

Oxford-Cambridge Expressway

SPADE Expressway Public Meeting

17th October 2019, 7.00p.m.

David Rogers

No Expressway Group

Horton-cum-Studley

noexpresswaygroup@gmail.com

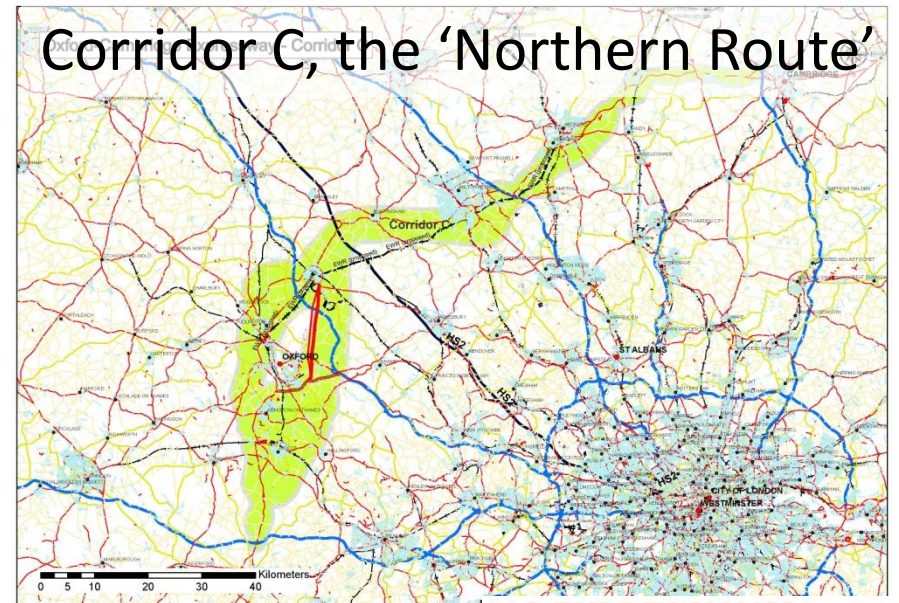
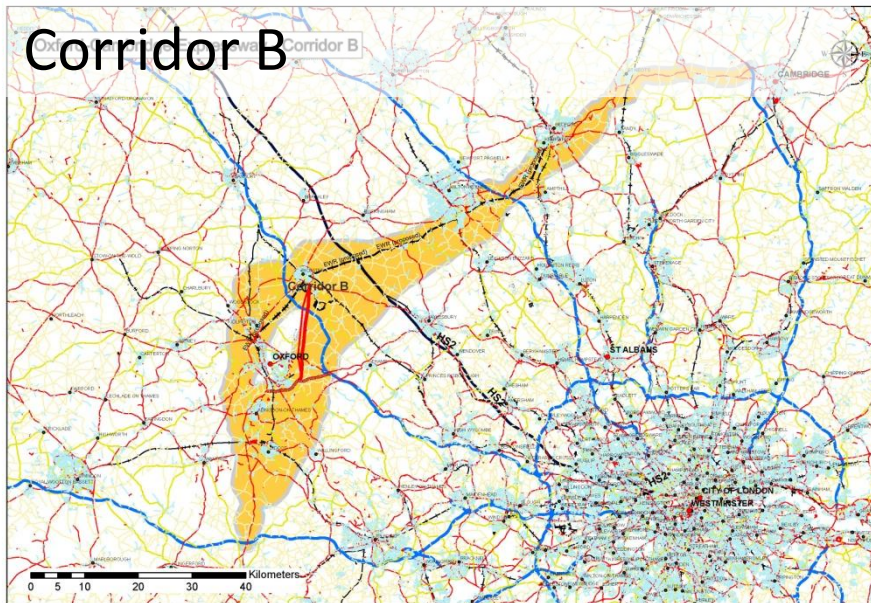
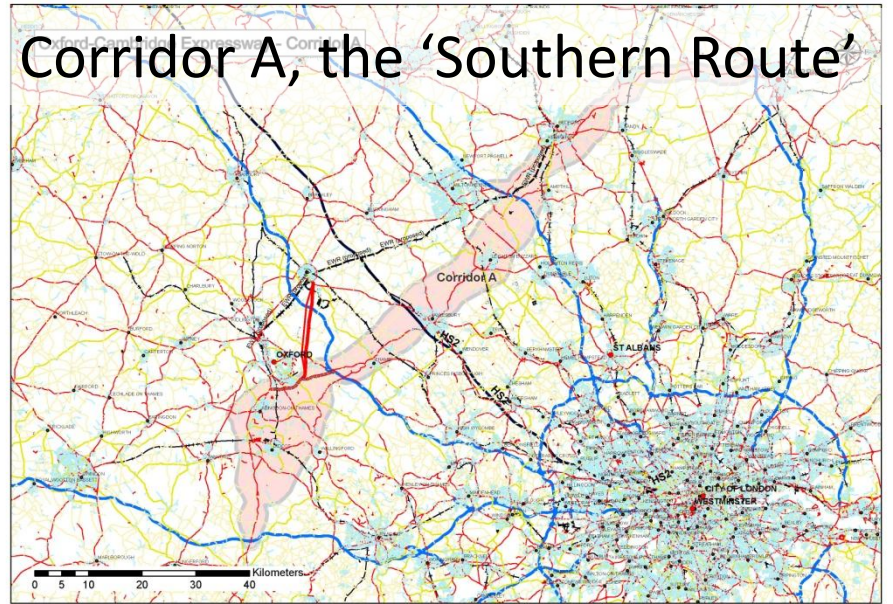
NO EXPRESSWAY
ALLIANCE



