



# Oxford-Cambridge Expressway Update

Horton cum Studley Expressway Group

@HcSSaveOtmoor

#SayNo2Expressway #SaveOtmoor

[www.noexpressway.org](http://www.noexpressway.org)

[www.saveotmoor.org](http://www.saveotmoor.org)

# Horton-cum-Studley Expressway Group

- **From Horton-cum-Studley**

- Olivia Field (Chair), David Rogers (Secretary), Sarah Foxcroft, Gail Sawyer, Peter Heather, Susan Canney, Nick Forrester, Lisa Mynheer, Tim Dixon, Lorraine Dixon, Philip Roys, Helen Roys,

- **From Beckley**

- Ann Henman, Geoff Henman, Tony Strong

- **From Charlton-on-Otmoor**

- Terry Pollard

- **Others involved from**

- Beckley, Oddington, Stanton St John

# Agenda

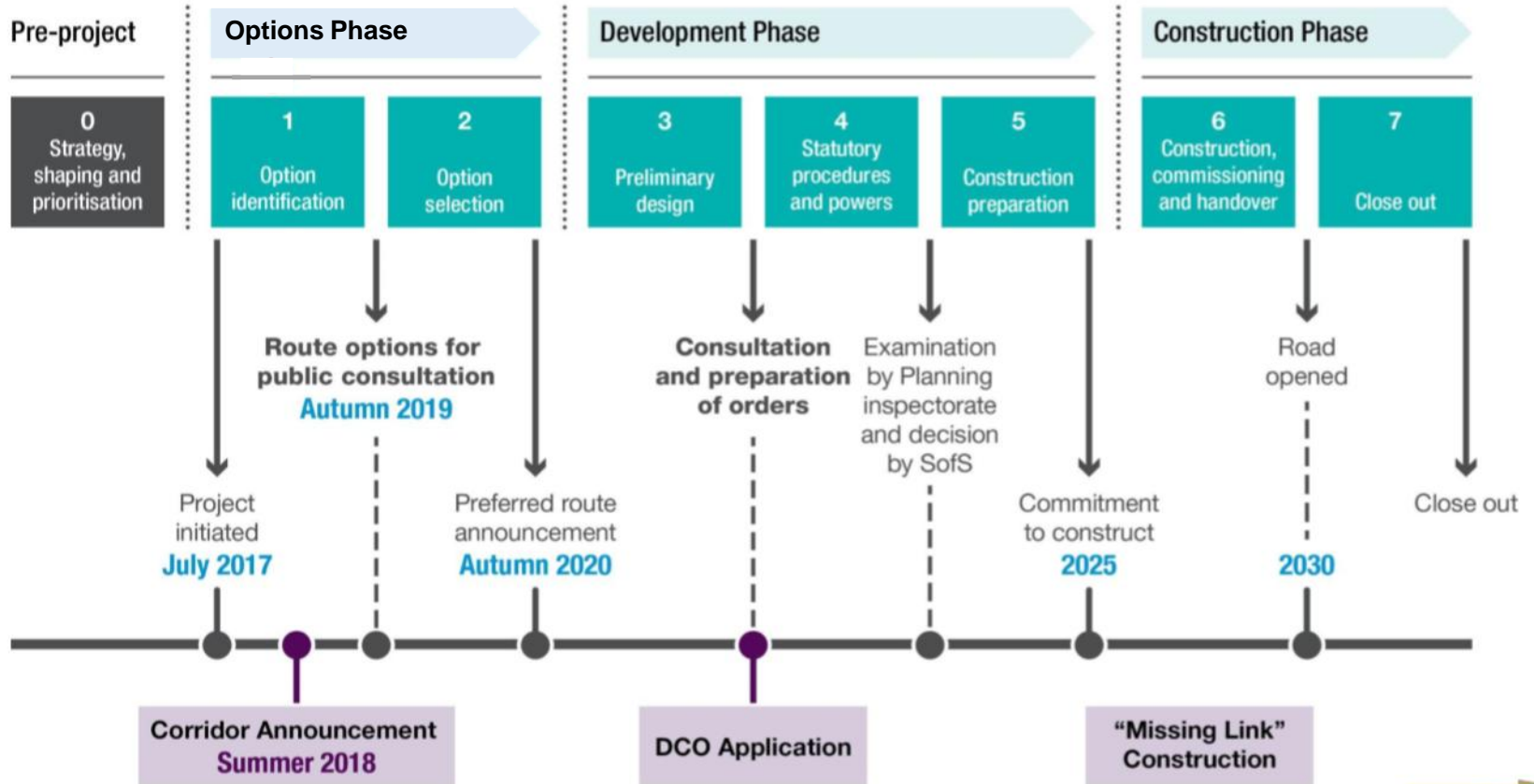
1. Corridor Announcement
2. Raising Awareness Campaigns
3. Major Events
4. UK Environmental Law
5. Highways England's Corridors & Routes
6. What comes next?
7. Q & A



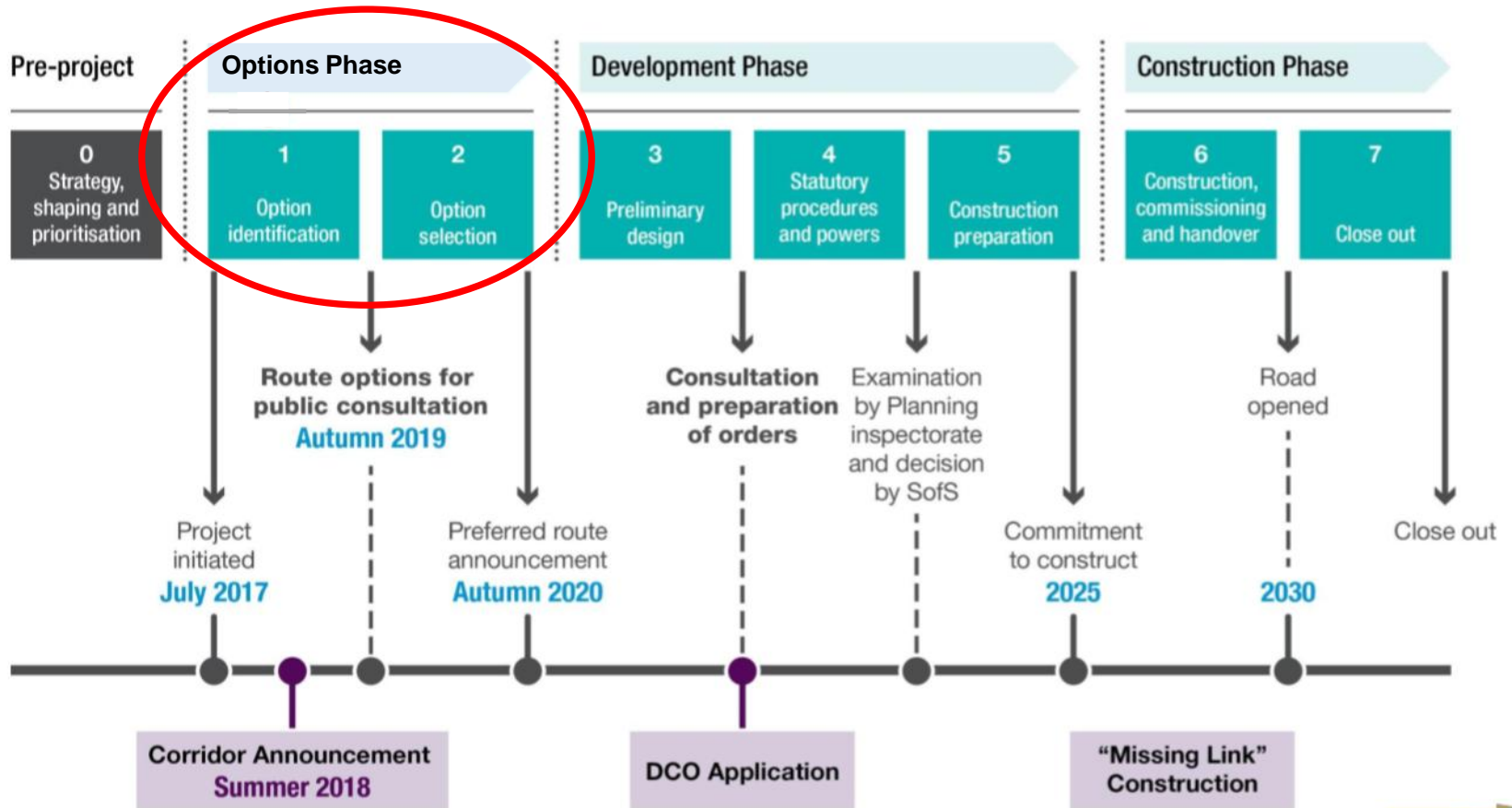
# 1. Corridor Announcement



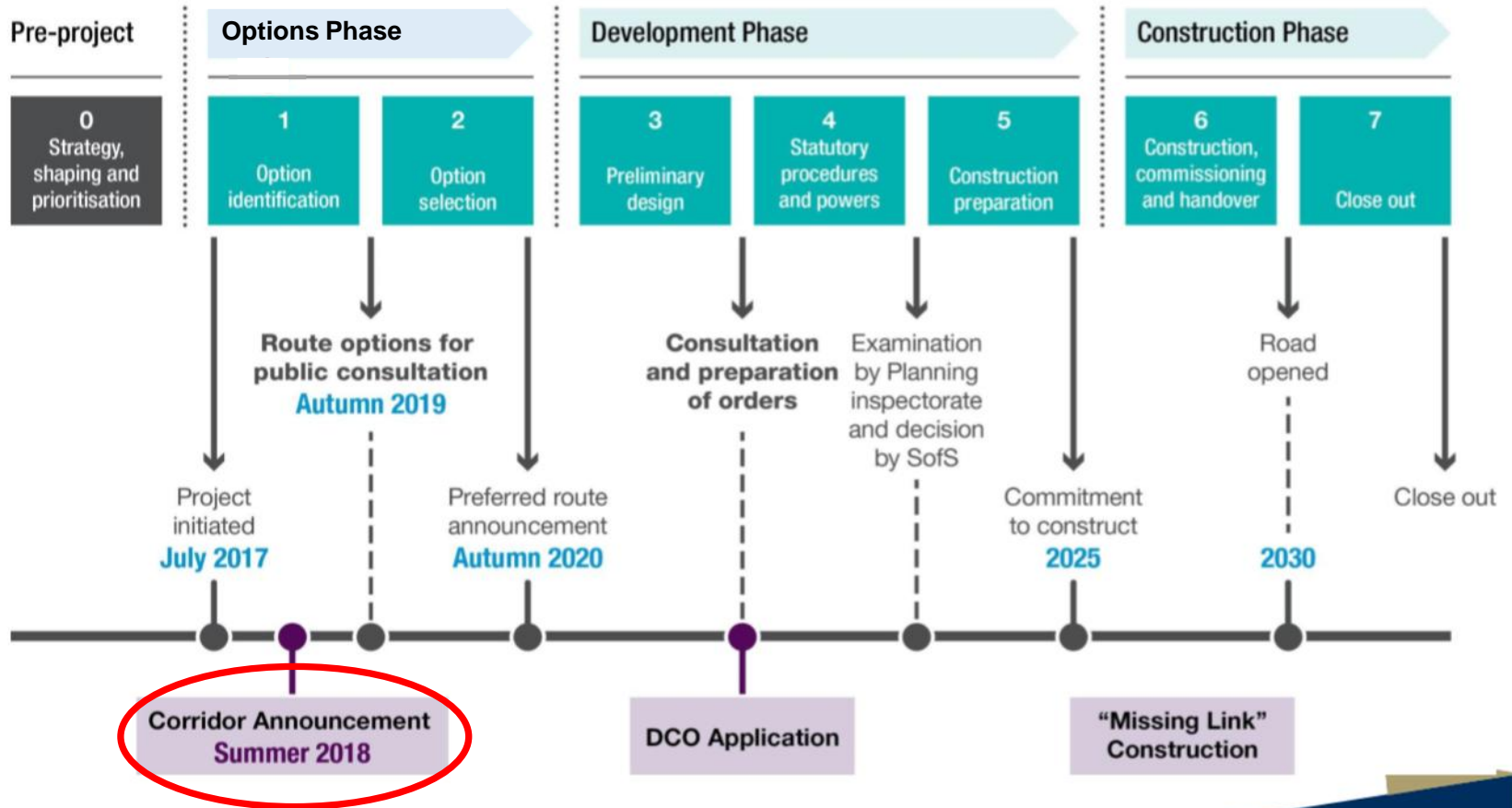
# Highways England Major Project Milestones & Lifecycle



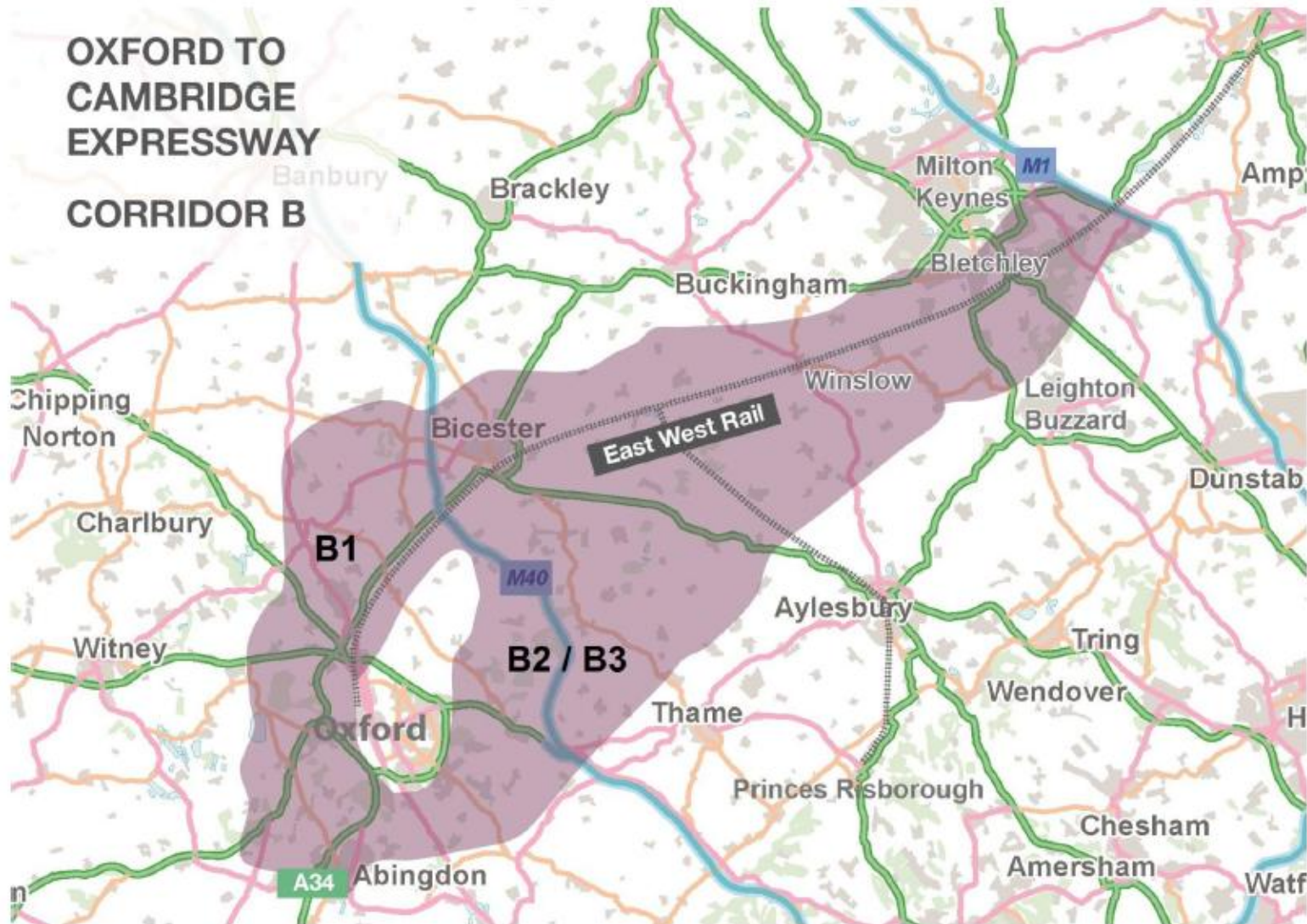
# Highways England Major Project Milestones & Lifecycle



