

Oxford-Cambridge Expressway

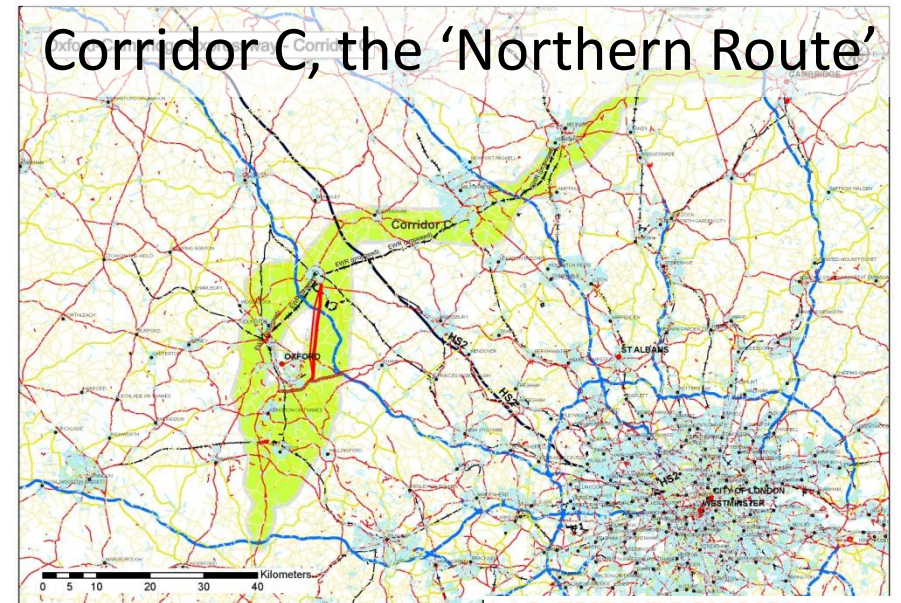
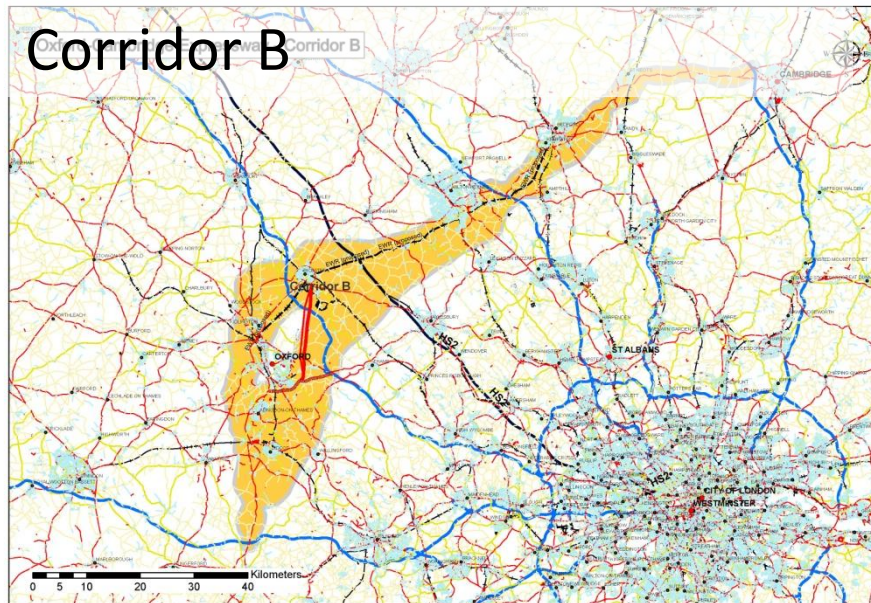
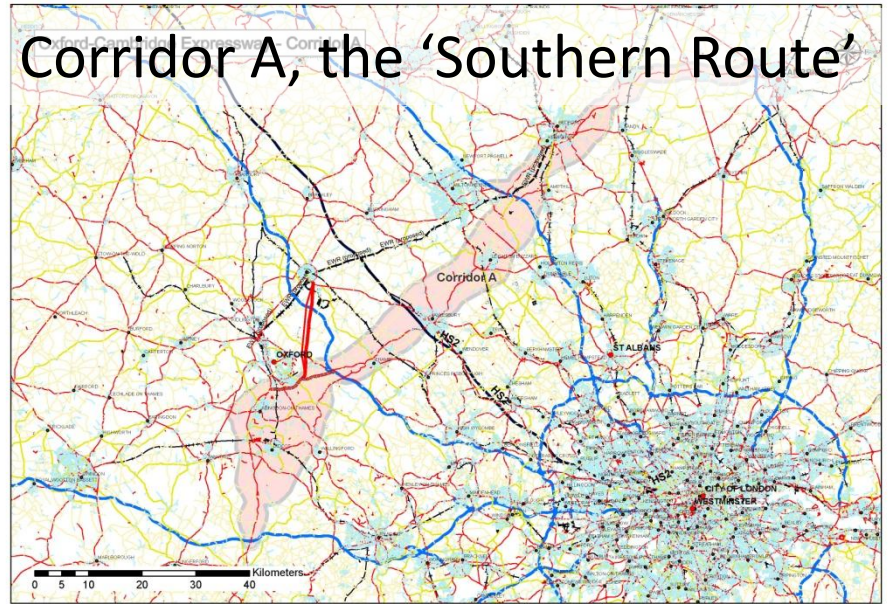
Ludgershall Village Hall
6th November 2019, 7.30p.m.

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

NO EXPRESSWAY GROUP
noexpressway.org

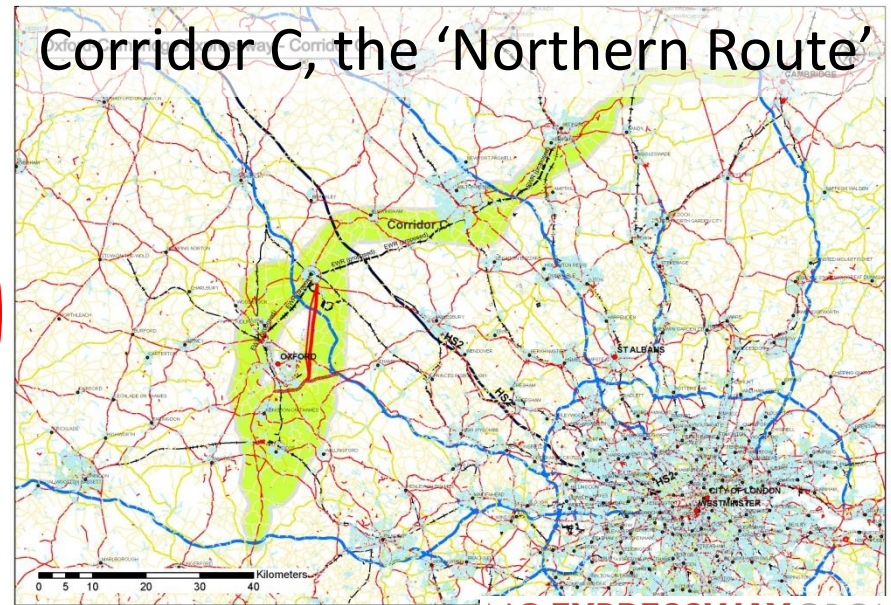
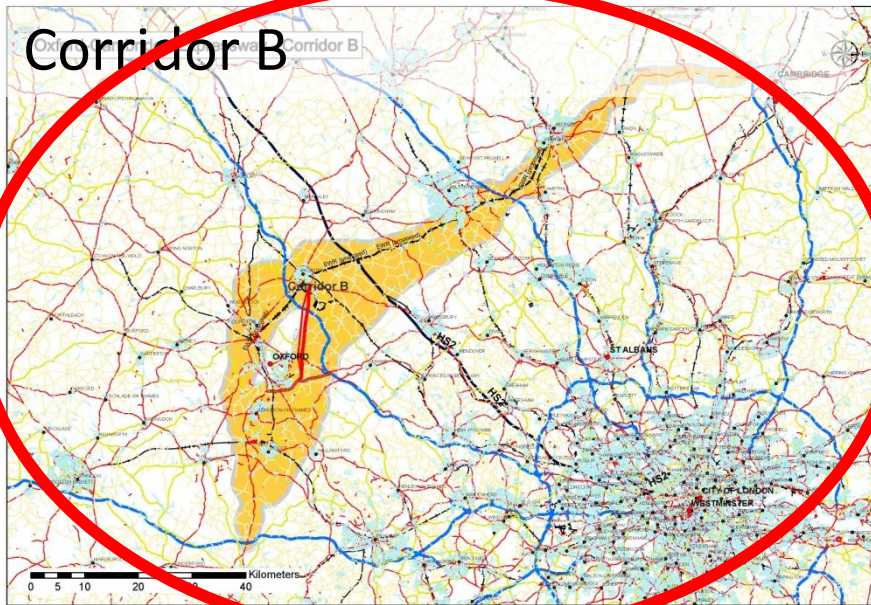
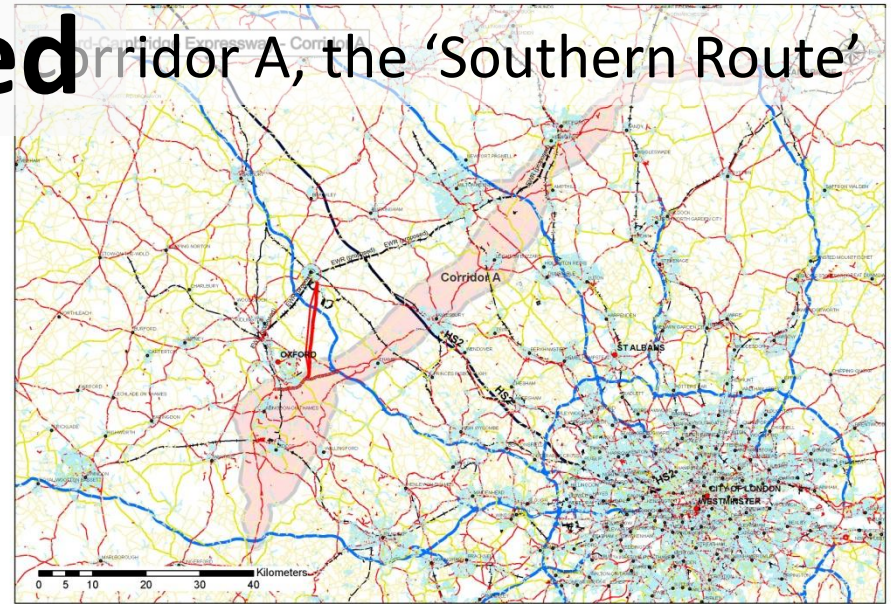
From Spring of 2018 Highways England talked of three broad corridors, A, B and C for the Ox-Cam Expressway. Only one would be taken forward for route development.

Stakeholders had very little influence on Corridor choice.

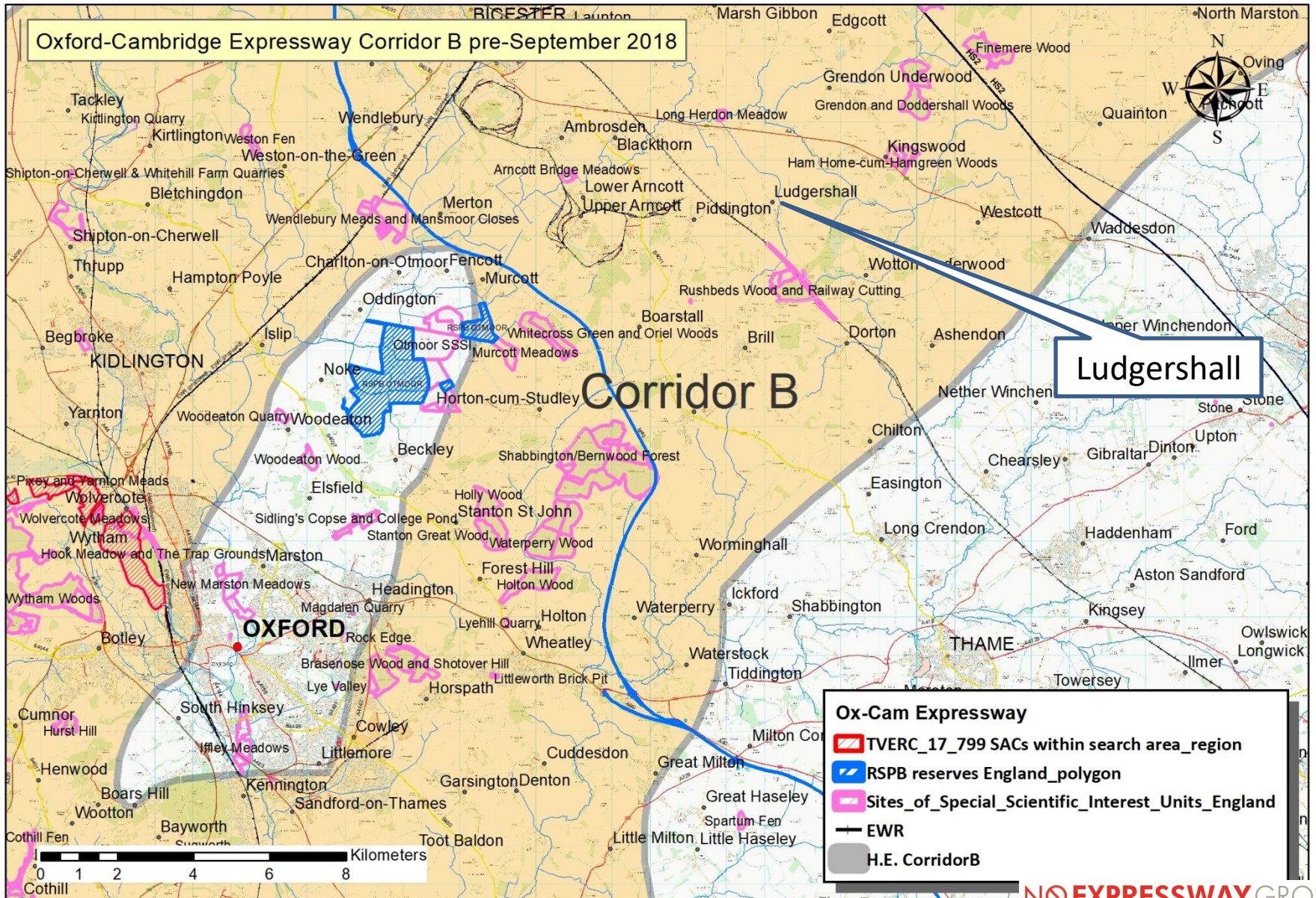


Corridor Announced

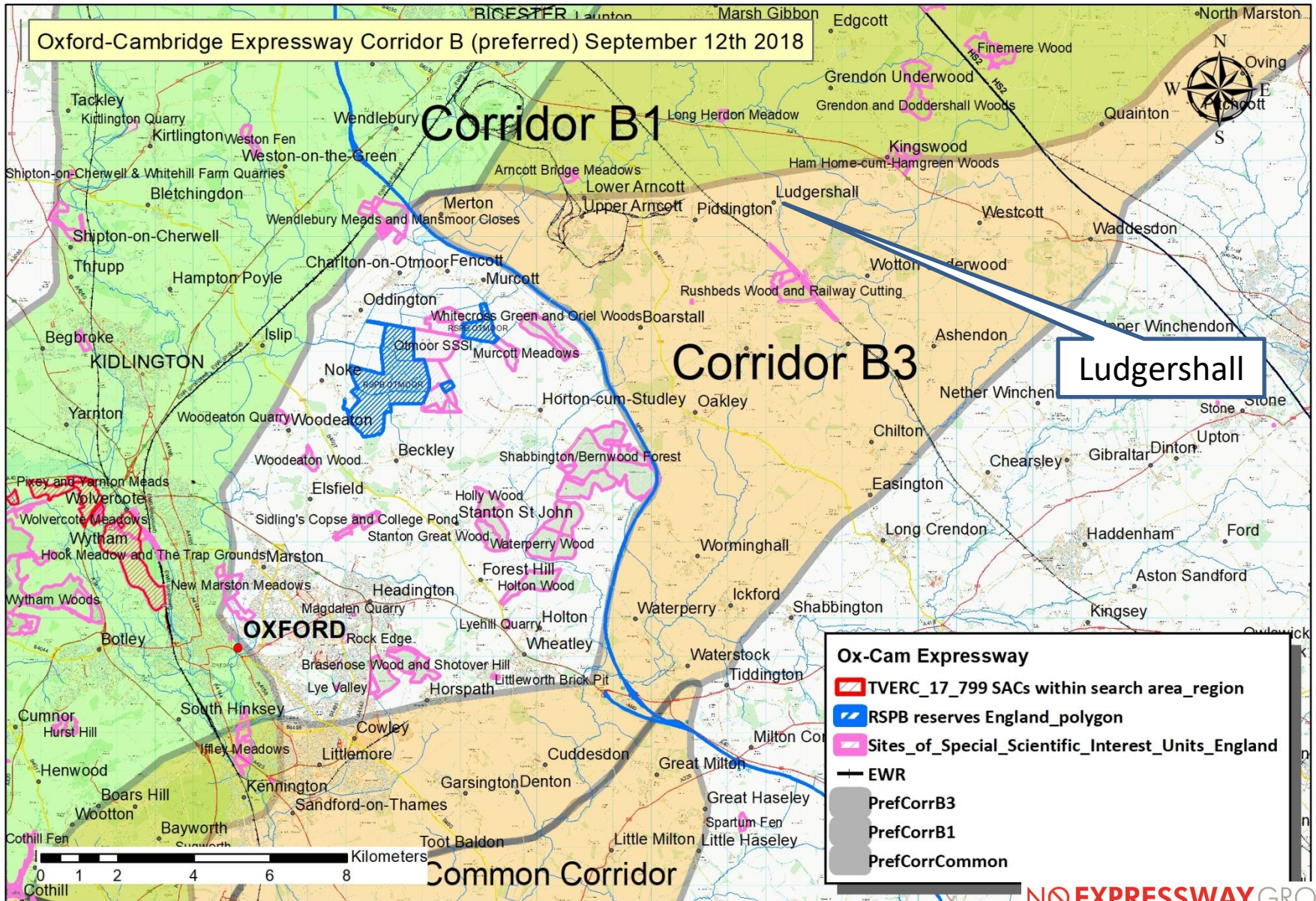
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th



Corridor B after September 12th



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

Ludgershall

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
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-  Local_Authority_Greenbelt_boundaries_2016-17
-  EWR

Kilometers

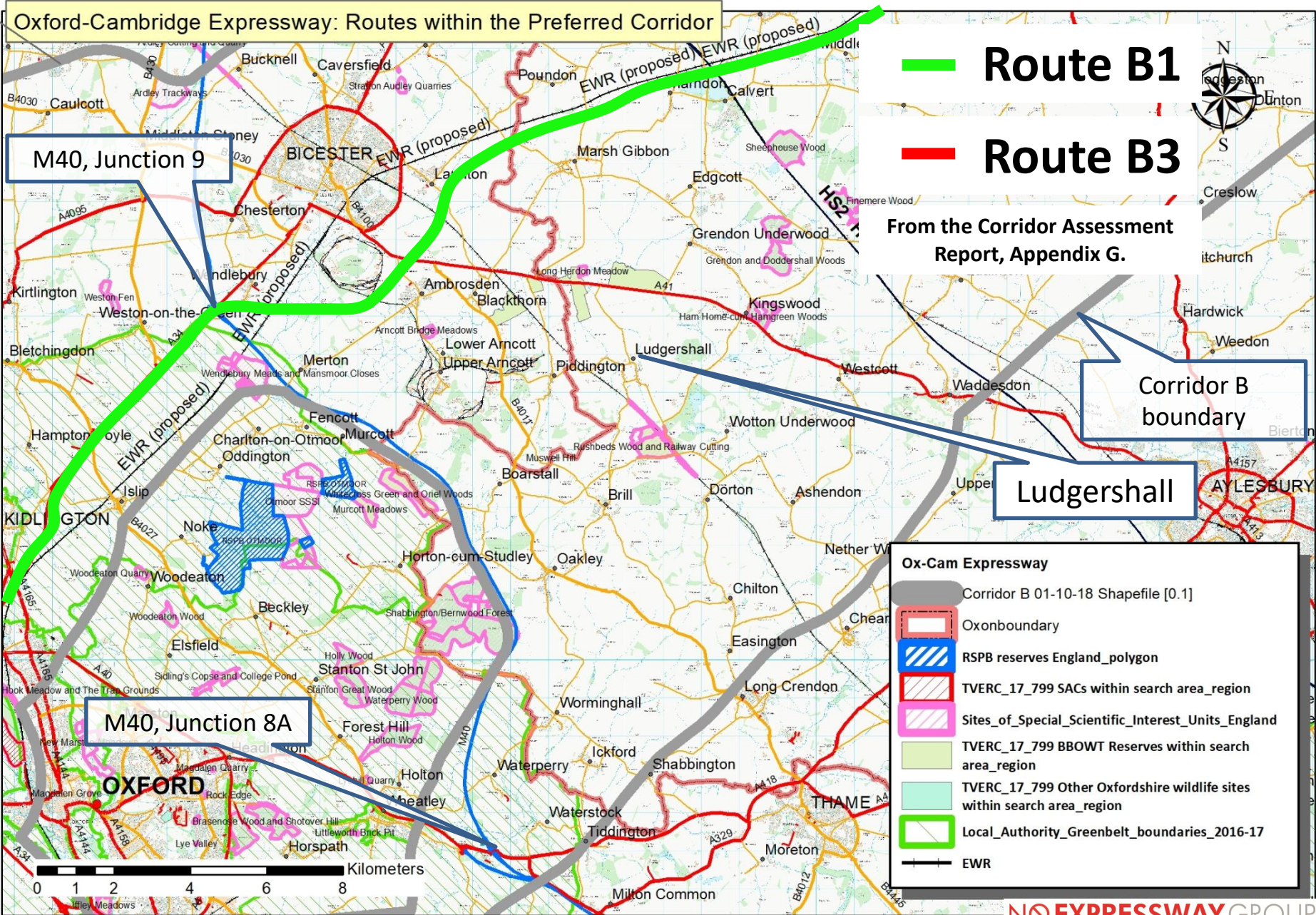
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

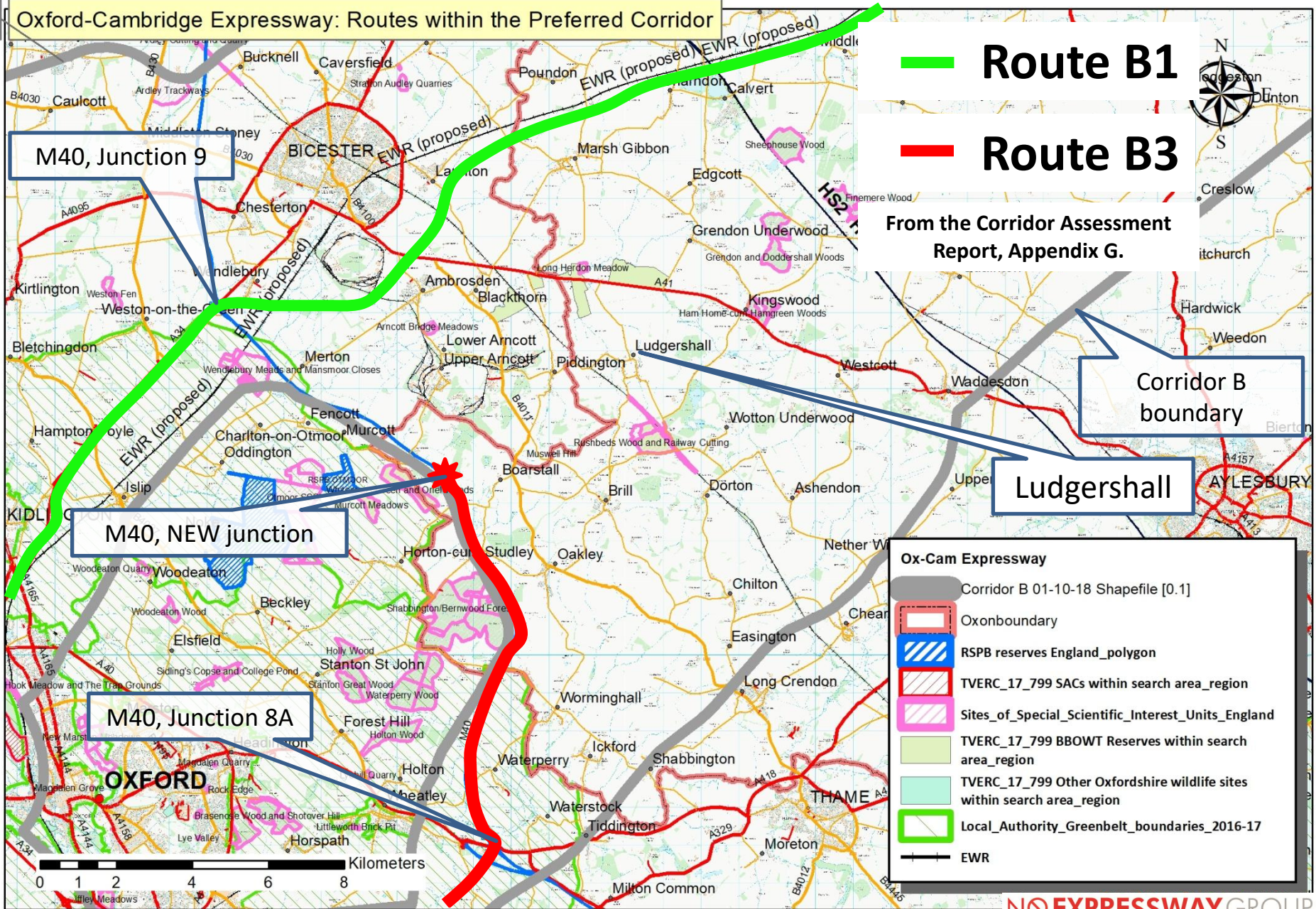


Ox-Cam Expressway

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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.