NO EXPRESSWAY GROUP
noexpressway.org

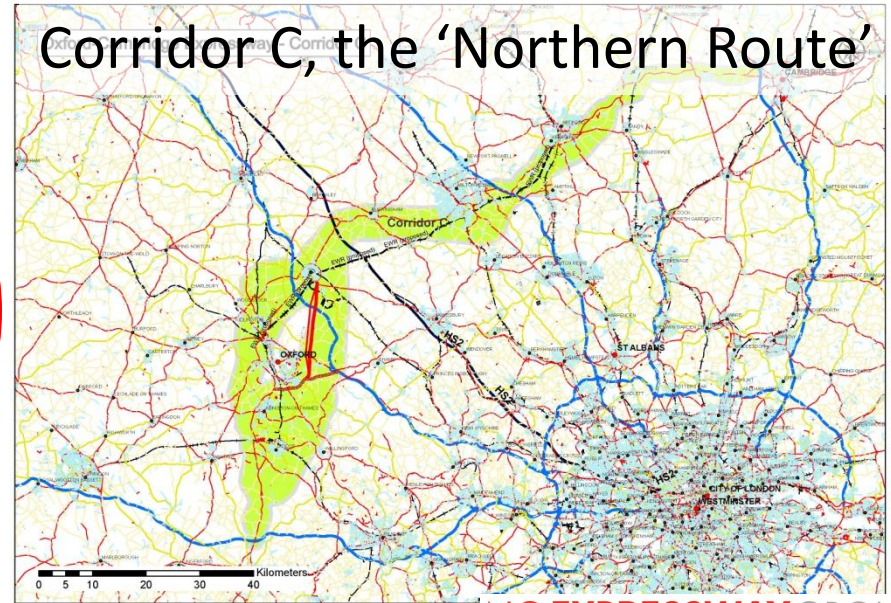
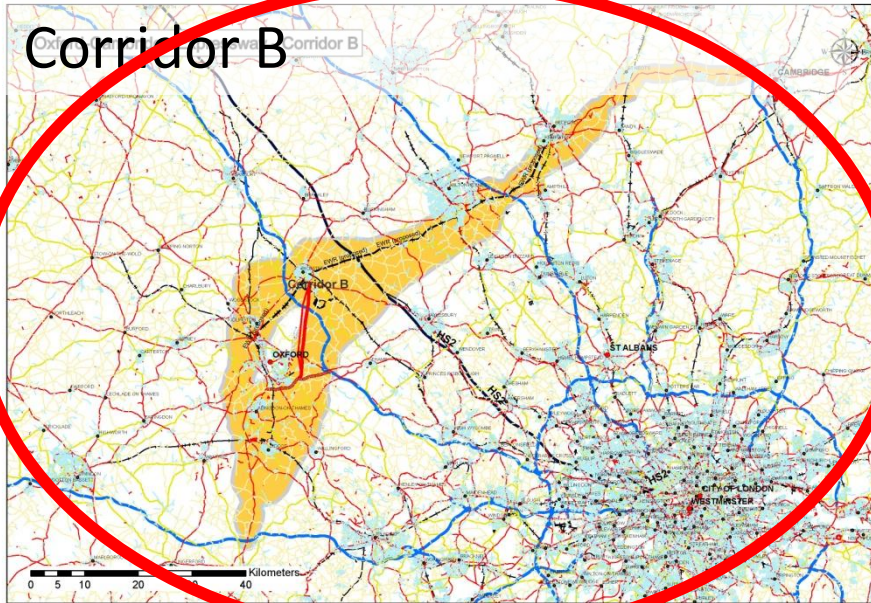
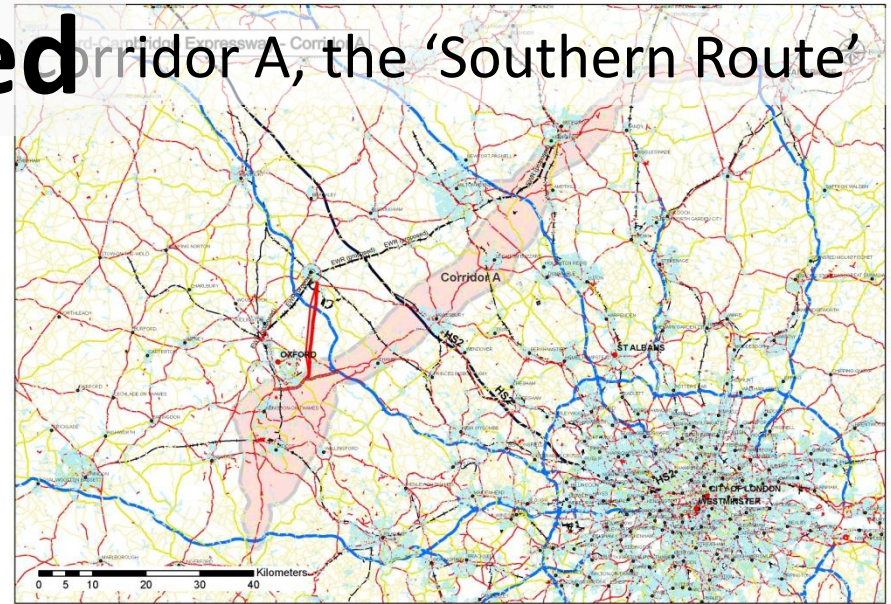
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

