

# Transport, Climate Change and the Expressway

Kingsmere Community Centre, Bicester  
10<sup>th</sup> July 2019, 7.00p.m.

David Rogers  
No Expressway Group  
Horton-cum-Studley  
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**NO EXPRESSWAY** GROUP  
noexpressway.org

NO EXPRESSWAY  
ALLIANCE



# **Numbers, Numbers, Numbers**

**1 million**

**2 routes**

**3 NDAs**

**4 km swaths**

**5 years to build**

**6x growth rate**

**7 billion shortfall**

**82,000 settlement 'East of Oakley'**

**9 spatial settings for new houses**

**10 tec freight routes**

NO EXPRESSWAY  
ALLIANCE



# 1



1

million

.....new homes across the Arc

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

For the purpose of this study, overarching targets to 2050, based on the previous Savills/Arup/Econometrics analysis and their "Transformational Scenario", were agreed as follows:

**TRANSFORMATIONAL + DEVELOPMENT ACCOMMODATED DUE TO PRESSURES FROM LAND CONSTRAINED MARKETS**



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.

**TRANSFORMATIONAL SCENARIO TO 2050**

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

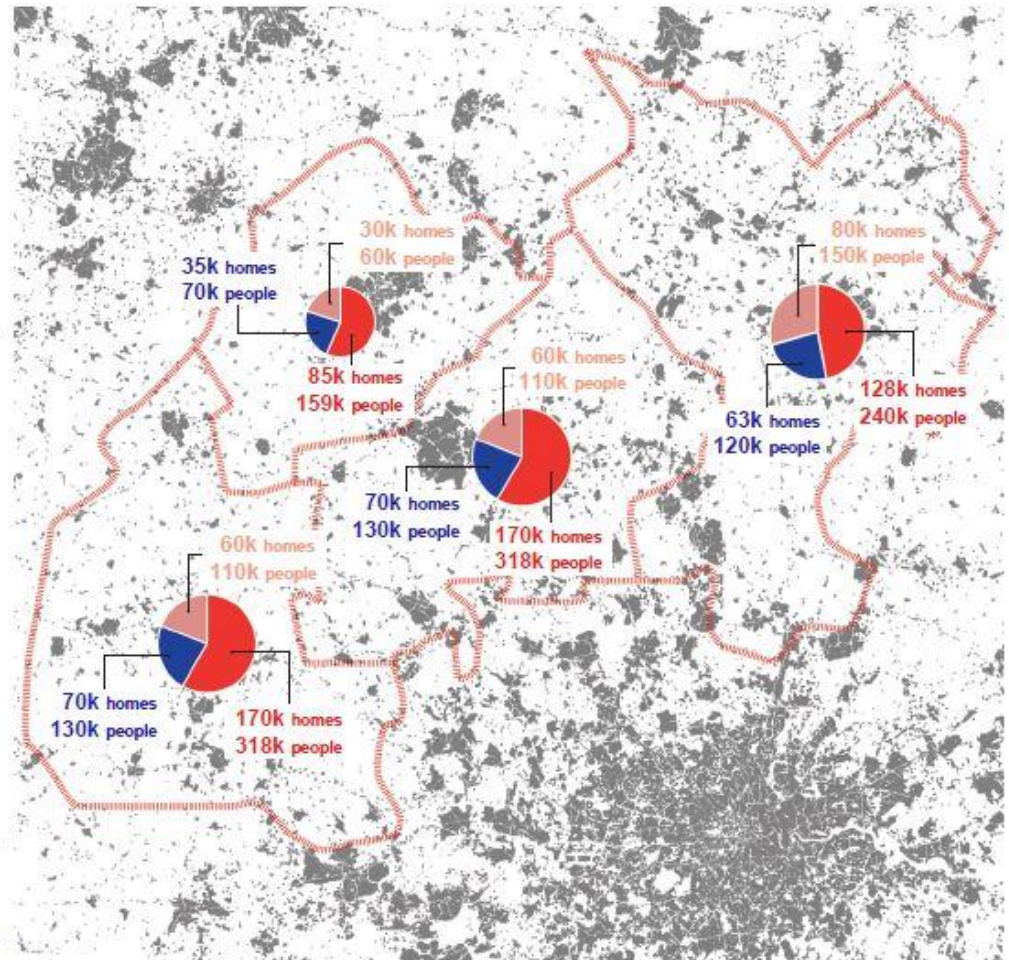
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km<sup>2</sup>, distributed according to Savills/Arup/Cambridge Econometrics analysis.

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



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

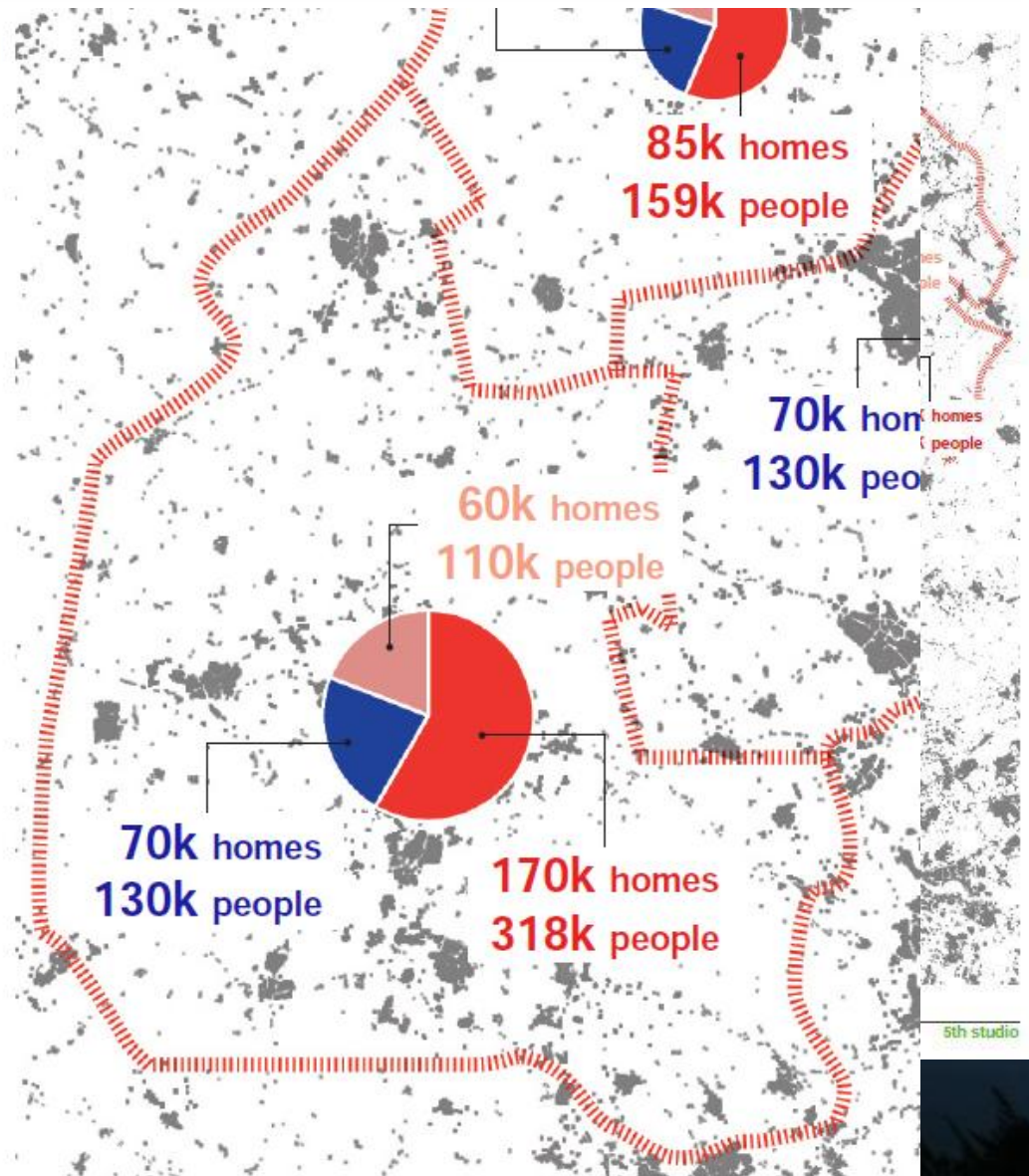
\*\*The distribution is indicative and follows a proportional trend according to the distribution of the 'Additional development required to meet Transformational Scenario's Housing and Population Targets by 2050'.



The 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\*\*

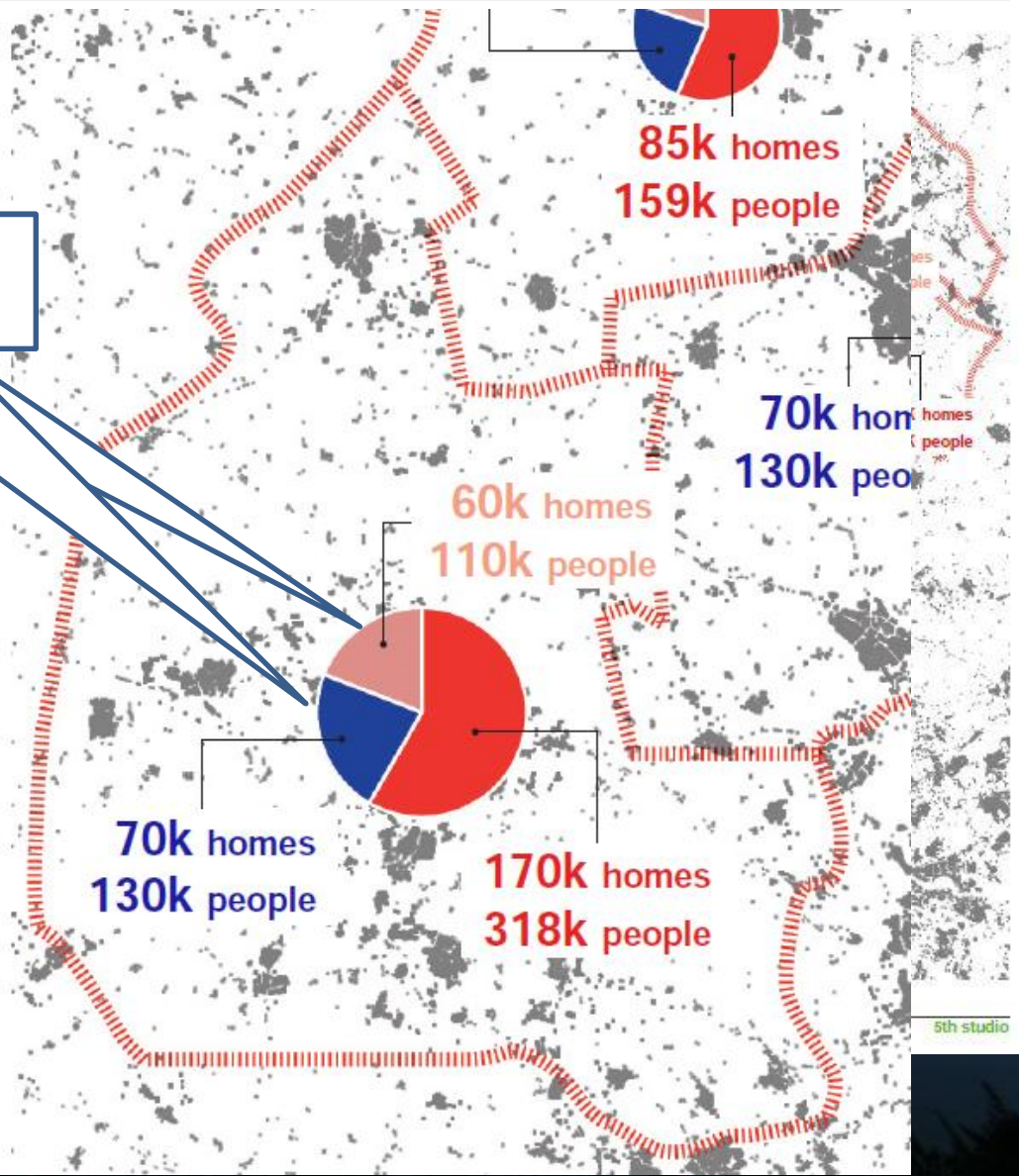
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Currently planned + backlog homes

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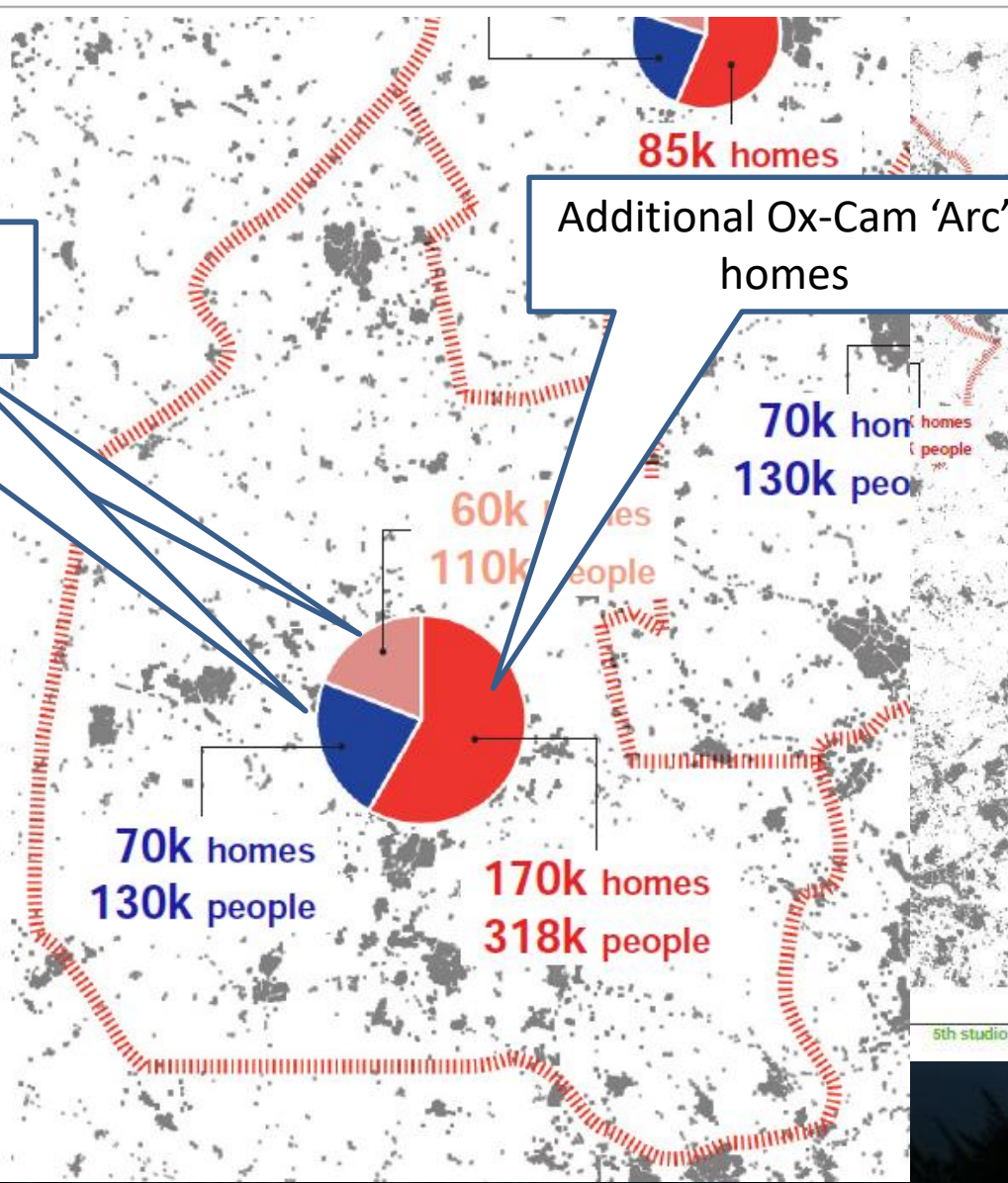


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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

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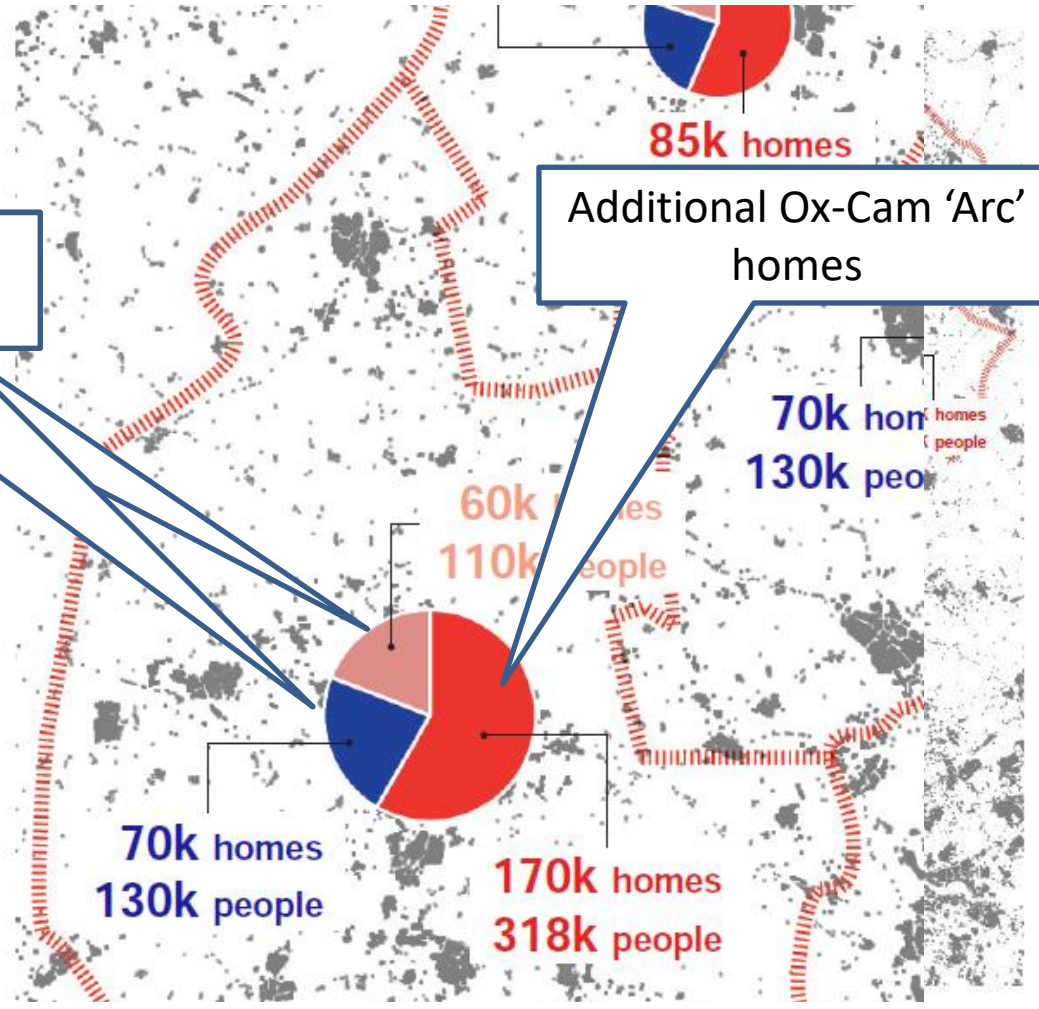
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- Development accommodated due to pressures from land



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

NO EXPRESSWAY  
ALLIANCE



2

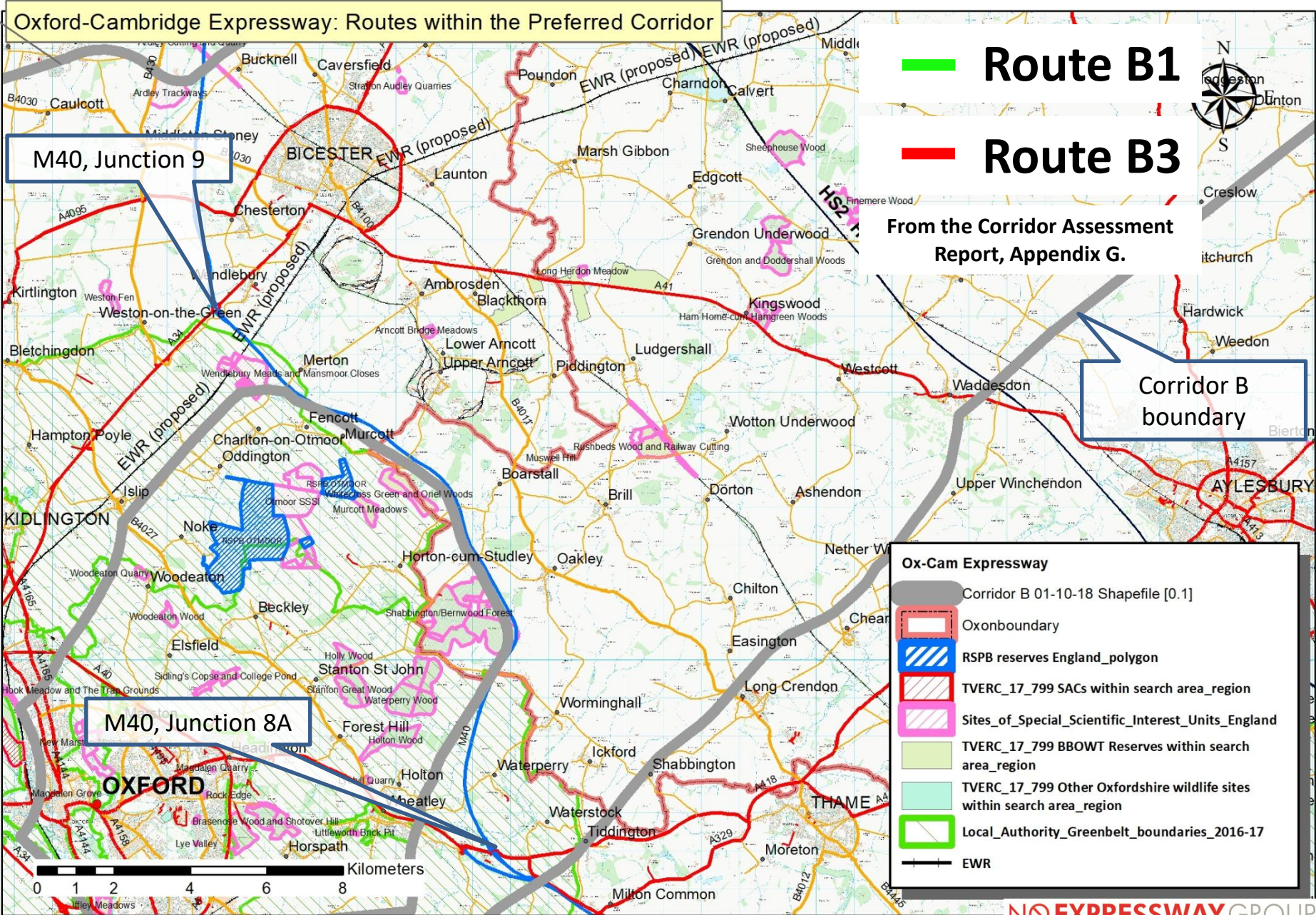


2

routes

.....around Oxford City

# Oxford-Cambridge Expressway: Routes within the Preferred Corridor












**Route B1**

**Route B3**

From the Corridor Assessment Report, Appendix G.