Corridor B boundary

Ludgershall

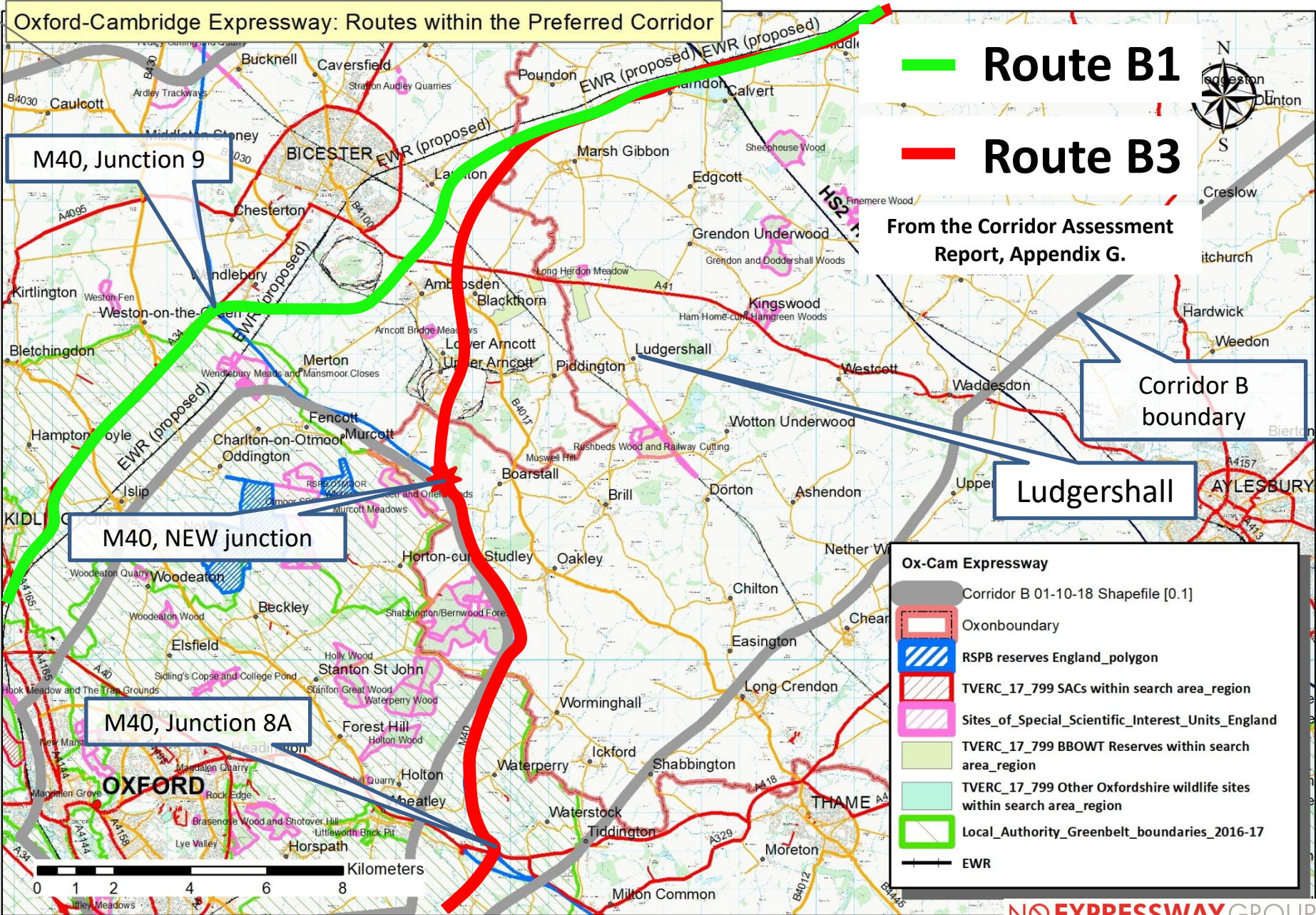
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3

From the Corridor Assessment Report, Appendix G.



Ox-Cam Expressway

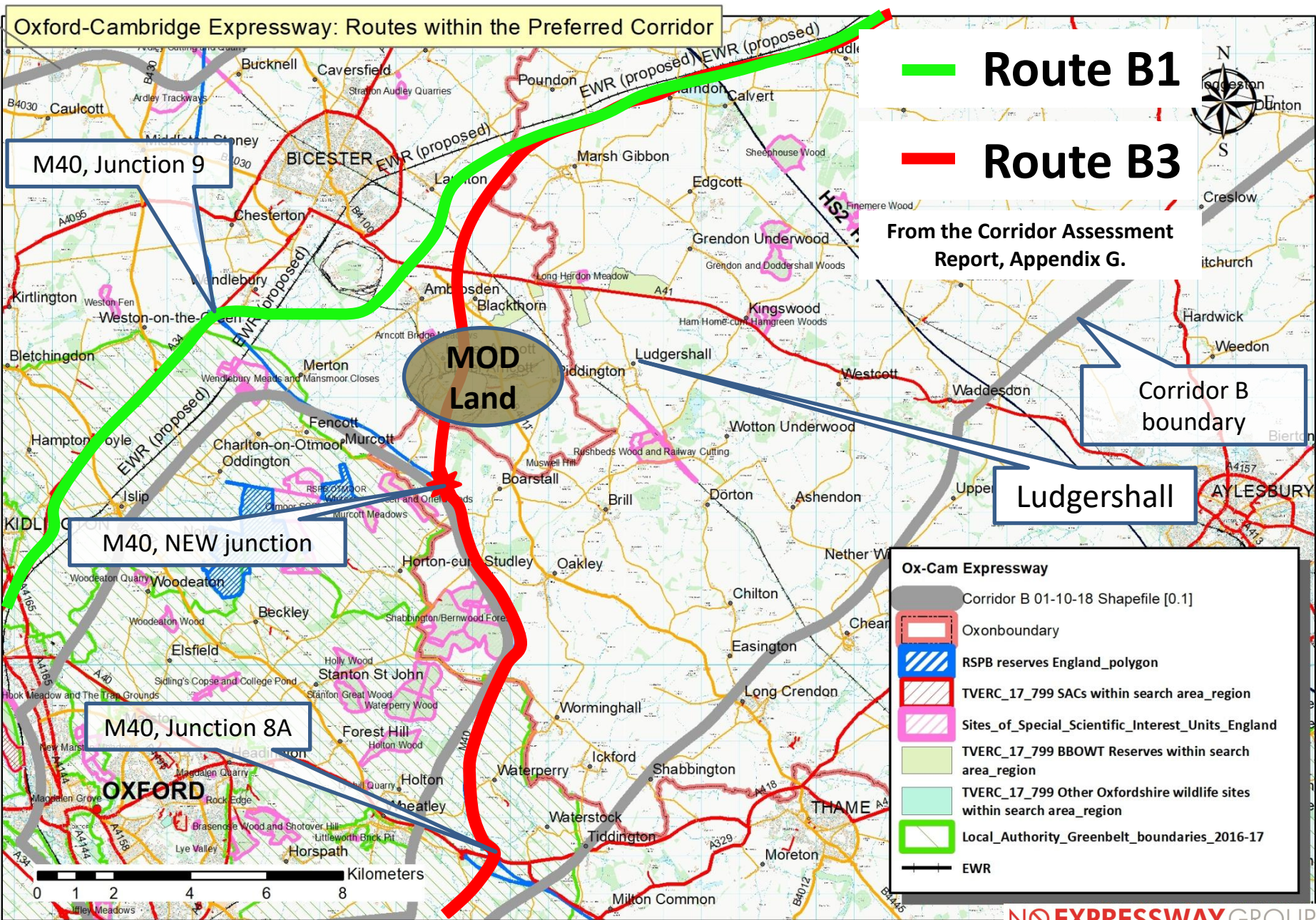
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.



M40, NEW junction

M40, Junction 8A

Corridor B boundary

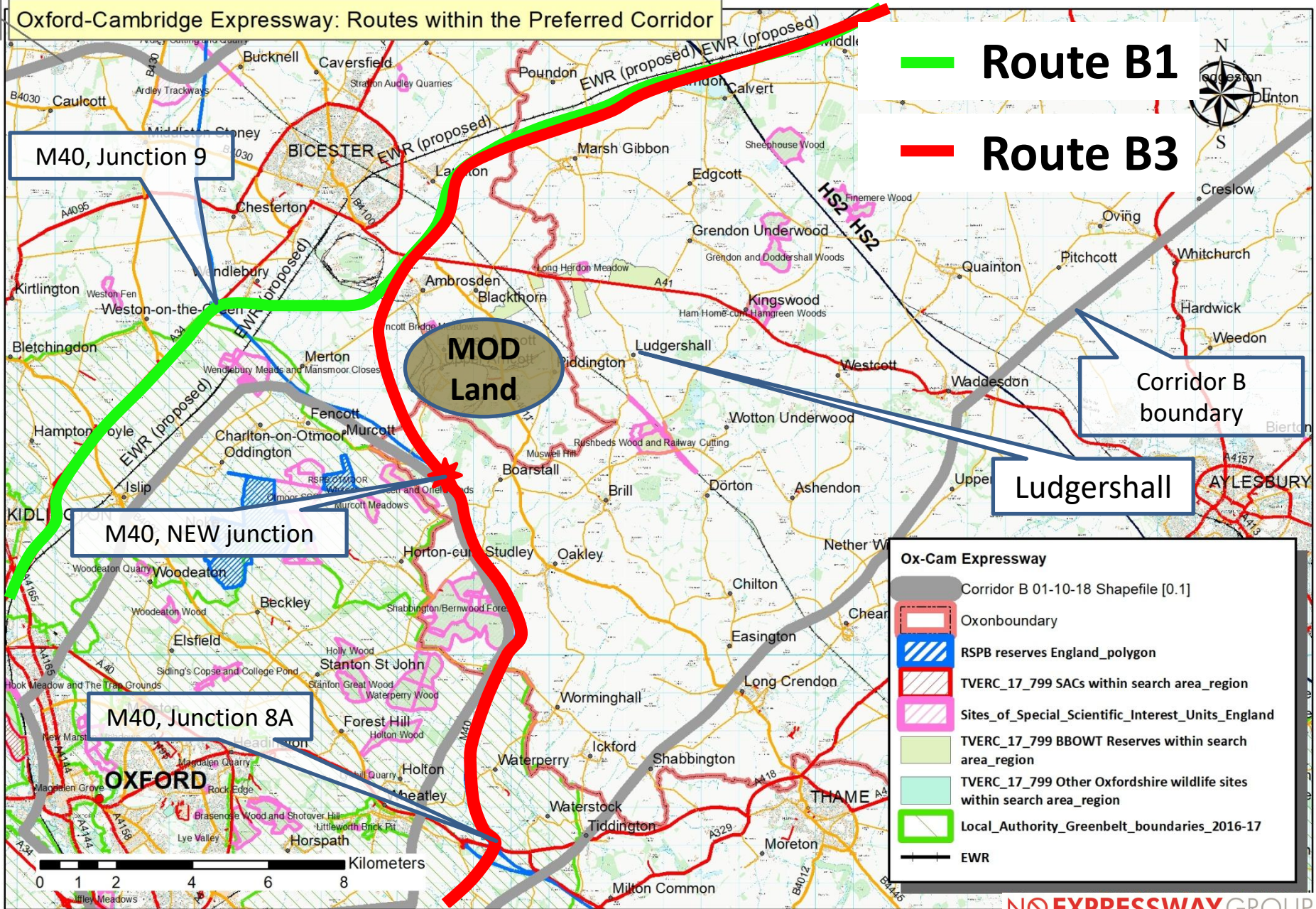
Ludgershall

Ox-Cam Expressway

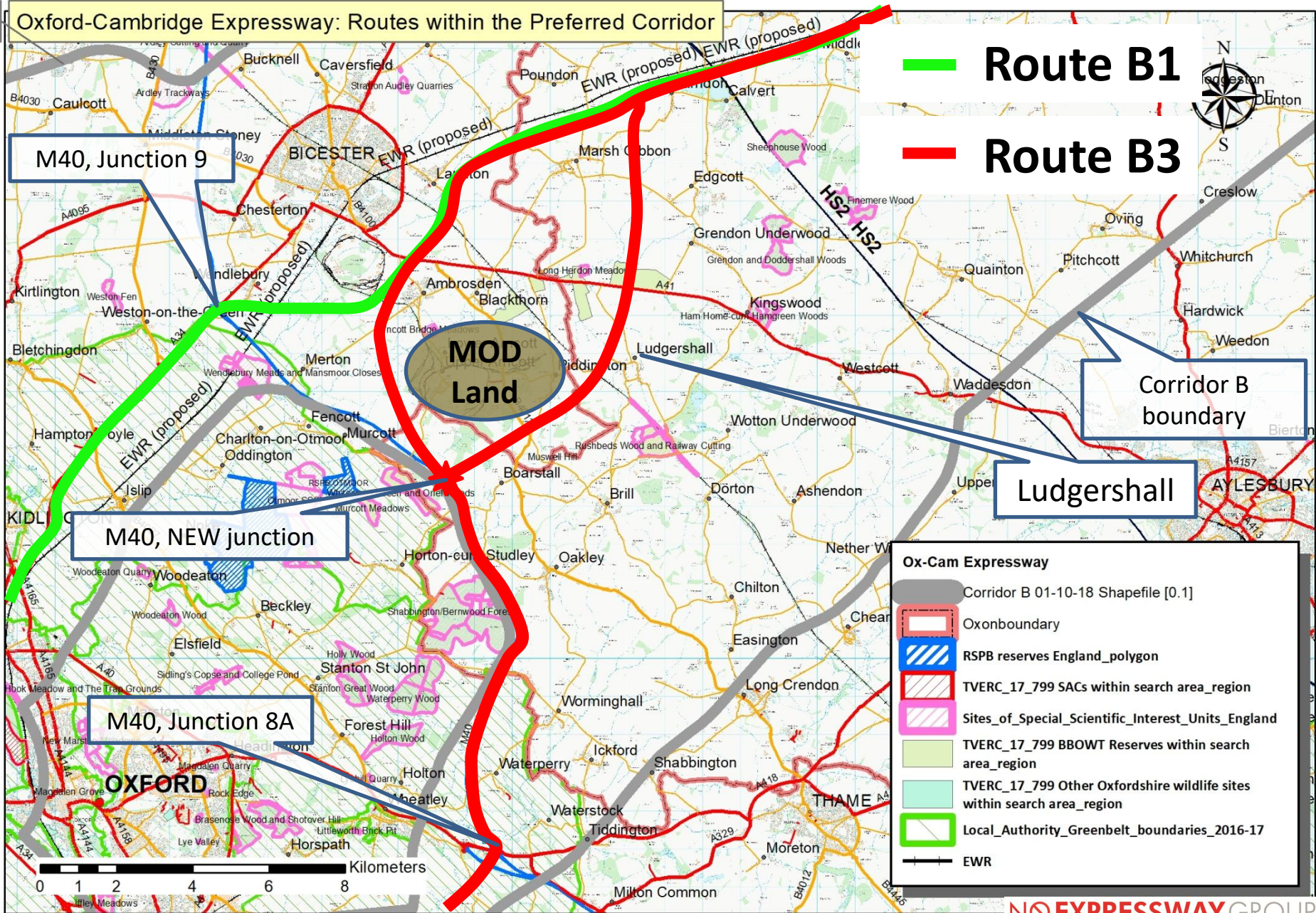
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



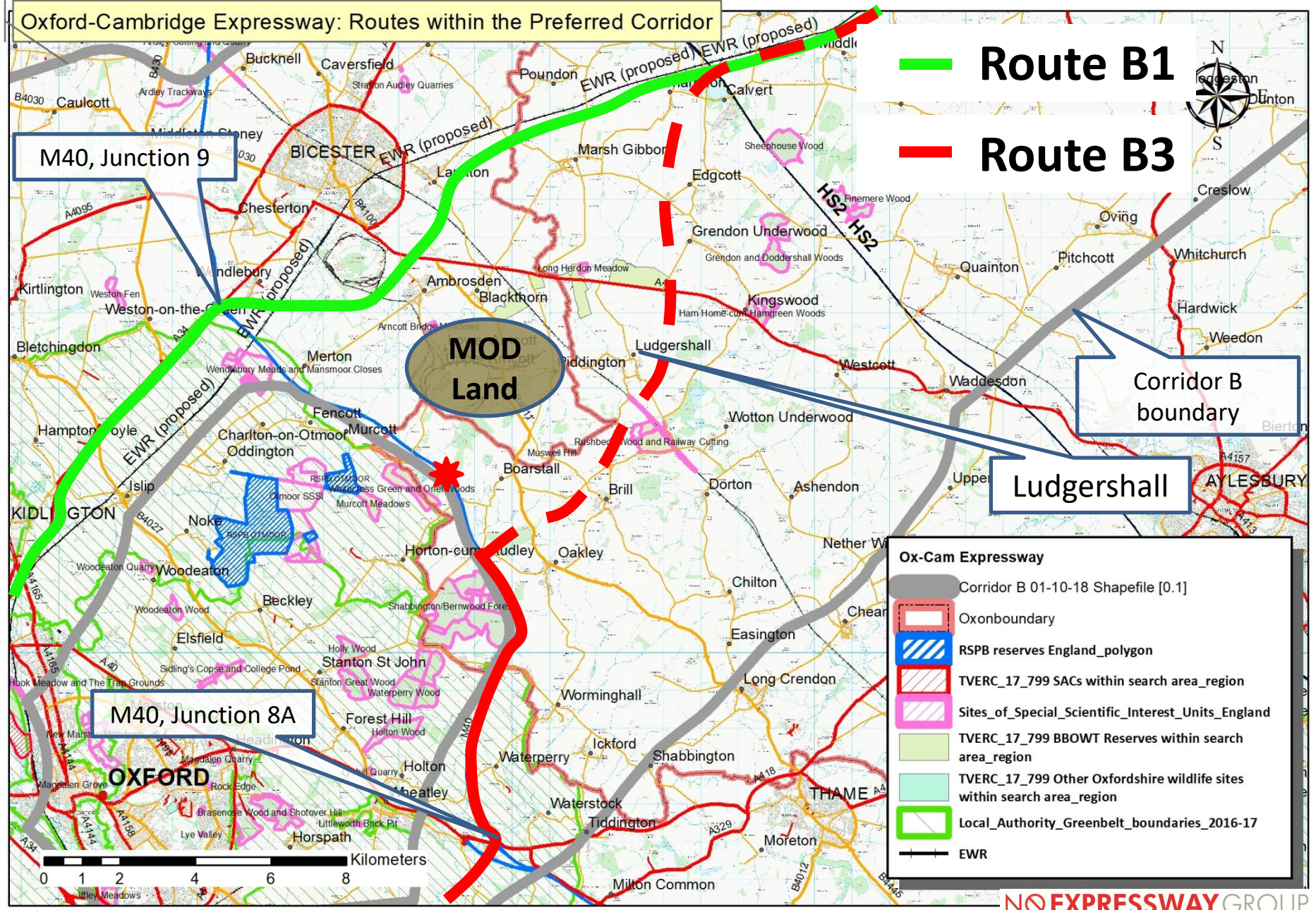
Route B1

Route B3



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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

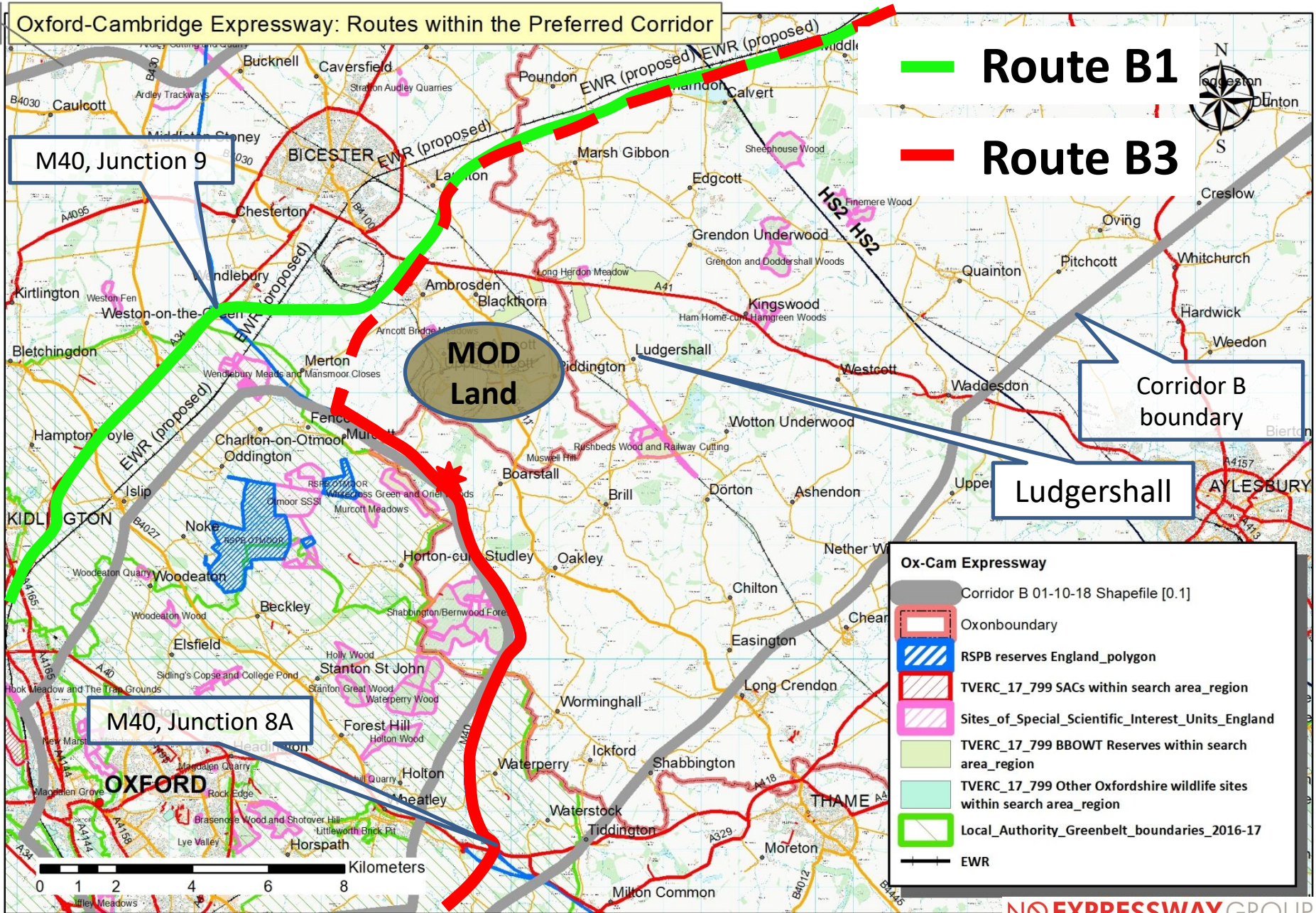
Route B3

Corridor B boundary

Ludgershall

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

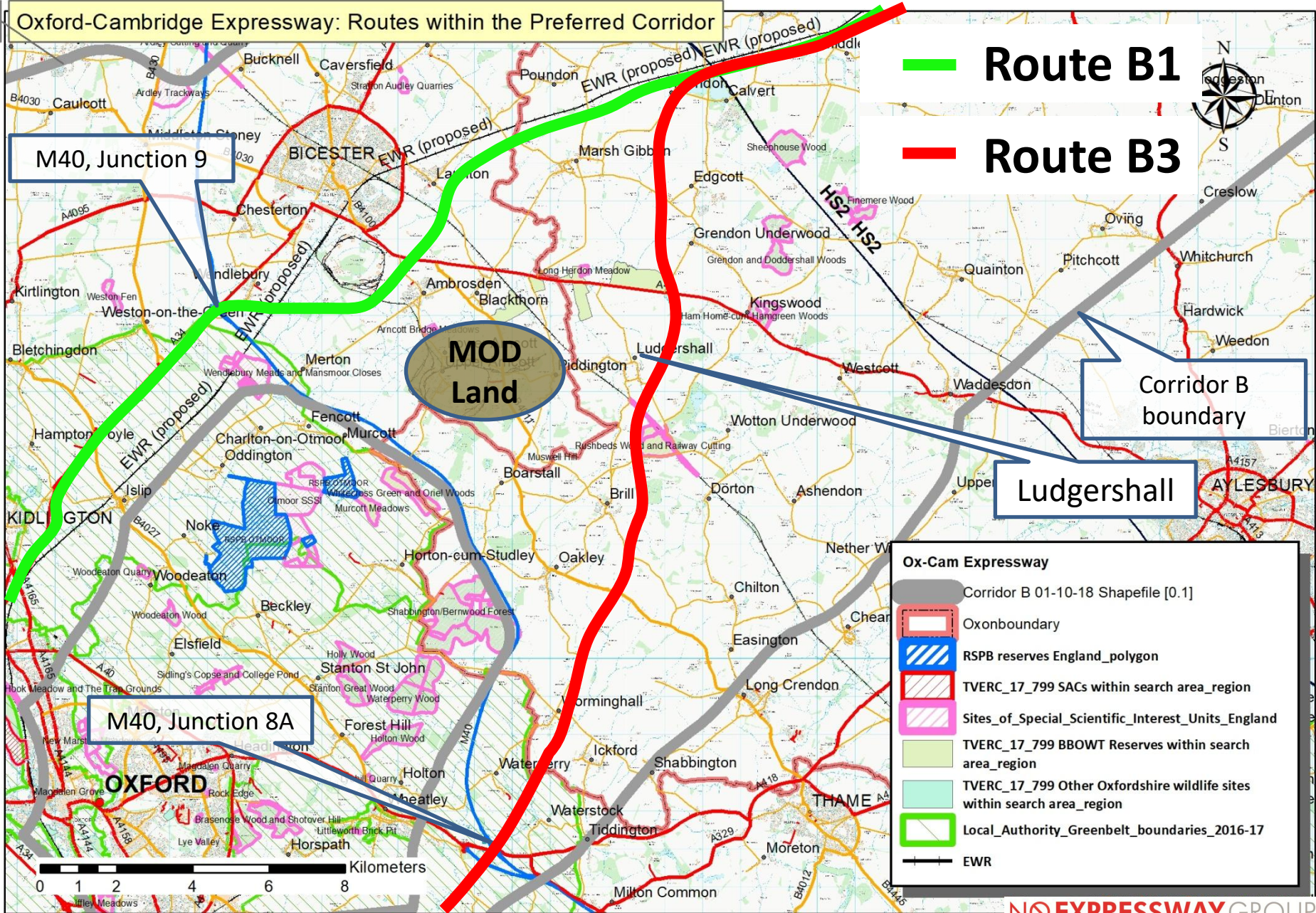


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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



