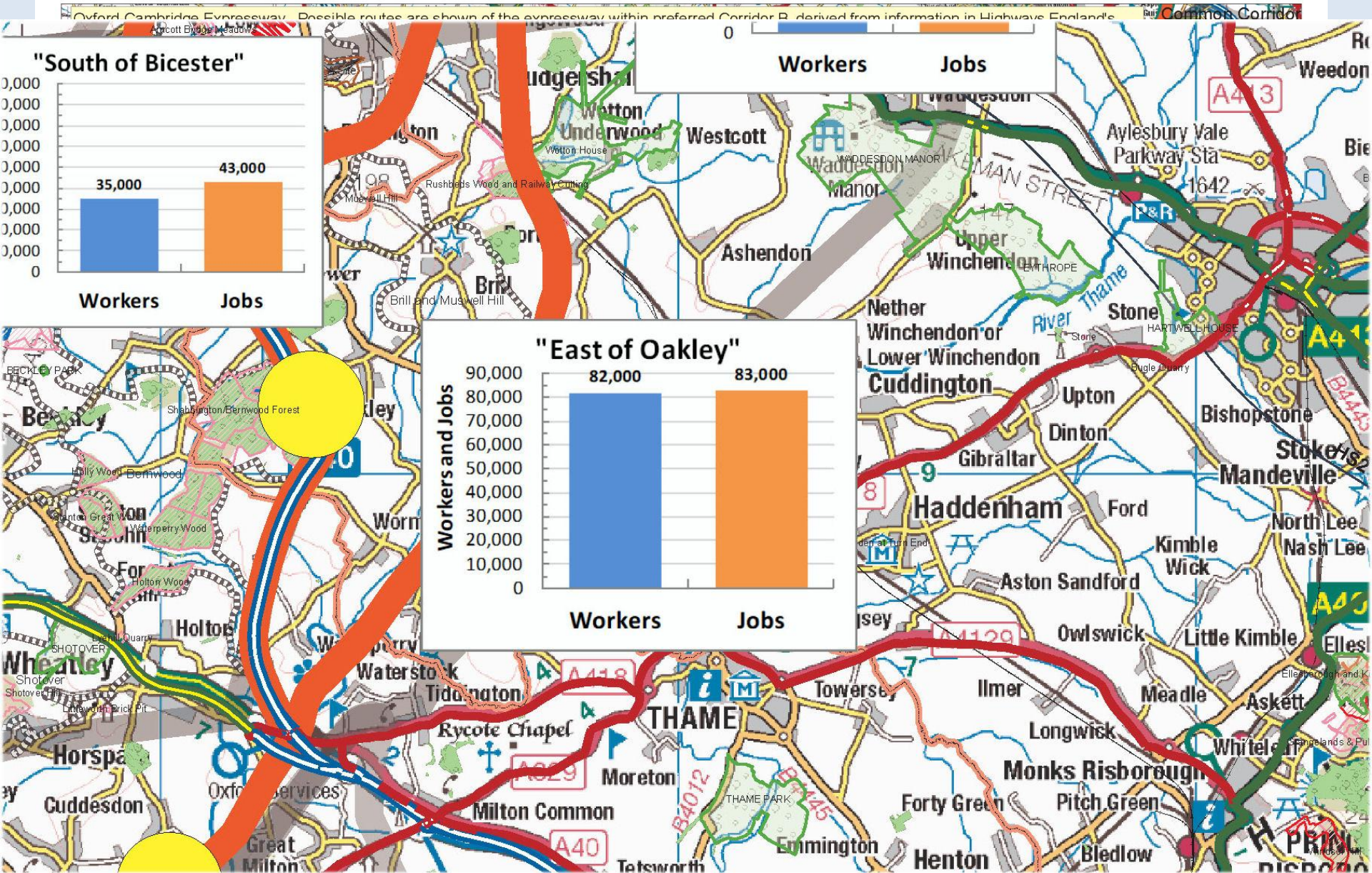
Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East 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.



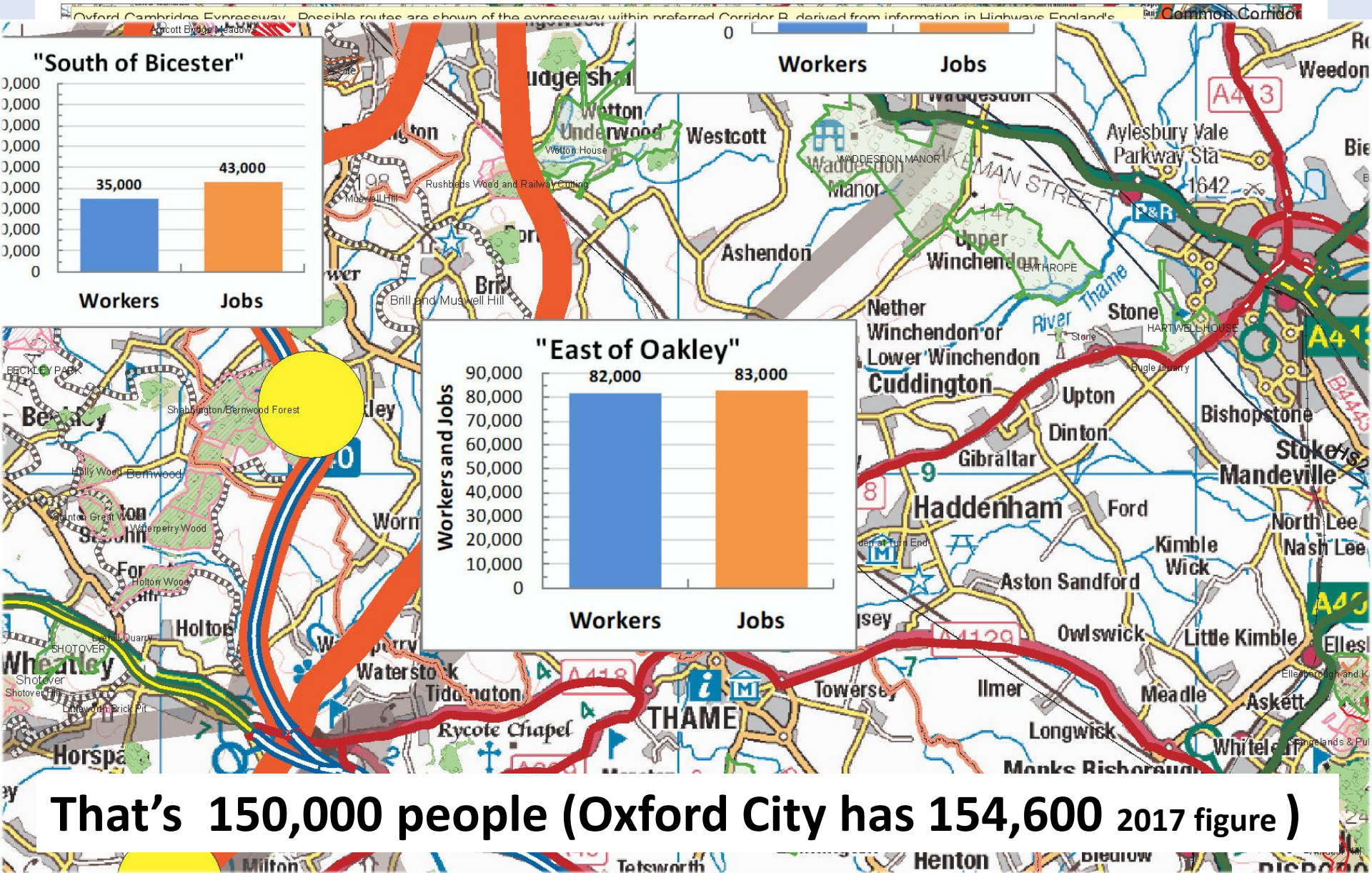
Legend

- 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

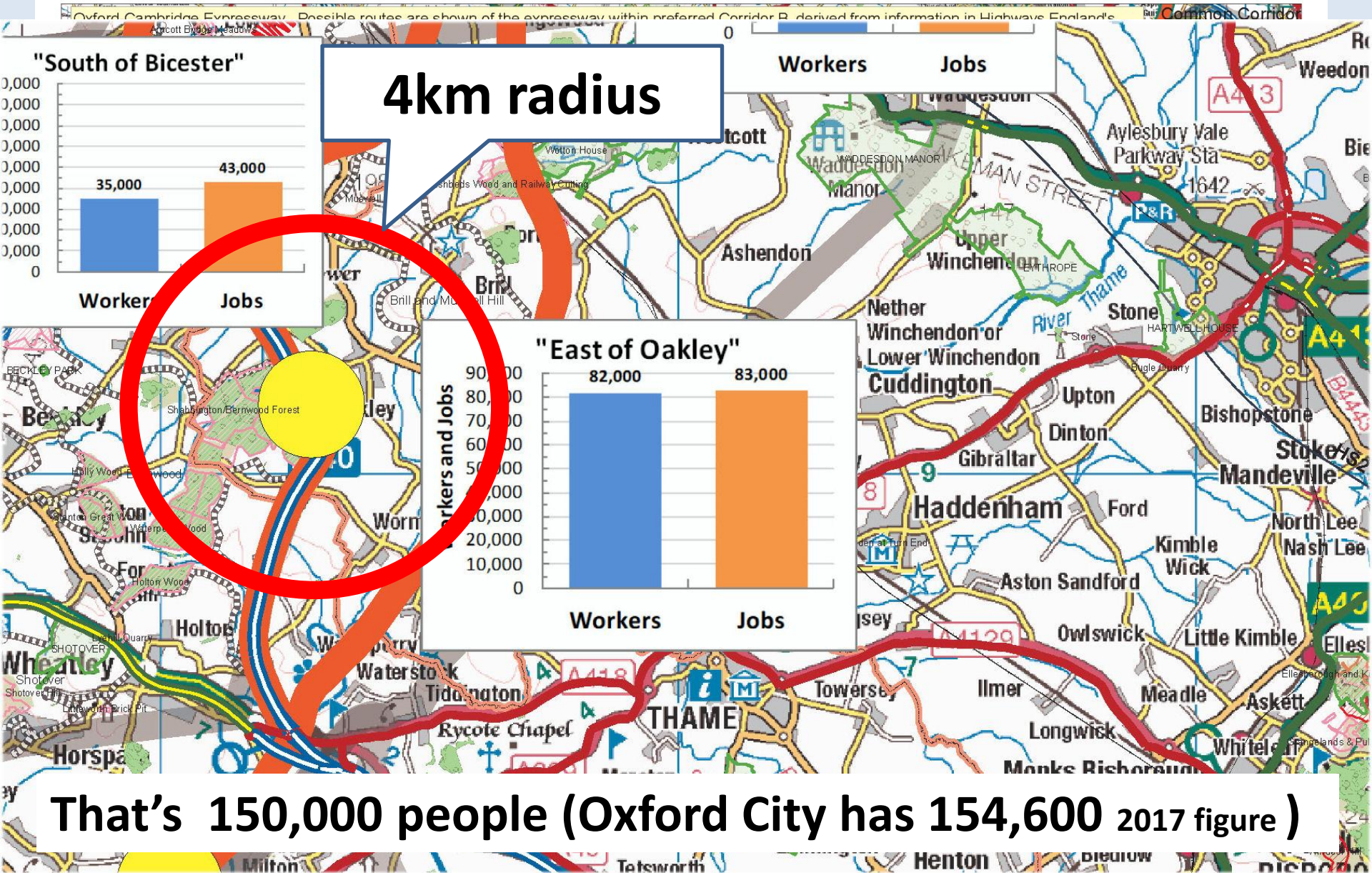
.....and the same again 'East of Oakley' ... 65,000 houses



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



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



Along route B3 in Buckinghamshire, the Expressway will support up to 100,787 houses (235,000 people).