Corridor B boundary

- Ox-Cam Expressway**
-  Corridor B 01-10-18 Shapefile [0.1]
  -  Oxonboundary
  -  RSPB reserves England\_polygon
  -  TVERC\_17\_799 SACs within search area\_region
  -  Sites\_of\_Special\_Scientific\_Interest\_Units\_England
  -  TVERC\_17\_799 BBOWT Reserves within search area\_region
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



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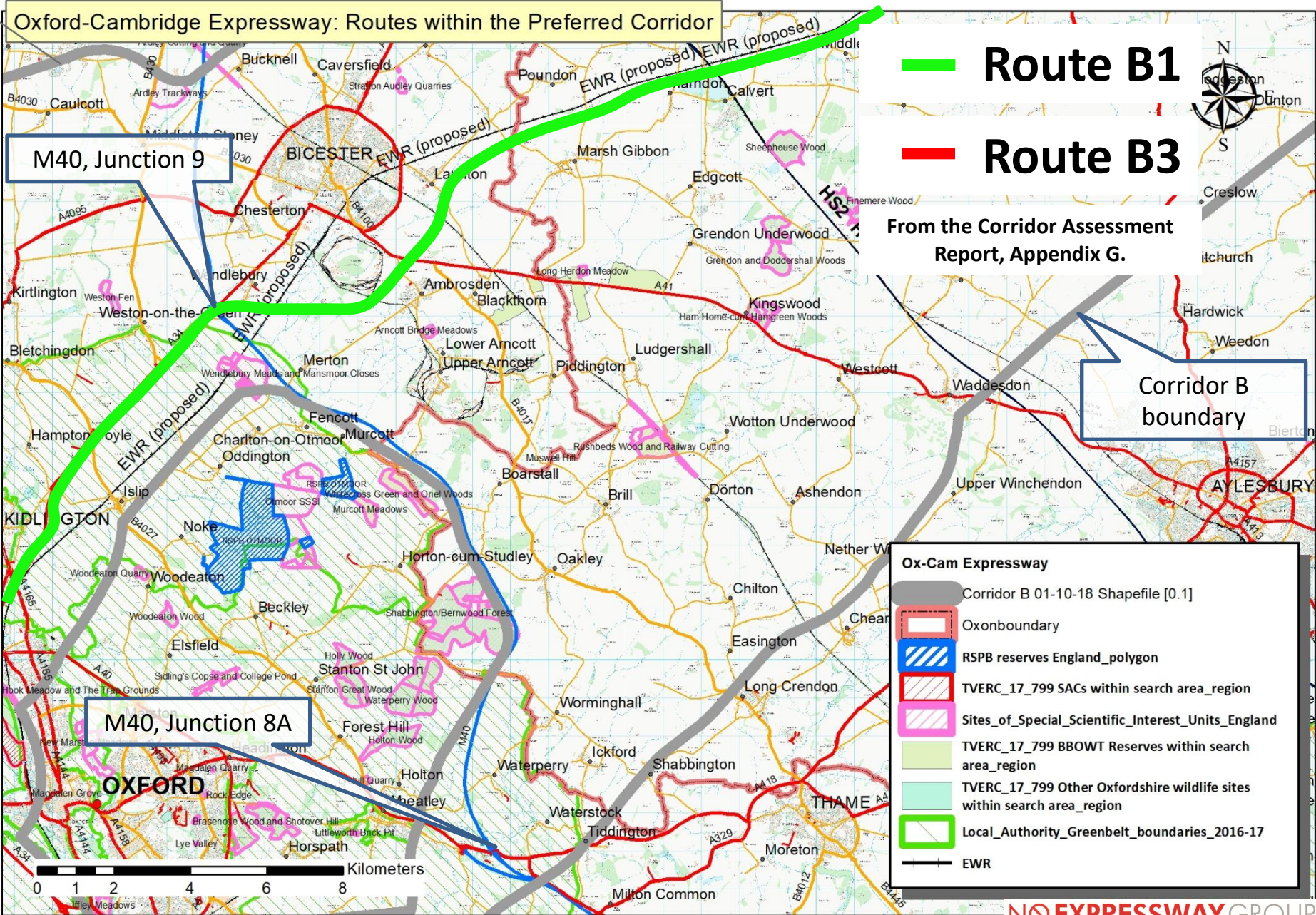
**Route B1**

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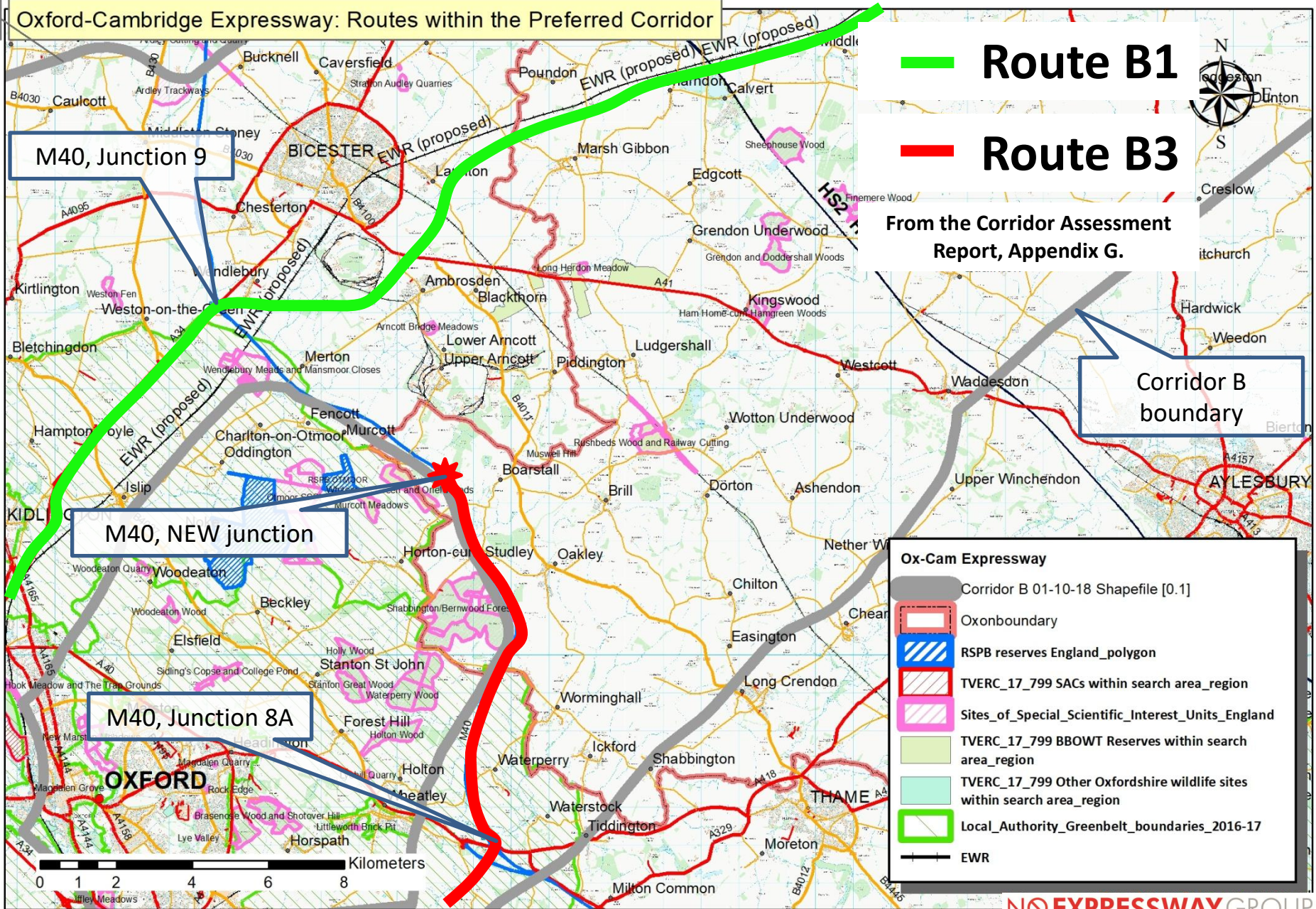
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# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, NEW junction

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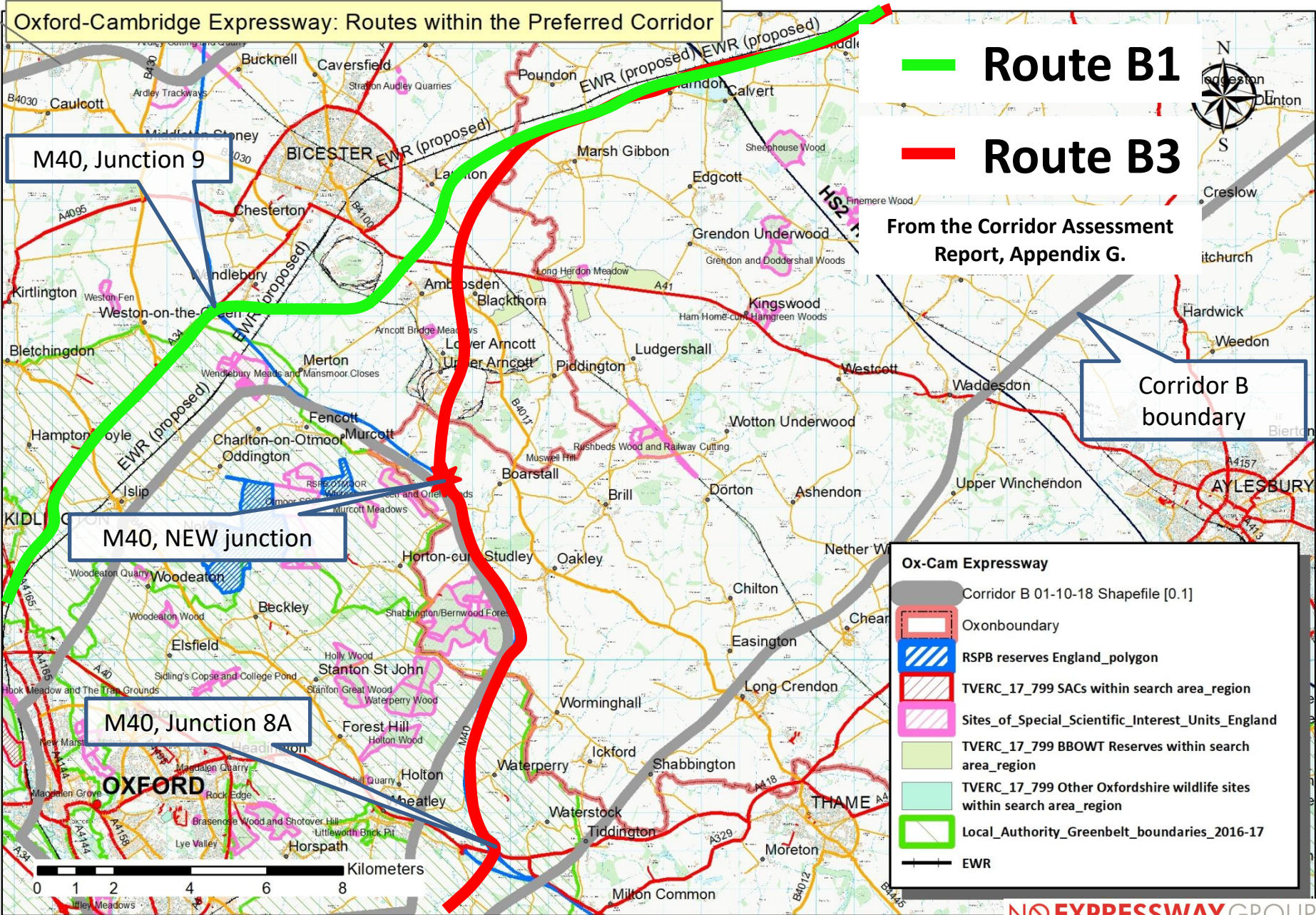


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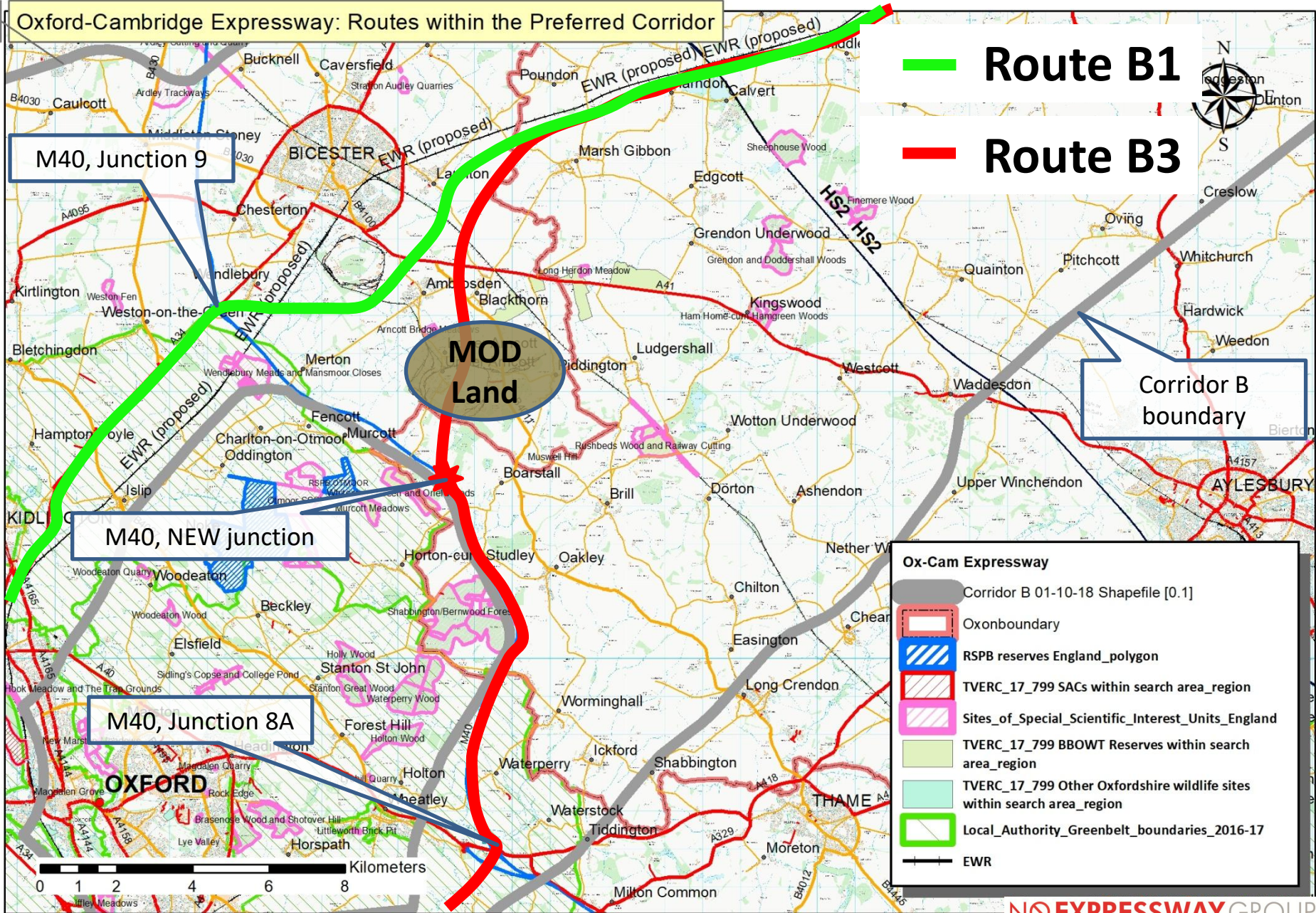


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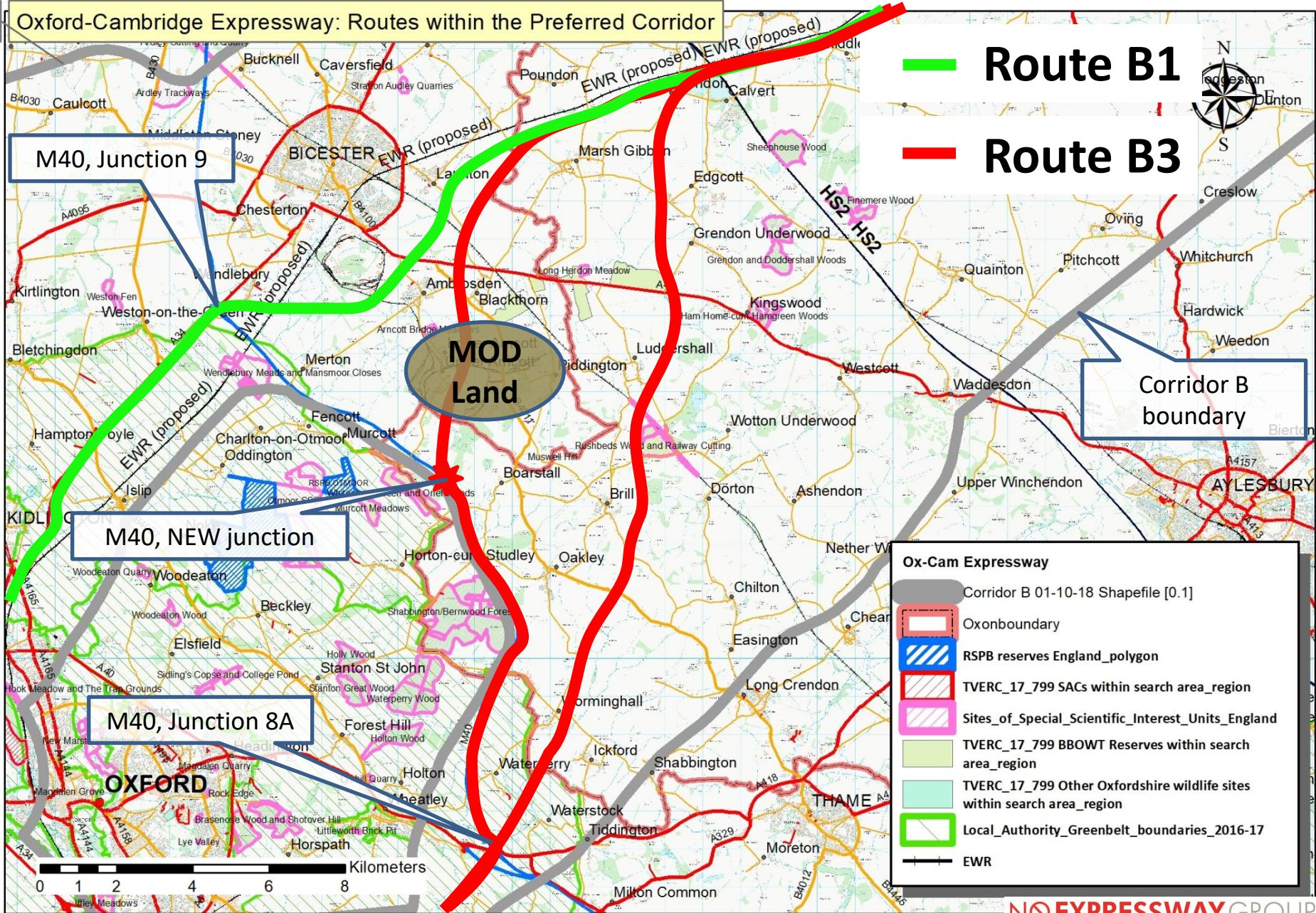
**Route B3**



