

# Oxford-Cambridge Expressway

Marsh Gibbon

15<sup>th</sup> July 2019, 7.30p.m.

David Rogers & Olivia Field

No Expressway Group

Horton-cum-Studley

[noexpresswaygroup@gmail.com](mailto:noexpresswaygroup@gmail.com)

**NO EXPRESSWAY** GROUP  
[noexpressway.org](http://noexpressway.org)



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

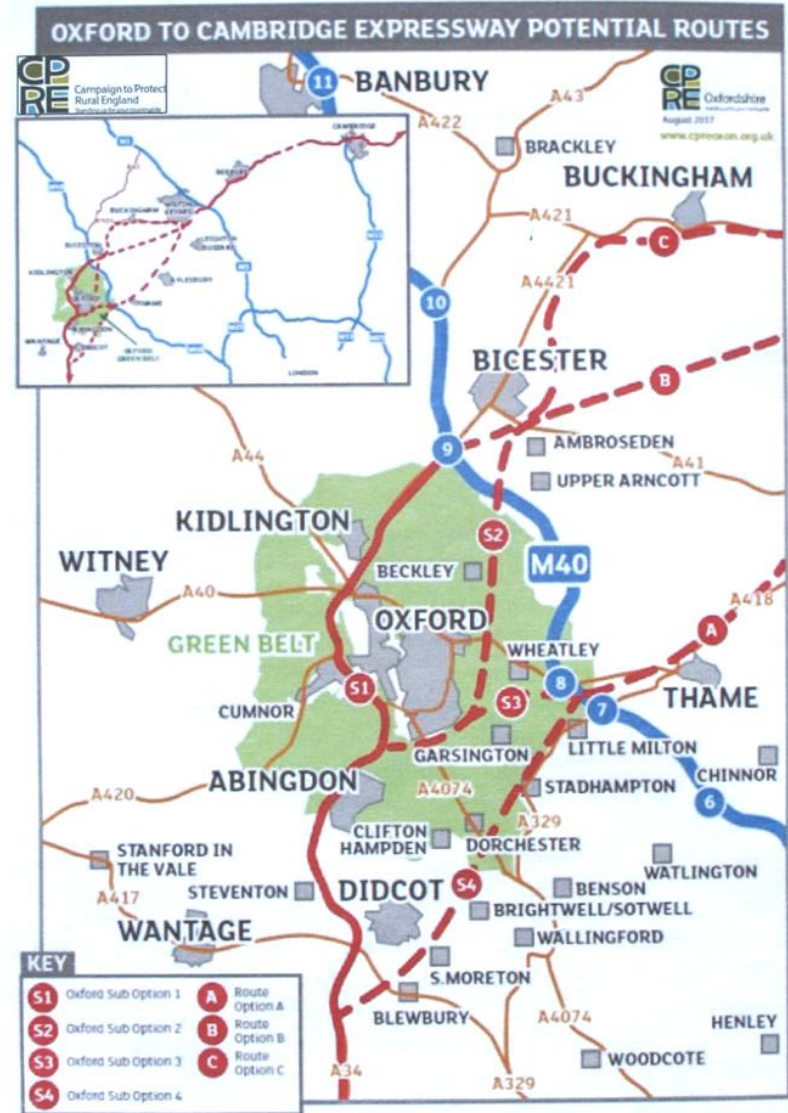
## The Four Parishes News Magazine

BECKLEY  
FOREST HILL  
HORTON-cum-STUDLEY  
STANTON St JOHN



Crocuses in Bury Knowle Park, 17 February 2018

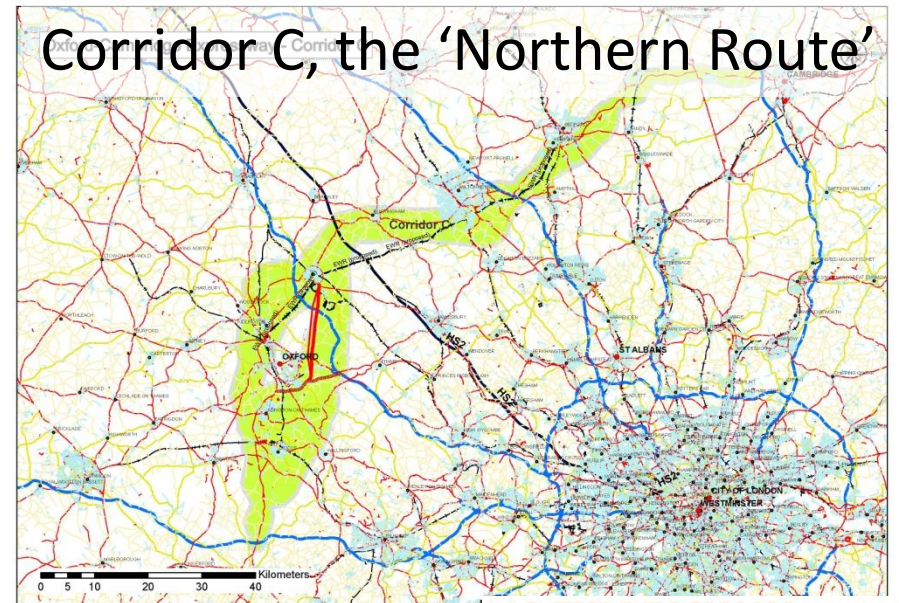
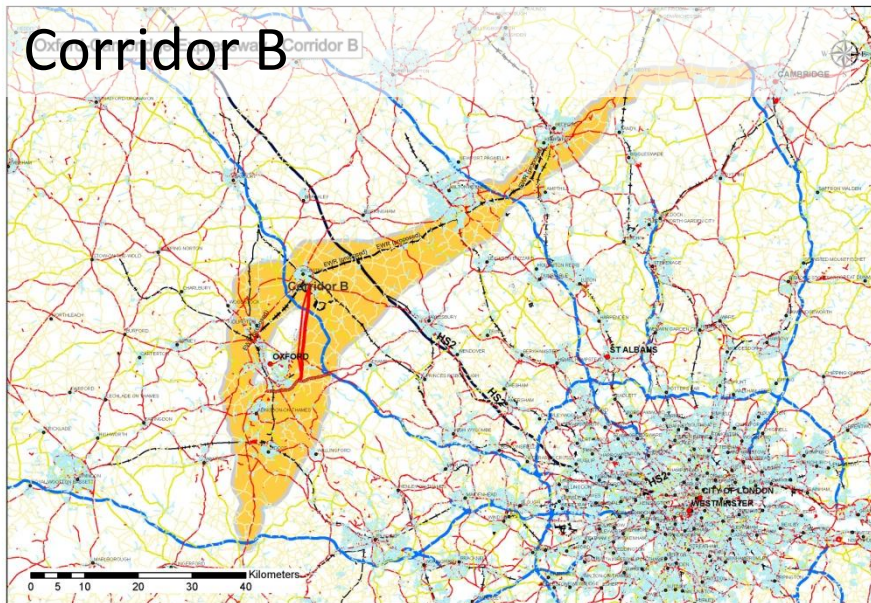
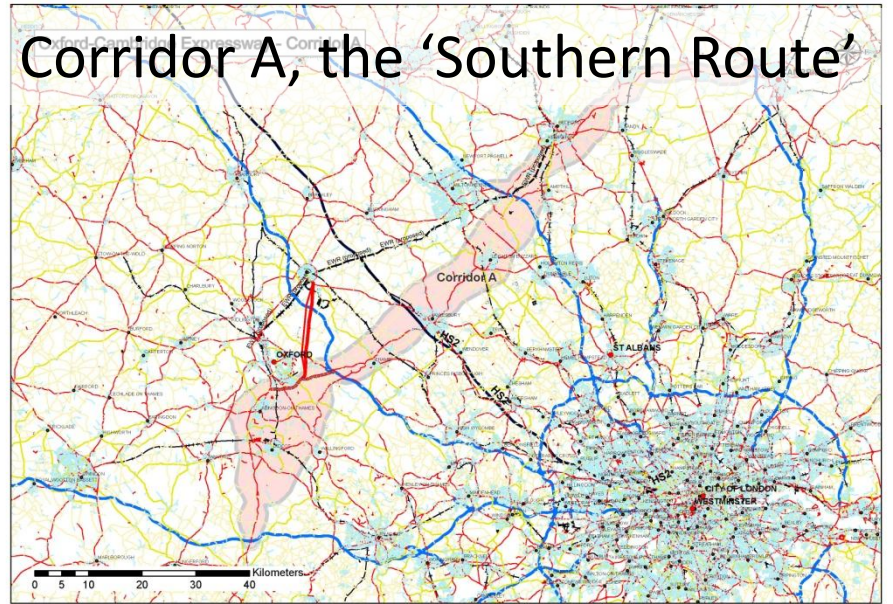
March 2018





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

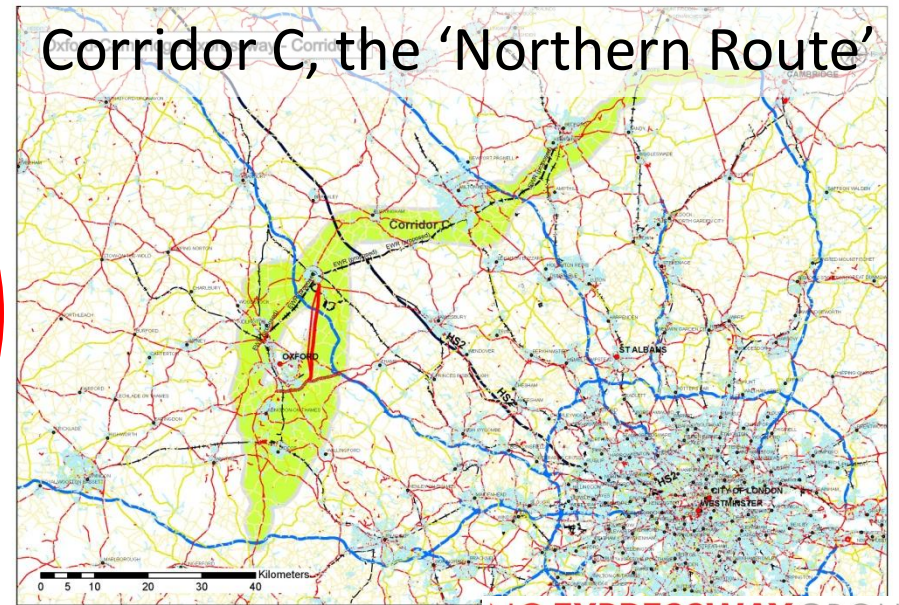
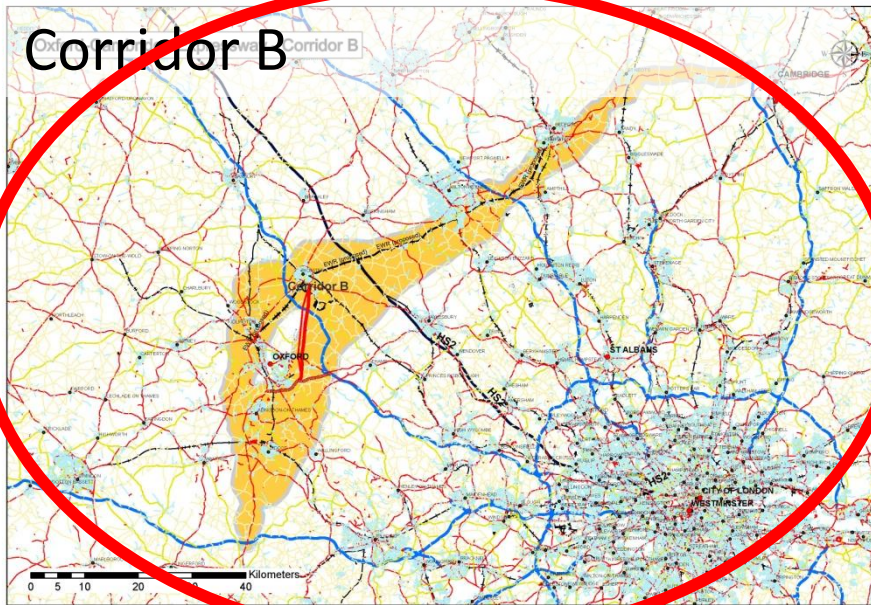
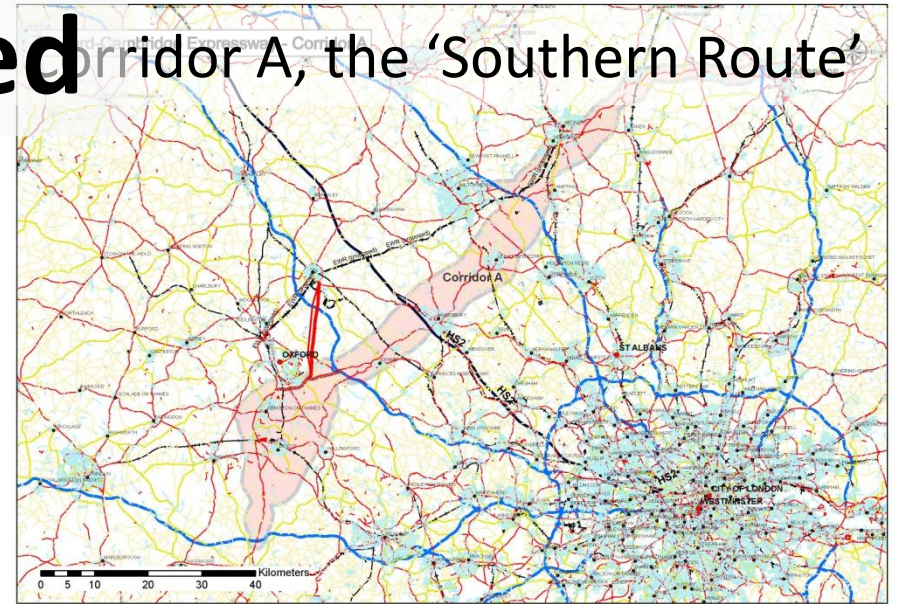
Stakeholders had very little influence on Corridor choice.