# Highways England Major Project Milestones & Lifecycle

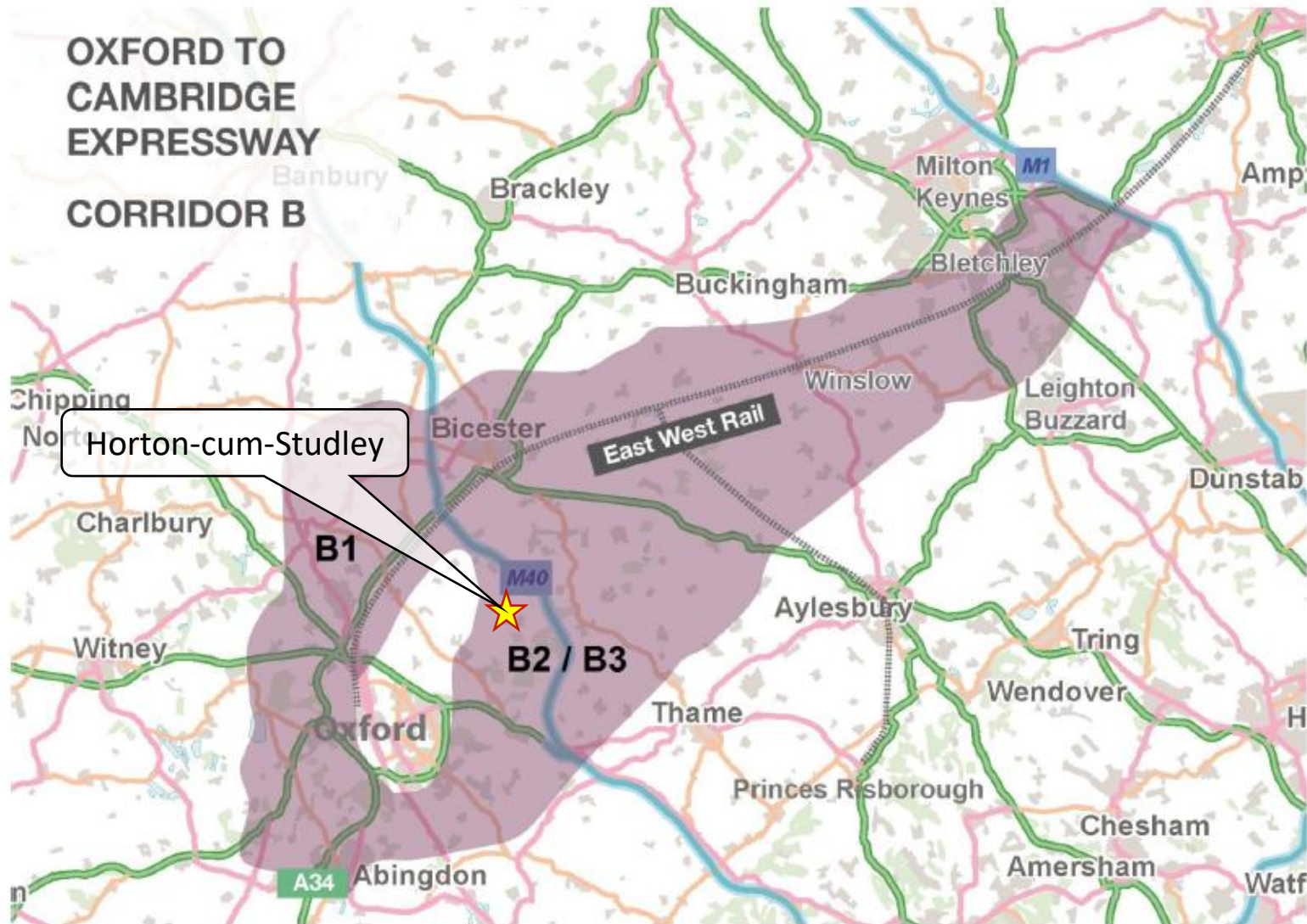


# Corridor B, prior to September 2018 (one of three options)

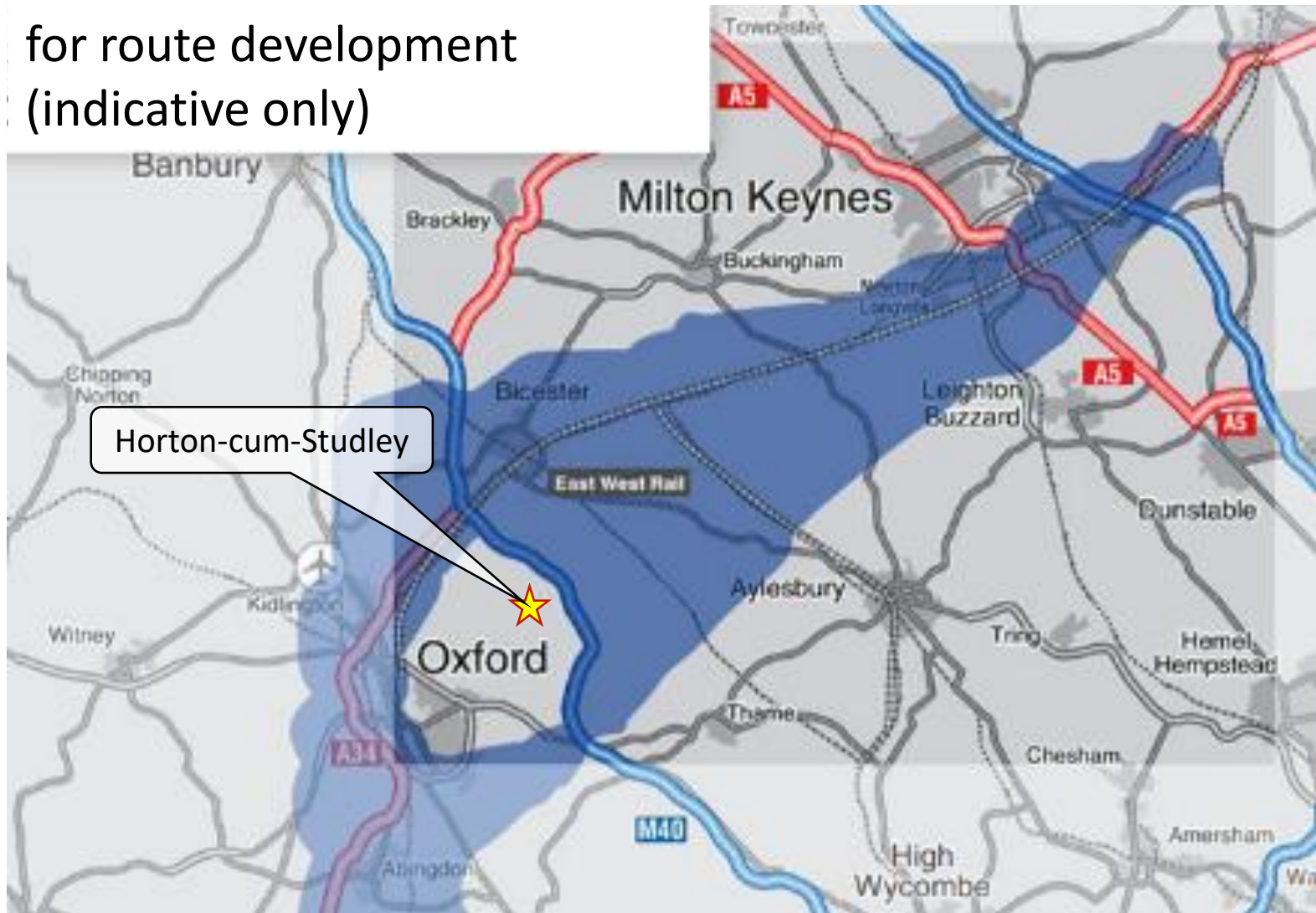




# Corridor B, prior to September 2018 (one of three options)



# Corridor B, “preferred” option, September 12<sup>th</sup> 2018 for route development (indicative only)







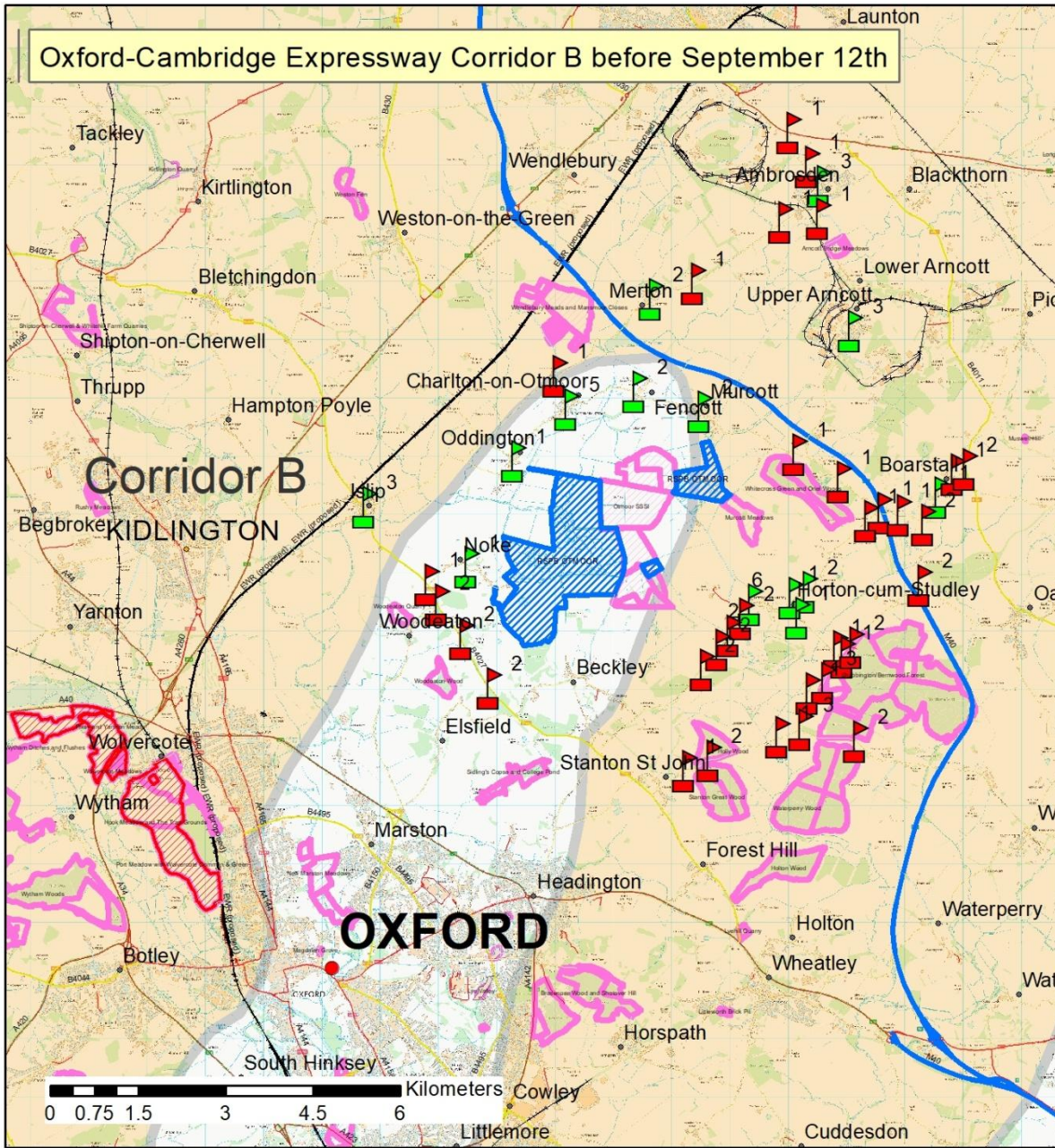
## 2. Raising Awareness

... About the proposed Expressway

Reaching out to the “towns” of Otmooor and surrounding villages



# Oxford-Cambridge Expressway Corridor B before September 12th



### Ox-Cam Expressway Posters

- Road
- Village
- TVERC\_17\_799 SACs within search area\_region
- RSPB reserves England\_polygon
- Sites\_of\_Special\_Scientific\_Interest\_Units\_England
- EWR
- H.E. CorridorB



# Information



- Leaflets

# Information

- Travelling pagoda



- Leaflets



# Information

- Travelling pagoda



- T-shirts



- Leaflets




# Web-sites

- Save Otmoor plus petition
- Walk the Moor
- noexpressway.org

← → ↻ 🔒 <https://saveotmoor.org> ☆ 🗨️ 🌐 ☰

**#SaveOtmoor** Home News More info What you can do Expressway Action Group

## ART FROM THE CHILDREN OF BECKLEY SCHOOL (CLICK ON IMAGE)



The image displays three children's drawings. The first drawing on the left has a background of diagonal stripes in shades of pink, orange, and green. It features the text 'OH DEER!' in large, blocky letters at the top, with a small drawing of a spotted deer with antlers below it. The signature 'By Ross' is in the bottom right corner. The middle drawing shows a blue bird with a long beak, possibly a grebe, standing in a landscape with two vertical brown lines representing trees and a light blue sky with birds. The third drawing on the right has a white background with a tree on the left and clouds in the sky. It says 'SAVE OTMOOR' in large, colorful letters at the top. Below that, it reads 'Otmoor is a home to many animals. Don't destroy their home.' and includes a red circle with a diagonal line through it, with the text 'NO Expressway!' written below it.