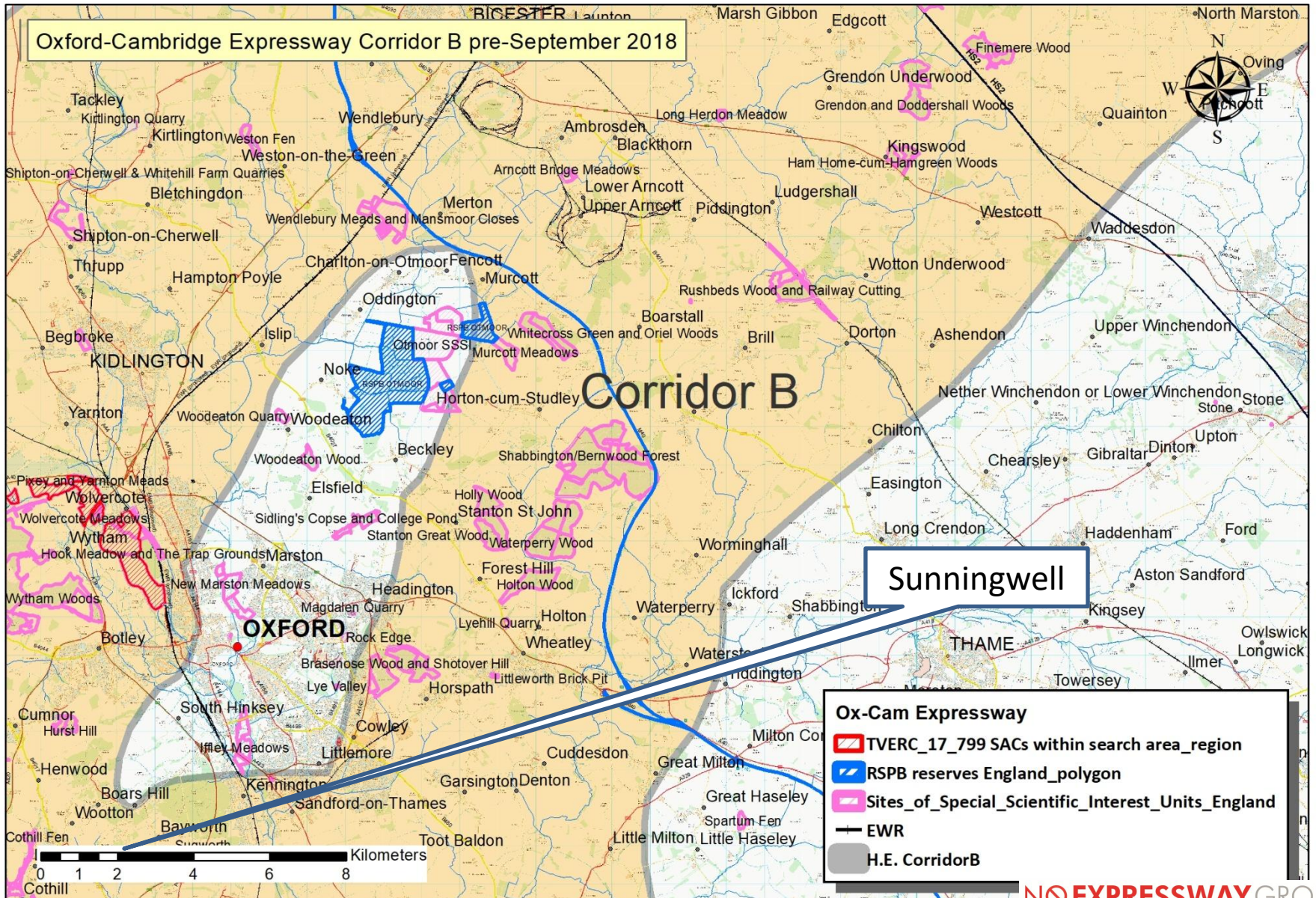


Corridor Announced

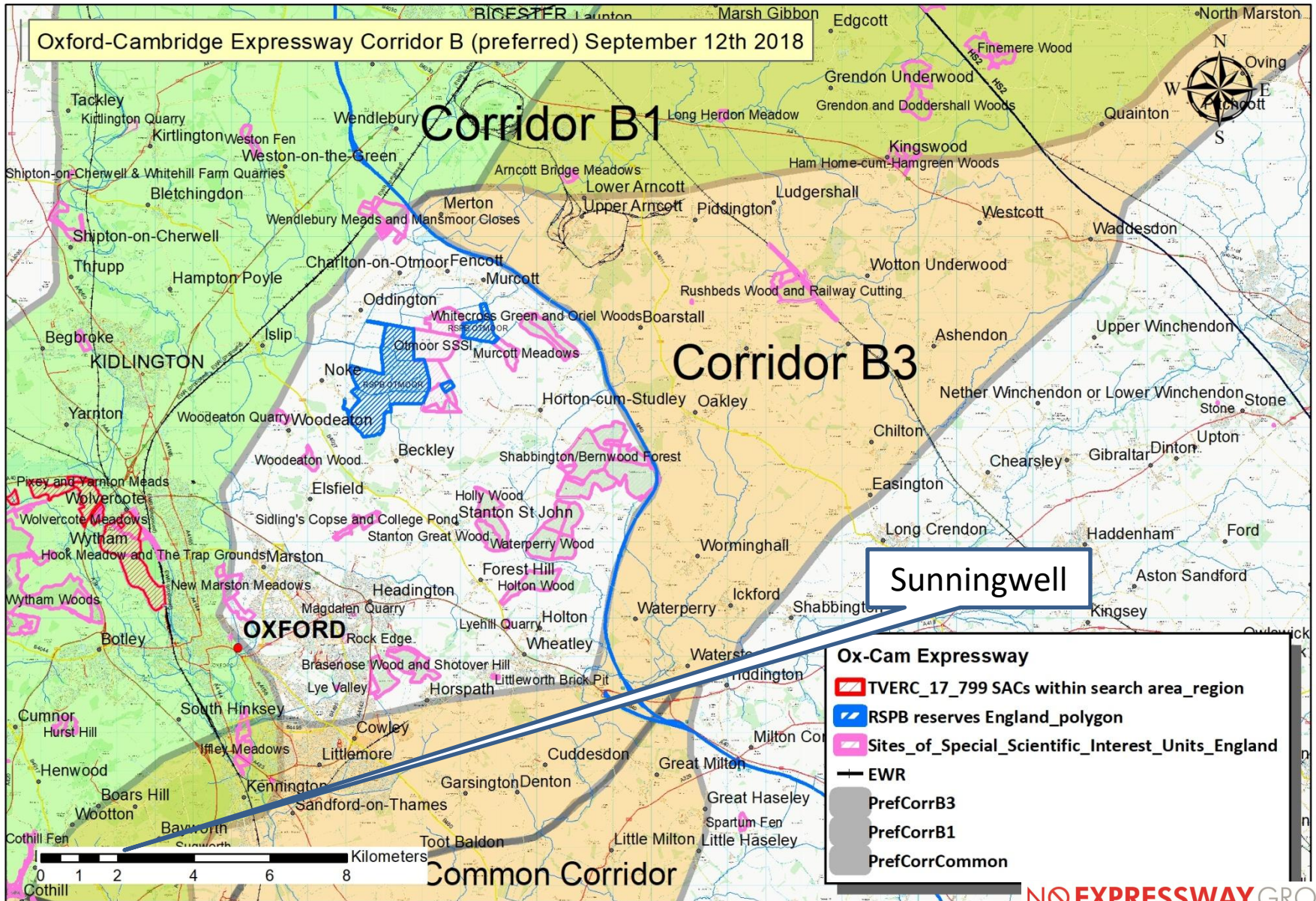
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th



Corridor B after September 12th



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



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Raising awareness Expressway Stories Events



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Networking, working with other organisations and villages