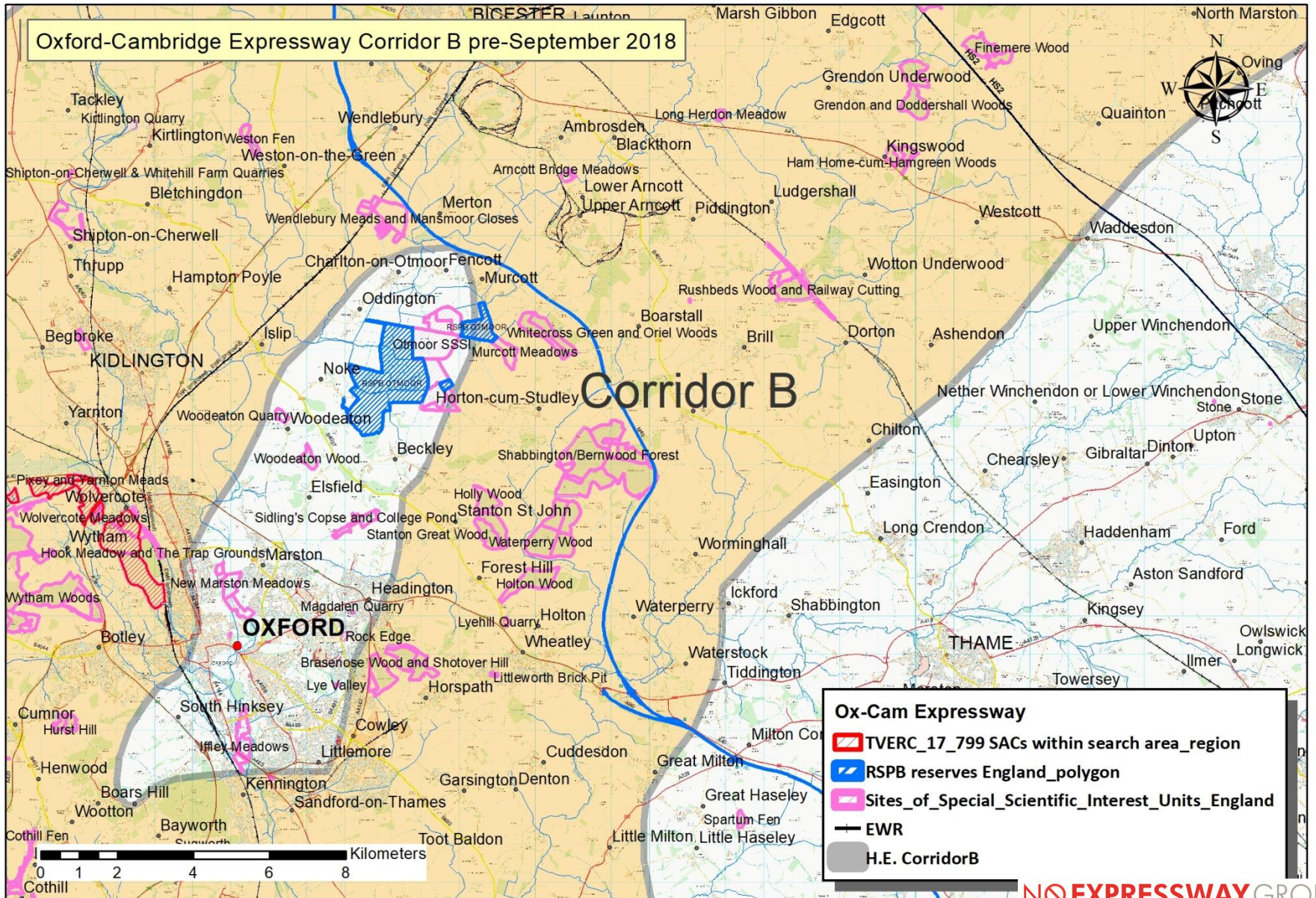
# Corridor Announced

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



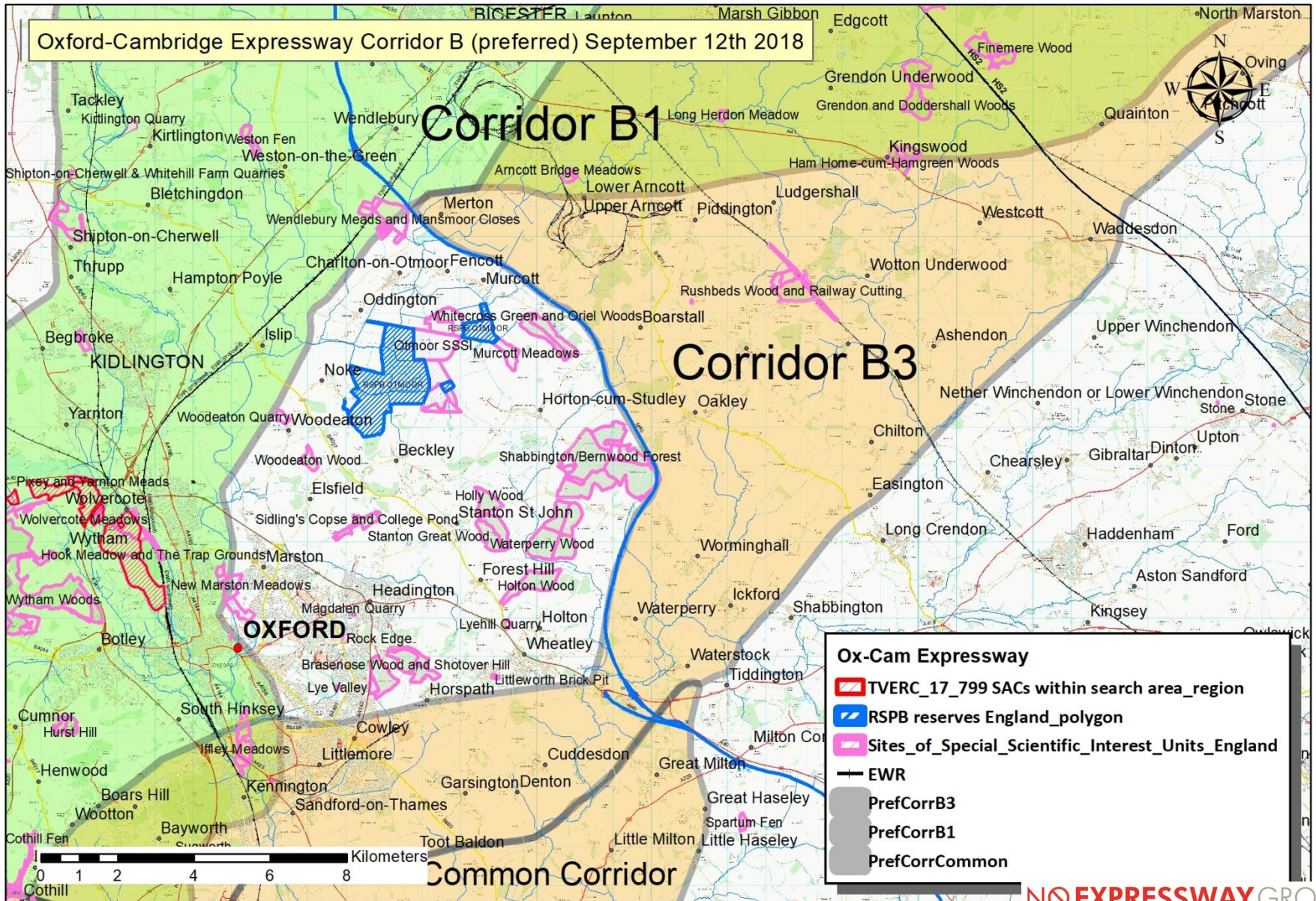


# Corridor B before September 12th





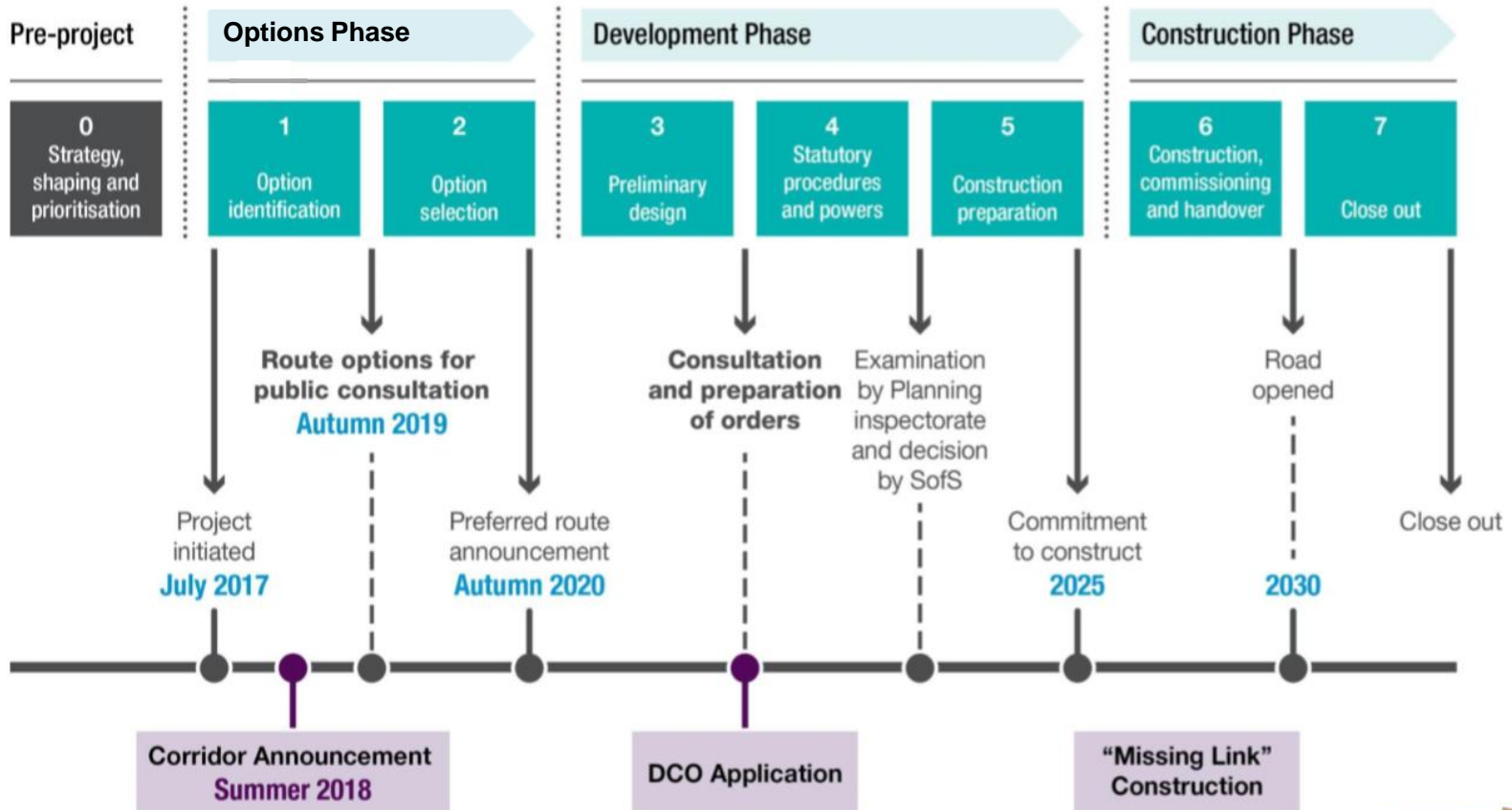
# Corridor B after September 12th





# Highways England's Time Table

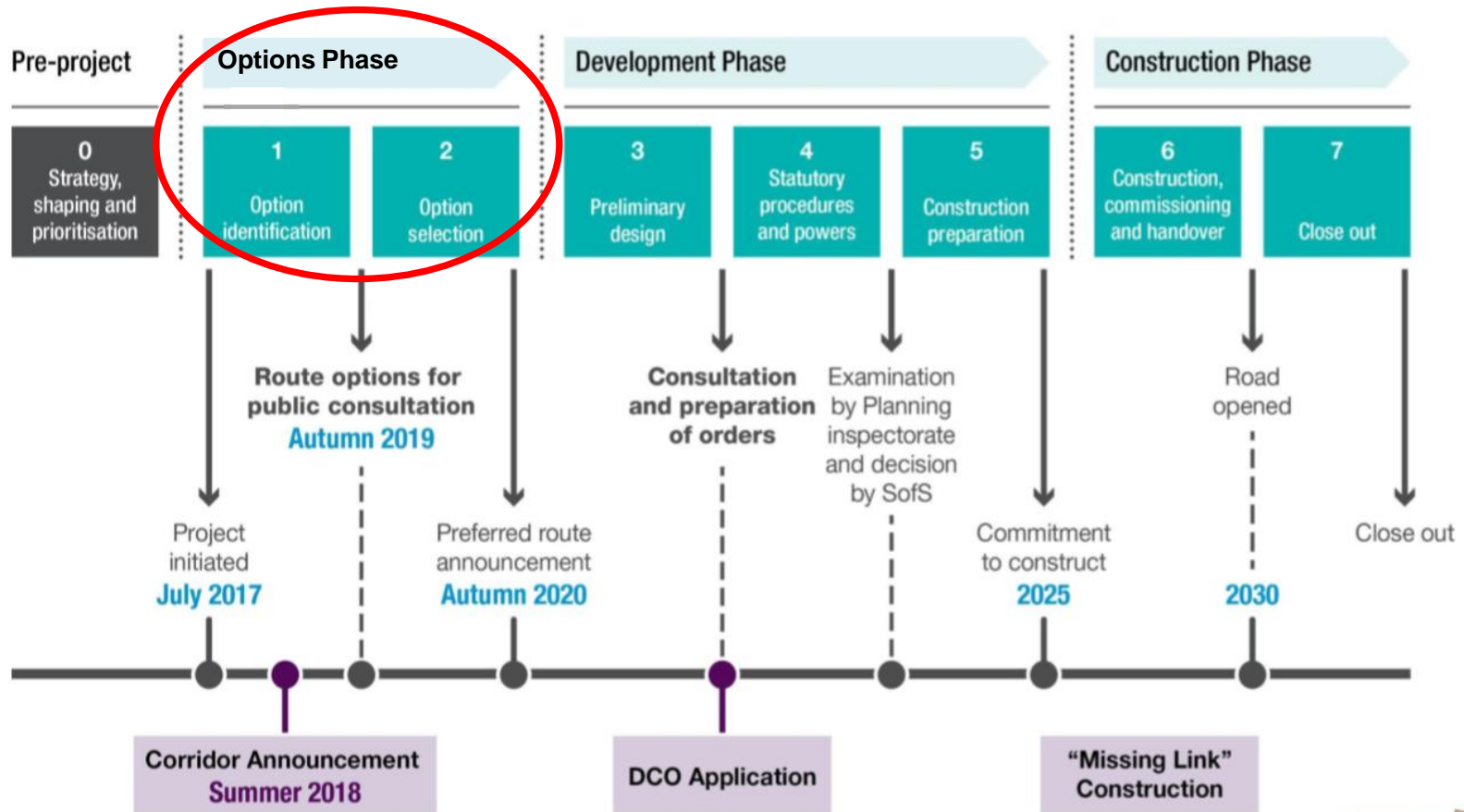
## Major Project Milestones & Lifecycle





# Highways England's Time Table

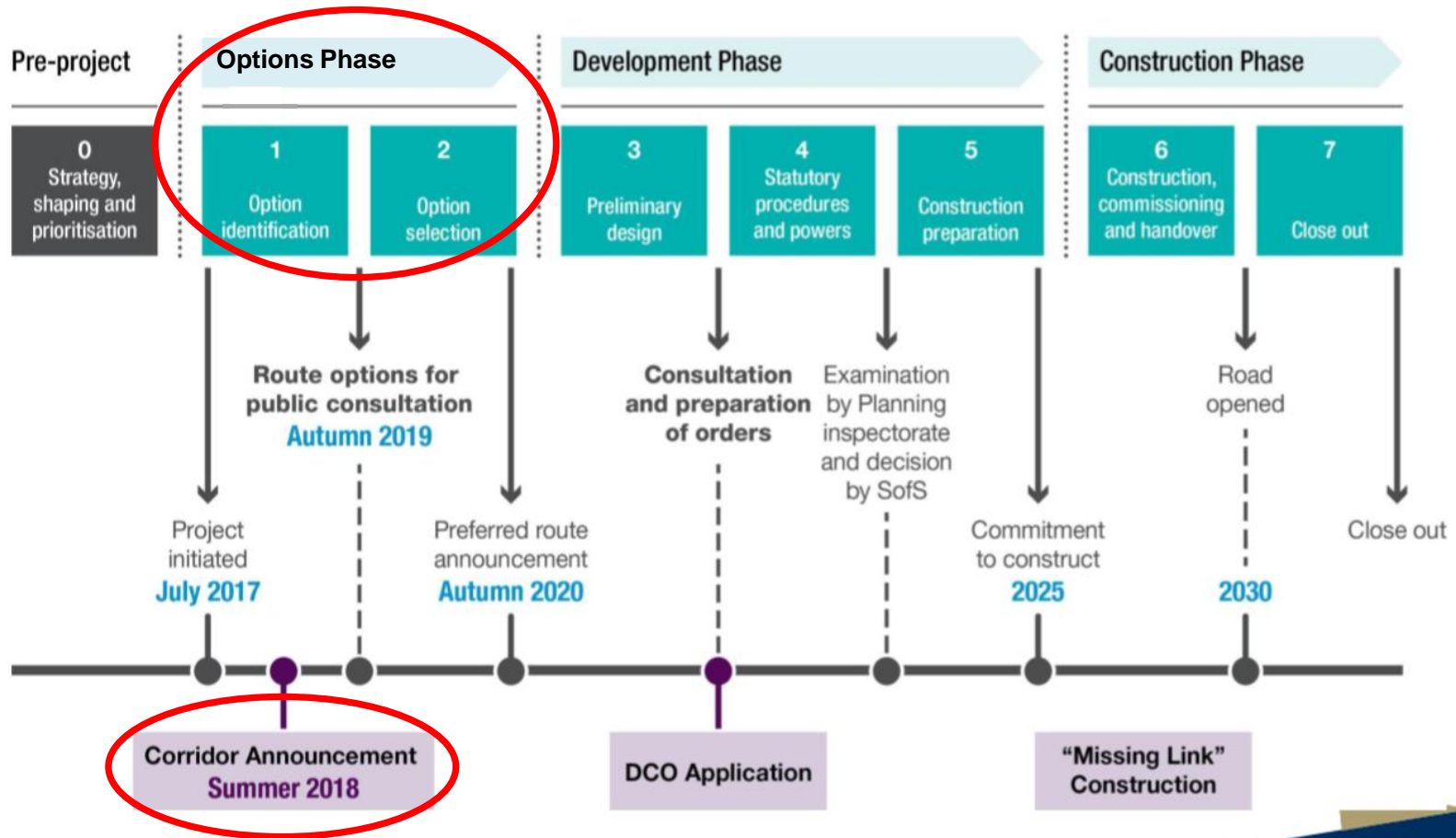
## Major Project Milestones & Lifecycle





# Highways England's Time Table

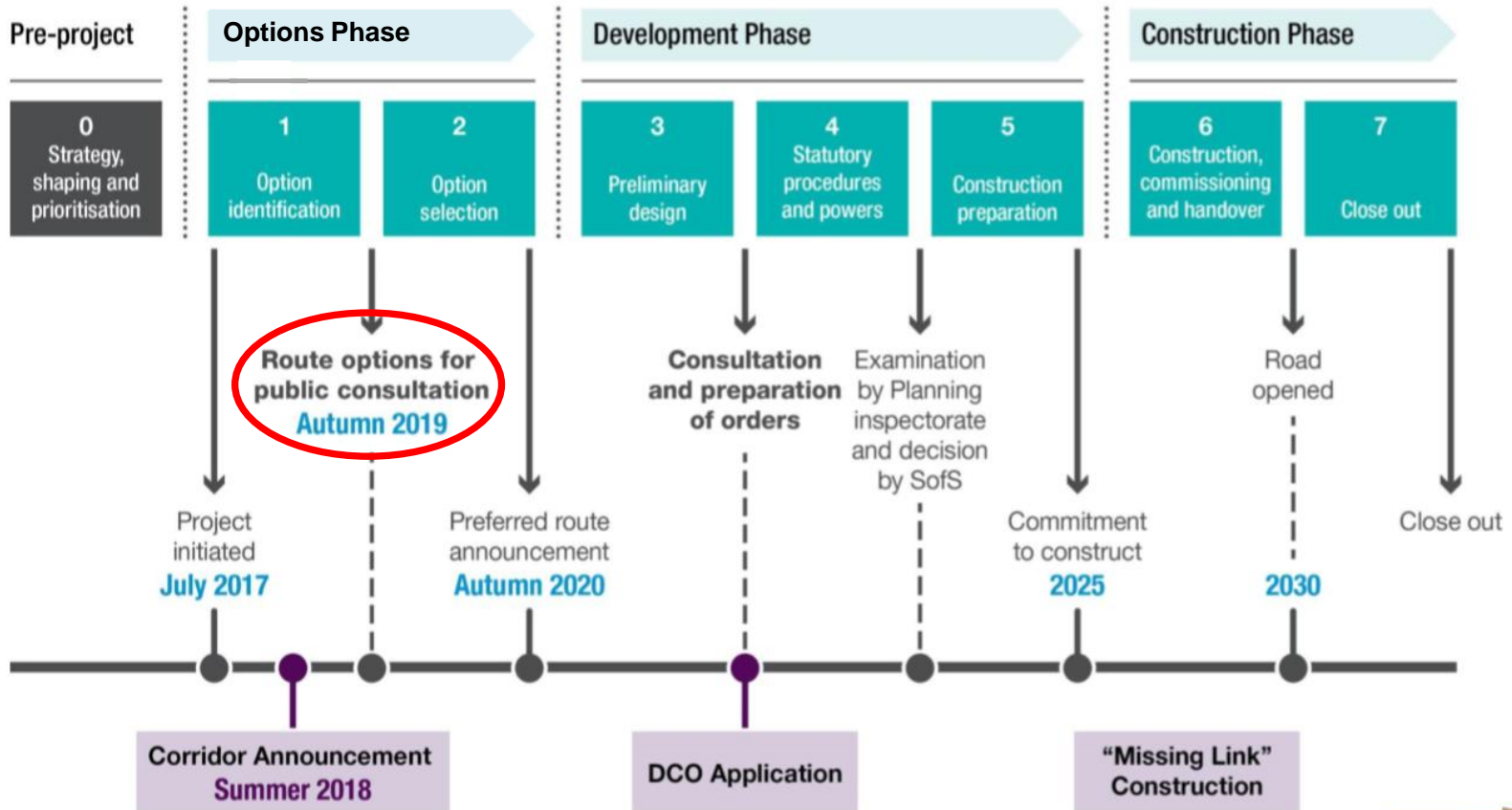
## Major Project Milestones & Lifecycle





# Highways England's Time Table

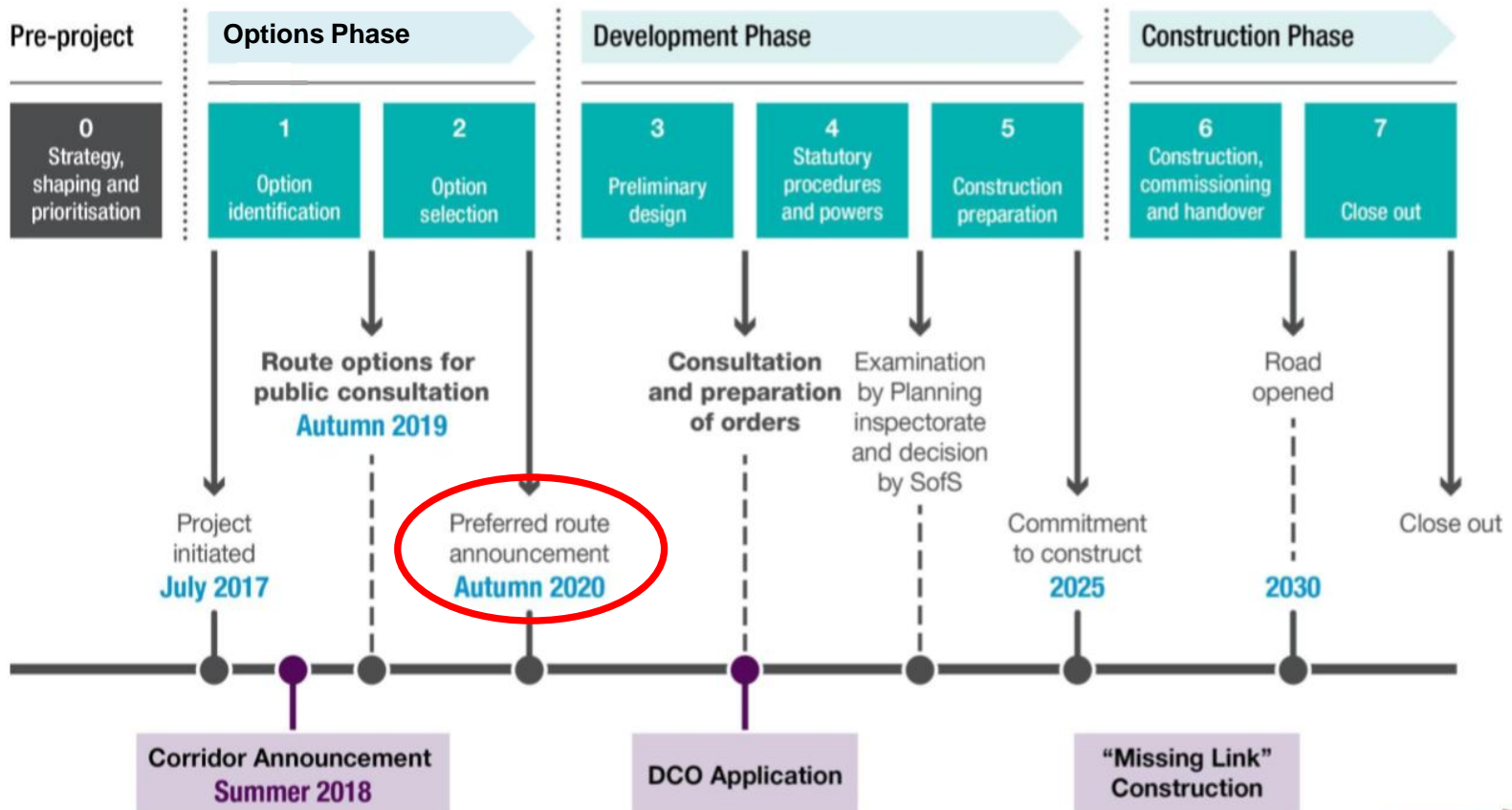
## Major Project Milestones & Lifecycle





# Highways England's Time Table

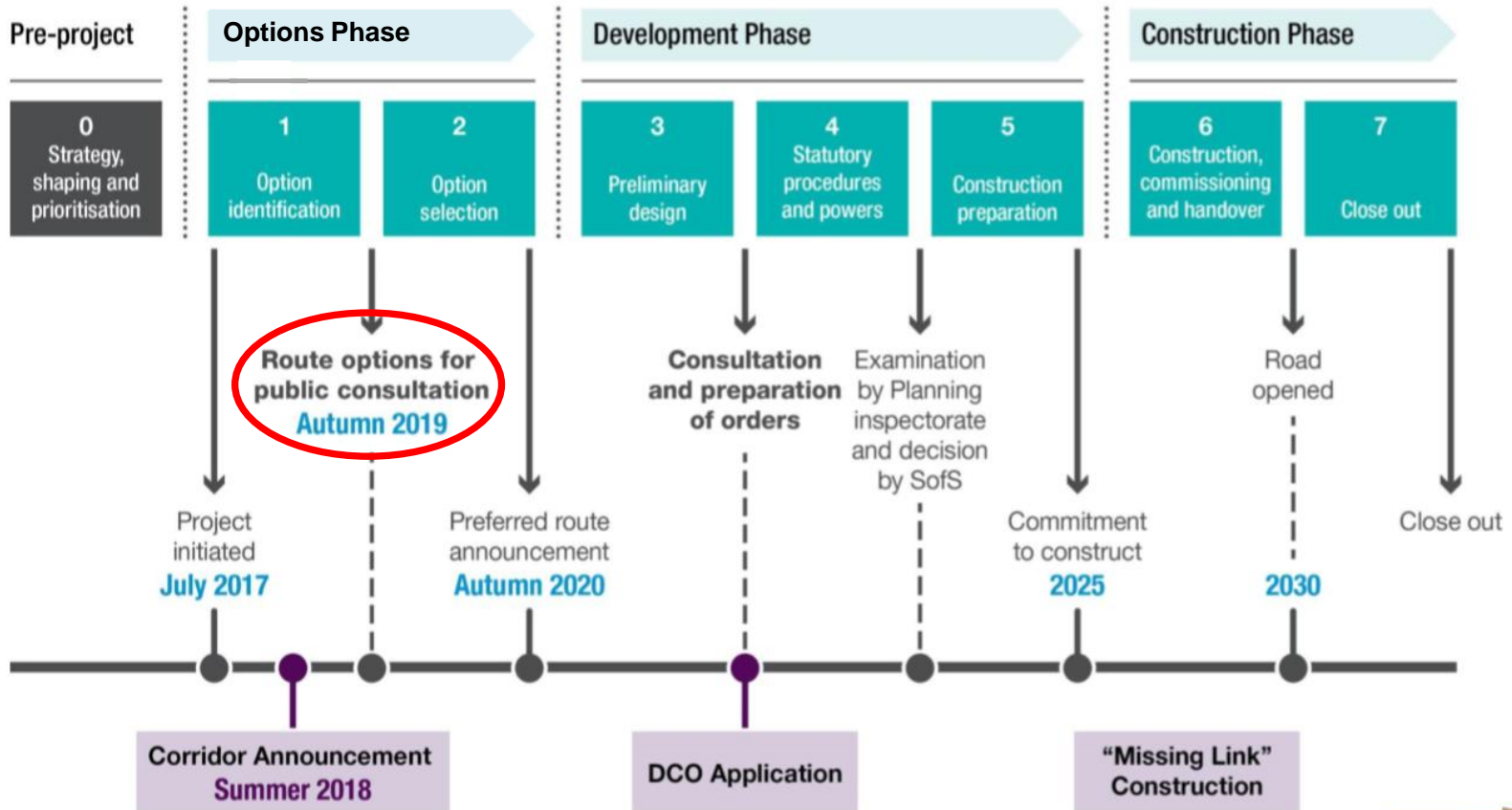
## Major Project Milestones & Lifecycle





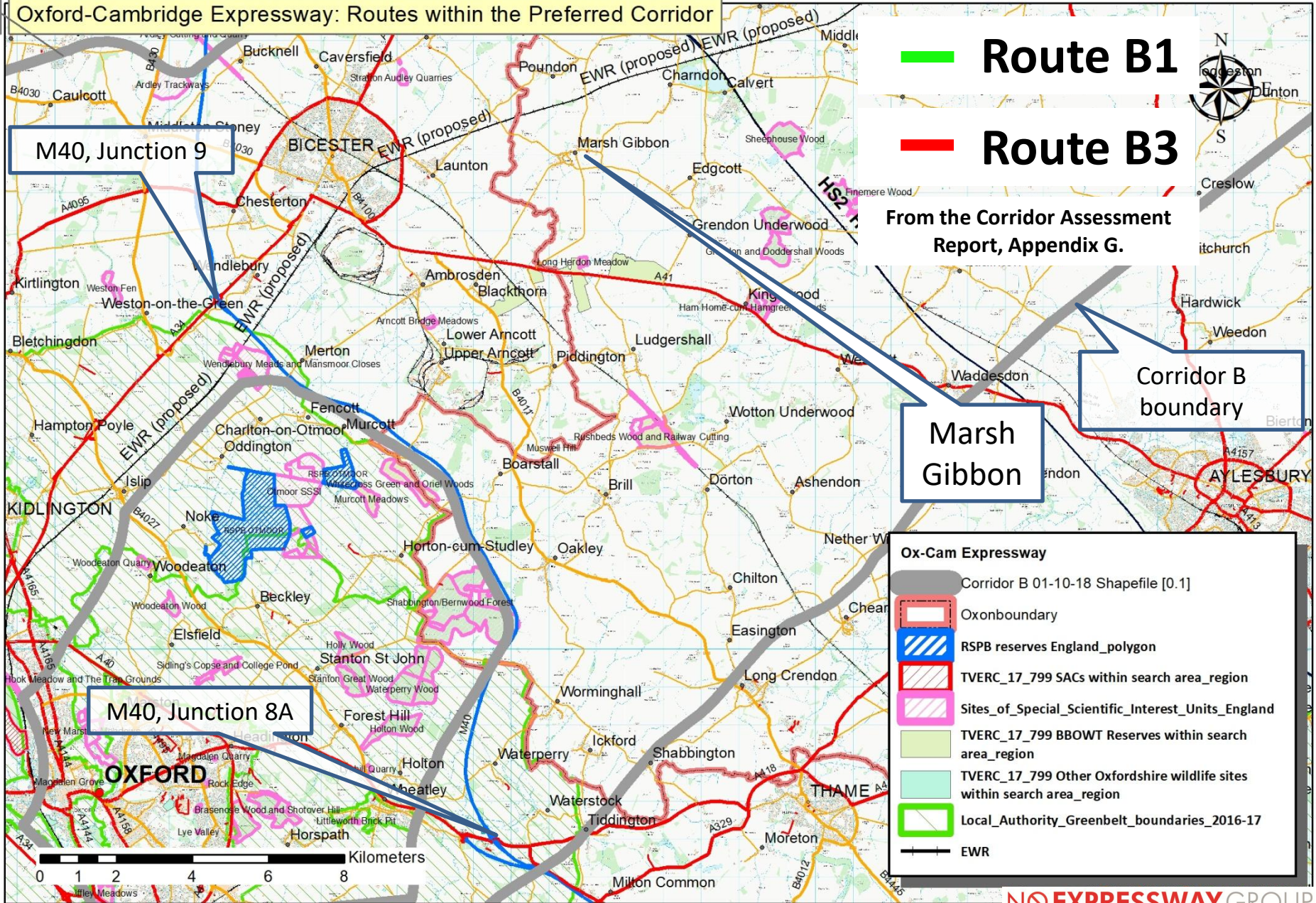
# Highways England's Time Table

## Major Project Milestones & Lifecycle





# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, Junction 8A










**Route B1**  
**Route B3**

From the Corridor Assessment Report, Appendix G.

Marsh Gibbon

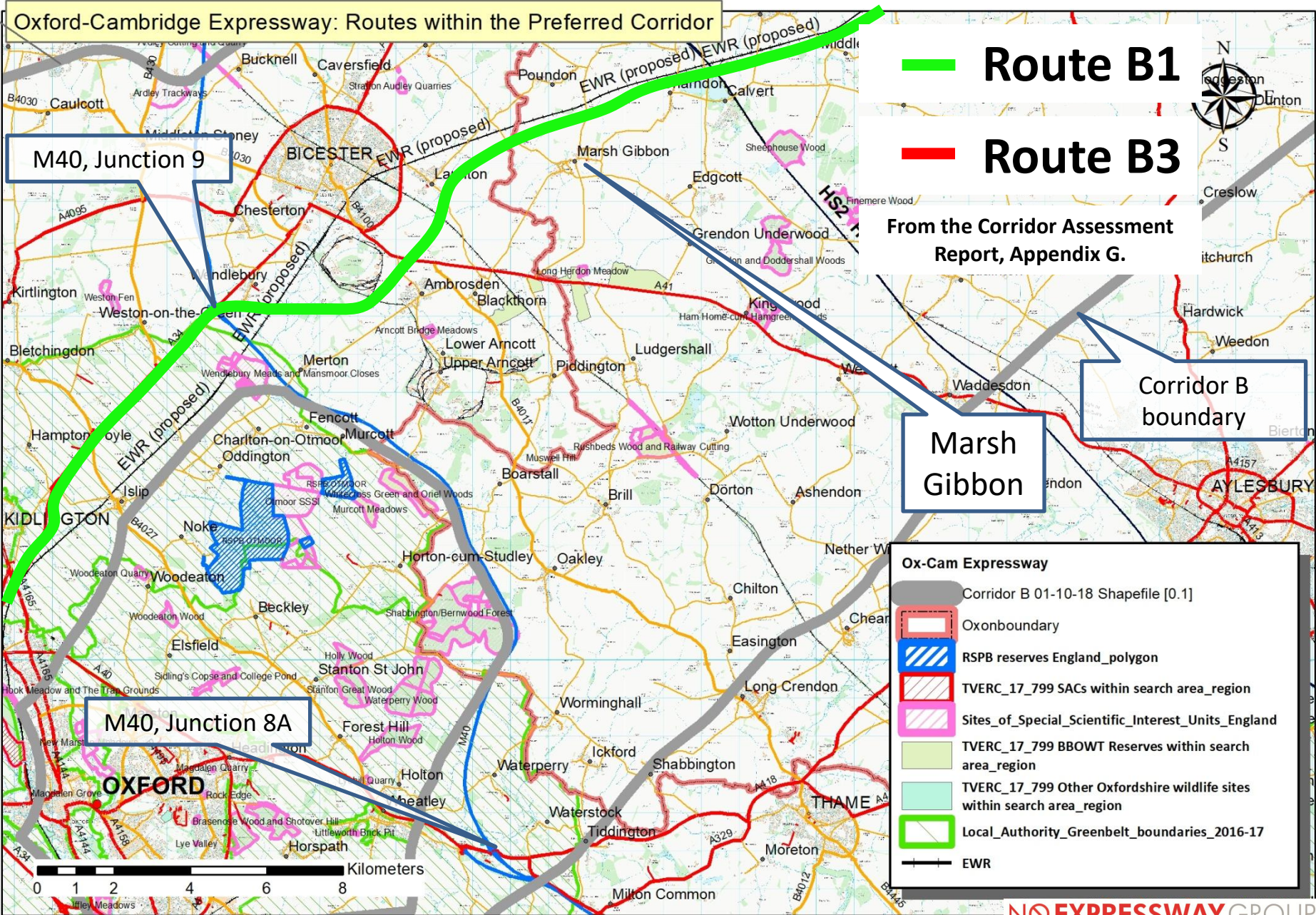
Corridor B boundary

**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\_Authority\_Greenbelt\_boundaries\_2016-17
-  EWR



# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, Junction 8A

**Route B1**










**Route B3**

From the Corridor Assessment Report, Appendix G.

Marsh Gibbon

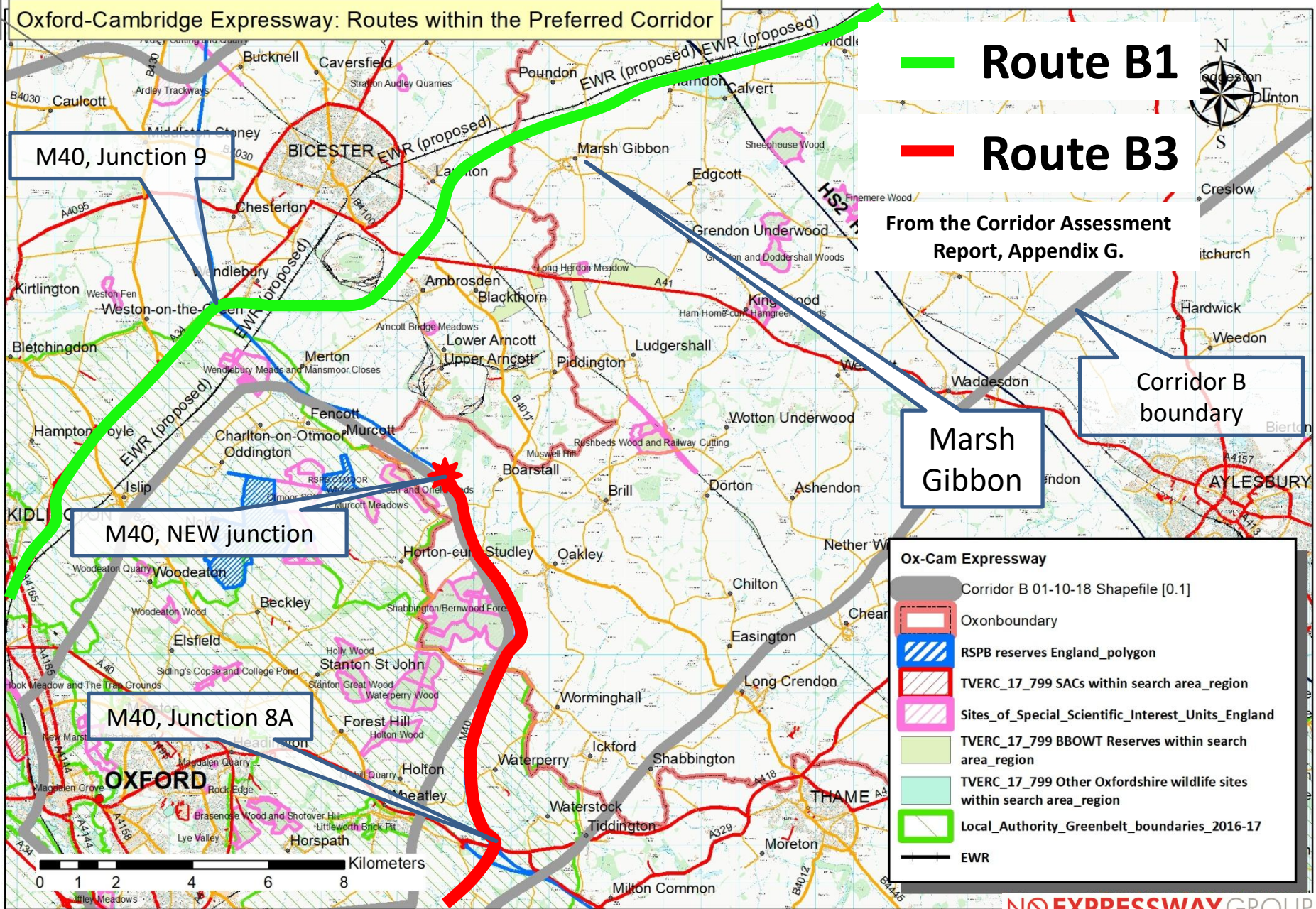
Corridor B boundary

**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\_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.

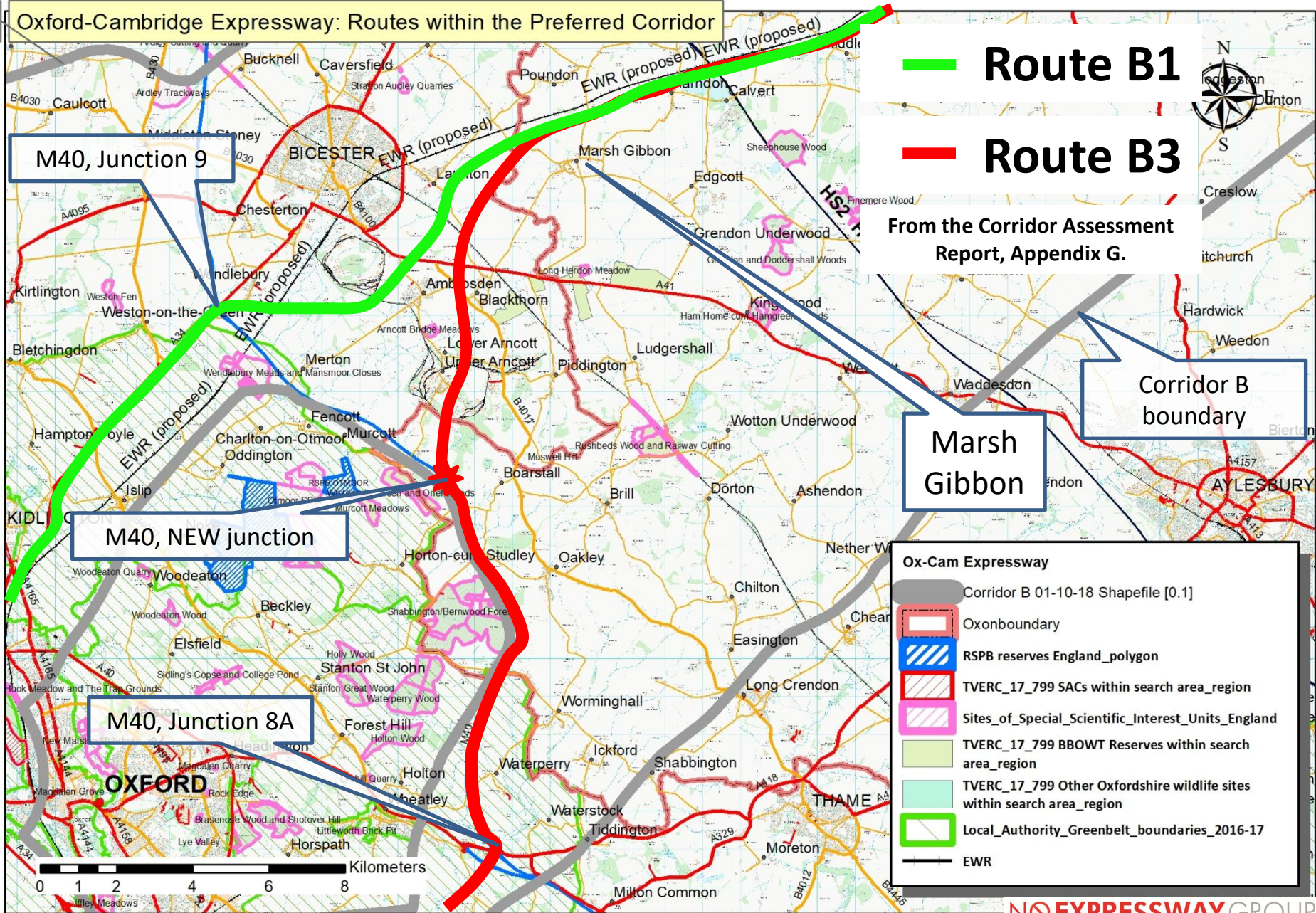
Marsh Gibbon

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\_Authority\_Greenbelt\_boundaries\_2016-17
  - EWR



# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, NEW junction

M40, Junction 8A

**Route B1**  
**Route B3**

From the Corridor Assessment Report, Appendix G.