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NO EXPRESSWAY  
ALLIANCE



3

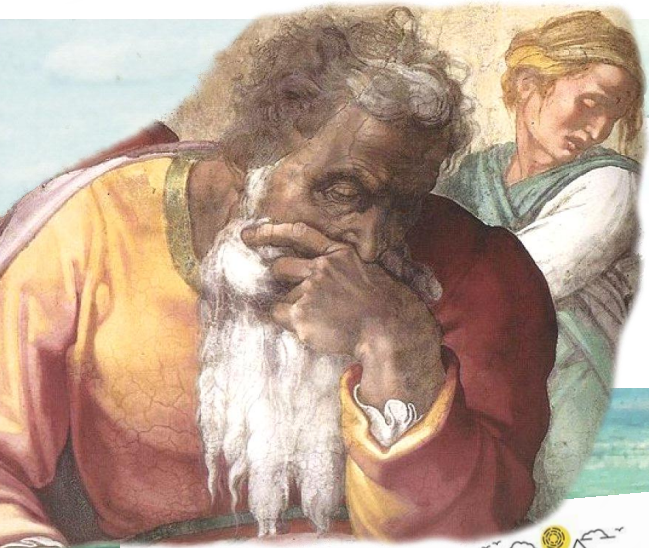


# 3

Highways  
England

.....errors of Omission and Commission

# “There are none so blind as those who will not SEA.”



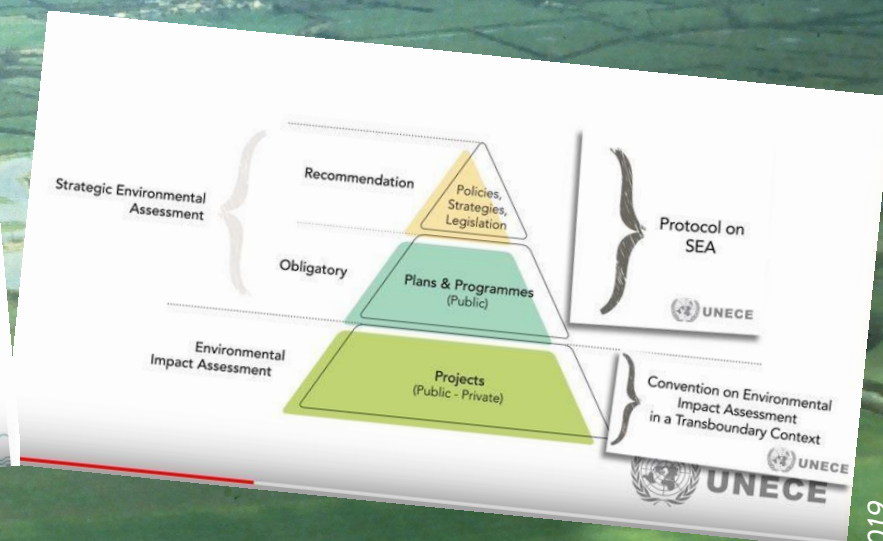
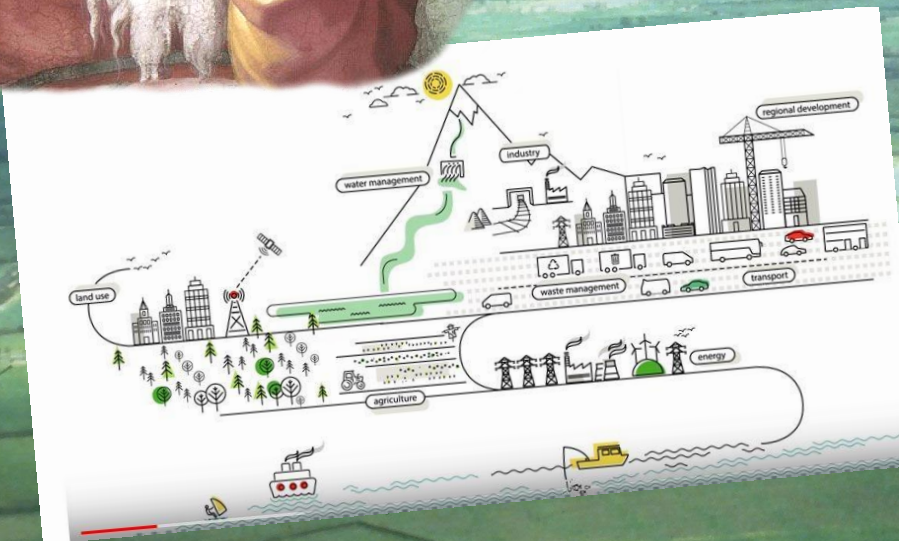
L 197/30

EN

Official Journal of the European Communities

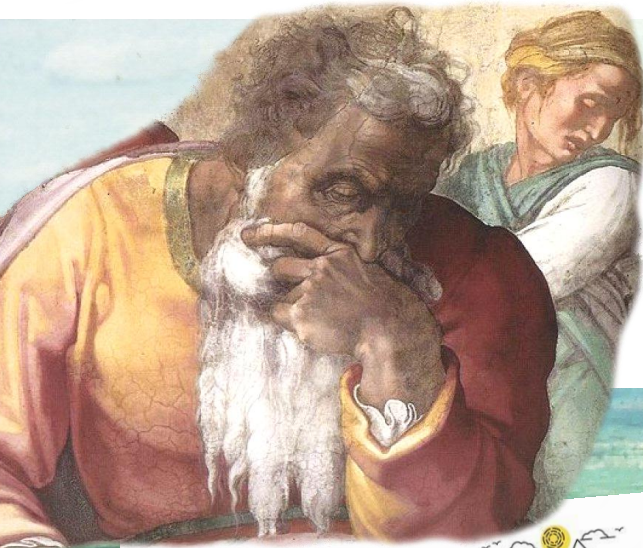
21.7.2001

## DIRECTIVE 2001/42/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment



The UNECE Protocol on Strategic Environmental Assessment, [http://www.unece.org/env/eia/sea\\_protocol.html](http://www.unece.org/env/eia/sea_protocol.html)

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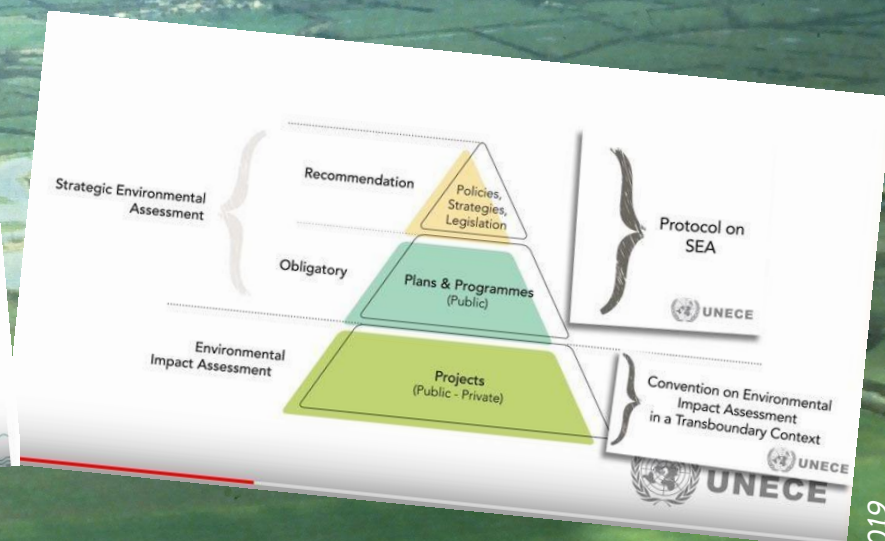
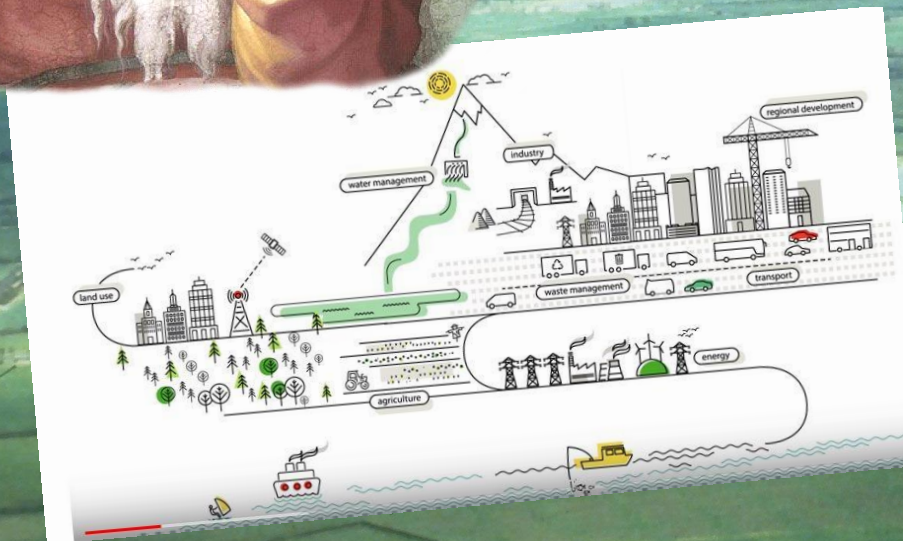
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The UNECE Protocol on Strategic Environmental Assessment, [http://www.unece.org/env/eia/sea\\_protocol.html](http://www.unece.org/env/eia/sea_protocol.html)

High Court judgement on BBOWT challenge expected soon!

Jeremiah would not support the Oxford-Cambridge Expressway (probably)

hter, 2019

©

# **Will we be consulted by Highways England?**

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

# **Will we be consulted by Highways England?**

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

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

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

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

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

AstraZeneca 



BRITISH AMERICAN  
TOBACCO

**centrica**

**DIAGEO**



 **edf**ENERGY



 **gsk**  
GlaxoSmithKline



**Hilton**  
HOTELS & RESORTS

 **INLAND  
WATERWAYS  
ASSOCIATION**

**JOHN  
LEWIS  
& PARTNERS**



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**JOHN  
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**Kettering**  
*Borough Council*



AstraZeneca



Berkshire  
Buckinghamshire  
Oxfordshire



centrica

TOBACCO

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HOTELS & RESORTS



INLAND  
WATERWAYS  
ASSOCIATION



Kettering  
Borough Council



AstraZeneca



Berkshire  
Buckinghamshire  
Oxfordshire



Campaign to Protect  
Rural England  
Standing up for your countryside

TOBACCO

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DIAGEO



East of England  
Ambulance Service  
NHS Trust



GlaxoSmithKline



Hilton

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INLAND  
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Kettering  
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Friends of  
the Earth



GlaxoSmithKline



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INLAND  
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HOTELS & RESORTS

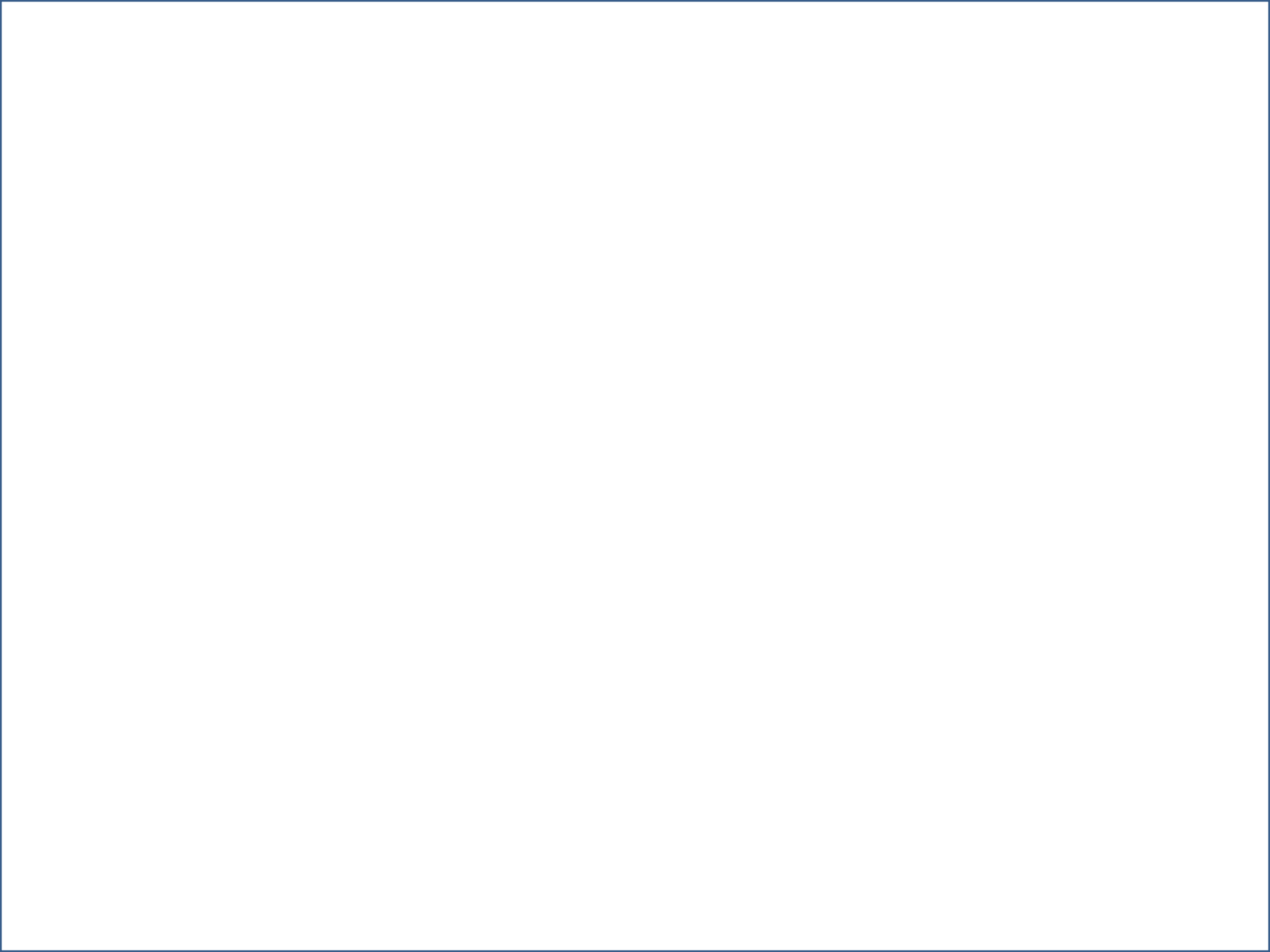


INLAND  
WATERWAYS  
ASSOCIATION



Kettering  
Borough Council







**OXFORDSHIRE  
COUNTY COUNCIL**

[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

Working for you

*Cherwell*

DISTRICT COUNCIL  
NORTH OXFORDSHIRE



***Vale  
of White Horse***

*District Council*



**South Oxfordshire**

**District Council**



**OXFORDSHIRE**

**These Councils are supposed to be representing OUR interests to Highways England.**



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

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

**e**



**District Council**



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

**.....but some have chosen not to...**

# Non-Disclosure Agreements, NDAs, requested by Highways England of (some?) Stakeholders

1



2



Aylesbury Vale  
District Council

3



# Non-Disclosure Agreements, NDAs, requested by Highways England of (some?) Stakeholders

1

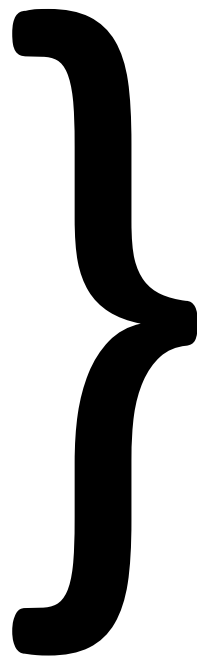


2



Aylesbury Vale  
District Council

3



...have refused to sign

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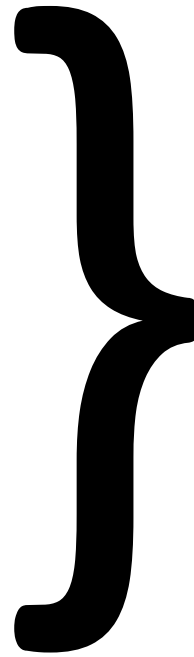


2



Aylesbury Vale  
District Council

3



...have refused to sign

...has signed!



NO EXPRESSWAY  
ALLIANCE



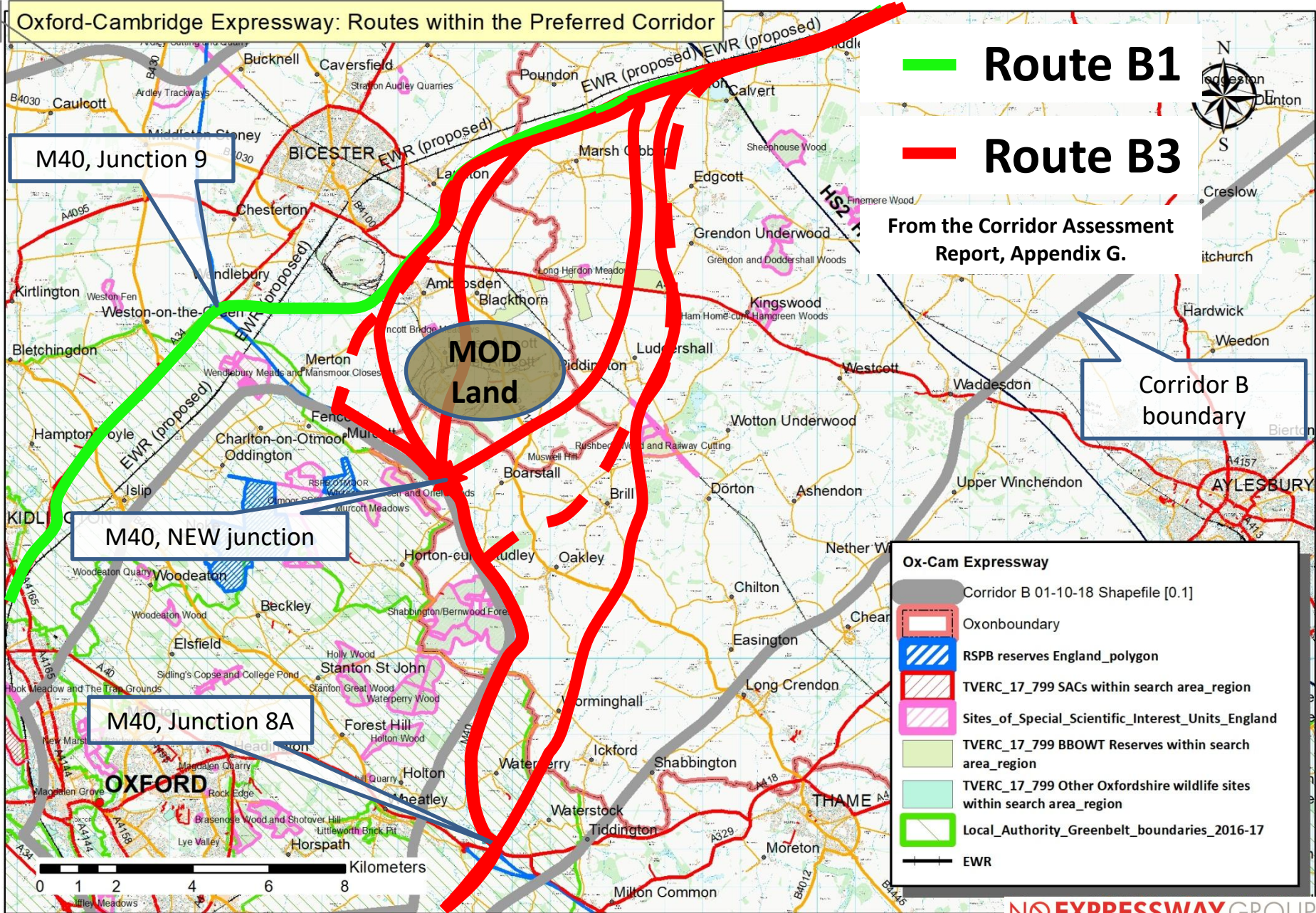
4



**4** kms

.....swath width of Expressway effects

# Oxford-Cambridge Expressway: Routes within the Preferred Corridor



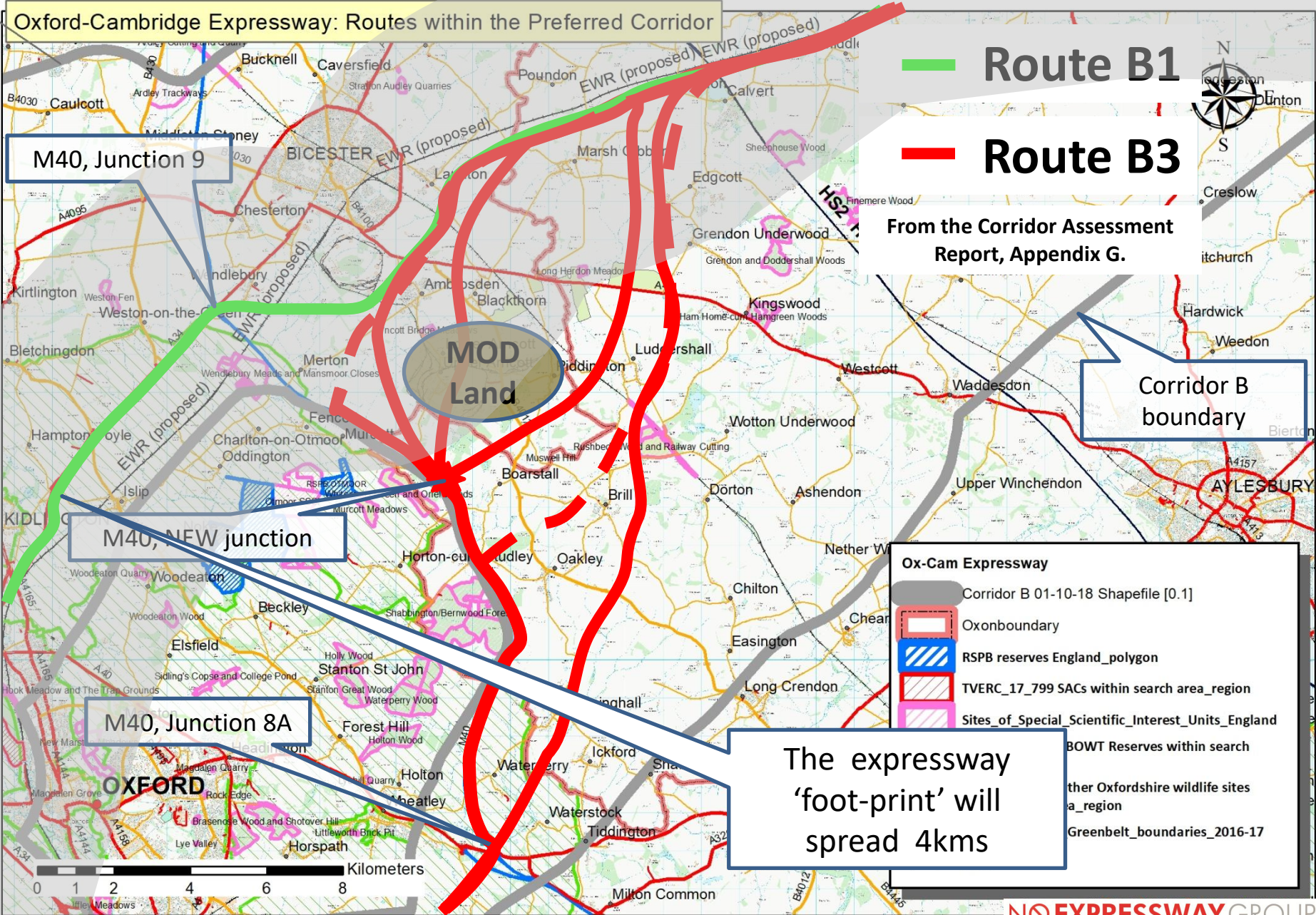
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M40, NEW junction