# Social Media

08:51 99%

**Tweet activity**

**#SayNo2Expressway**  
@HcSSaveOtmoor  
Raising a toast @saveotmoor but standing alongside fellow communities to continue #SayNo2Expressway @Jesse\_Norman @michaelgove @ChrisGraylingMP PLS continue to hear public view that there is NO proven need for an expressway and a desire to protect ALL ecologically valuable sites  
pic.twitter.com/mnyOH2kQHw

Impressions	5,760
times people saw this Tweet on Twitter	
Total engagements	86
times people interacted with this Tweet	
Media engagements	41
number of clicks on your media counted across videos, vines, gifs, and images	
Likes	14
times people liked this Tweet	
Retweets	11
times people retweeted this Tweet	
Detail expands	9
times people viewed the details about this Tweet	
Profile clicks	6

## • Twitter

#SayNo2Expressway  
#saveotmoor

@HcSSaveOtmoor @saveotmoor

@CanneySusan @nickforester8 @LisaMynheer @SarahFoxcroft

TAG Politicians: @Jesse\_Norman @ChrisGraylingMP @michaelgove @natalieben

Follower networks: @OxfordFOE1 @CPREOxfordshire @natalieben

Media: @TheOxfordMail

@oxfordtimes

@GeorgeMonbiot

## • Facebook

**SAVE OTMOOR FROM THE EXPRESSWAY!**

Adrian Pennink

Spokesperson for [www.SaveOtmoor.org](http://www.SaveOtmoor.org)

Add Friend Follow Message More

Lives in Beckley, Oxfordshire

See others who live here

[saveotmoor.org](http://saveotmoor.org)

# Meetings & briefings with MPs & councillors

- Expressway Action Group meeting (March)
- April Parish Council Meeting
- Hustings meeting
- Parish AGM (June)
- Meeting with Keith Taylor, Green MEP (July)
- Iain Stewart MP, responsible for the Arc, & John Howell MP (May)

**OM** Green MEP visits Oxfordshire today over Cambridge Expressway Facebook Twitter Messenger Search Menu

18th July

## 'Do we even need a new expressway to Cambridge?' asks MEP



Mark the date of someone special



**Book an announcement**

In your local paper & online here

'Do we even need a new expressway to Cambridge?' asks MEP

# Networking & reaching out to other organisations and villages

## Expressway Action Group



Berkshire  
Buckinghamshire  
Oxfordshire



Bedfordshire  
Cambridgeshire  
Northamptonshire

**NEED**  
**NOT**  
**GREED**



giving  
nature  
a home



**Friends of  
the Earth**



# Event - Walk the Moor



**JOIN US!**

**- A CALL TO ARMS -**

**Resist the Destruction of Oxfordshire's  
Countryside!**

**Walk the Seven Towns of  
OTMOOR**

**- Sunday, July 8th -**

**Start at Horton cum Studley Millennium Hall  
9:30am - Return approx. 6:00pm**

**ALL ARE WELCOME!**

Maps available at each of the Villages and at  
[walkthemoor.net](http://walkthemoor.net)





# Event – Bonn Square



## A CALL TO ARMS

Resist the Destruction of  
Oxfordshire's Countryside!

**IN 1830 THEY TOOK OUR LAND  
IN 2018 THEY'RE TRYING TO DO IT AGAIN**

Embrace the spirit of the 1830 Otmoor Riots, when residents broke down and burned the enclosure fences. Protest against the Oxford to Cambridge Expressway and reaffirm everyone's right to enjoy the landscapes, wildlife, and villages and towns of Oxfordshire.

**DEMAND THE RIGHT TO HAVE YOUR SAY**



Littering is an offence. Dropping this flyer on the ground could result in a maximum fine of £2,500.





# Media – TV & newspapers



The Guardian view Columnists Cartoons Opinion videos Letters

Opinion Infrastructure

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

George Monbiot



@GeorgeMonbiot Wed 22 Aug 2018 06:00 BST



6283 1,221

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



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







NO EXPRESSWAY  
**SAVE OTMOOR**  
NO EXPRESSWAY  
**SAVE OXFORDSHIRE**

1830  
THEY TOOK OUR LAND

2018  
THEY'RE TRYING AGAIN

# 3. Major Events





# Walk the Seven Towns of **OTMOOR**

- Sunday, July 8th -



NO EXPRESSWAY  
**SAVE OTMOOR**  
NO EXPRESSWAY  
**SAVE OXFORDSHIRE**

1830  
THEY TOOK OUR LAND

2018  
THEY'RE TRYING AGAIN



**RIOT AT THE FAIR!**

September 3rd

Bonn Square, Oxford



# 4. UK Environmental Law





**Strategic Environmental Assessment Directive (SEA)** (EU Directive 2001/42/EC; UK Environmental Assessment of Plans and Programmes Regulations 2004)

- Systematic decision support process, aiming to ensure that environmental and other sustainability aspects are considered effectively in policy, plan and programme making

**Environmental Impact Assessment (EIA)** (85/337/EEC etc)

- assessment of the environmental consequences (positive and negative) of actual projects prior to the decision to move forward

- **Highways England questioned as to absence of SEA**

by HcS Expressway Group (May) and BBOWT (April)

- **Highways England response:**

“The earlier stage of this options process does not give rise to a SEA obligation.”

“A choice between options ultimately requires an Environmental Impact Assessment (EIA) which Highways England expect will be required.”

**HcS Expressway Group took action:**

- Contacted Environmental Law Foundation – supports communities groups with legal advice, often pro bono
- Commissioned Merrow Golden, FTB Chambers, London
- Kept BBOWT, RSPB and NEA informed



Environmental  
Law Foundation

The Barn, 36 High Street  
Pershore, Worcestershire  
WR10 1DP

[www.elflaw.org](http://www.elflaw.org)

- ELF letter to Minister Chris Grayling and Highways England
- Supported by RSPB, BBOWT, BCNWT



The Firm, 33 High Street  
 London, W1F 0HP  
 www.elflaw.org

20<sup>th</sup> August 2018

The Rt Hon Chris Grayling,  
 Department of Transport,  
 Great Minister House,  
 33 Horseferry Road,  
 London, W1P 0HR

cc: Lynne McWilliam  
 Highways England  
 Stakeholder Manager - Oxford-Cambridge Expressway

cc: Sir John Amitt CBE MP  
 Chair, National Infrastructure Commission

cc: Jim O'Sullivan  
 CCJ Highways England  
 Company Secretary

The Rt Hon Chris Grayling MP

Re Oxford-Cambridge Expressway

We write on behalf of the Horwath Cum Studley Expressway Group (HSE Group). The HSE Group has sought and received endorsement of the matters raised in this letter from the following supporting parties: the Royal Society for the Protection of Birds (RSPB), Wildlife Trusts for Bedfordshire, Cambridgeshire and Northamptonshire (BCNWT), The Berks, Bucks & Oxon Wildlife Trust (BBOWT).

We understand that a decision is expected imminently on the selection of a "corridor" option for the Oxford-Cambridge Expressway project. There are three options currently on the table: Options A, B and C, each with its own different geographical footprint.

be seen on Figures 5.1 and 5.2 of the Oxford to Cambridge Expressway Strategic Study, Stage 3 Report.

We understand that once a decision is made on which corridor to pursue, a separate subsequent decision will be made on which "route" to pursue within the selected corridor for the expressway project. According to the "Major Project Milestones & Lifecycle" diagram published by Highways England (see, for example, the "Oxford to Cambridge Expressway Briefing Note" (January 2018)), the decision on which route to pursue is not expected until at least January 2020.

The decision on route-selection for the project clearly follows on from, and is constrained by, the prior selection of the corridor (as the route must be situated within the corridor). The prior selection of a corridor will, therefore, be a key step in the development of the planned expressway. Following on from the selection of a corridor, a number of alternative options for the route of the expressway (i.e. those falling outside of the chosen corridor) will not be considered further.

The corridor selection decision is a decision to which the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations) (implementing the SEA Directive 2001/42/EC) apply. For purposes of the SEA Regulations, this decision constitutes a "plans programme" for which a strategic environmental assessment (SEA) is required under Regulation 5. We note that our position aligns with the position of both the Wildlife Trusts and RSPB in this regard.

More specifically, as a group we agree with the Wildlife Trusts' view that a Habitats Regulation Assessment is required (see Regulation 5(1) of the SEA Regulations). We also consider that the corridor selection will "set the framework" for future development consent for EA development (namely, the future development consent of the expressway itself) (see Regulation 5(2) of the SEA Regulations).

We note *Advocate-General Kokott's* opinion in *Terre Wallonie ASBL v Région Wallonne* (Joined Cases C-101/09 and C-103/09) [2011] ECR I-03611, which demonstrates that a SEA is required for a corridor-selection decision such as this:

31. The specific objective pursued by the assessment of plans and programmes is evident from the legislative background: the SEA Directive implements the EA Directive, which in turn has to give effect and ensure the coordination of effects on the environment when development consent is granted for projects.

32. The application of the EA Directive revealed that, at the time of the assessment of plans, major effects on the environment are already established on the basis of earlier planning measures. Whilst it is true that these effects can thus be controlled during the environmental impact assessment, they cannot be taken fully into account when development consent is granted for the project. It is therefore appropriate for the SEA on the environment to be conducted at the time of preparatory measures and taken into account in later stages.

33. An abstract reading plan, for example, may stipulate that a road is to be built in a certain corridor. The question whether alternative outside that corridor would have less impact on the environment is therefore possibly not

- Highways England response to ELF
- ELF rebuttal



Ms Emma Montlake  
 Environmental Law Foundation  
 The Firm,  
 33 High Street  
 Panchewy  
 Worcester  
 WR1 1DP

Tim Reardon  
 General Counsel  
 Highways England

Bridge House  
 1 Watkin Tins Close  
 Oxford OX1 1LZ  
 Direct Line: 0200 470 1224  
 Email: Tim.Reardon@highwaysengland.co.uk

1<sup>st</sup> September 2018

Dear Ms Montlake

Re: Oxford to Cambridge expressway

Thank you for your letter of 20 August 2018 to Jim O'Sullivan concerning the need for a Strategic Environmental Assessment (SEA) for the corridor selection process relating to the Oxford-Cambridge Expressway (Ox-Cam). Jim has asked me, as General Counsel, to respond.

At Highways England, we take our responsibilities toward the environment seriously. We have rigorous project processes that form part of our obligations under our Licence<sup>1</sup>. These include to "ensure that planning and engineering the environment is embedded into (and) business decision-making processes and is considered at all levels of operations". I confirm that consideration was given as to whether a SEA was required in respect of the corridor selection process.

The SEA Regulations only require a SEA for plans or programmes which set the framework for future development consent of projects. Accordingly, the key consideration for us is therefore whether the activity being carried out is a plan or programme and whether it sets the framework for future development consent.

We concluded that the corridor option phase is not a plan or programme. It is an individual project and the choice between corridors is part of the process of choosing which project to pursue. In addition, the corridor option phase will not set out criteria or conditions which will guide the way the decision maker may determine a future application for development

<sup>1</sup> Included in Department of Transport Road April 2013  
 Paragraph 5.3(b)

consent. It does not, therefore, set the framework for future development consent. In the context of highways projects, it is the National Policy Statement for Development Consent that is the relevant "plan or programme" that sets the framework.

We consider the finding of the Supreme Court in respect of the H2O litigation to be of considerable assistance in providing clarity that the Strategic Environmental Assessment Directive does not have application to large scale individual projects, which themselves will attract the operation of the Environmental Impact Assessment Directive.

Rigorous environmental data collection, assessment and analysis will continue as the project progresses in accordance with our Project Control Framework. As part of this process, such as a Habitats Regulation Assessment and an Environmental Assessment will be produced. At the EIA stage, all environmental issues will be considered as part of the environmental impact assessment process. Proposed options will be open to assessment by the consenting authority; this will include discarded corridor options.

I hope that this response gives you the necessary assurance and answers the concerns that you have raised with regard to the application of the Strategic Environmental Assessment Directive and the Habitats Directive in respect of this project.

Yours sincerely

Tim Reardon

Tim Reardon  
 General Counsel  
 Highways England

1 of 2



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Tim Reardon  
 General Counsel  
 Highways England

Bridge House  
 1 Watkin Tins Close  
 Oxford OX1 1LZ

Dear Ms Montlake

Re: Oxford to Cambridge Expressway

Thank you for your letter, dated 1 September 2018, responding to our previous letter of 28 August 2018.

We maintain our position that the corridor selection decision is a decision for which a strategic environmental assessment is required under the Environmental Assessment of Plans and Programmes Regulations 2004.

At the outset, we disagree that the SEA Regulations "only" require a SEA for "plans or programmes" which "set the framework for future development consent of projects". It is the *Strategic Environmental Assessment* (SEA) that is also required for plans or programmes which have been determined to require a Habitats Regulation Assessment (HRA), in view of the likely effects on sensitive Habitats 5(a). As we mentioned in our previous letter, we agree with the Wildlife Trusts that a SEA is required for the corridor selection decision.

Further, and in any event, we do not agree with your analysis of the corridor option phase as constituting an "individual project", nor the implications that – as an "individual project" – it will be subject, like an EIA, to which any subsequent EIA application will need to be subject to a "fresh" EIA. The choice of corridor will not be subject to a "fresh" EIA. It is exactly the type of "upstream" decision that the SEA framework is designed to address.

We also disagree that the H2O litigation is of "considerable assistance" in this matter. The case of *Inter-Environmental County Council and others v Secretary of State for Transport* [2016] UKSC 3 was specifically concerned with the proceedings of a Habitats Regulation Assessment. The fact that Parliament retained ultimate discretion over the outcome was critical to the reasoning of the

*assessing when development consent is subsequently granted for a specific road construction project. For this reason, it should be considered, even as the corridor is being specified, what effects the construction of the route will have on the environment and whether alternatives should be included.* (Emphasis added).

This part of AG Kokott's opinion was cited with approval by the Supreme Court in *Patton v Scottish Ministers* [2012] UKSC 44 at [121]-[123] (see also Lady Hale's judgment in *R (Dunshamphrey County Council and others) v Secretary of State for Transport* [2014] UKSC 41 [132]). It is directly on point as regard the corridor-selection decision for the Oxford-Cambridge Expressway.

In previous correspondence, dated 1 June 2018, you emphasize that you are still a "very early stage of development of the project" and are not yet "locking corridor". The SEA Directive is, however, specifically designed to capture these "upstream" decisions (which often occur at an early stage in the decision-making process) which have the effect of pre-empting the scope of the EIA for a future development project. It is exactly because we are at an early stage in the programme for this development and because reasonable alternatives will not – at this early stage – be ruled out from further analysis, that a SEA is required.