Marsh Gibbon

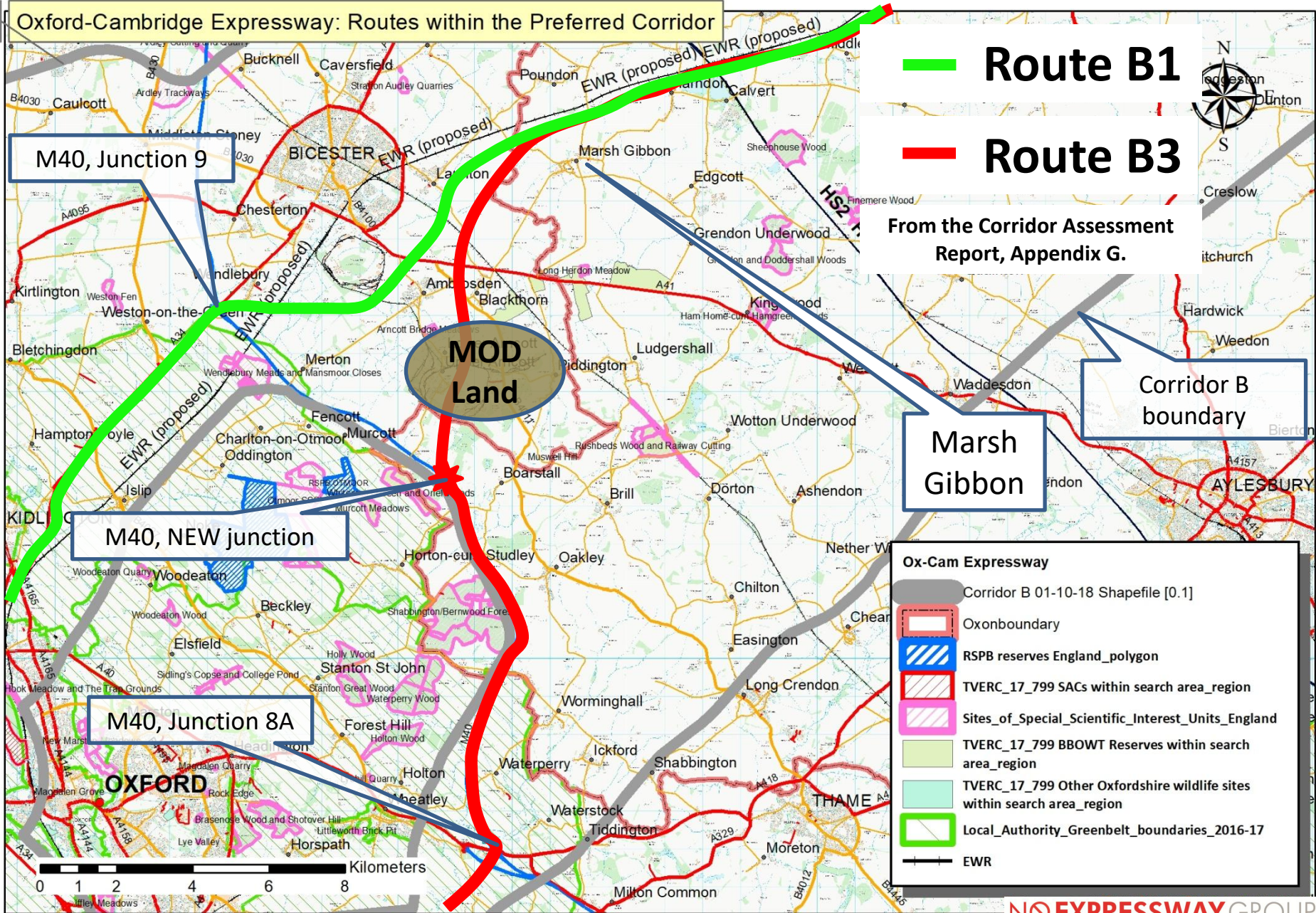
Corridor B boundary

**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\_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.

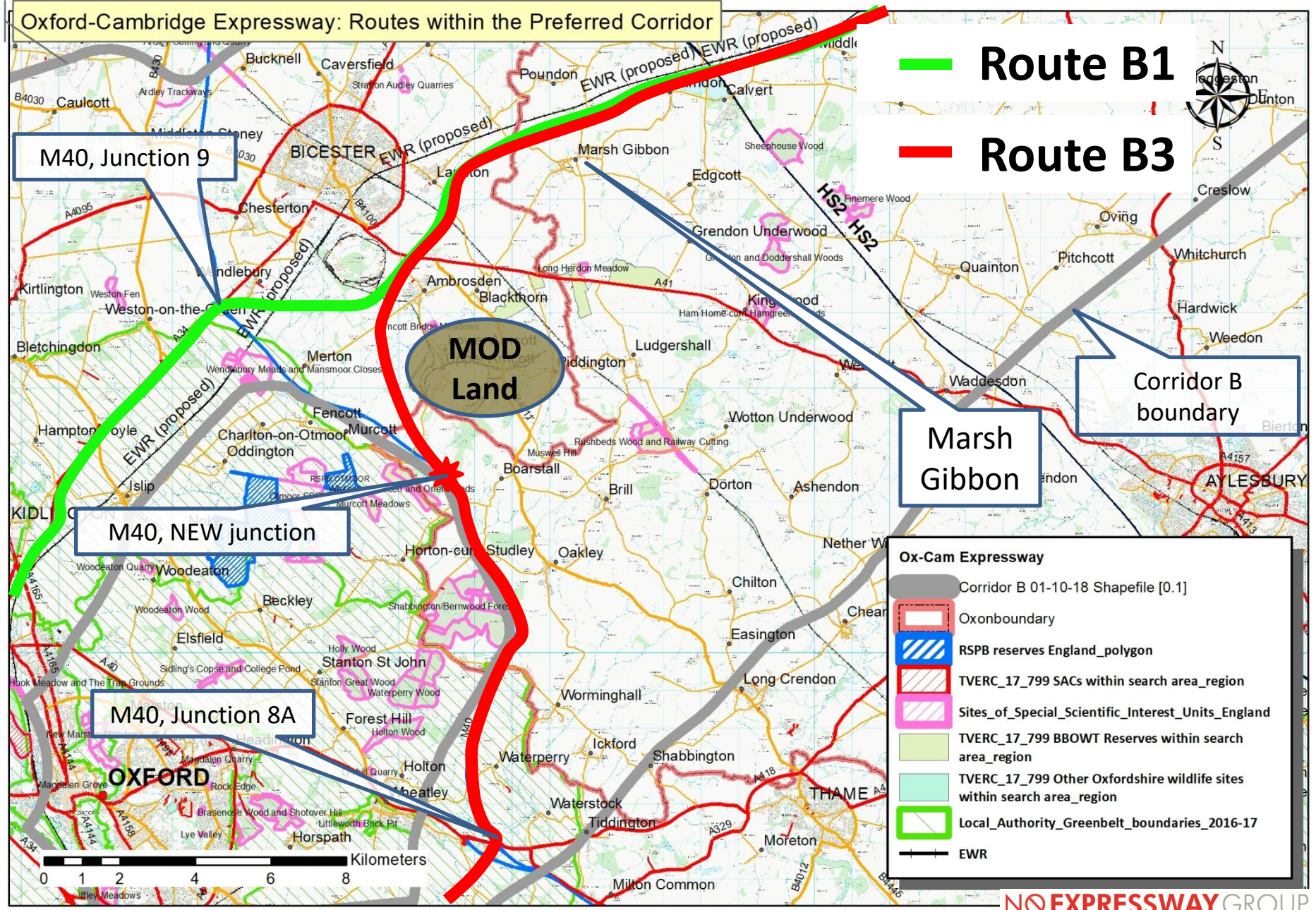
Marsh Gibbon

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\_Authority\_Greenbelt\_boundaries\_2016-17
  - EWR



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



**Route B1**

**Route B3**

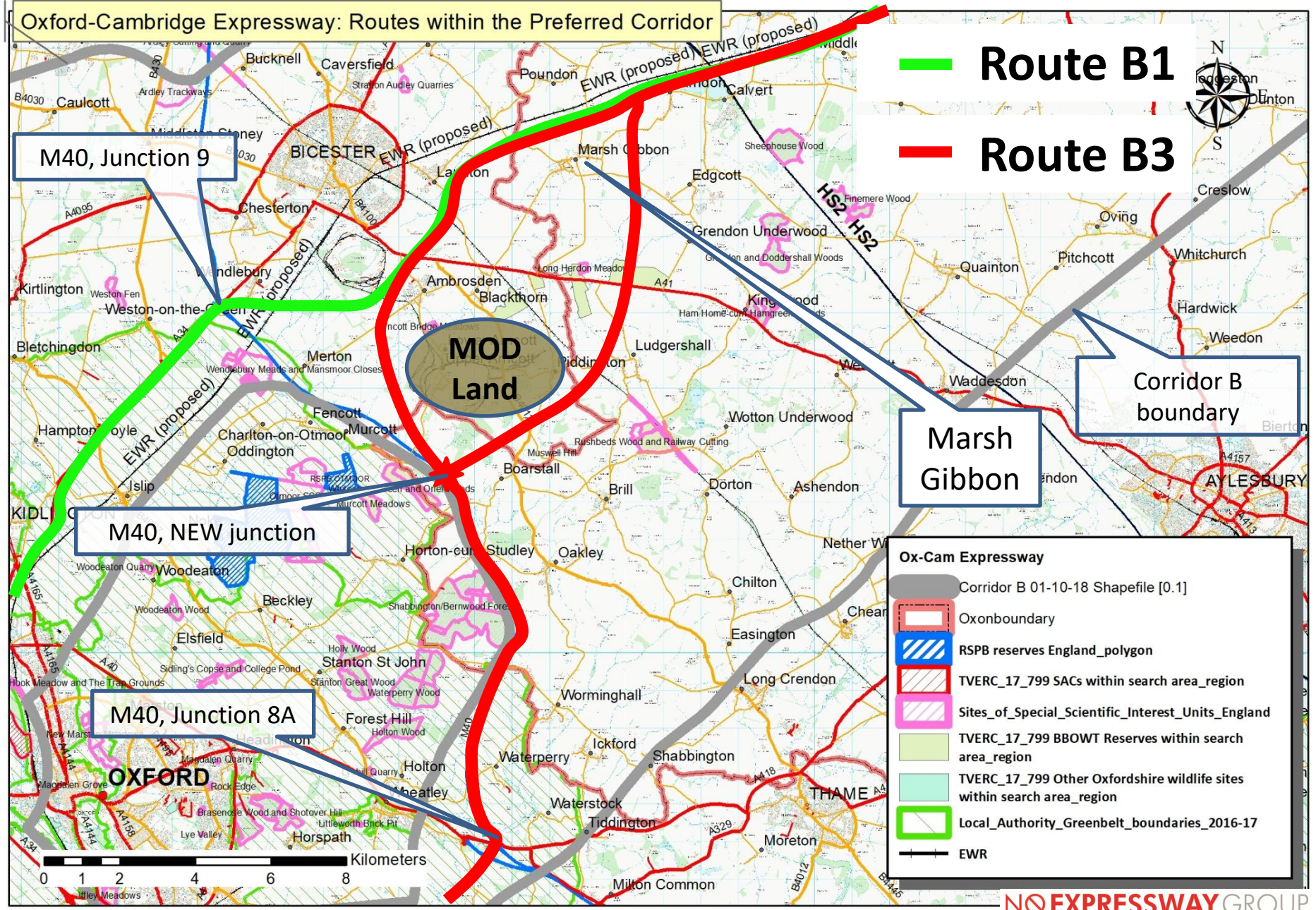
**Marsh Gibbon**

**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\_Authority\_Greenbelt\_boundaries\_2016-17
  - EWR



# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



**Route B1**

**Route B3**



**MOD Land**

**Marsh Gibbon**

**Corridor B boundary**

**M40, Junction 9**

**M40, NEW junction**

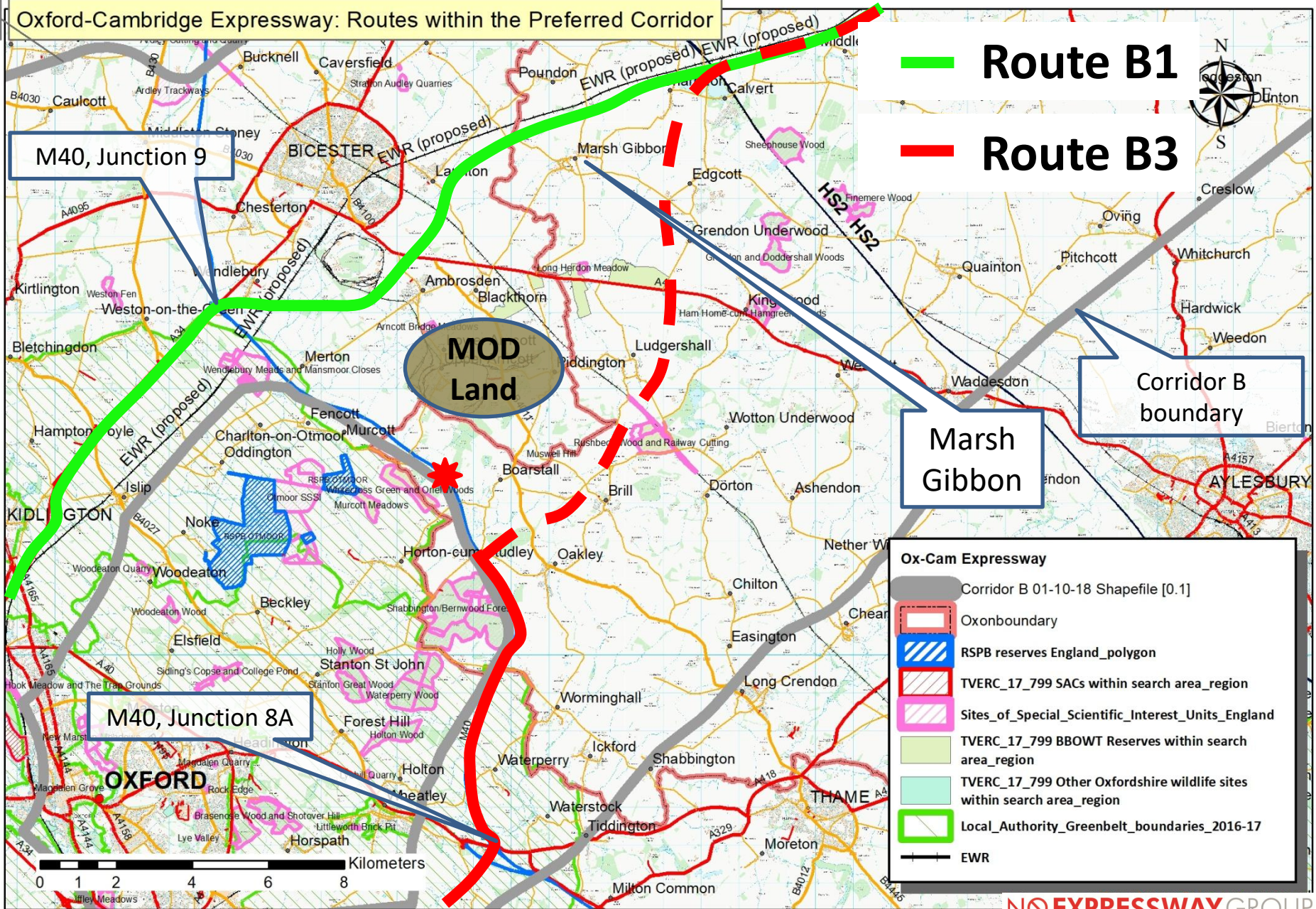
**M40, Junction 8A**

- 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\_Authority\_Greenbelt\_boundaries\_2016-17
  - EWR

0 1 2 4 6 8 Kilometers



# Oxford-Cambridge Expressway: Routes within the Preferred Corridor












**Route B1**

**Route B3**

**MOD Land**

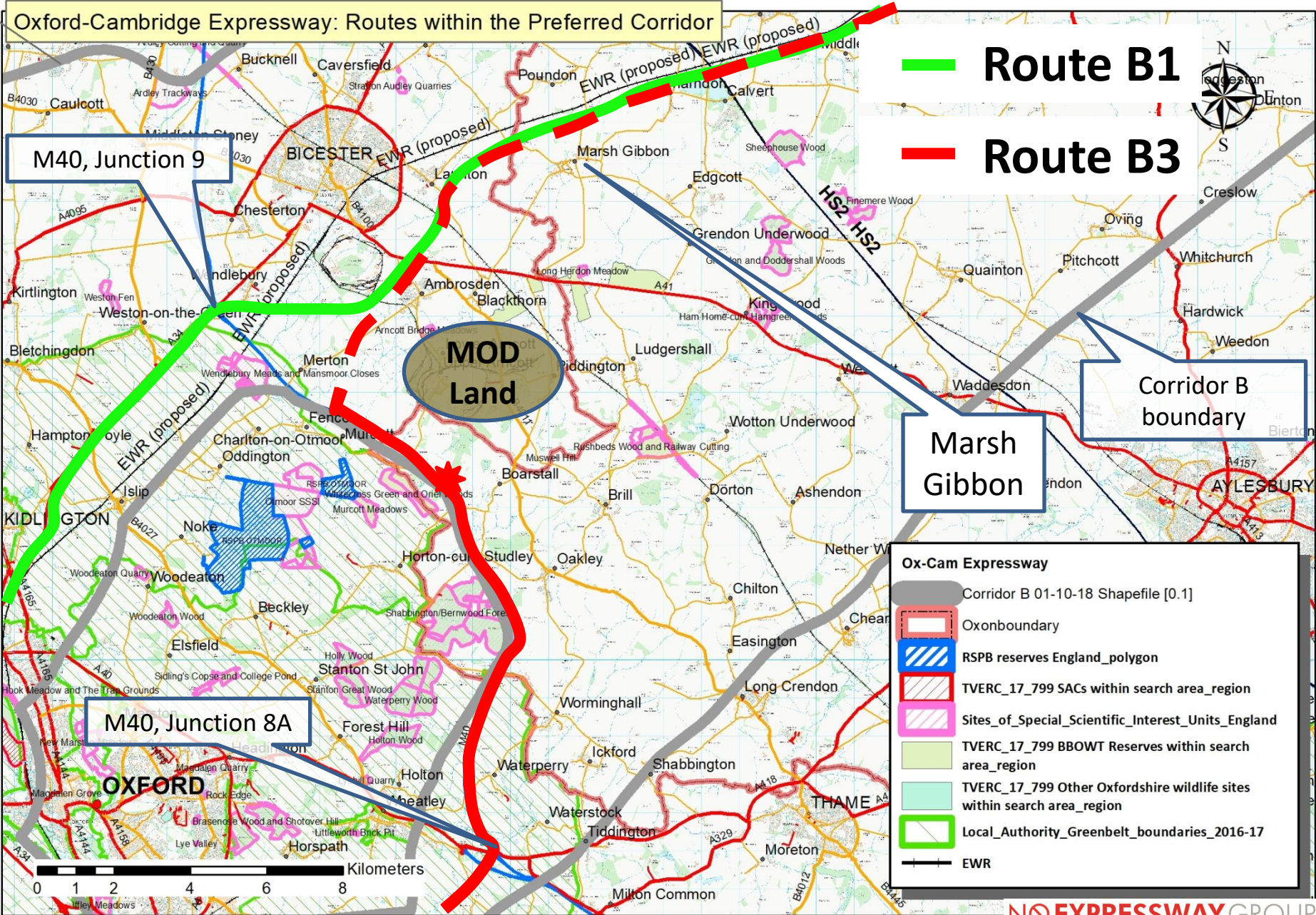
**Marsh Gibbon**

**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\_Authority\_Greenbelt\_boundaries\_2016-17
  -  EWR



# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



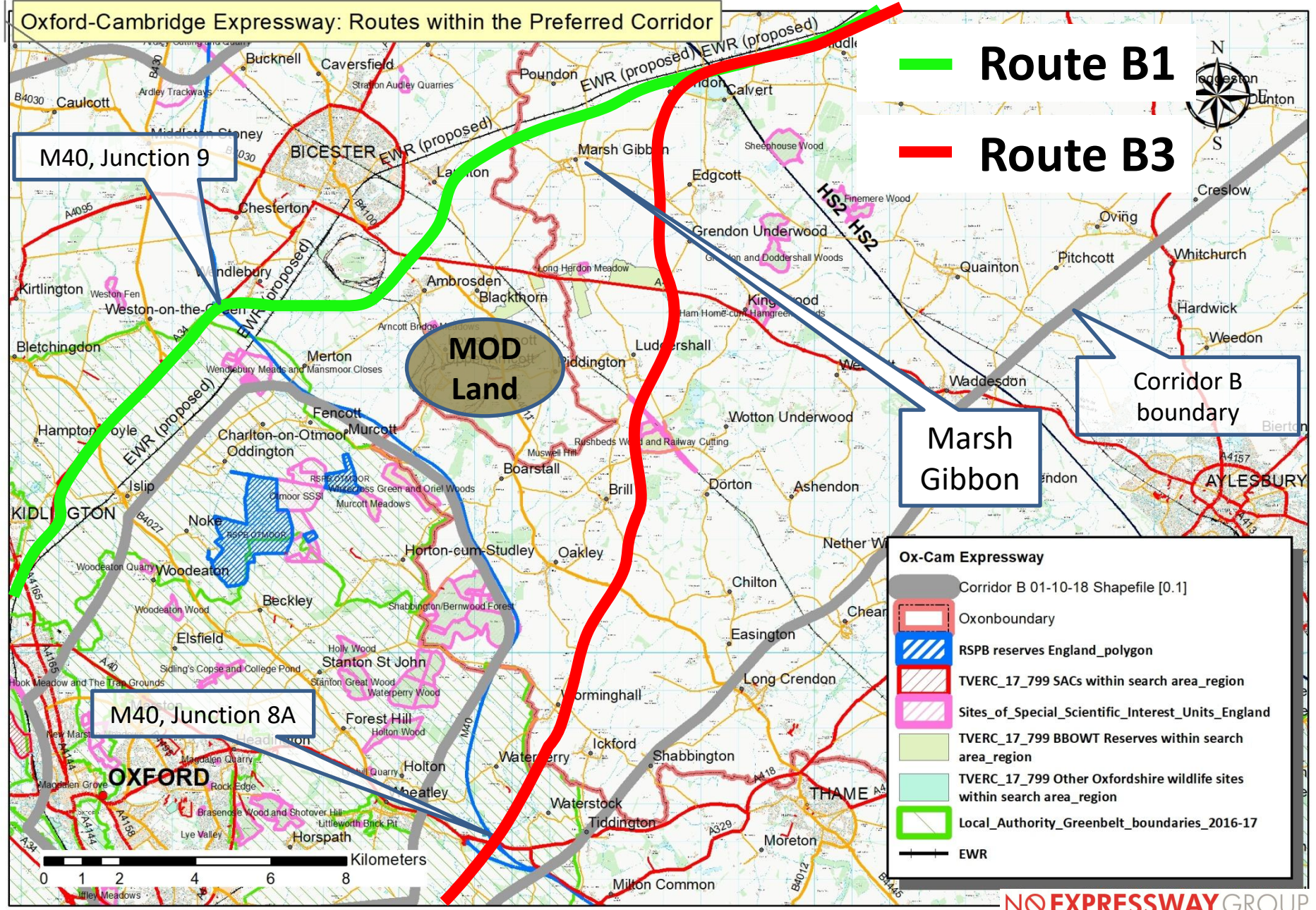
**Route B1**

**Route B3**





# Oxford-Cambridge Expressway: Routes within the Preferred Corridor












**Route B1**

**Route B3**

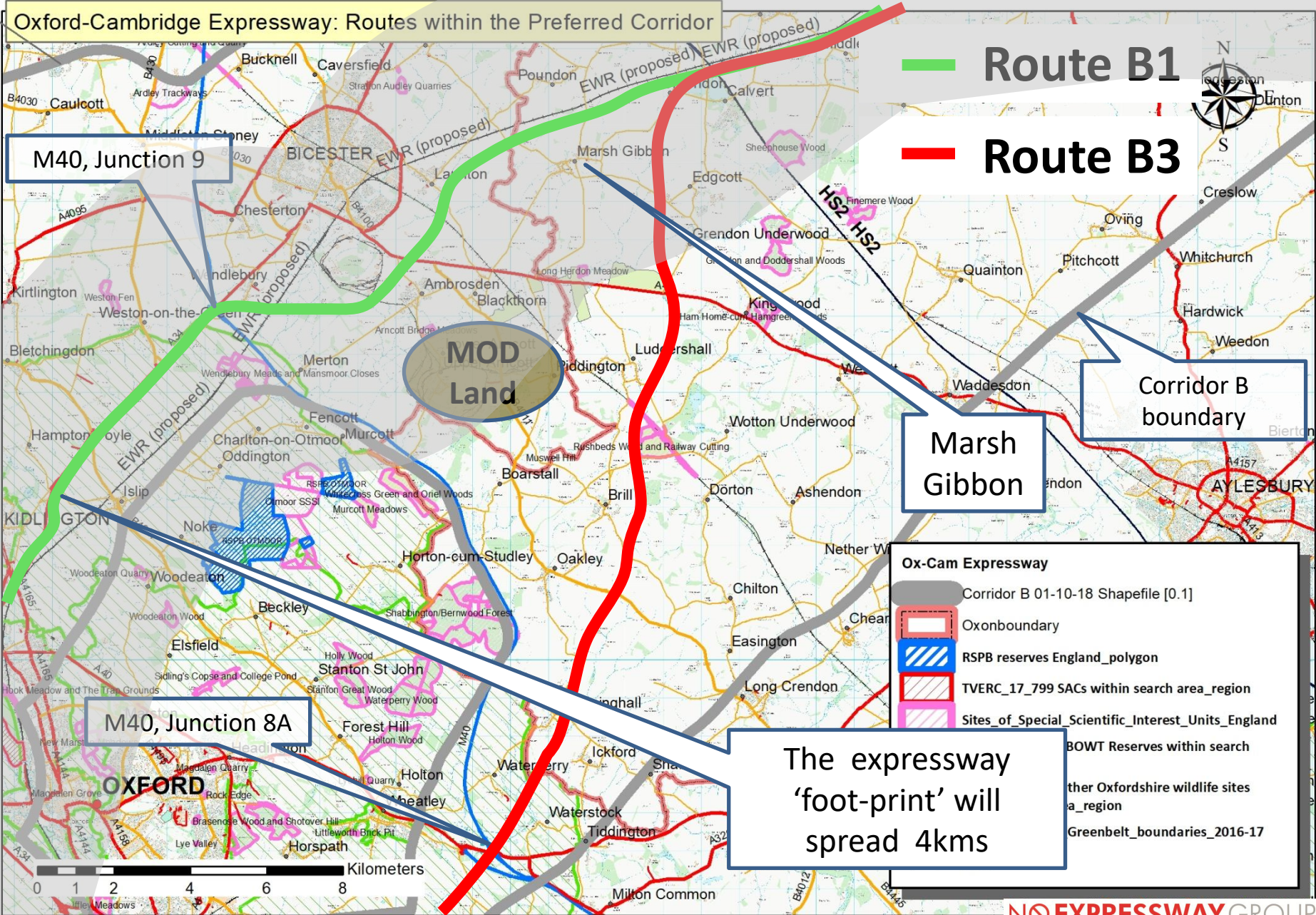
**Corridor B boundary**

**Marsh Gibbon**

- 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 BOWT 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**

**MOD Land**

**Marsh Gibbon**

**Corridor B boundary**

**Ox-Cam Expressway**

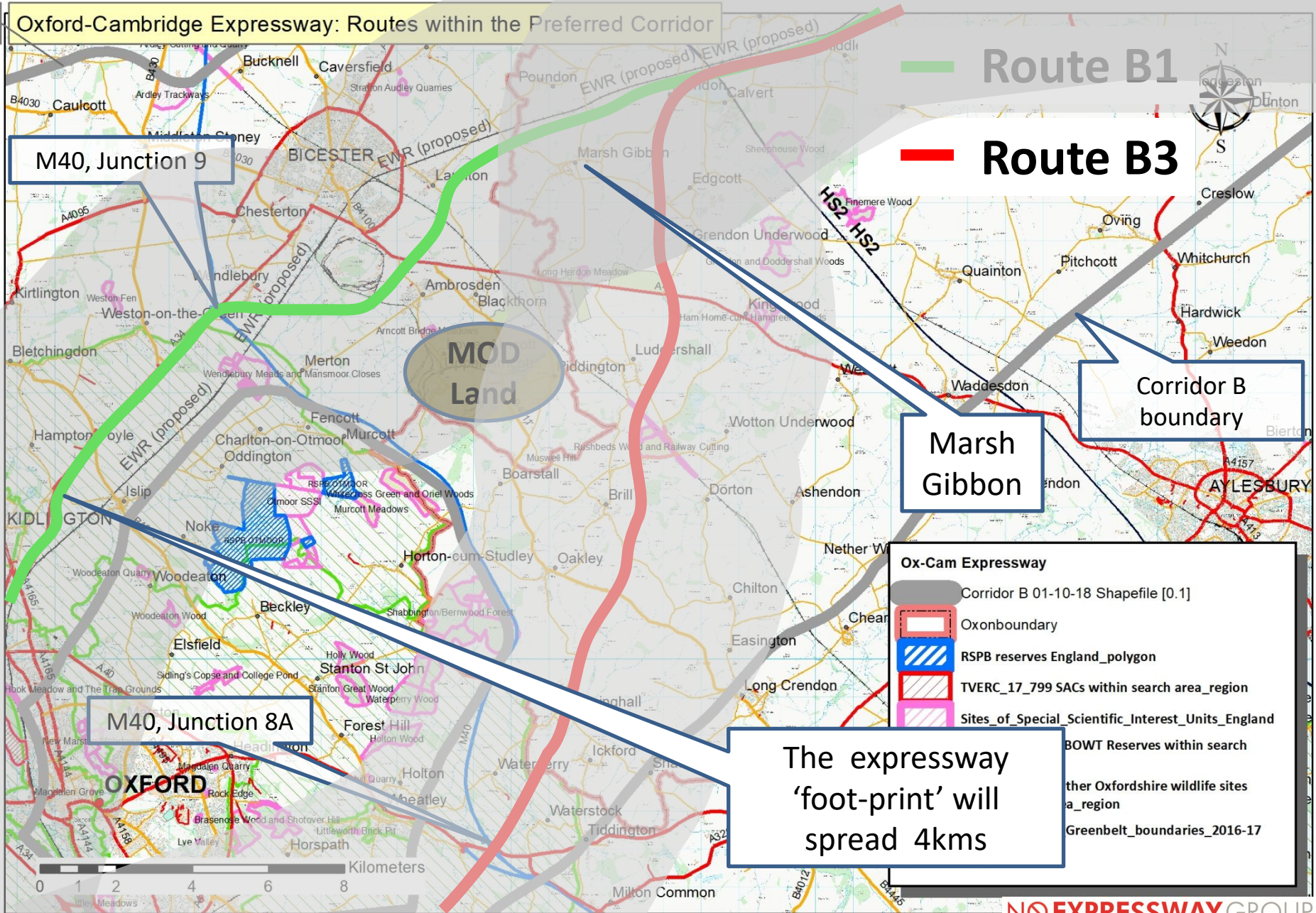
- Corridor B 01-10-18 Shapefile [0.1]
- Oxonboundary
- RSPB reserves England\_polygon
- TVERC\_17\_799 SACs within search\_area\_region
- Sites\_of\_Special\_Scientific\_Interest\_Units\_England
- BOWT Reserves within search\_area\_region
- Other Oxfordshire wildlife sites within search\_area\_region
- Greenbelt\_boundaries\_2016-17

The expressway 'foot-print' will spread 4kms





# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



**Route B1**  
**Route B3**

**Marsh Gibbon**

**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
- BOWT Reserves within search\_area\_region
- Other Oxfordshire wildlife sites within search\_area\_region
- Greenbelt\_boundaries\_2016-17

The expressway 'foot-print' will spread 4kms



# Expressway: alternative routes near Marsh Gibbon?



Home Search Register Our Area • Worldwide • Property Services About Us Contact Us

## Land and New Homes

The Wilkinson Partnership has been involved in the sale of land for many years, and accordingly has an in-depth local knowledge of landowners in the local area. The Department is currently acting on many thousands of acres of potential development land across the region, in most local towns. The Partnership is actively involved in large, medium and small schemes, whether on brown-field sites where re-development opportunities exist, or on green-field sites, as sustainable urban extensions to existing communities.

We have access to a wide range of leading Architects, Chartered Town Planners, Legal and Financial experts, capable of pulling together difficult and complex land deals. We are just as happy dealing with small barn conversions, group schemes, individual building plots or sites from 1 to 5 dwellings in the local area, and at any one time have a well-established database of prospective purchasers for land-owning Clients.

We are also happy to undertake Comparable Pricing Reports and Market Analyses, to advise on appropriate £/sq. ft. or £/sq.m. basis as required.

[land@qualityhomes.co.uk](mailto:land@qualityhomes.co.uk)



Index	Description	Number	Internal (sq ft)	Total (sq ft)	Internal Total (sq ft)	Total price	Sq ft price	sq m price
1	One bed apartment	25	46	1150	435	12379	£222.05	£210
1	One bed apartment	25	50	1250	533	13465	£222.90	£210
2	Two bed apartment	40	50	2400	645	25004	£229.77	£214
2	Two bed apartment	30	56	1980	713	21313	£204.10	£211
3	Three bed terrace	45	76	3510	843	37763	£196.62	£181
3	Three bed terrace	45	83	3735	893	40205	£190.26	£176
4	Four bed terrace	35	96	3080	947	33154	£211.14	£197
4	Four bed terrace	35	100	3500	1025	37625	£195.00	£182

## Contact Us



Speak to the property professionals who will help you to find your new home.

## Mailing List



Register on our mailing list and we'll tell you when new houses for sale come on the market.

## Thinking of Selling?



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

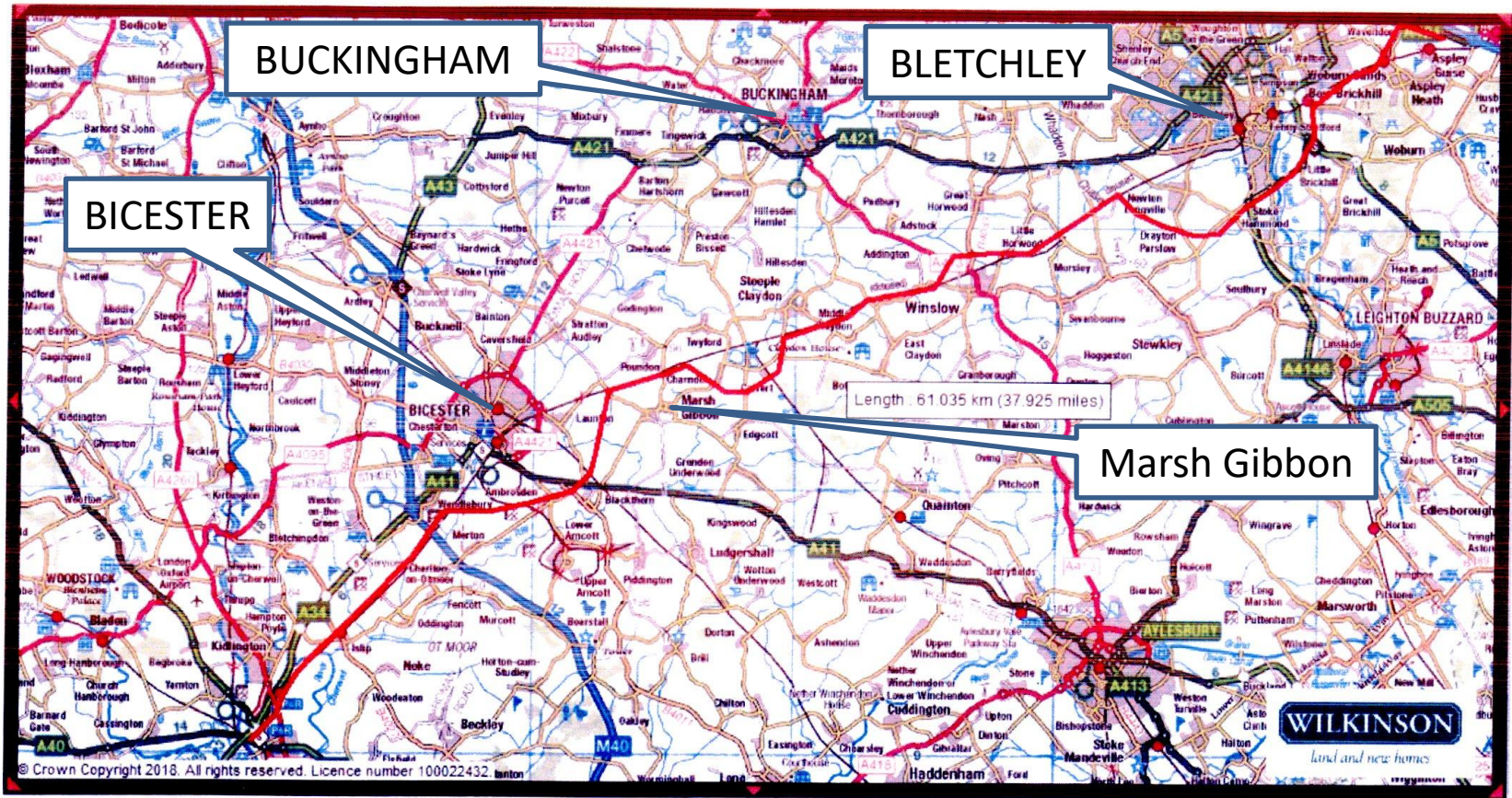
Site

What it offers



# Expressway: alternative routes near Marsh Gibbon?

Oxford to Cambridge Expressway idea - Is this a possible route?