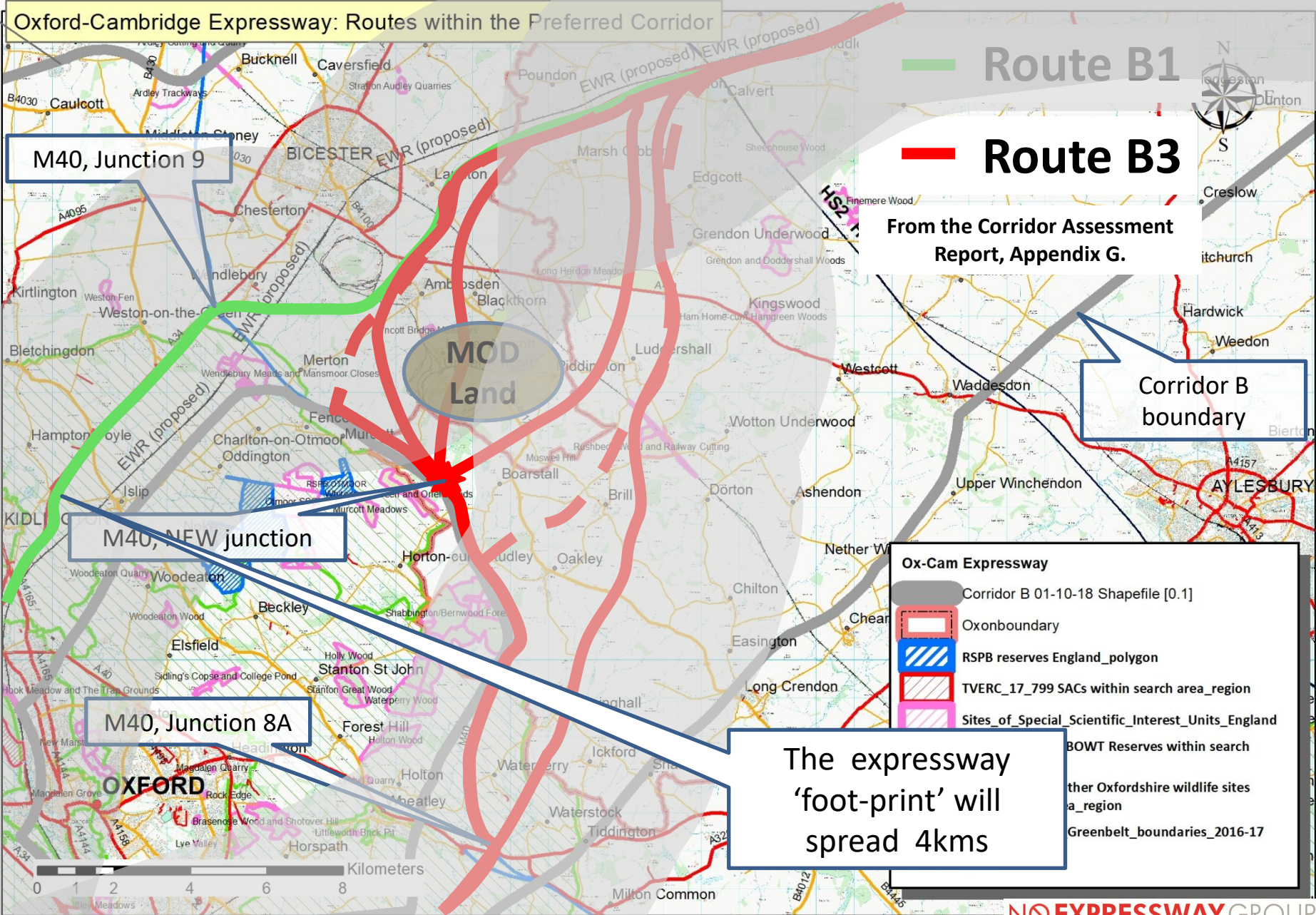
M40, Junction 8A

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The expressway 'foot-print' will spread 4kms

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NO EXPRESSWAY  
ALLIANCE



5



5

years

.....to build the Expressway, 2025 - 2030

NO EXPRESSWAY  
ALLIANCE



6





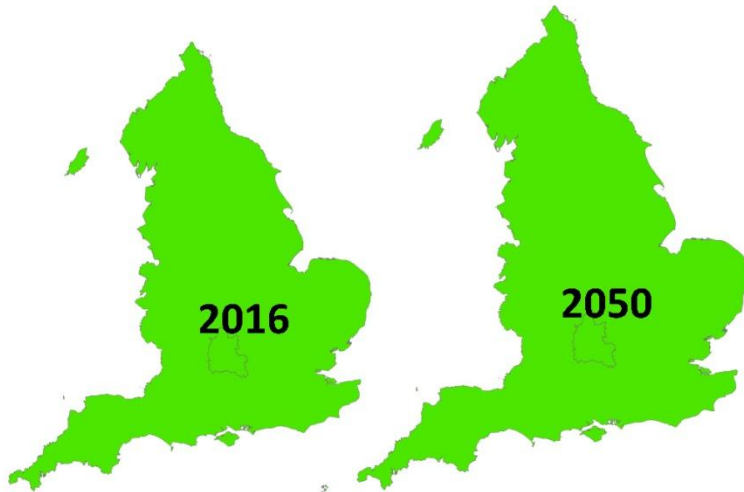
6

times

.....the ONS National growth rate by 2050

# Oxfordshire set to grow at 6 times the national rate

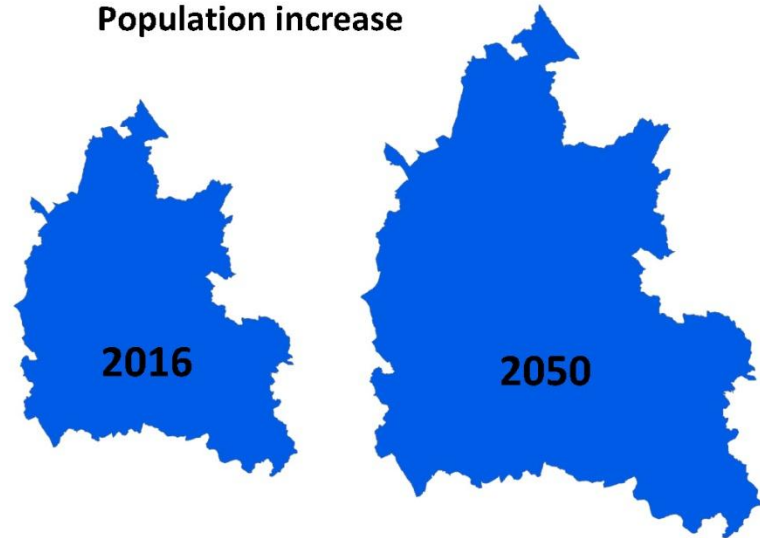
**ENGLAND**  
**16%**  
Population increase



55m\*

64m\*

**OXFORDSHIRE**  
**100%**  
Population increase

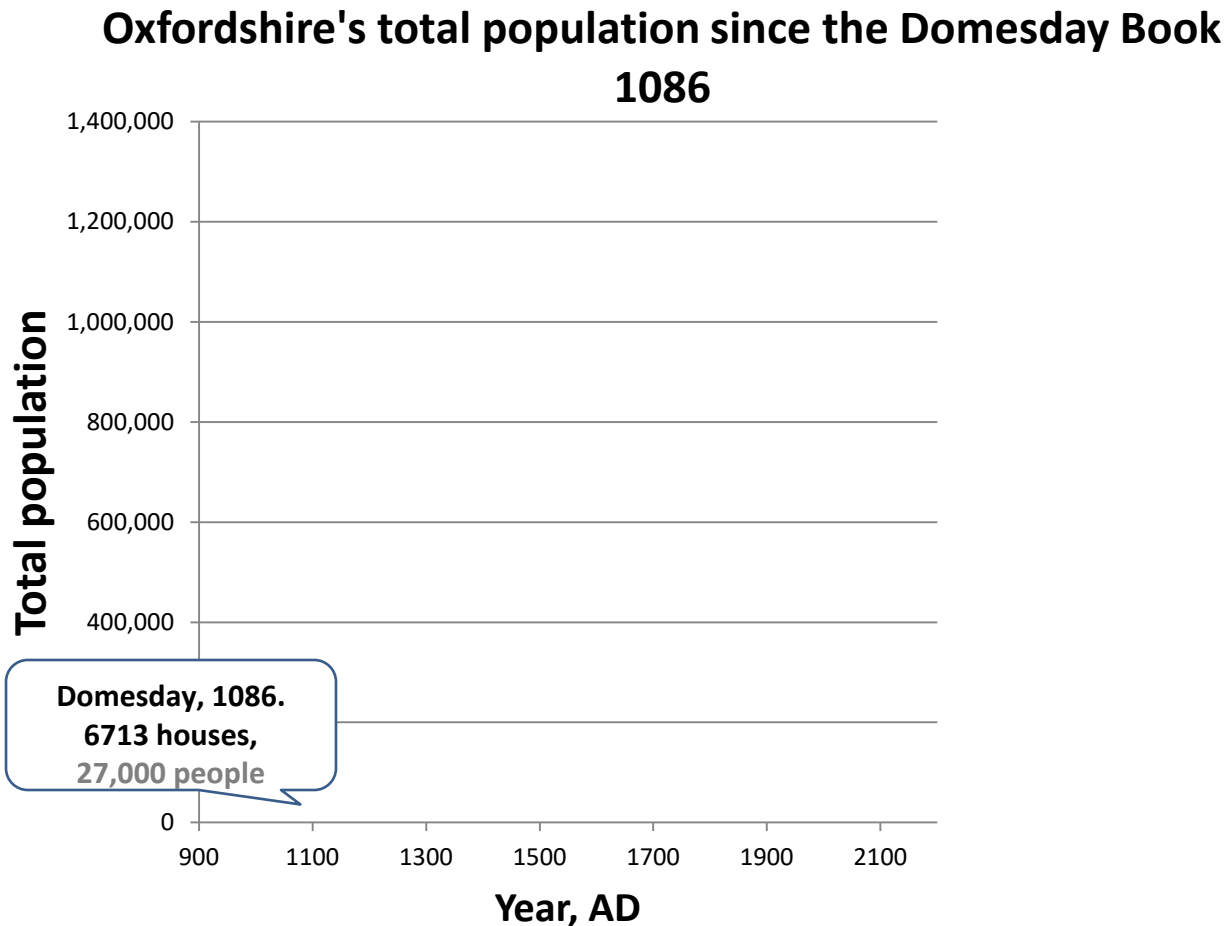


683k\*

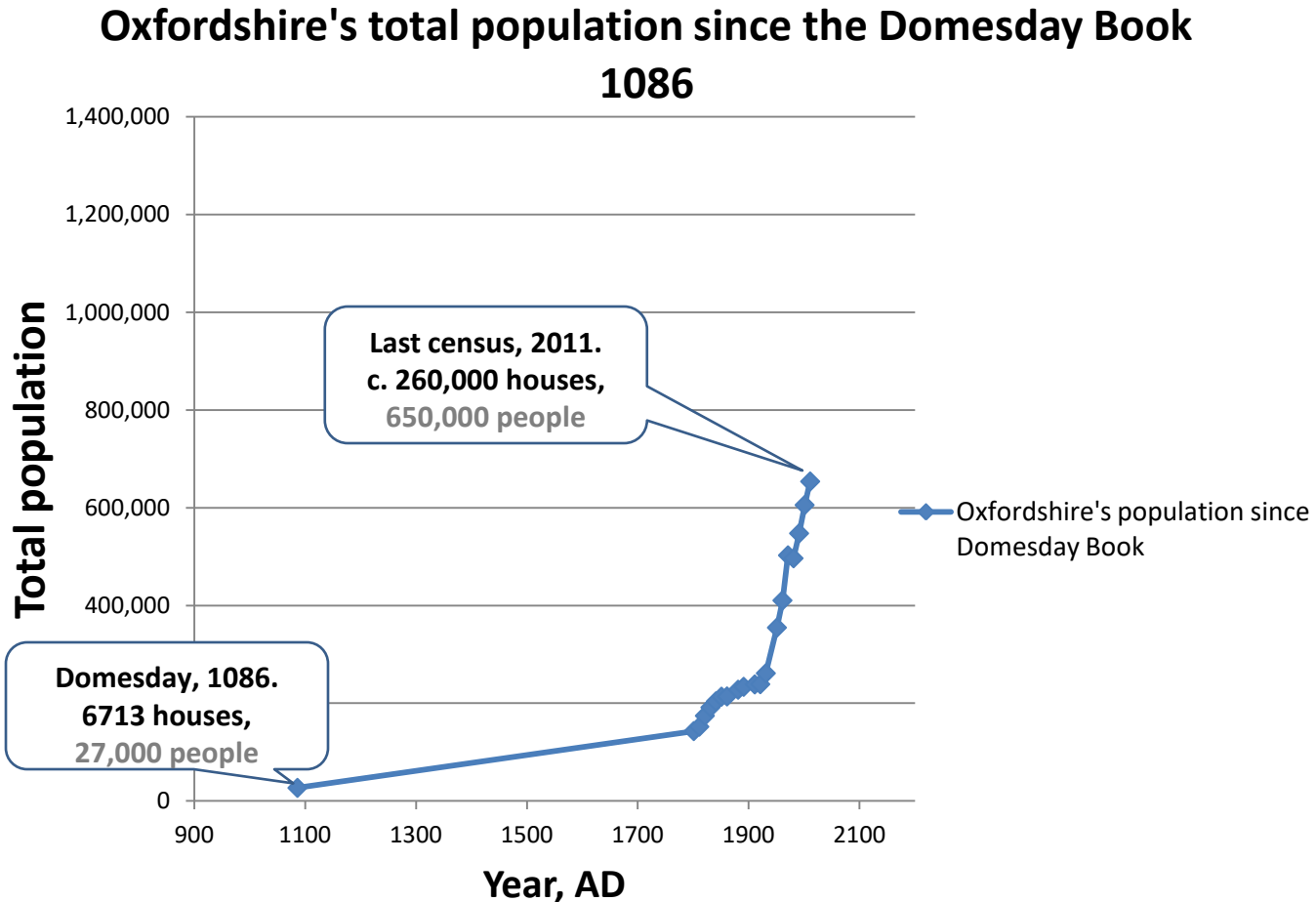
1.37m\*\*

\*Office of National Statistics \*\* National Infrastructure Commission

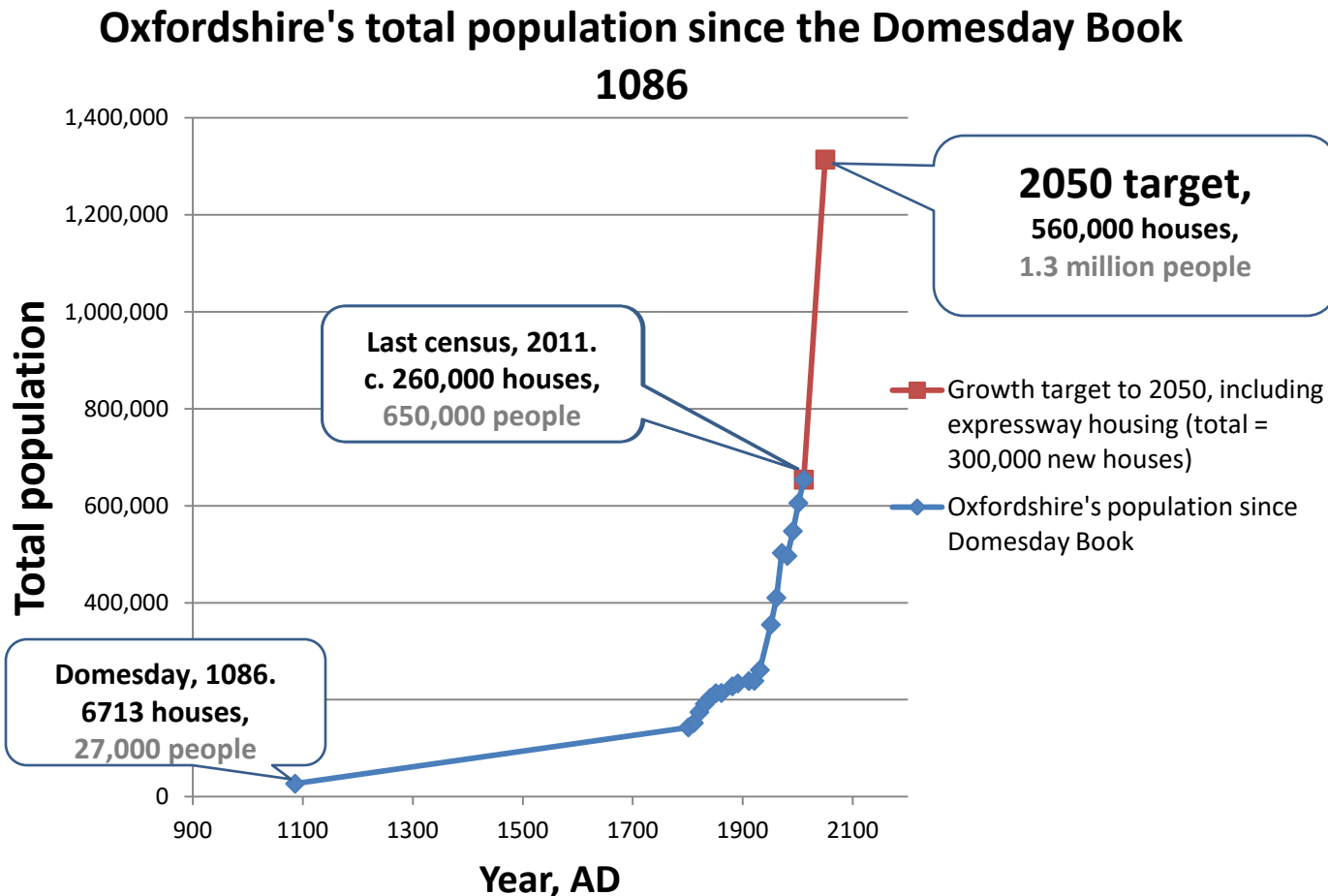
# Oxfordshire's past, and proposed growth to 2050



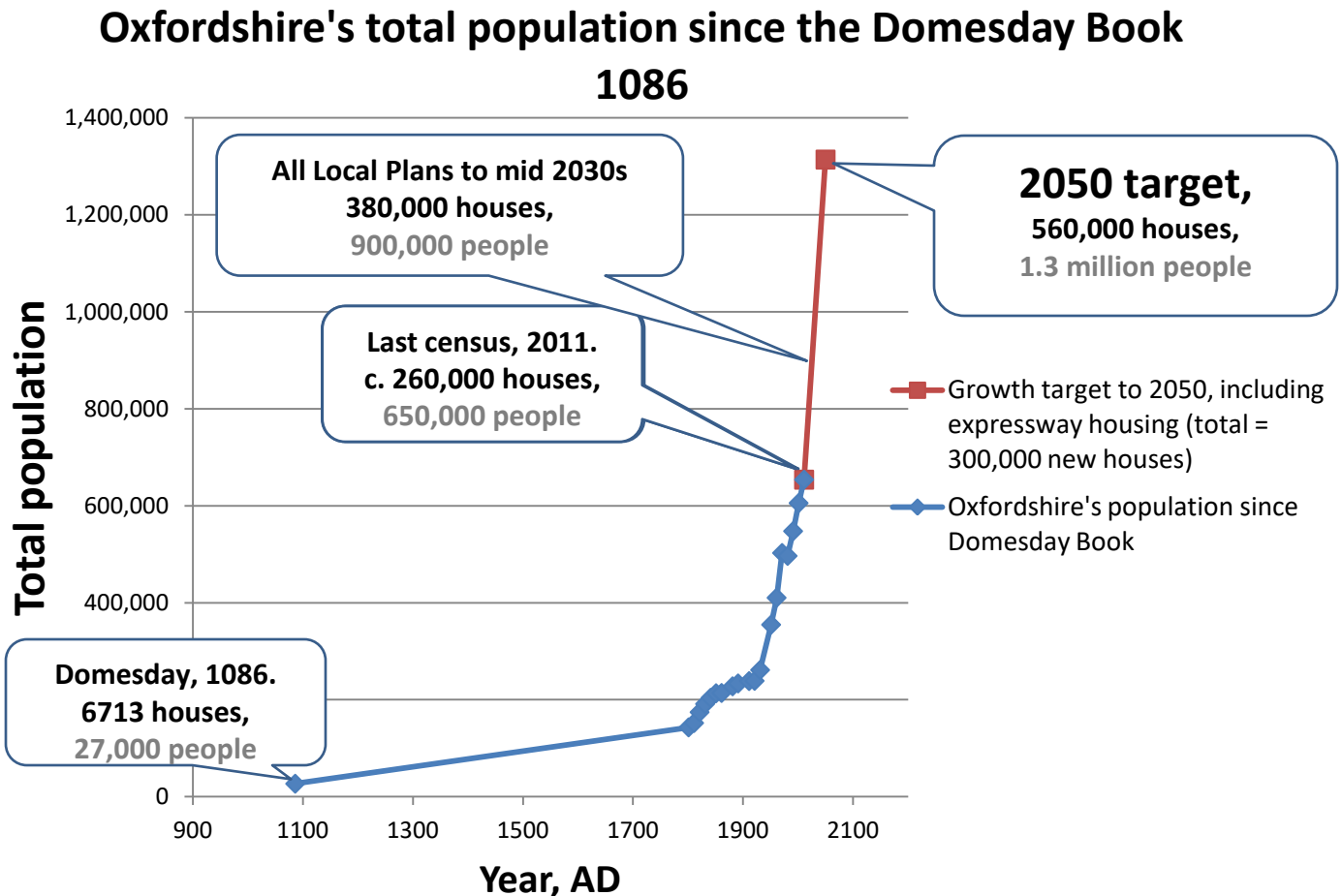
# Oxfordshire's past, and proposed growth to 2050