We understand that no SEA has yet been carried out.

In light of the above, we seek further clarification as to why you do not consider that a SEA is legally required under the SEA Regulations. If you do not consider that a SEA is required, we request confirmation, in writing, that the appropriate corridor choice will be an issue open for debate, and determination, at any subsequent EIA hearing for the Expressway EIA project itself. This latter request is without prejudice to our position that a SEA is required at the corridor-selection stage.

We would be grateful if you would let us have your response in 14 days of receipt of this letter, being the 27 September.

We look forward to hearing from you.

Yours sincerely,

Emma Montlake  
 Environmental Law Foundation

Emilia  
 Environmental Law Foundation

Supreme Court. This process is distinguishable from the Planning Act 2008 process, through which the Oxford-Cambridge Expressway project will be delivered (see, for example, *see Thomas Dale* at [412]).

We, therefore, reiterate that a SEA is legally required prior to a decision on the choice of corridor.

Yours sincerely,

Emma Montlake  
 Environmental Law Foundation



# BBOWT take over from HcS Expressway Group

## From Tom Beckett at BBOWT

- “Thank you for everything you have done to date, it has saved us a considerable amount of time and I have been in awe of your light of foot approach. It has long been our intention to appeal against the lack of SEA so I have avidly read all communications between ELFs solicitors and those of the governments. Our leadership team also want to take a legal challenge. The missing piece of our puzzle has been a barrister to pursue this. It is with whole hearted thanks that I accept your very generous offer of taking on the work to challenge the government on the lack of SEA for the Ox-Cam Expressway.”

## BBOWT and BCNWT press release 26 Sep “**Legal challenge launched**”

- “We would like to acknowledge the work that Barrister Merrow Golden and the Horton cum Studley Expressway Group have undertaken up to this point with regard to challenging the lack of an SEA.”
- Oxford Mail / BBC1 local news on 27 Sep

# Expressway: 'Give us answers or face court'

## Wildlife groups taking legal action over Highways England 'Corridor B' choice for £3bn road from Oxford-Cambridge

**Sam Harman**

samantha.harman@newsquest.co.uk

A LEGAL challenge has been launched in a bid to stop the 'devastating' impact of the Oxford to Cambridge Expressway.

As reported in *The Oxford Times*, 'Corridor B', which would pass either to the north-west or south-east of Oxford, then north to Bicester and beyond, had been selected out of three possible options.

While campaigners were pleased wildlife at Otmoor would be protected, they have slammed a lack of clarity over the road, which could cost around £3bn.

A host of groups have joined together to form the No Expressway Alliance – but now local wildlife trusts

have launched a legal challenge.

Berks Bucks and Oxon Wildlife Trust (BBOWT) and the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire Wildlife Trust (BCNWT) have threatened High Court action over the controversial road.

Earlier this year the two trusts made a submission to the Highways England consultation in which they detailed concerns about the potential environmental impact of the three 'corridors' that were then being proposed, and said 'Corridor B' was the worst option.

The trusts say Highways England failed to commission a Strategic Environmental Assessment (SEA) or a Habitats Regulation Assessment (HRA) as part

of the process of selecting a corridor. This is required under European Law for schemes that impact on the environment such as this.

This, the trust says, means the 'true environmental effect has not properly been considered and the public has been denied the opportunity to fully scrutinise the comparative economic, societal and environmental impacts of the options.'

A pre-action protocol letter has been sent to the Secretary of State for Transport, Chris Grayling.

The trusts say that if there is no satisfactory response, a claim will be made in the High Court before the end of October.

It is anticipated that there will be a Judicial Review hearing before the end of 2018.

Estelle Bailey, chief executive officer of BBOWT, said: "Earlier this year we told Highways England that the potential impact on biodiversity of Corridor B is so serious that the route should have been discounted entirely, and pressed them to conduct a Strategic Environmental Assessment. They ignored us.

"Today we challenge the Secretary of State for Transport to address the Government's failure to take the environment into account in its decision."

BBOWT's most serious concerns are for the designated sites in Cothill Fen, Oxford Meadows, the Otmoor Basin, Upper Ray Valley and Bernwood Forest.

Highways England has been contacted for comment.



# 5. Highways England Corridors & Routes



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

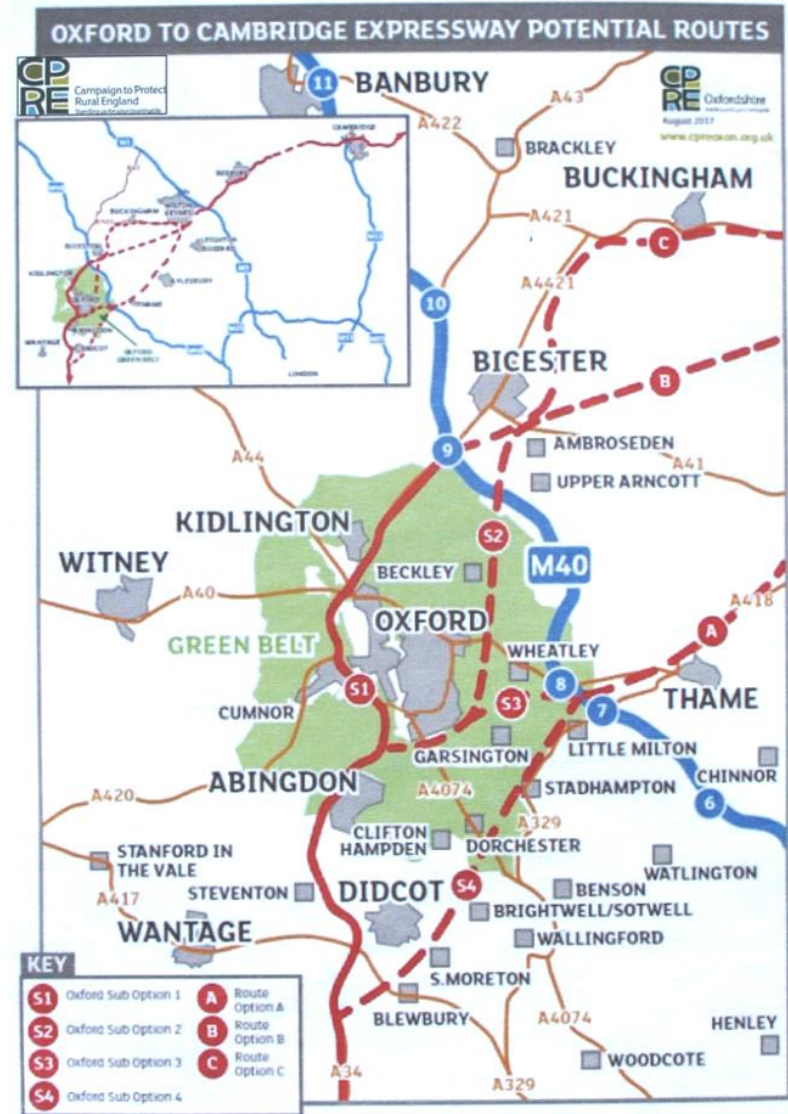
# The Four Parishes News Magazine

BECKLEY  
FOREST HILL  
HORTON-cum-STUDLEY  
STANTON St JOHN



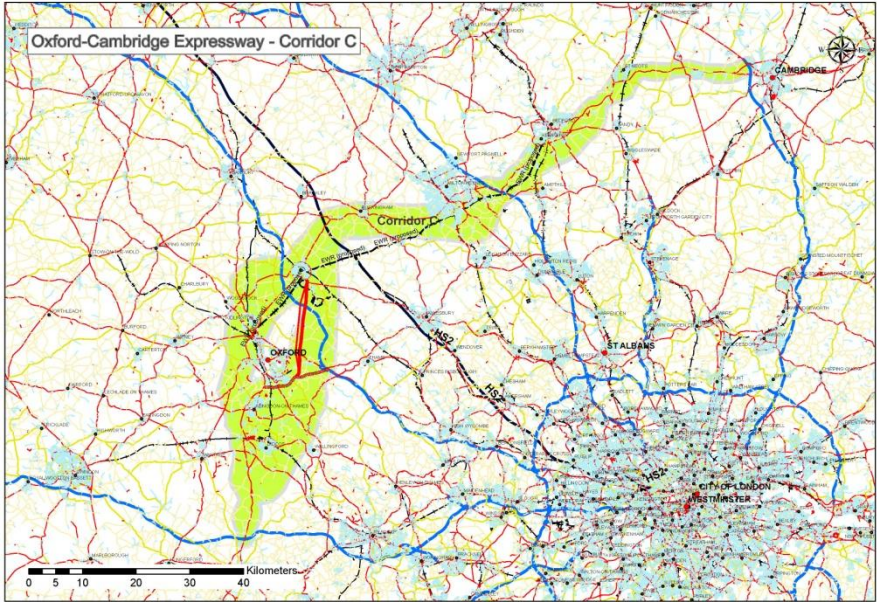
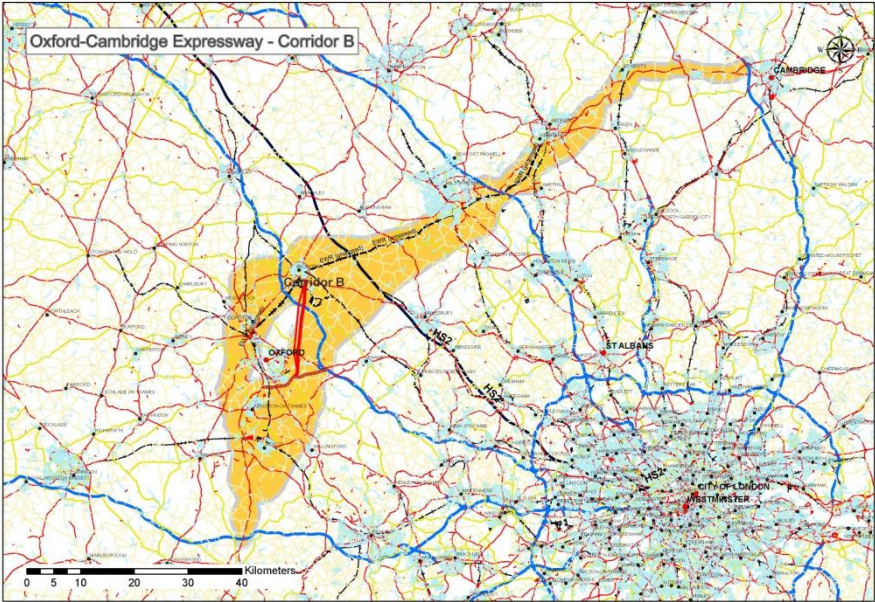
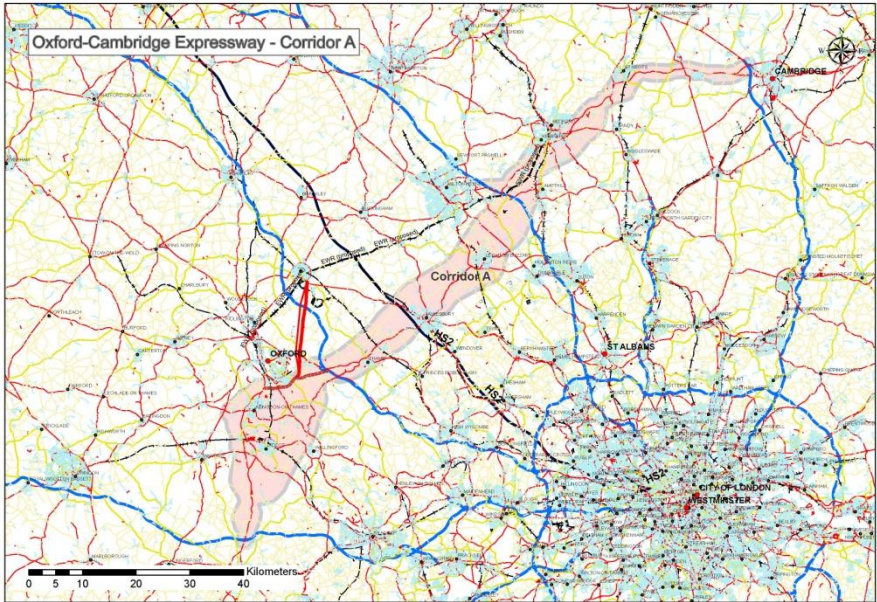
Crocuses in Bury Knowle Park, 17 February 2018