Berkshire
Buckinghamshire
Oxfordshire



Bedfordshire
Cambridgeshire
Northamptonshire

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

>40 Parish Councils in Oxon & Bucks



SPADE Sunningwell



**Friends of
the Earth**



No Expressway Alliance



giving
nature
a home

NO EXPRESSWAY GROUP
noexpressway.org





Walk the Moor, 2019

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

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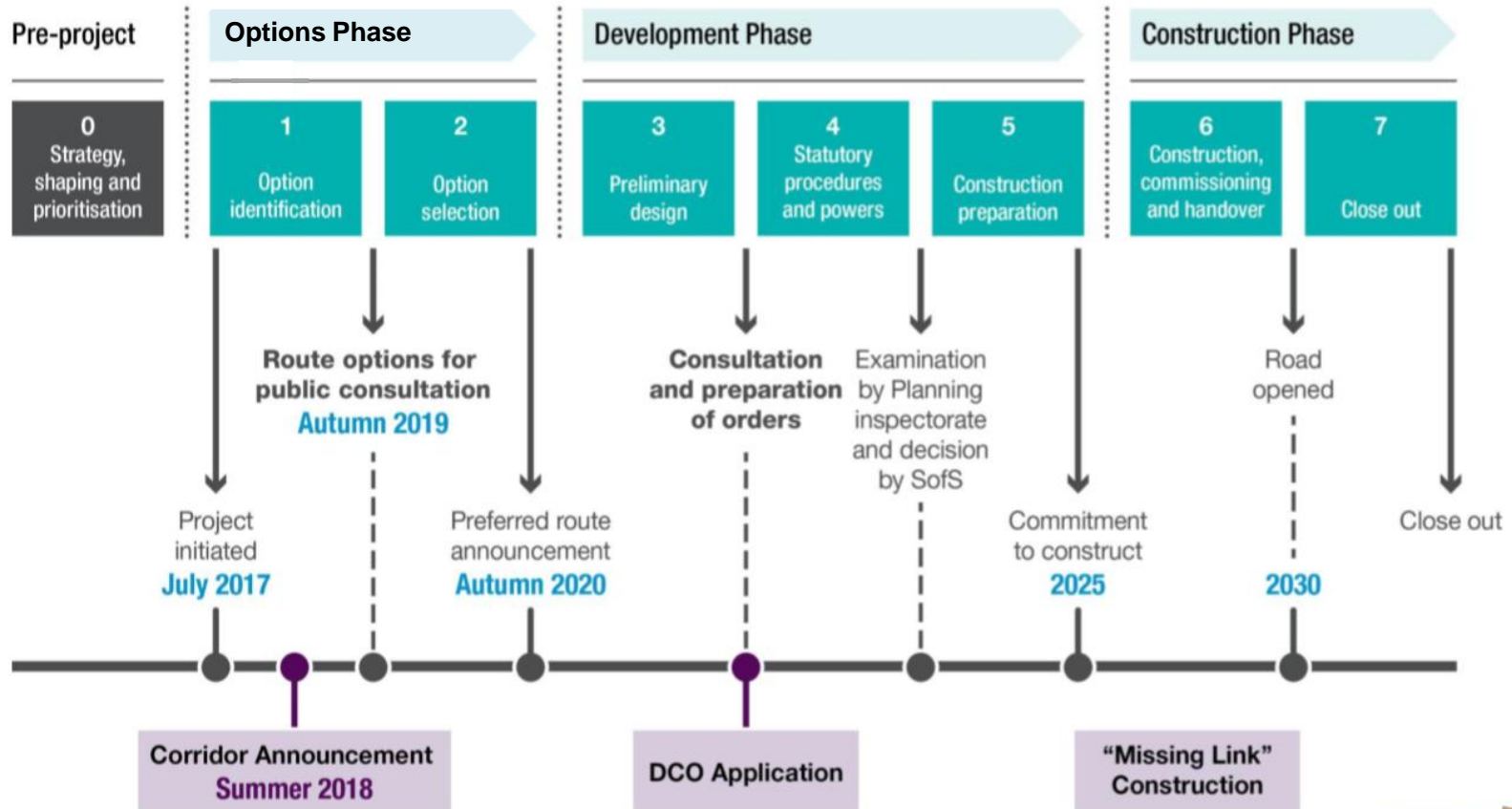


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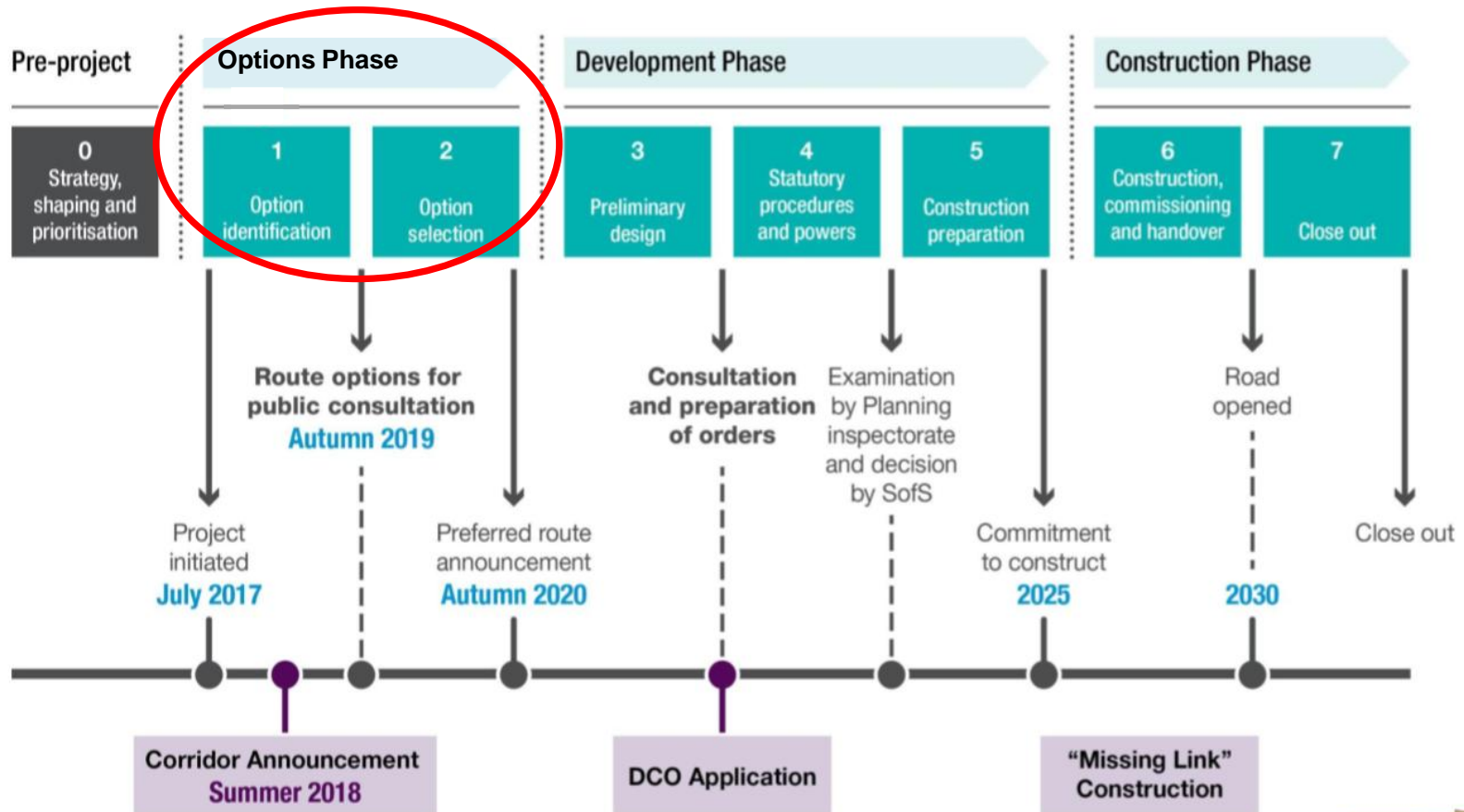
Highways England's Time Table