**MOD
Land**

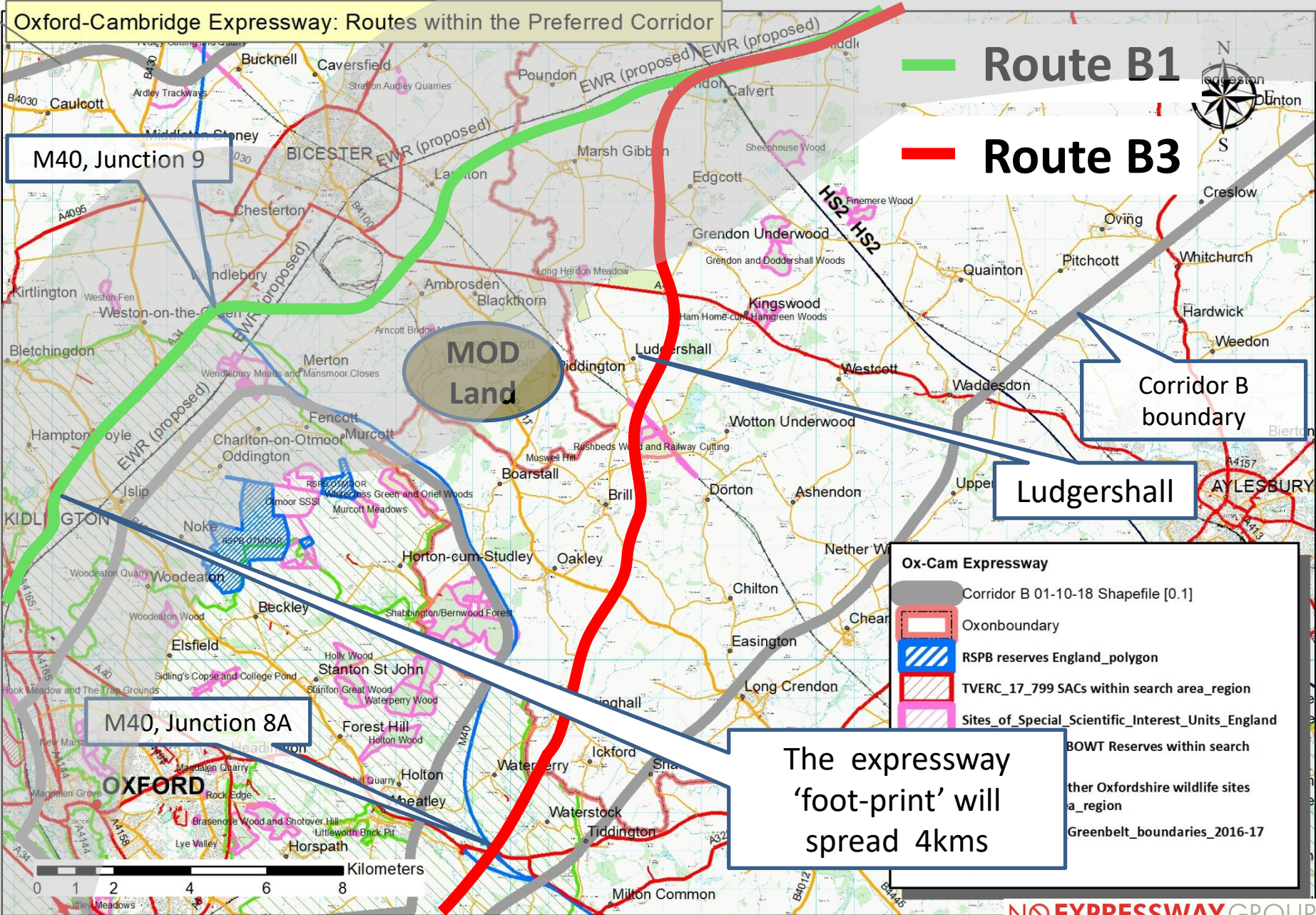
**Corridor B
boundary**

Ludgershall

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0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

MOD Land

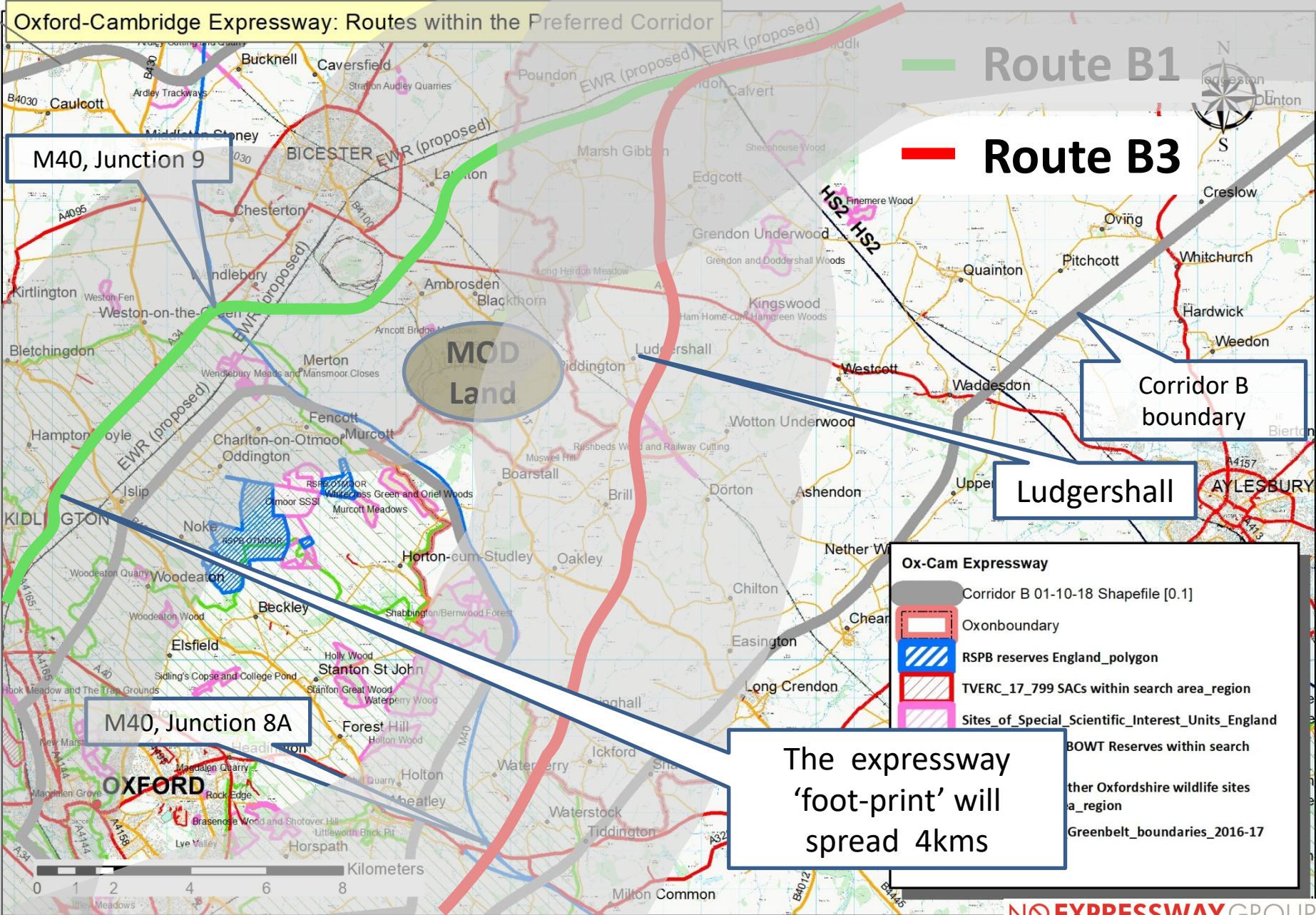
Corridor B boundary

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The expressway 'foot-print' will spread 4kms

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3






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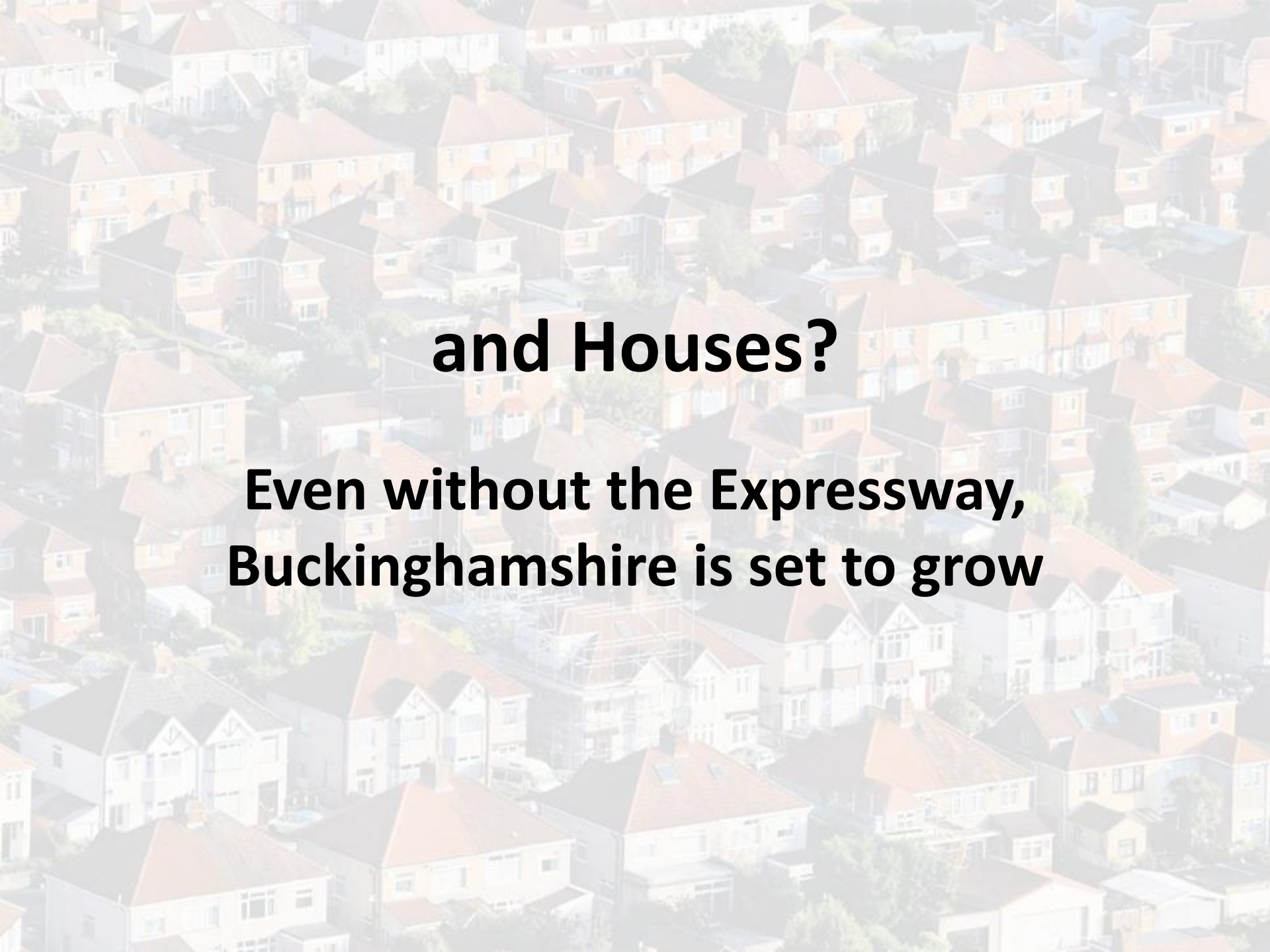
Corridor B boundary

Ludgershall

M40, Junction 8A

The expressway 'foot-print' will spread 4kms

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

and Houses?

**Even without the Expressway,
Buckinghamshire is set to grow**

Buckinghamshire census 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

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Total	46,900*	7,500	45,600

**i.e. approx 36% growth in Aylesbury Vale 2013 - 2033
(MK planned growth 24% 2016-2031)
(ONS projected growth for England is 16% by 2050)**

NIC
Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

Houses across the 'Arc'

5th
studio

SQW

The Ox-Cam Arc's 'Transformational Scenario'

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Houses across the 'Arc'

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The Ox-Cam Arc's 'Transformational Scenario'

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

TRANSFORMATIONAL + DEVELOPMENT ACCOMMODATED DUE TO PRESSURES FROM LAND CONSTRAINED MARKETS

23,000 + 7,000
homes per year



3050 equivalent

782,000 to 1,020,000
additional homes

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

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

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

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

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

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

SCENARIO TO 2050

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

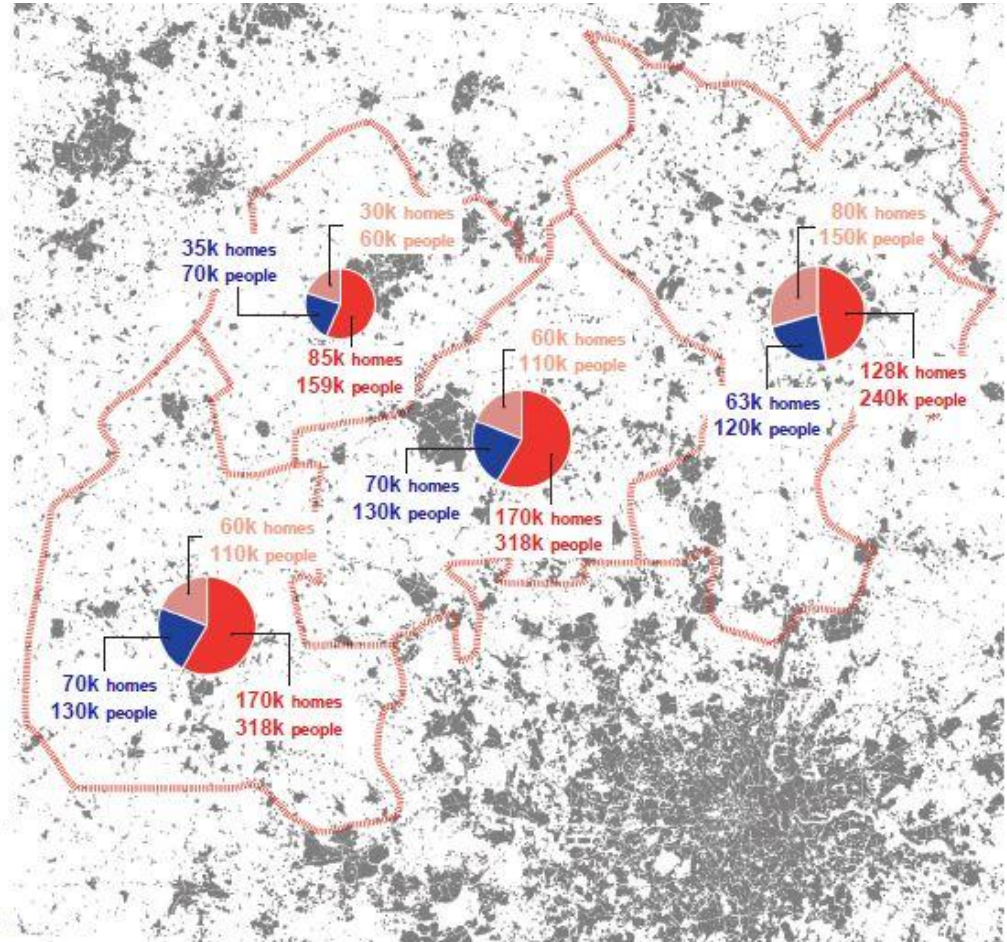
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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

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

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

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



The Ox-Cam Arc's 'Transformational Scenario'

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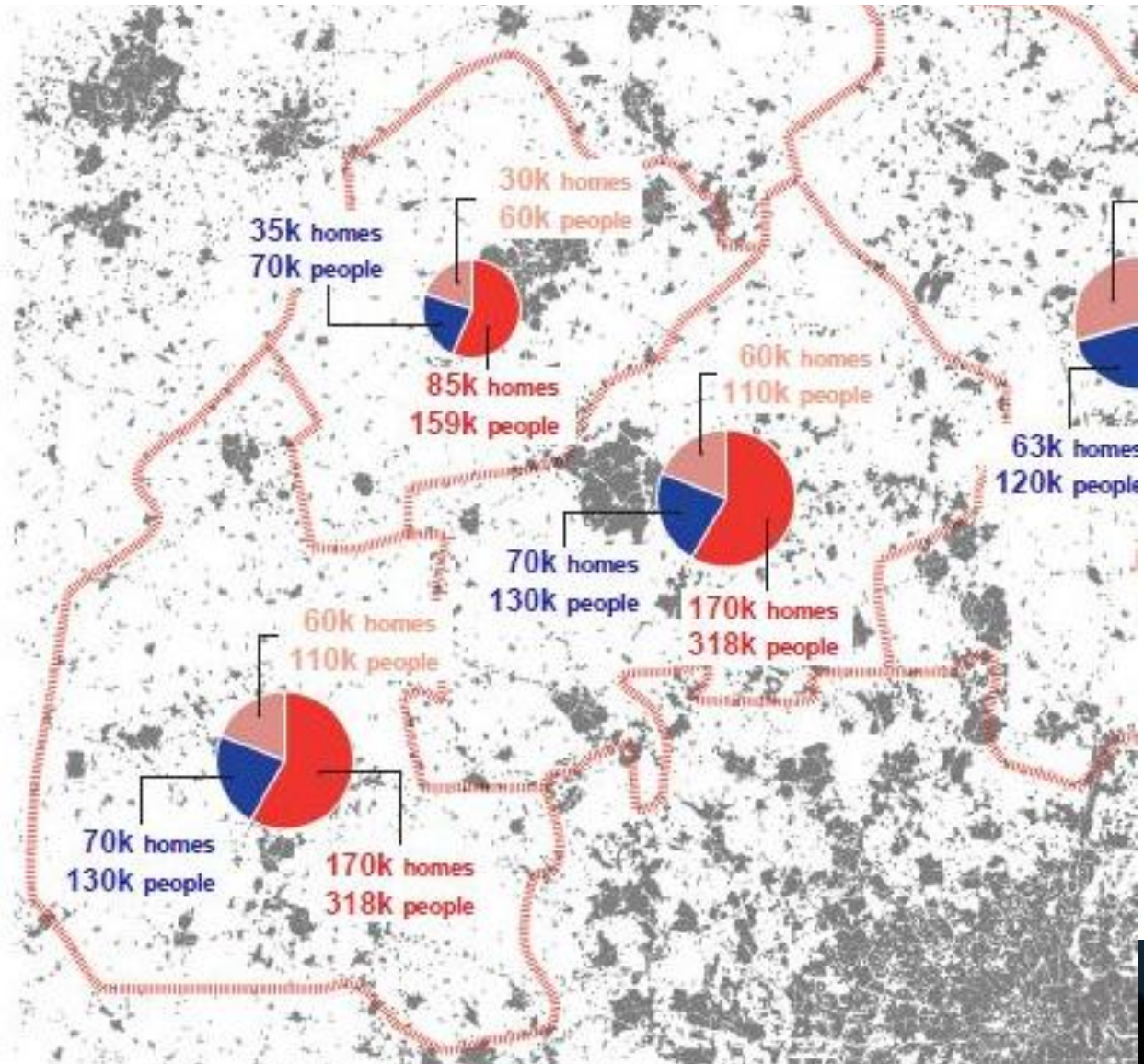
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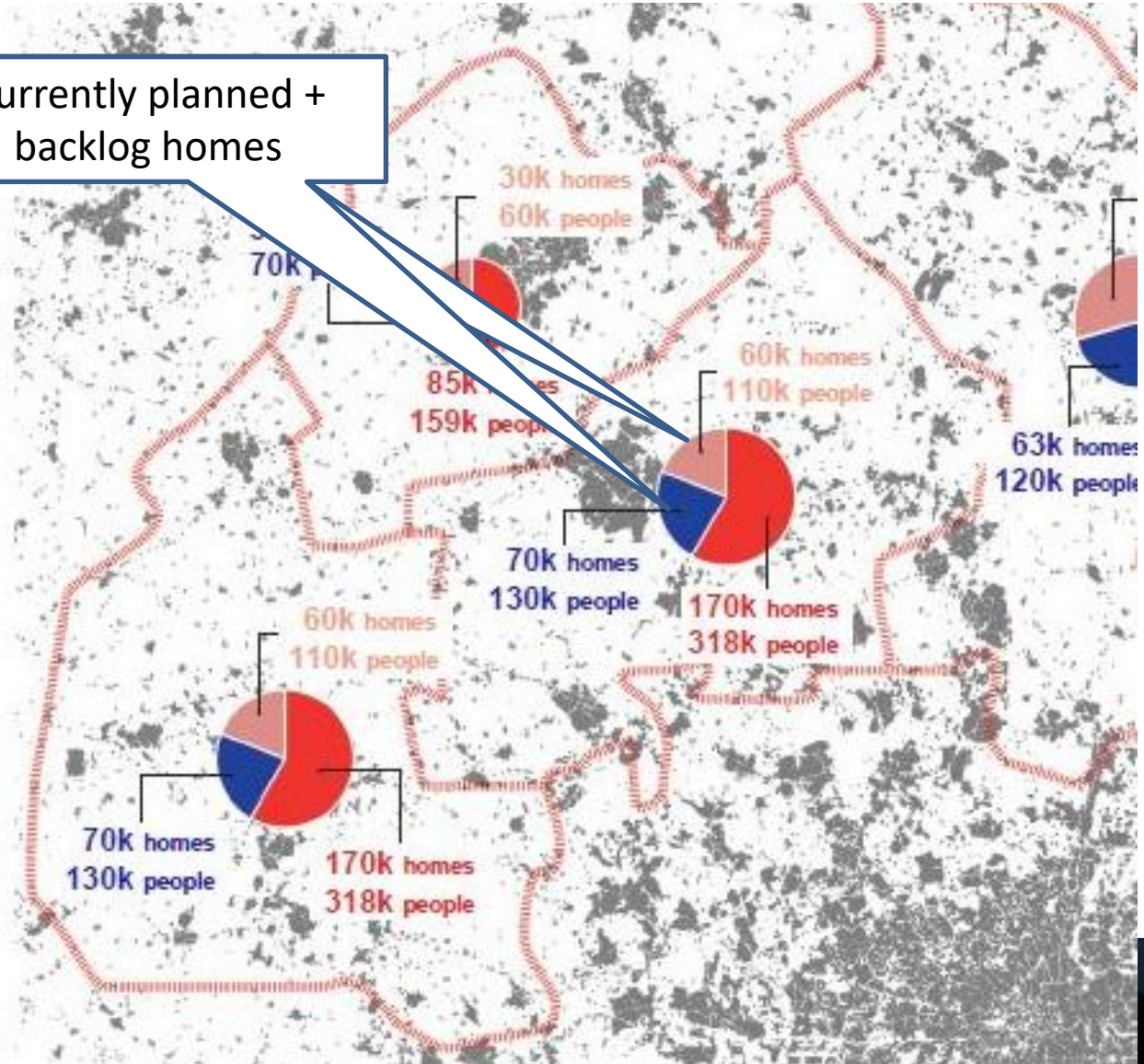
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Currently planned + backlog homes