March 2018





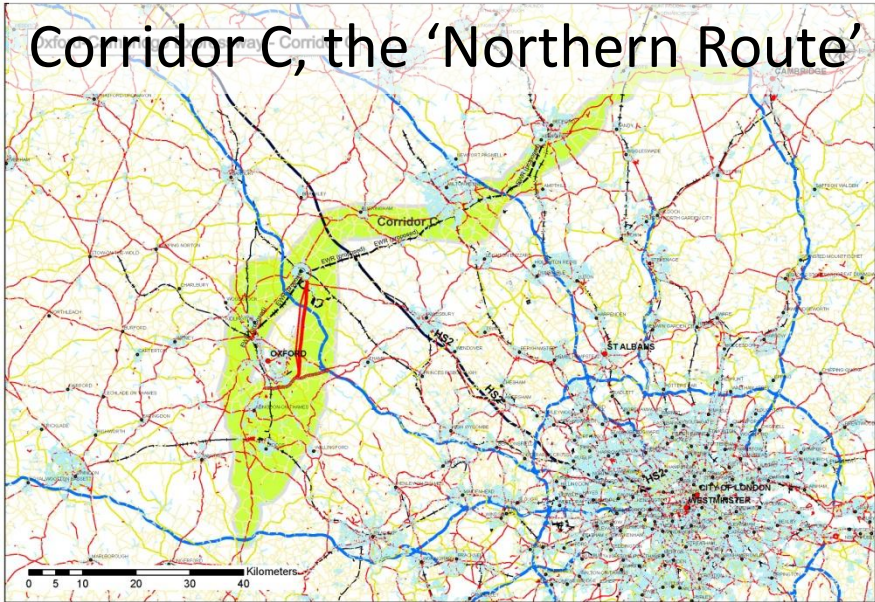
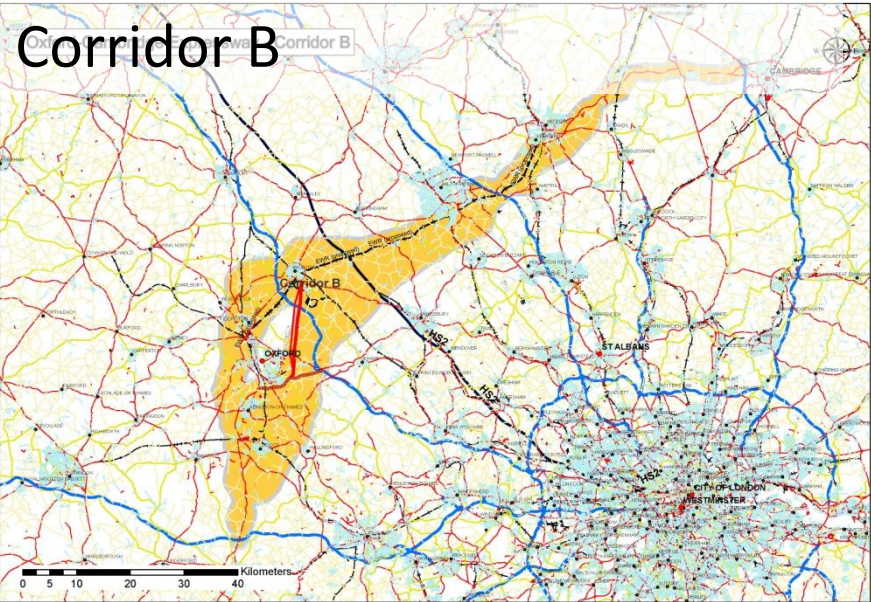
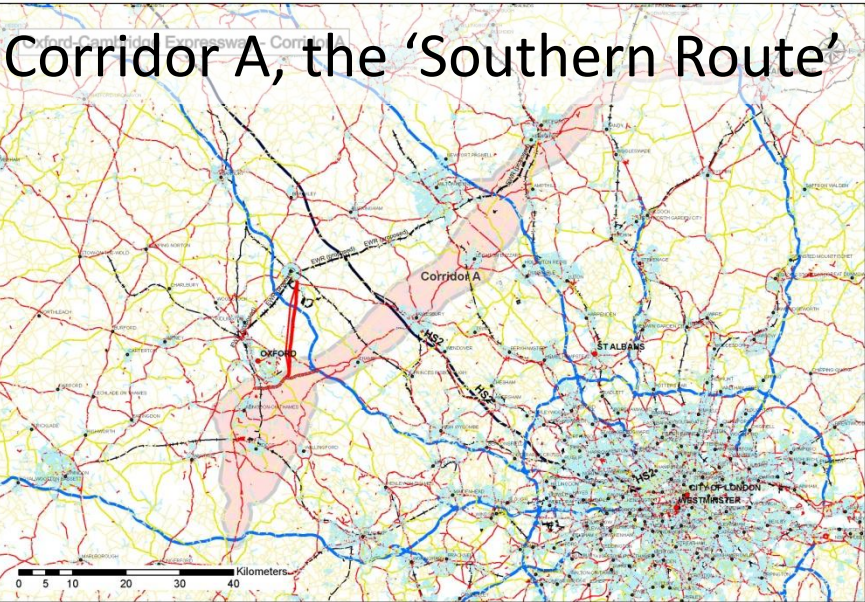
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.





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.

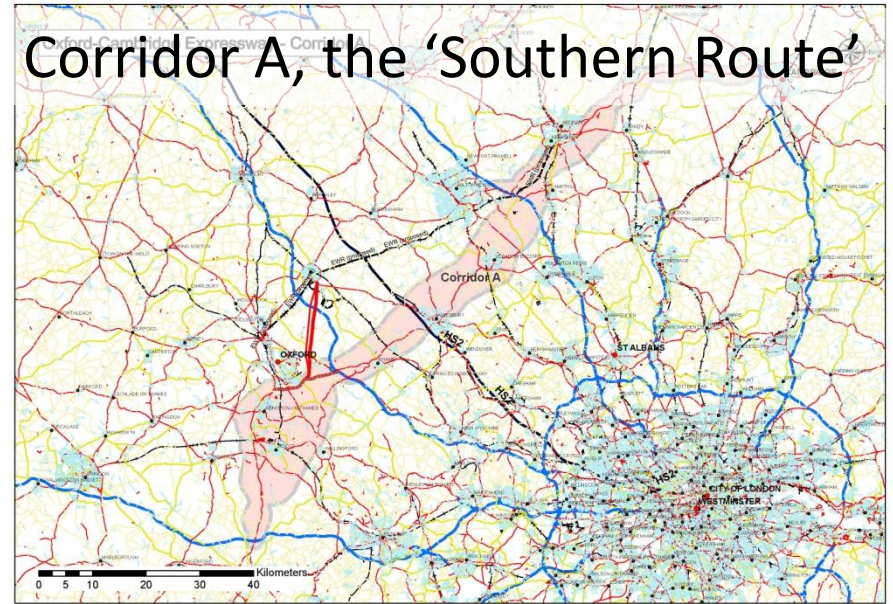




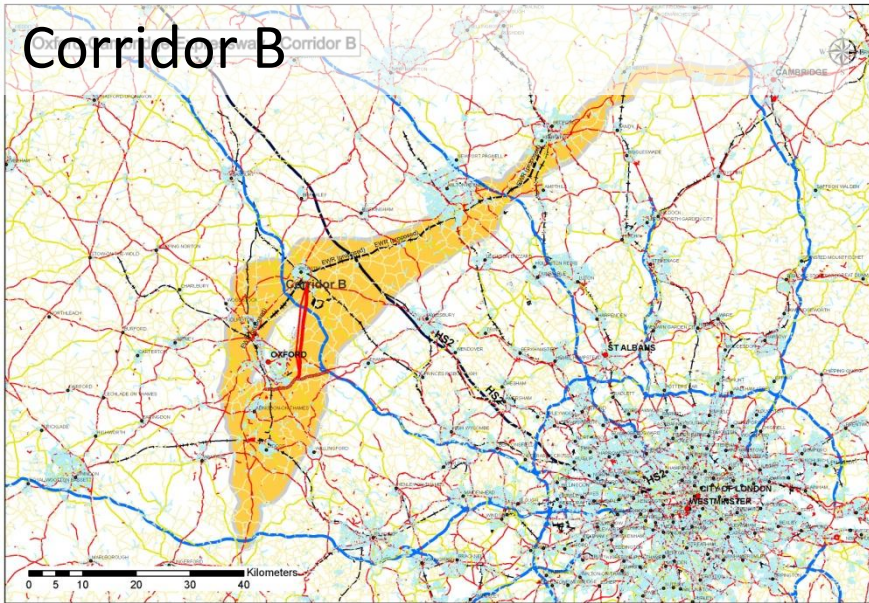
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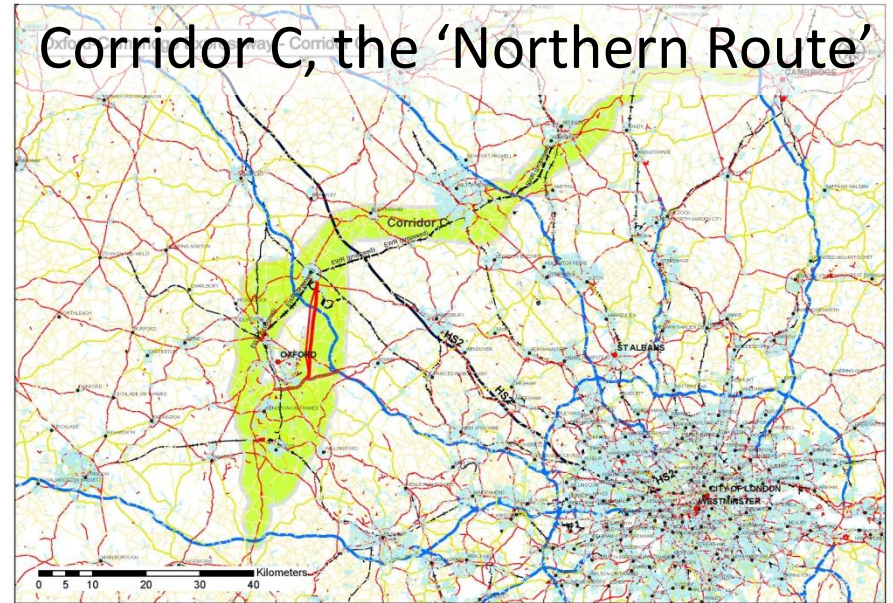
### Corridor A, the 'Southern Route'



### Corridor B

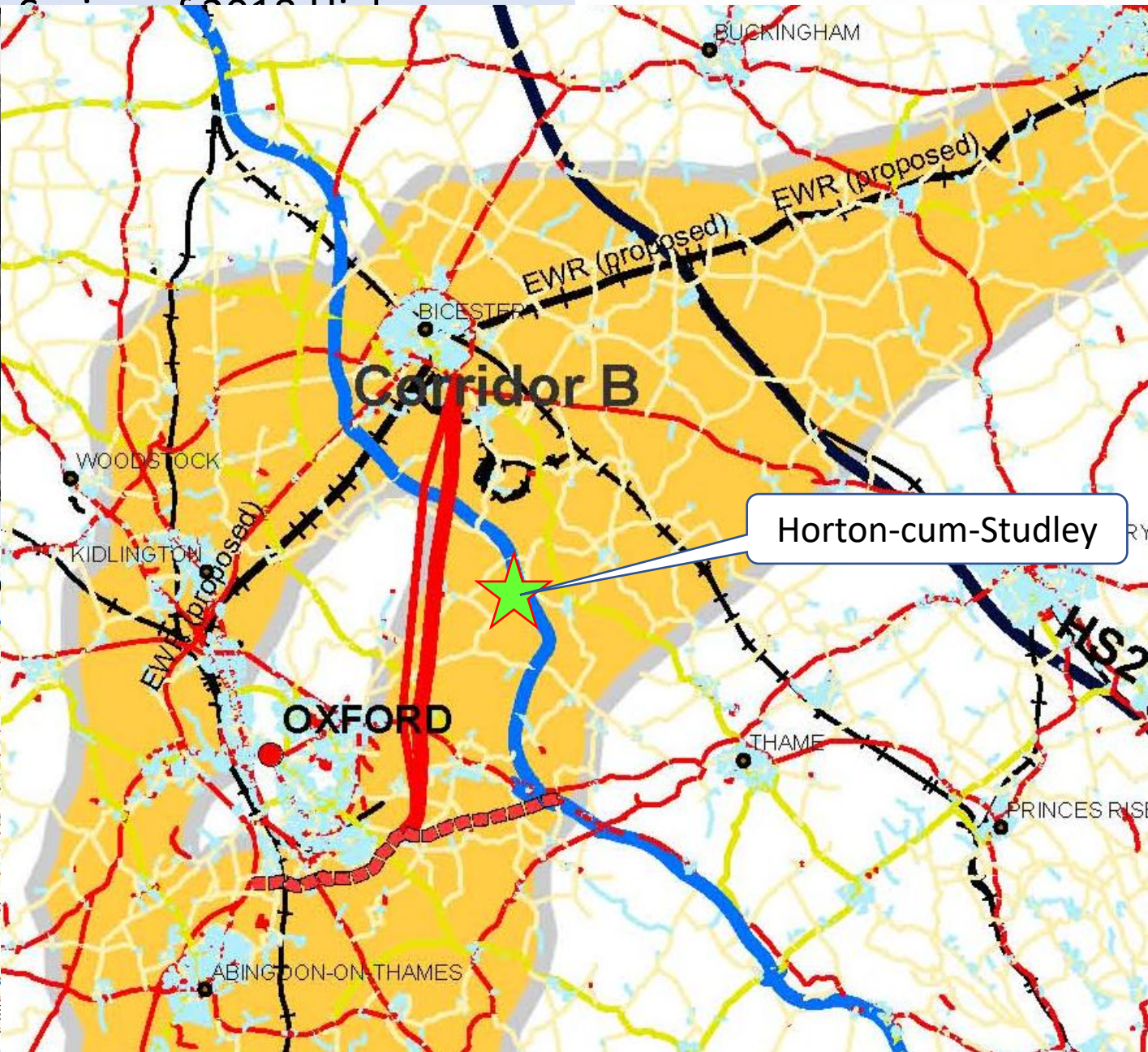
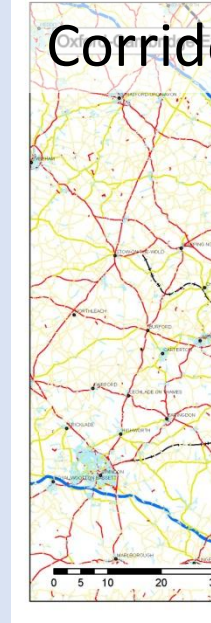


### Corridor C, the 'Northern Route'

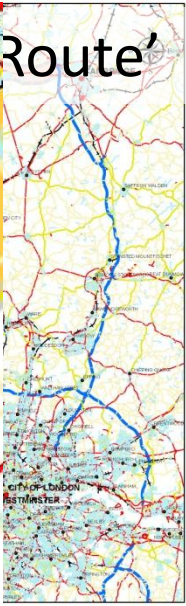




But from 2010 onwards...