Major Project Milestones & Lifecycle



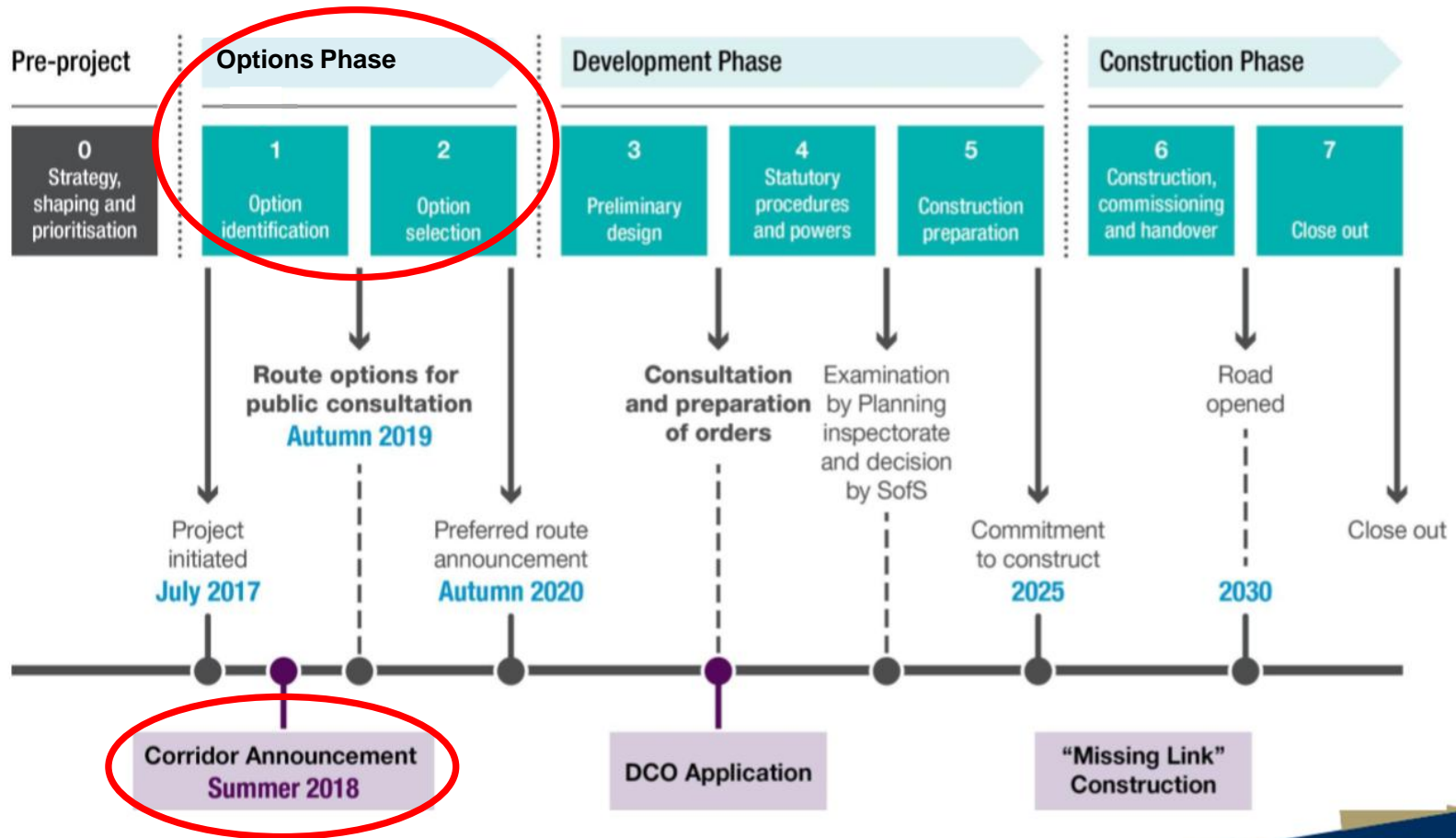
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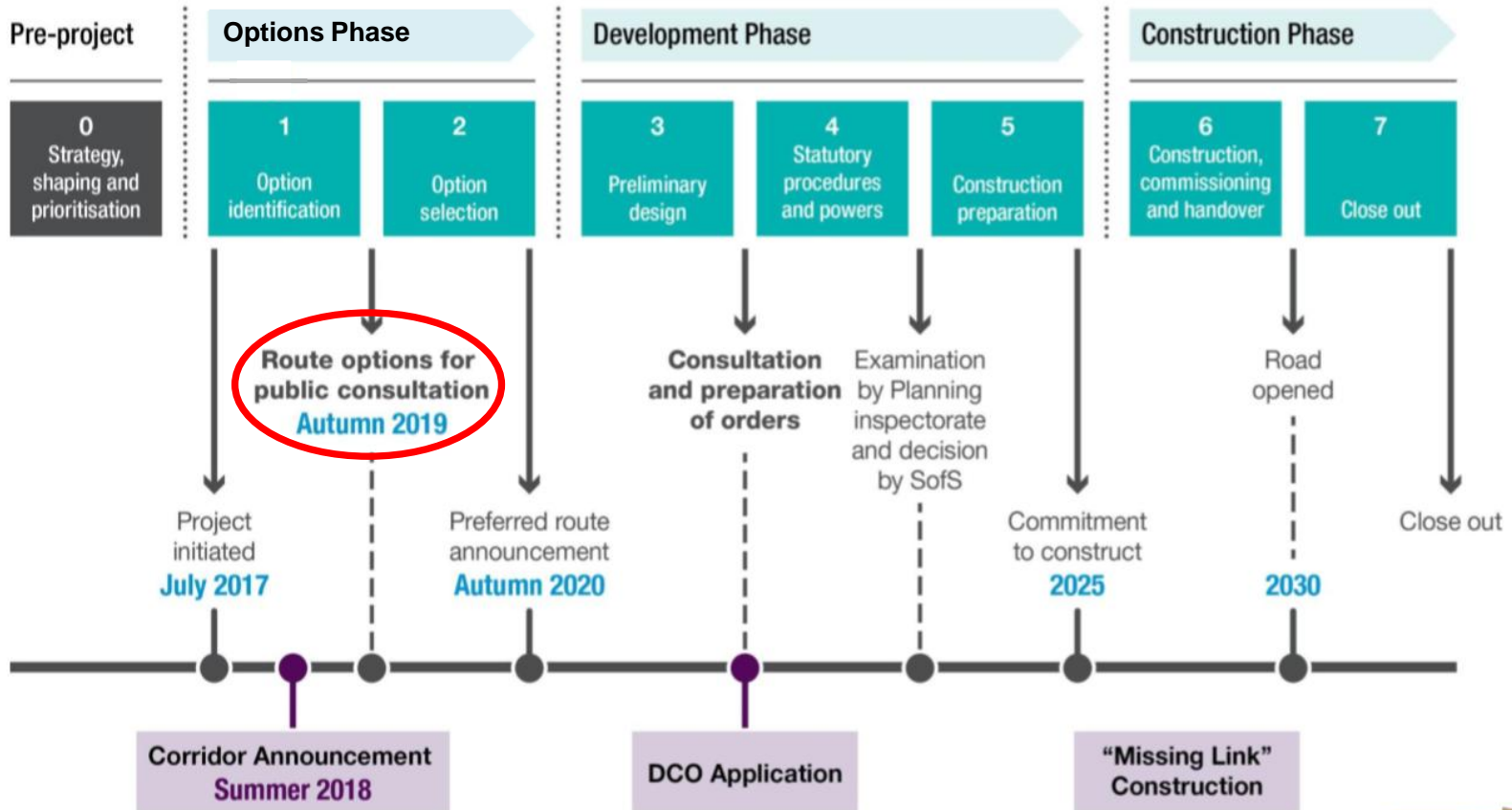
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