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# Oxfordshire's past, and proposed growth to 2050



NO EXPRESSWAY  
ALLIANCE



7



£7 + billion

.....black hole in the Oxfordshire Infrastructure budget






AECOM



**OXFORDSHIRE**  
INFRASTRUCTURE STRATEGY  
**STAGE ONE REPORT**



**2016 - 2040**

# OXIS Stage One Report, p. 13

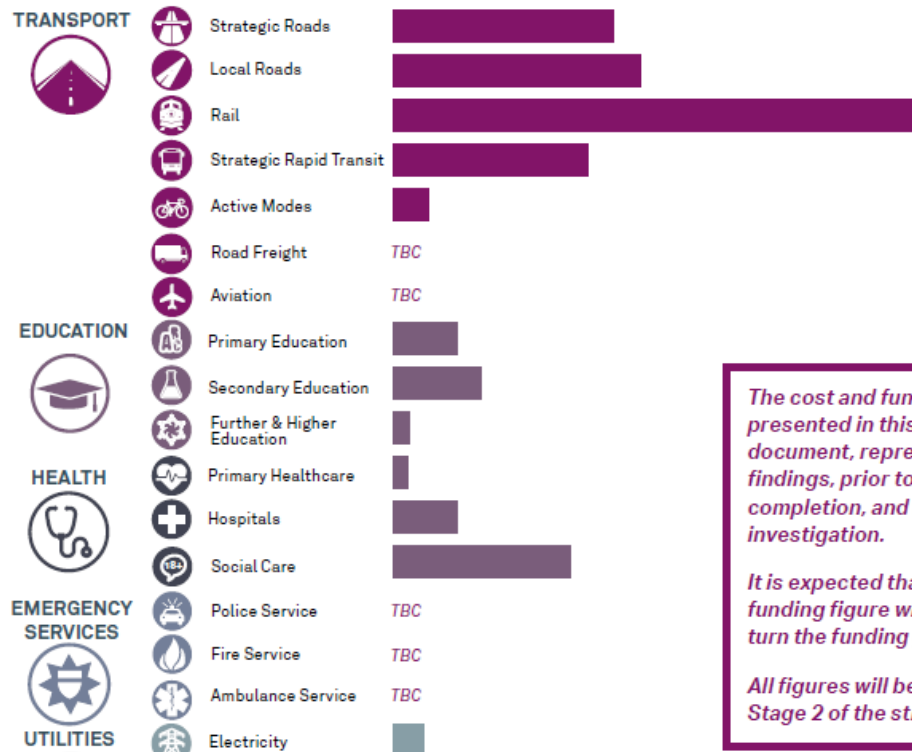
## Oxfordshire Investment Headlines

2016-2040:

Infrastructure Costs:  
**£8.96 Billion**

Secured Funding:  
**£510 Million**

Funding Gap:  
**£8.45 Billion**



*The cost and funding summary, presented in this stage 1 document, represent preliminary findings, prior to project schedule completion, and funding source investigation.*

*It is expected that the estimated funding figure will increase, and in turn the funding gap will decrease.*

*All figures will be updated within Stage 2 of the strategy.*

# OXIS Stage One Report, p. 13

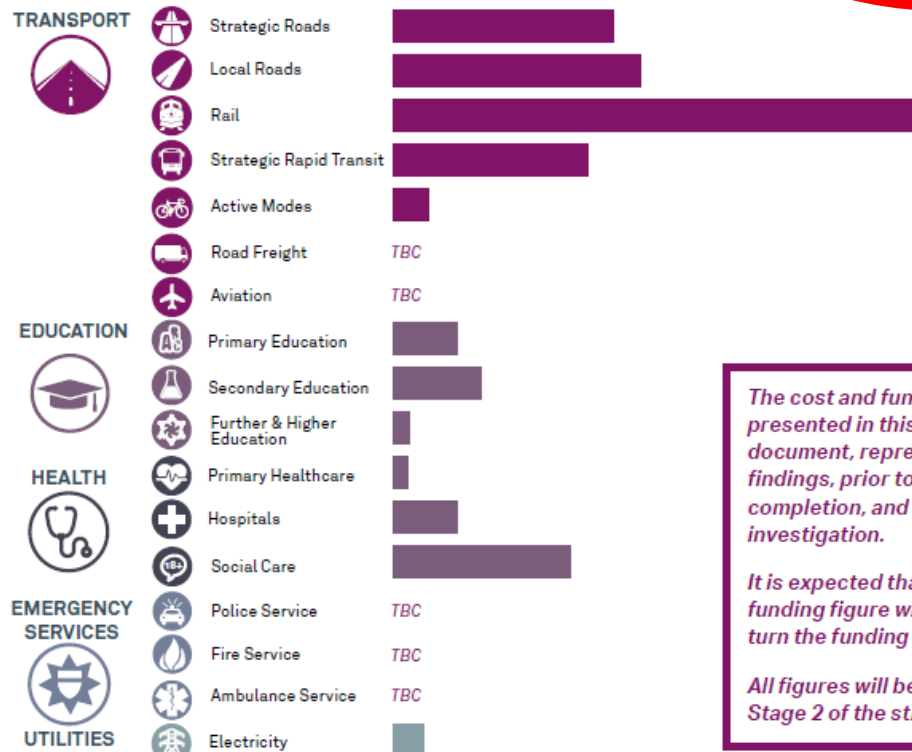
## Oxfordshire Investment Headlines

2016-2040:

Infrastructure Costs:  
**£8.96 Billion**

Secured Funding:  
**£510 Million**

Funding Gap:  
**£8.45 Billion**

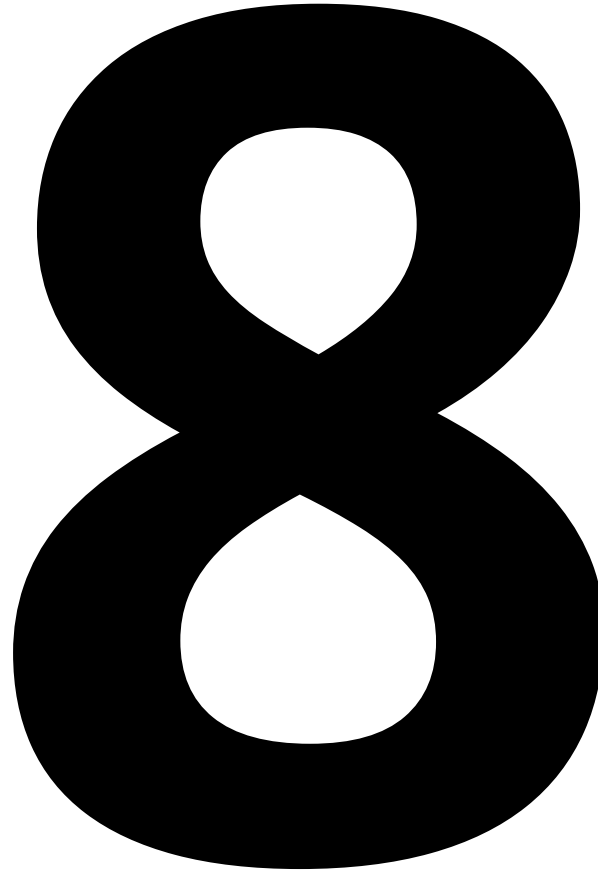


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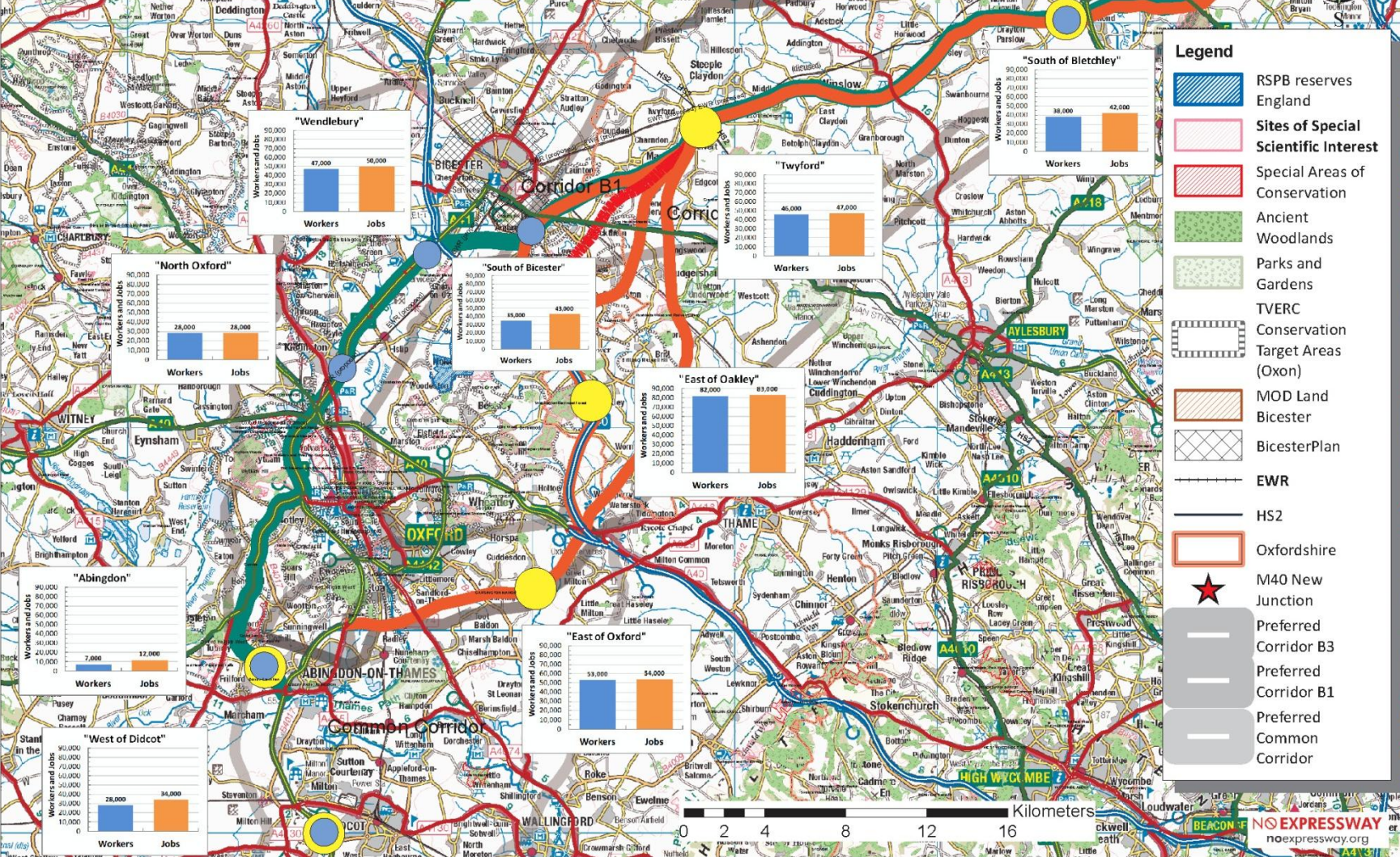
8

2,000 houses

.....on ONE expressway junction 'East of Oakley'

# ..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.



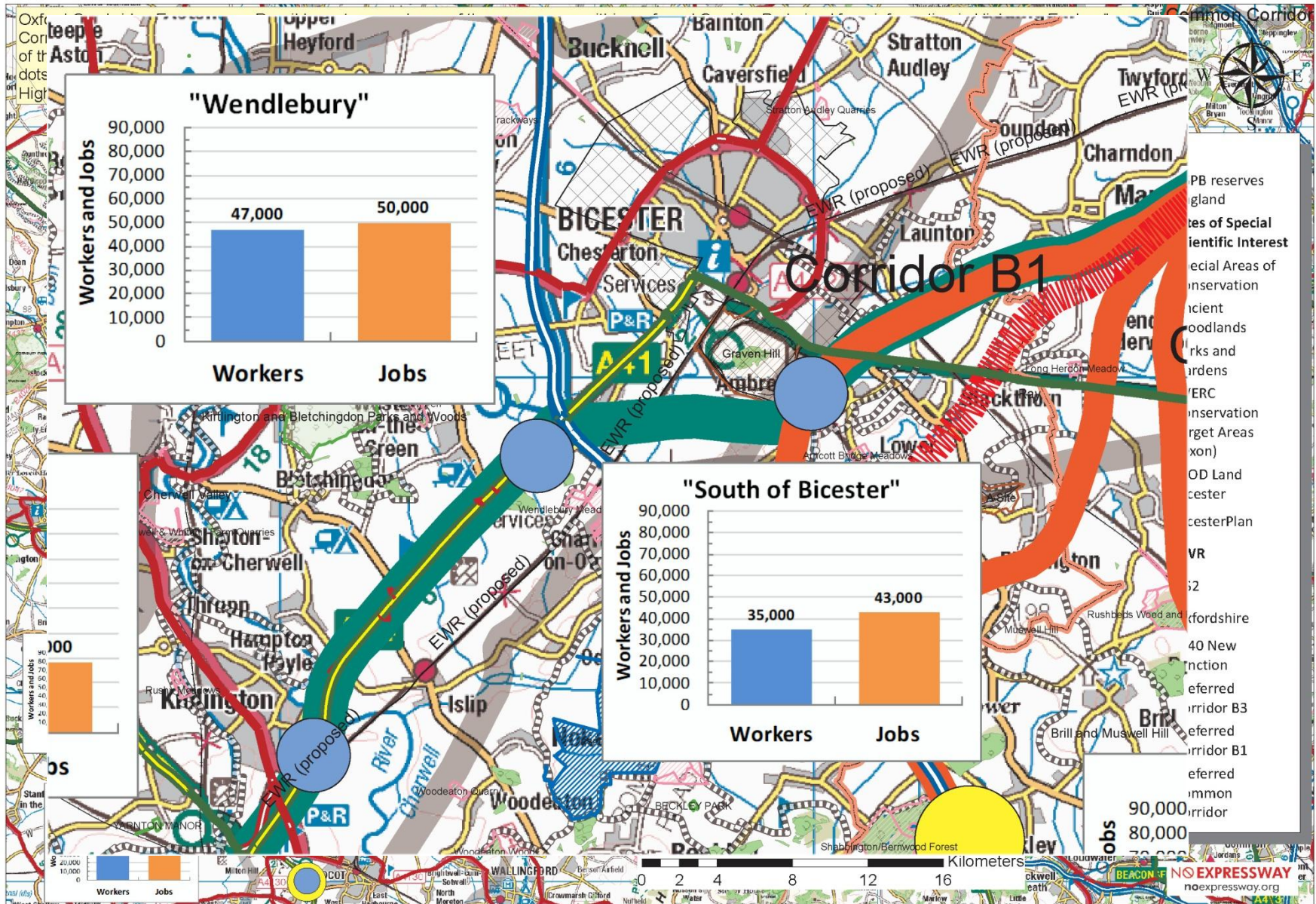
### Legend

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

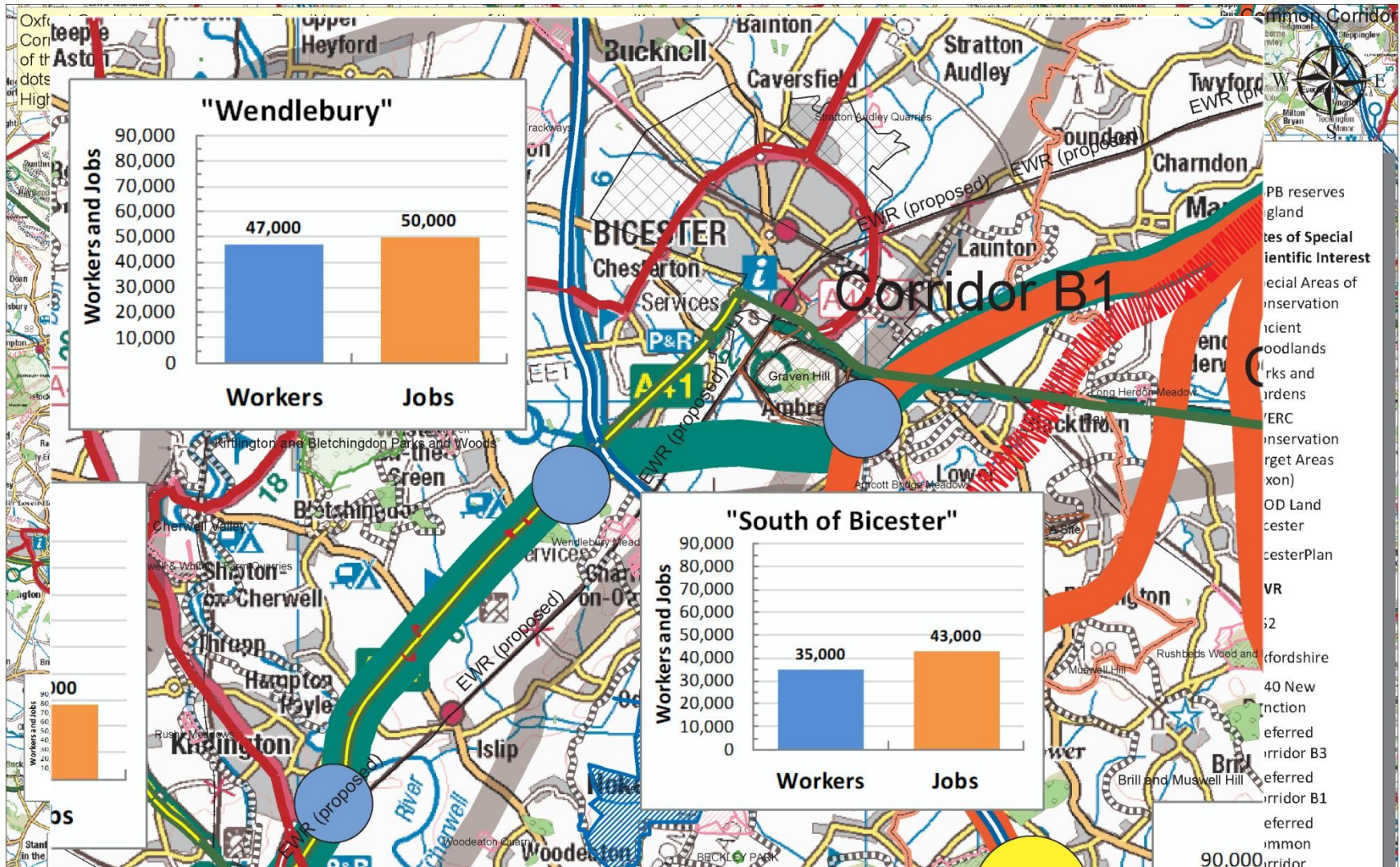


BEACONSFIELD NO EXPRESSWAY noexpressway.org

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



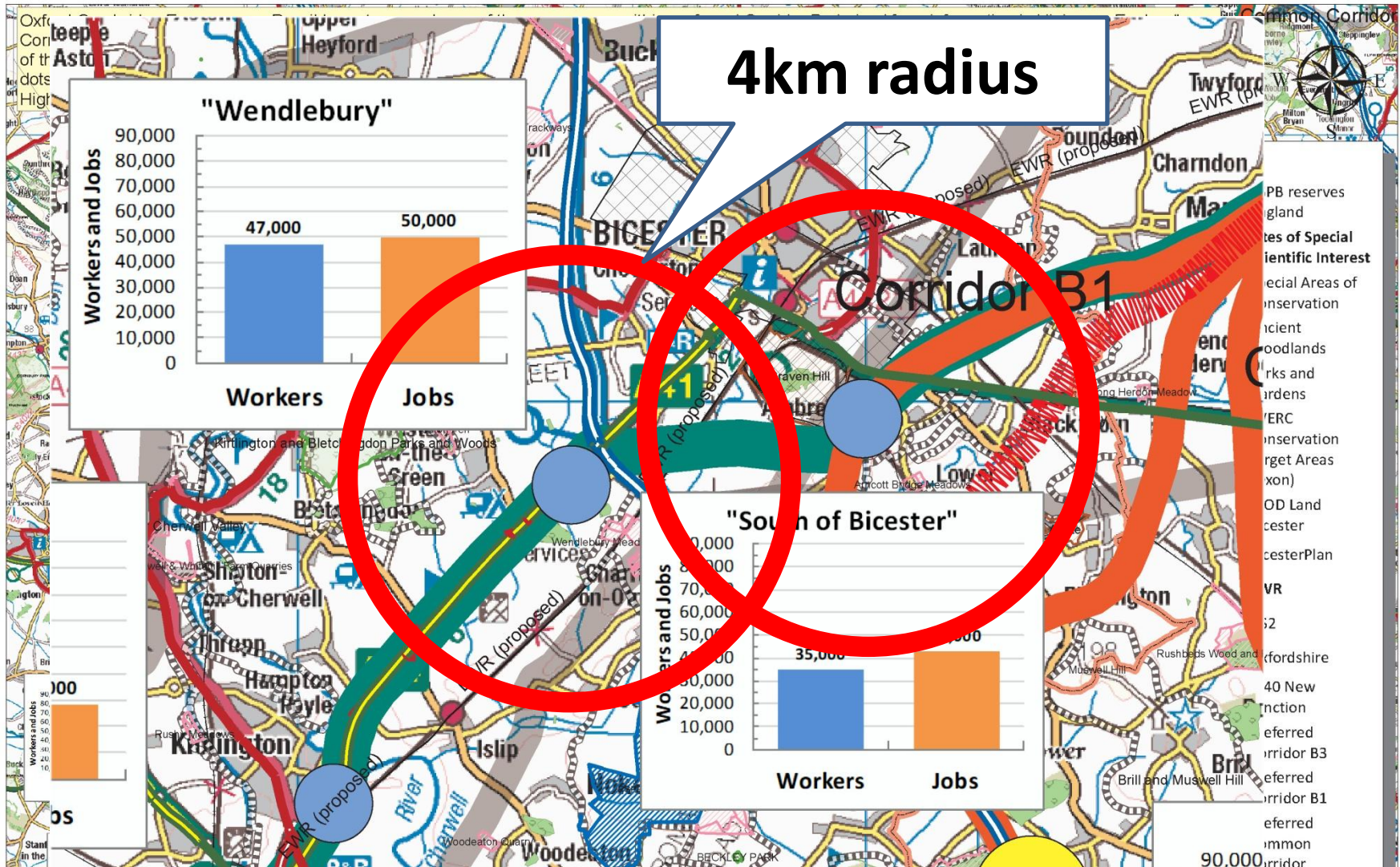
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That's 150,440 people (Oxford City has 154,600 2017 figure )