Along route B3 in Buckinghamshire, the Expressway will support up to 100,787 houses (235,000 people).

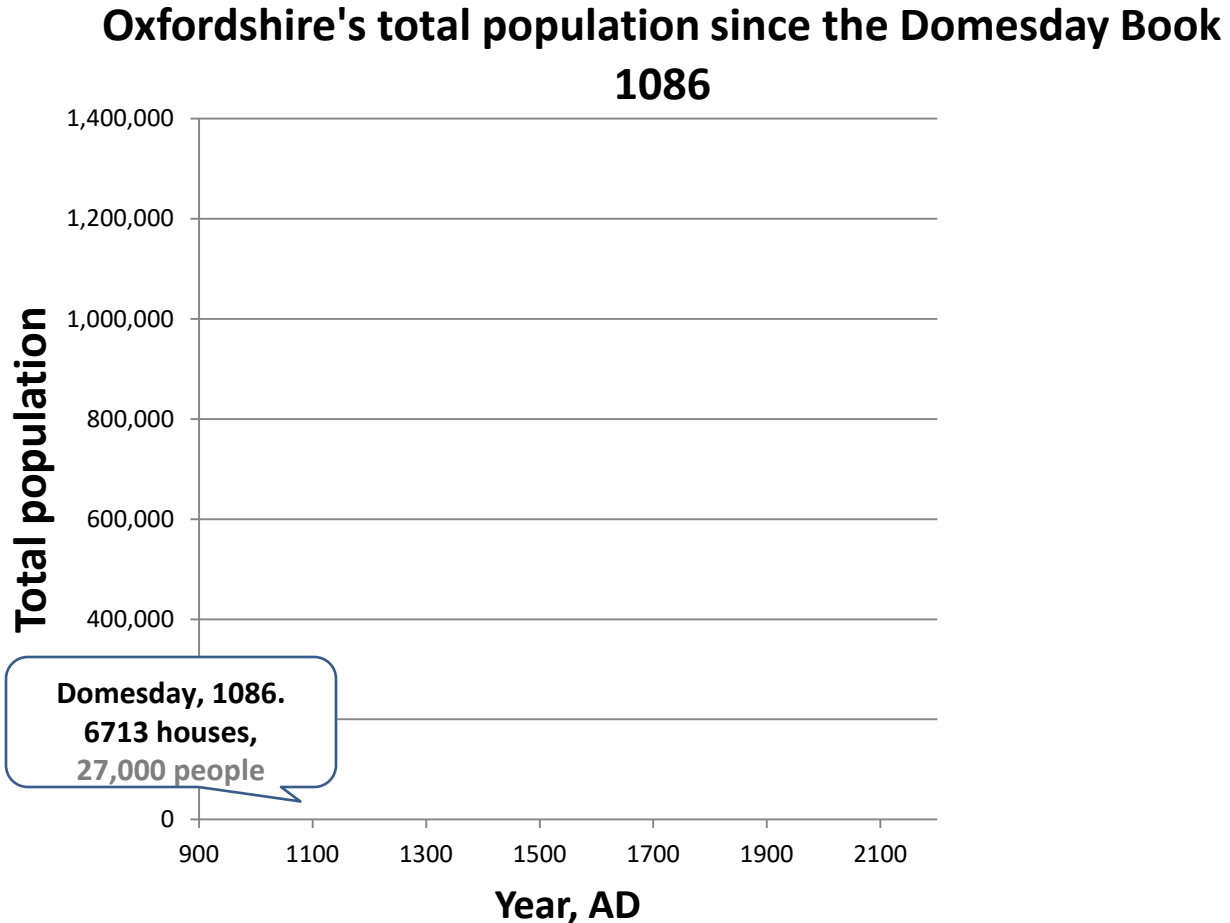
The NIC Report (5th Studio SQW) says there will be 82,000 new houses in Aylesbury Vale + MK (the 'transformational growth' figure).

Along route B3 in Buckinghamshire, the Expressway will support up to 100,787 houses (235,000 people).

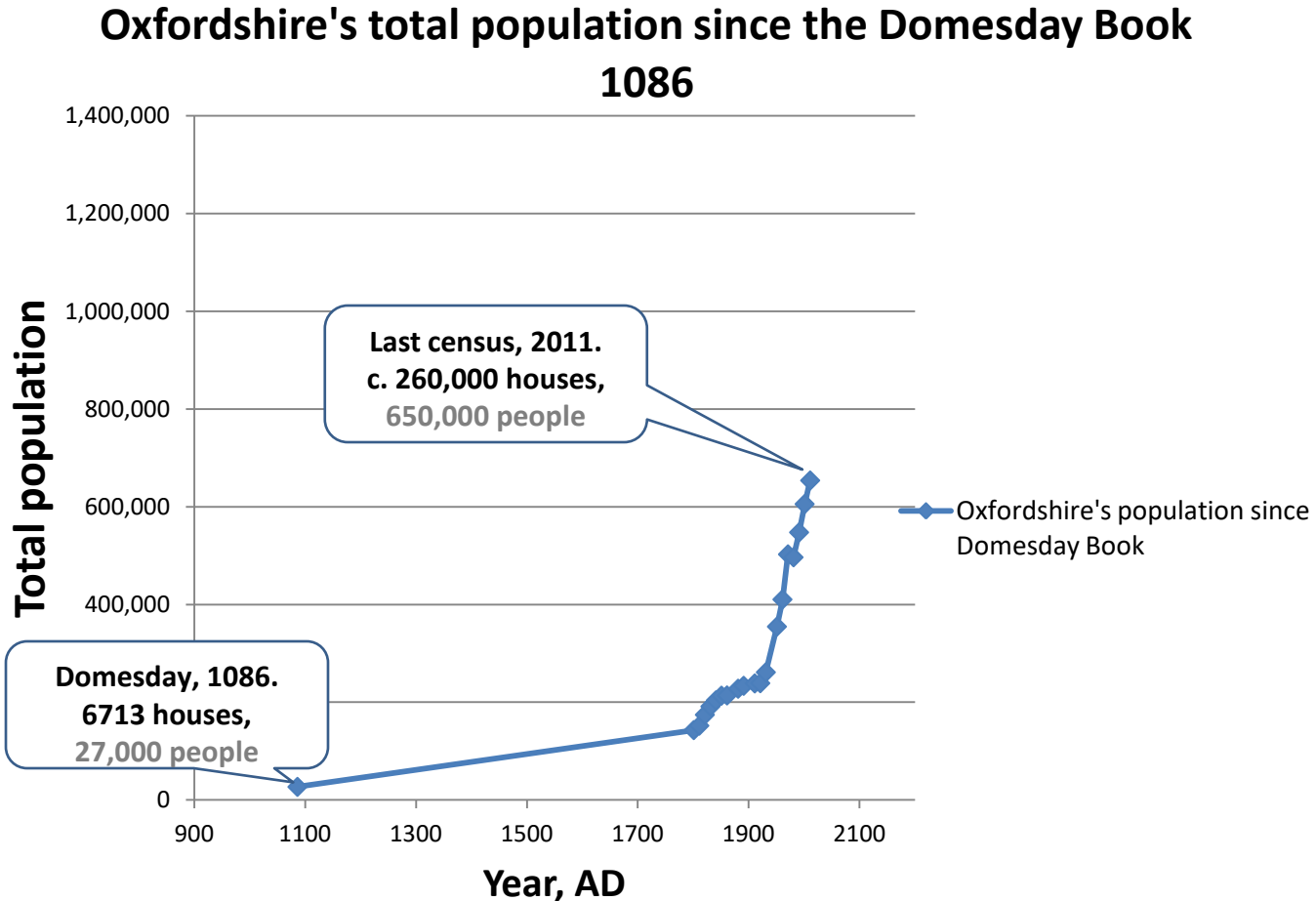
The NIC Report (5th Studio SQW) says there will be 82,000 new houses in Aylesbury Vale + MK (the ‘transformational growth’ figure).

Therefore all the aspirational growth associated with the expressway in AVDC and MK could be accommodated near expressway junctions.