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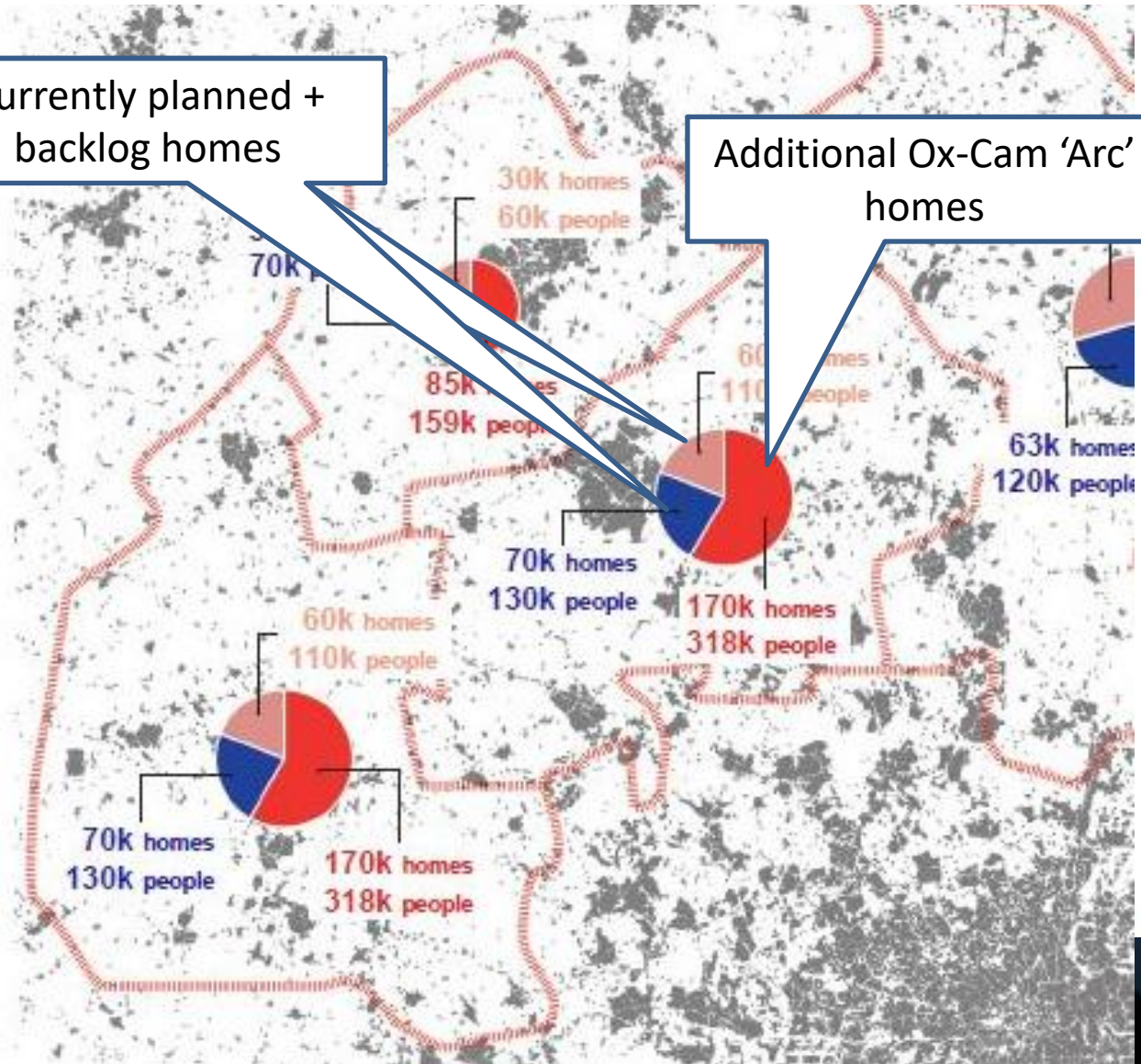
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



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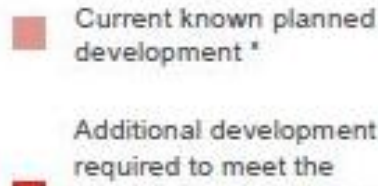
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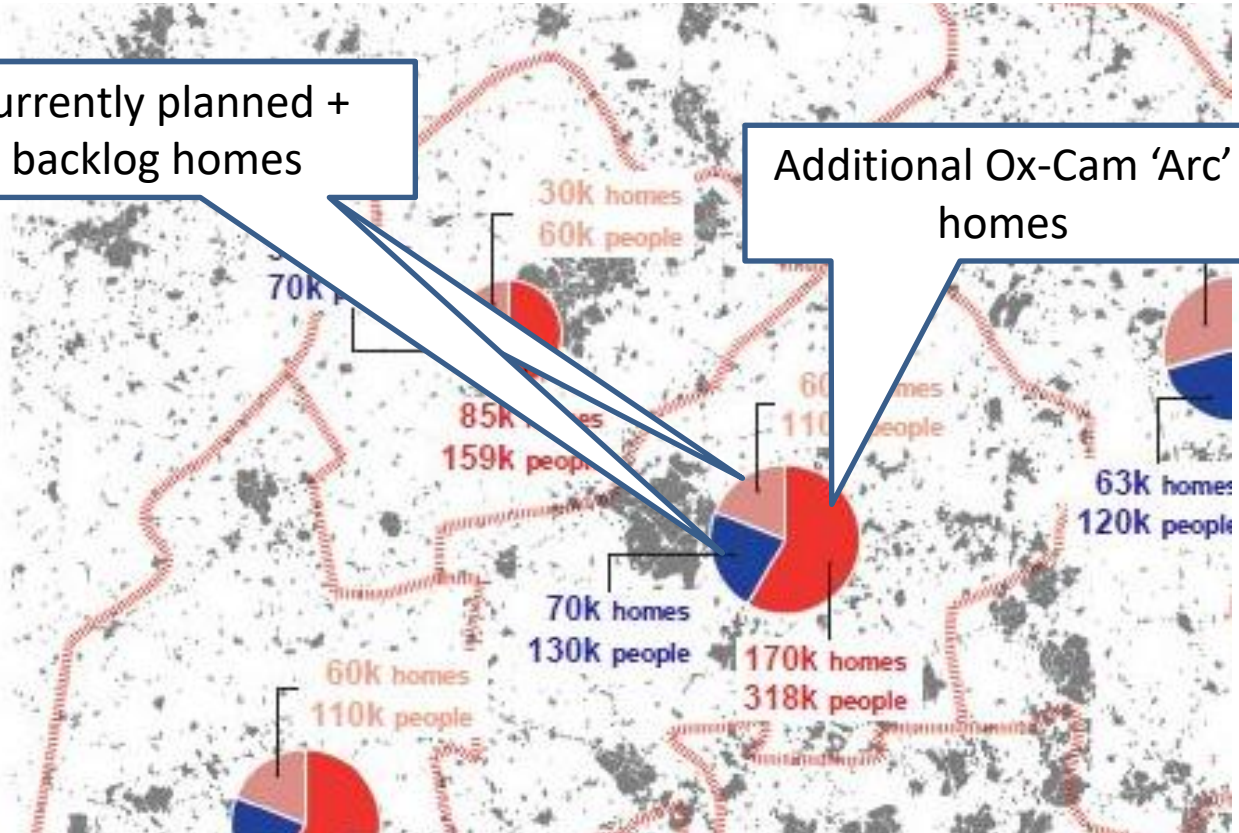
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



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

constrained markets**

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The Ox-Cam Arc's 'Transformational Scenario'

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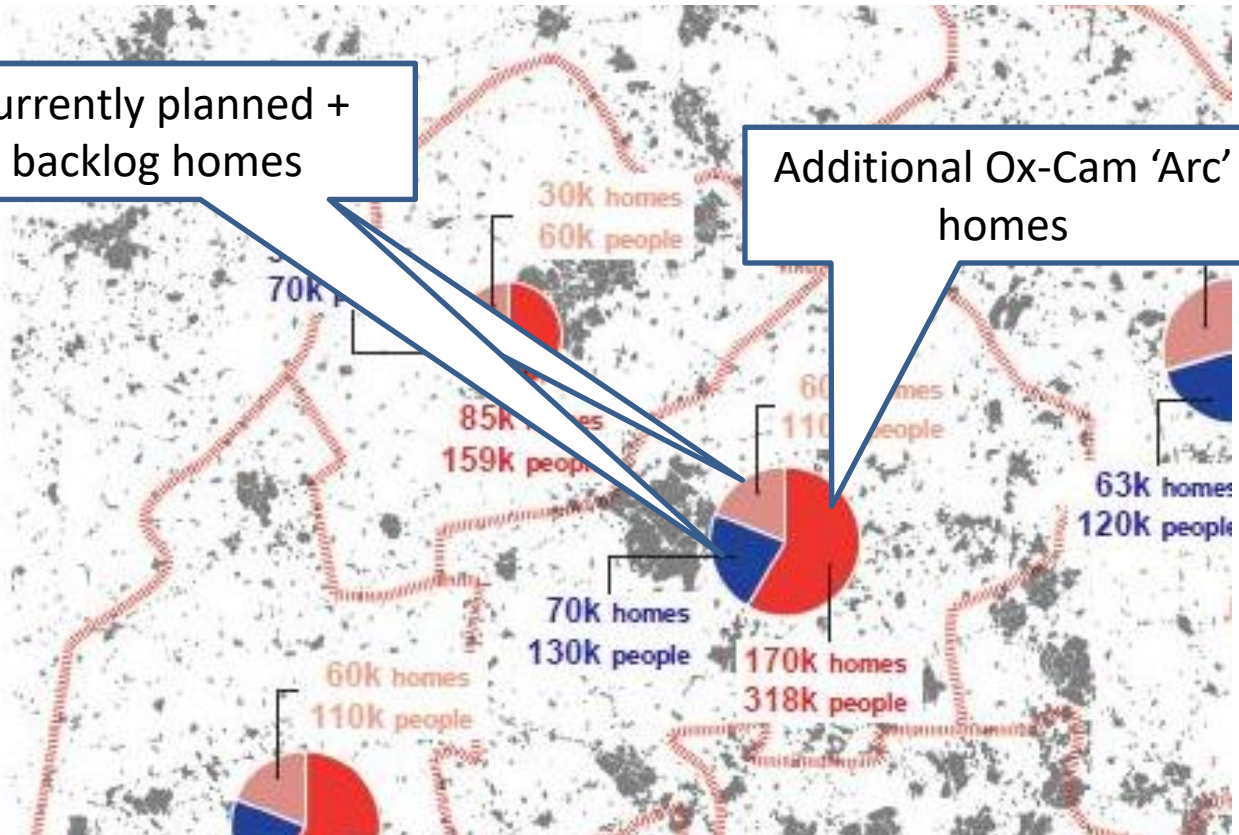
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■ Current known planned development *

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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

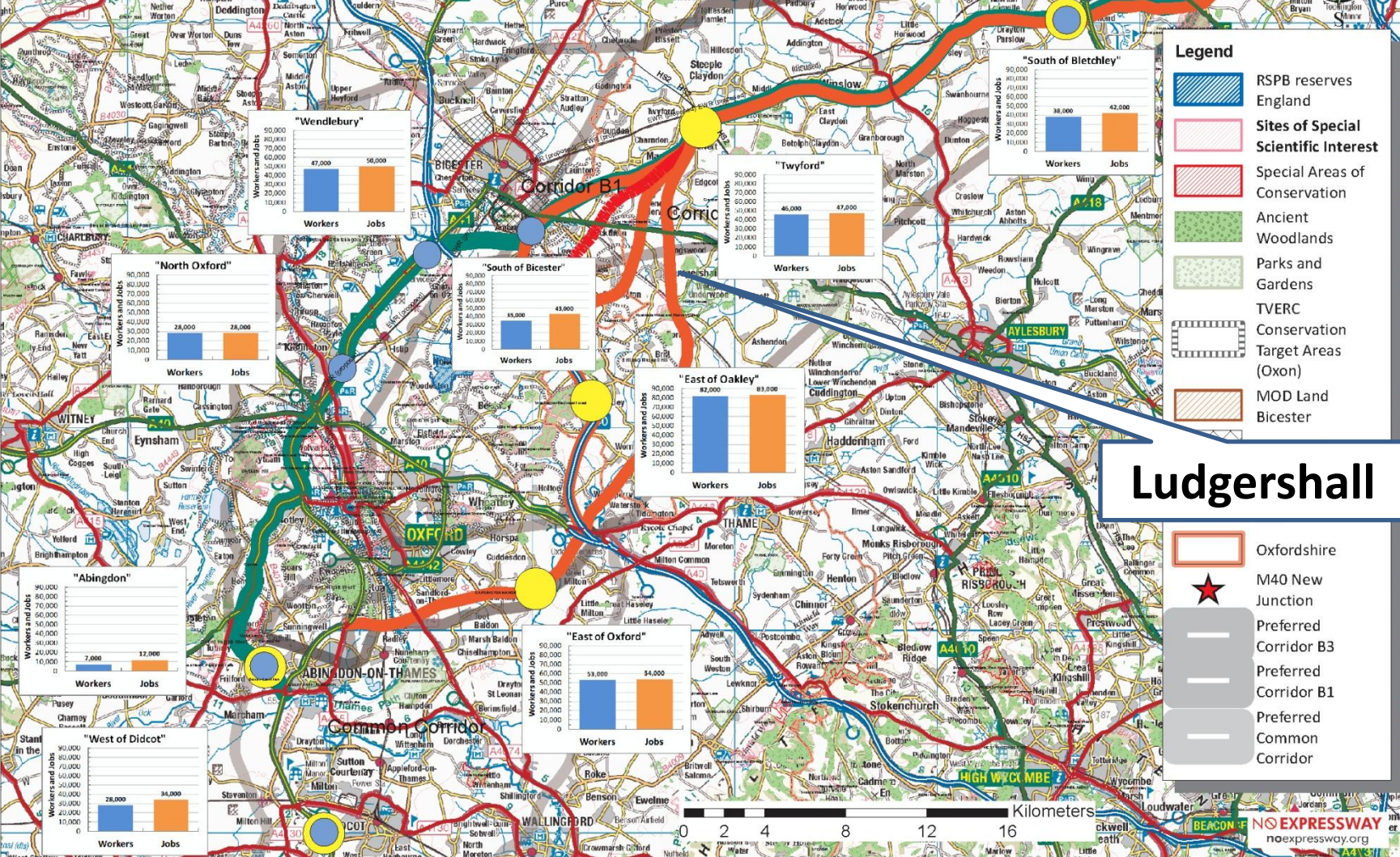


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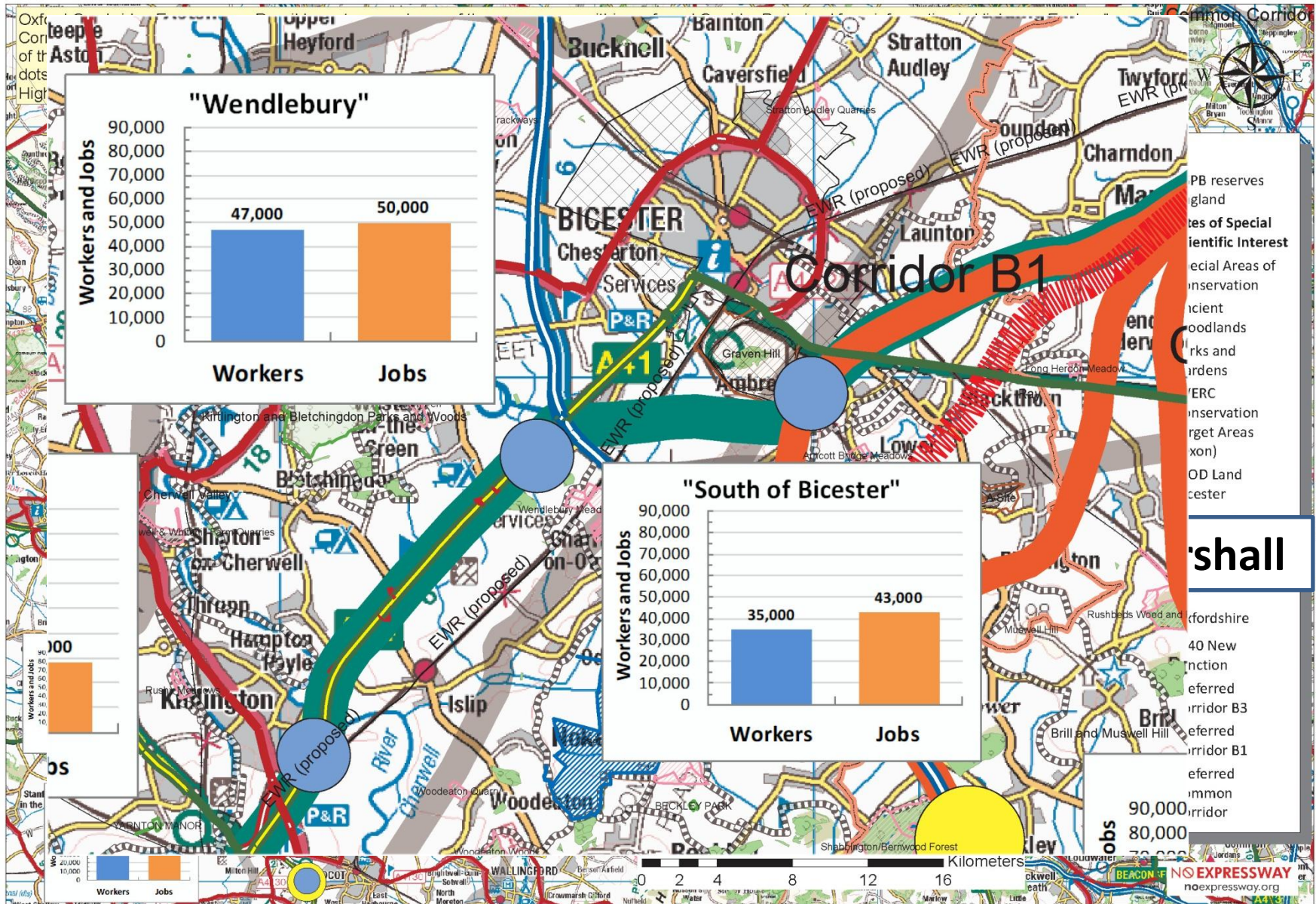
So, even with no more Local Plan growth, Bucks will grow by 65% by 2050 (MK plans to grow by 89% by 2050) (national average 16% by 2050)

..how many new homes along the Expressway itself?

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



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



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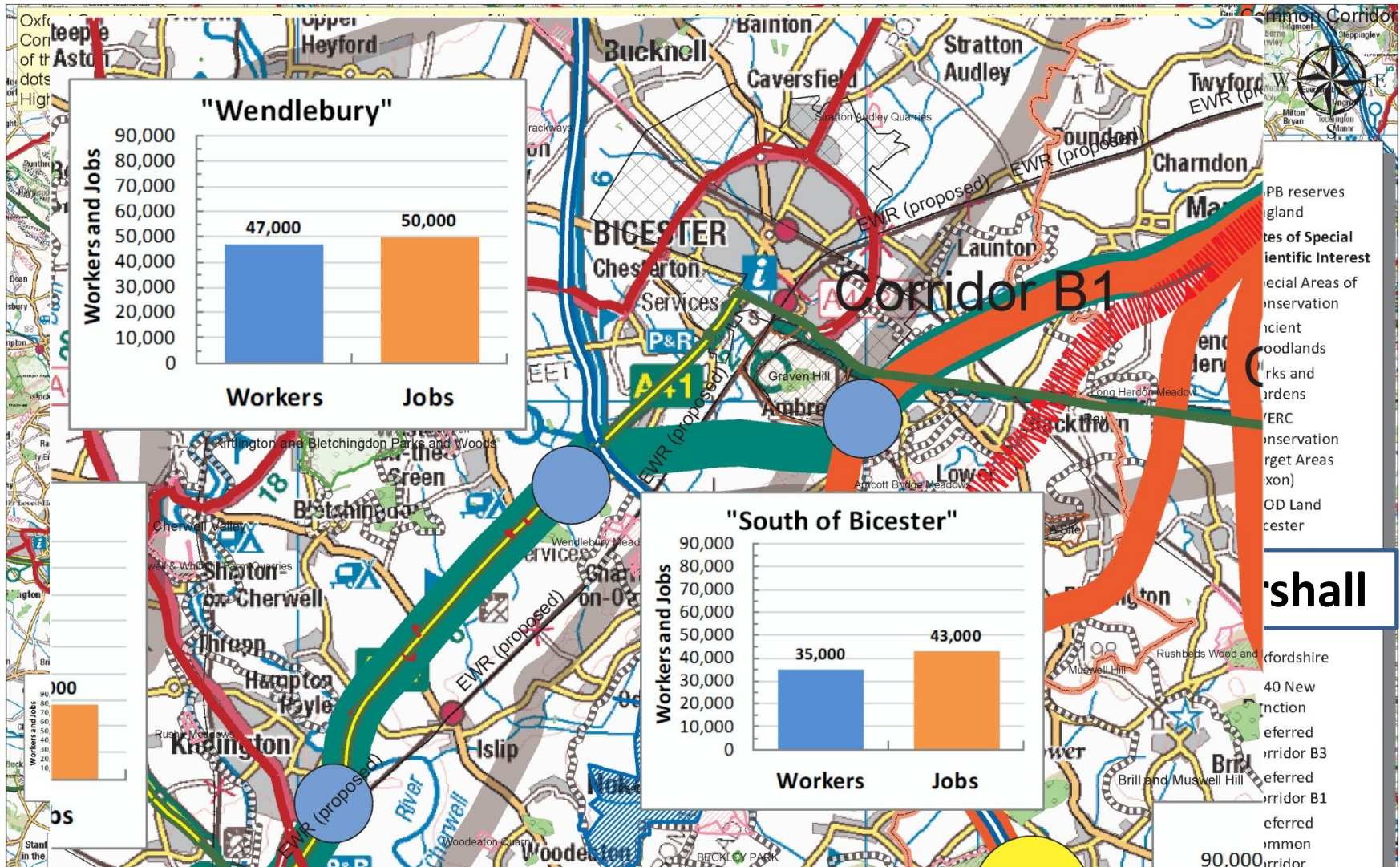
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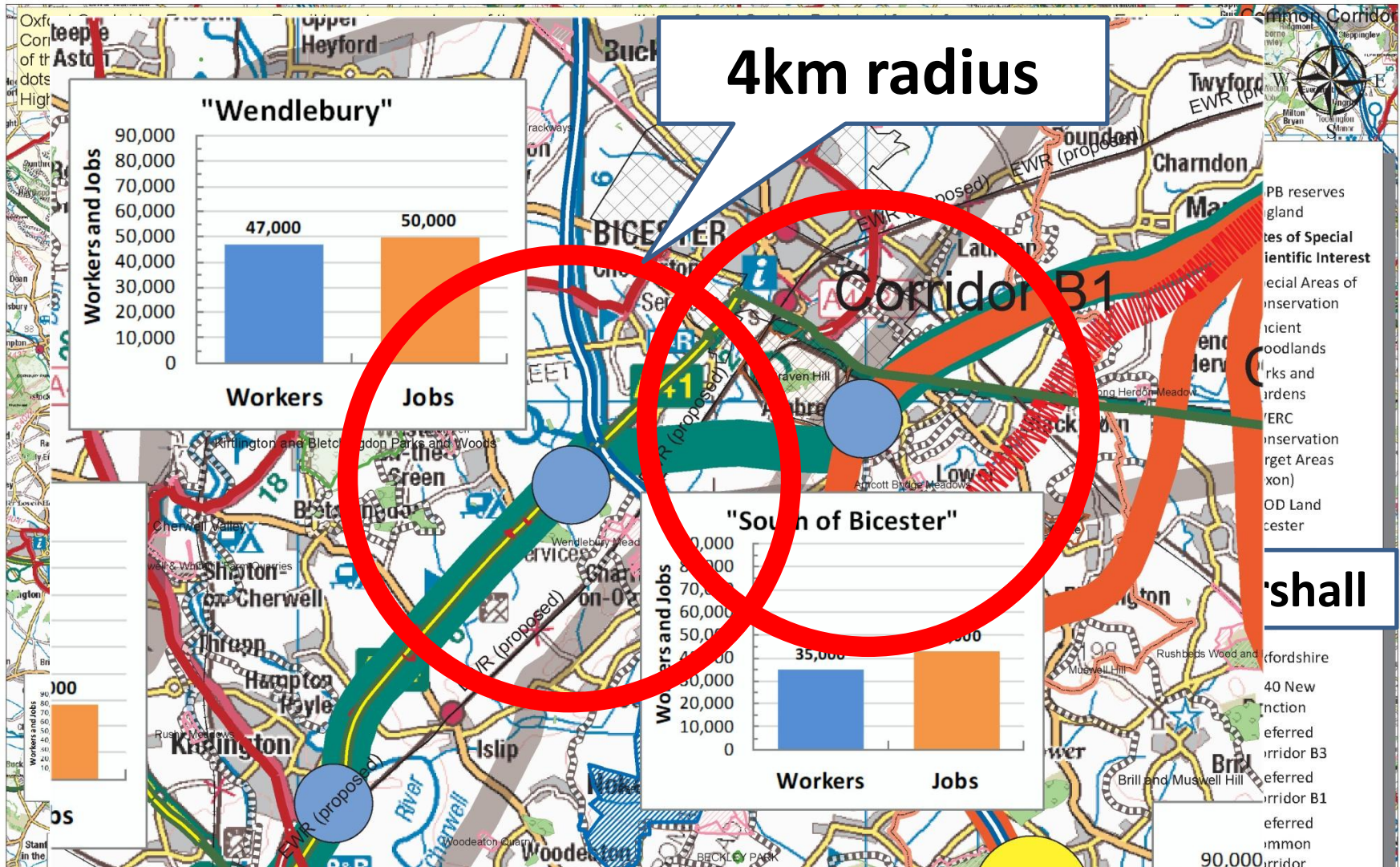
BEACON EXPRESSWAY
 noexpressway.org