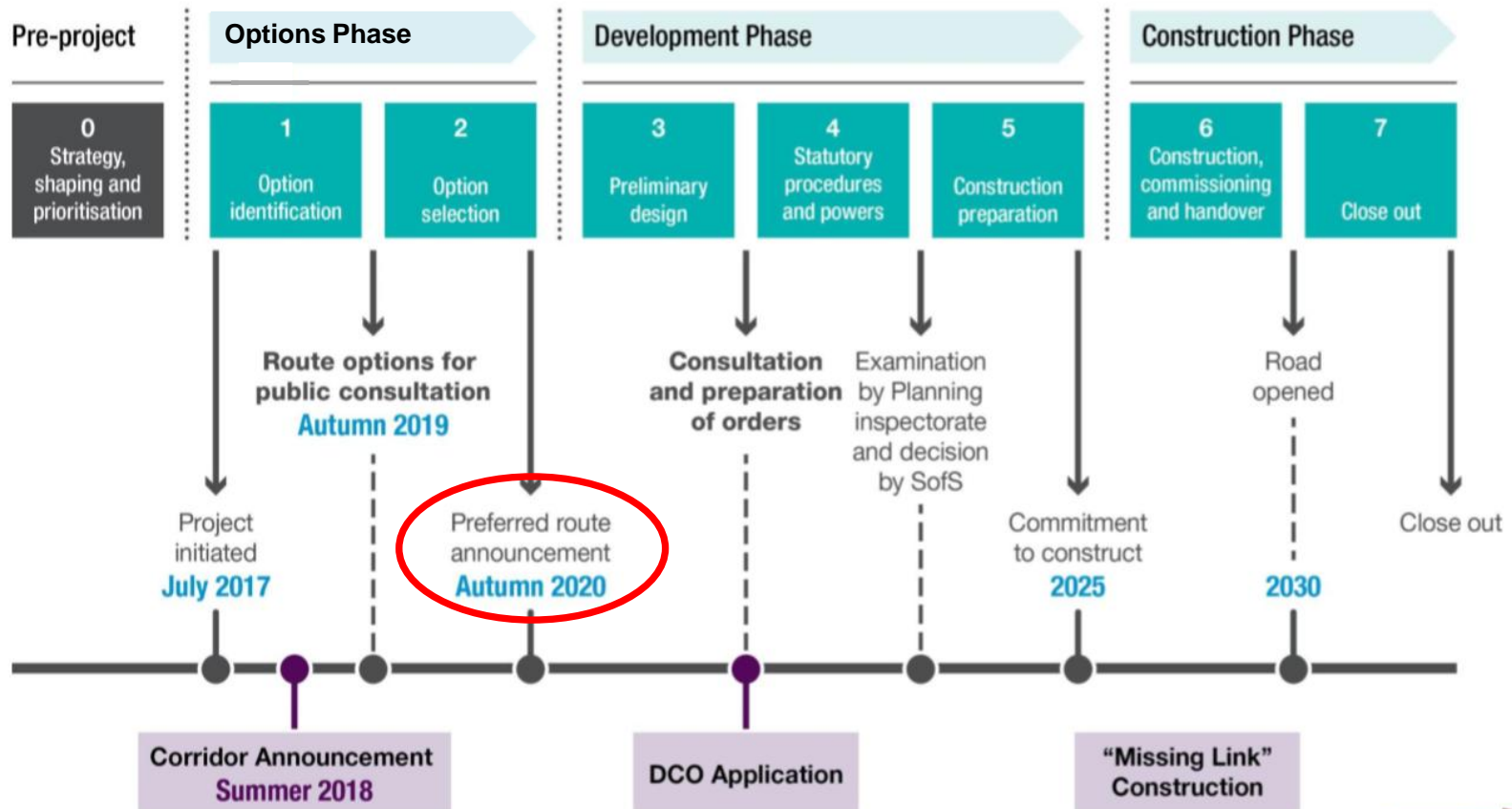
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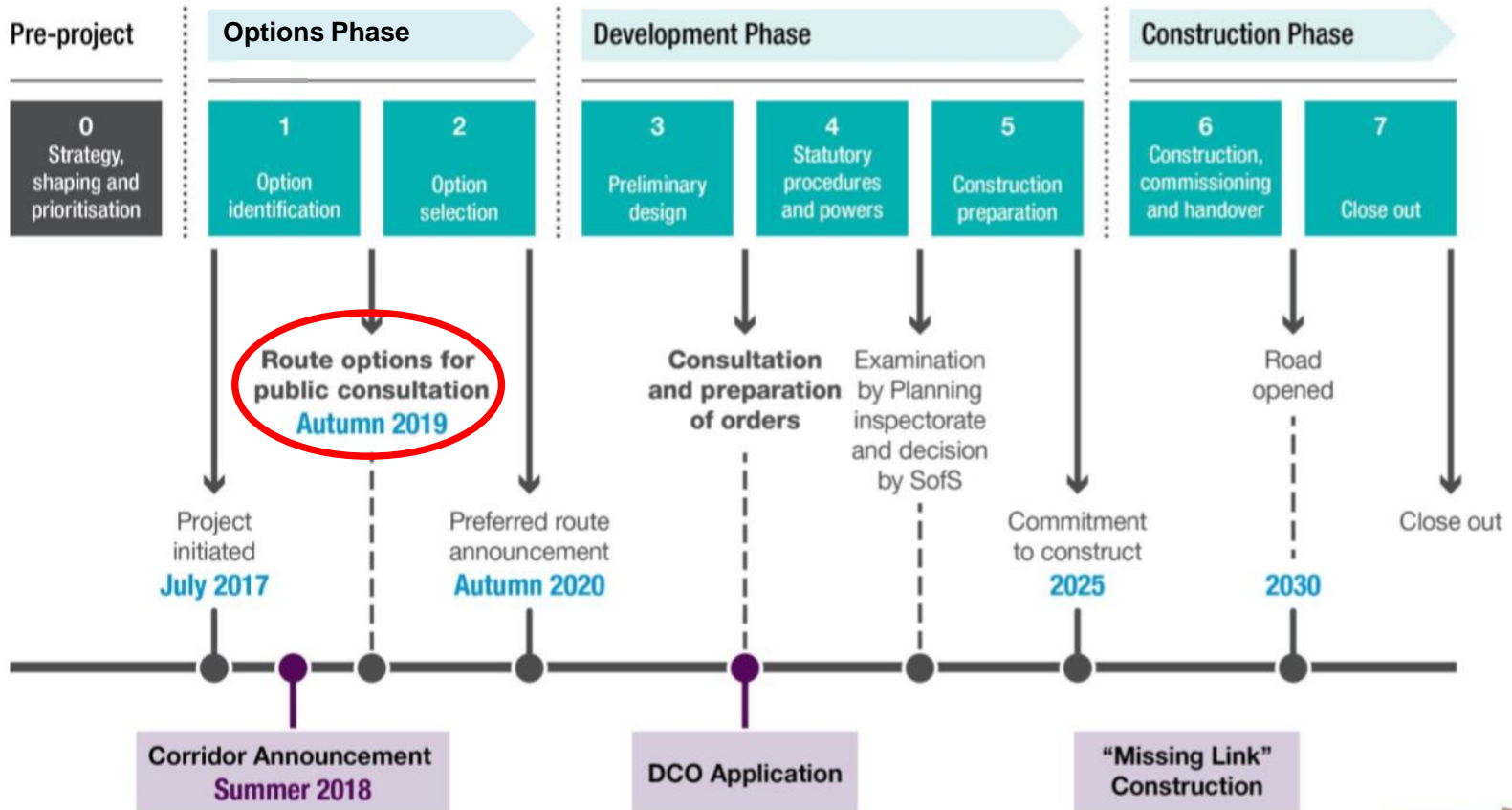
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Route B1