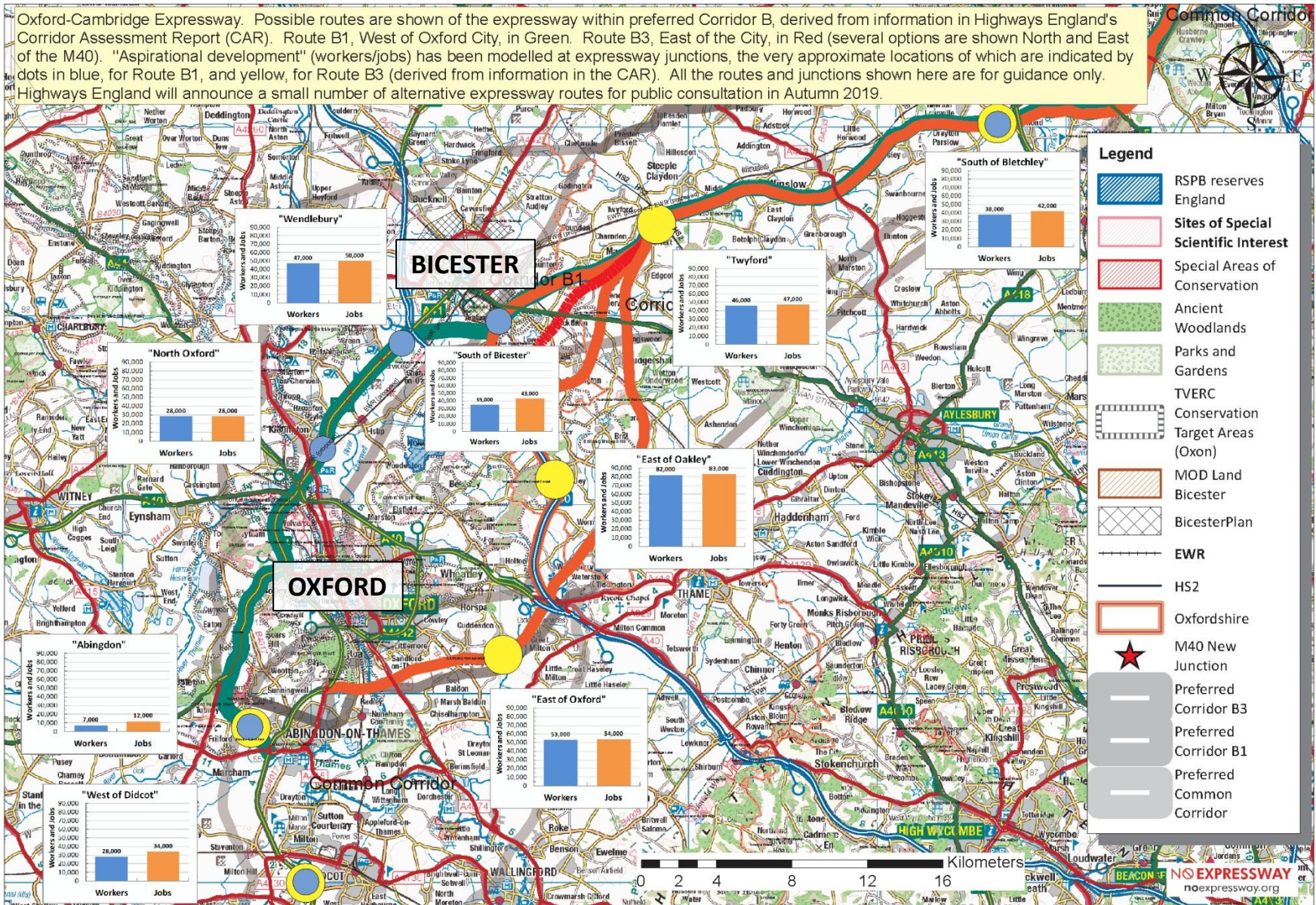


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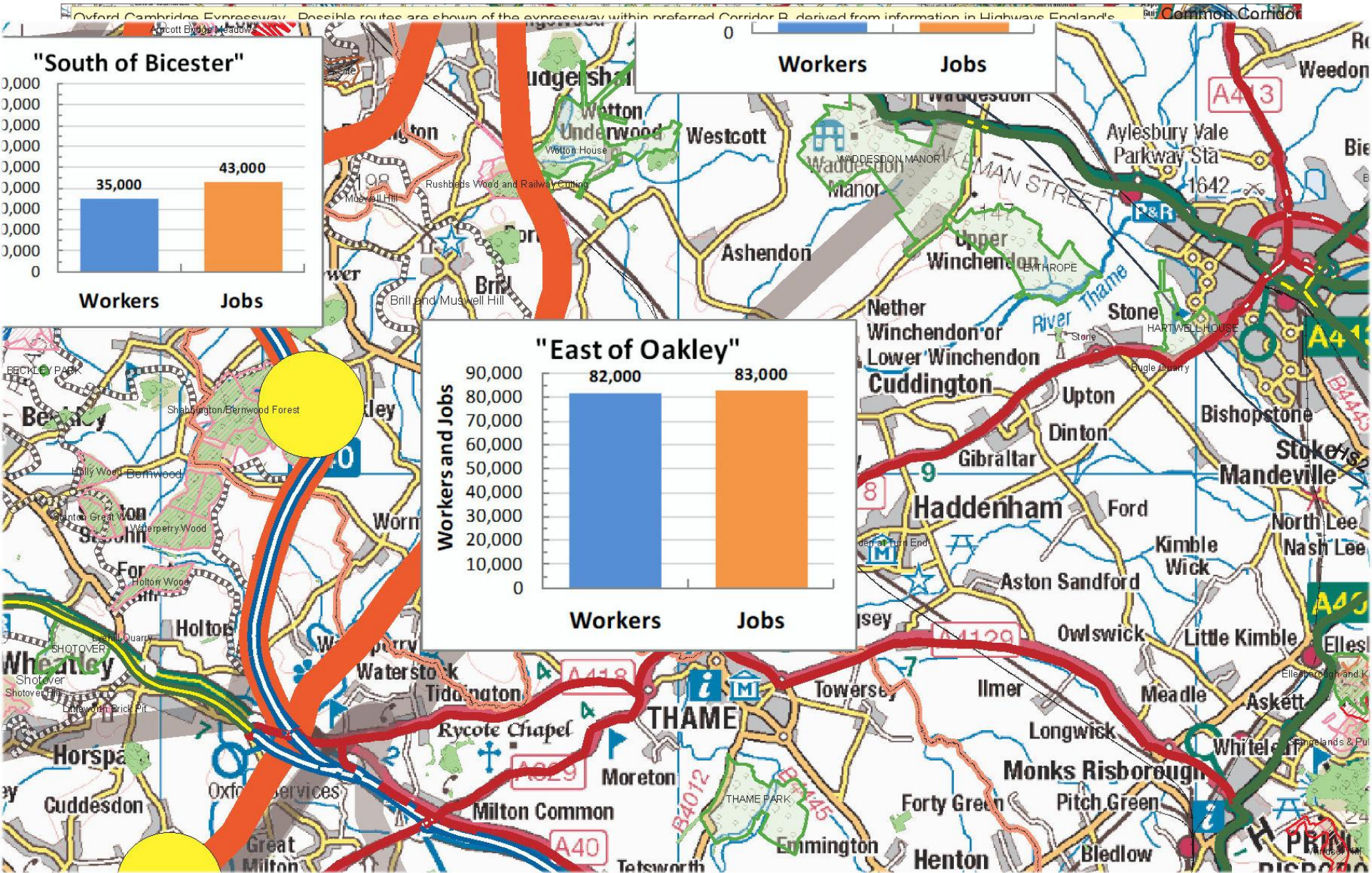
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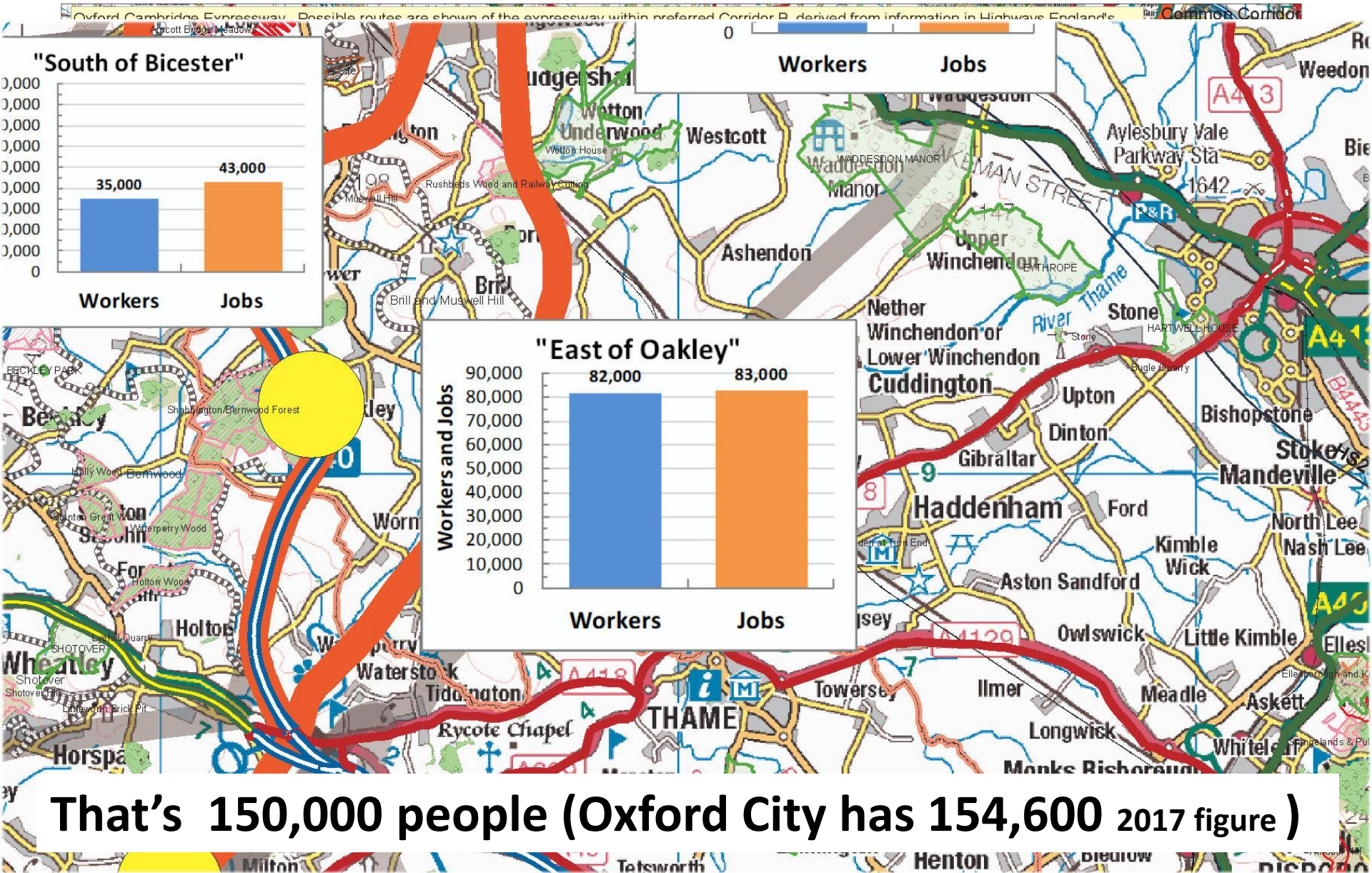


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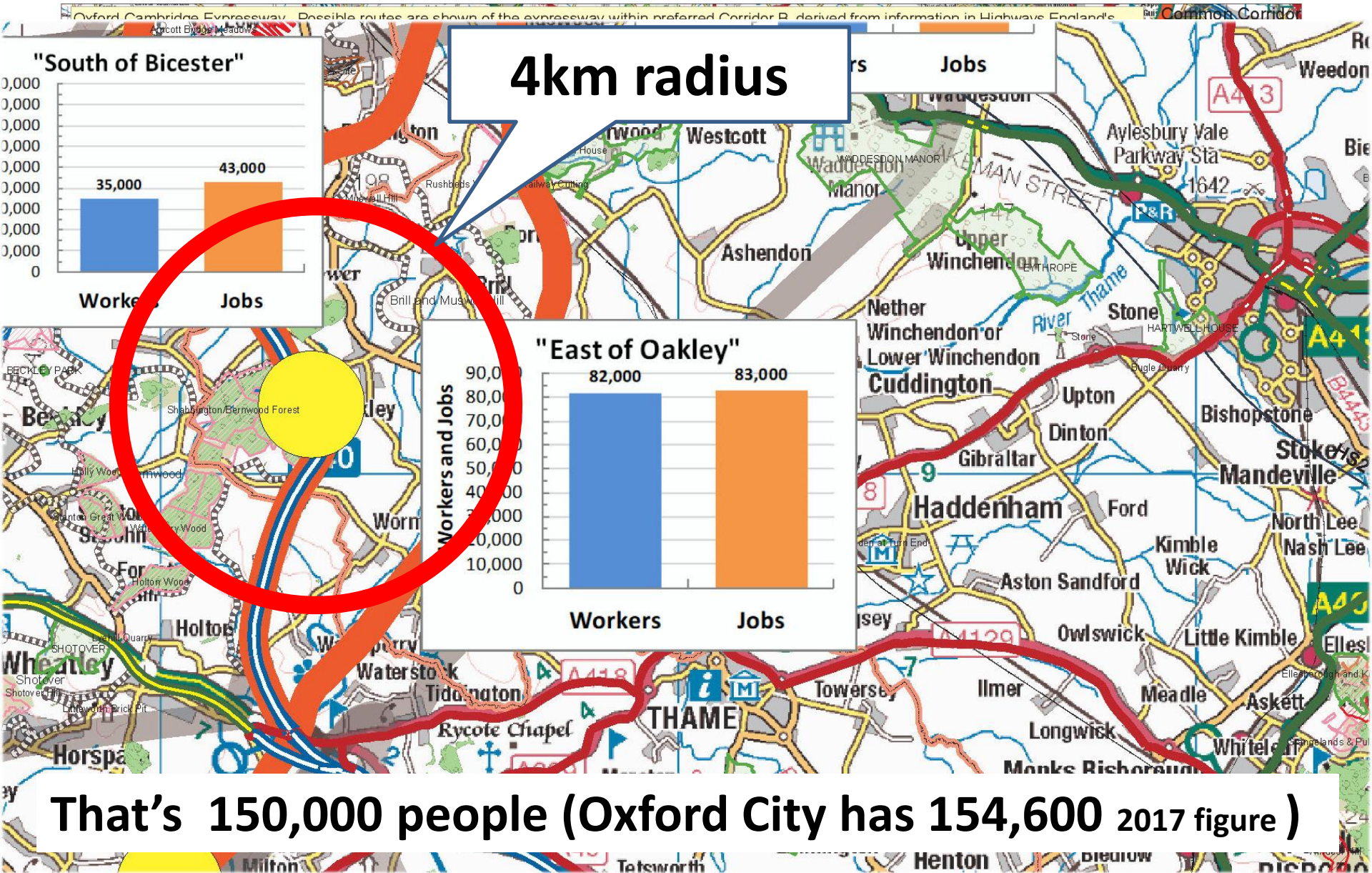
# Option B3, 'East of Oakley' ... also 65,000 houses



# Option B3, 'East of Oakley' ... also 65,000 houses



# Option B3, 'East of Oakley' ... also 65,000 houses



# Climate Change goals. The theory

## Climate change: UK government to commit to 2050 target

By Roger Harrabin  
BBC environment analyst

12 June 2019

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# Climate Change goals. The practice



Renewables may be booming but the Committee on Climate Change says the government isn't moving fast enough

The UK has been dealt a "brutal reality check" on its climate change ambitions, environmentalists have said.

**The Climate Change Committee: "only seven out of 24 (climate change) goals are on track."**

**UK emissions were 43% below 1990 levels in 2017, but mostly due to switch from coal to gas.**

**"The whole thing is really run by the government like a Dad's Army. We can't go on with this ramshackle system." CCC Chair Lord Deben (=John Gummer).**



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9



# 9

**Spatial types**

**.....of Expressway housing developments**



NIC  
Cambridge, Milton  
Keynes and Oxford  
Future Planning  
Options Project

FINAL REPORT  
FEBRUARY 2018 - REV A

5<sup>th</sup>  
studio  
SQW

# 5<sup>th</sup> Studio Report. Types of housing growth

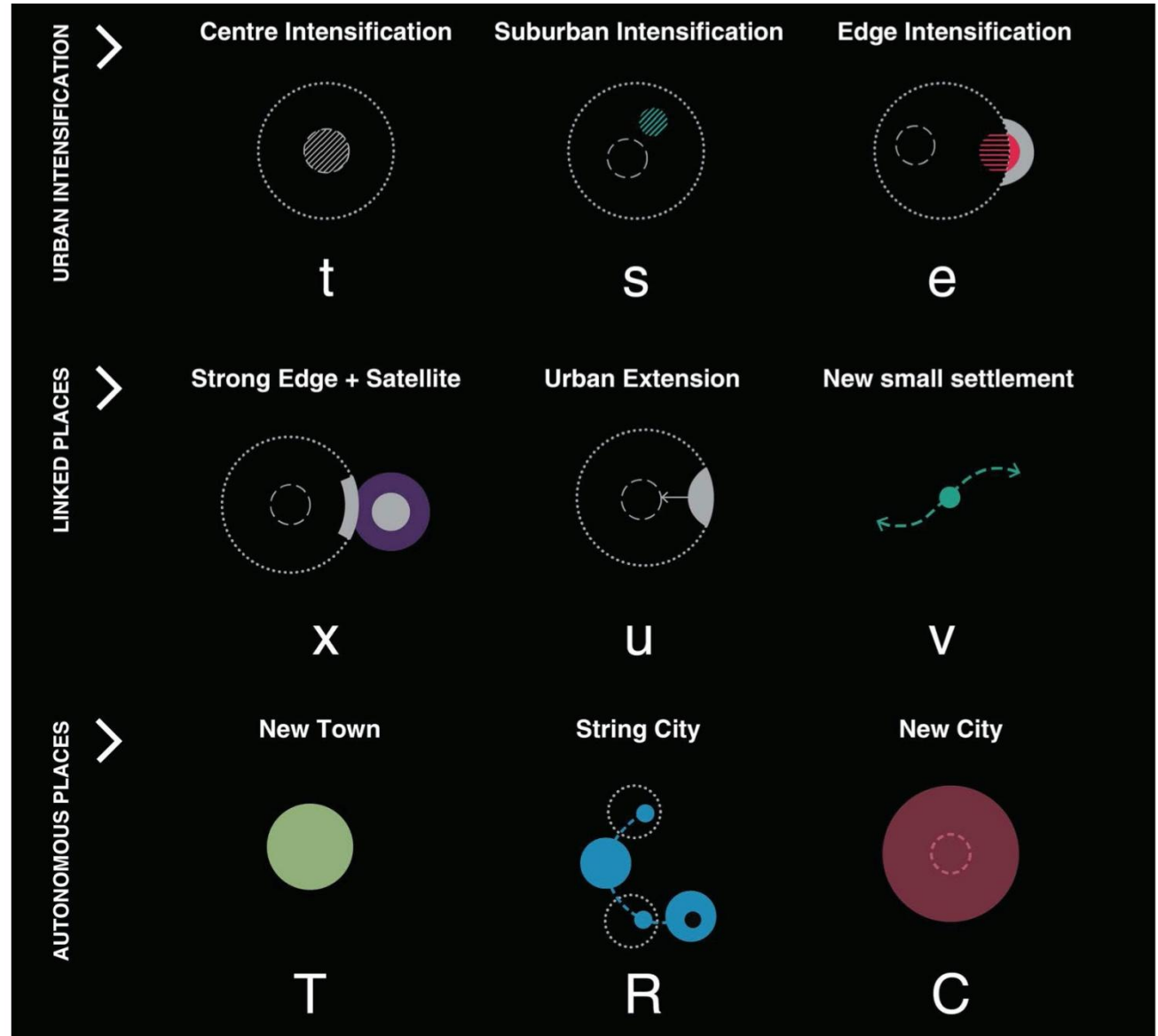
## 3x3 TYPOLOGIES

In total, nine different typologies have been identified and examined in greater detail through a located case study. While these only represent points within a wide field of possibilities, they are selected with the aim of providing a clear sense of the different approaches and issues across that range.

The nine typologies are broken down into three broad types, as indicated below, and in the overview to the right:

- **Urban Intensification** – The first set of three all relate to intensification with existing more or less urban areas.
- **Linked Places** – The next set of three are all, in one way or another, linked to a nearby town/city and would need to work in concert with the infrastructure of that existing place to provide the full range of jobs/services/facilities need to support the given residential population. So for instance, a new small connected settlement would most likely need to work in tandem with the town centre intensification typology.
- **Autonomous Places** – The final set of three are all new settlements of sufficient scale to be more self-contained than the last three. As such, they take a more active functional economic role, with a greater proportion of employment uses and higher order services (in proportion to the scale of the settlement) within the settlement itself – and consequently less reliance on surrounding settlements in terms of day-to-day activity. These settlements also require a higher level of connectivity, particularly in terms of access to national road and rail networks.