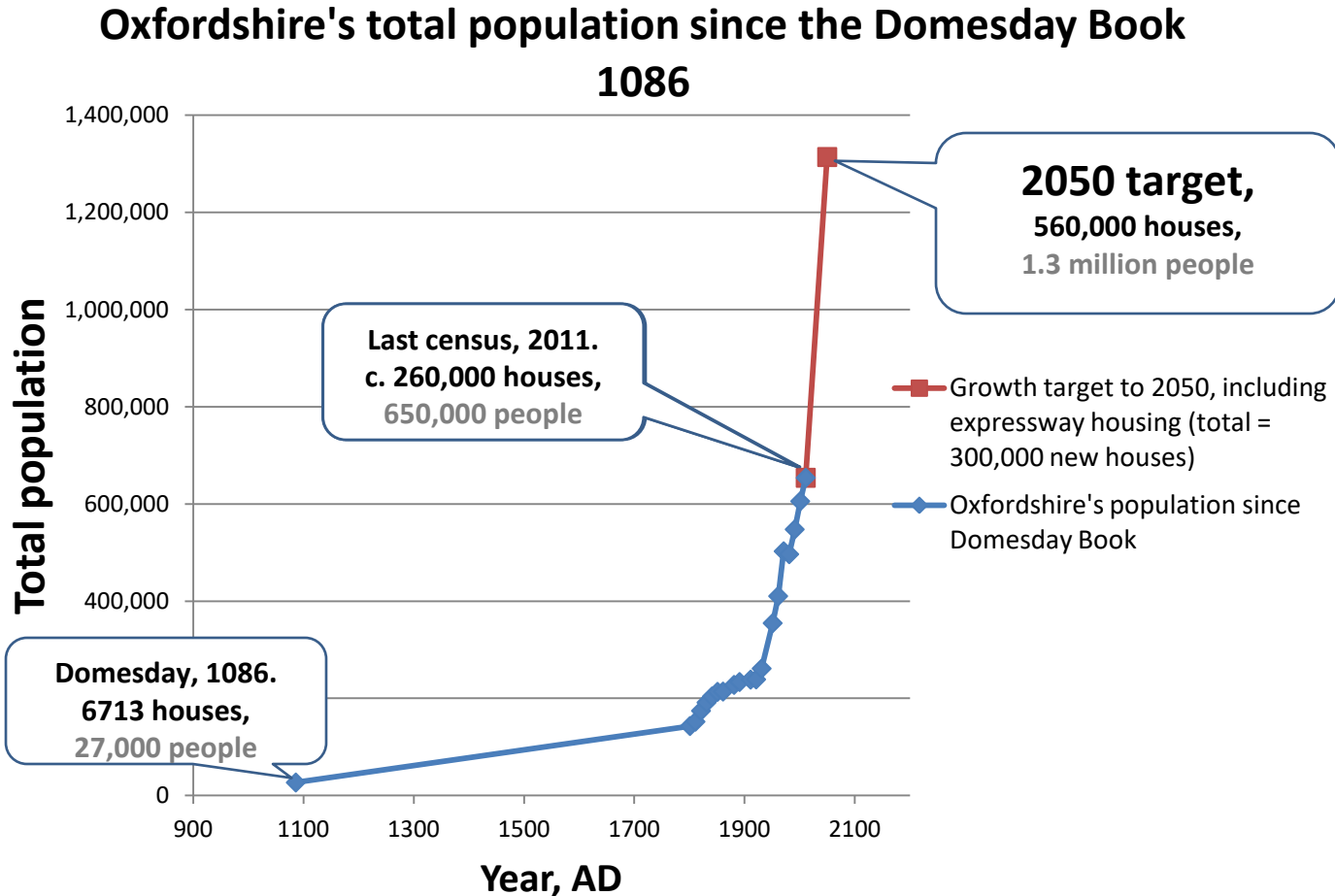
An example: Oxfordshire's past, and proposed growth to 2050



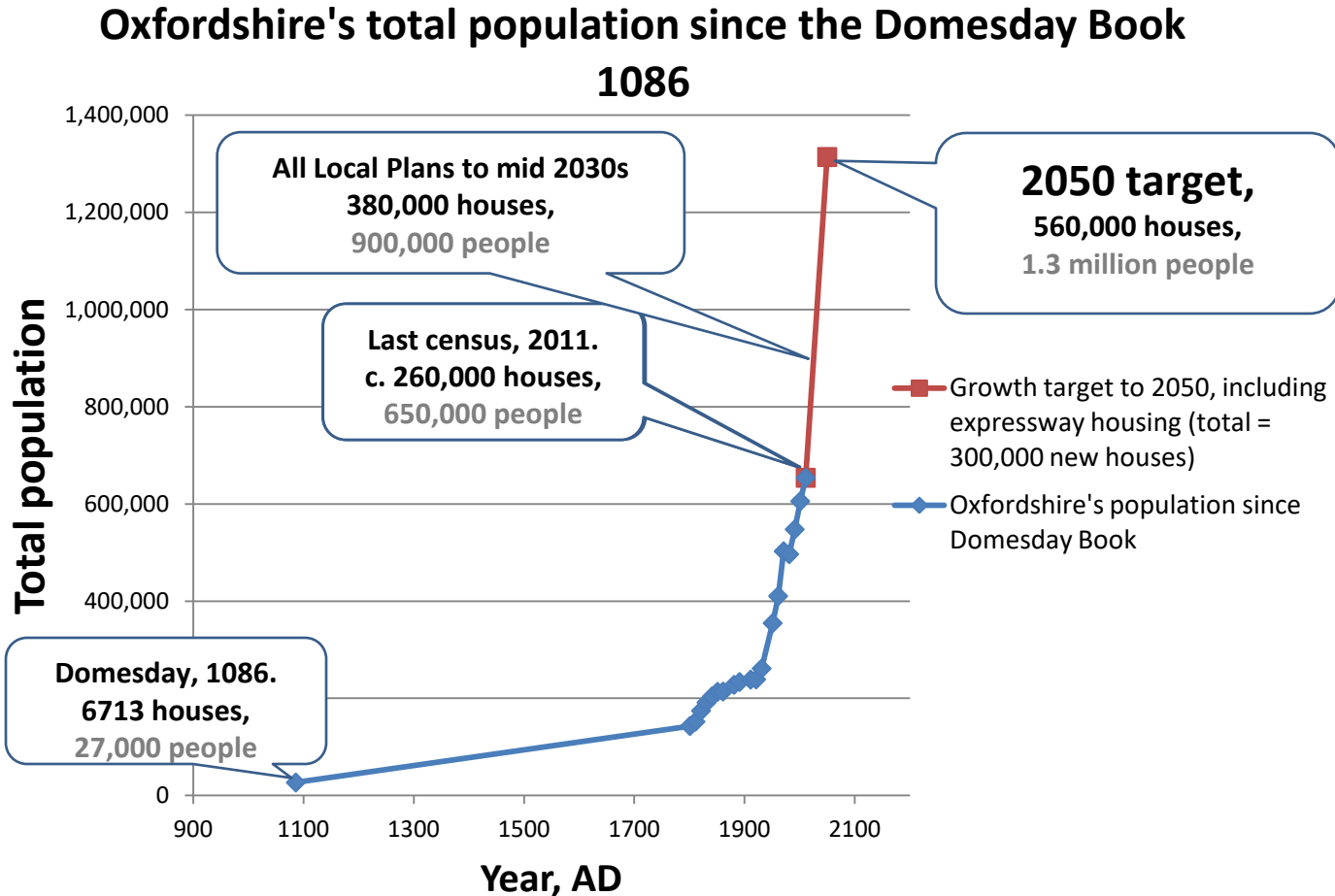
An example: Oxfordshire's past, and proposed growth to 2050



An example: Oxfordshire's past, and proposed growth to 2050



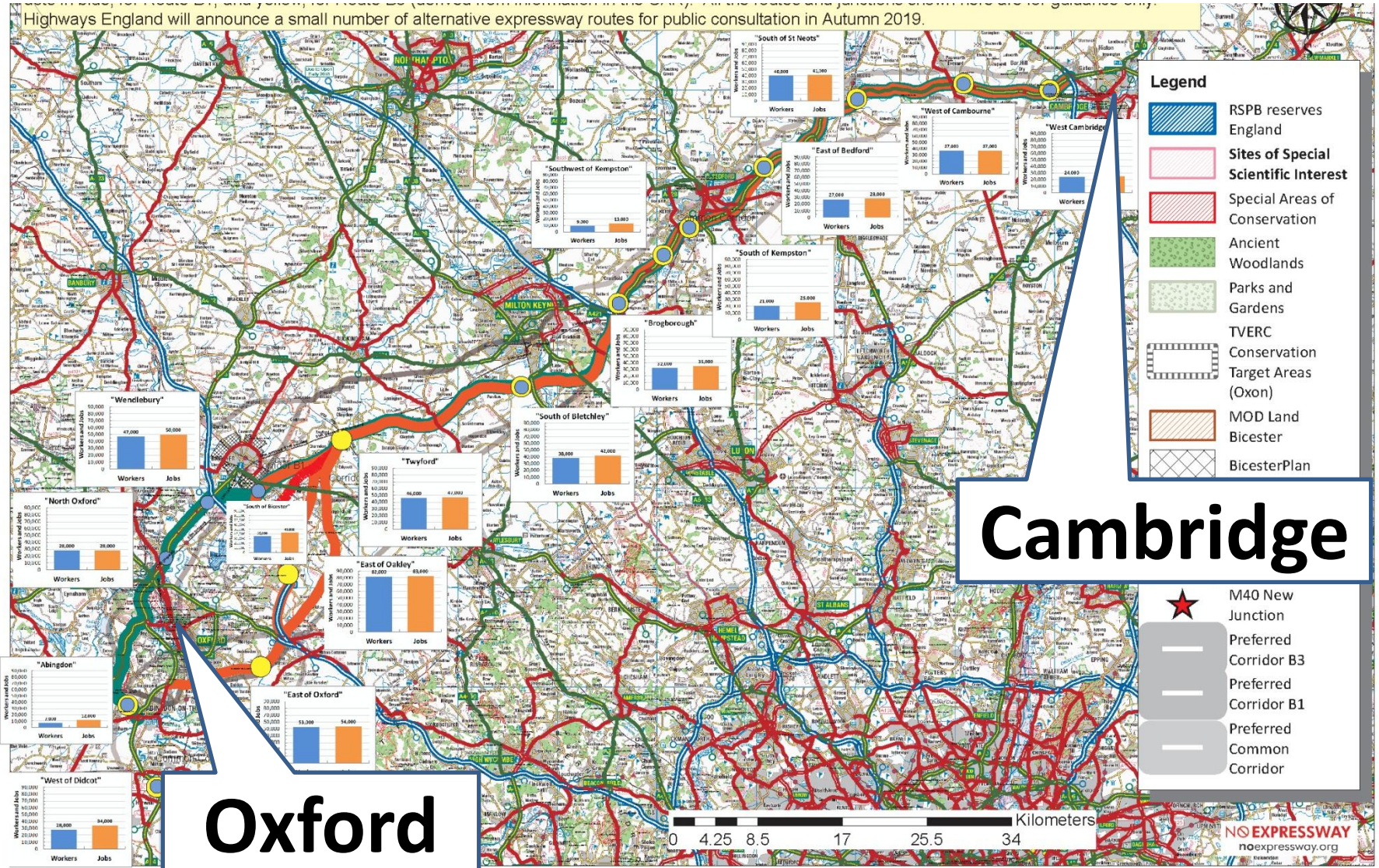
An example: Oxfordshire's past, and proposed growth to 2050