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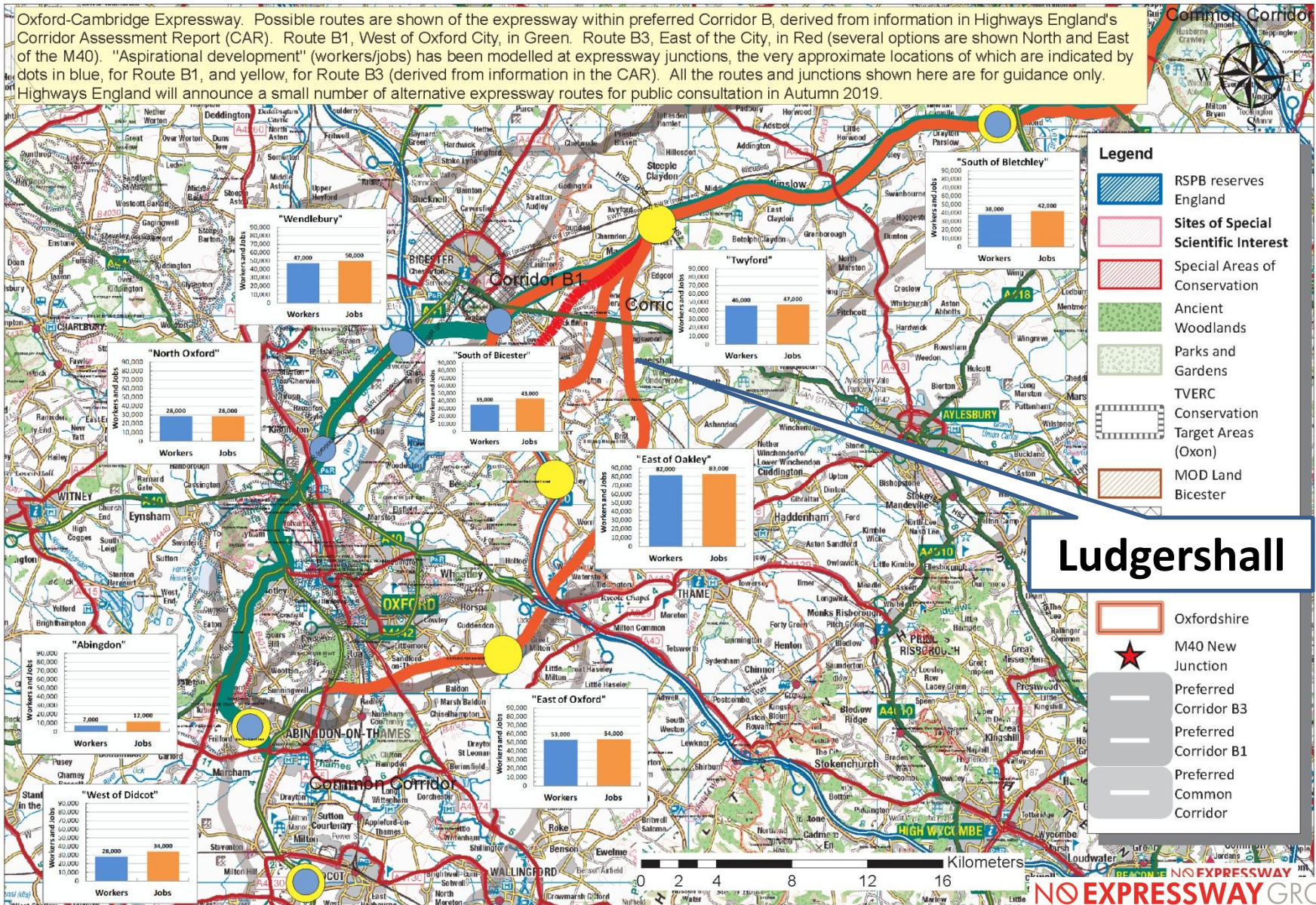
That's 150,440 people (Oxford City has 154,600 2017 figure)

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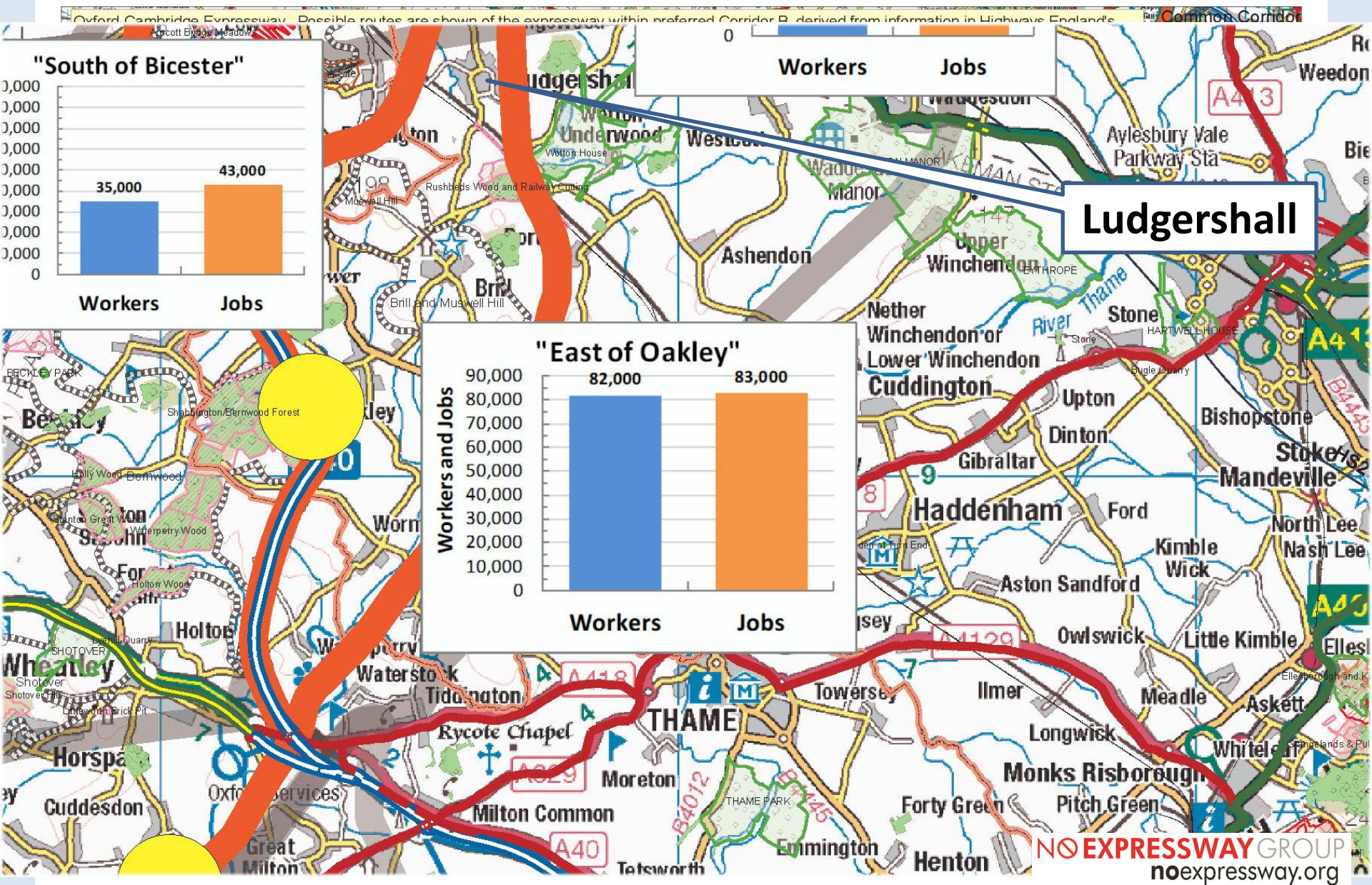


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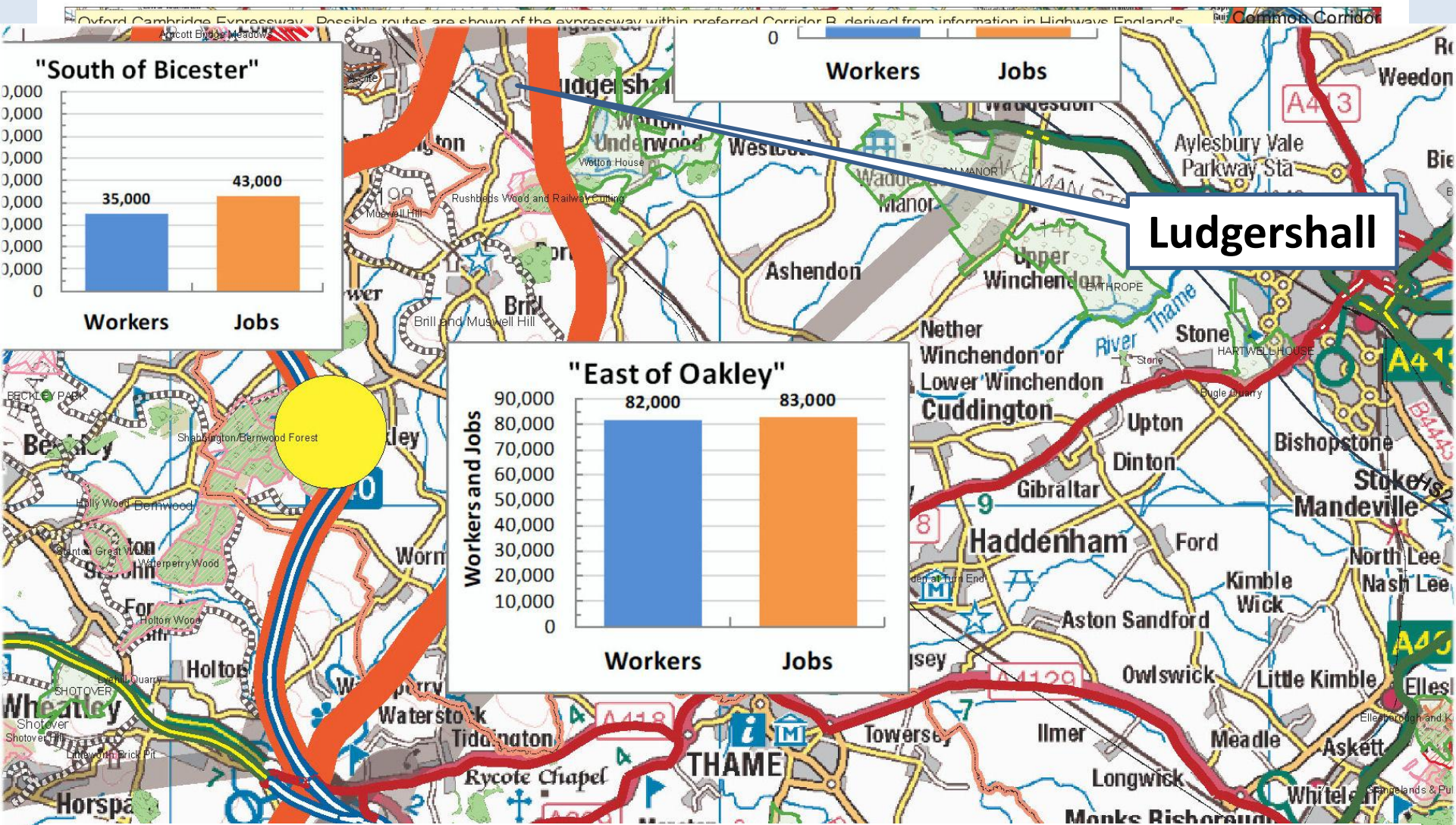
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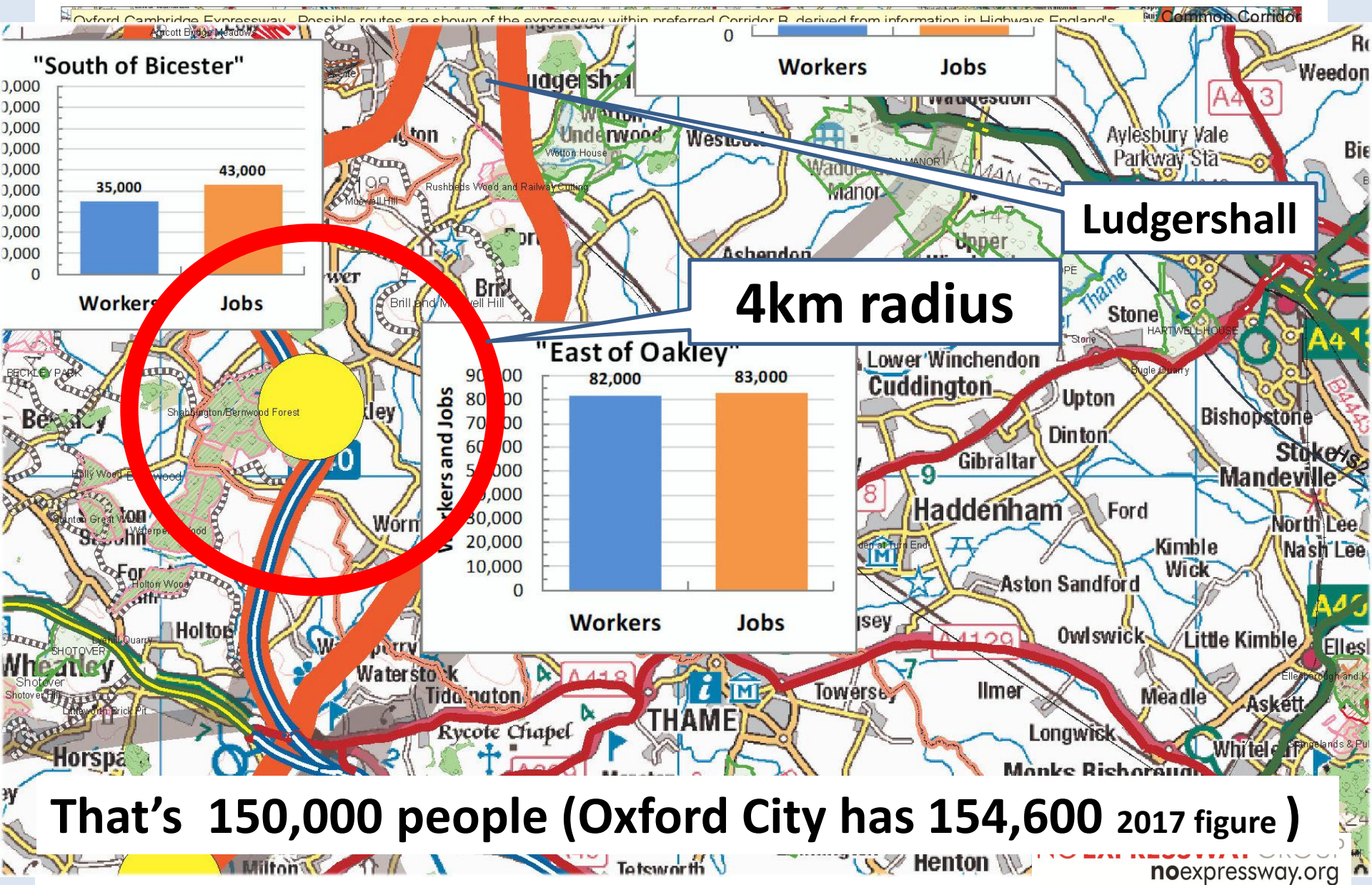


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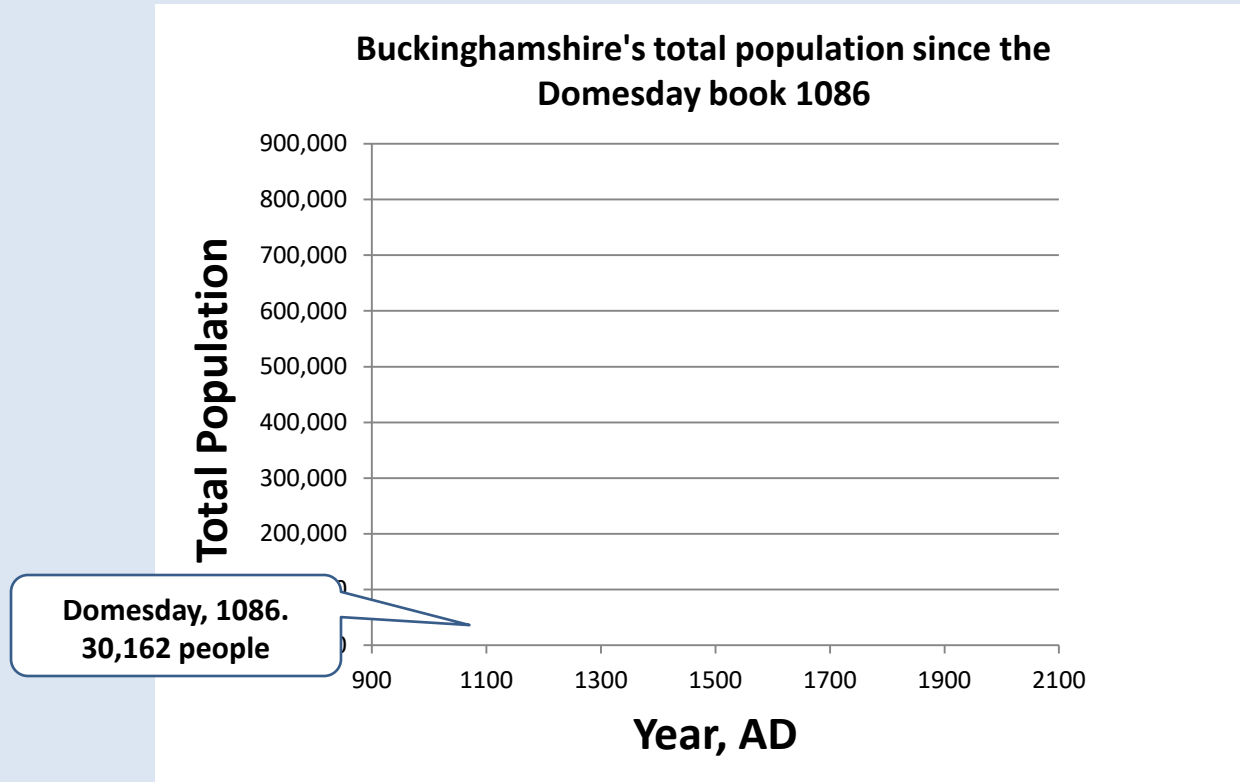
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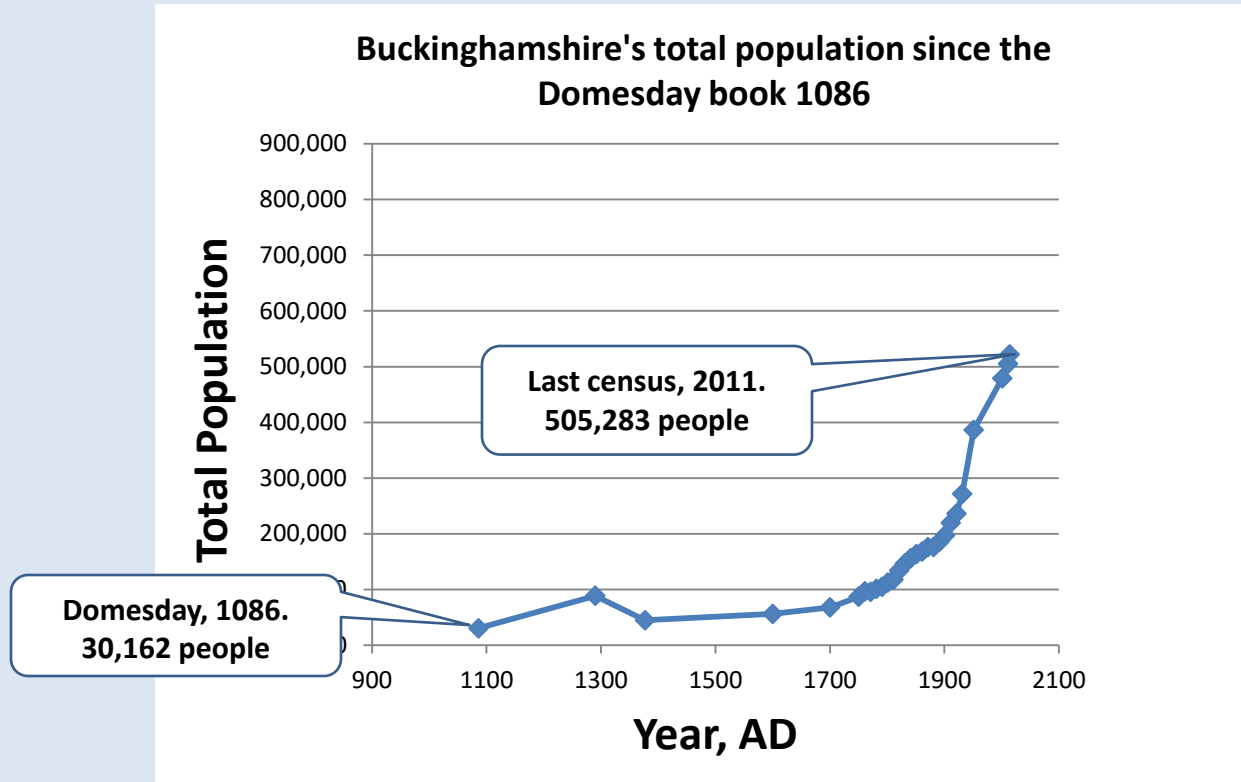


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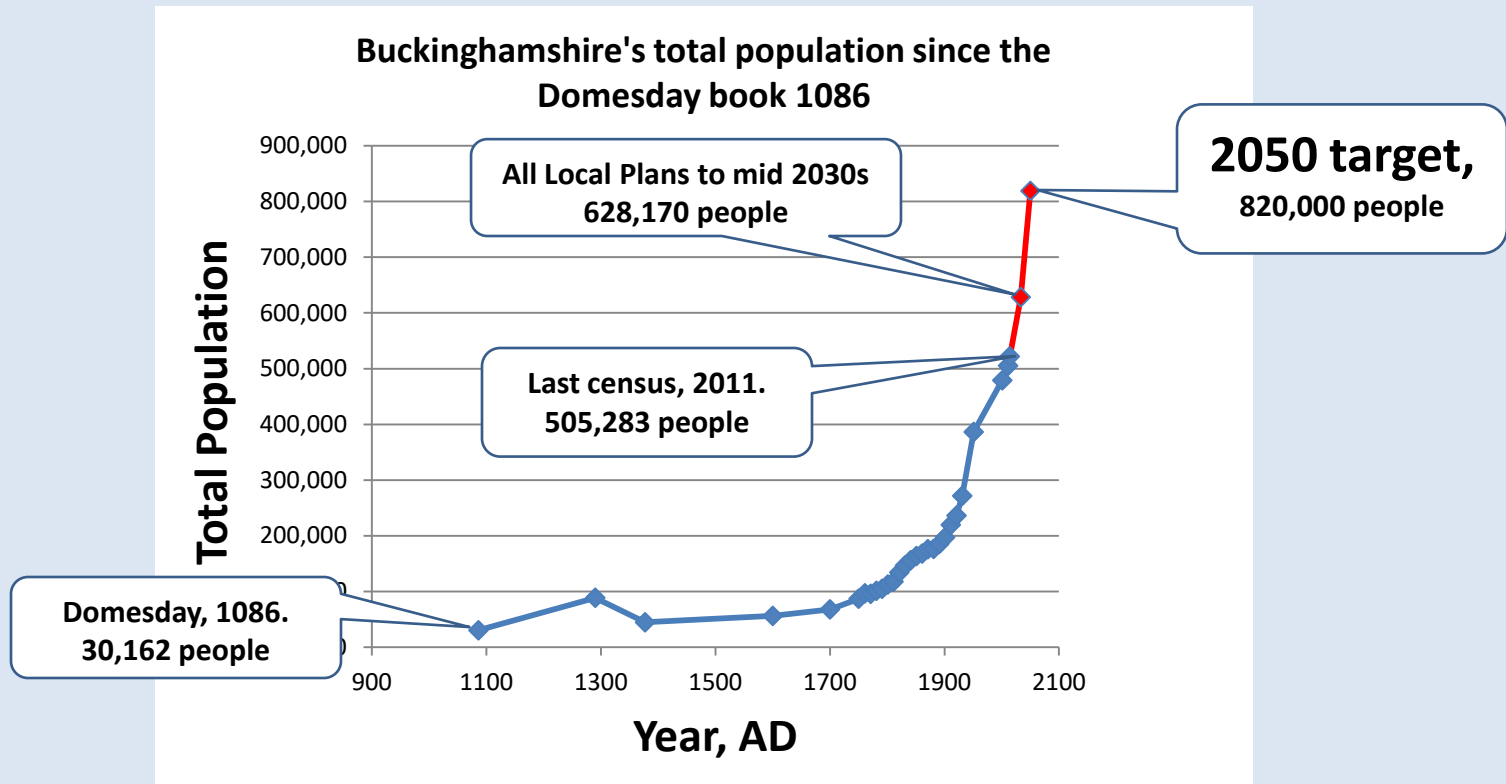
Buckinghamshire's past, and proposed growth to 2050



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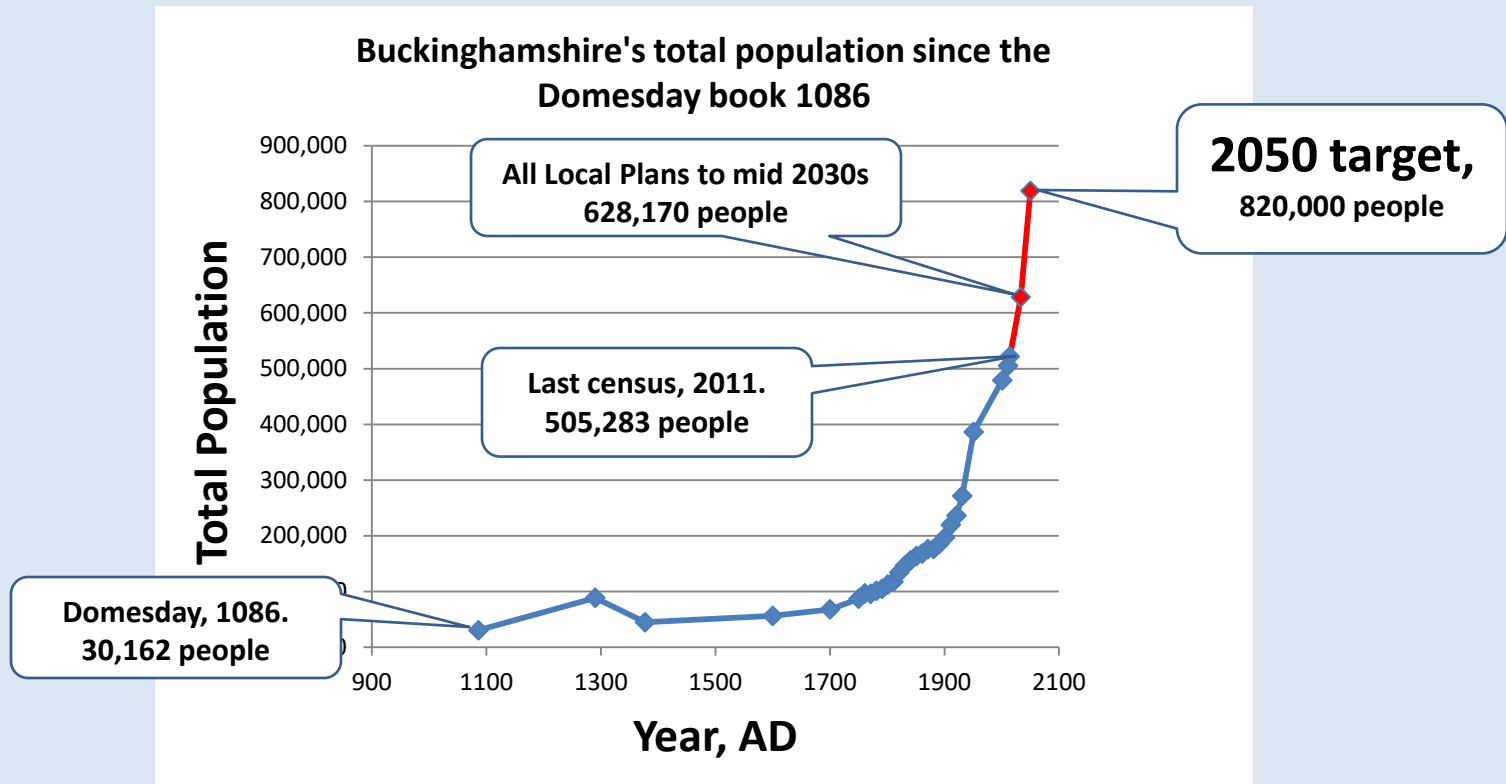