Horton-cum-Studley

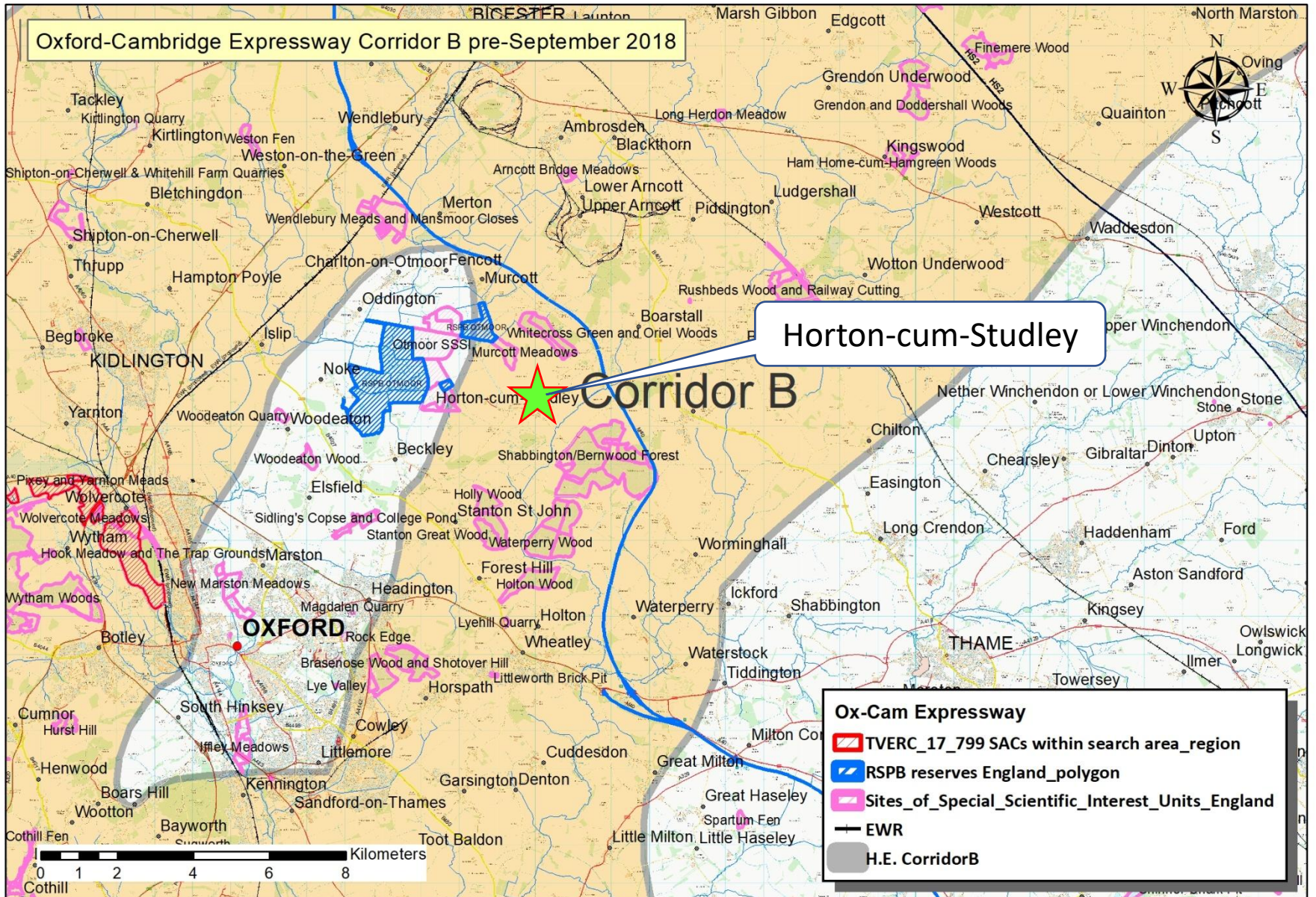


Route'

Route'

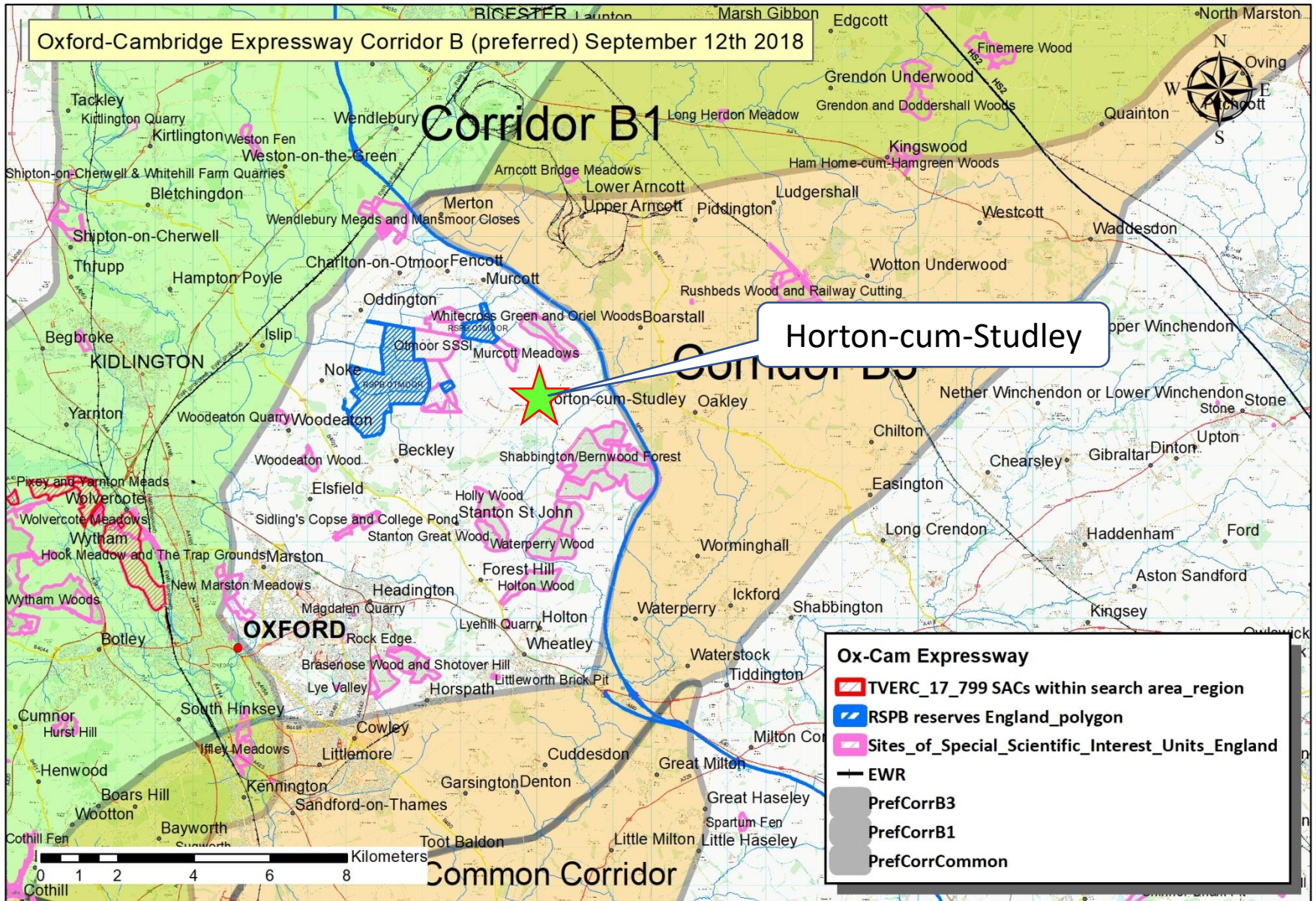


# Corridor B before September 12th





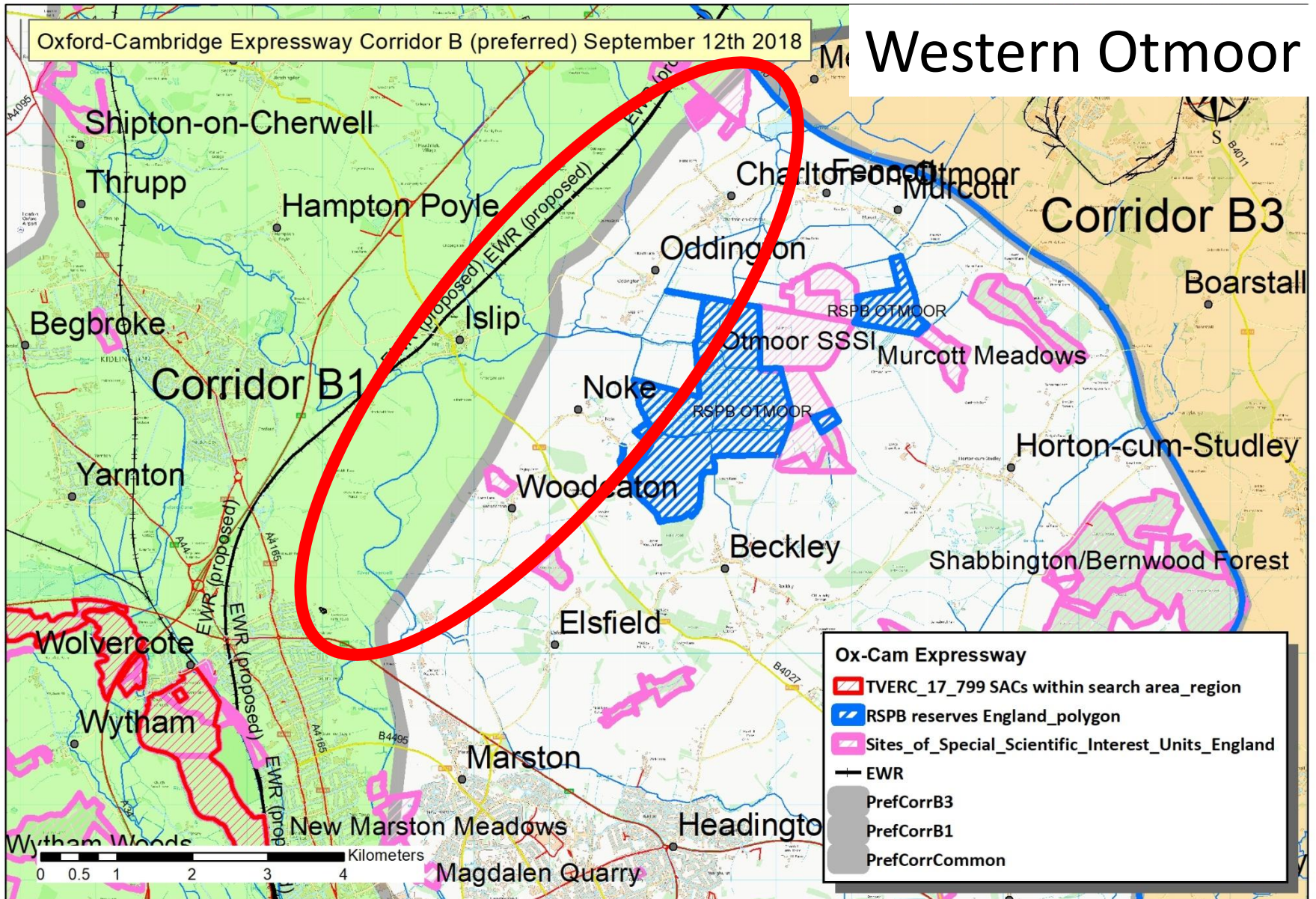
# Corridor B after September 12th



But...