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

Highways England proposes 360,000 new houses along the Expressway

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



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

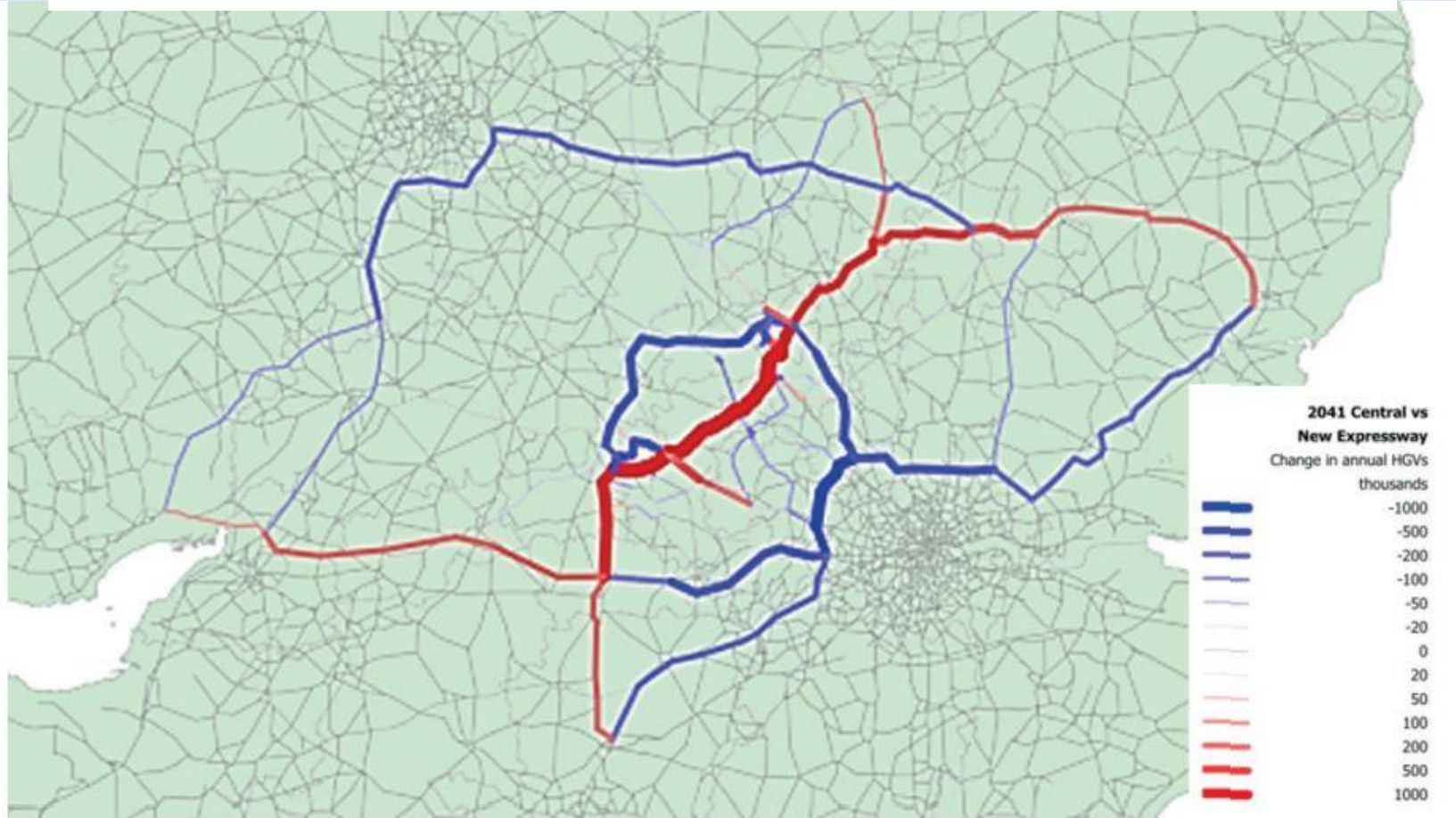


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

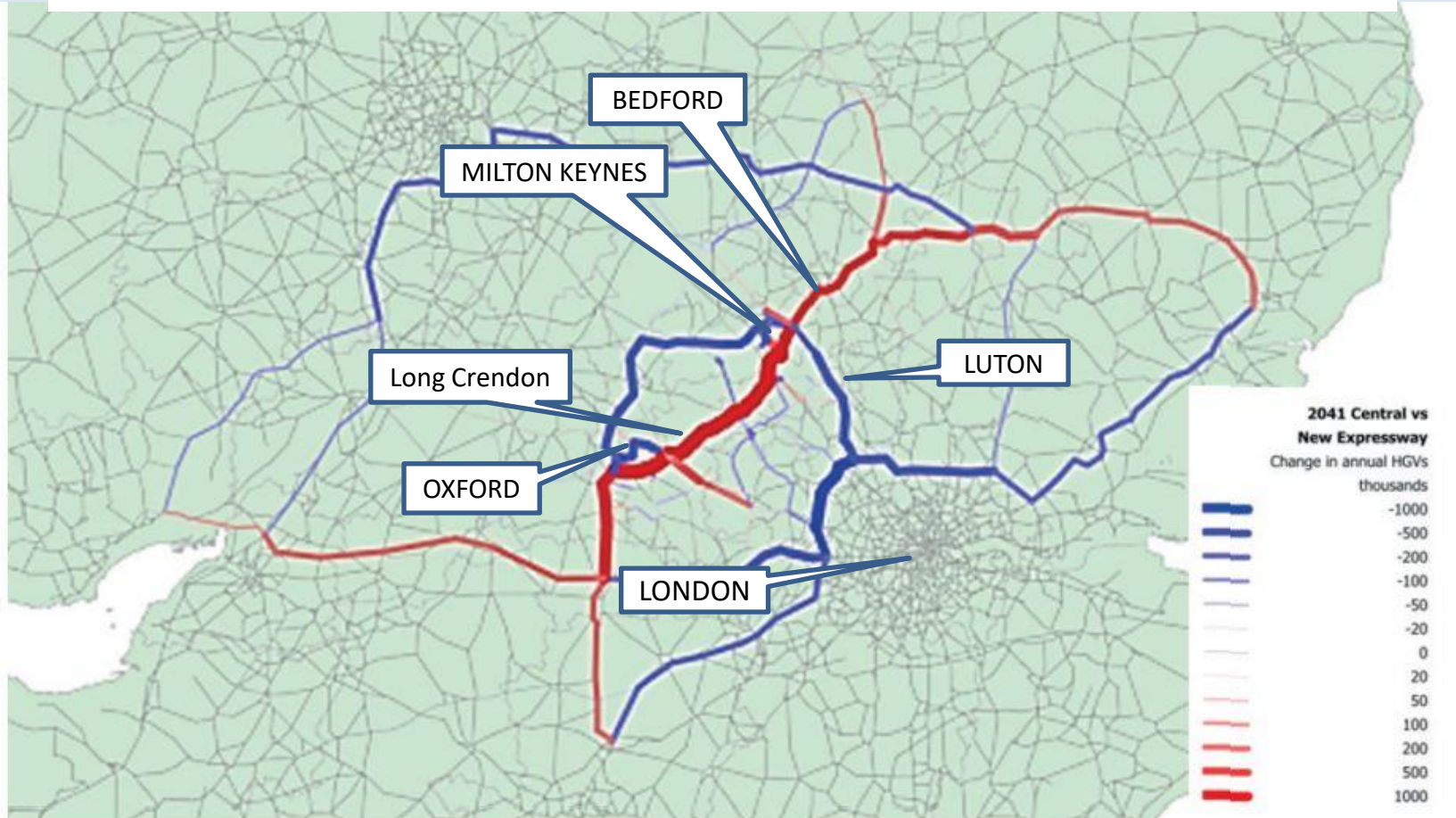


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

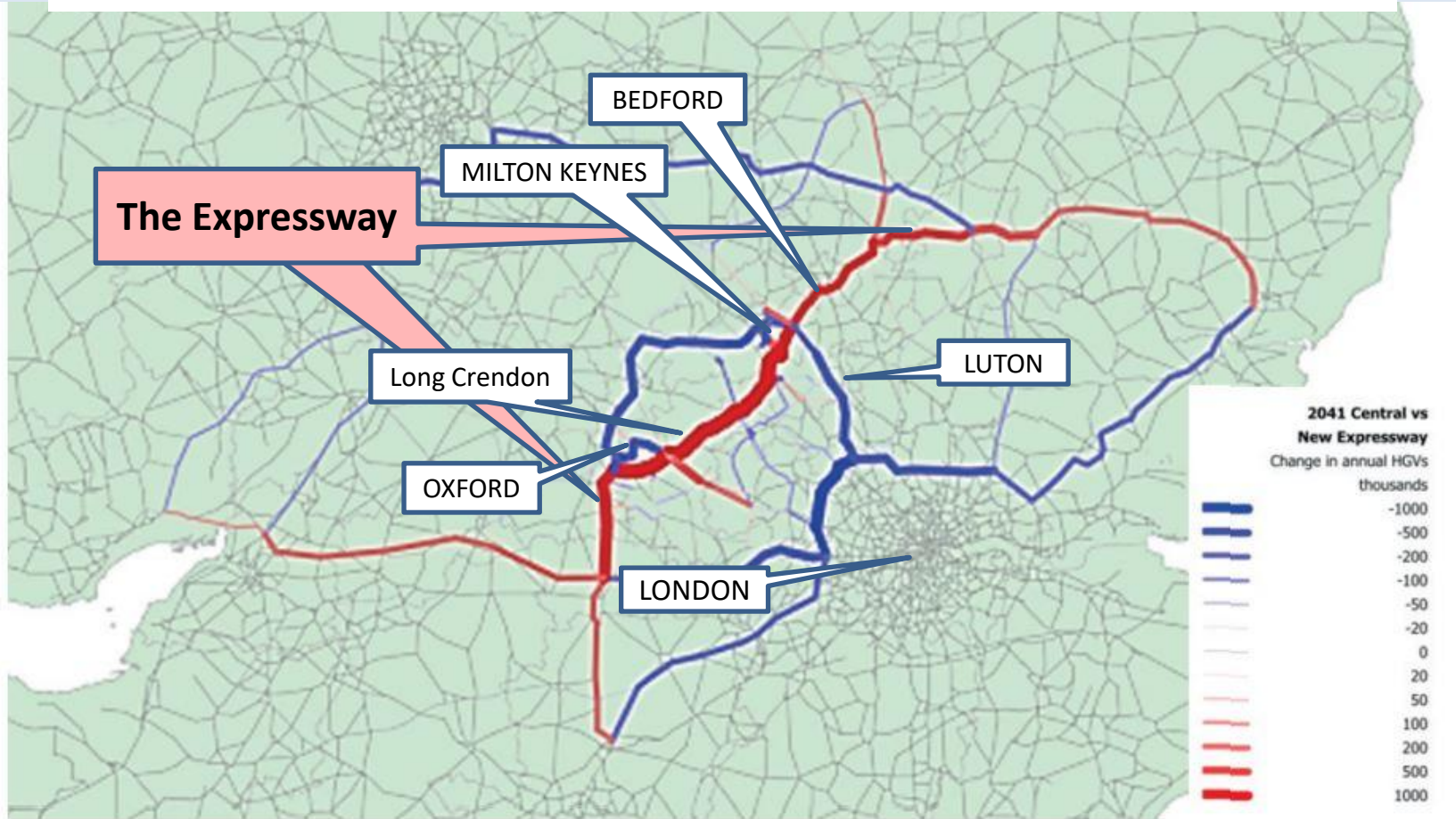
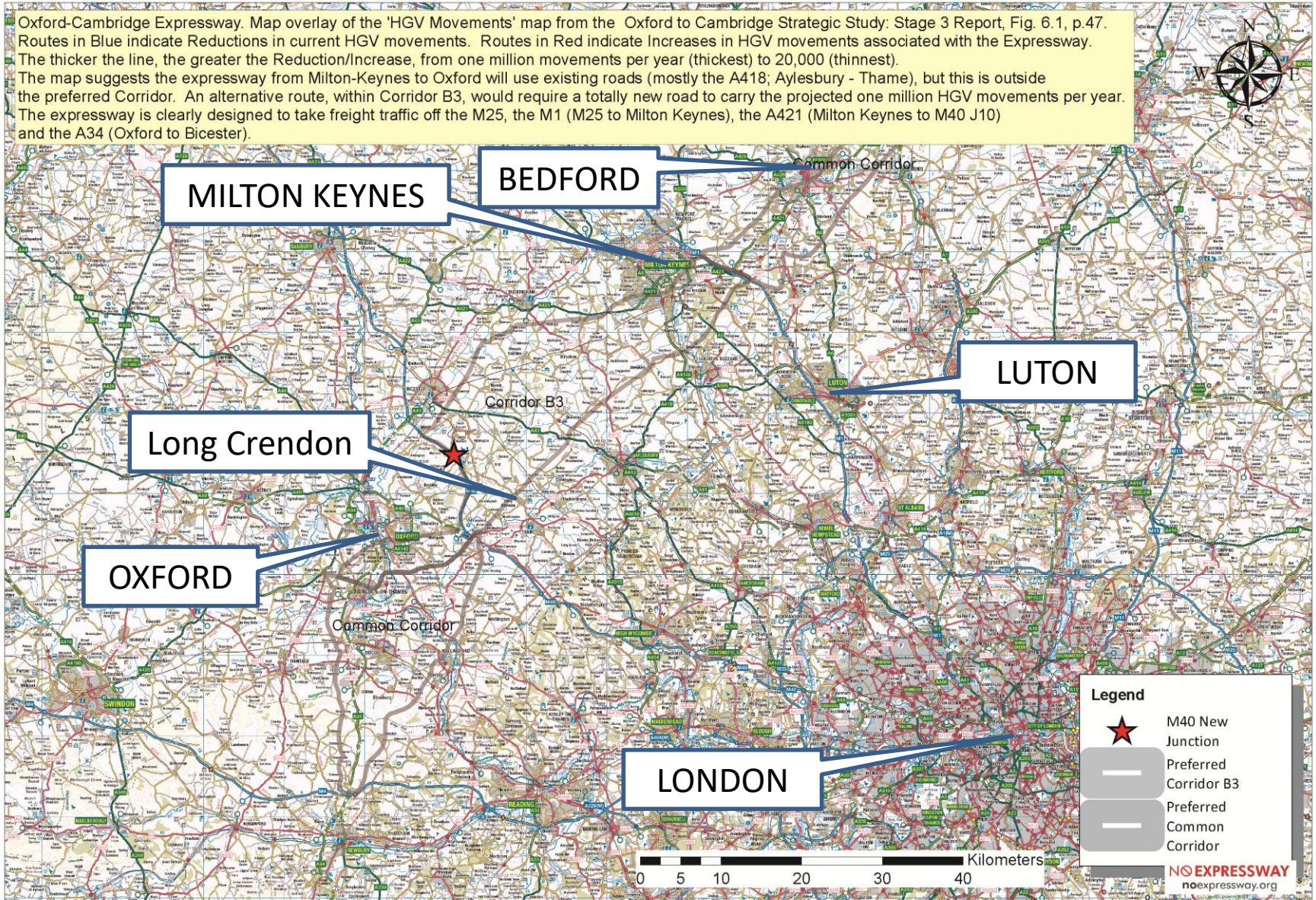