Buckinghamshire's past, and proposed growth to 2050



Buckinghamshire's share of the proposed Expressway homes is equivalent to 16 new Buckingham's (2011 figures)

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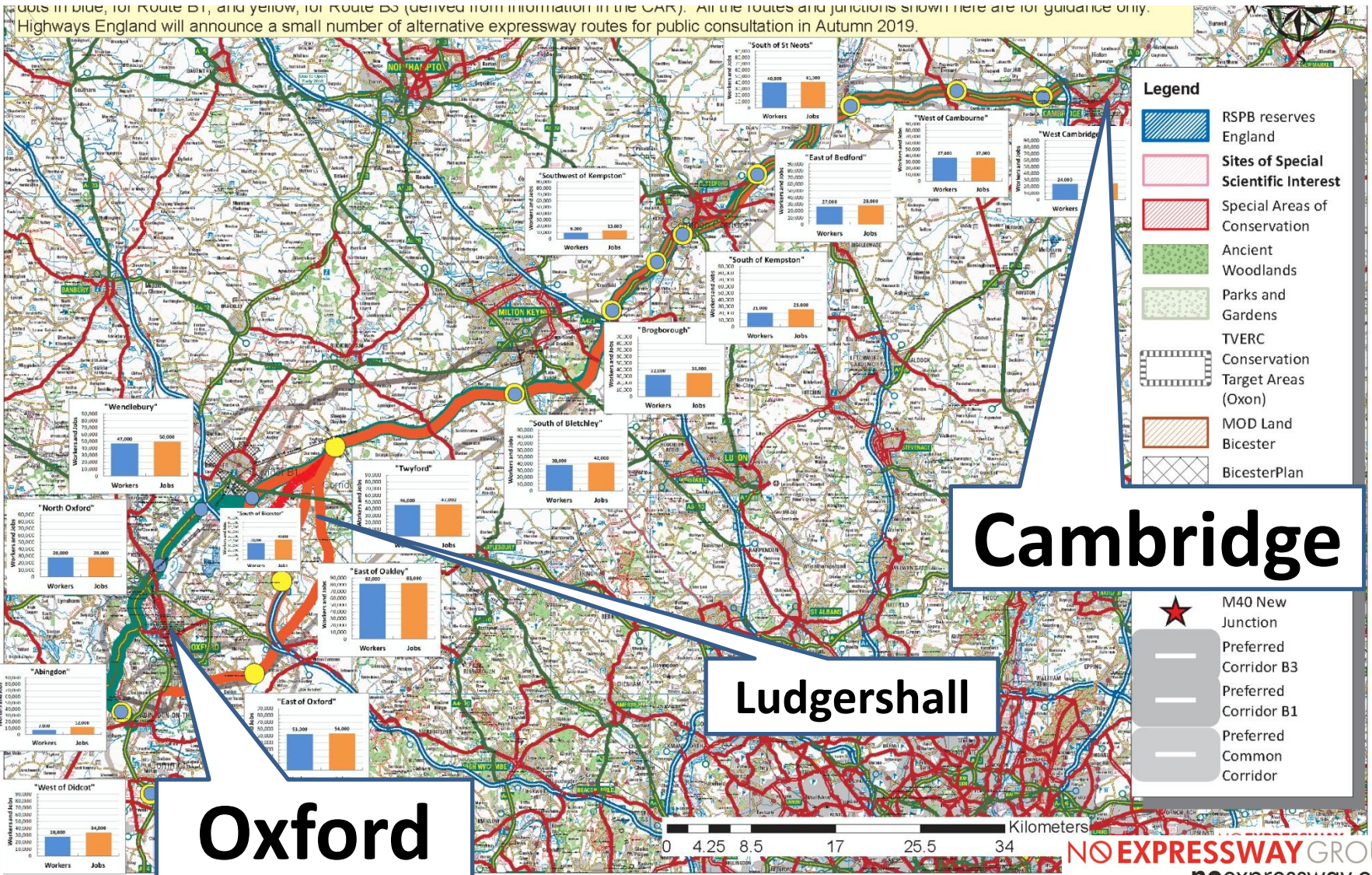


Buckinghamshire's share of the proposed Expressway homes is equivalent to 16 new Buckingham's (2011 figures)

Are there really no limits to growth?

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

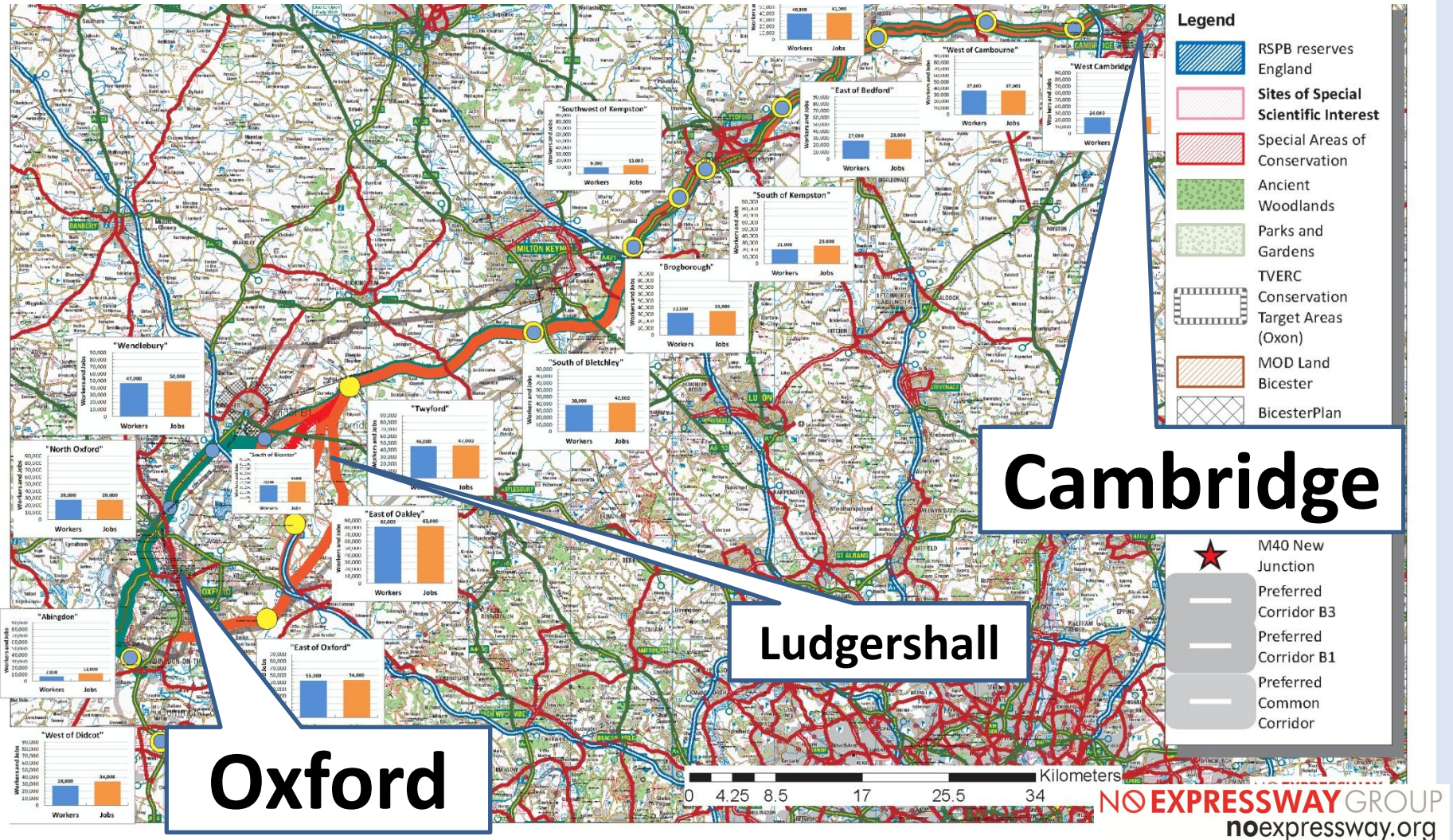
Highways England proposes 360,000 new houses enabled by the Expressway



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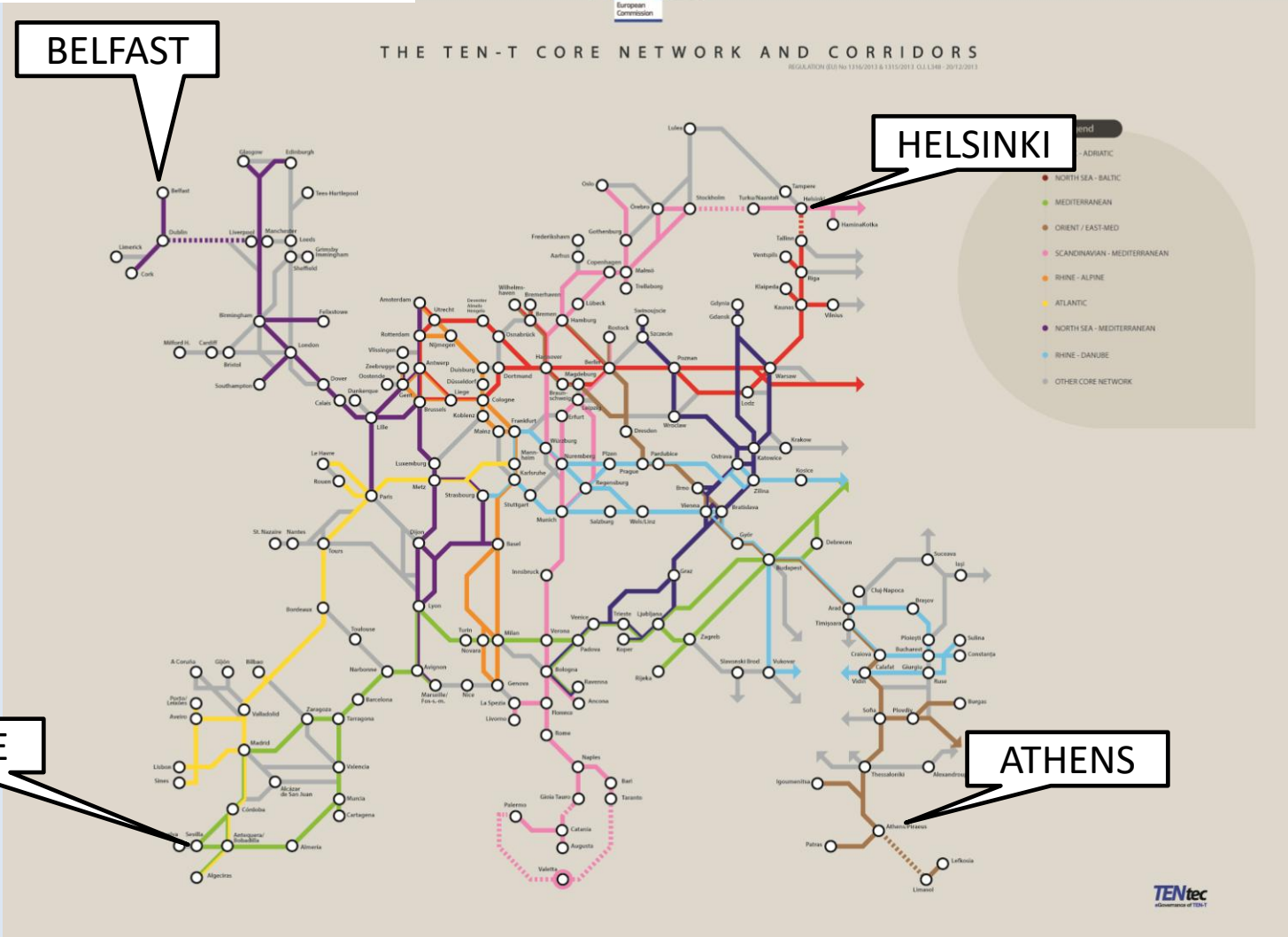
Highways England proposes 360,000 new houses enabled by the Expressway

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



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

TENtec Freight Network



SEVILLE

ATHENS

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

TENtec Freight Network





Southampton

Felixstowe

London

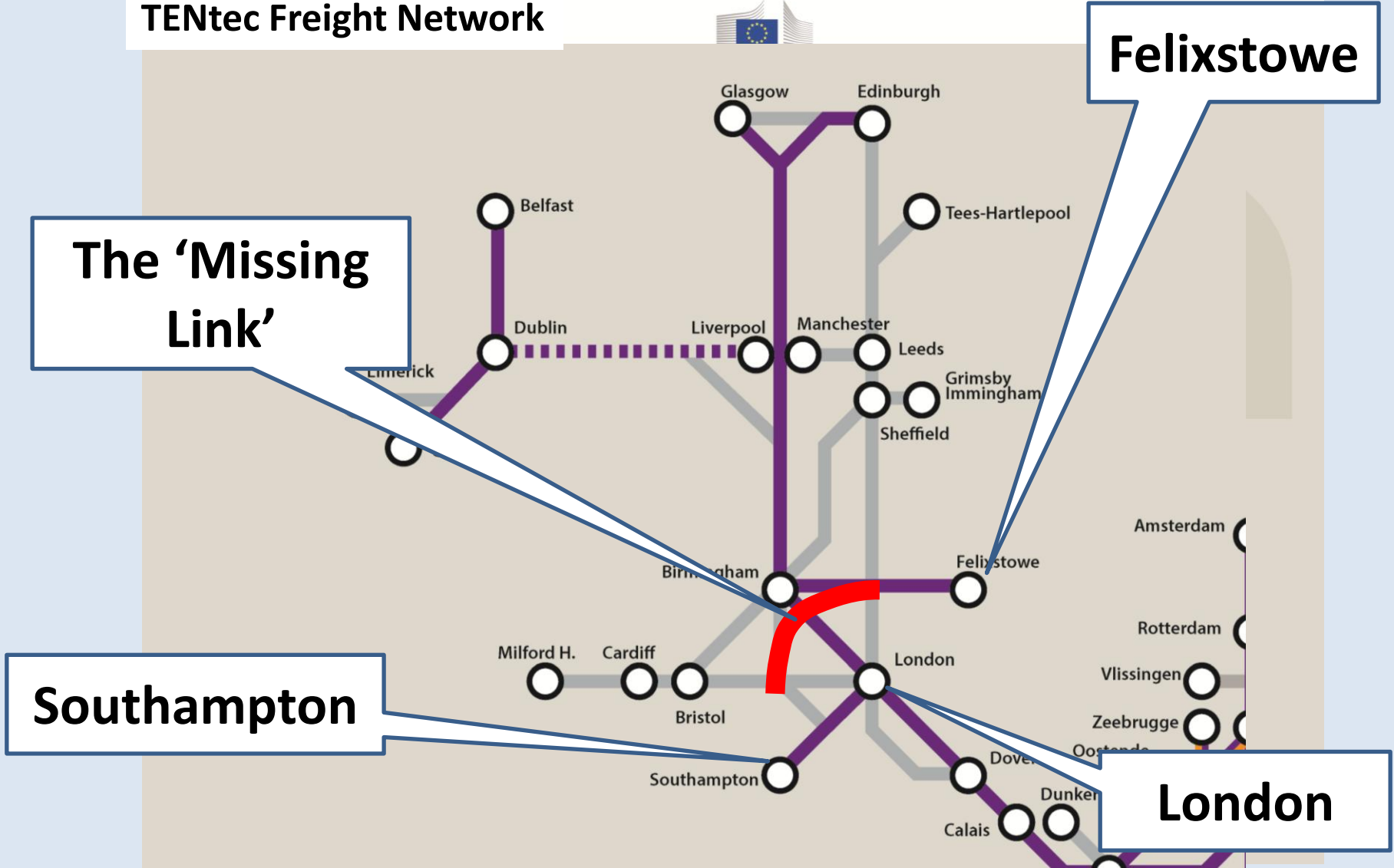
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network


noexpressway.org

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

TENtec Freight Network



The 'Missing Link'

Felixstowe

Southampton

London

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

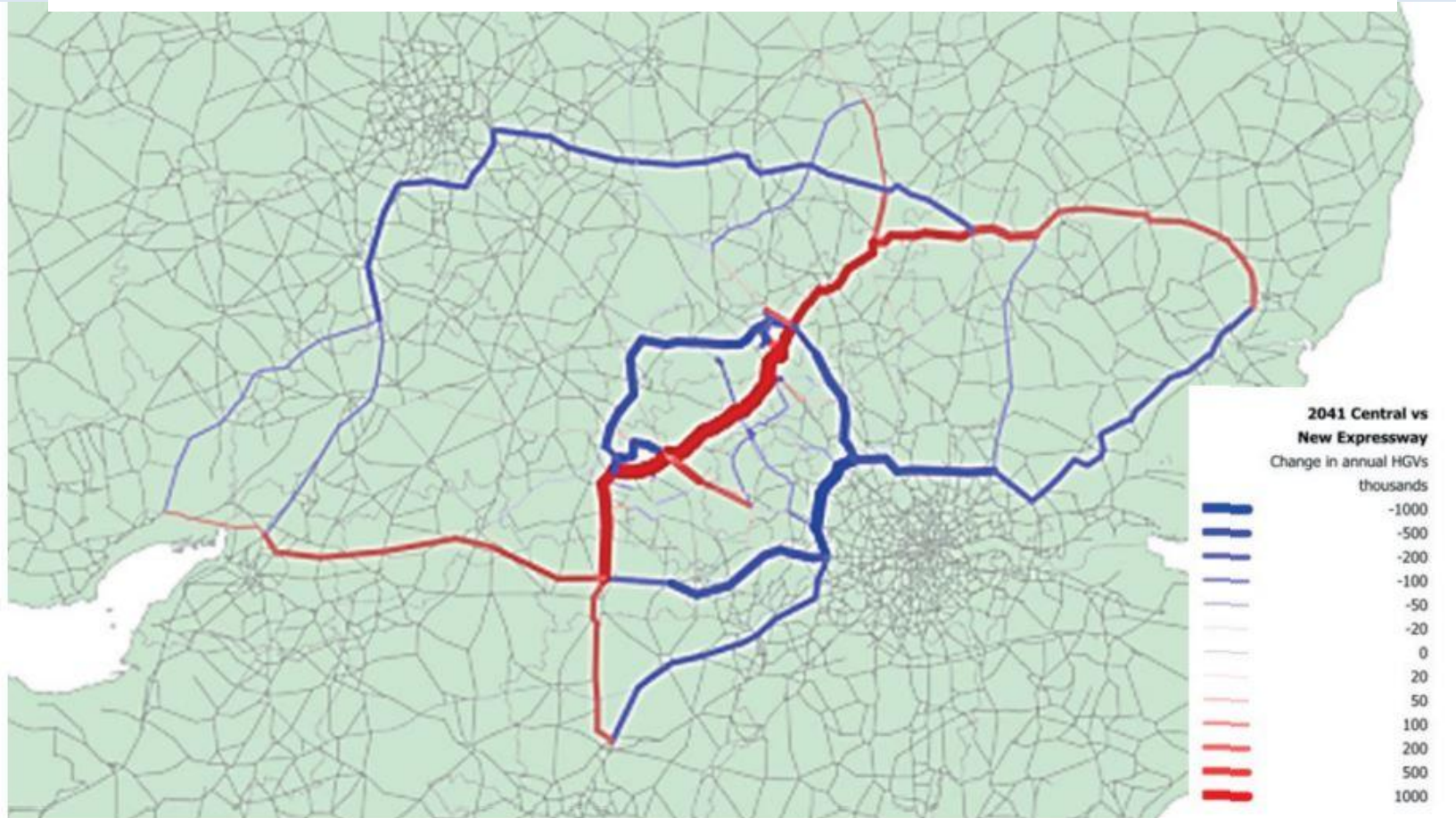


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

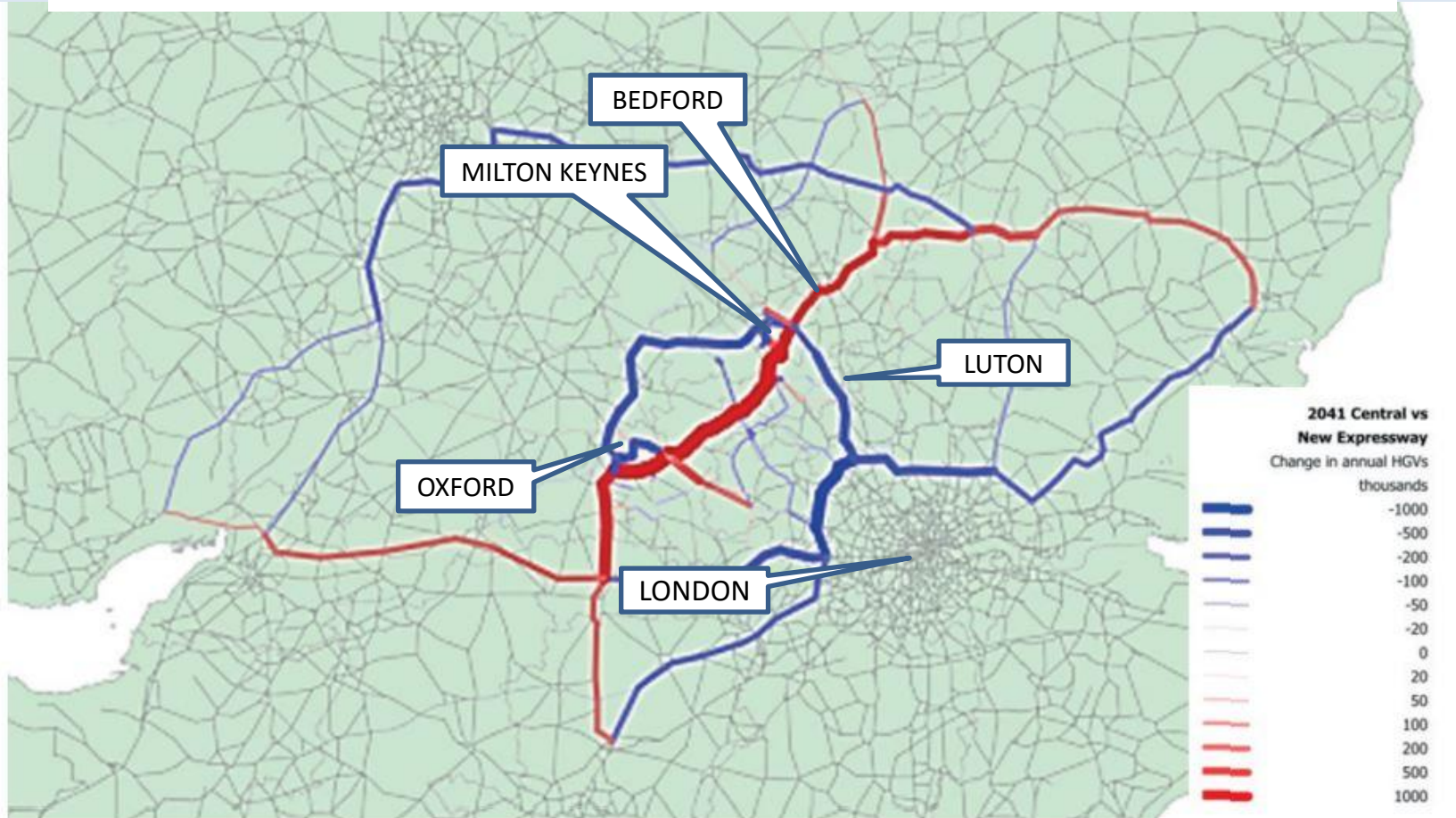


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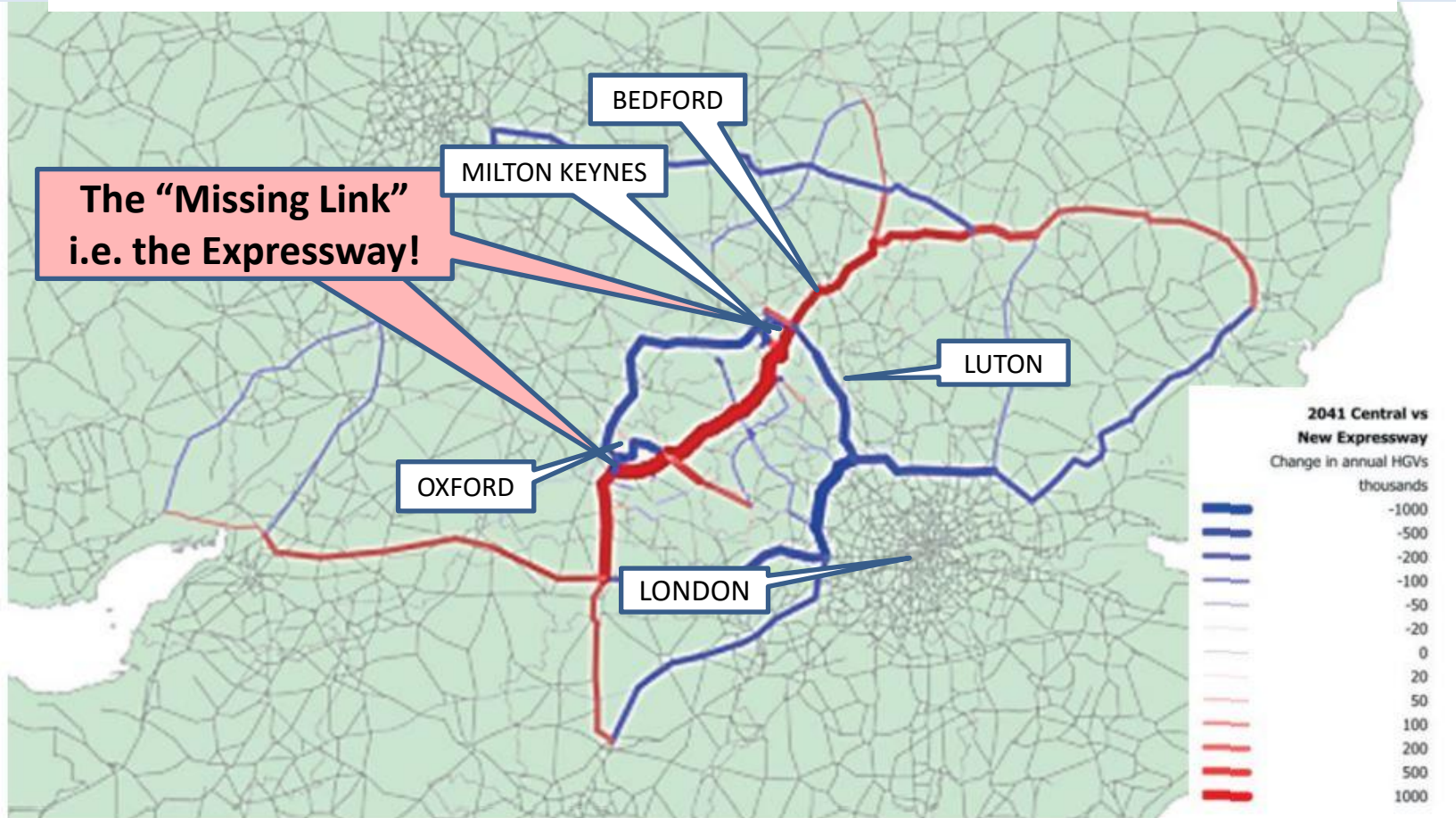