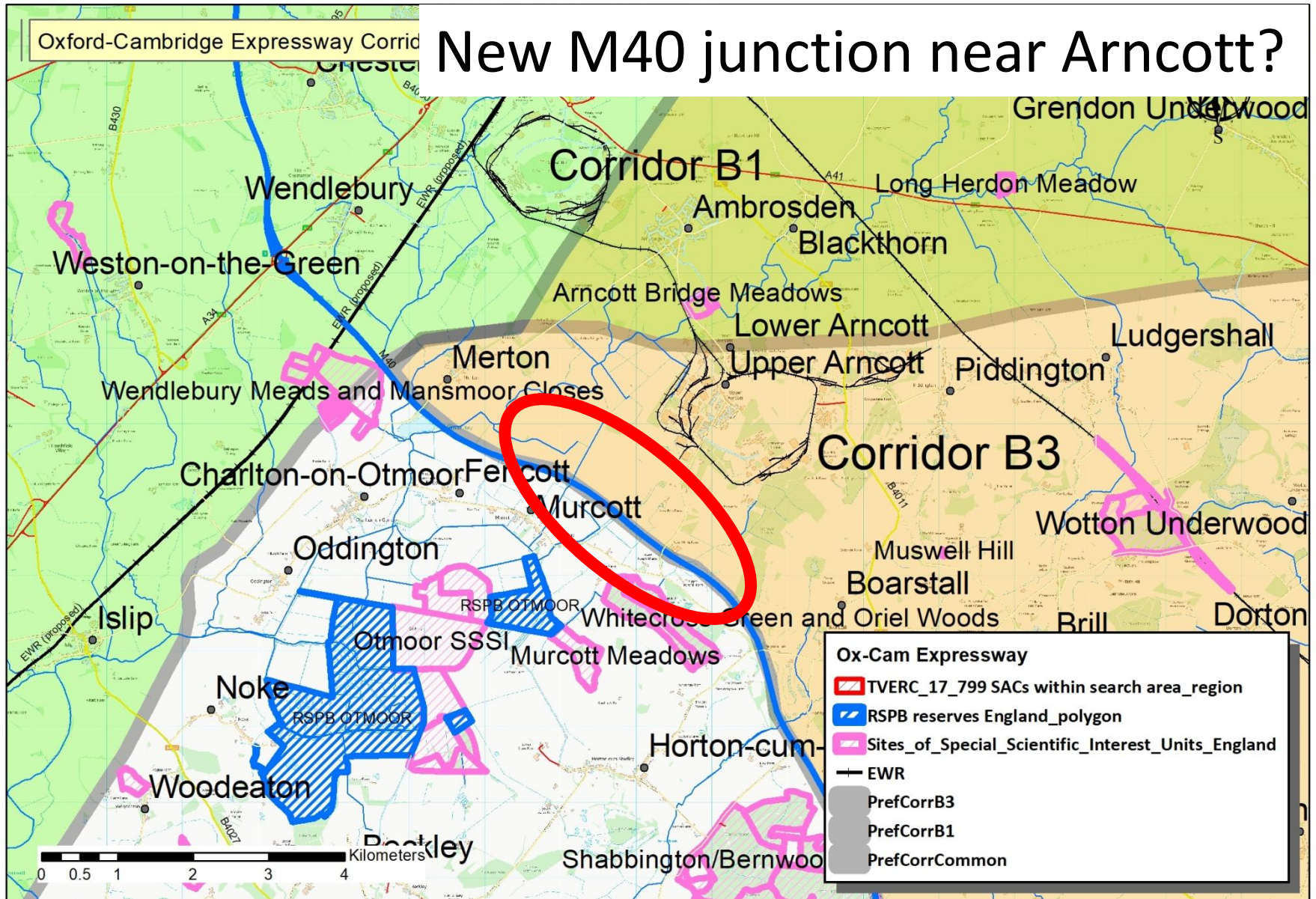


# Some areas are still under threat.....



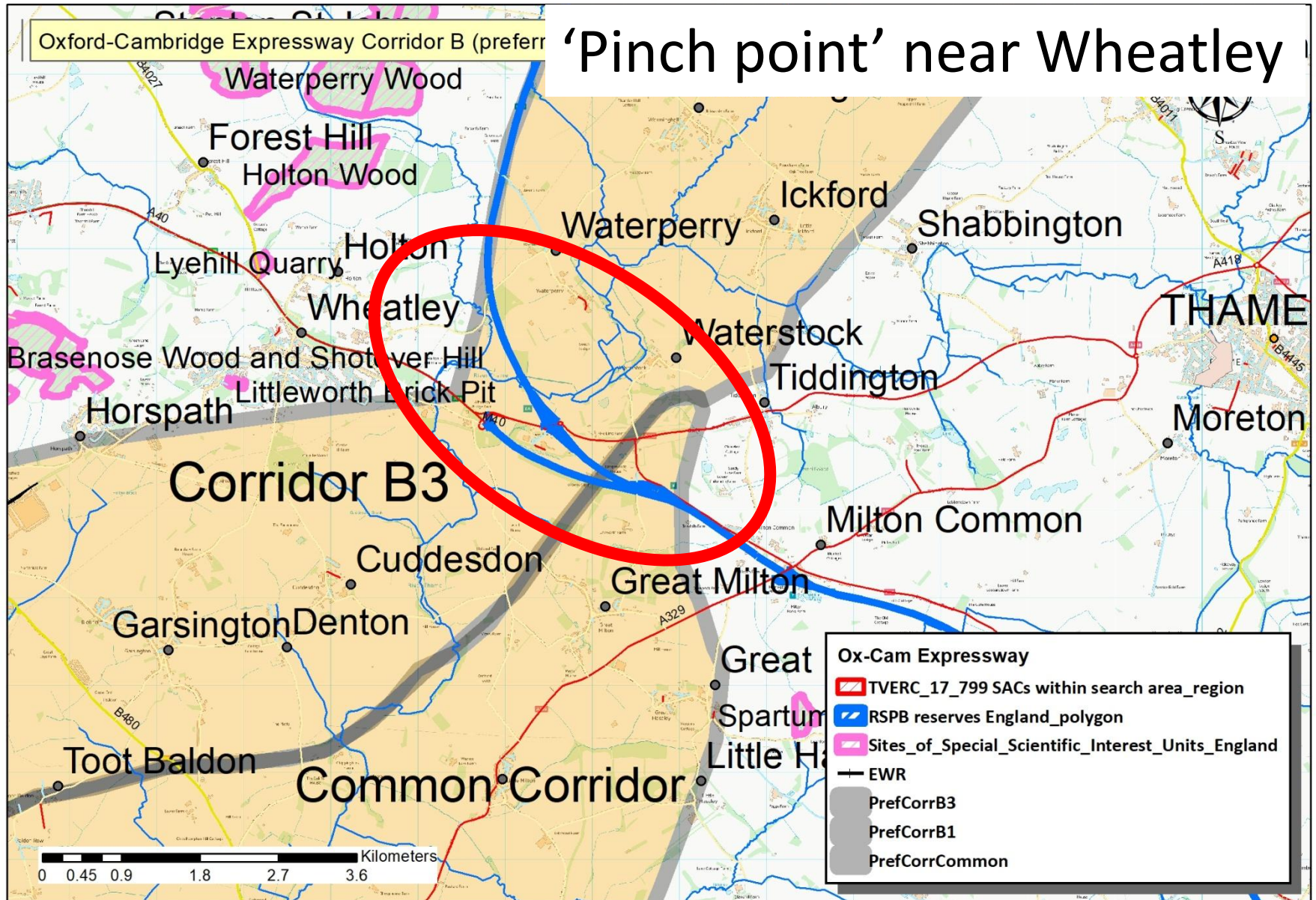


Some areas are still under threat.....

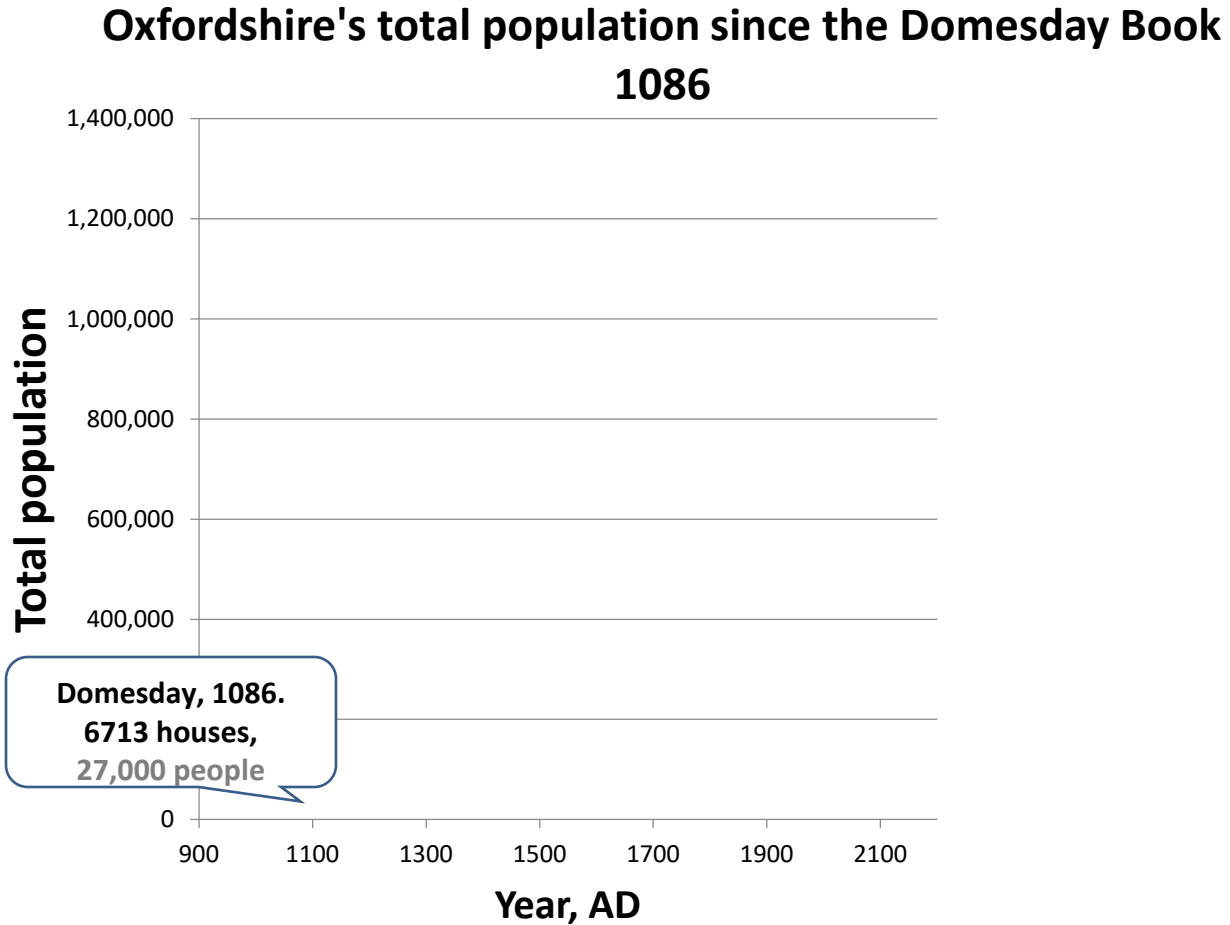




Some areas are still under threat.....

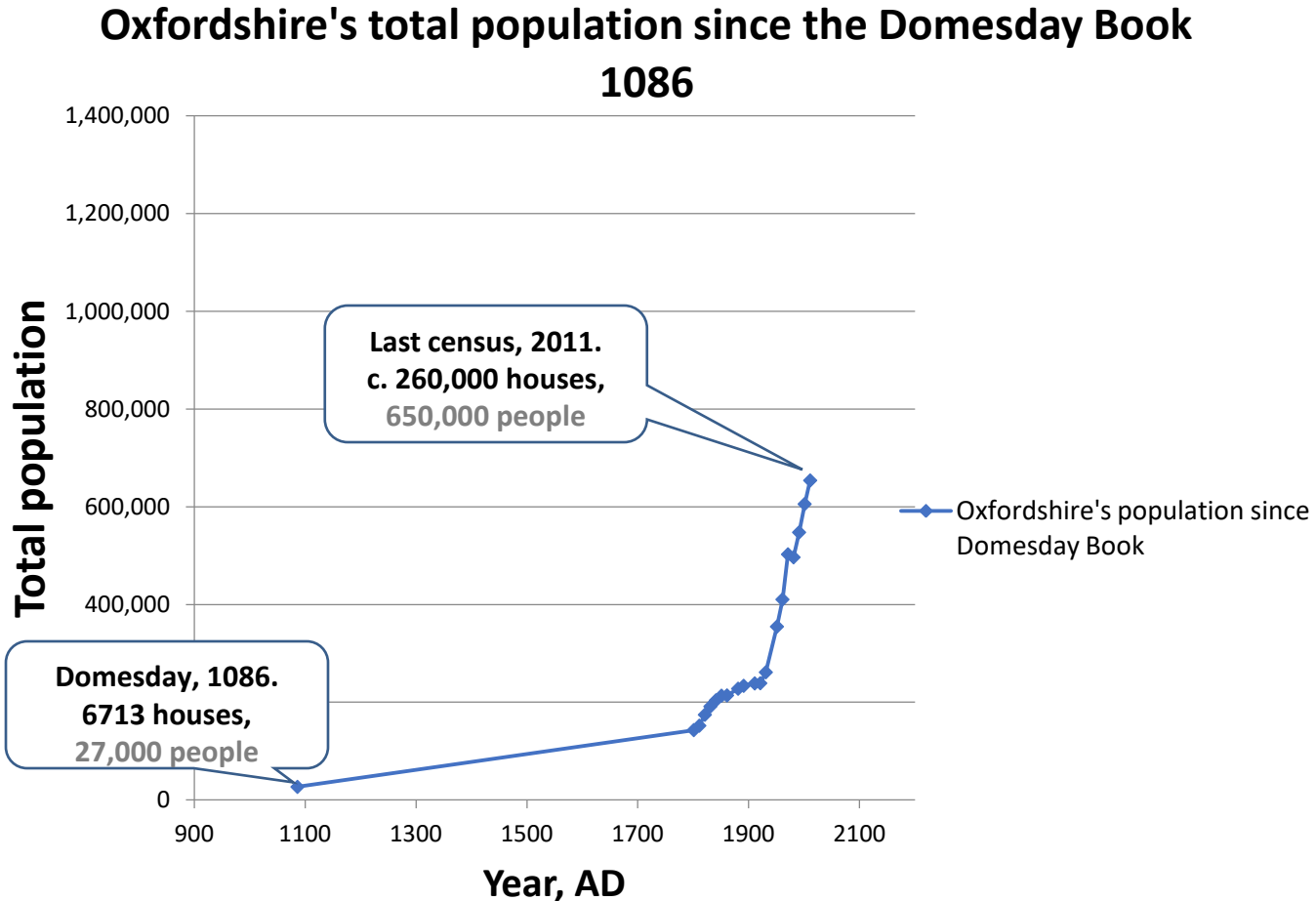


...and it isn't just about a road. It's also (mostly?) about houses...

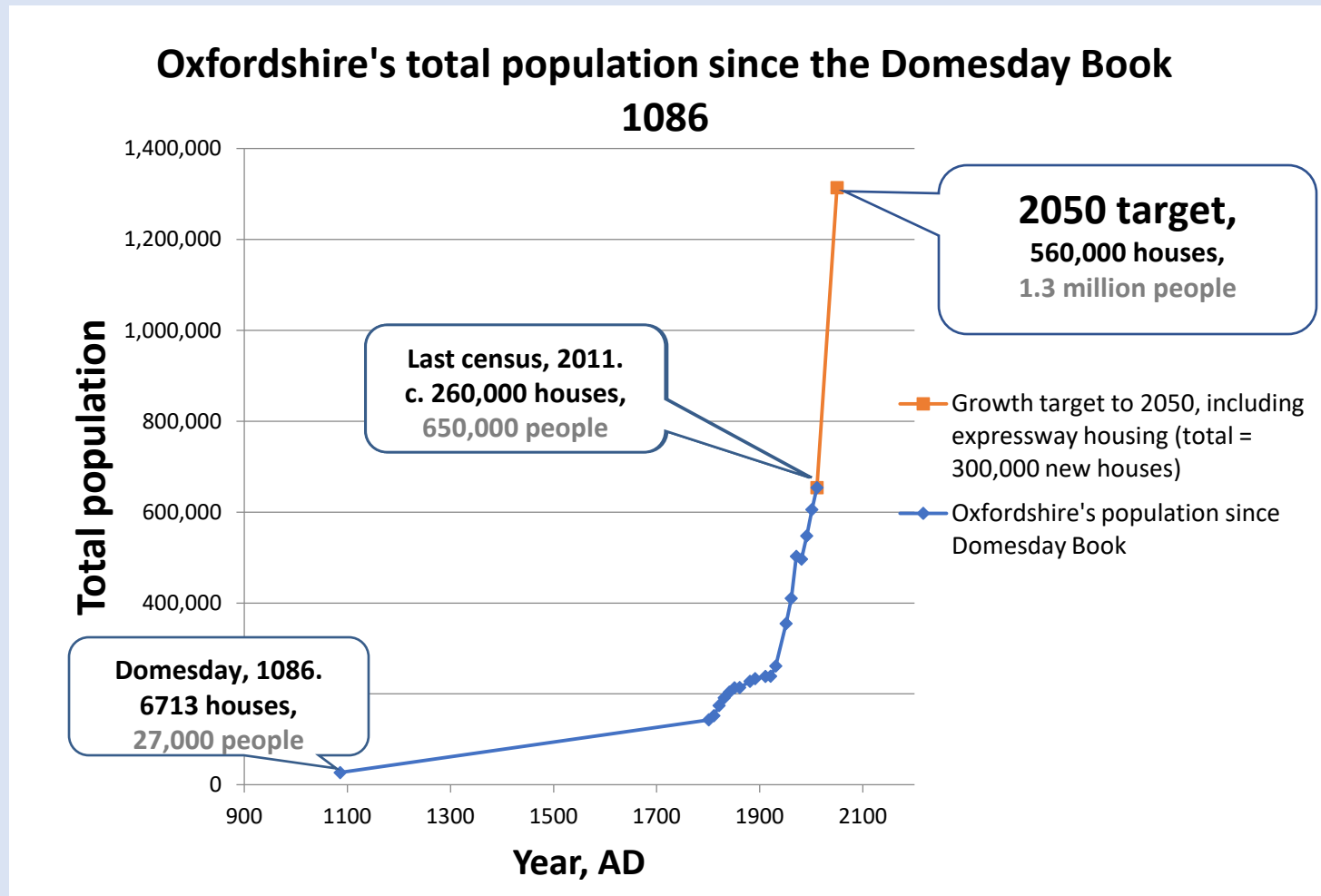




...and it isn't just about a road. It's also (mostly?) about houses...



...and it isn't just about a road. It's also (mostly?) about houses...





Where will all those houses go? Take the '21 Bicesters' challenge tonight!



This is what Corridor B would look like with 21 new Bicesters!

# SAVE OUTDOOR

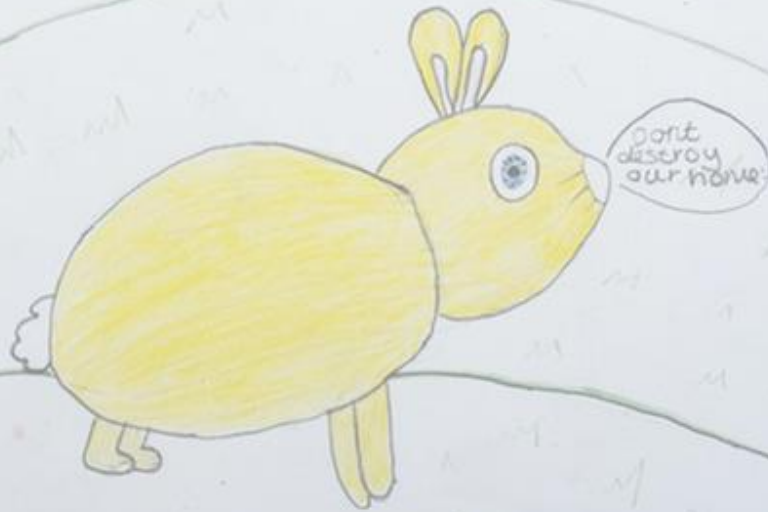
Outdoor is a home  
to many animals.  
Don't destroy their  
home.