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

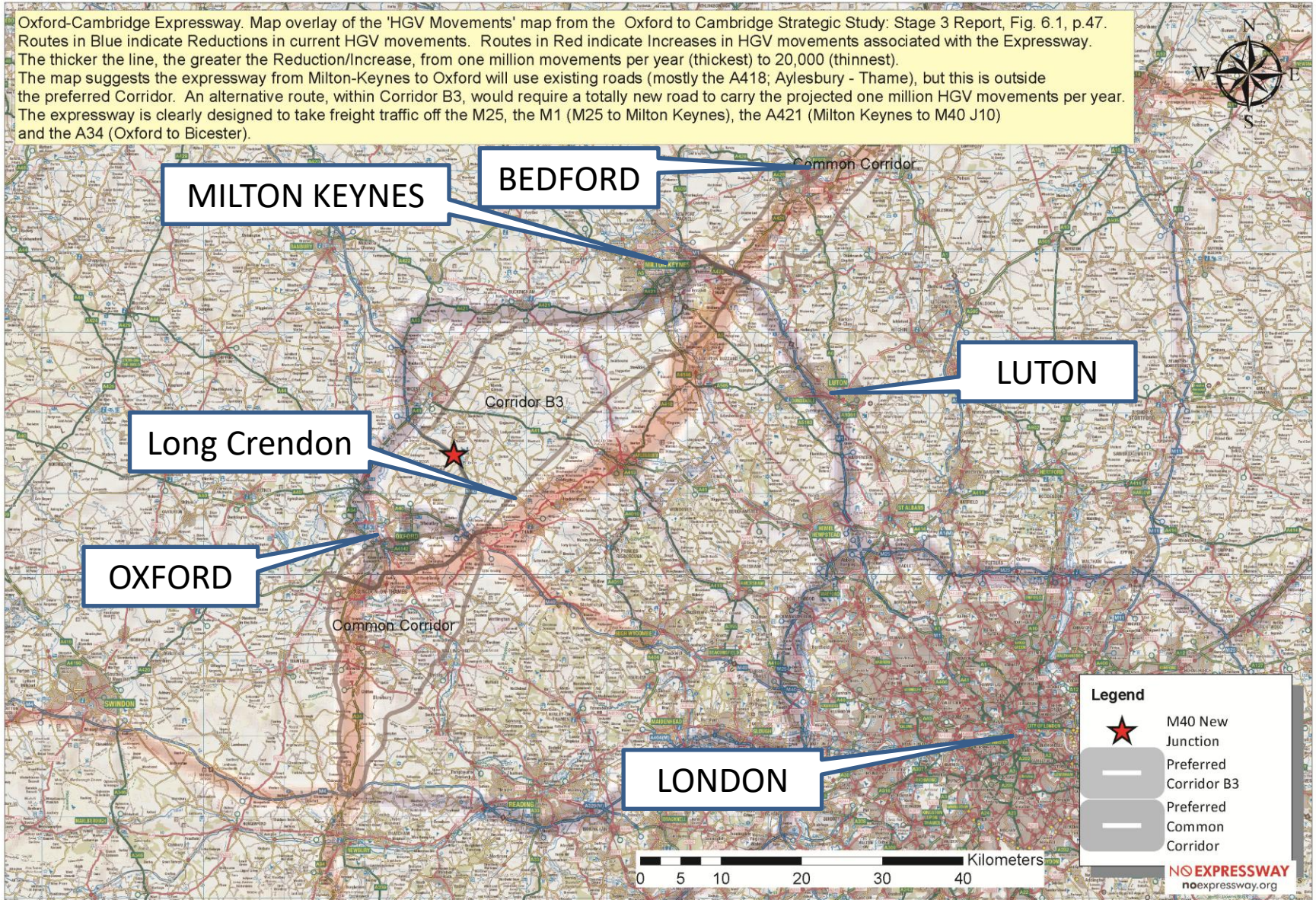
Cars, Houses, People..... and Freight

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



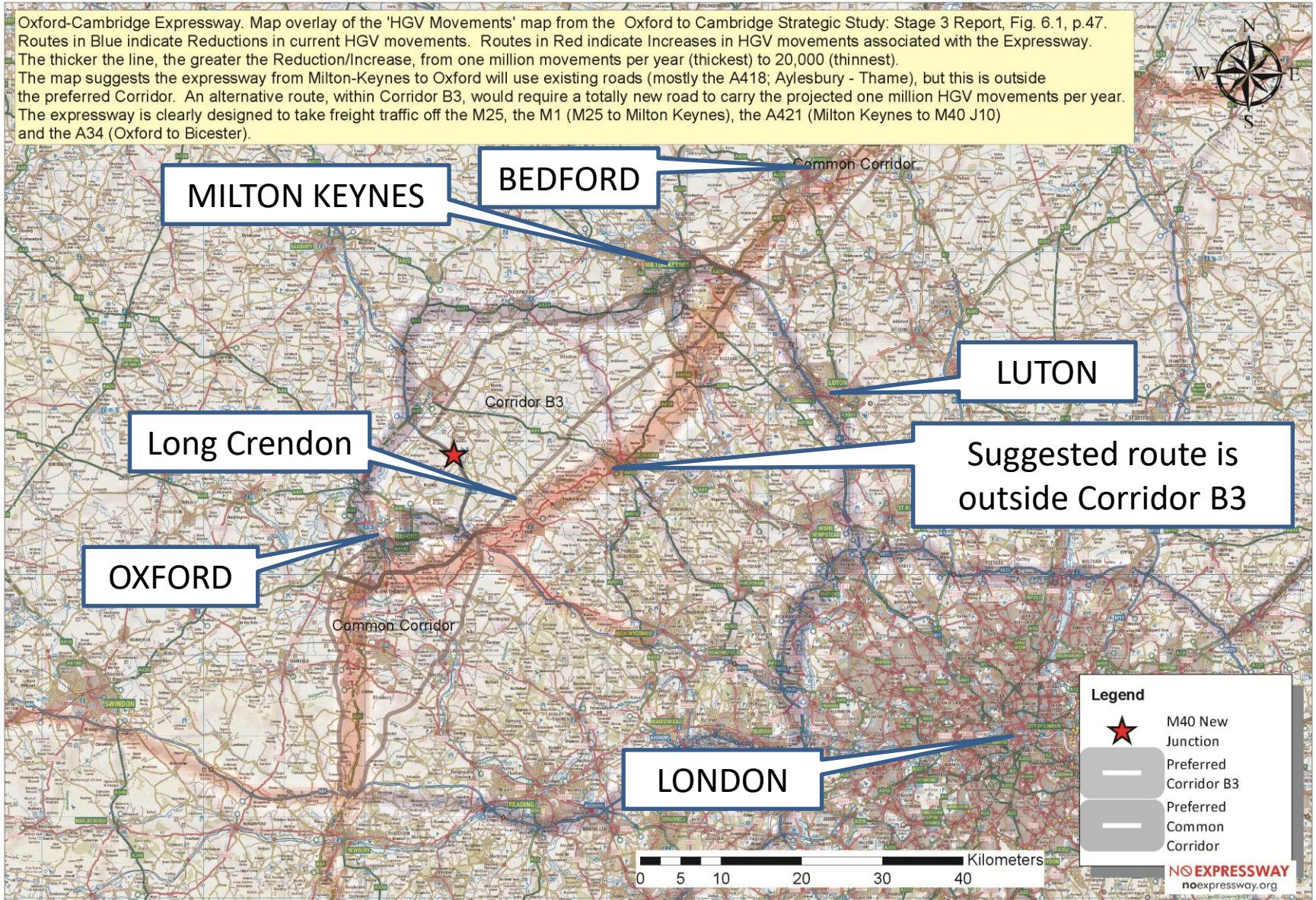
Cars, Houses, People..... and Freight

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



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

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



MILTON KEYNES

BEDFORD

LUTON

Long Crendon

Suggested route is outside Corridor B3

OXFORD

LONDON

Legend



M40 New Junction



Preferred Corridor B3



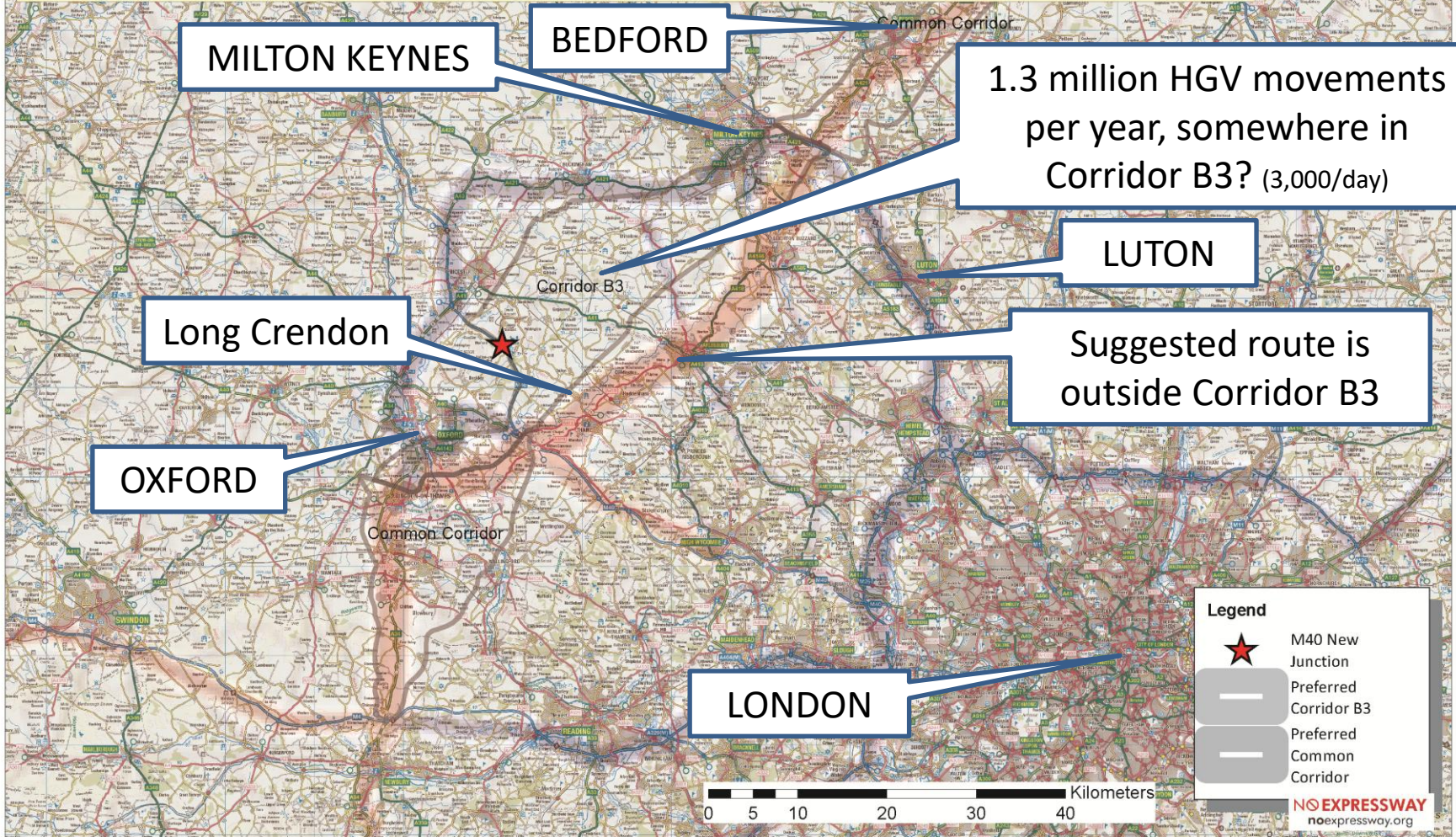
Preferred Common Corridor

no EXPRESSWAY
noexpressway.org

0 5 10 20 30 40 Kilometers

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

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



MILTON KEYNES

BEDFORD

1.3 million HGV movements per year, somewhere in Corridor B3? (3,000/day)

LUTON

Long Crendon

Suggested route is outside Corridor B3

OXFORD

LONDON