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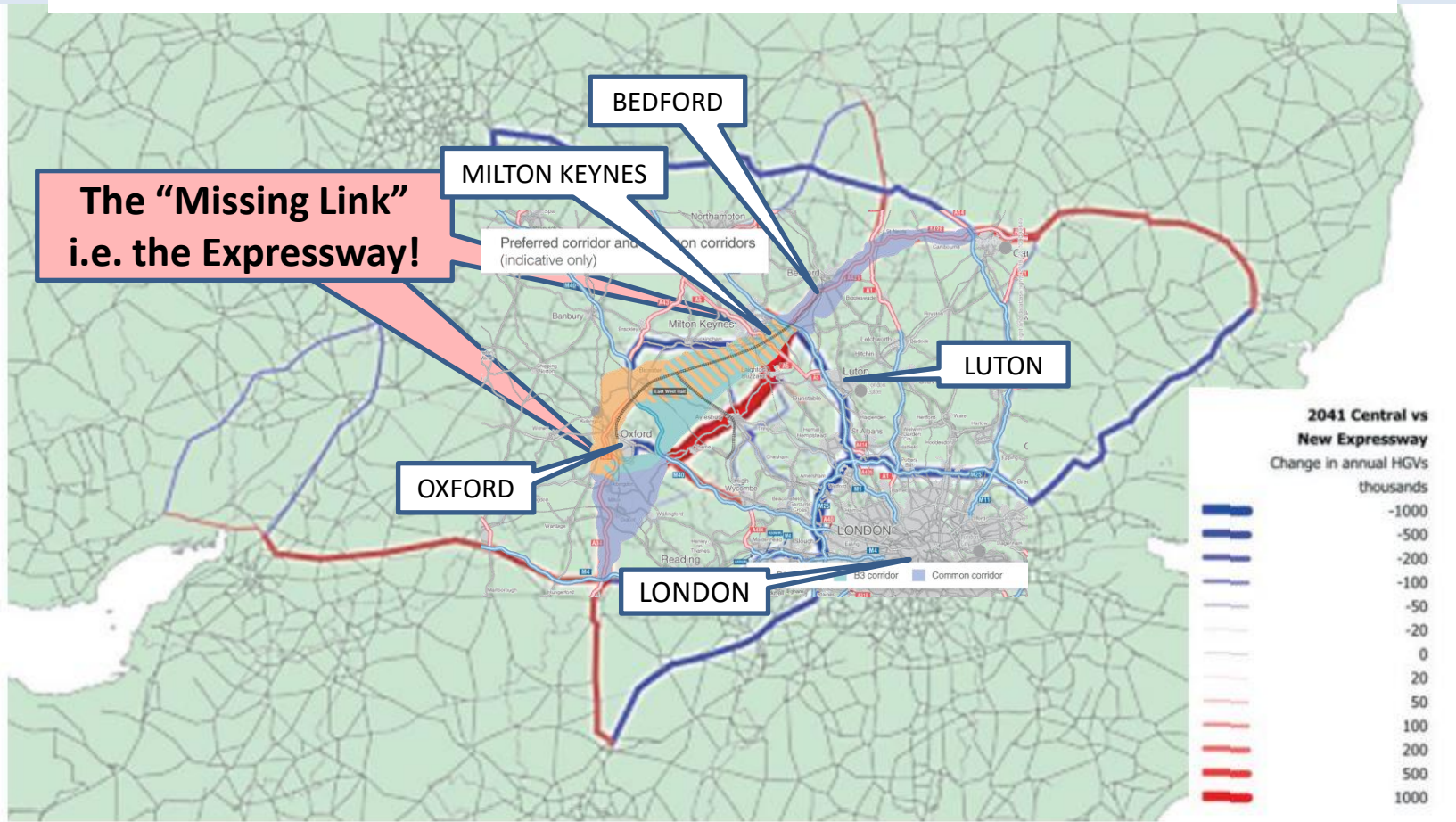


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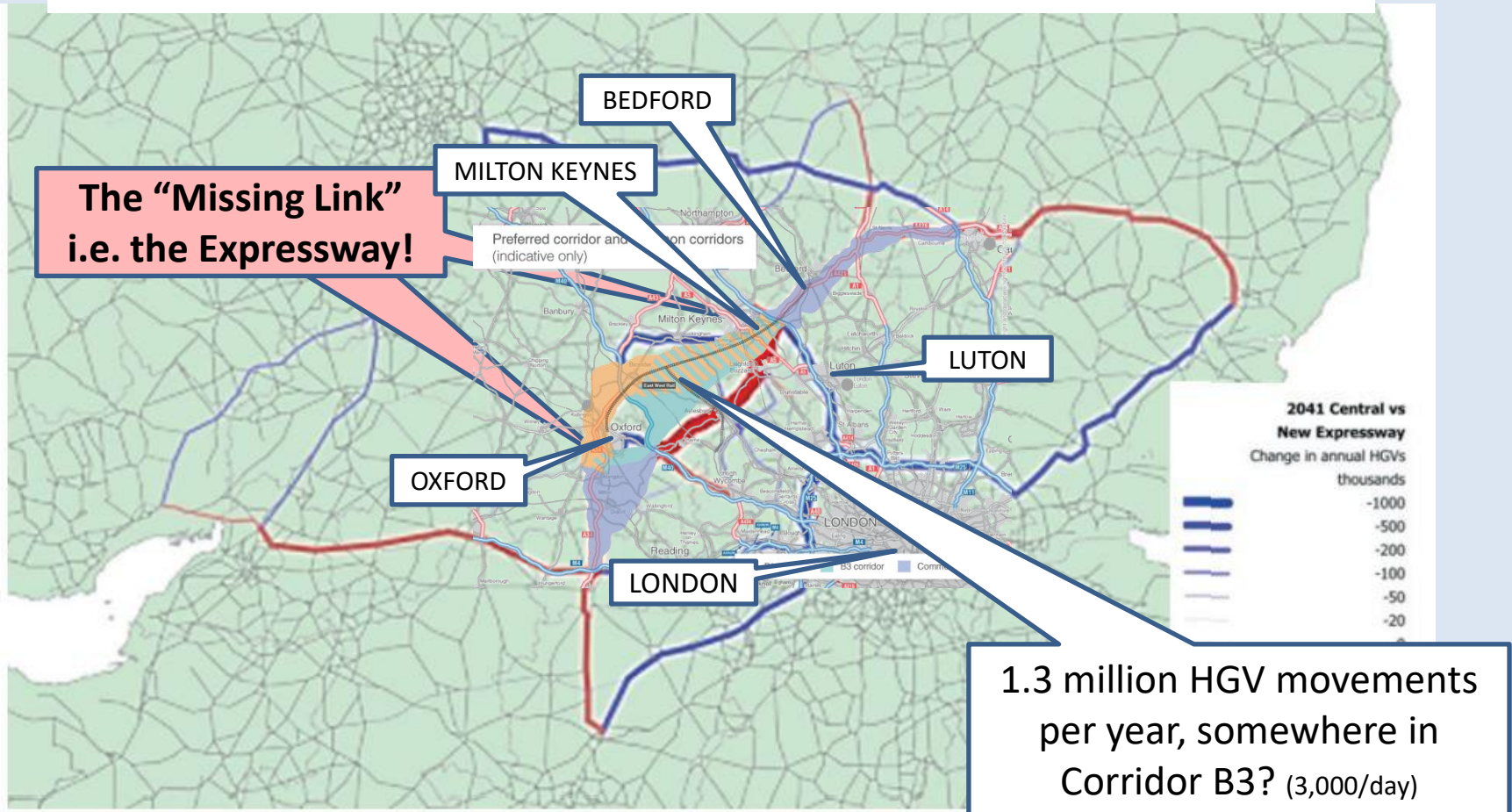


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So, why haven't we been consulted so far?

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

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“Engagement with members of the public on corridors is challenged by the scale of the Project area.

There are c.3.3 million people living in the arc. Consultation on corridors would require years of additional work at substantial cost to taxpayers. It would also leave a level of uncertainty across the region that was undesirable.

The Project Team are therefore engaging with Stakeholder Reference groups who themselves represent various public interests (environment, road users etc).”

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

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

AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



 **edf**ENERGY



 **gsk**
GlaxoSmithKline



Hilton

HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**

**JOHN
LEWIS
& PARTNERS**



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noexpressway.org

AstraZeneca 



BRITISH AMERICAN
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**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
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LONDON LUTON
AIRPORT



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Kettering
Borough Council

LUTON

NO EXPRESSWAY GROUP
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Aylesbury Vale
District Council



milton keynes council



WYCOMBE
DISTRICT COUNCIL



CHILTERN
District Council



SOUTH BUCKS
District Council

**These Councils (ALL stakeholders)
are supposed to be representing
OUR interests to Highways
England.**

ale

**They are supposed to be consulting
with us, so that our views are
passed back to Highways England.**

Let's make sure that they do.

KS
1



Common sense says.....

Common sense says.....

- 1) Public transport not private transport.**
- 2) Social housing not commercial/'affordable' housing.**
- 3) Jobs to the North of the country, not to the South.**
- 4) Freight by rail, not by road.**
- 5) Engage with the affected population.**
- 6) If you double a population in 30 years.....
It will be difficult to create a 'sense of place' for the newcomers... and....
...it will destroy the sense of place of those already living there.**

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



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

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The No Expressway Group Campaign



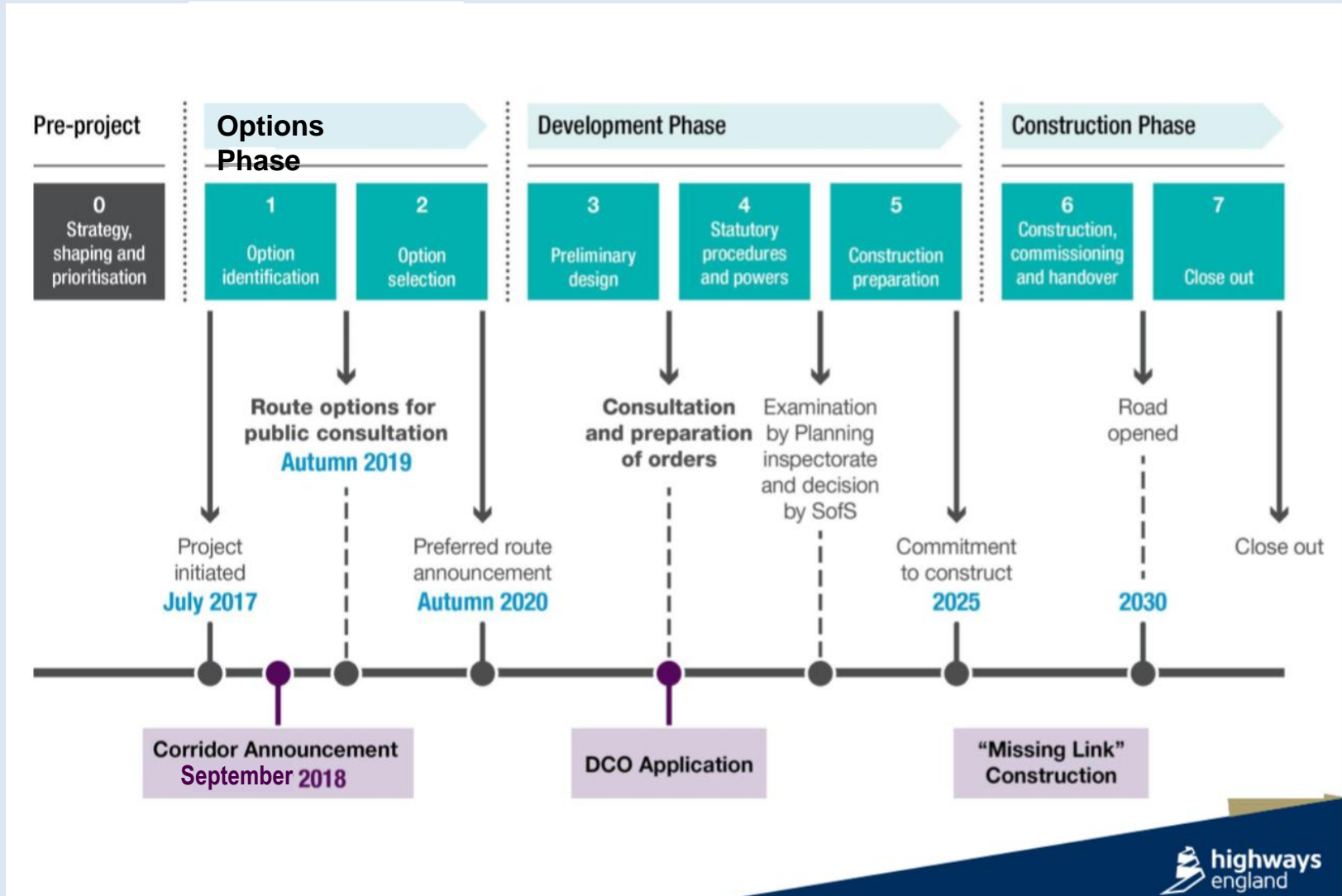
What's Next? How Can We Influence?



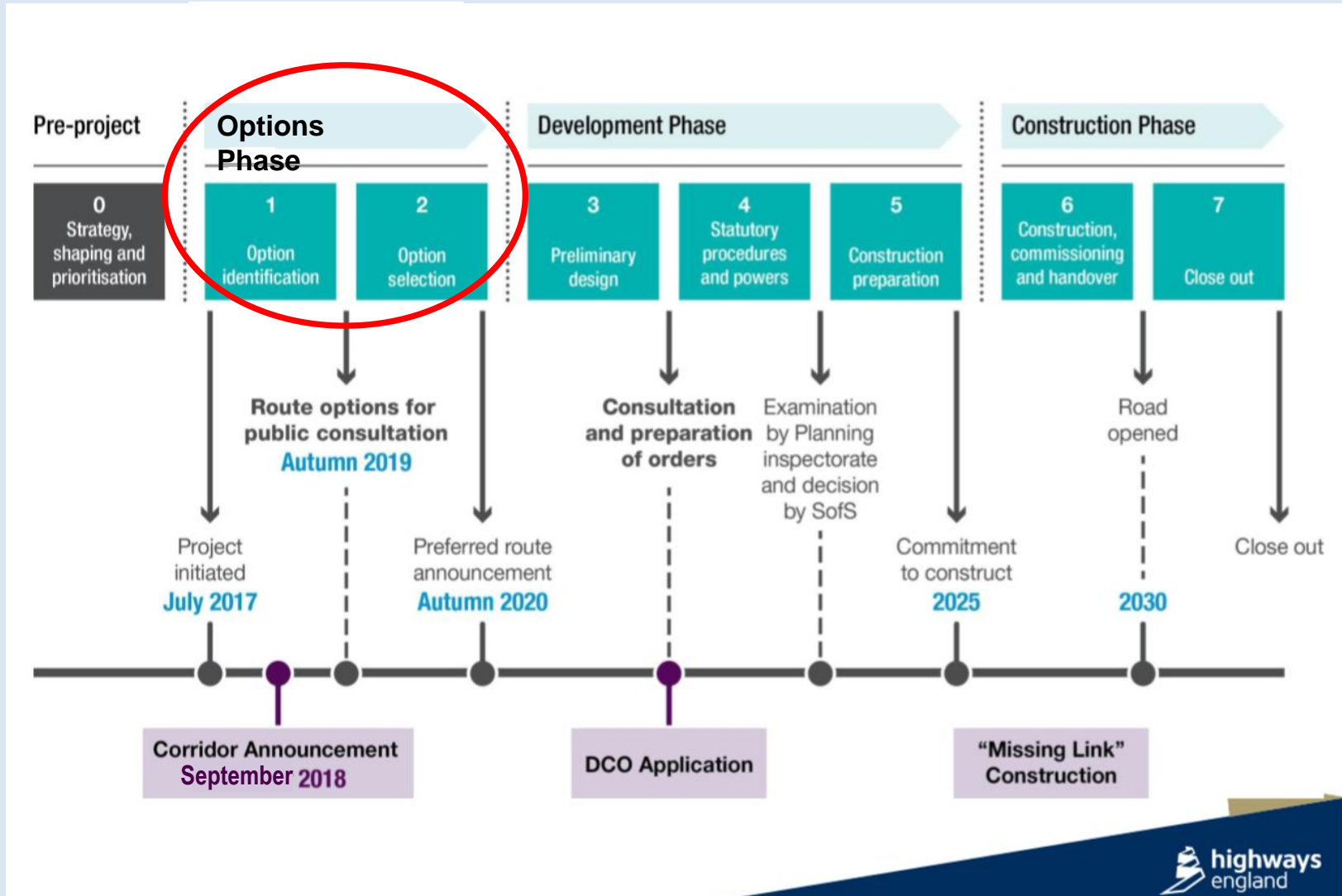
Olivia Field

NO EXPRESSWAY GROUP
noexpressway.org

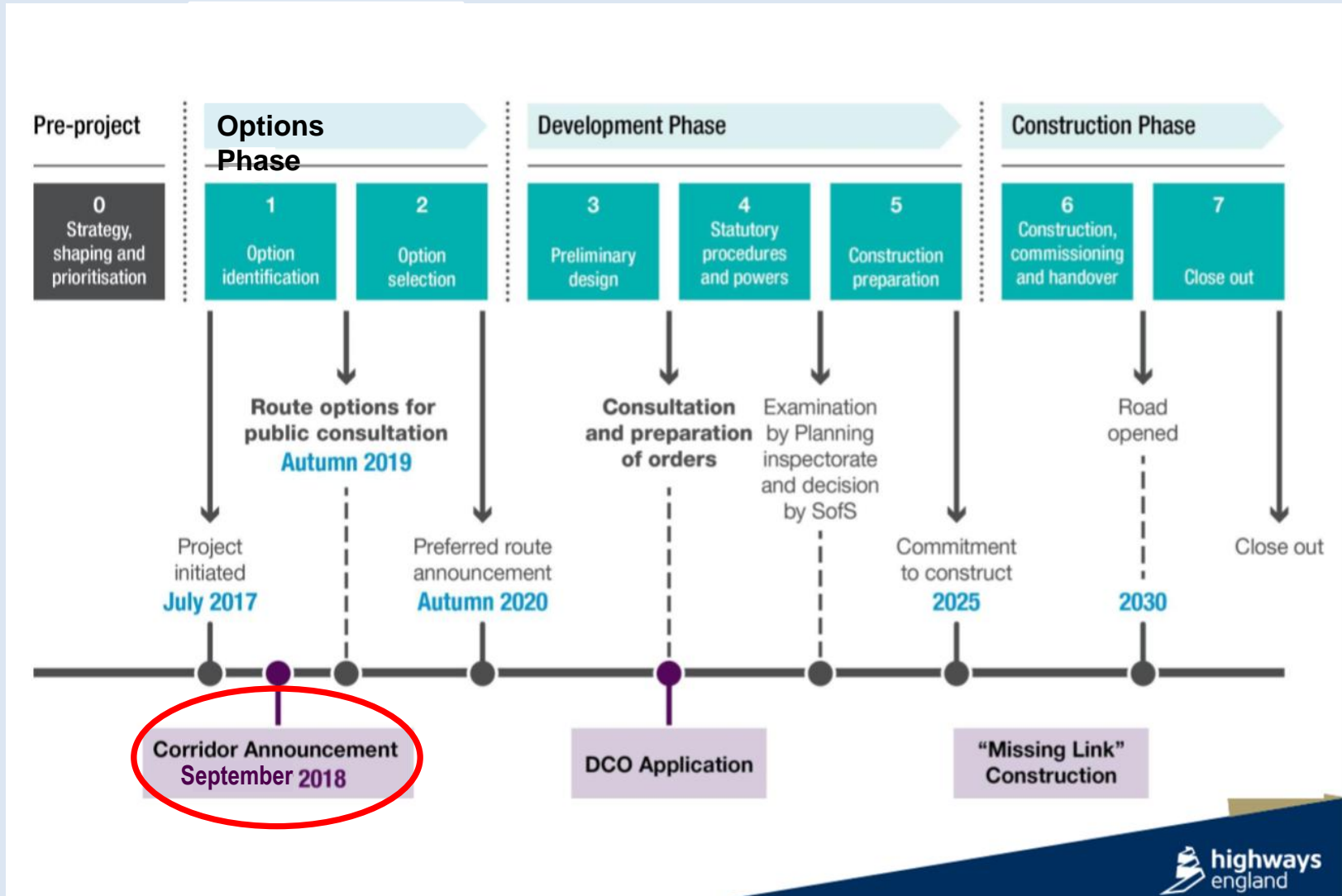
What's Next - Highways England Project Milestones