The nine typologies have been developed based on an appreciation of the best practice examples referenced on the previous page. Each one is presented in turn through the remainder of this chapter.



# – 5<sup>th</sup> Studio Report. Types of housing growth –

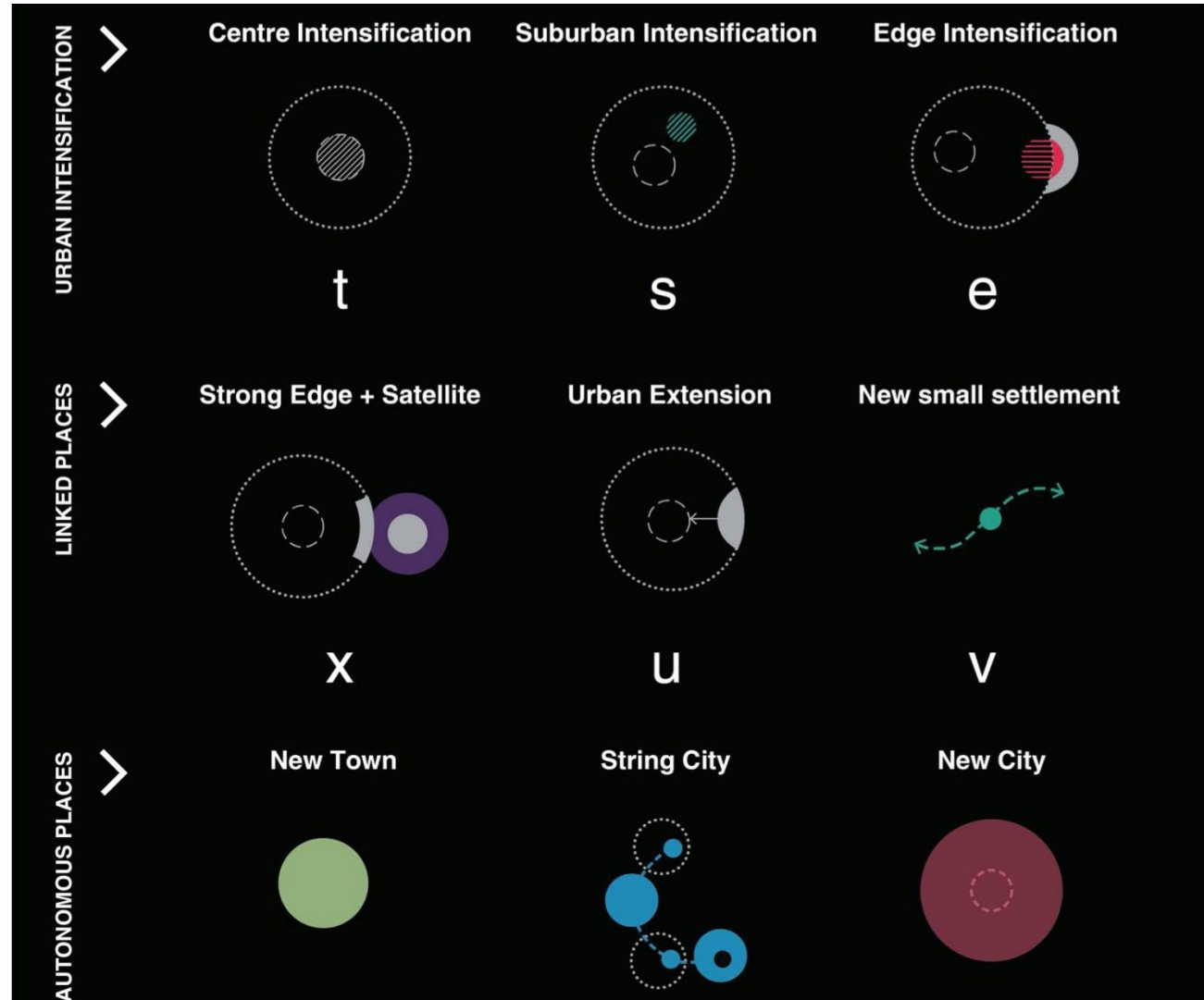
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Unlike the Corridor Assessment Report (one year later), the 5<sup>th</sup> Studio Report emphasises public transport.

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10



# 10

TENtec

.....Trans European Transport Network



# TENtec Freight Network



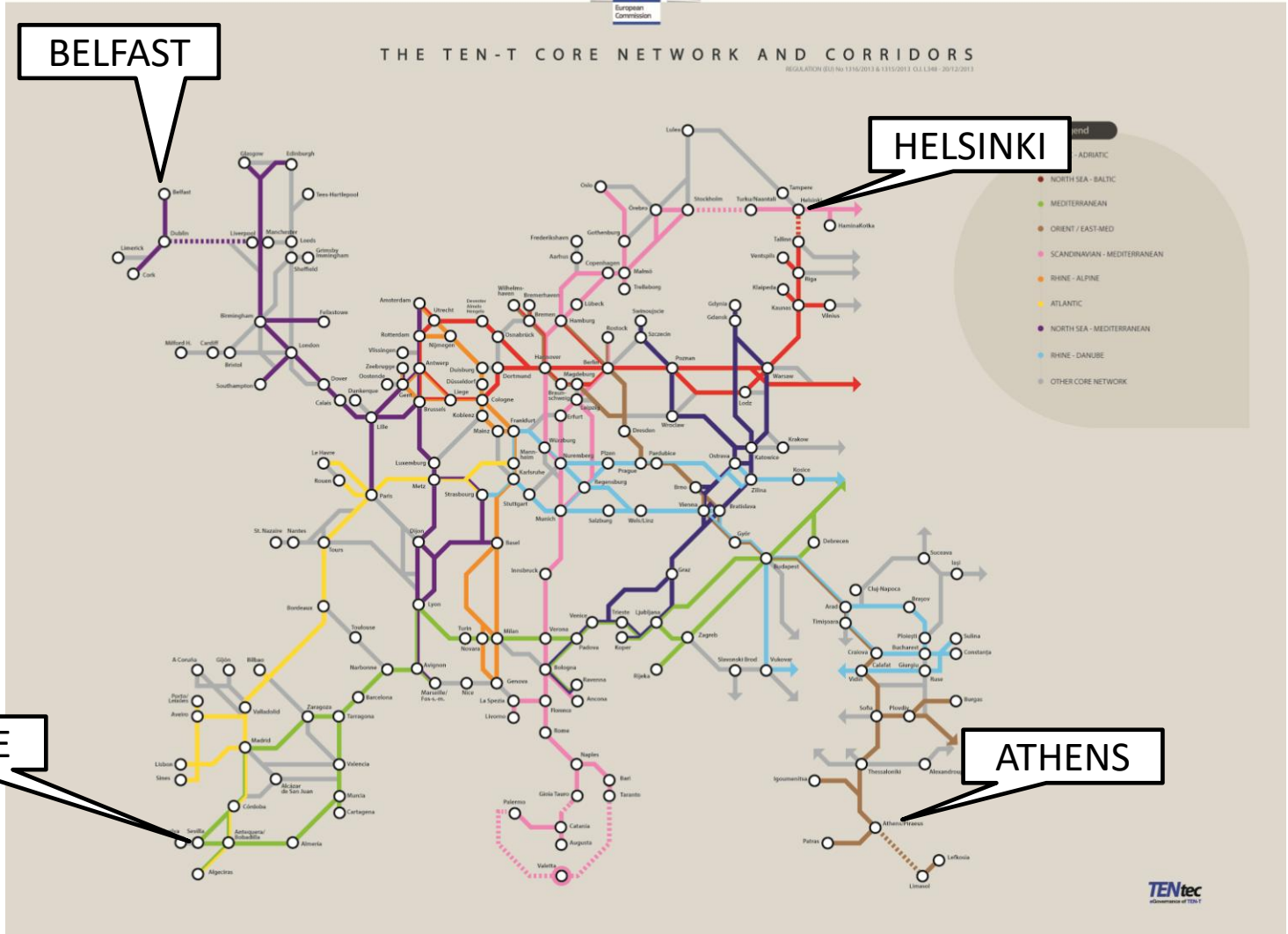
THE TEN-T CORE NETWORK AND CORRIDORS  
REGULATION (EU) No 1315/2013 & 1315/2011 (L 158 - 30/7/2013)