0 5 10 20 30 40 Kilometers

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).”

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).”

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 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



Hilton

HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**



Kettering
Borough Council



AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO

centrica

DIAGEO



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



NHS
East of England
Ambulance Service
NHS Trust



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



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



Kettering
Borough Council



AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



East of England
Ambulance Service
NHS Trust



Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS

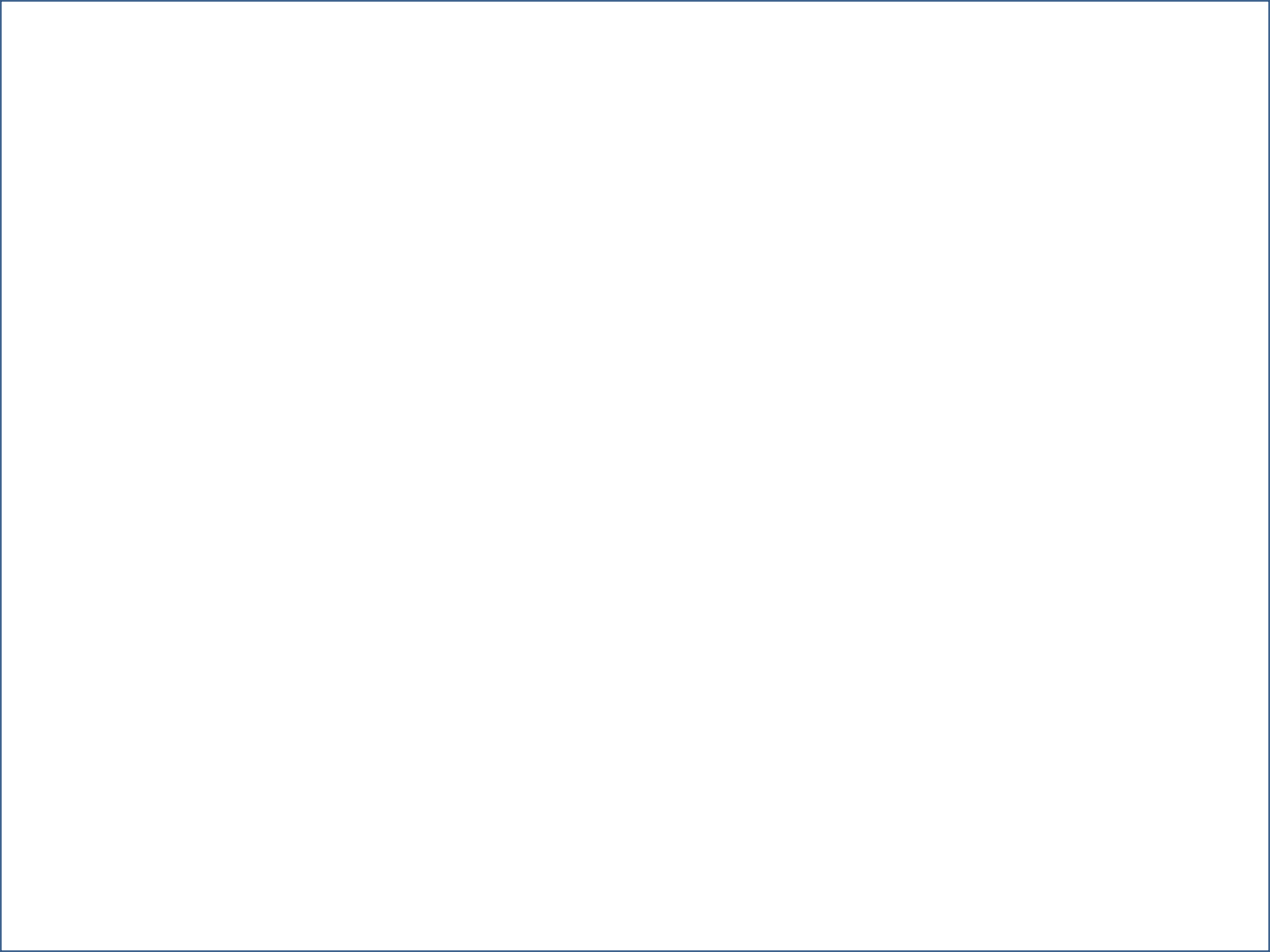


INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council







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.