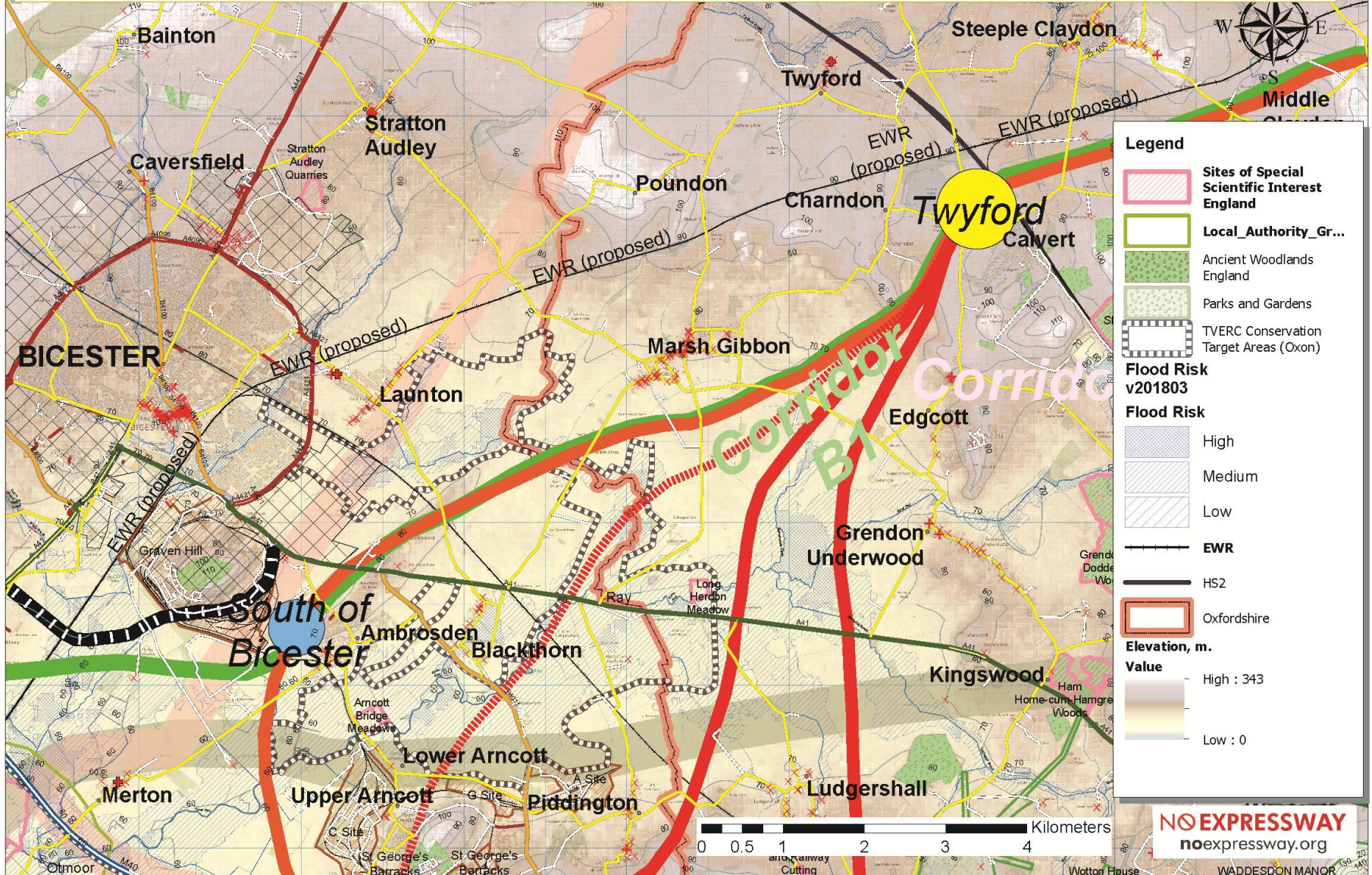


1. Facilitates further – A420 westerly and A421 easterly travel
2. Tracks existing route of former 'Varsity line' now new East-West rail for the majority of the length
3. Huge cost savings in route development – Noise attenuation, Landscaping impact, Bunding
4. Creates multi-modal transport interchanges and so obvious Development Hubs for new settlements
5. Reduces pressure on local and village road 'rat runs'.



# Expressway: alternative routes near Marsh Gibbon?

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, with blue dots for junctions. Route B3, East of the City, in red, with yellow dots for junctions (several alternative routes are shown). All routes and junctions shown here are for guidance only.



**Legend**

- Sites of Special Scientific Interest England
- Local Authority Gr...
- Ancient Woodlands England
- Parks and Gardens
- TVERC Conservation Target Areas (Oxon)

**Flood Risk v201803**

**Flood Risk**

- High
- Medium
- Low

**EWR**

- EWR
- HS2
- Oxfordshire

**Elevation, m.**

**Value**

- High : 343
- Low : 0

**NO EXPRESSWAY**  
noexpressway.org



**Interview**

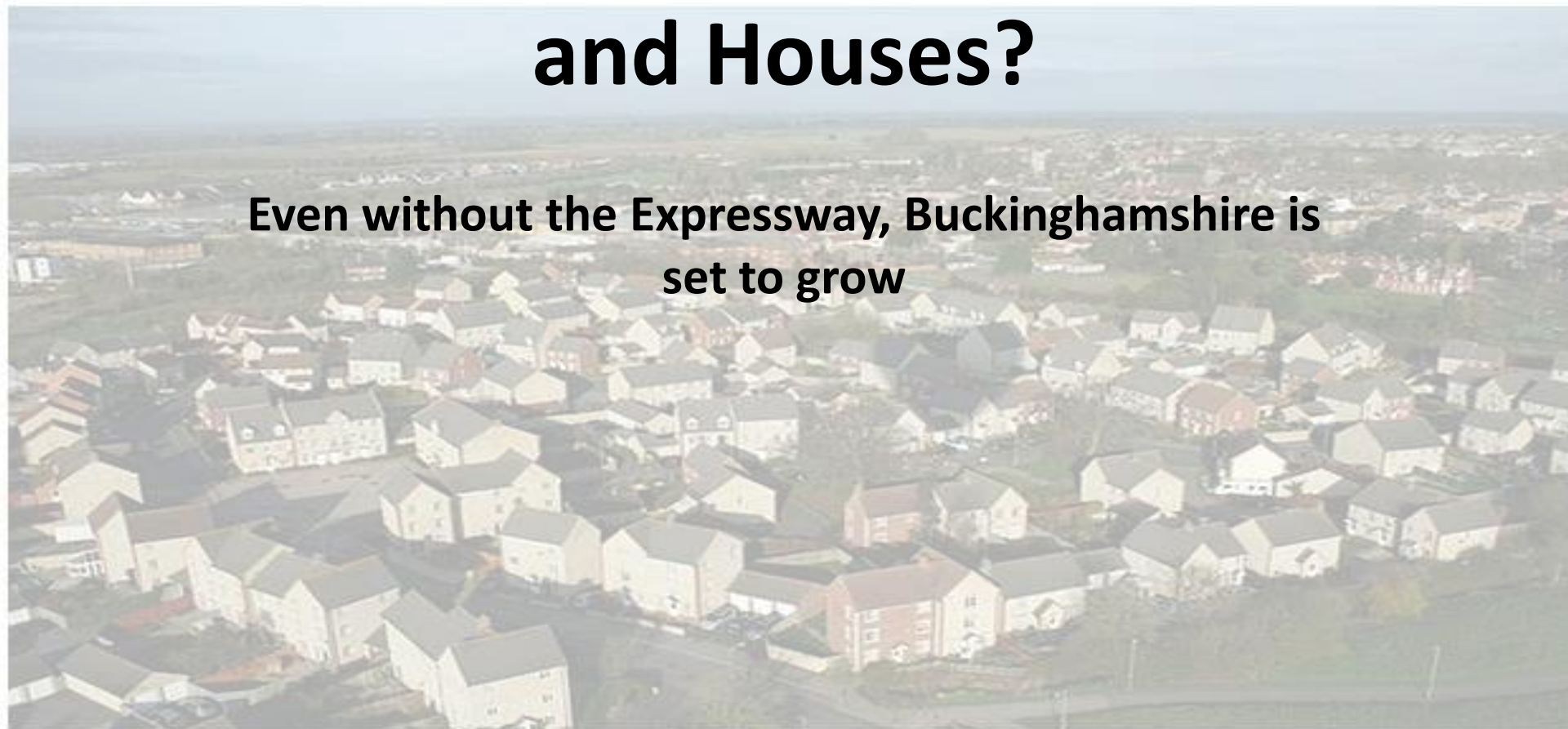
# Britain's first garden town: housing crisis solution or 'dog's breakfast'?

*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'

5<sup>th</sup>  
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'

5<sup>th</sup>  
studio

SQW

NO EXPRESSWAY GROUP  
noexpressway.org



# 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/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.

## SCENARIO TO 2050

New areas of settlement at a scale of 3,500 people / km<sup>2</sup> with approximate totals.

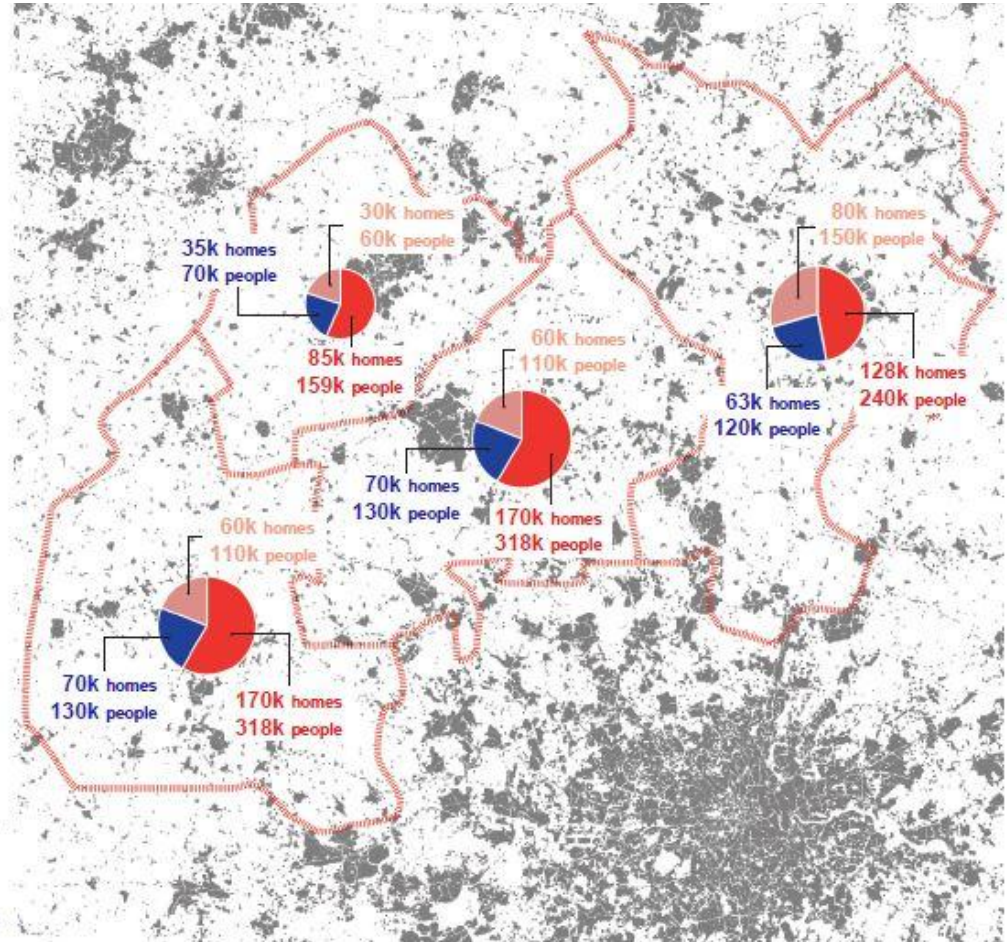
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km<sup>2</sup>, distributed according to Savills/Arup/Cambridge Econometrics analysis.

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 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'

ba  
ar  
fo  
TI  
A  
L

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.

TI  
de  
us

TI  
de  
PI

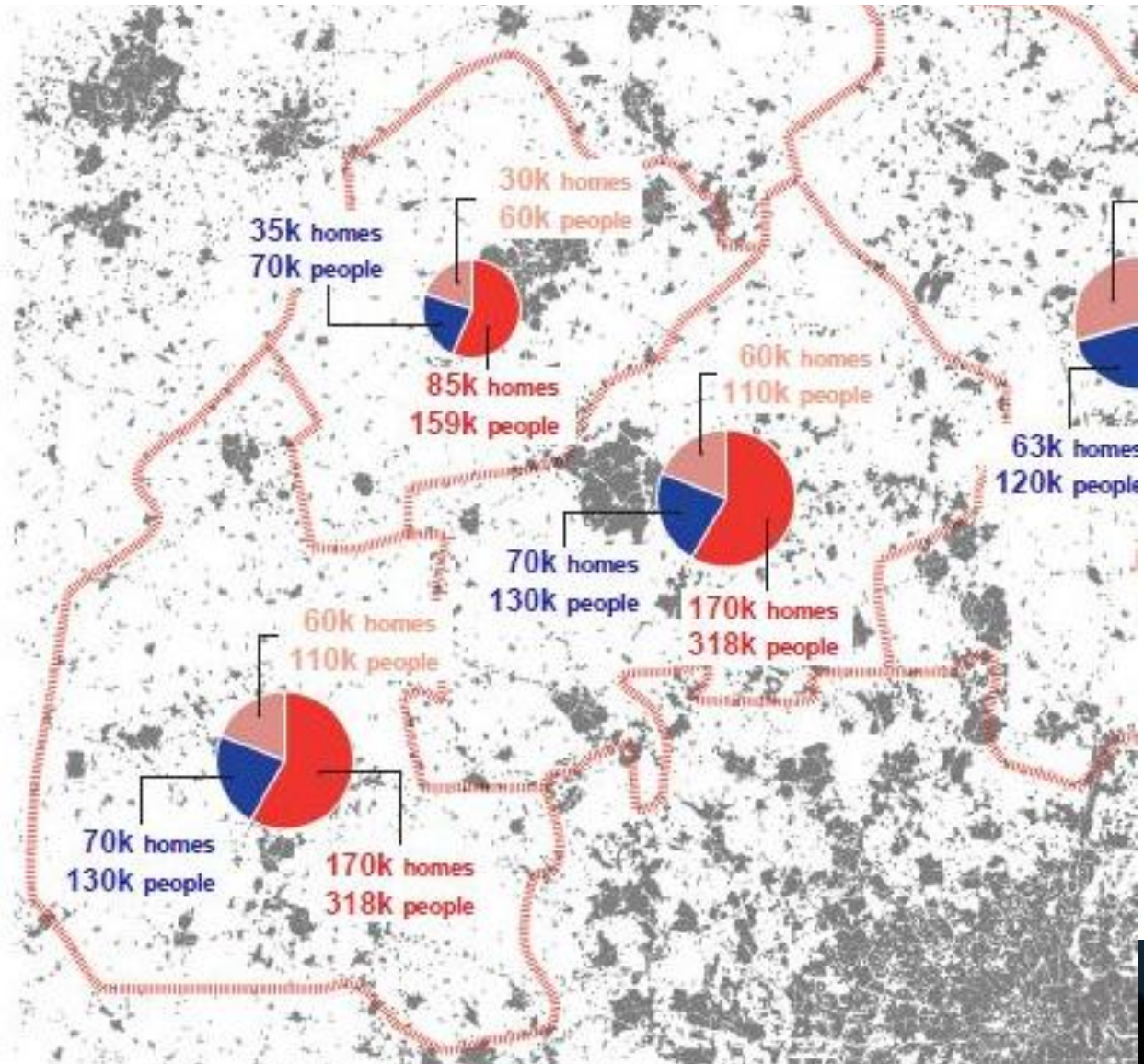
W  
th  
te  
al

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 accommodated due to pressures from land 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 3,000 people / km<sup>2</sup> with approximate totals.

This drawing shows the additional 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.

TI  
de  
us

TI  
de  
pi

W  
th  
te  
al

Di  
gr  
in  
si

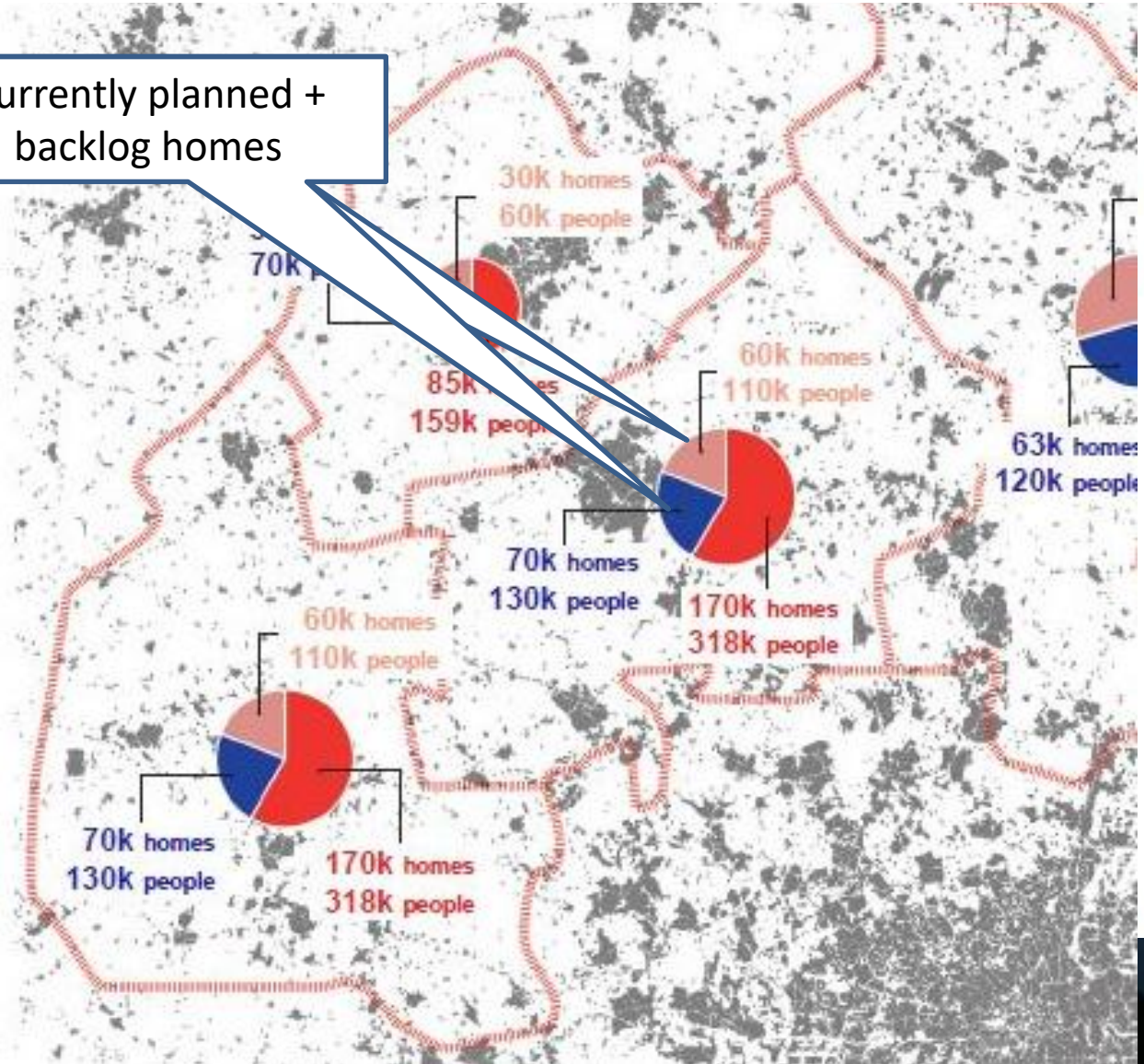
Ma  
at  
or  
ch  
pr

—

Currently planned + backlog homes

- 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 Ox-Cam Arc's 'Transformational Scenario'

ba  
ar  
fo  
TI  
A  
LI

scale of 3,000 people / km<sup>2</sup> with approximate totals.

This drawing shows the additional 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.

TI  
de  
us

TI  
de  
pi

W  
th  
te  
al

Di  
gr  
in  
si

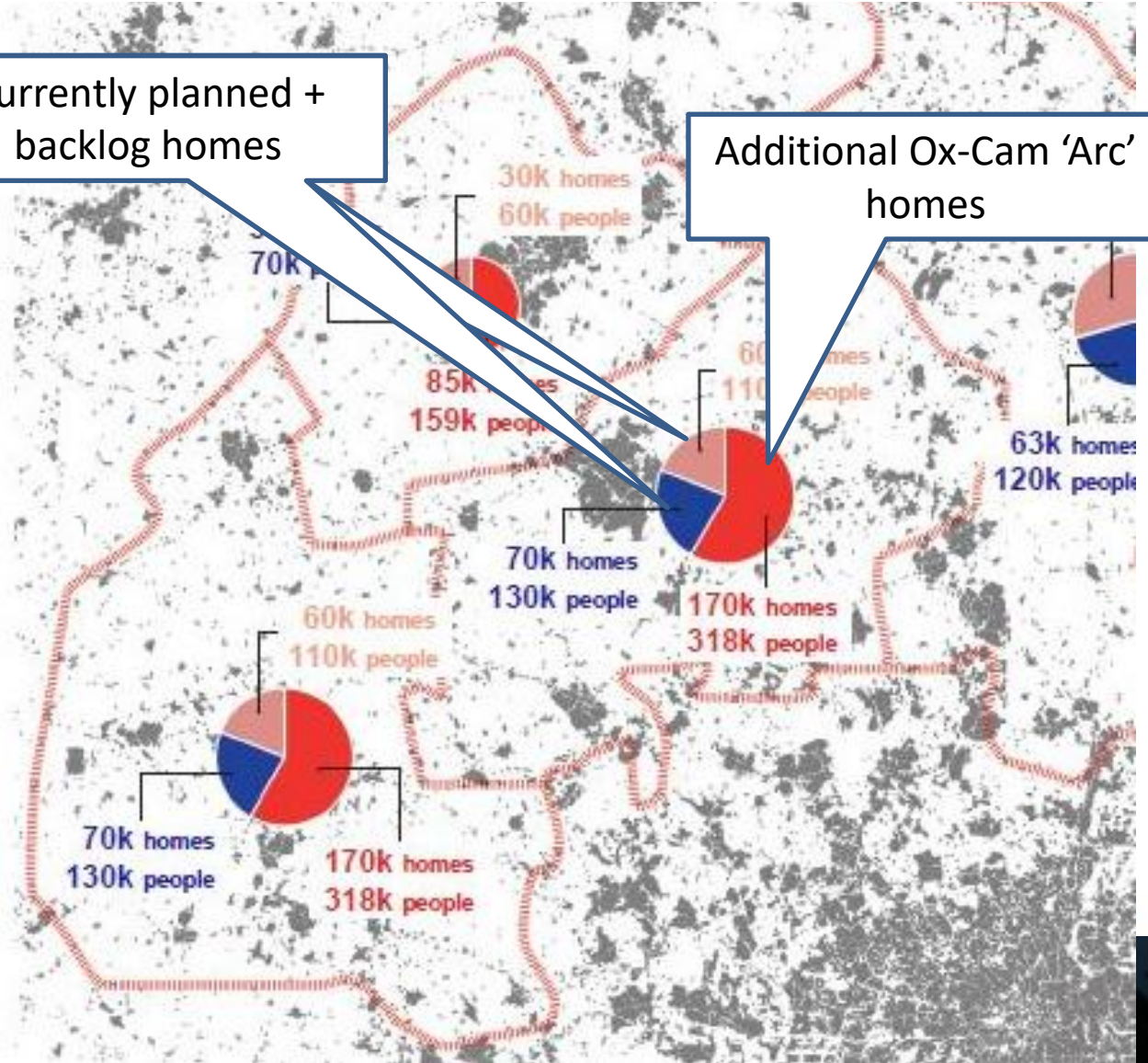
Ma  
at  
or  
ch  
pr

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

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

Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes





# The Ox-Cam Arc's 'Transformational Scenario'

bi  
ar  
fo  
TI  
A  
LI

scale of 3,000 people / km<sup>2</sup> with approximate totals.

This drawing shows the additional 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.

TI  
de  
us

TI  
de  
PI

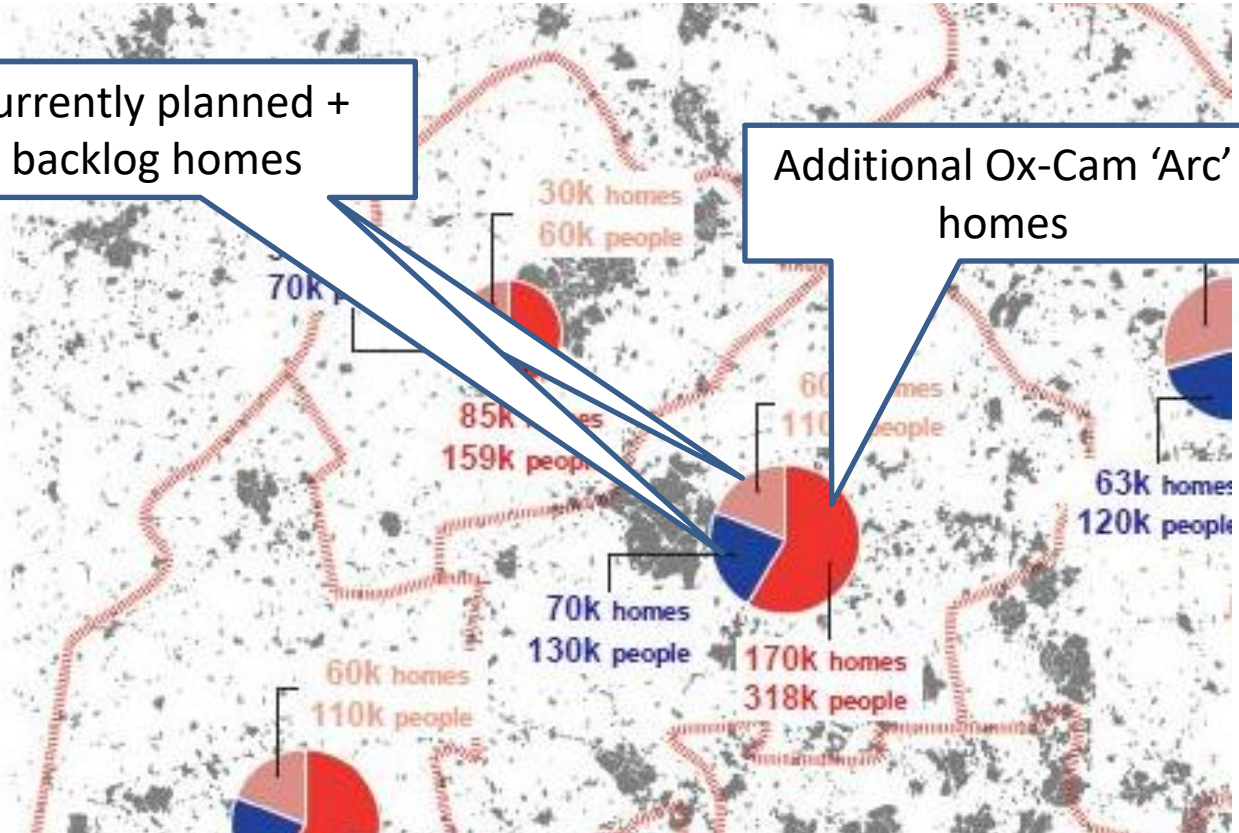
W  
th  
te  
al

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

This drawing shows the additional 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.

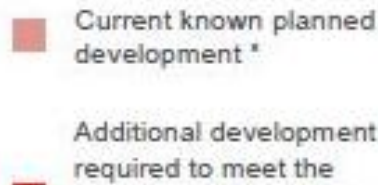
The density is typical of much twentieth century growth and was selected based on a rounded average of the built-up density found across the corridor.