Route B3

M40, Junction 9

Bicester

Routes are shown of the
report (CAR).
with blue dots for junctions.
with red dots for junctions
for guidance only.

M40, NEW junction

M40

OXFORD

Sunningwell

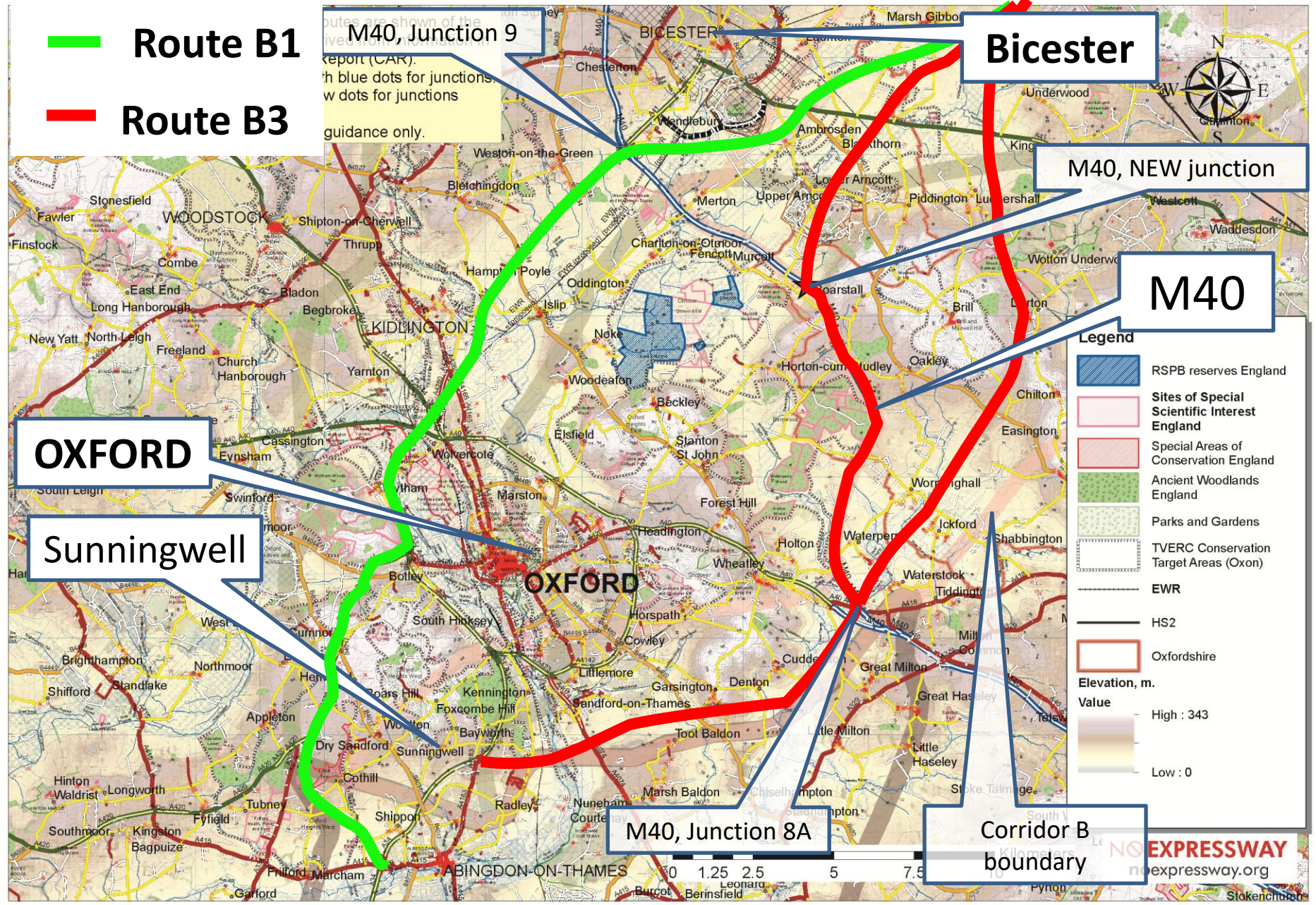
OXFORD

M40, Junction 8A

Corridor B boundary

Legend

- RSPB reserves England
- Sites of Special Scientific Interest England
- Special Areas of Conservation England
- Ancient Woodlands England
- Parks and Gardens
- TVERC Conservation Target Areas (Oxon)
- EWR
- HS2
- Oxfordshire
- Elevation, m.
Value
High : 343
Low : 0