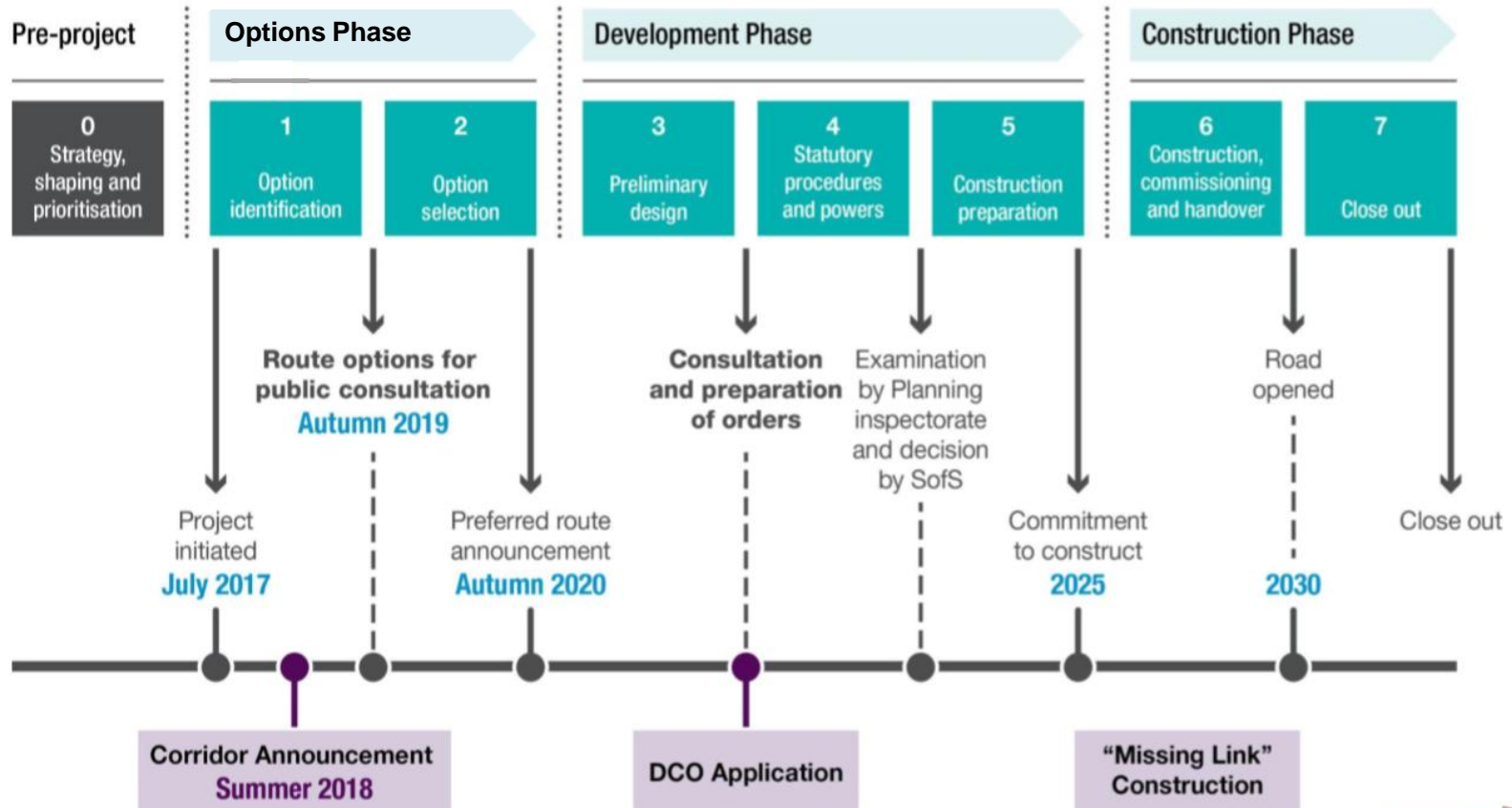
KS
1



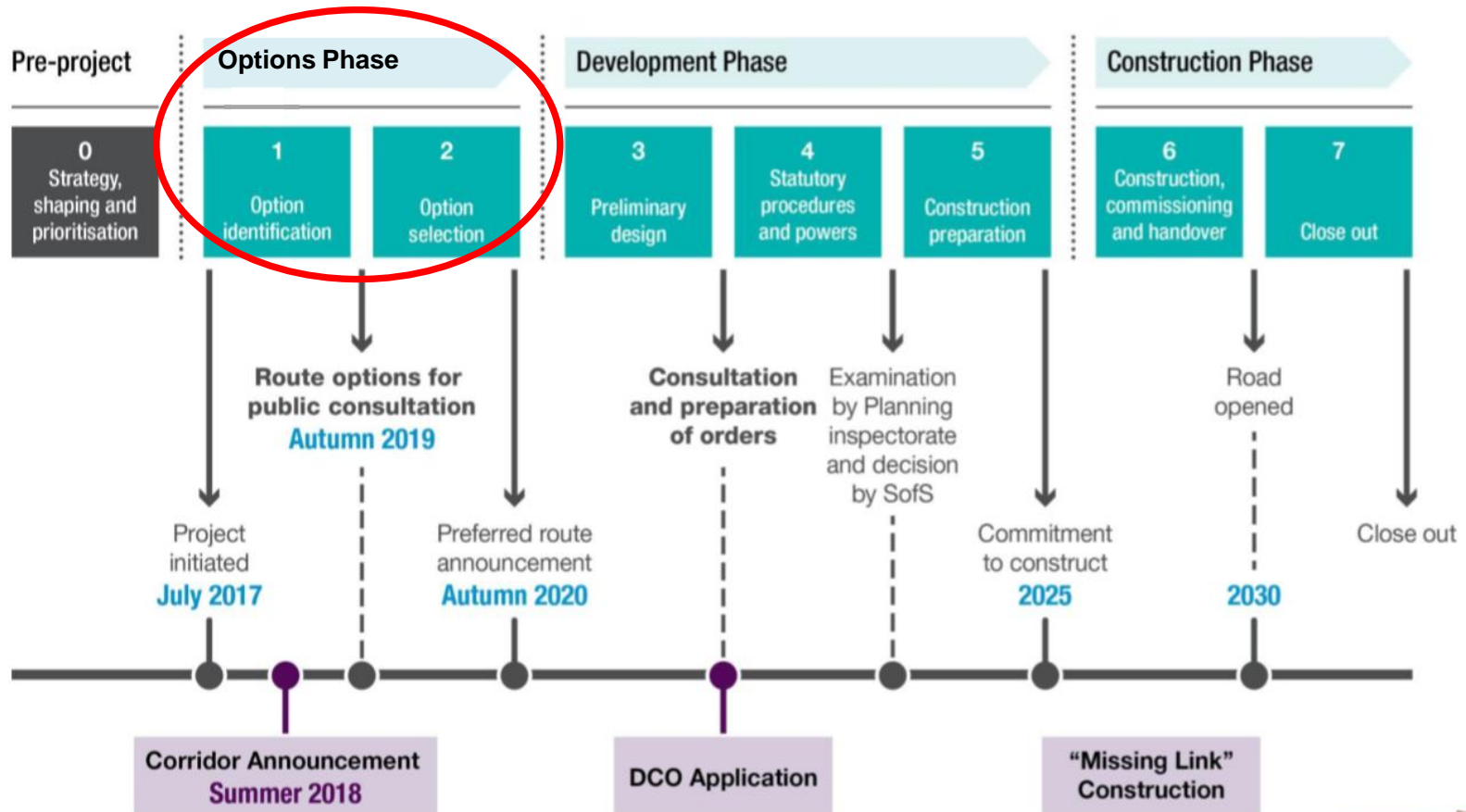
Highways England's timetable



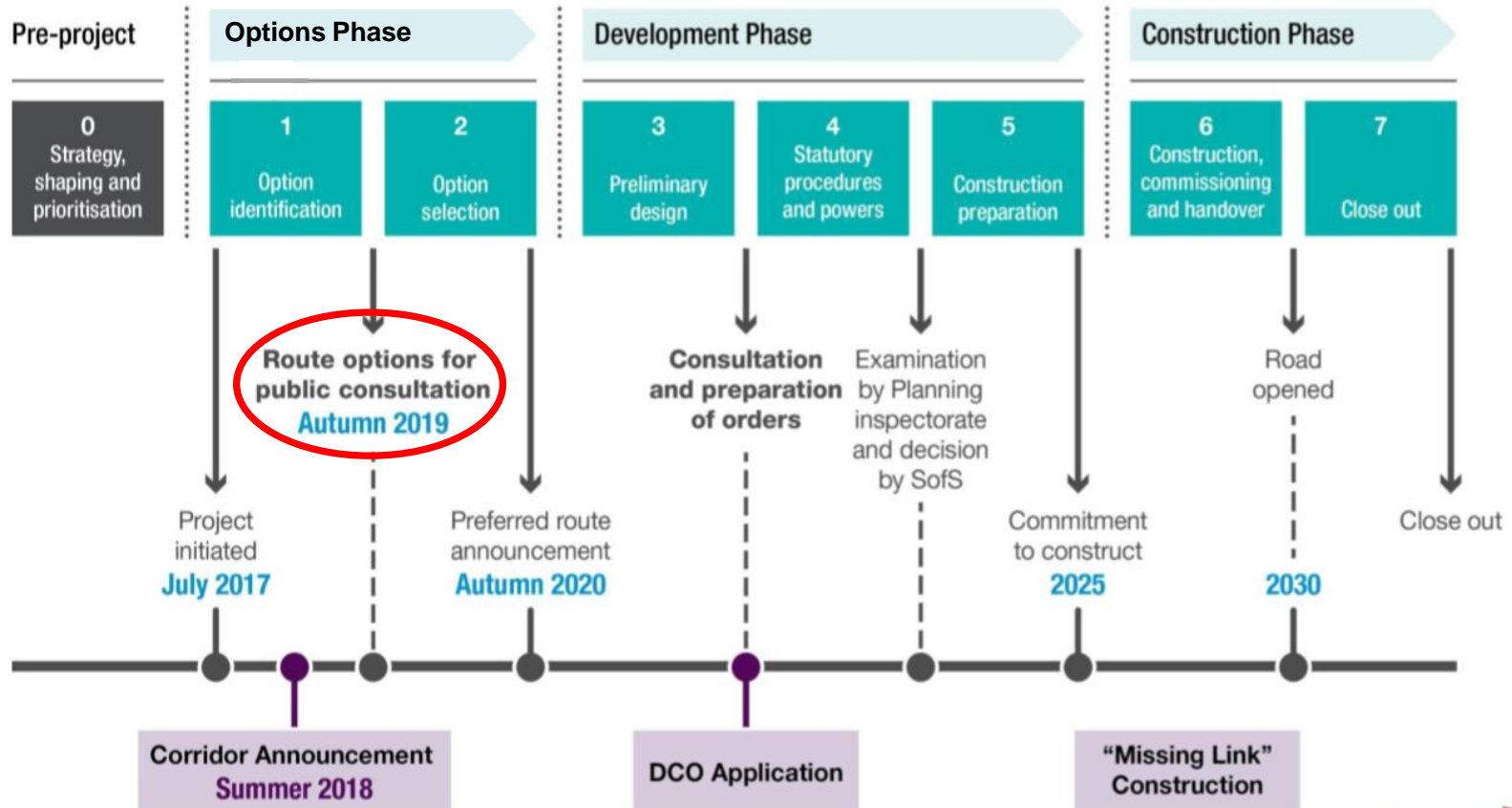
Highways England Major Project Milestones & Lifecycle