TI  
de  
us

TI  
de  
PI

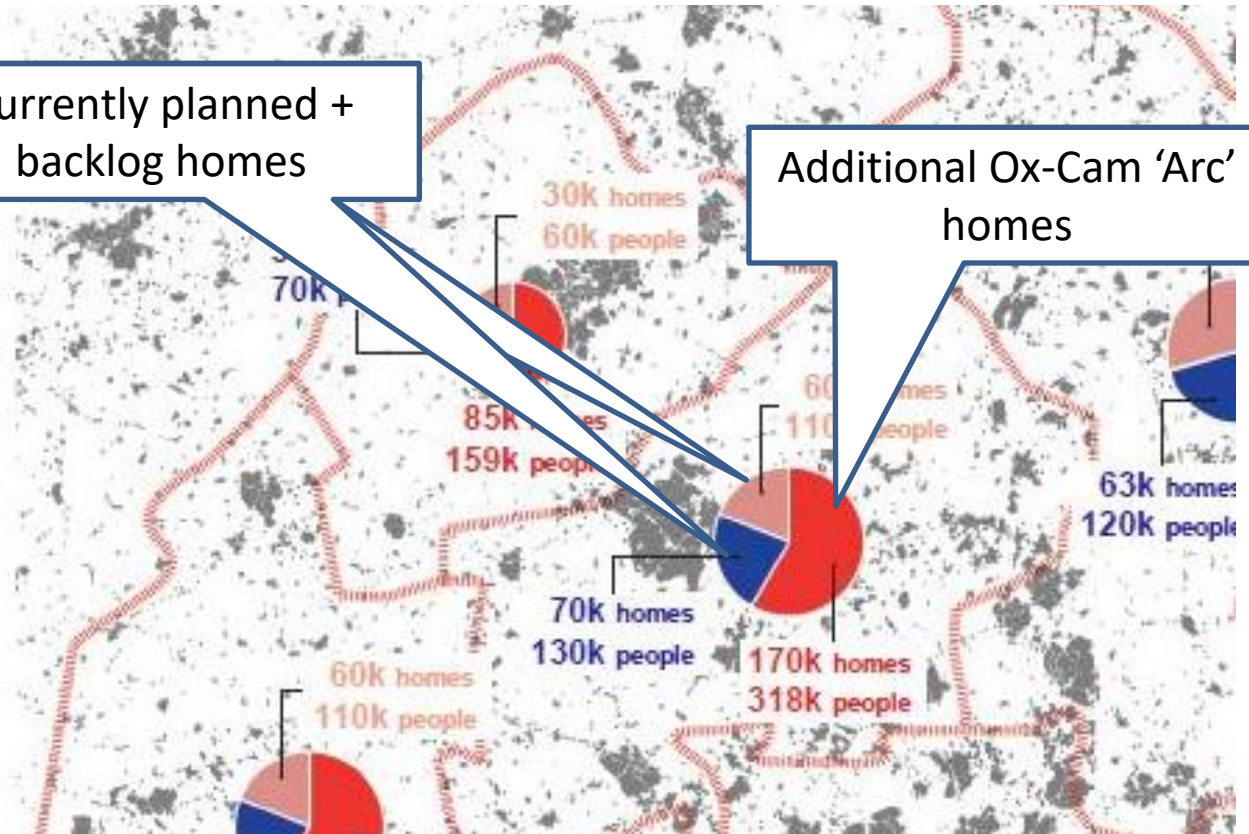
W  
th  
te  
al

Di  
gr  
in  
sit



Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



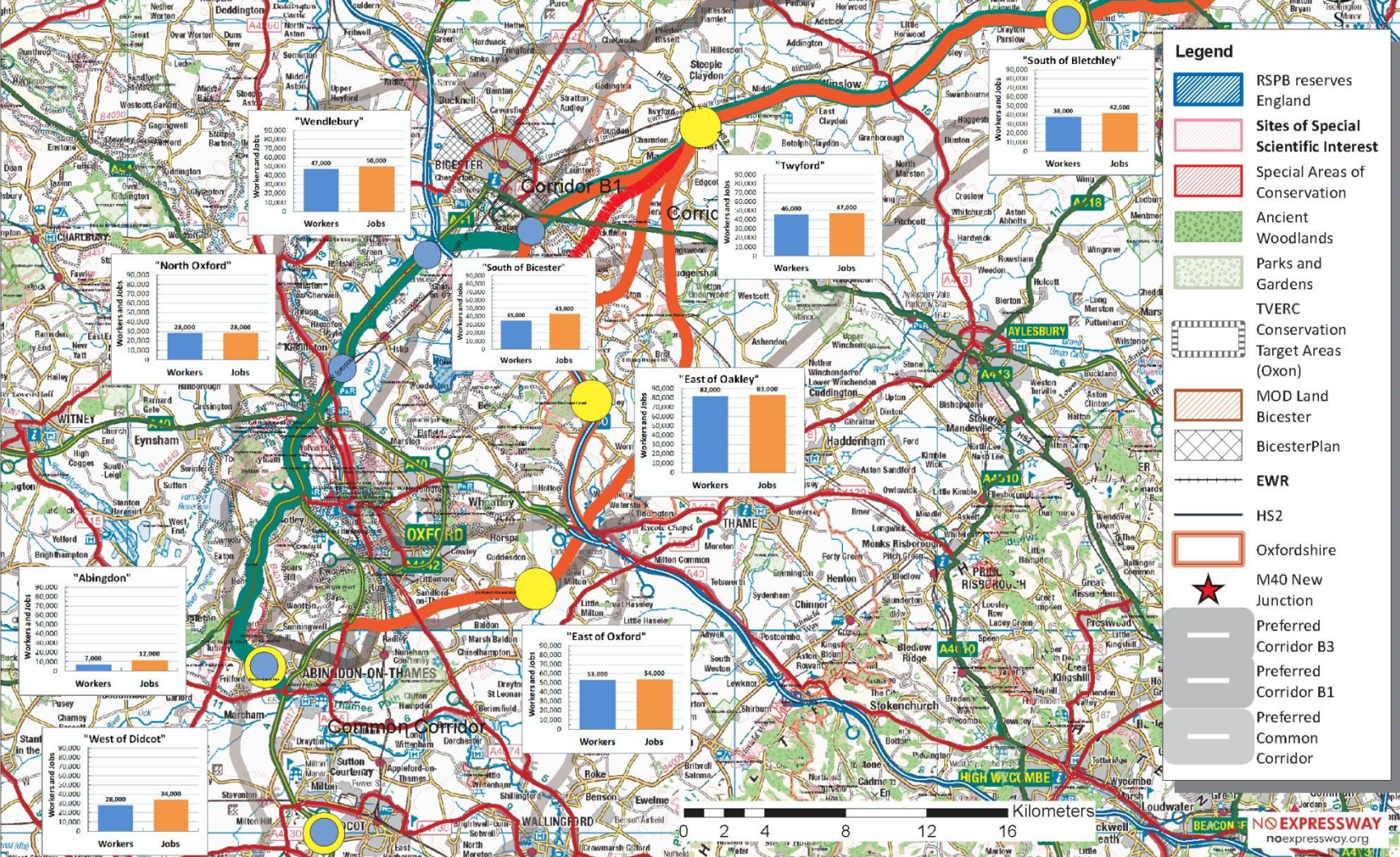
**Bucks' proportionate share of 170,000 expressway houses would be 82,000**

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



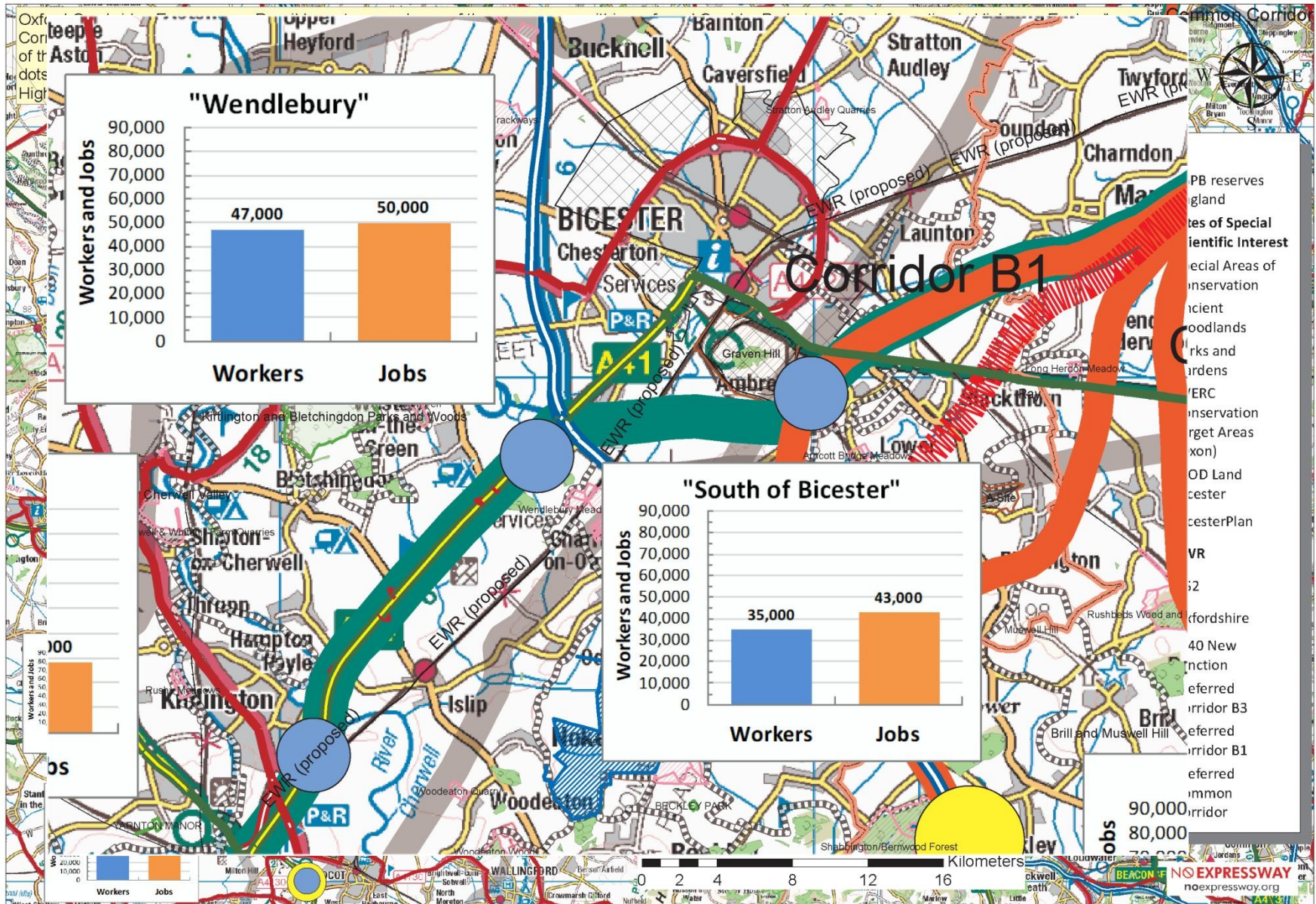
# ..how many new homes along the Expressway itself?

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.





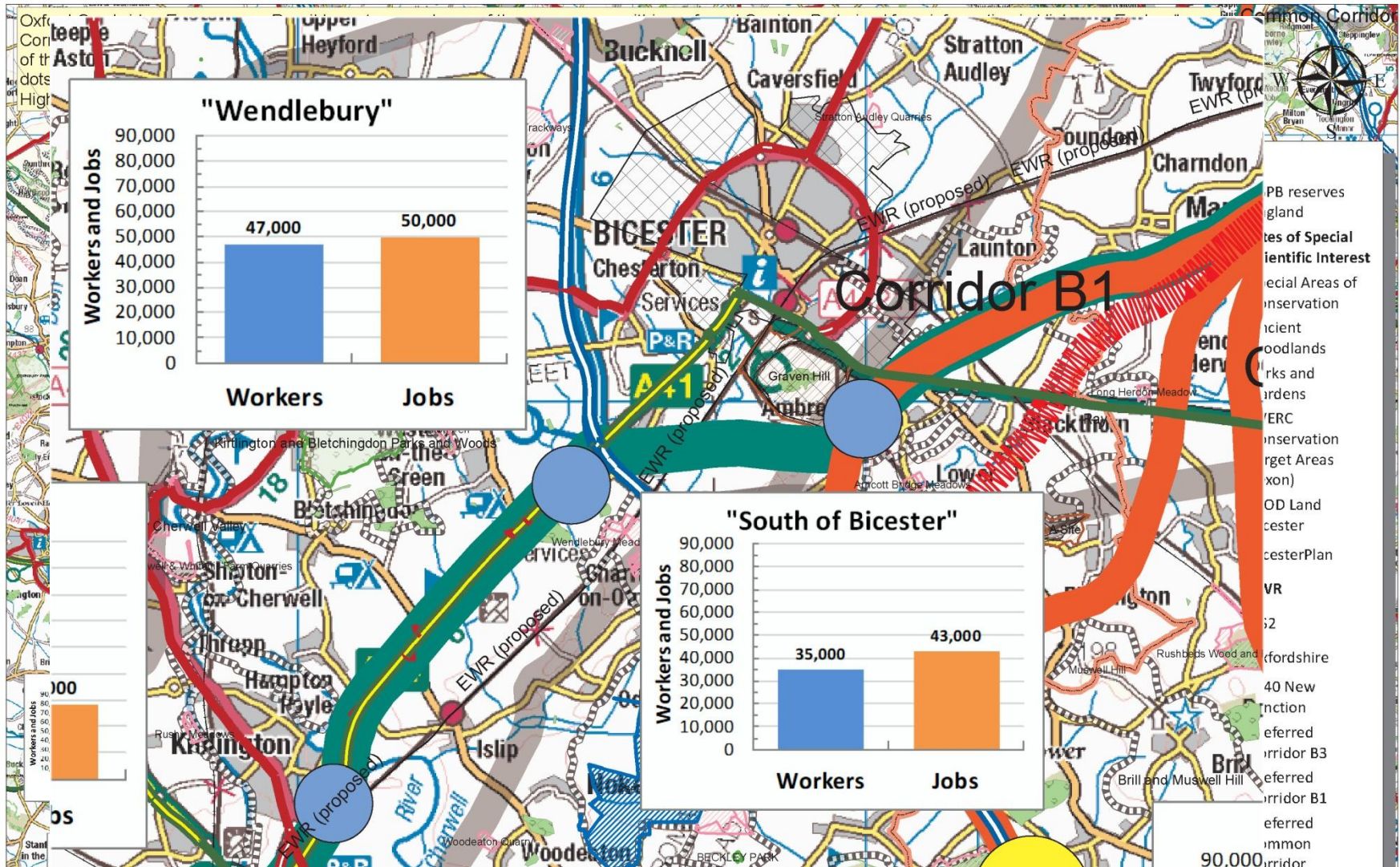
# Option B1, 82,000 workers/65,000 new houses nr. Bicester



PB reserves  
 gland  
 tes of Special  
 ientific Interest  
 ecial Areas of  
 nservation  
 ncient  
 oodlands  
 rks and  
 ardens  
 ERC  
 nservation  
 rget Areas  
 on)  
 OD Land  
 cester  
 cesterPlan  
 VR  
 s2  
 (fordshire  
 40 New  
 nction  
 eferred  
 rridor B3  
 eferred  
 rridor B1  
 eferred  
 mmon  
 rridor  
 90,000  
 80,000  
 70,000  
 60,000  
 50,000  
 40,000  
 30,000  
 20,000  
 10,000  
 0  
 BEACONSF  
 NO EXPRESSWAY  
 noexpressway.org



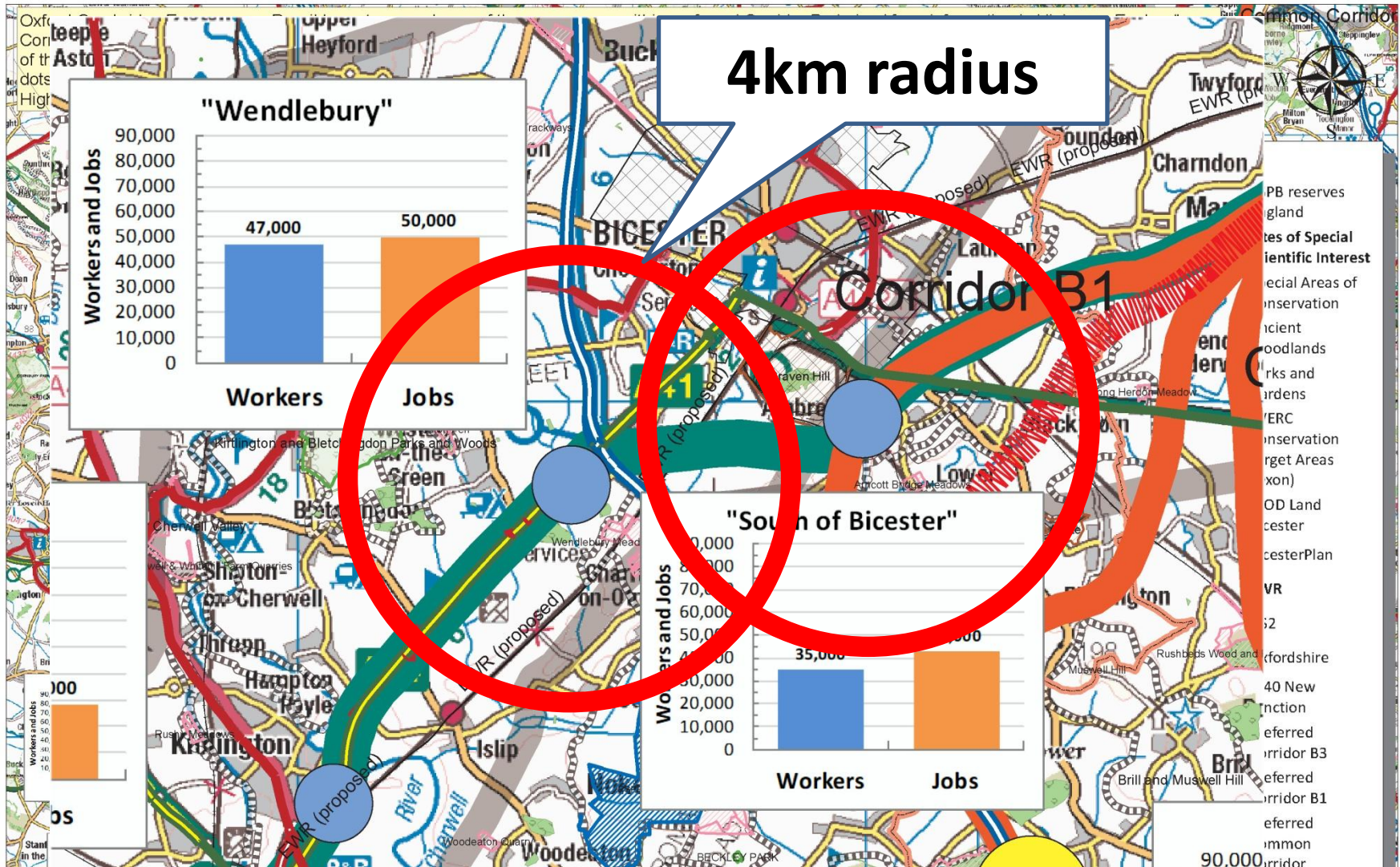
# Option B1, 82,000 workers/65,000 new houses nr. Bicester



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



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

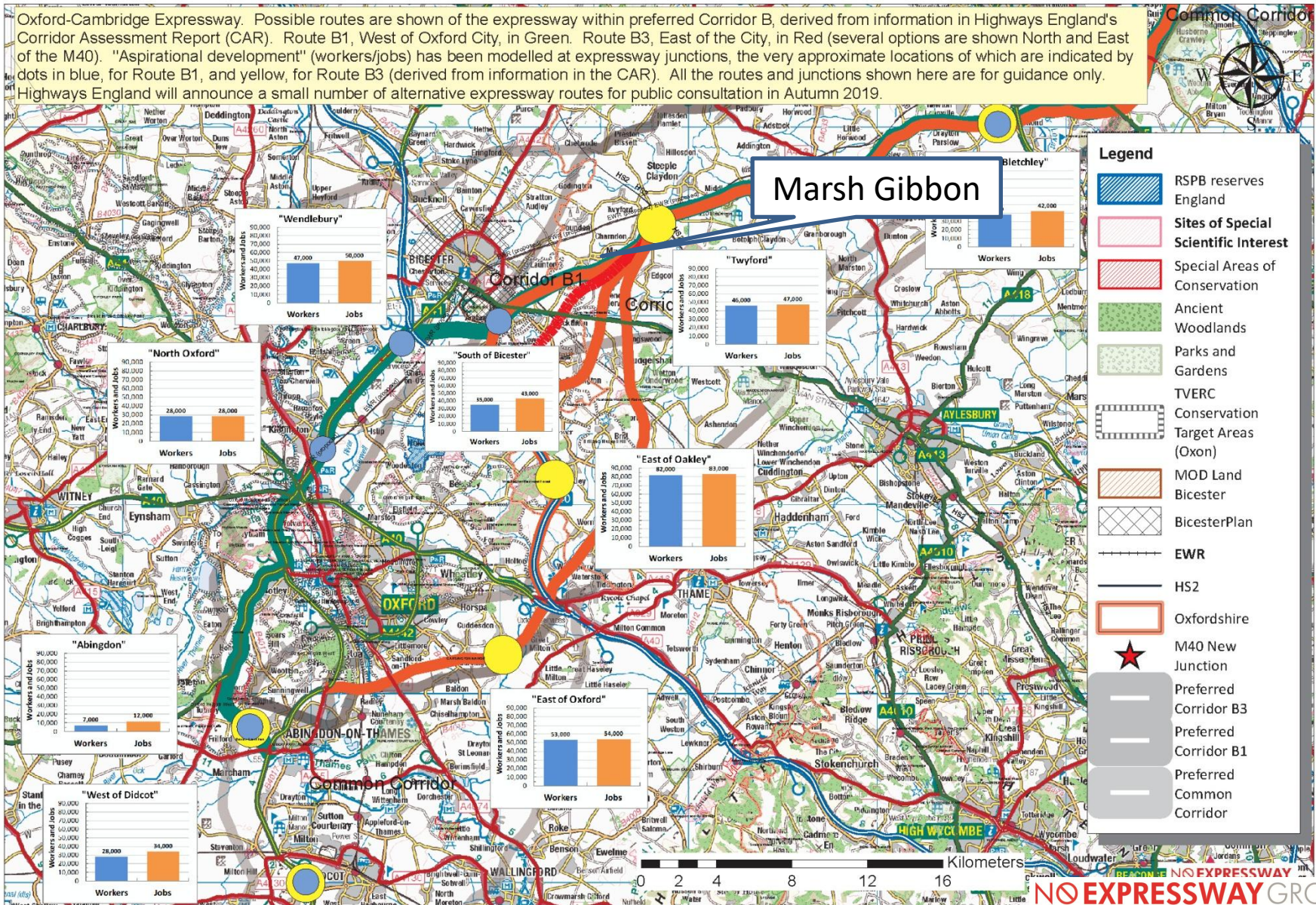


That's 150,440 people (Oxford City has 154,600 2017 figure )



# ..... and near Marsh Gibbon....36,200 houses

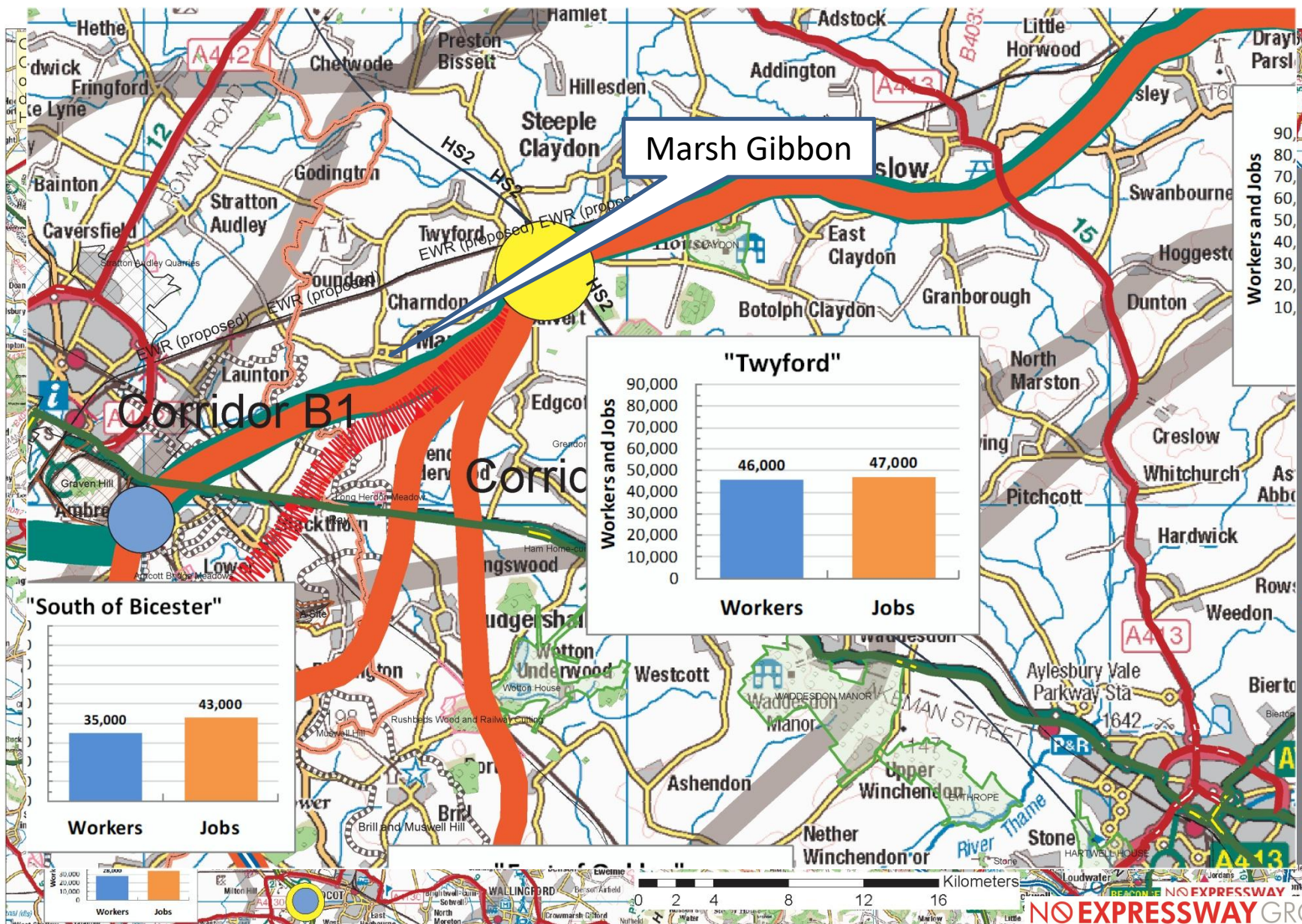
Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East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

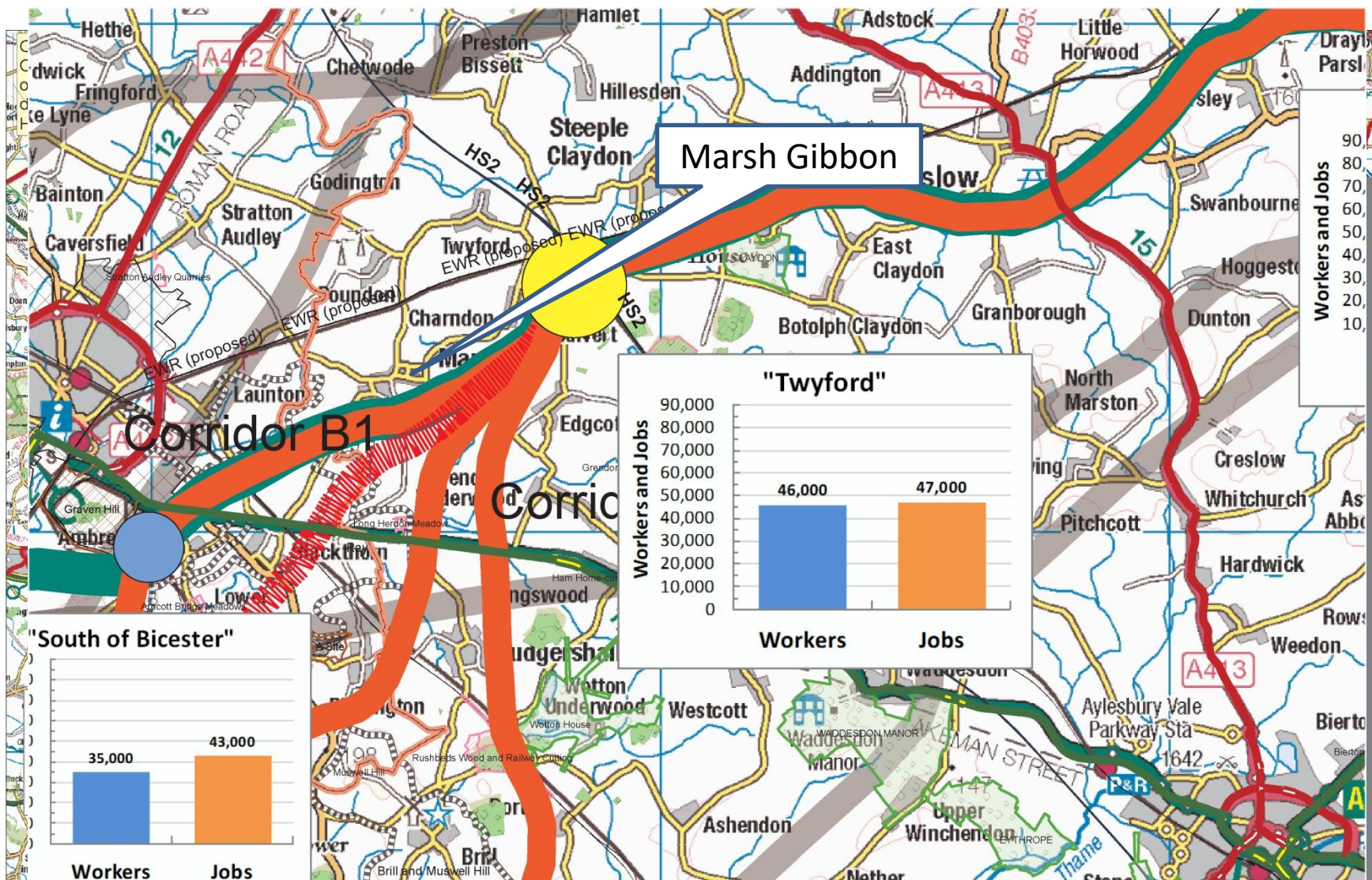


..... and near Marsh Gibbon....36,200 houses





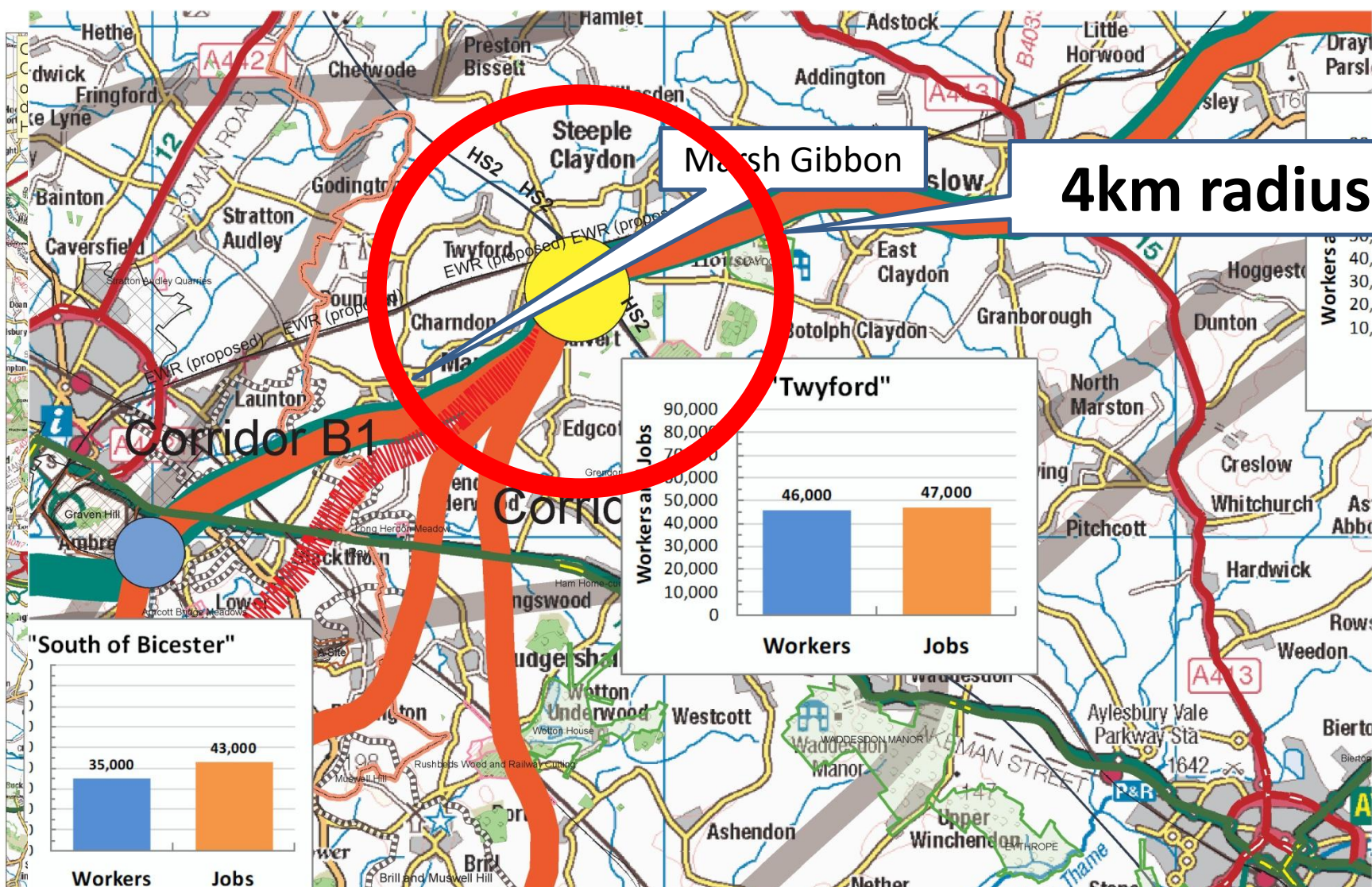
..... and near Marsh Gibbon....36,200 houses



That's 84,400 people (Bicester has 32,789 2017 figure )