NO EXPRE  
wai



## 6. What Comes Next?



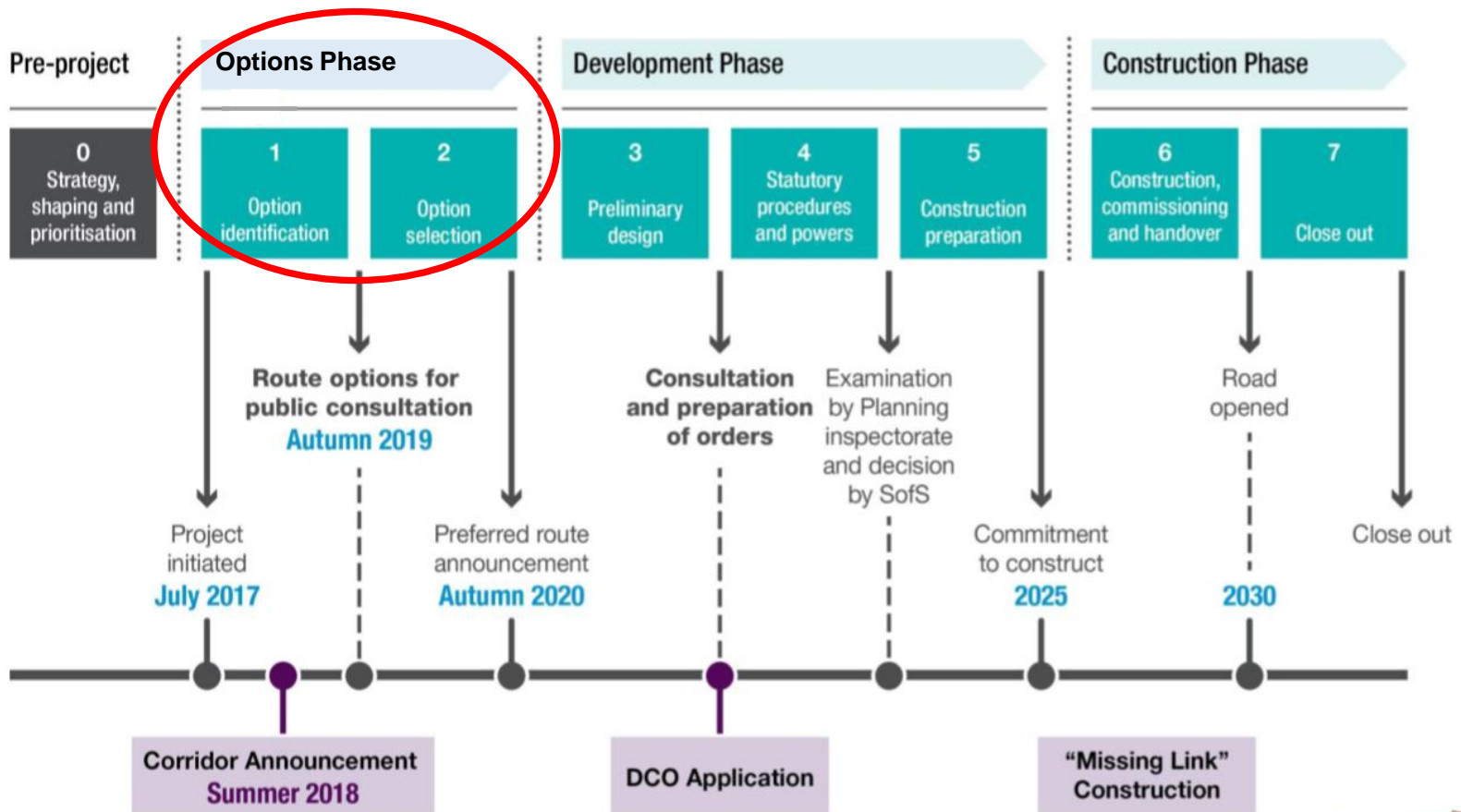
Don't  
destroy  
our home!

AMAZING  
OUTDOOR!

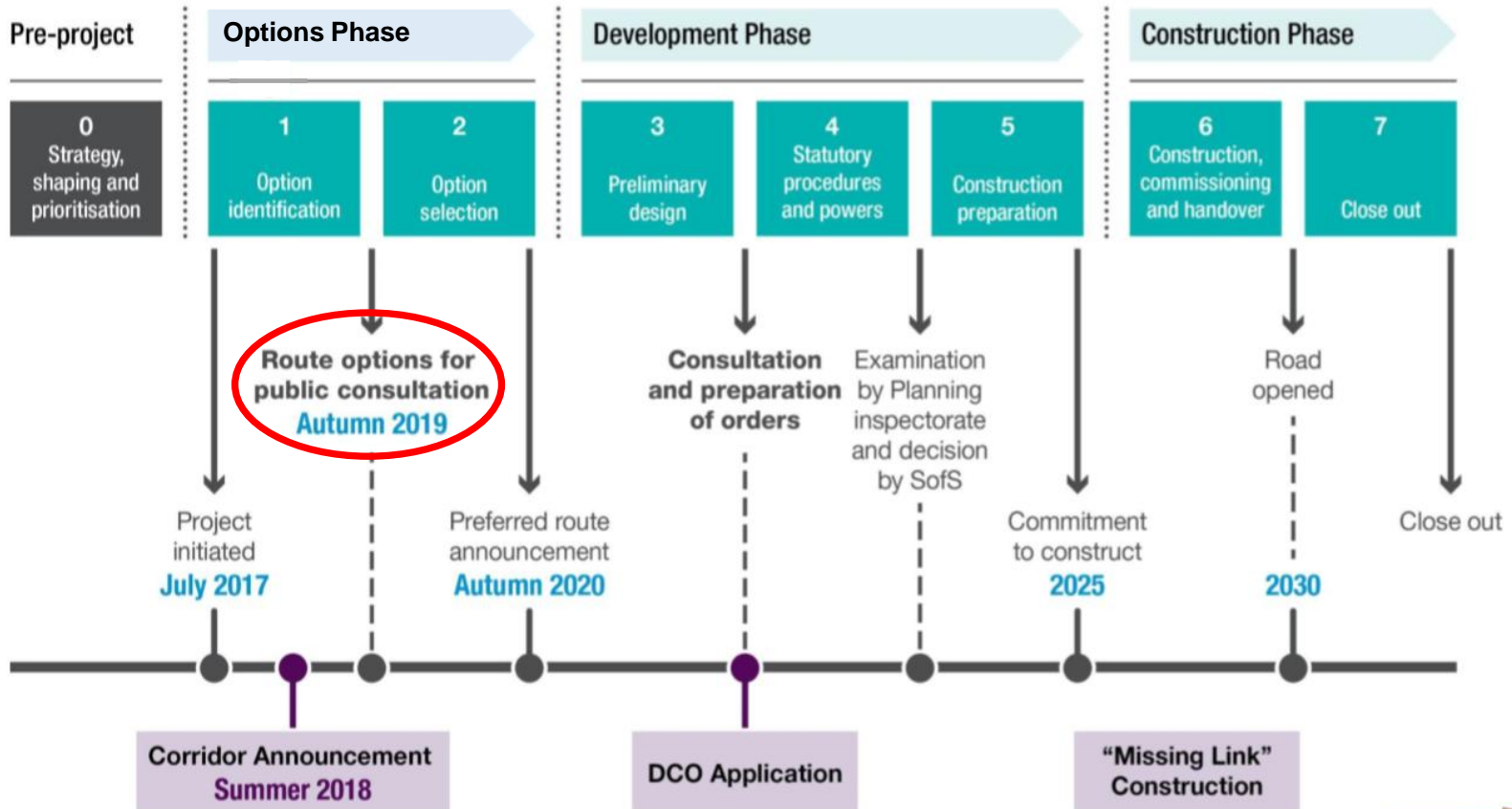




# Highways England Major Project Milestones & Lifecycle

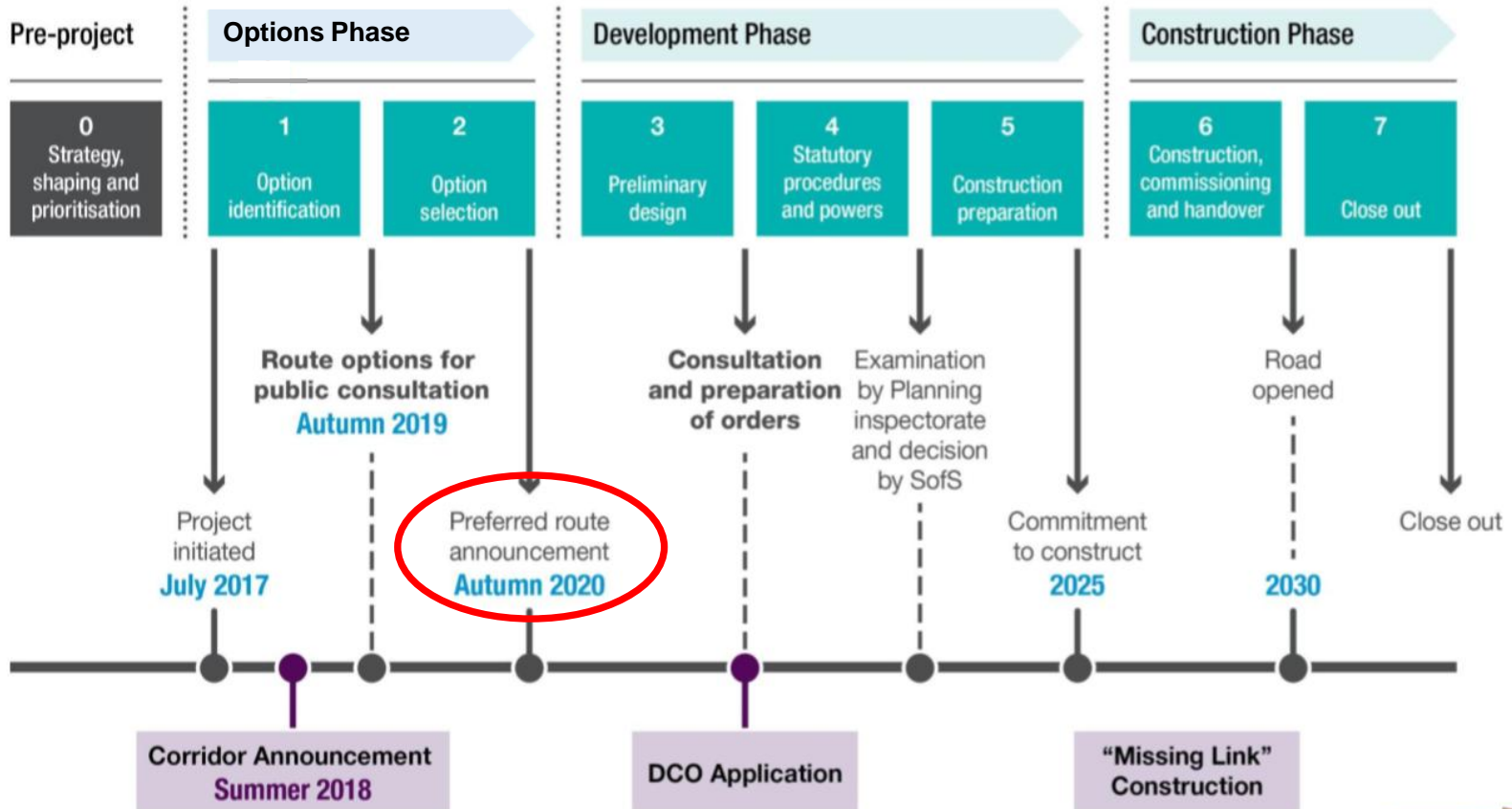


# Highways England Major Project Milestones & Lifecycle





# Highways England Major Project Milestones & Lifecycle



# Current threats

- An Expressway somewhere
- Otmoor basin & Bernwood Forest ecosystems are still at risk
- New M40 junction at Arncott
- 300,000 new homes in Oxfordshire & all associated infrastructure/services
- Loss of Green Belt land
- Highways England have stated they could choose a route outside new Corridor B



# What next for HcS Expressway Group?

“Plan A” = No Expressway

“Plan B” = If there is an Expressway, ensure it does not  
destroy Otmoor basin & Bernwood Forest

## **Proposed activities:**

- Continue raising awareness
- Working with other groups
- Prepare for the Public Inquiry on selected route

# How? – Continue Awareness Raising

- Update & unify our messaging (posters, signs, website etc.)
- Maintain public awareness
- Investigate one-off events which attract press attention
- Support other group activities
- *Investigate how to protect Otmoor & Bernwood for future generations* (e.g. an Area of Outstanding Natural Beauty)

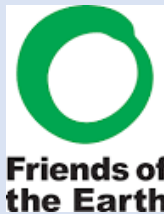


# How? – Work with other groups

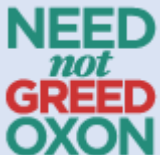
## Continue Partnership building –

To share information / lessons learned / facts & figures / awareness

- Have strong links with RSPB, BBOWT, BCNWT, FoE, CPRE, No Expressway Alliance (NEA) Otmoor villages,
- Involved with Need Not Greed campaign
- Also supporting North Otmoor No Expressway Group (NONE)
- Build relationships with other groups e.g. Ramblers, Woodlands Trust, Oxford Preservation Trust



Berkshire  
Buckinghamshire  
Oxfordshire



Bedfordshire  
Cambridgeshire  
Northamptonshire

# How? – Prepare for Public Inquiry

**There will be a Public Inquiry on route selection**

## **To be prepared**

- Line up experts
- Seek advice on process
- Work with BBOWT on further submission of environmental information to Highways England



# Now we need your help in:

- Getting involved in our activities
- New and exciting ideas for our campaign
- Fund-raising





# 7. Q & A



# Please remember:

- We've had a small win.... *But we have not won the war!*
- **Very real threats:**
  - An Expressway somewhere
  - Otmoor basin & Bernwood Forest ecosystems are still at risk
  - New M40 junction at Arncott
  - 300,000 new homes in Oxfordshire & all associated infrastructure/services
  - Loss of Green Belt land
  - Highways England have stated they could choose a route outside new Corridor B