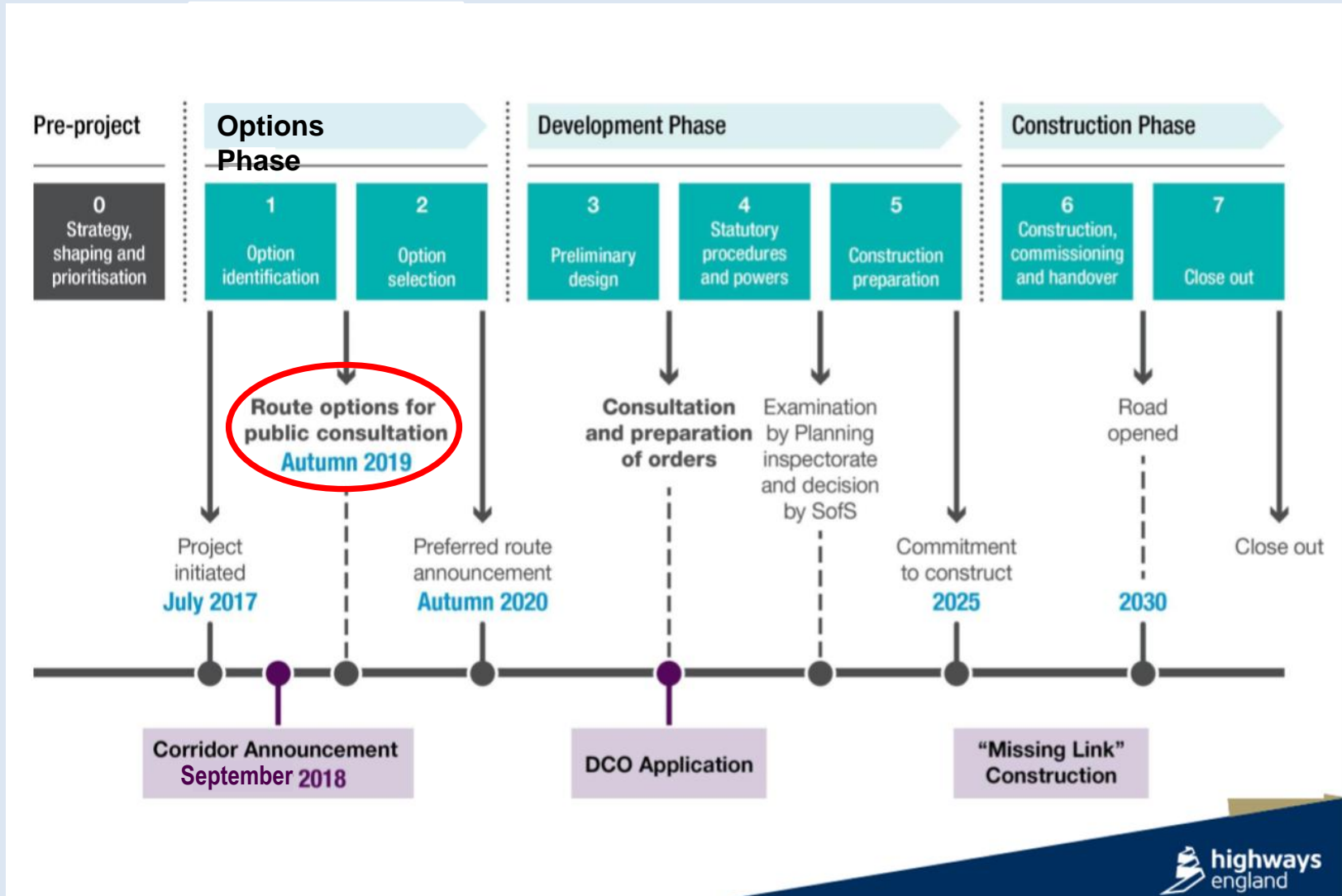
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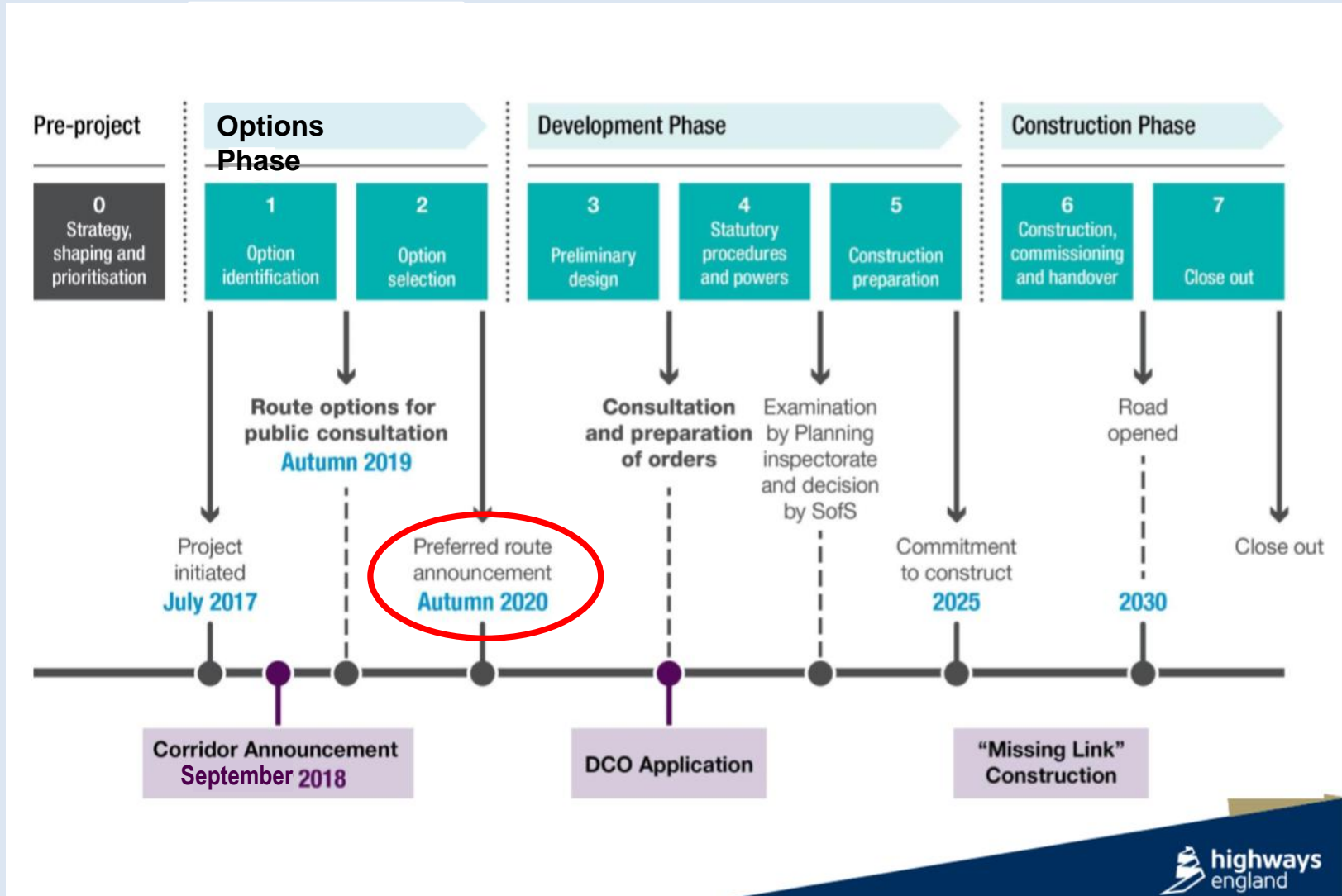
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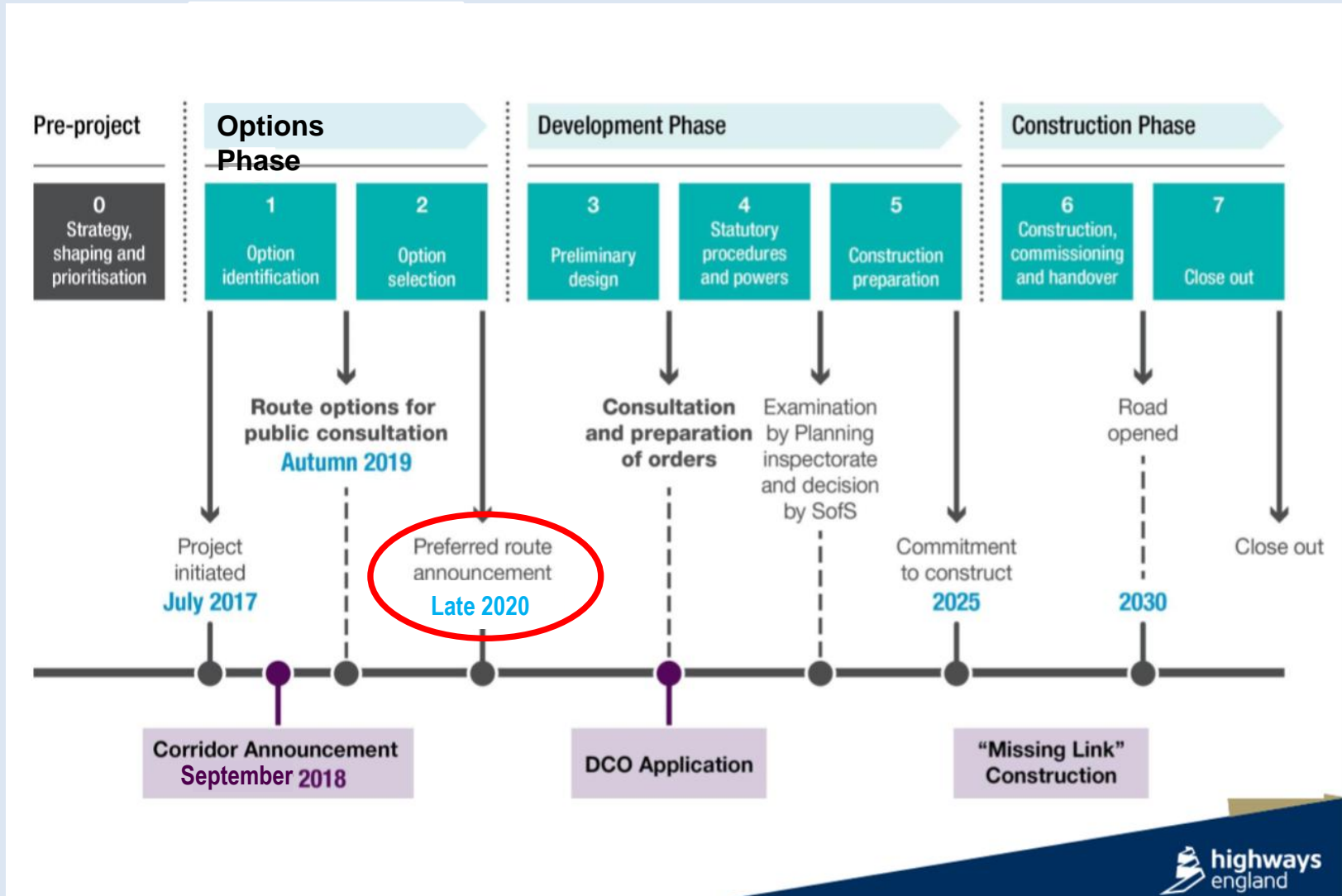
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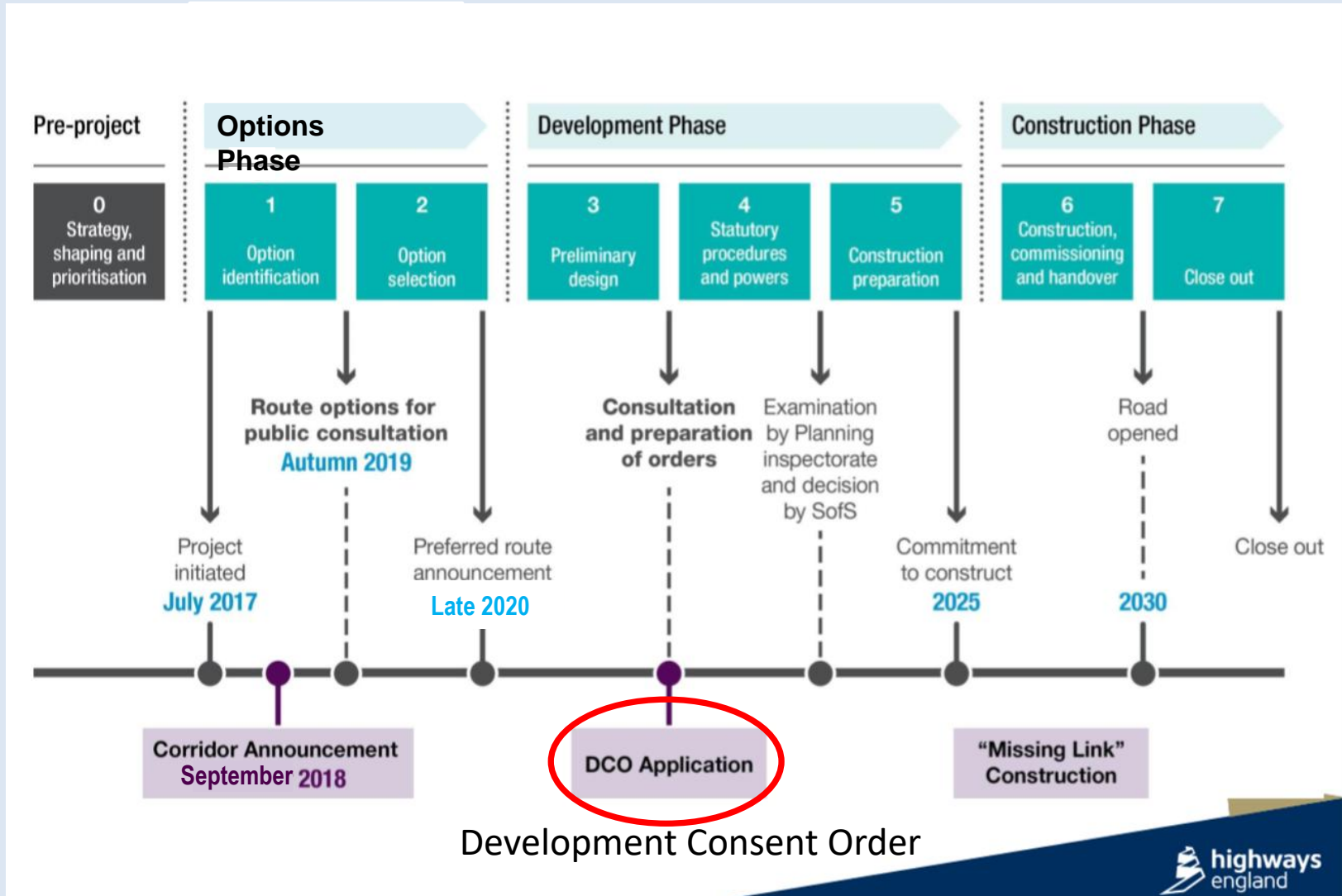
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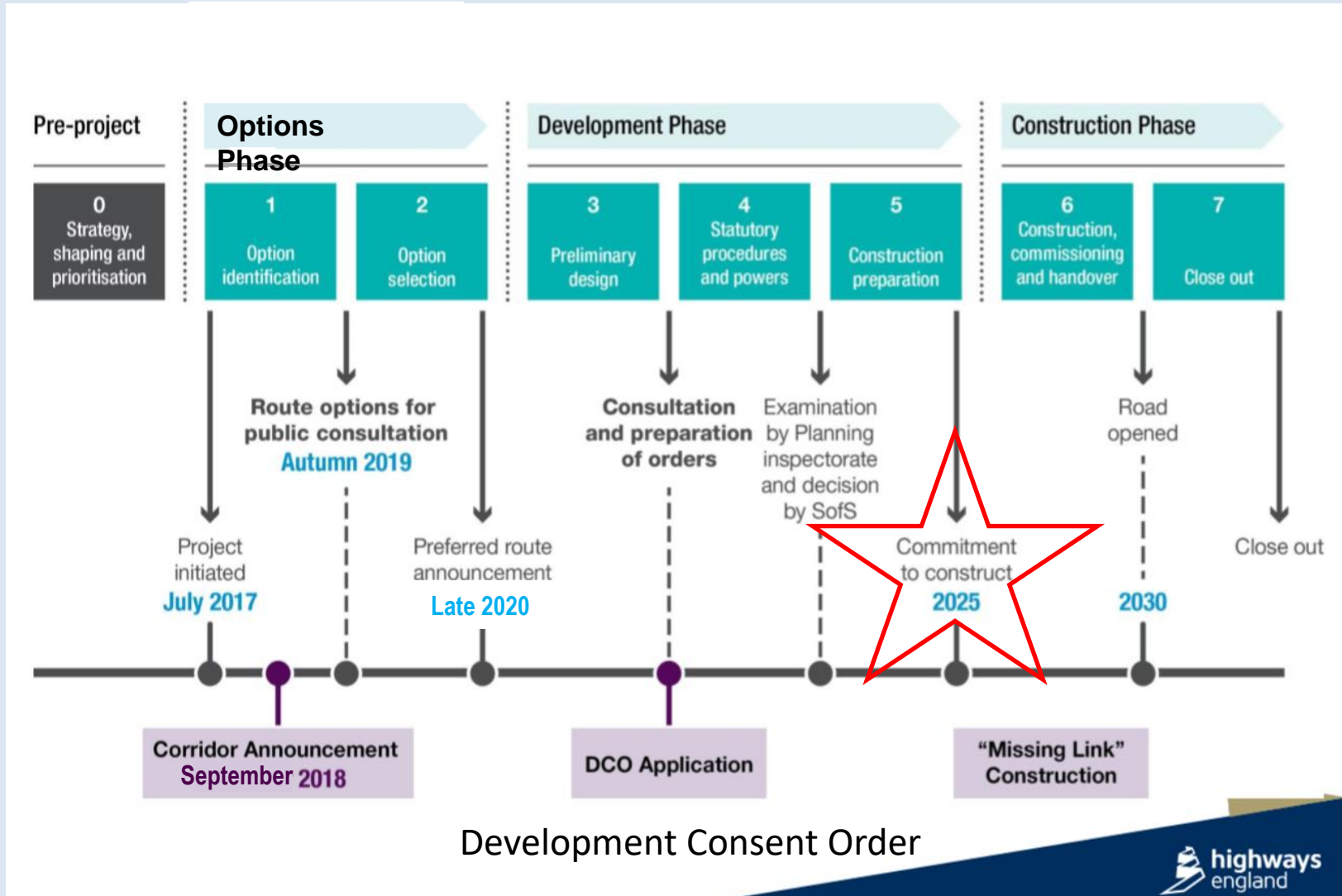
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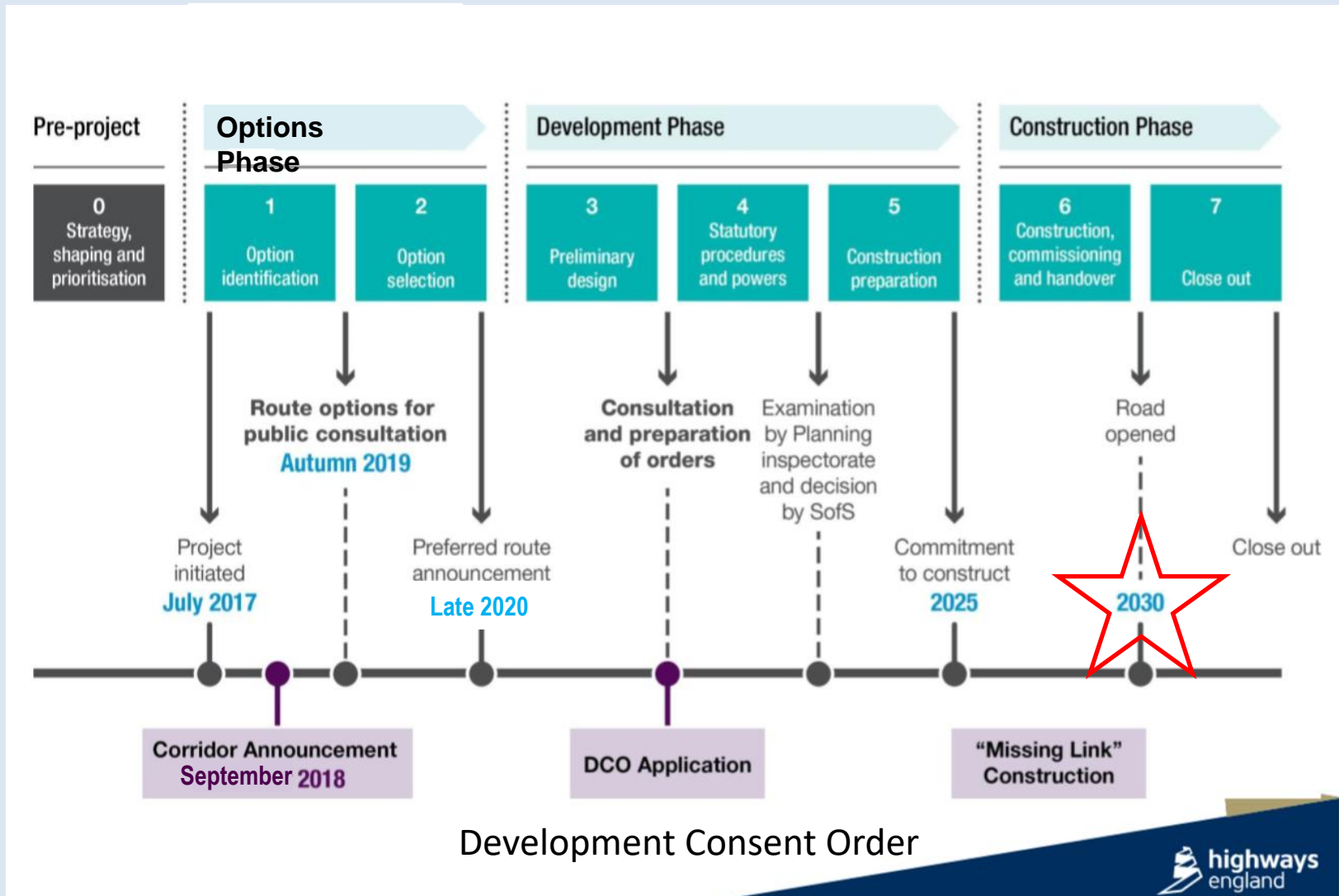
What's Next - Highways England Project Milestones



Development Consent Order



What's Next - Highways England Project Milestones



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

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1. Public Inquiries of the sort used for the M40 in the 1970s/80s are no longer held

The Oxford Cambridge Expressway is a....

Nationally Significant Infrastructure Project (NSIP)

- ~~1. Public Inquiries of the sort used for the M40 in the 1970s/80s are no longer held~~
2. **NSIPs** are examined by an Independent Inspector appointed by the Planning Inspectorate
3. The entire examination process takes **no longer than 14 months**
4. There is only **very limited public involvement**, usually restricted to registered Interested Parties (IPs)
5. Interested Parties **can challenge the process**, but not the outcome (i.e. you will get an expressway somewhere).

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

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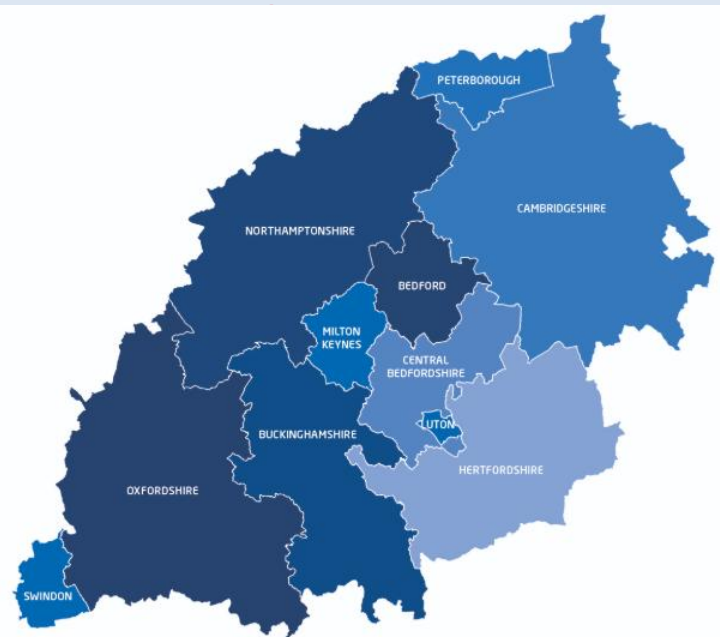
1. Highways England

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

1. Highways England
2. Oxford – Cambridge Arc Leaders Group
 - Focused on business and housing development and driving benefits of the "Arc"

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

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

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

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4. East West Rail

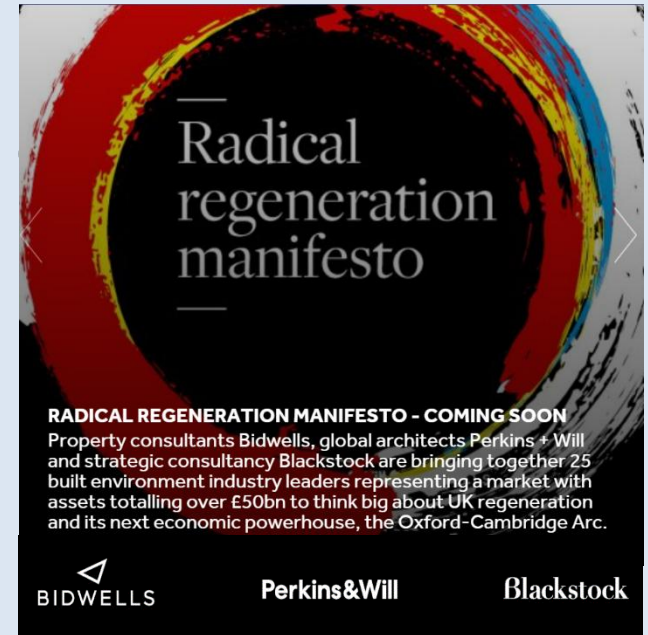
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Consultants/Developers



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4. East

Consultants/Developers



Q. – Who's in charge?

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How can we Influence?

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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 ?

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No dates known

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No dates known

Register as a stakeholder (group or individual)

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No dates known

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

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How can we Influence?



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- EEH Outline Transport Strategy engagement - now to 31st Oct
- HE Route options consultation - Autumn 2019
Register as a stakeholder (group or individual)
- HE Preferred route consultation - Late 2020

No dates known

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

How can we Influence?



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

- Autumn 2019

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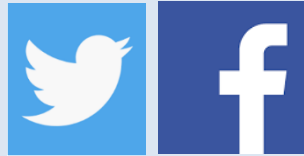


How can we Influence?

The Challenge

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2. Spread the word

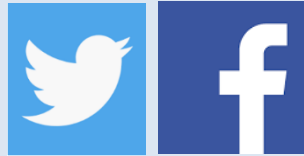
- Share news and updates online, ***follow us @no_expressway, sign-up on noexpressway.org***
- Urge people to involve Parish, Local and District Councillors in Expressway plans
- Work to cancel the Expressway before it is too late

How can we Influence?

The Challenge

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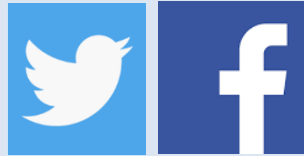
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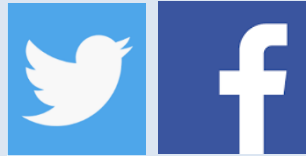
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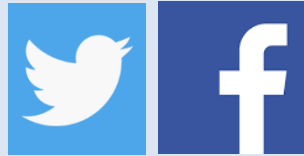
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NO EXPRESSWAY GROUP
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3. Submit Environment, Heritage, Wildlife info to HE

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

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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Actions – *what you can do!*

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1. Organise a village questionnaire.
2. Register to be a Highways England **Stakeholder**
3. Sign-up to our updates - **noexpressway.org**
4. Make your voice heard (MP's, Cllrs, **consultations**)
5. **Donate** (time / money / skills)
6. Follow us on social media
Facebook - No Expressway Group page
Twitter - @no_expressway
7. ***Get your friends involved!***



Thank you!

NO EXPRESSWAY GROUP
noexpressway.org

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

X

NO EXPRESSWAY GROUP

[THE CAMPAIGN](#)

[ABOUT US](#)

[HOW YOU CAN HELP](#)

[NEWS & UPDATES](#)

[EVENTS](#)

[CONTACT US](#)



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

[MAKE YOUR VOICE HEARD](#)

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