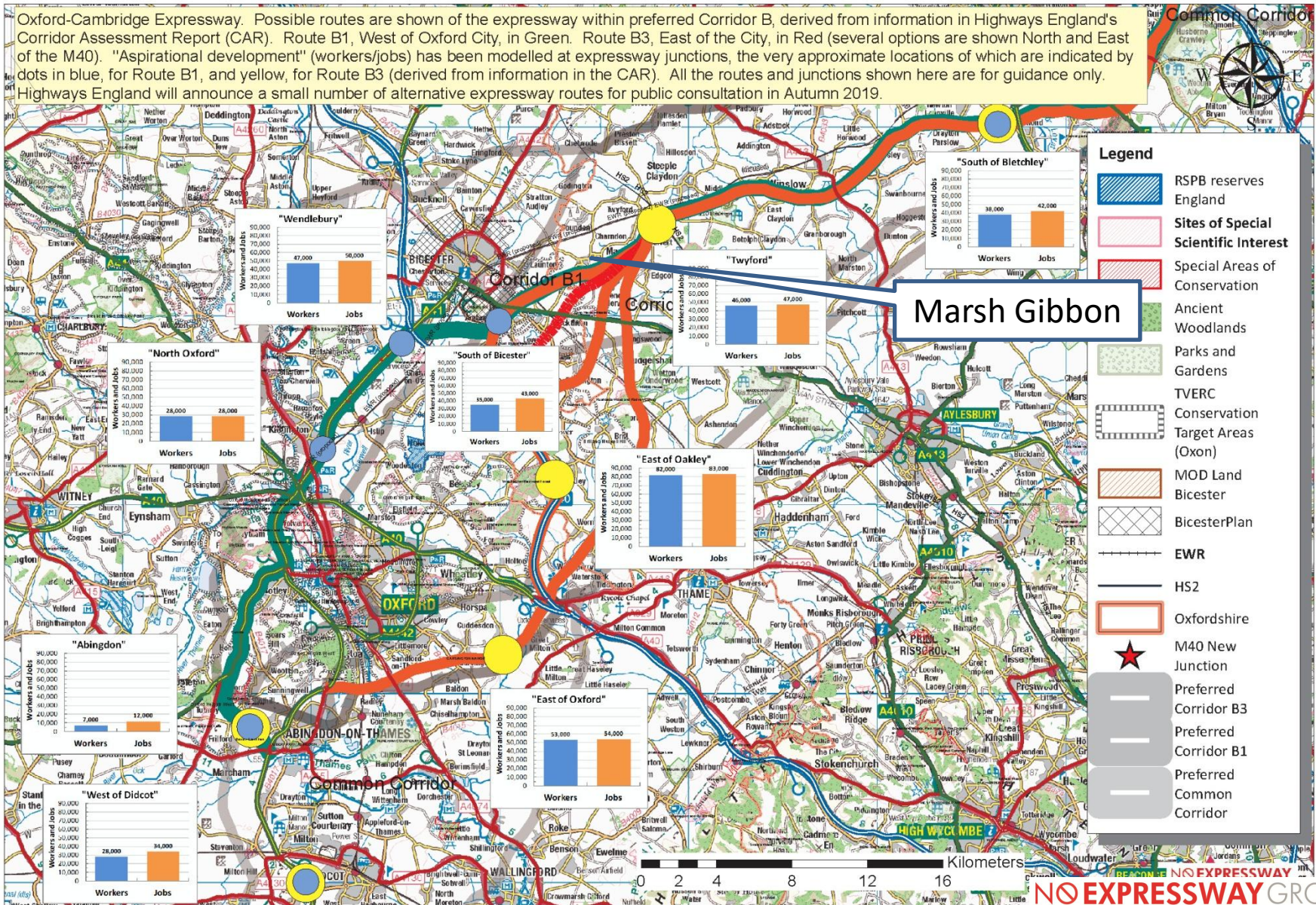
..... and near Marsh Gibbon....36,200 houses



That's 84,400 people (Bicester has 32,789 2017 figure )

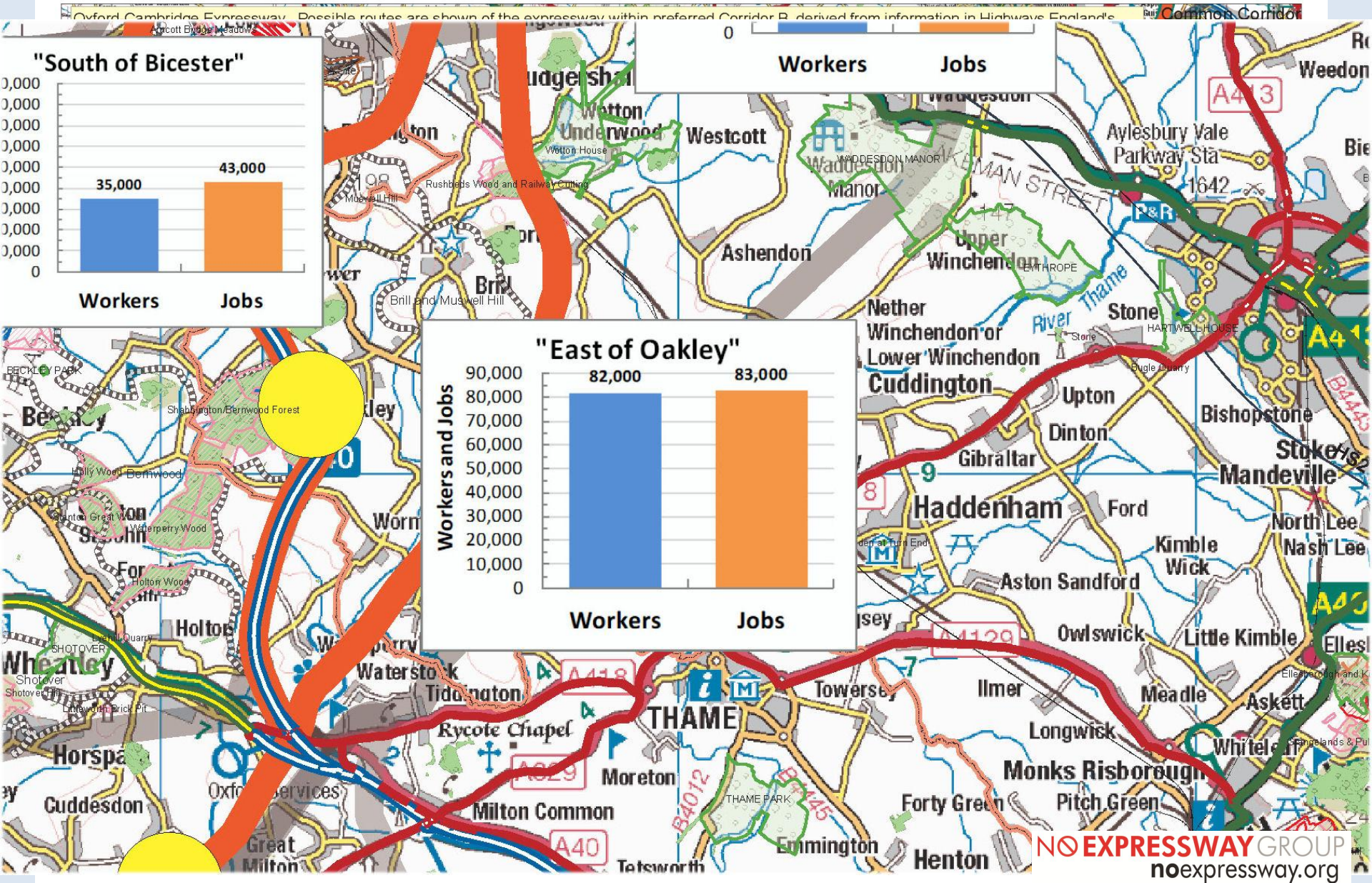


# .....and the same again 'East of Oakley'... 65,000 houses



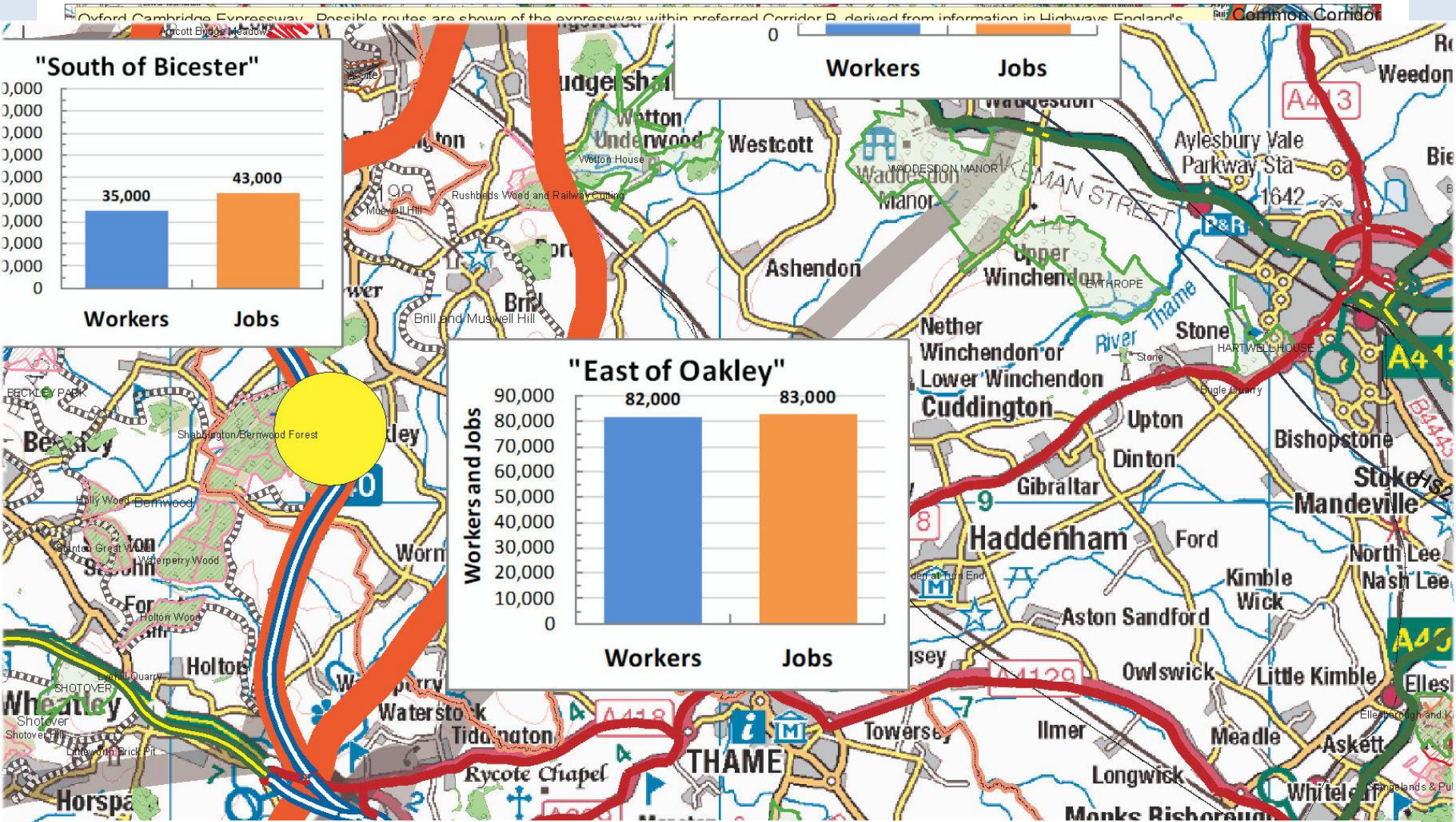


# .....and the same again 'East of Oakley' ... 65,000 houses





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



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



**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 (5<sup>th</sup> Studio SQW) says there will be 82,000 new houses in Aylesbury Vale + MK (the 'transformational growth' figure).**



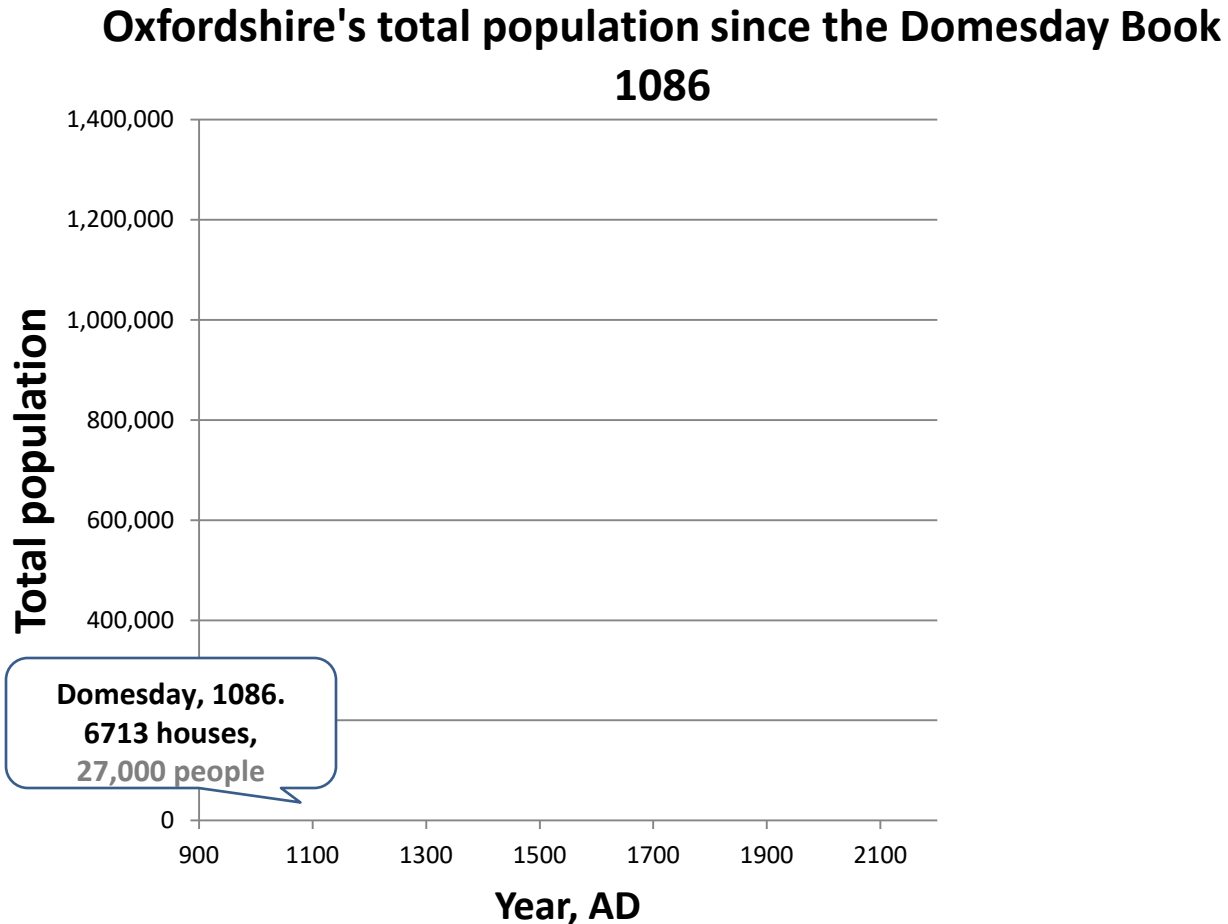
**Along route B3 in Buckinghamshire, the Expressway will support up to 100,787 houses (235,000 people).**

**The NIC Report (5<sup>th</sup> 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.**

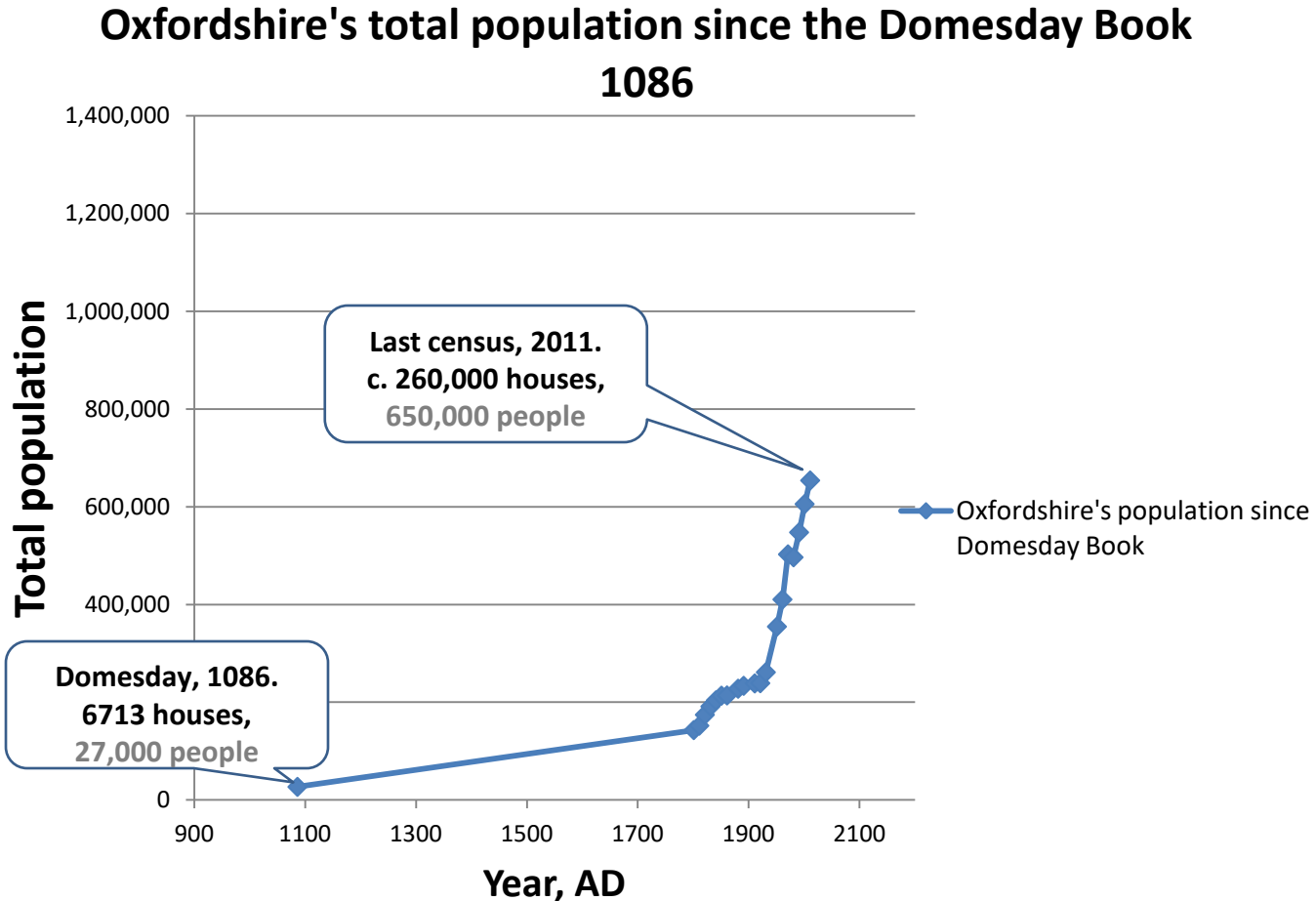


# An example: Oxfordshire's past, and proposed growth to 2050



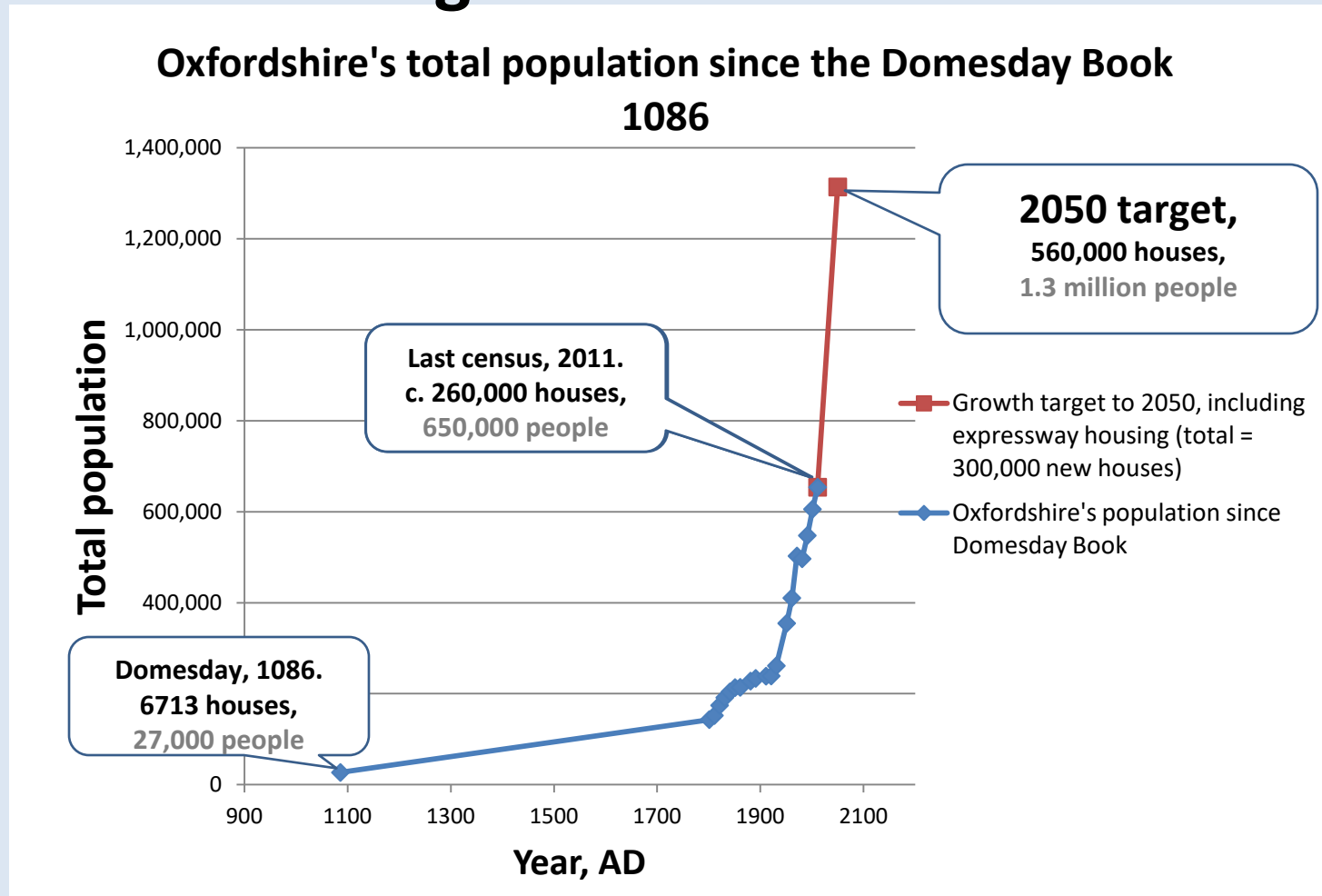


# An example: Oxfordshire's past, and proposed growth to 2050



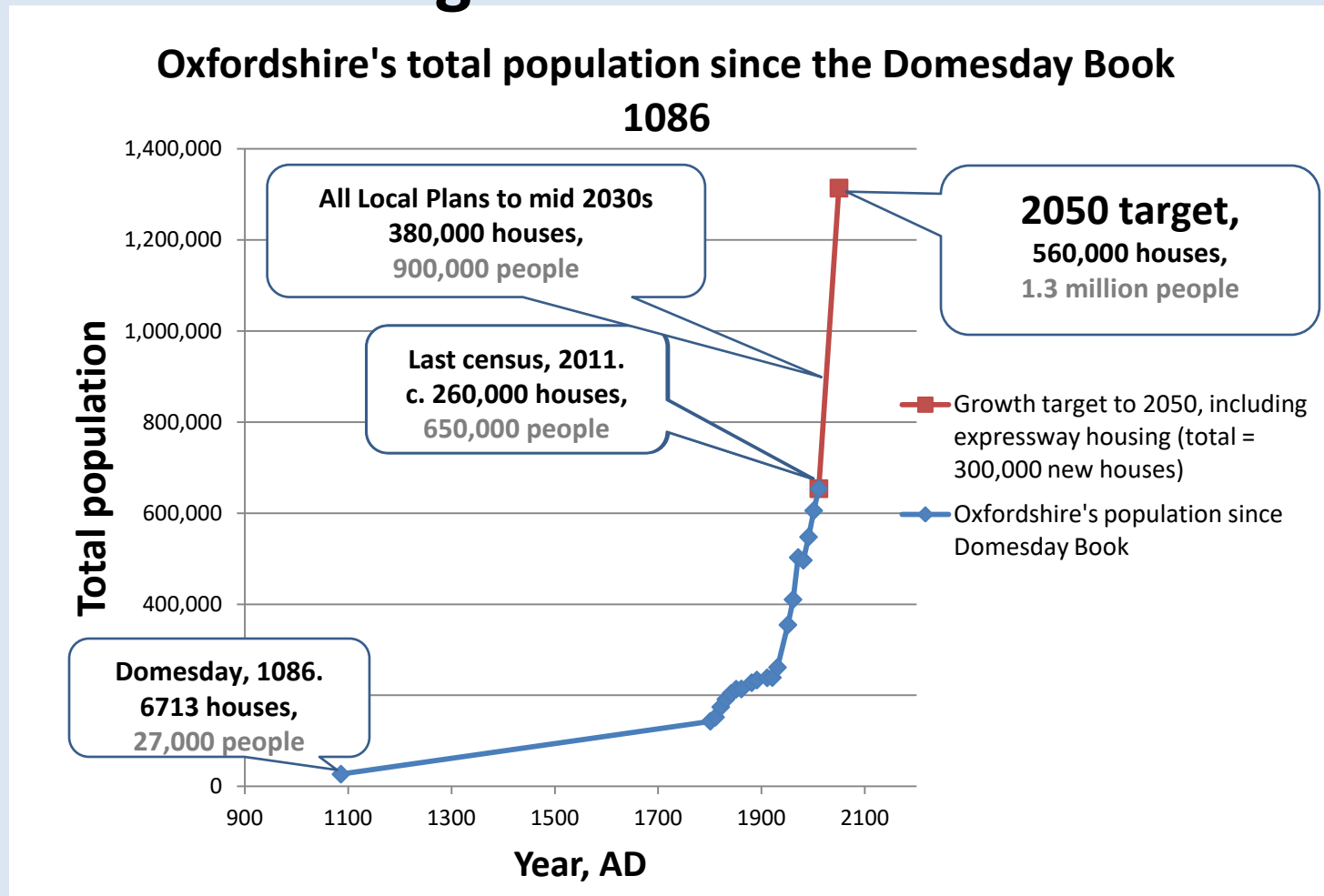


# An example: Oxfordshire's past, and proposed growth to 2050



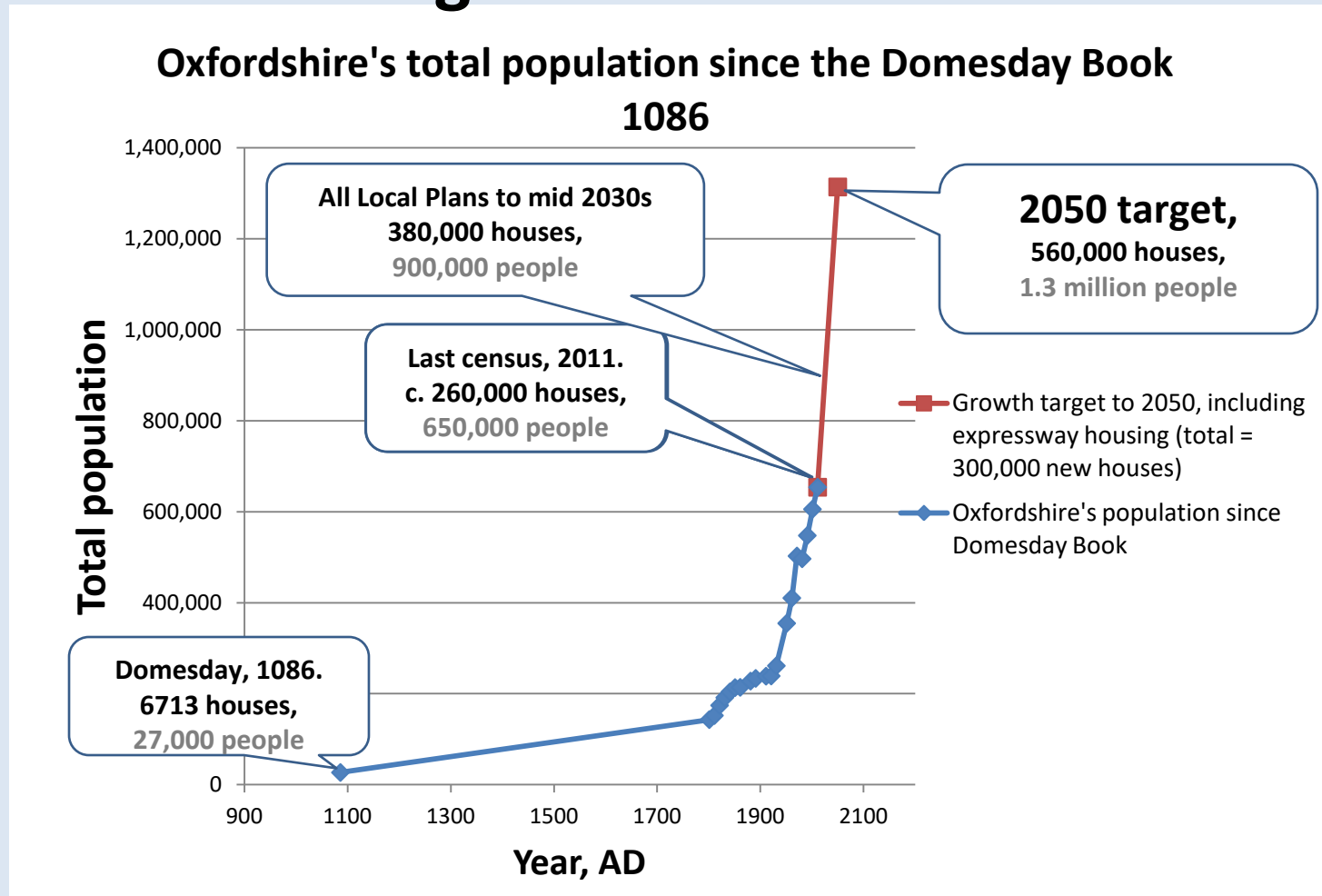


# An example: Oxfordshire's past, and proposed growth to 2050





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



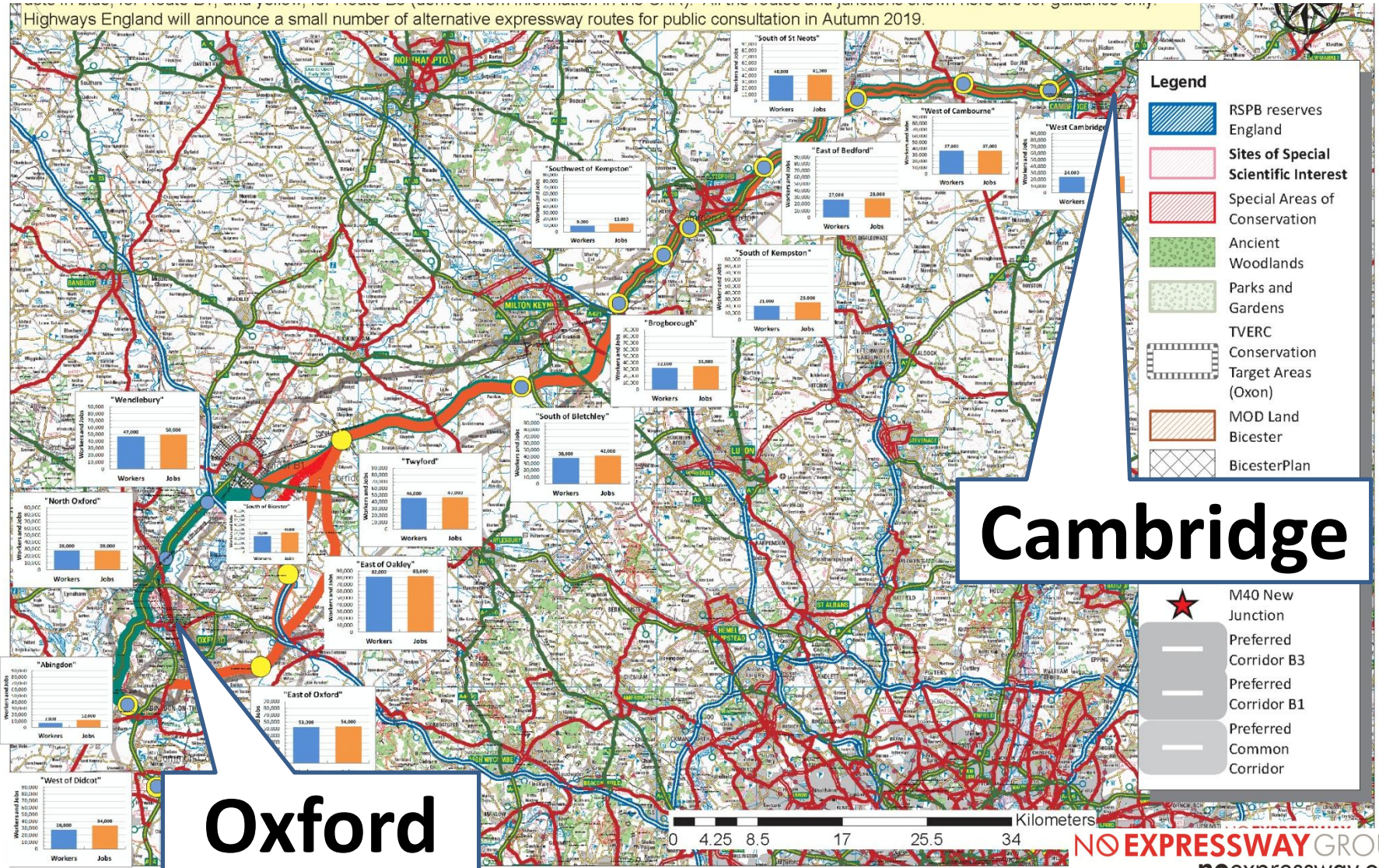
**Are there really no limits to growth?**