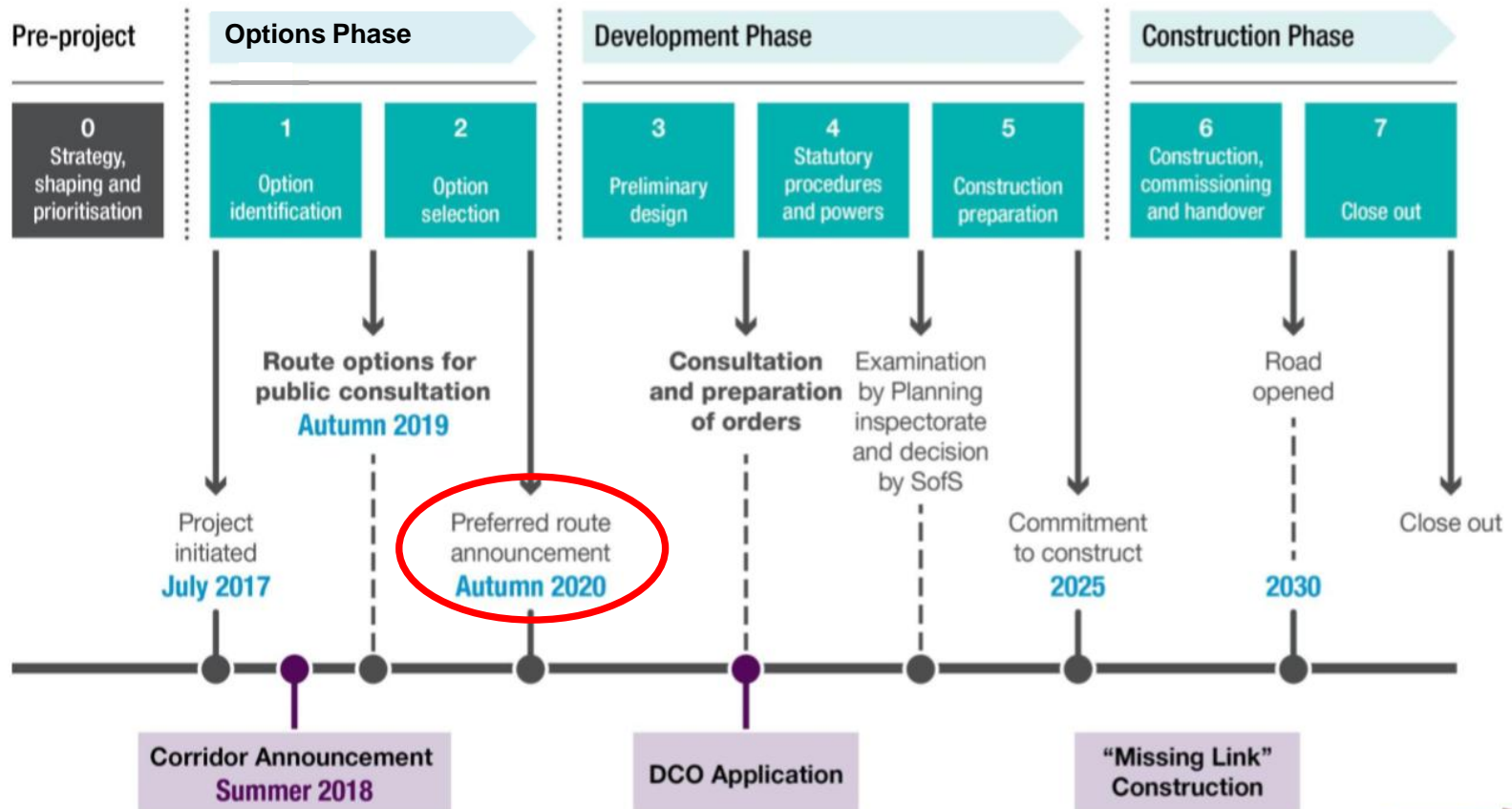
Highways England Major Project Milestones & Lifecycle



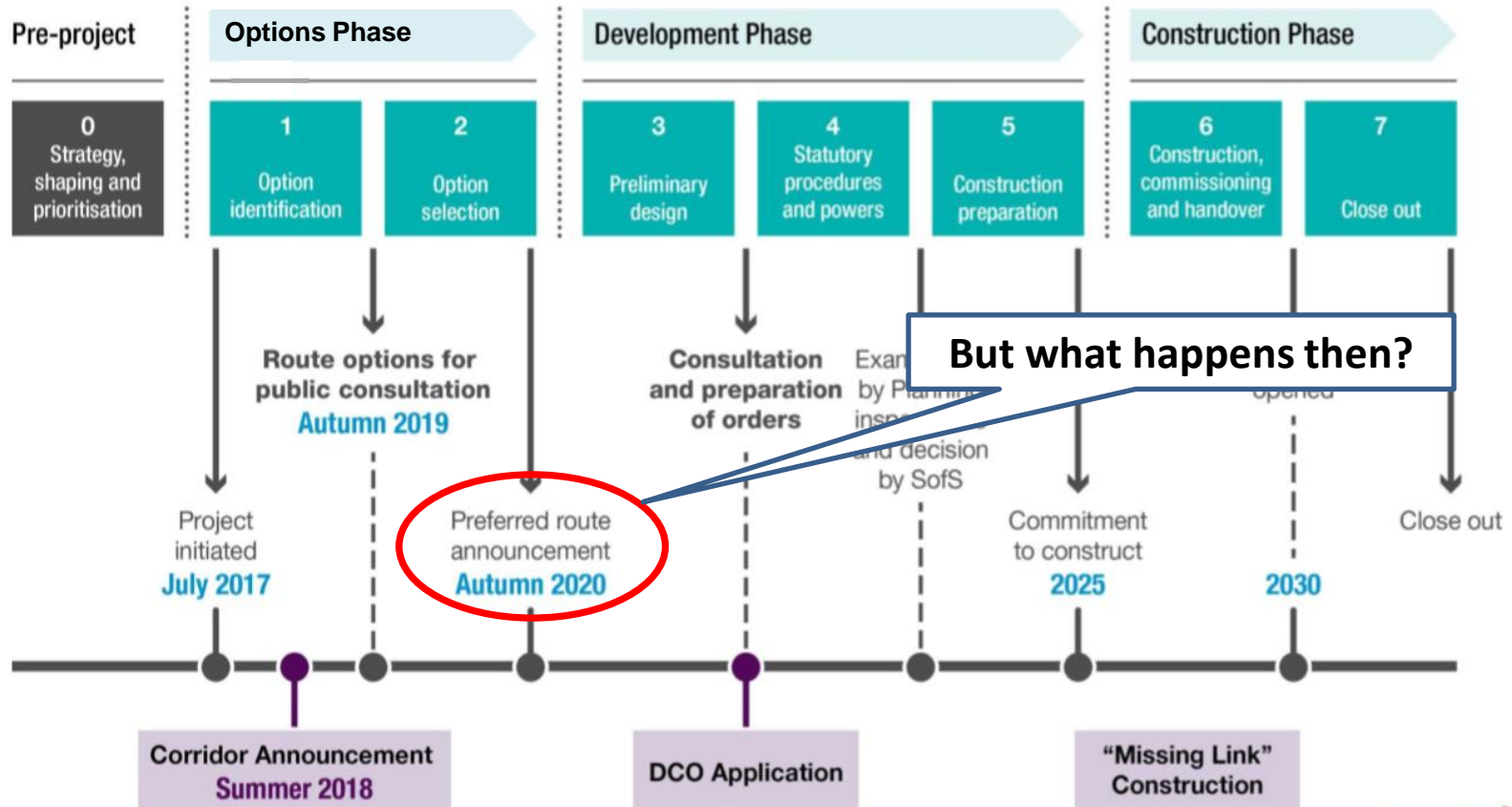
Highways England Major Project Milestones & Lifecycle



Highways England Major Project Milestones & Lifecycle



Highways England Major Project Milestones & Lifecycle



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.**

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.**

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).**

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).**

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

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

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

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 obvious 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

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

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 obvious 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**.

The Application MUST include a Statement of Community Consultation (SoCC)

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

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 England and Wales. The examination process is now 14 months long.

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 obvious 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.

The Application MUST include a Statement of Community Consultation (SoCC)

Find out more and keep updated on every NSIP via the Planning Inspectorate website: infrastructure.planningportal.gov.uk

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

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.

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 obvious options!

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

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.

The Application MUST include a Statement of Community Consultation (SoCC)

Pre-examination

Once accepted, promoters 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**.

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

Find out more and keep updated on every NSIP via the Planning Inspectorate website: infrastructure.planningportal.gov.uk

The Future Campaign

The Future Campaign

- 1. Gather more information on the steps ahead.**
- 2. Spread the information across the network of Expressway villages.**
- 3. Submit Environmental, Heritage, Wildlife and other information to Highways England (anyone can do this, not just registered Stakeholders).**
- 4. Urge people to involve Parish, Local and District Councillors in Expressway plans. (Don't forget, Highways England must produce a Statement of Community Consultation, SoCC).**
- 5. Work to cancel the Expressway before it is too late (promote East-West Rail as an alternative).**
- 6. Write to Councillors, MPs and influential people in your neighbourhood. Make this issue toxic to the politicians.**
- 7. Recruit experts to help with the NSIPs process. Examine NIC, HE, EEH and other relevant documents. Are the facts correct? Do the 'models' make sense?**
- 8. When the time comes, register as Interested Parties. This will be the last time to make your feelings known.**
- 9. If this scheme goes ahead, digging will start in 2025 for completion in 2030.**

Thank you!