BELFAST

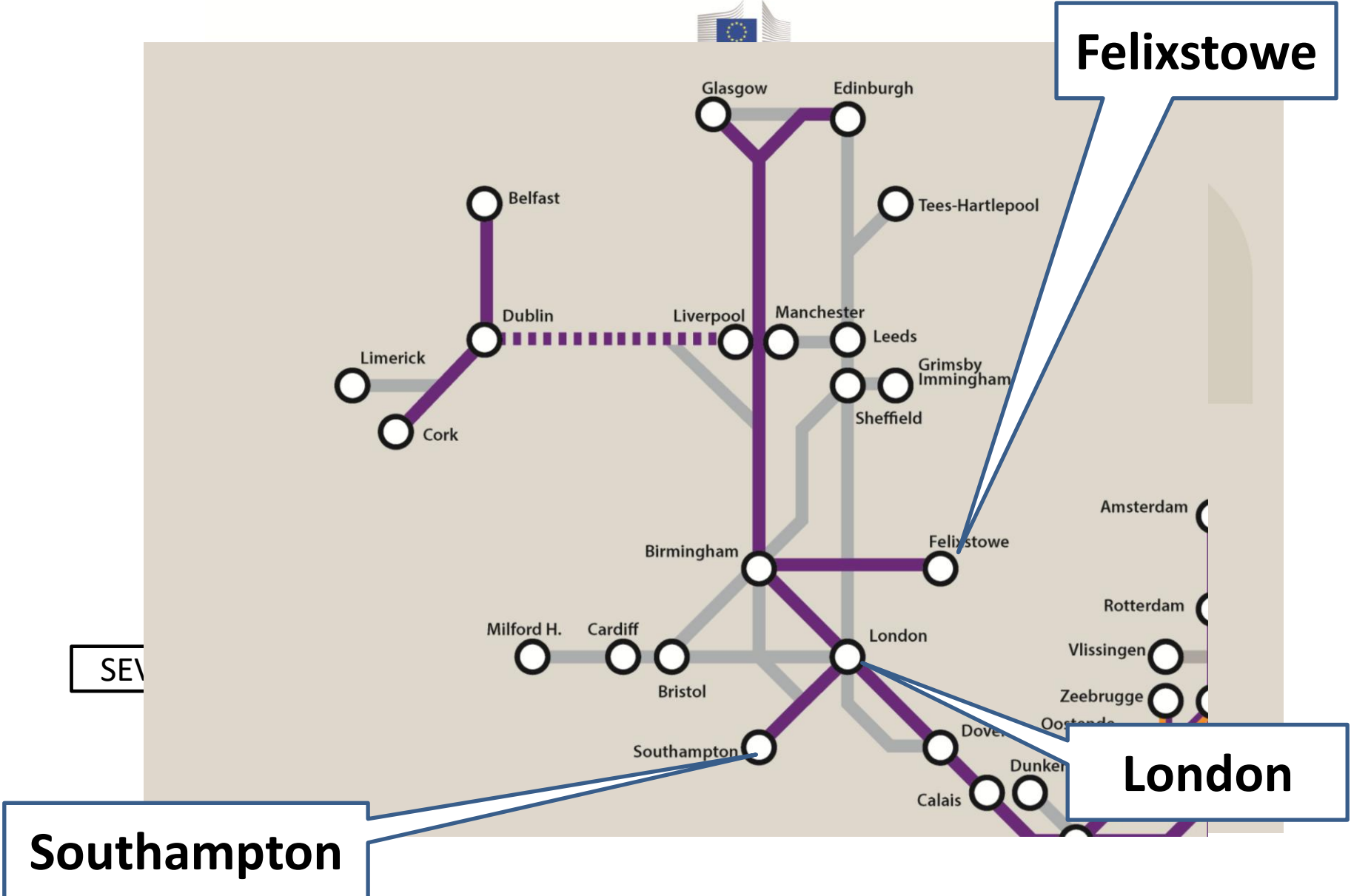
HELSINKI

SEVILLE

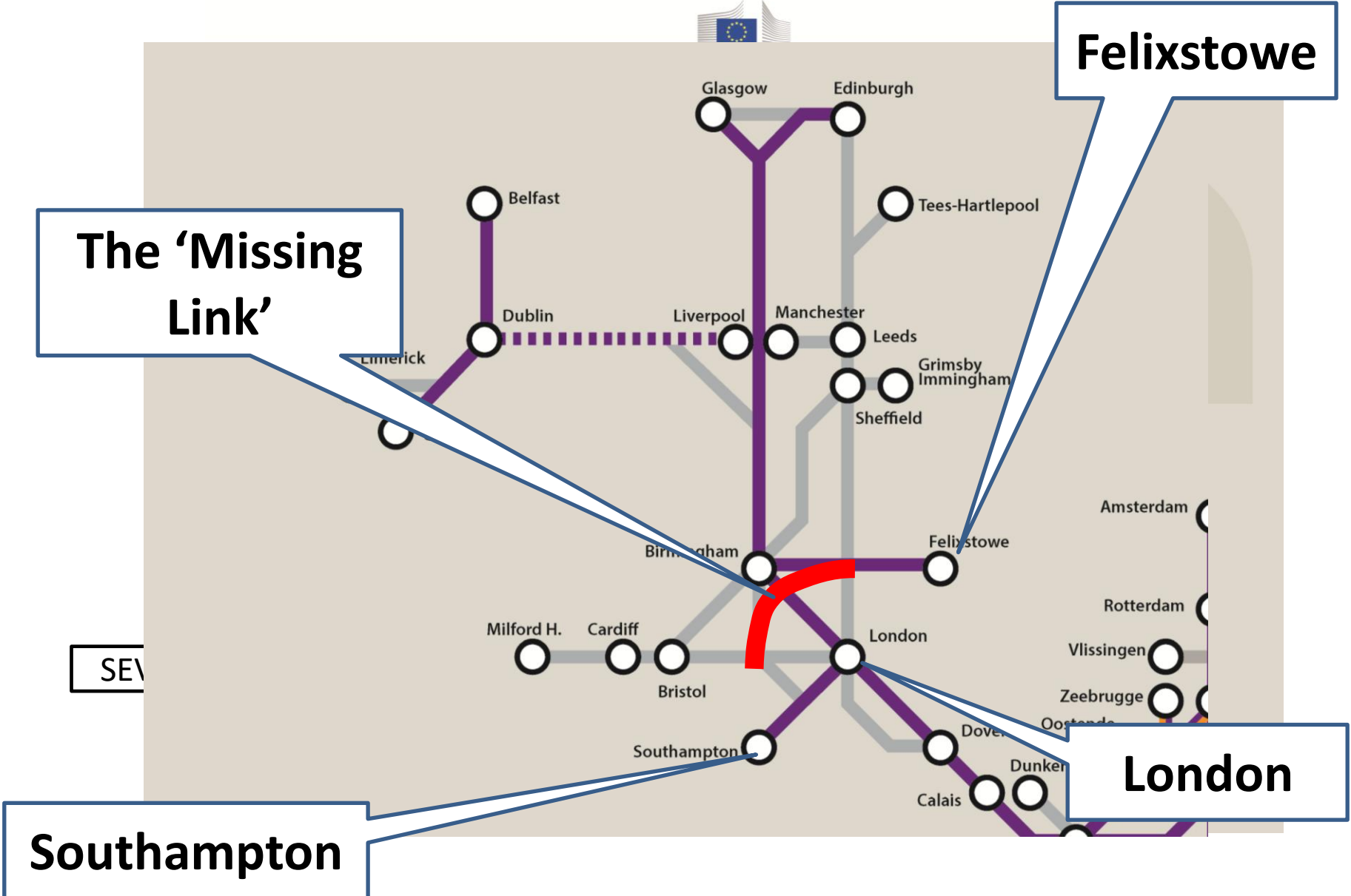
ATHENS



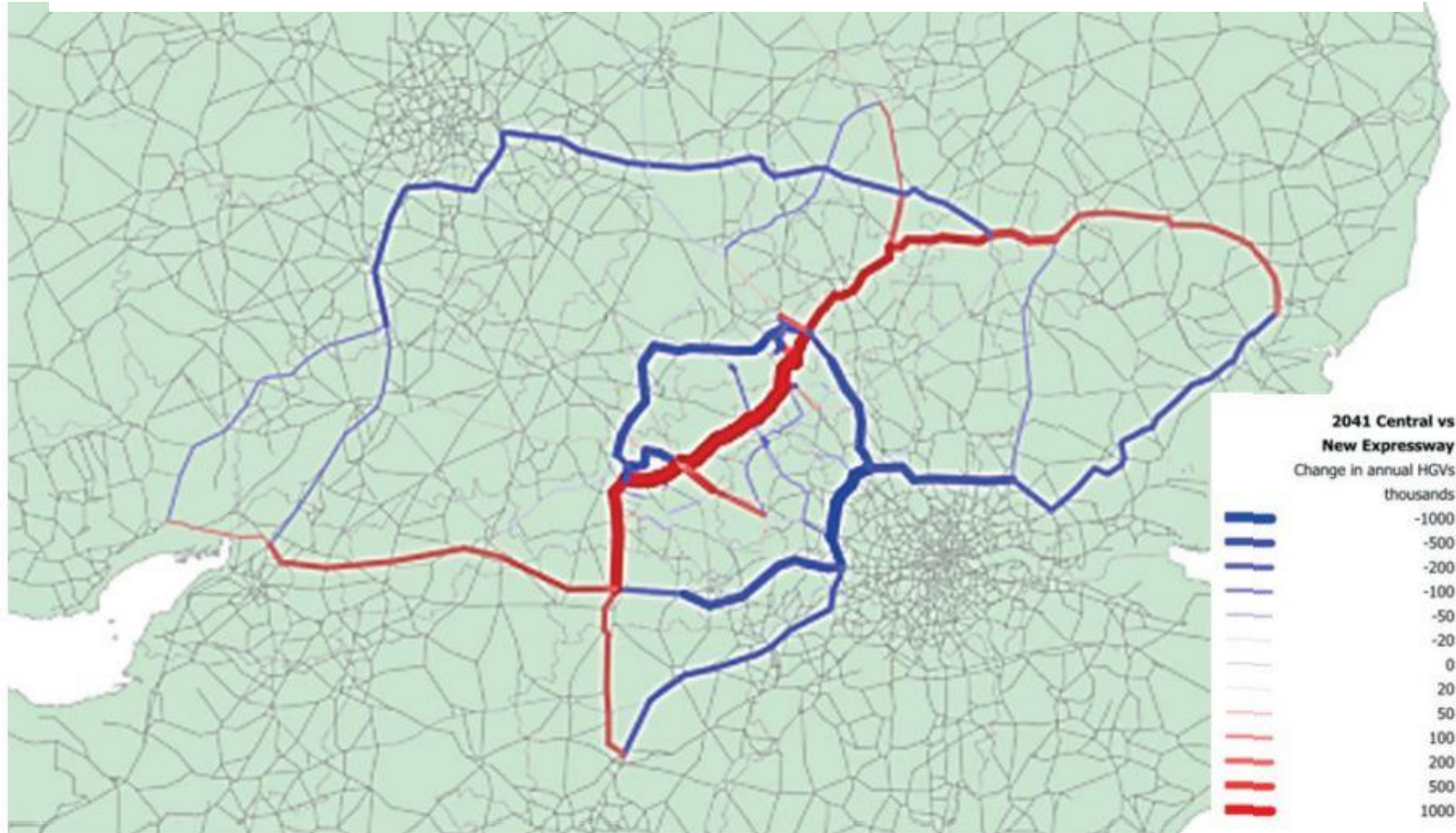
# TENtec Freight Network



# TENtec Freight Network



# 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

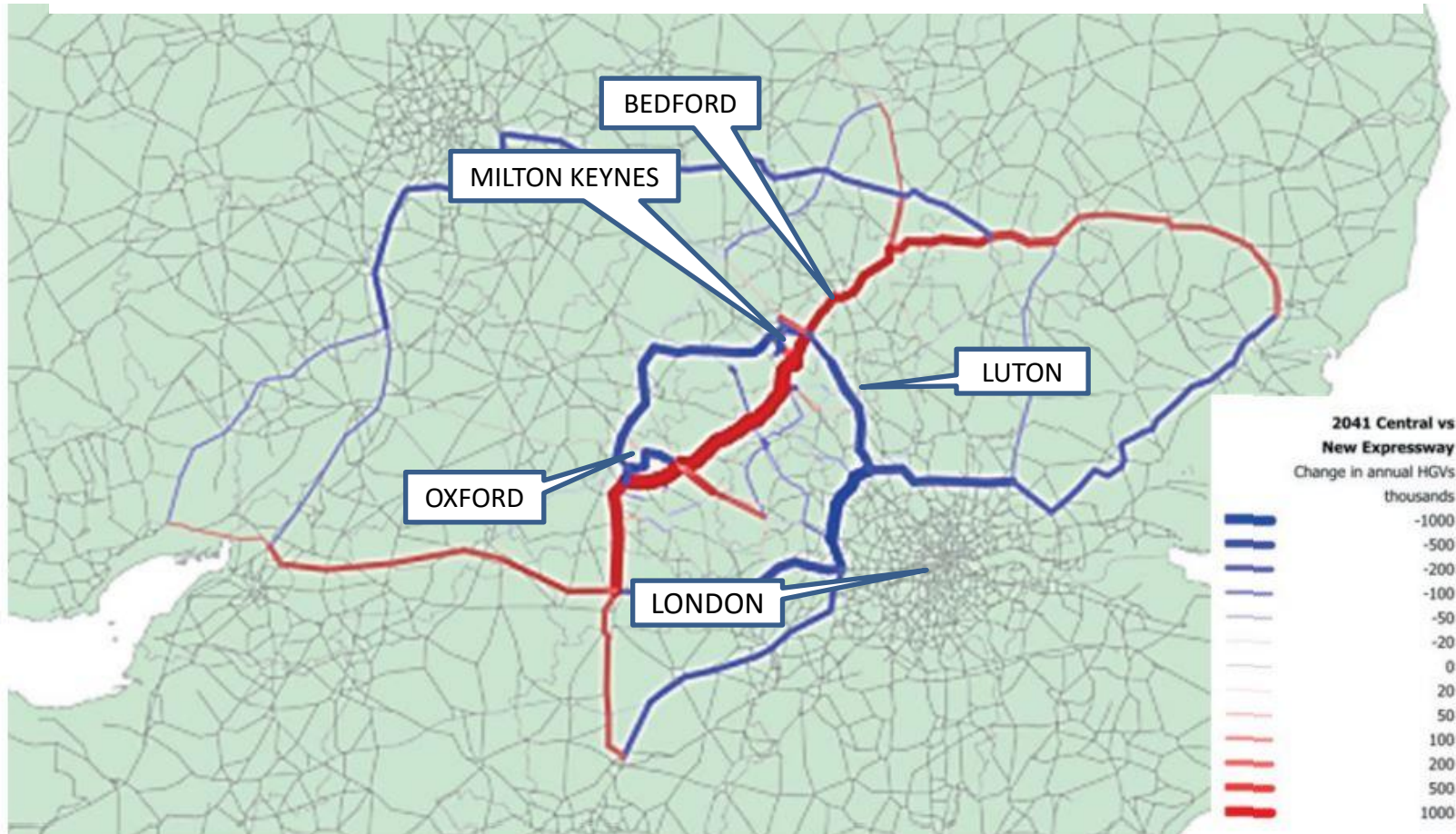


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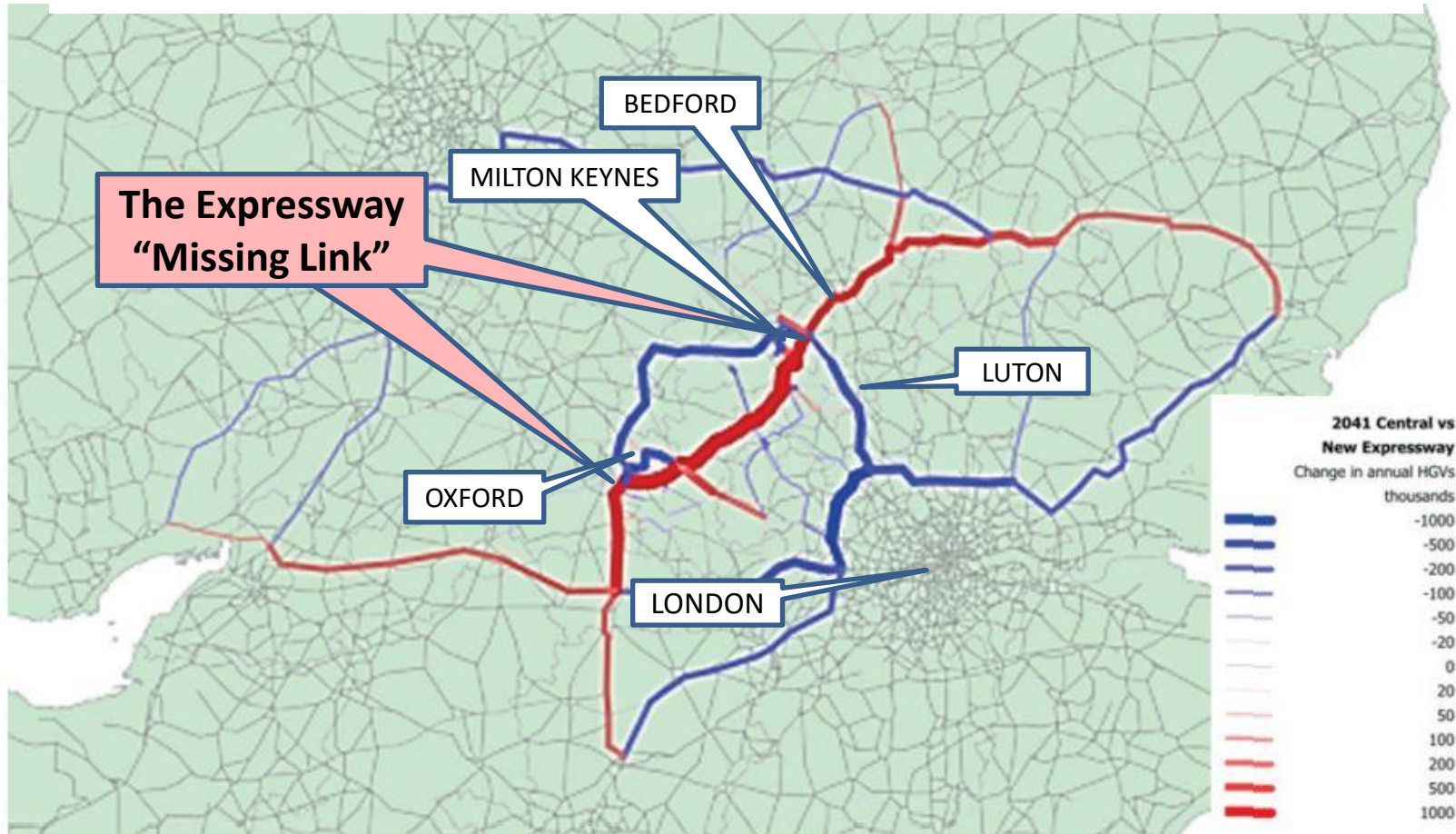
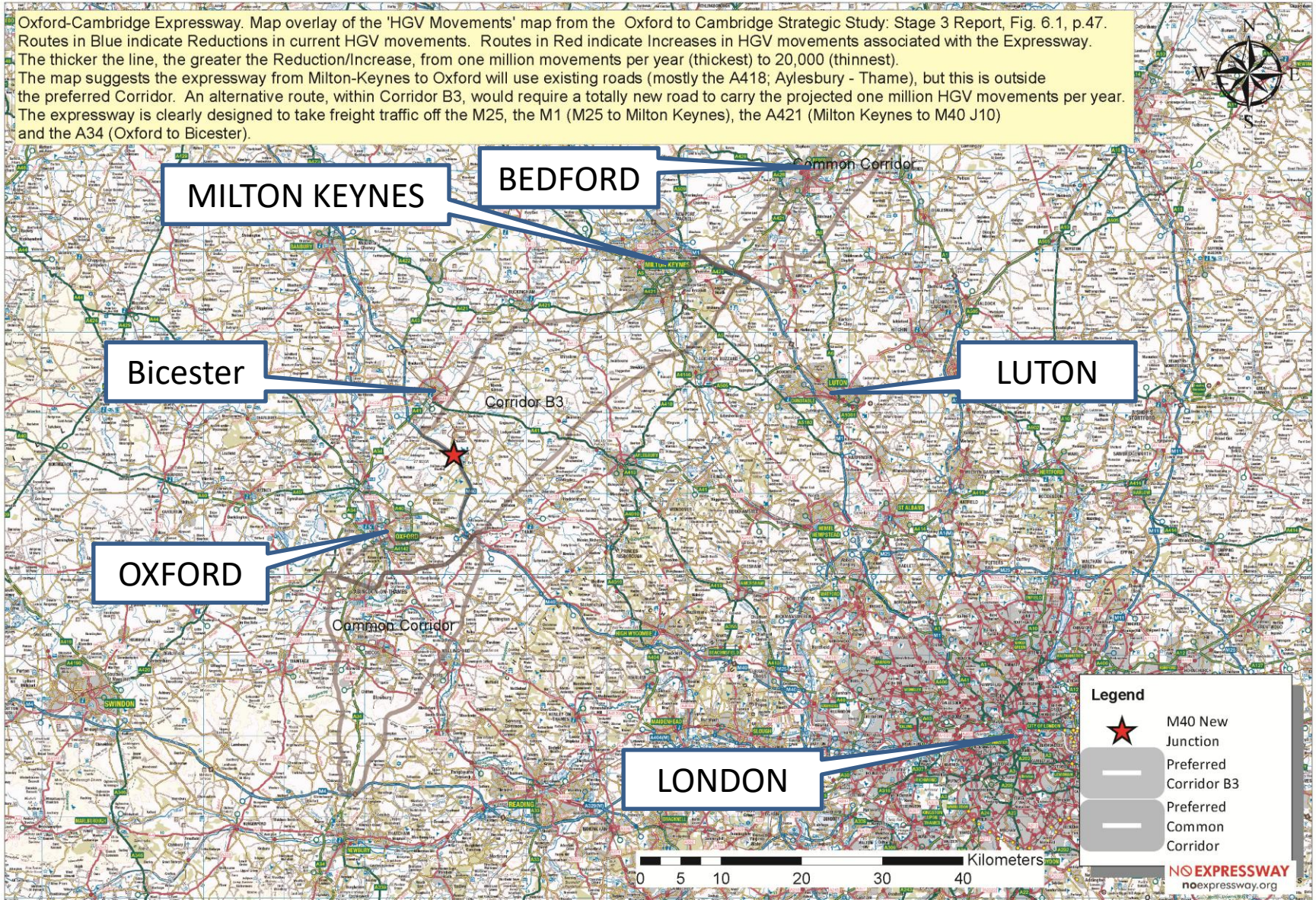


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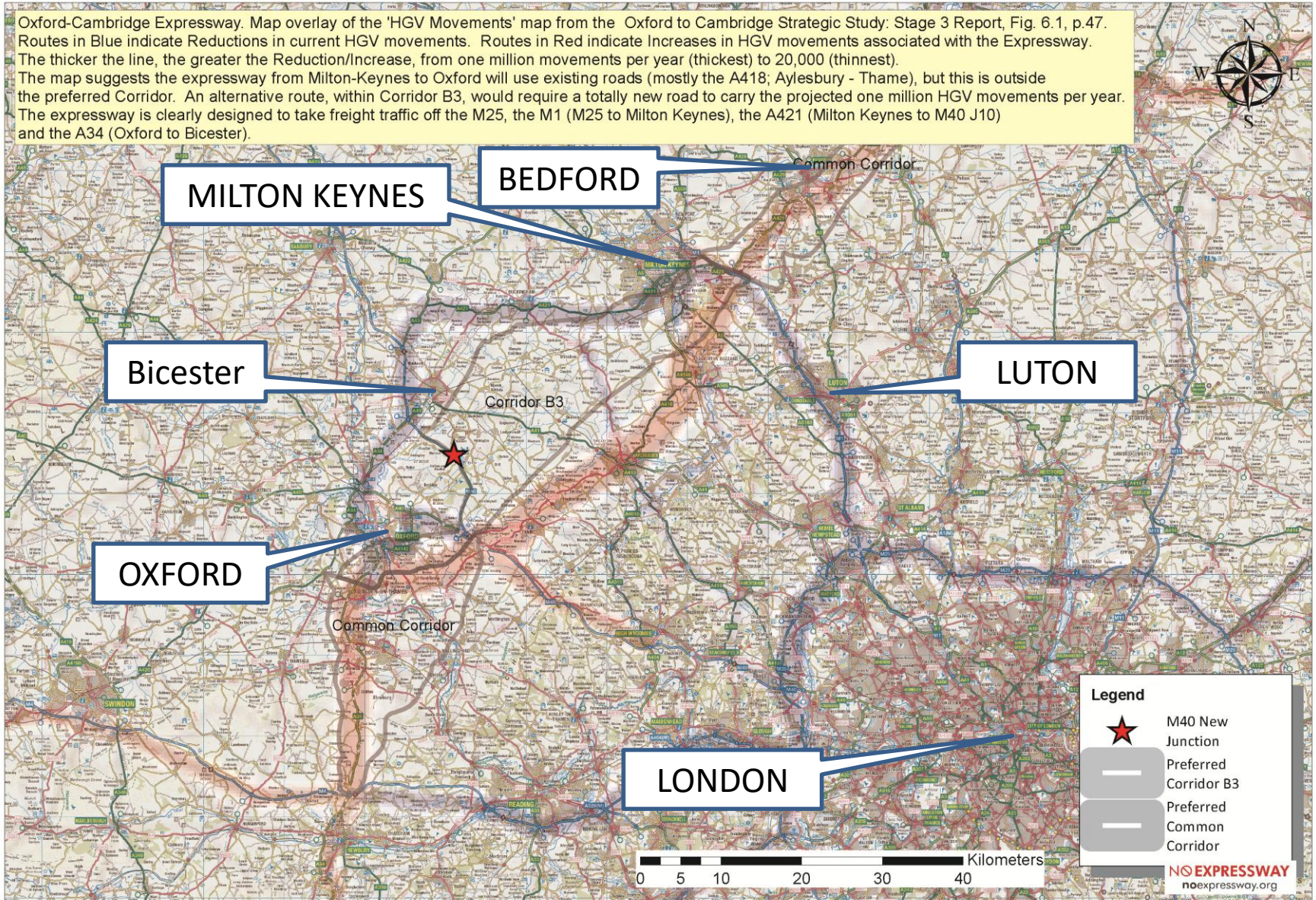
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Oxford-Cambridge Expressway. Map overlay of the 'HGV Movements' map from the Oxford to Cambridge Strategic Study: Stage 3 Report, Fig. 6.1, p.47. Routes in Blue indicate Reductions in current HGV movements. Routes in Red indicate Increases in HGV movements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



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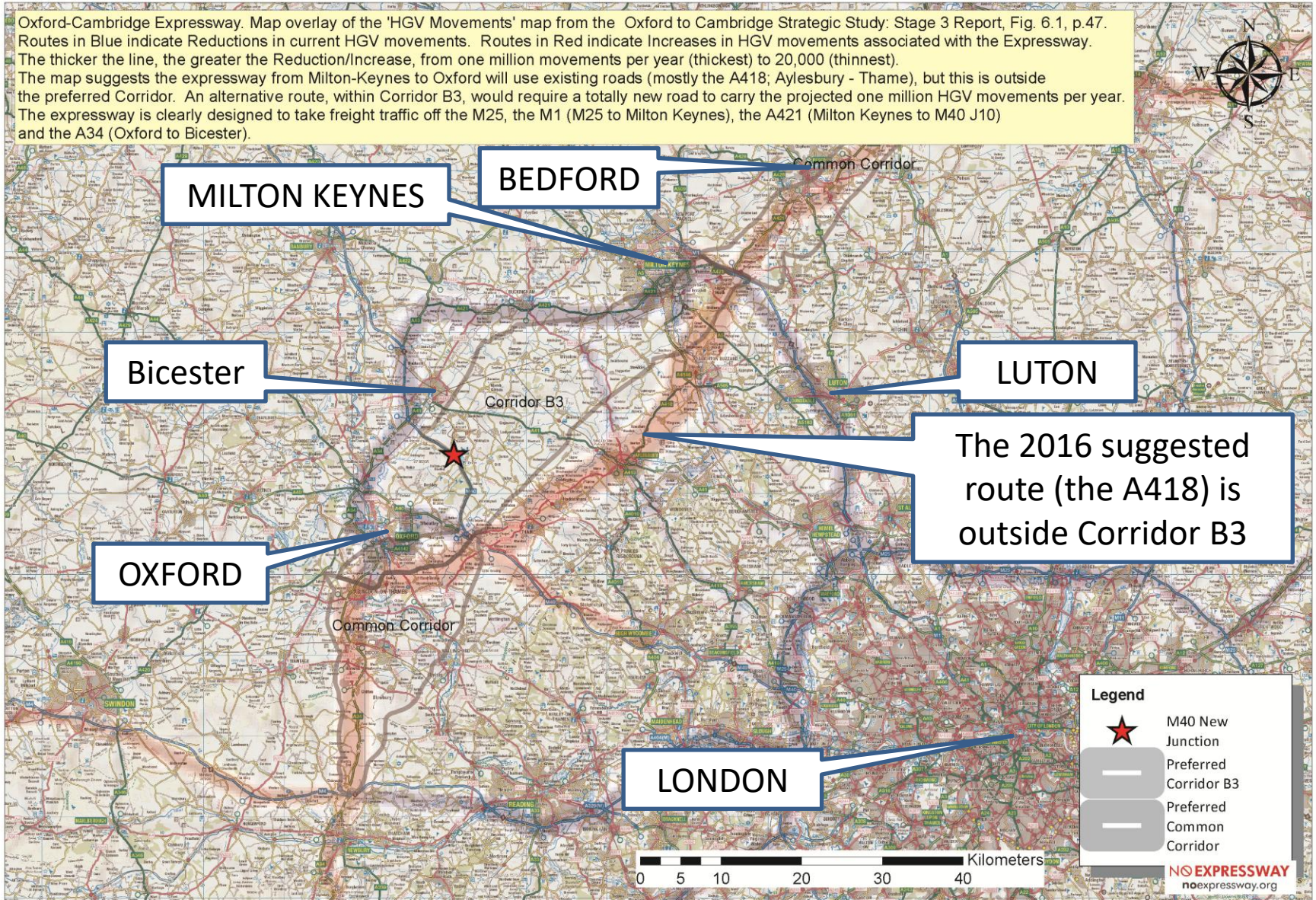
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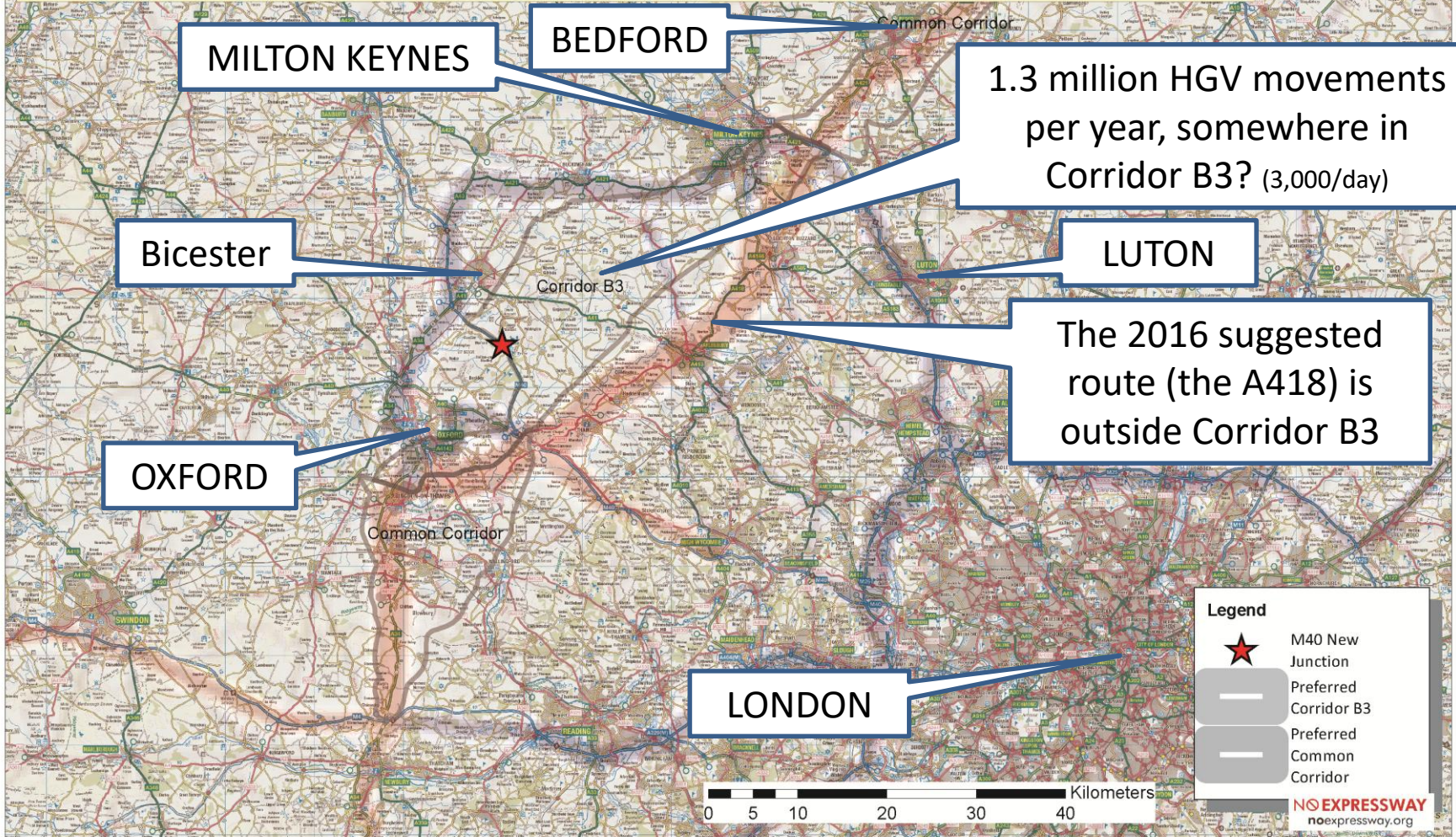
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MILTON KEYNES

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

0 5 10 20 30 40 Kilometers



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



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

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



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Expressway?

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# TACTICS. The Future Campaign



## **TACTICS. The Future Campaign**

- 1. Gather more information on the steps ahead.**
- 2. Spread the information across the network of Expressway villages.**
- 3. Submit Environmental, Heritage, Wildlife and other information to Highways England (anyone can do this, not just registered Stakeholders).**
- 4. Urge people to involve Parish, Local and District Councillors in Expressway plans. (Highways England must produce a Statement of Community Consultation, SoCC).**
- 5. Write to Councillors, MPs and influential people in your neighbourhood.**
- 6. Work to cancel the Expressway before it is too late (promote East-West Rail as an alternative).**
- 7. Take part in the Highways England (HE) consultations (Autumn 2019 and 2020) and the Ministry of Housing, Communities and Local Government (MHCLG) engagement ('Summer 2019').**
- 8. Raise funds and recruit experts to help with the formal Planning Inspectorate process (Autumn 2020 onwards).**
- 9. When the time comes, register as Interested Parties for the Planning Inspectorate hearing - the last opportunity to make your feelings known.**
- 10. If this scheme goes ahead, digging will start in 2025 for completion in 2030.**



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# Thank you!

**NO EXPRESSWAY** GROUP  
noexpressway.org