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

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

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



# Cambridge

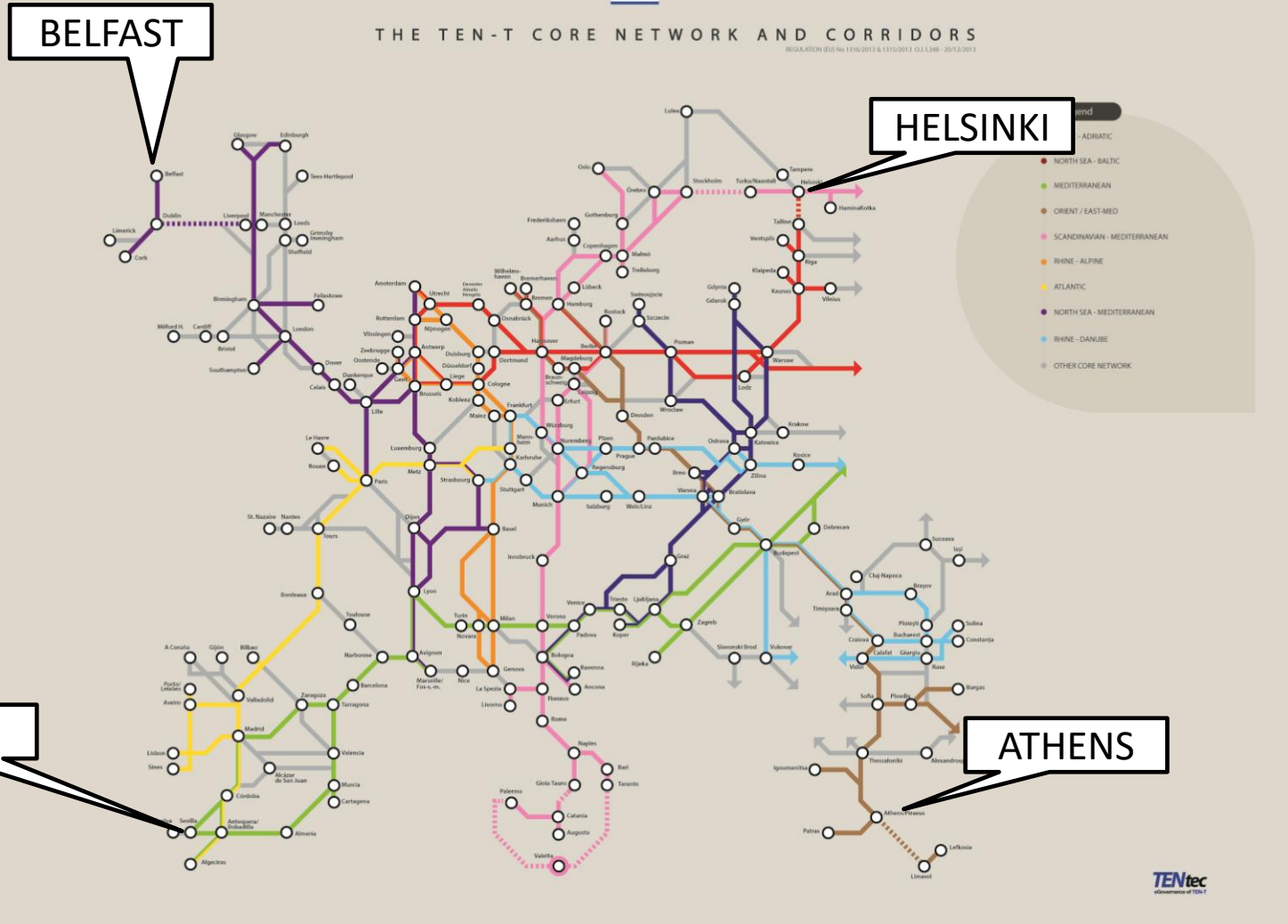
# Oxford

- ★ M40 New Junction
- ▬ Preferred Corridor B3
- ▬ Preferred Corridor B1
- ▬ Preferred Common Corridor



# 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

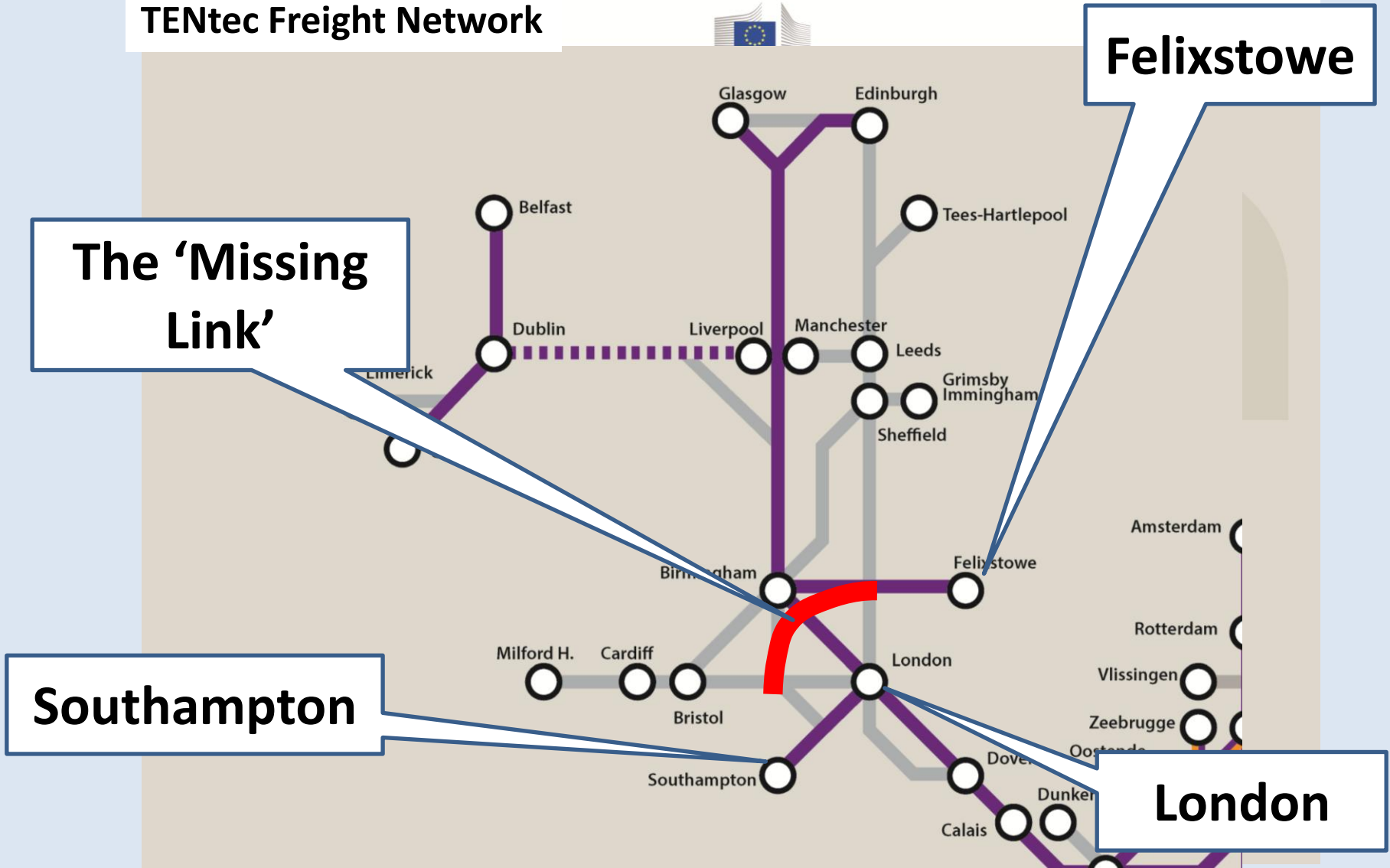
 = North Sea – Mediterranean  
 = Other Core Network

  
noexpressway.org





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

TENtec Freight Network



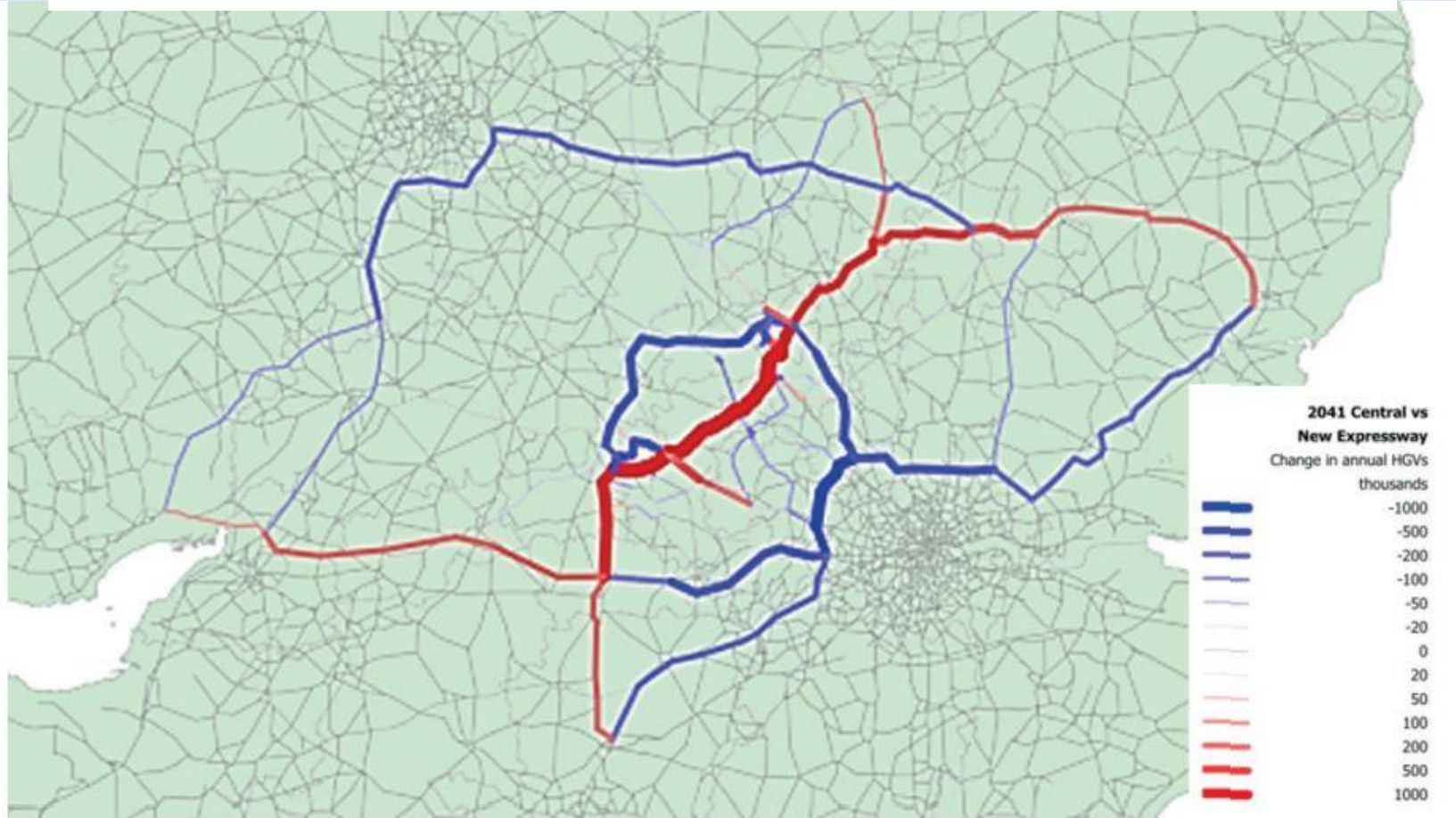
TENtec Trans European Transport Network

 = North Sea – Mediterranean  
 = Other Core Network

 **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

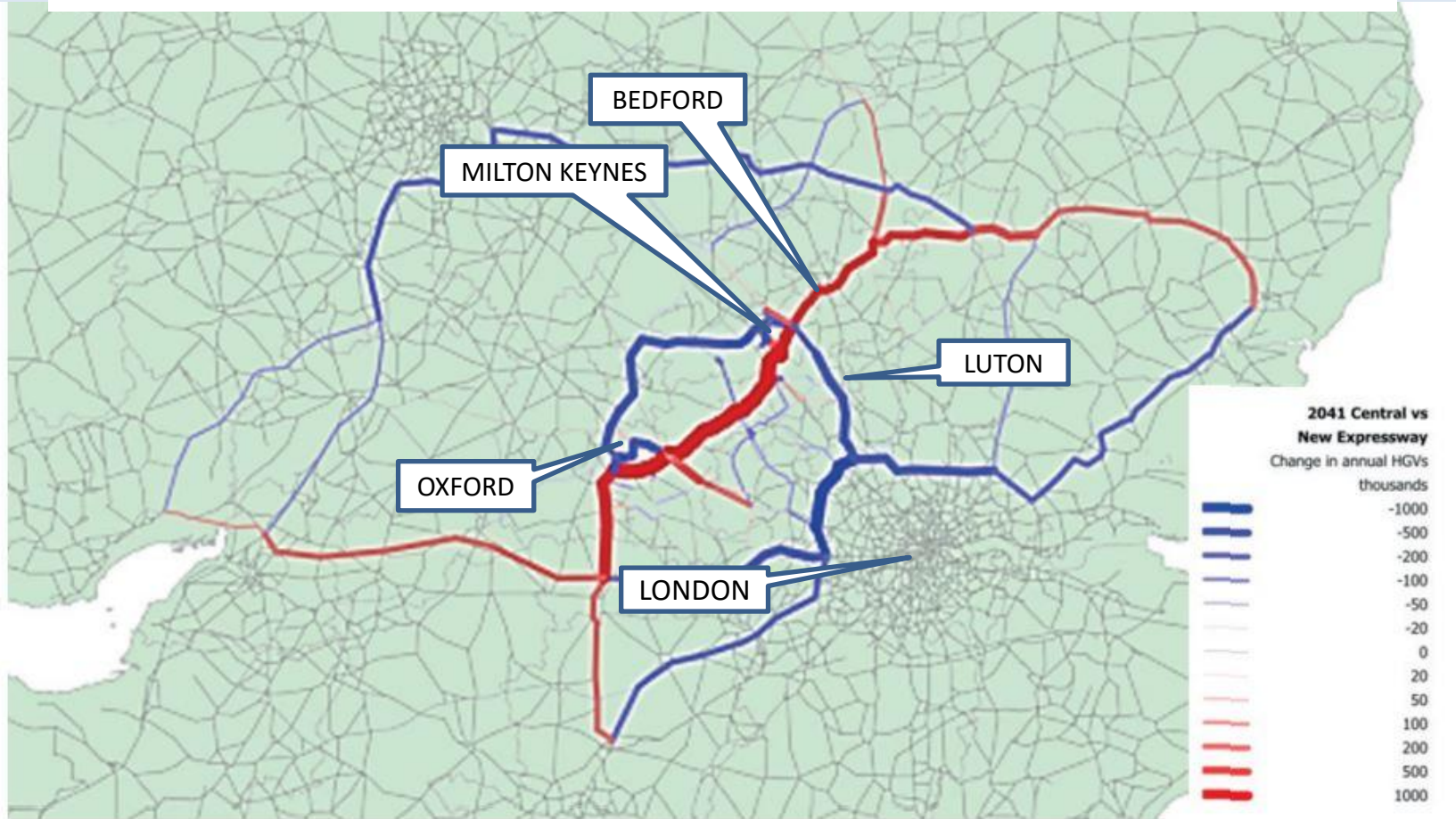


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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



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

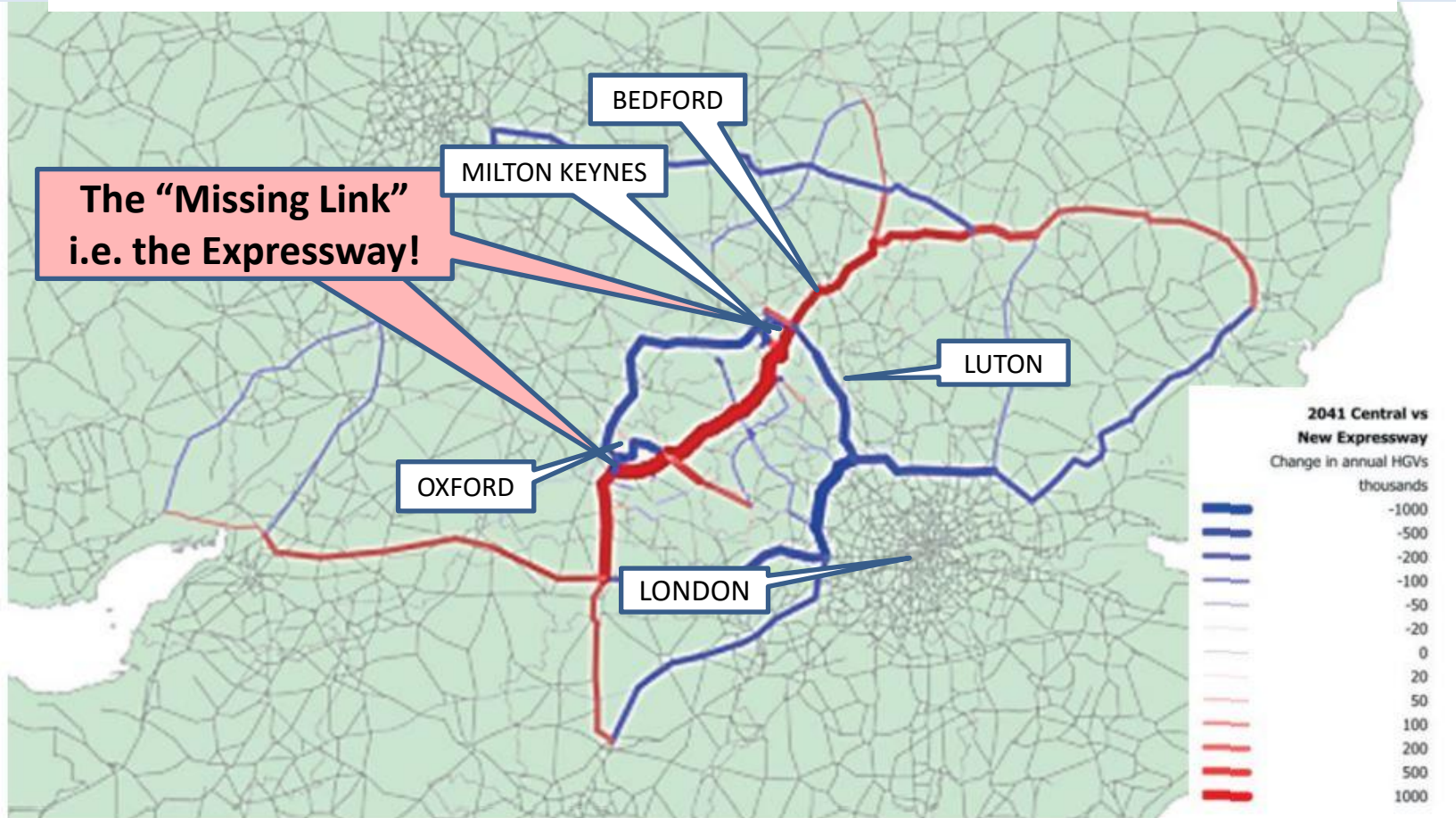


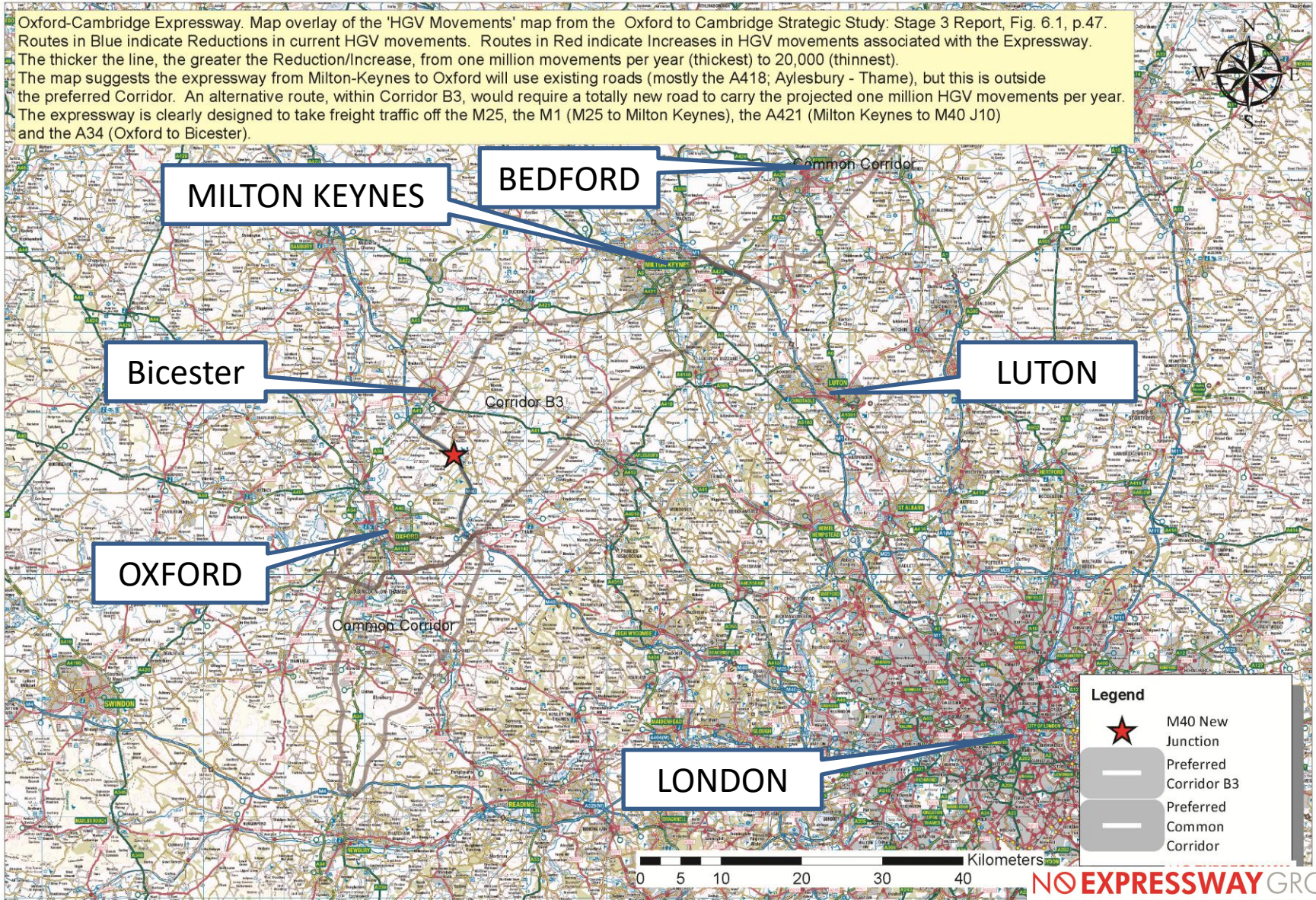
Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

**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).



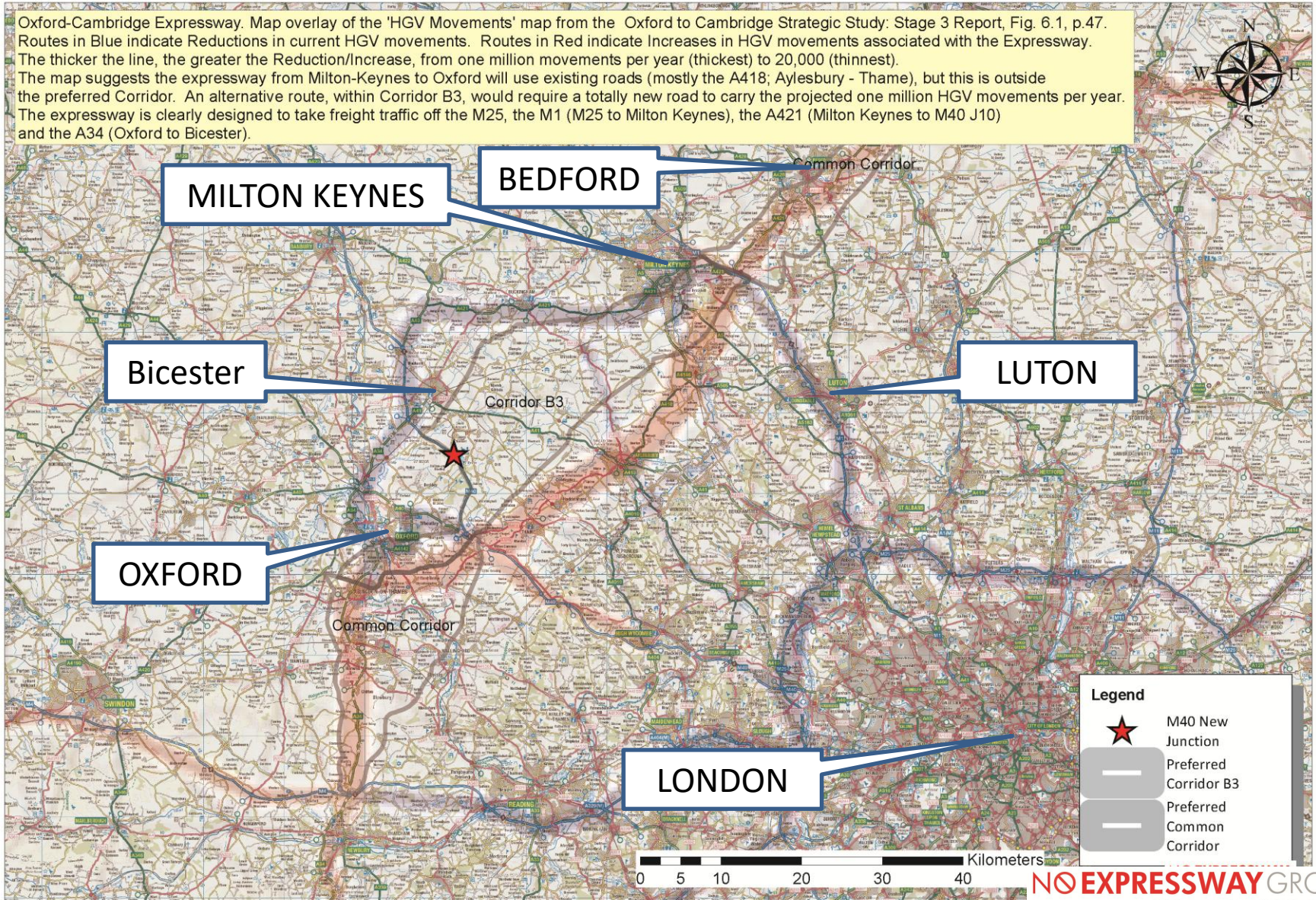
**Legend**

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



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

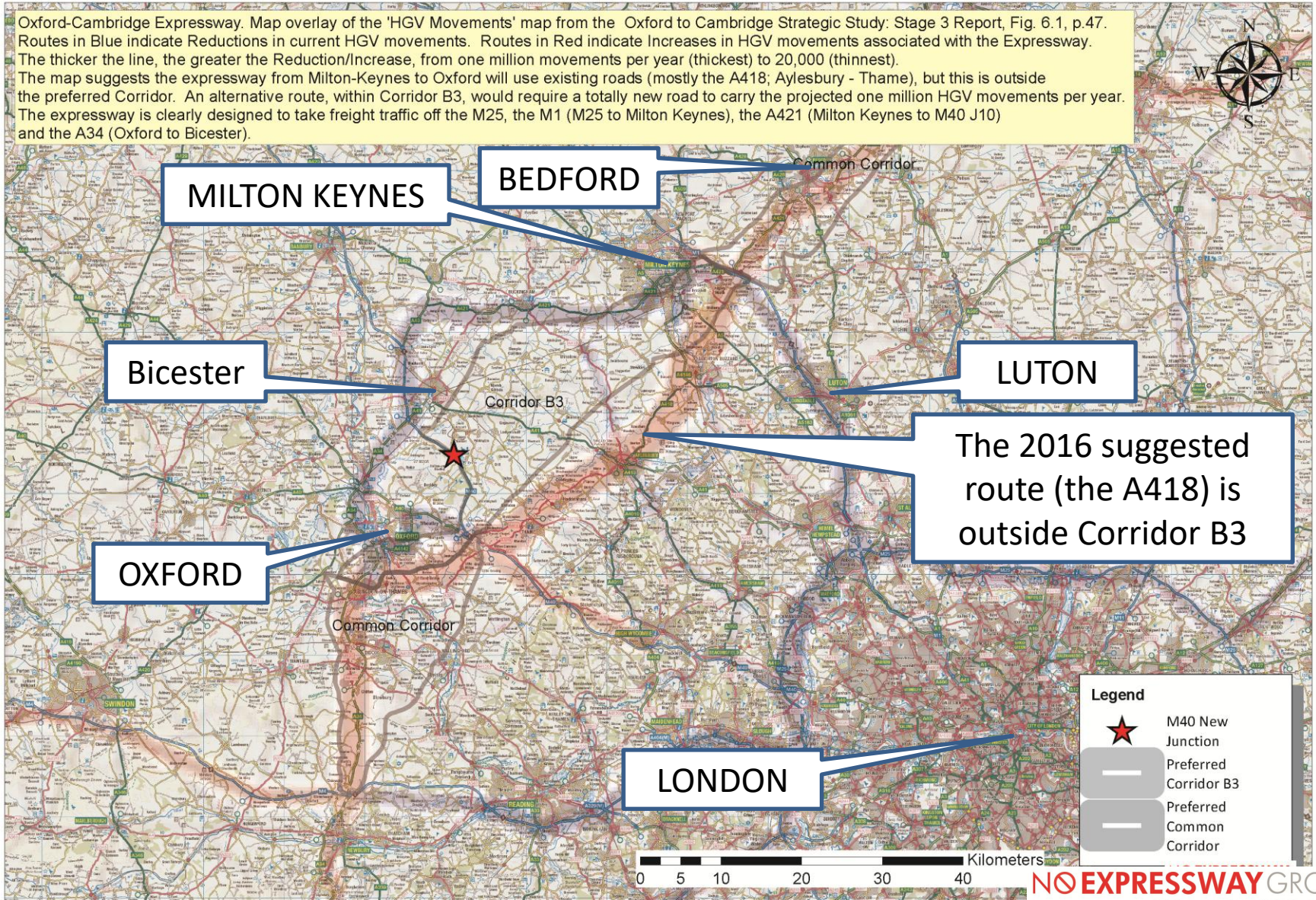
Oxford-Cambridge Expressway. Map overlay of the 'HGV Movements' map from the Oxford to Cambridge Strategic Study: Stage 3 Report, Fig. 6.1, p.47. Routes in Blue indicate Reductions in current HGV movements. Routes in Red indicate Increases in HGV movements associated with the Expressway. The thicker 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

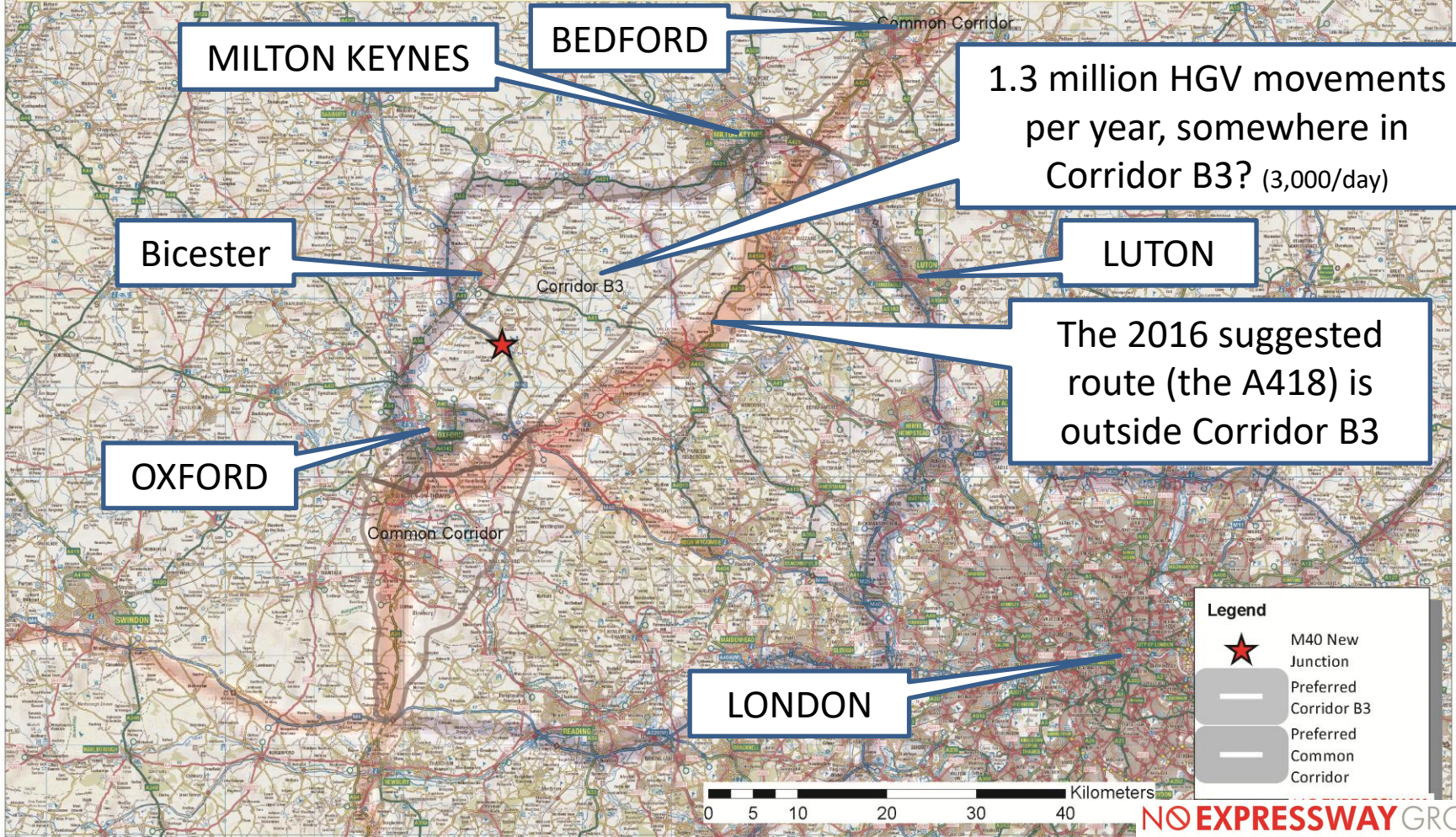
Oxford-Cambridge Expressway. Map overlay of the 'HGV Movements' map from the Oxford to Cambridge Strategic Study: Stage 3 Report, Fig. 6.1, p.47. Routes in Blue indicate Reductions in current HGV movements. Routes in Red indicate Increases in HGV movements associated with the Expressway. The thicker 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

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

Bicester

LUTON

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).”***

**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**



**no** EXPRESSWAY GROUP  
noexpressway.org







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



NO EXPRESSWAY GROUP  
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



Kettering  
Borough Council

LUTON

NO EXPRESSWAY GROUP  
noexpressway.org









Aylesbury Vale  
District Council



milton keynes council



WYCOMBE  
DISTRICT COUNCIL



CHILTERN  
District Council



SOUTH BUCKS  
District Council

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

ale

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

**Let's make sure that they do.**

KS  
1





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

# **Common sense says.....**

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



# **Common sense says.....**

**Expressway?**

- 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.**

# Common sense says.....

Expressway?

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.





# The No Expressway Group Campaign





# The NEG Campaign & What's Next?

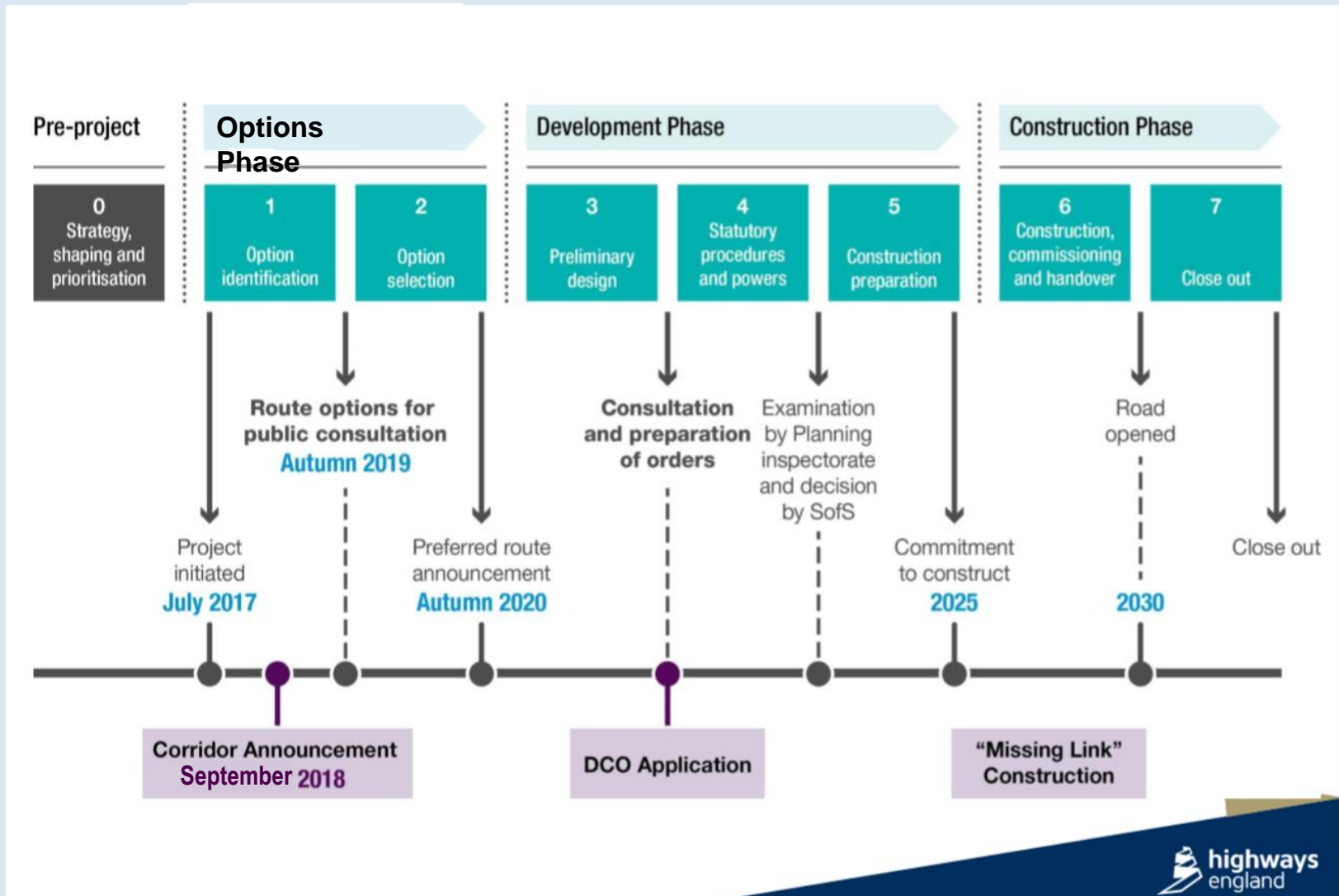


Olivia Field

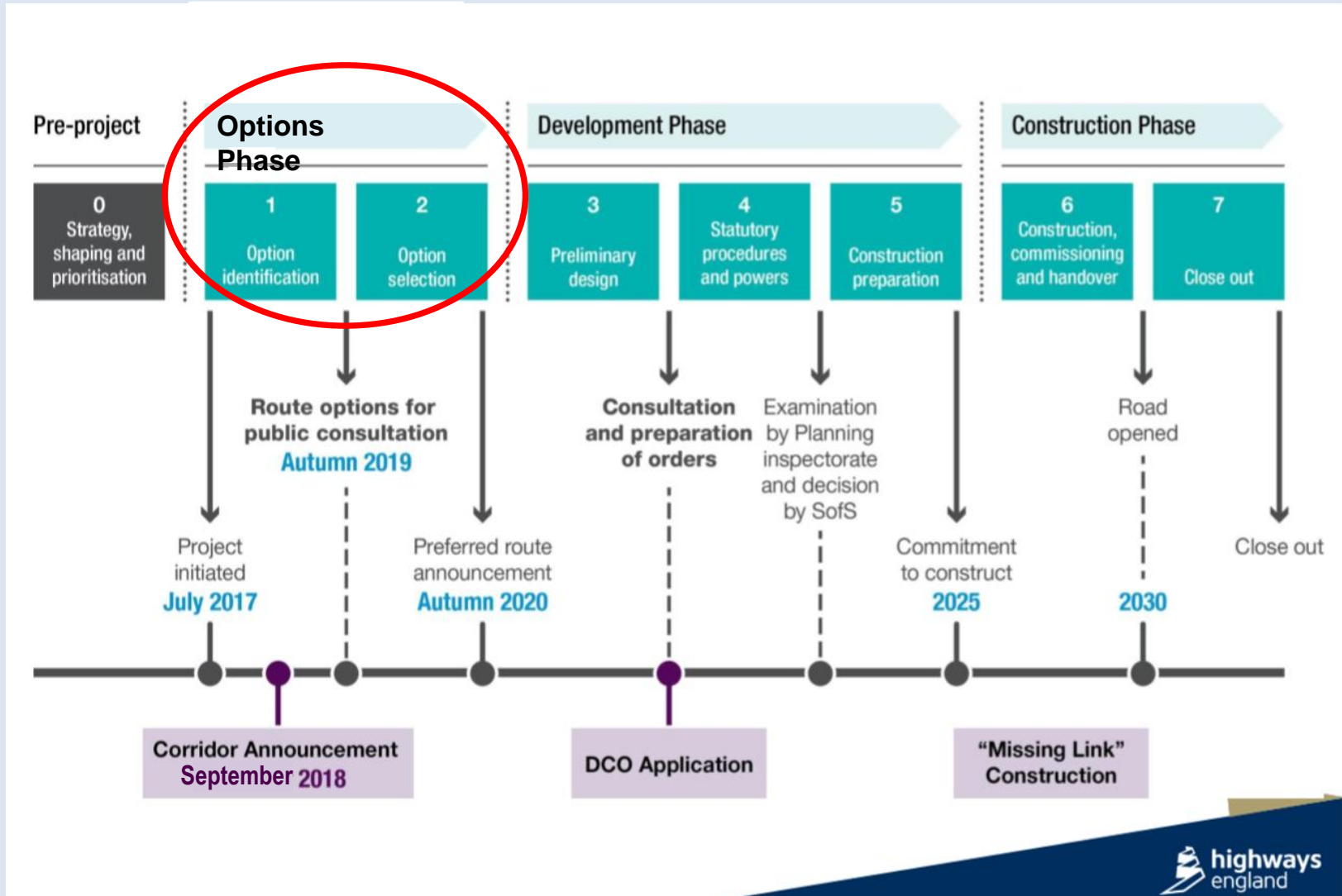
**NO EXPRESSWAY** GROUP  
noexpressway.org



# Context - Highways England Project Milestones

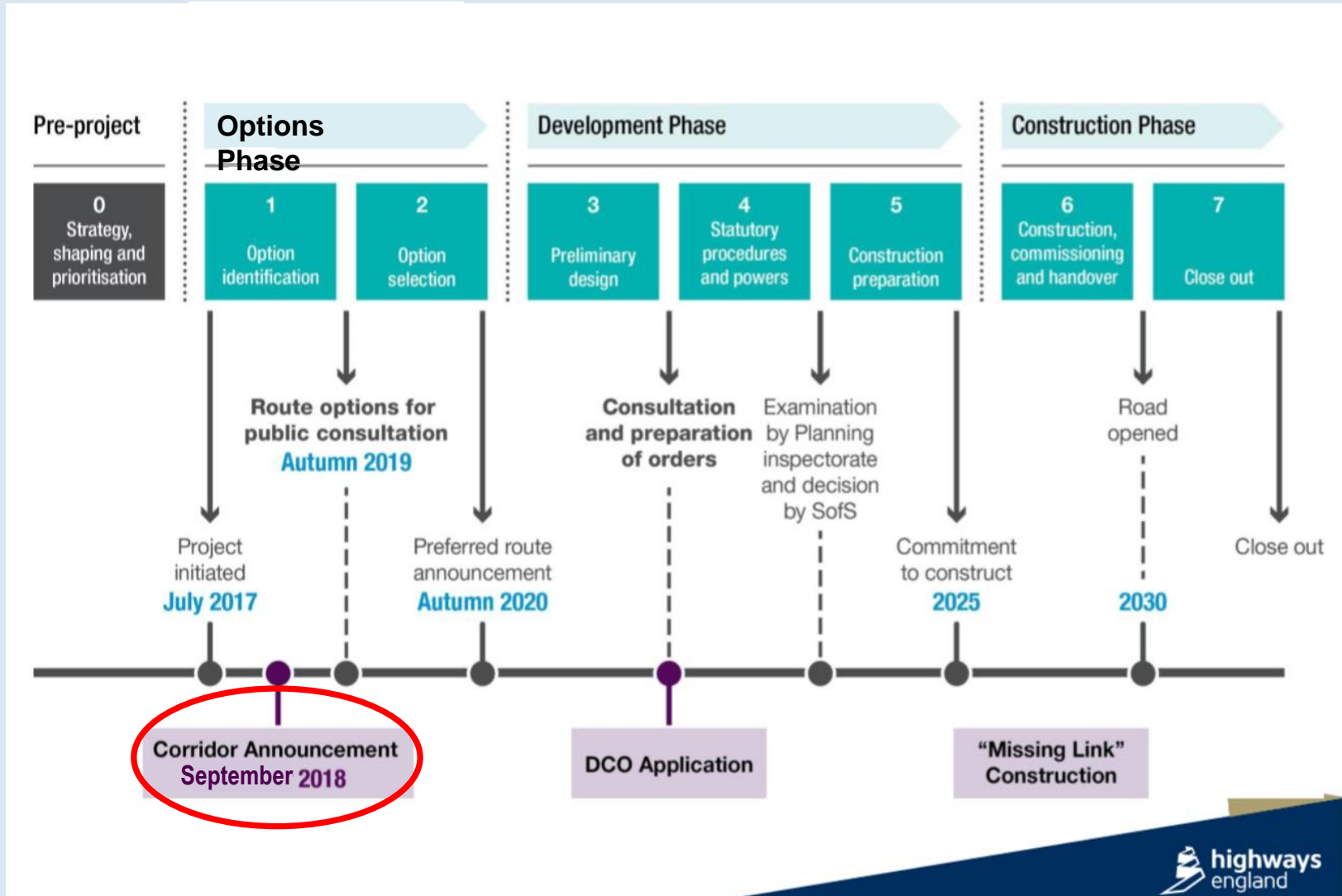


# Context - Highways England Project Milestones

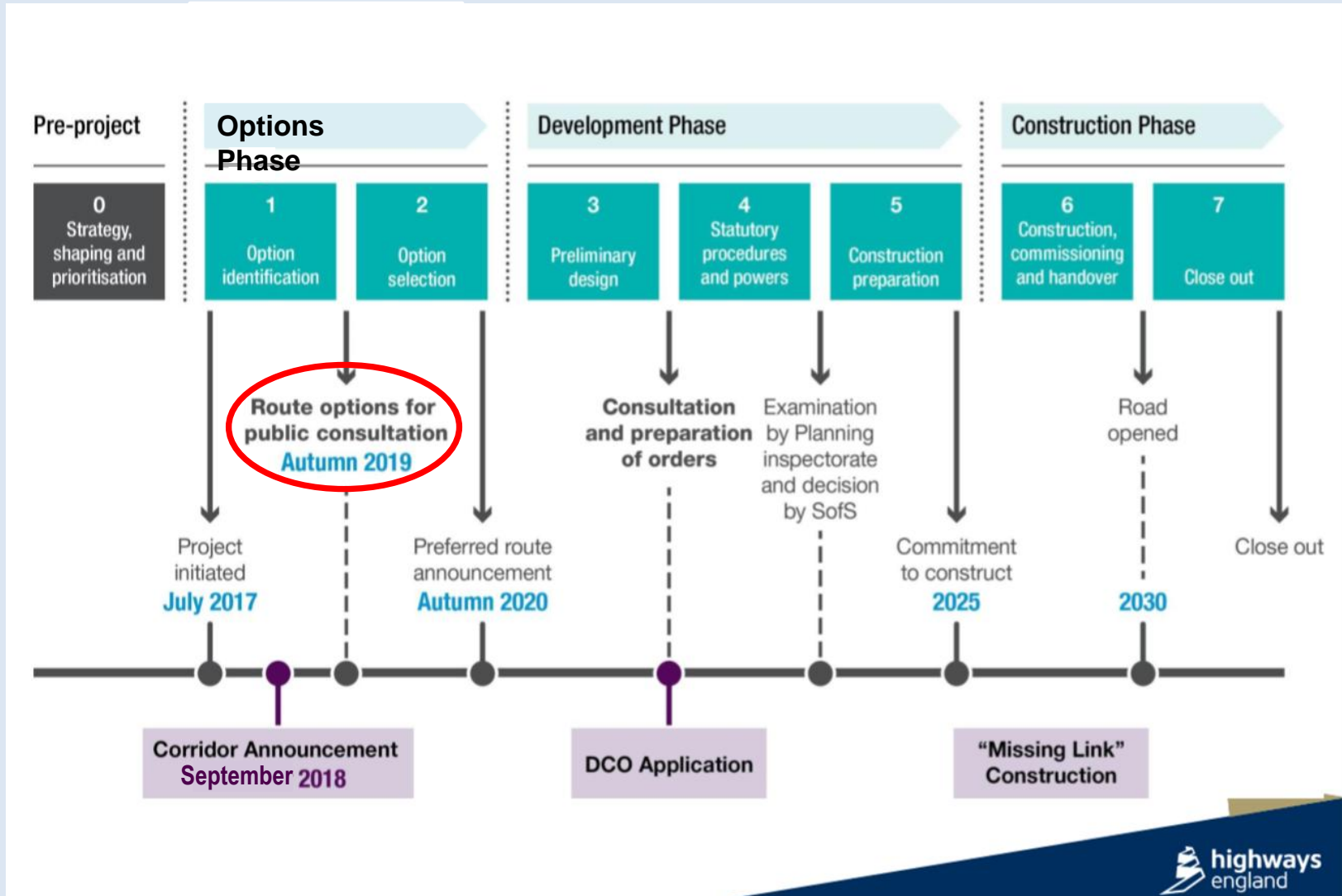




# Context - Highways England Project Milestones

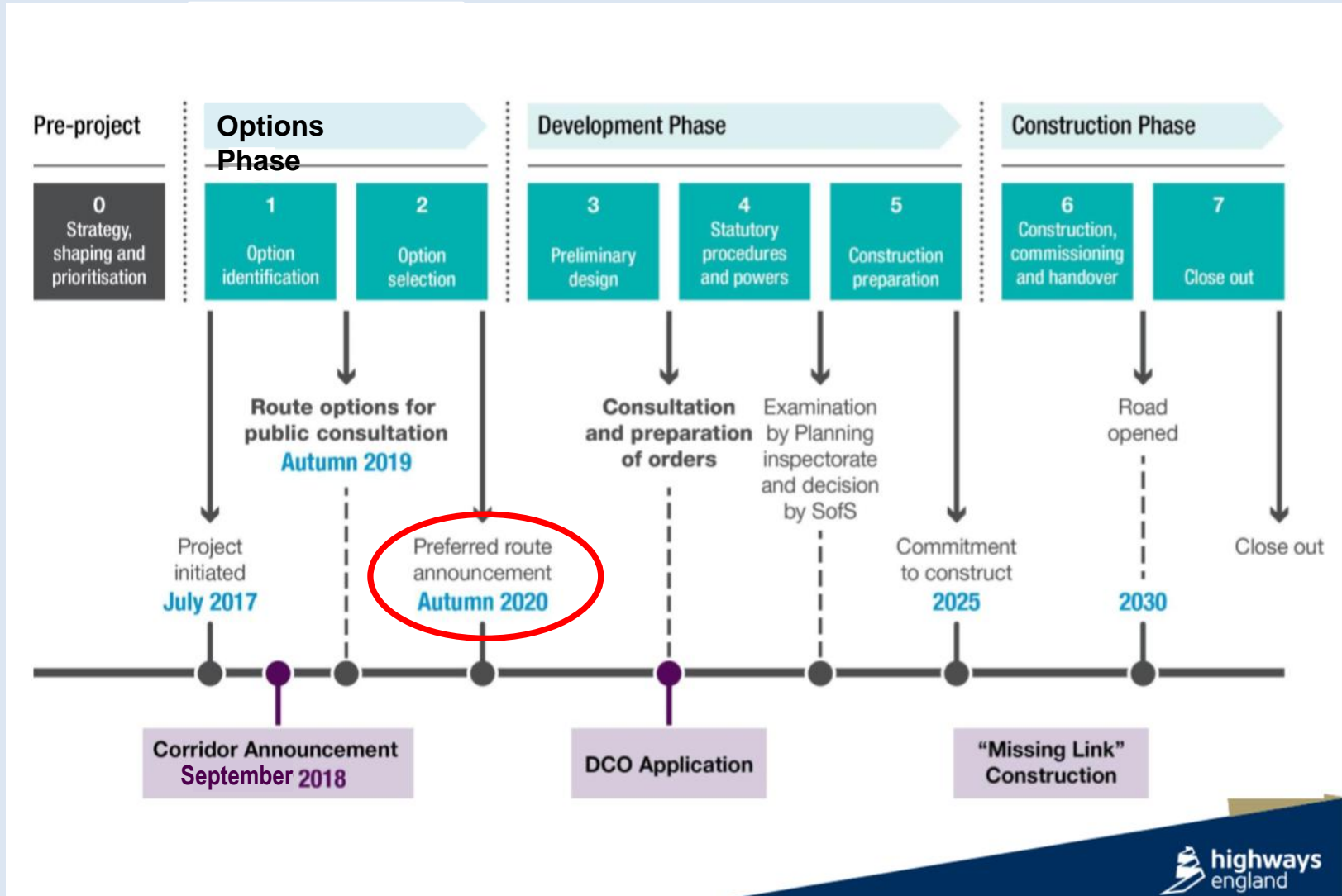


# Context - Highways England Project Milestones

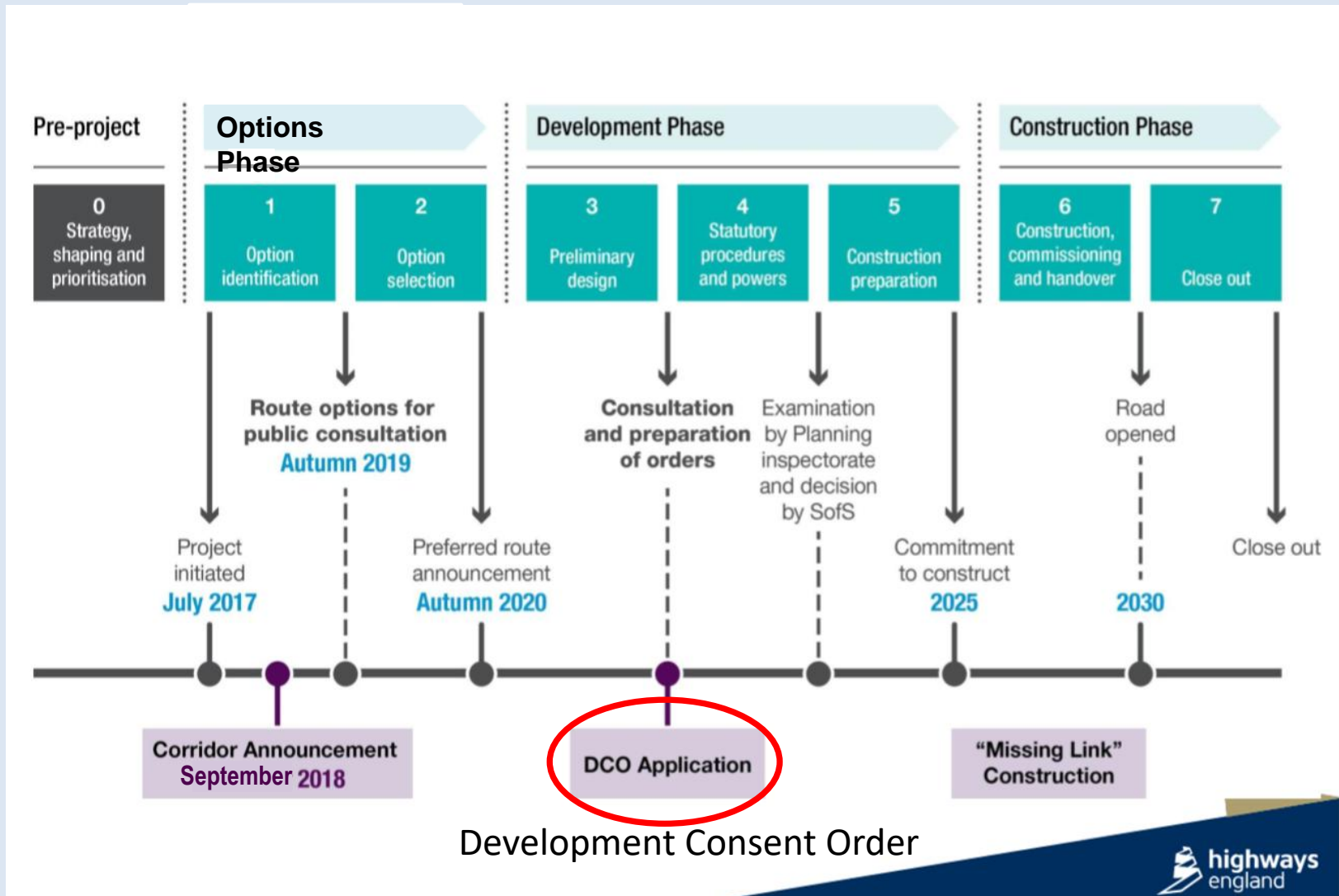




# Context - Highways England Project Milestones



# Context - Highways England Project Milestones





**The Oxford Cambridge Expressway is a....**

**Nationally Significant Infrastructure Project (NSIP)**

# **The Oxford Cambridge Expressway is a....**

## **Nationally Significant Infrastructure Project (NSIP)**

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



# **The Oxford Cambridge Expressway is a....**

## **Nationally Significant Infrastructure Project (NSIP)**

- 1. Public Inquiries of the sort used for the M40 in the 1970s/80s are no longer held.**
- 2. NSIPs are examined by an Independent Inspector appointed by the Planning Inspectorate.**

# **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](https://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](http://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](http://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](http://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 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 door' 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](http://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 England and Wales. The process is a streamlined 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 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.

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**.

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

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

Find out more and keep updated on every NSIP via [infrastructure.planningportal.gov.uk](http://infrastructure.planningportal.gov.uk)



# Who's doing what on the "Arc"?

# Who's doing what on the "Arc"?

## 1. Highways England

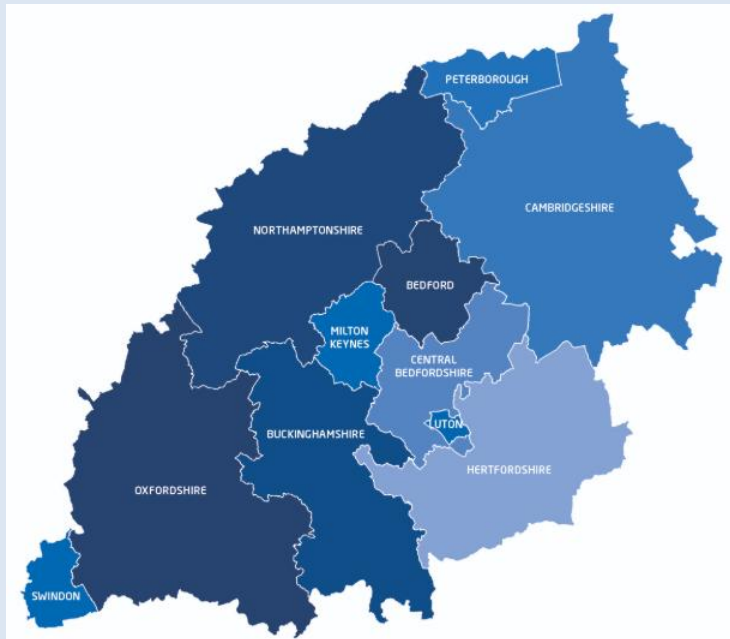
## 2. Oxford – Cambridge Arc Leaders Group

- “have a responsibility to promote the strengths of the Arc and **help realise its full potential as an economic engine for the country** whilst ensuring this delivers sustainable benefits both for our existing and future residents; however, we can only realise this potential by working collectively and with other stakeholders both within and beyond the public sector.”



# Who's doing what on the "Arc"?

1. Highways England
2. Oxford – Cambridge Arc Leaders Group
3. England's Economic Heartland



– “brings political and business leaders together in a strategic collaborative partnership with a shared commitment to realise the economic potential of the Oxford-Cambridge Arc and surrounding areas.”

“Sub-national Transport Body for the region, **work on wider strategic infrastructure** is focused on making sure investment in transport, digital and utilities infrastructure is ‘joined up’”

# Who's doing what on the "Arc"?

1. Highways England
2. Oxford – Cambridge Arc Leaders Group
3. England's Economic Heartland
4. East West Rail



# 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**

Berkshire  
Buckinghamshire  
Oxfordshire




Bedfordshire  
Cambridgeshire  
Northamptonshire

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

>30 Parish Councils in Oxon & Bucks



**SPADE Sunningwell**



**Friends of the Earth**



**No Expressway Alliance**

**Expressway Action Group**




giving nature a home

**NO EXPRESSWAY GROUP**  
noexpressway.org

# Newspaper Articles Lifestyle More

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



**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

Advertisement



# Newspaper Articles Lifestyle More

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



**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

Advertisement

# How can we Influence?





# How can we Influence?

## 1. Have our say!

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



# How can we Influence?



## 1. Have our say!

- Put up a sign
- Hold Councillors and MPs to account
- Consultations
- “The Arc” Plan community engagement - Summer 2019 ?
- HE Route options consultation - Autumn 2019
- HE Preferred route consultation - Autumn 2020



# How can we Influence?



## 1. Have our say!

- Put up a sign
- Hold Councillors and MPs to account
- Consultations
- “The Arc” Plan community engagement - Summer 2019 ?
- HE Route options consultation - Autumn 2019
- HE Preferred route consultation - Autumn 2020

**No dates known**

# How can we Influence?

## 1. Have our say!

- Put up a sign
- Hold Councillors and MPs to account
- Consultations
- “The Arc” Plan community engagement
- HE Route options consultation
- HE Preferred route consultation



**No dates known**

- Summer 2019 ?

- Autumn

**Discussing with  
HE on 30<sup>th</sup> July**

- Autumn 2020



# How can we Influence?

## 1. Have our say!

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



# How can we Influence?



## 1. Have our say!

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

## 2. Spread the word



**NO EXPRESSWAY** GROUP  
noexpressway.org

- Share news and updates online, follow us, 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 (promote East-West Rail).



# How can we Influence?



## 1. Have our say!

- Put up a sign
- 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?



## 1. Have our say!

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

## 2. Spread the word



**NO EXPRESSWAY** GROUP  
noexpressway.org

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

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



# How can we Influence?



## 1. Have our say!

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



## 2. Spread the word

**NO EXPRESSWAY** GROUP  
noexpressway.org

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

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

## 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?

# How can we Influence?



## 1. Have our say!

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



## 2. Spread the word

**NO EXPRESSWAY** GROUP  
noexpressway.org

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

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

## 5. Prepare for HE’s next steps

## 6. Can you

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

**NO EXPRESSWAY** GROUP  
noexpressway.org





# Thank you!

**NO EXPRESSWAY** GROUP  
noexpressway.org