Route B1

Route B3

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Bicester

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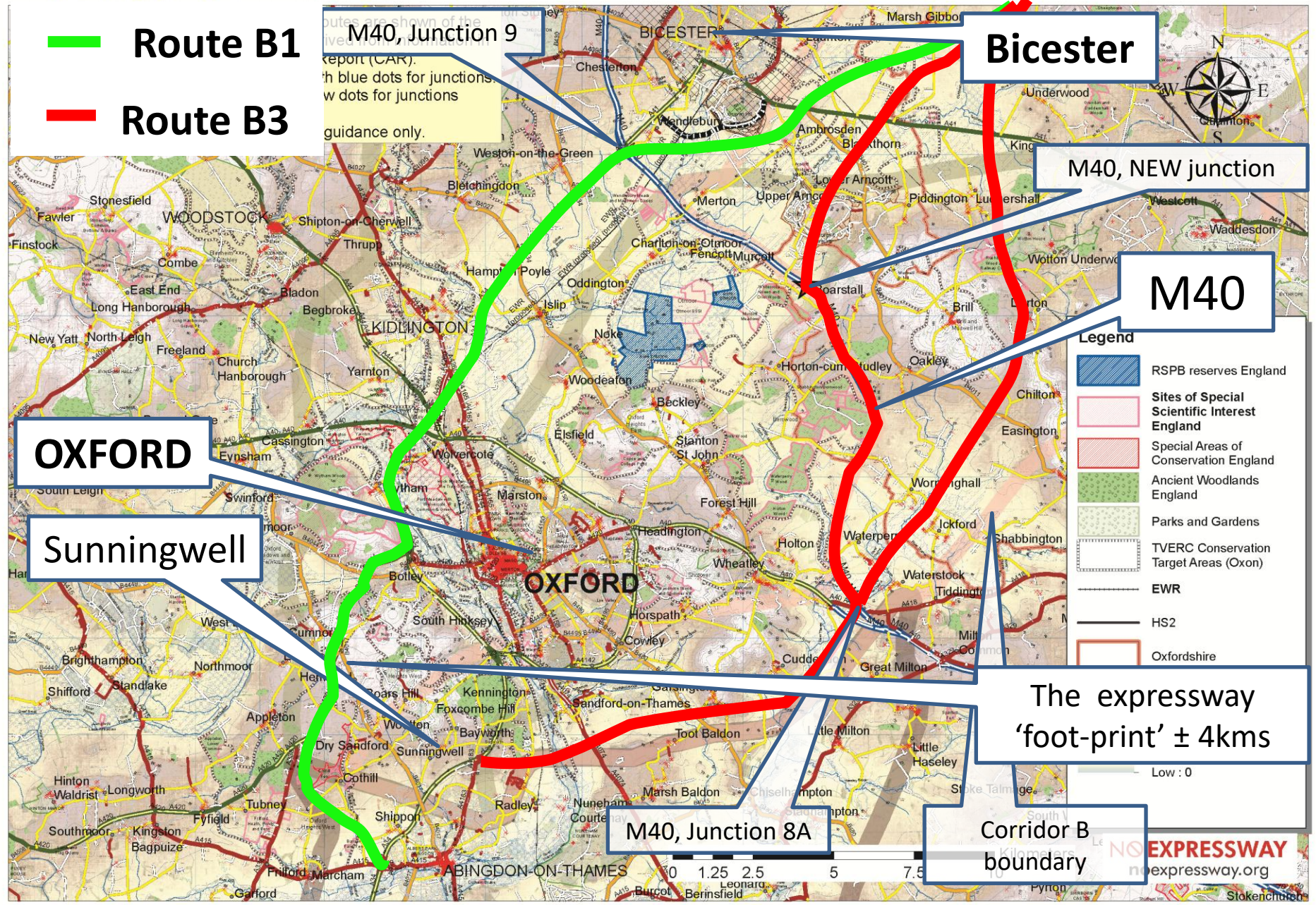
Sunningwell

OXFORD

The expressway 'foot-print' ± 4kms

M40, Junction 8A

Corridor B boundary



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M40, NEW junction

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OXFORD

Sunningwell










M40, Junction 8A

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Corridor B
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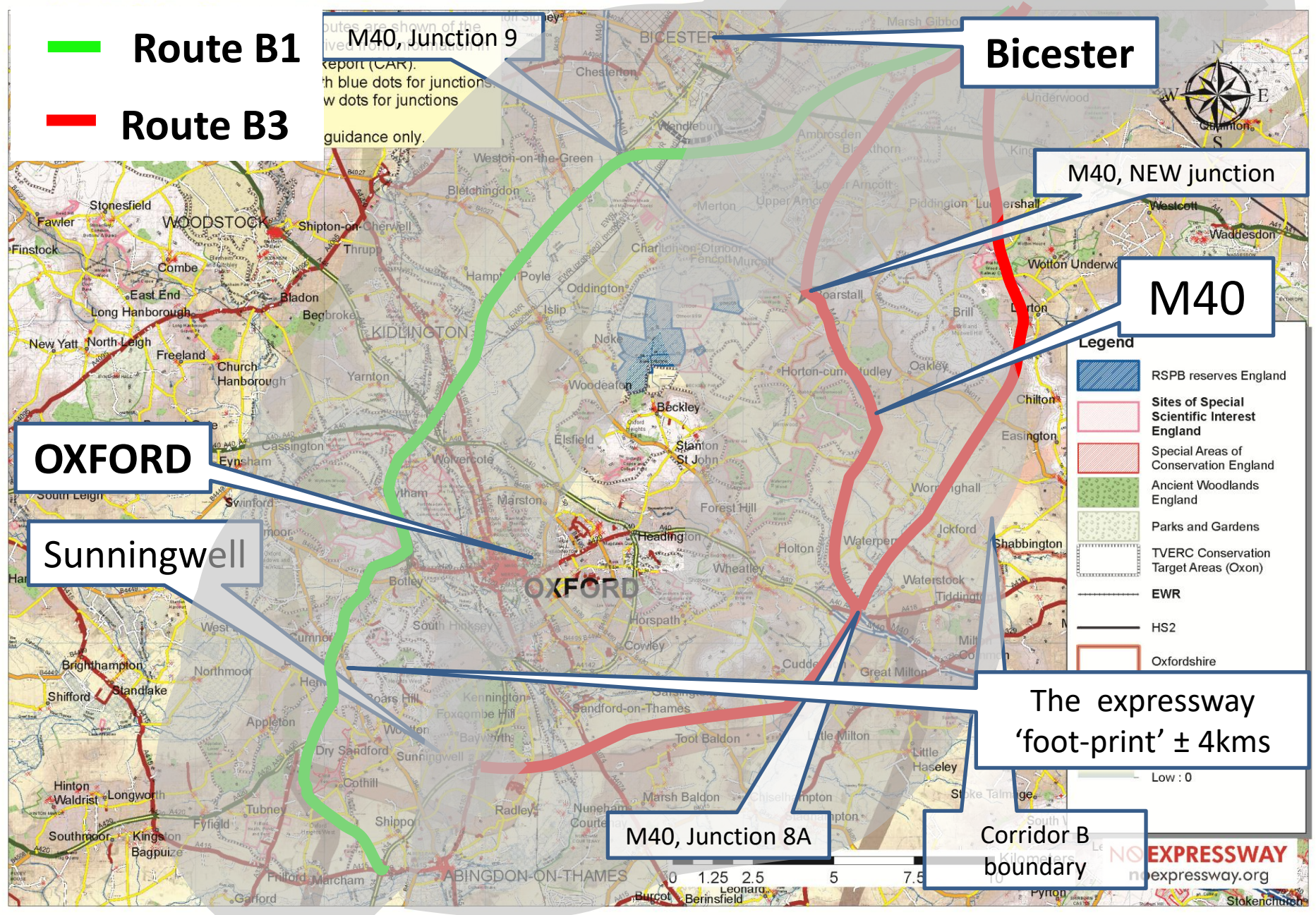
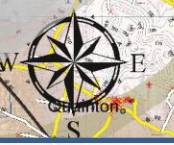
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with orange dots for junctions
with purple dots for junctions
with grey dots for junctions
with white dots for junctions

Legend

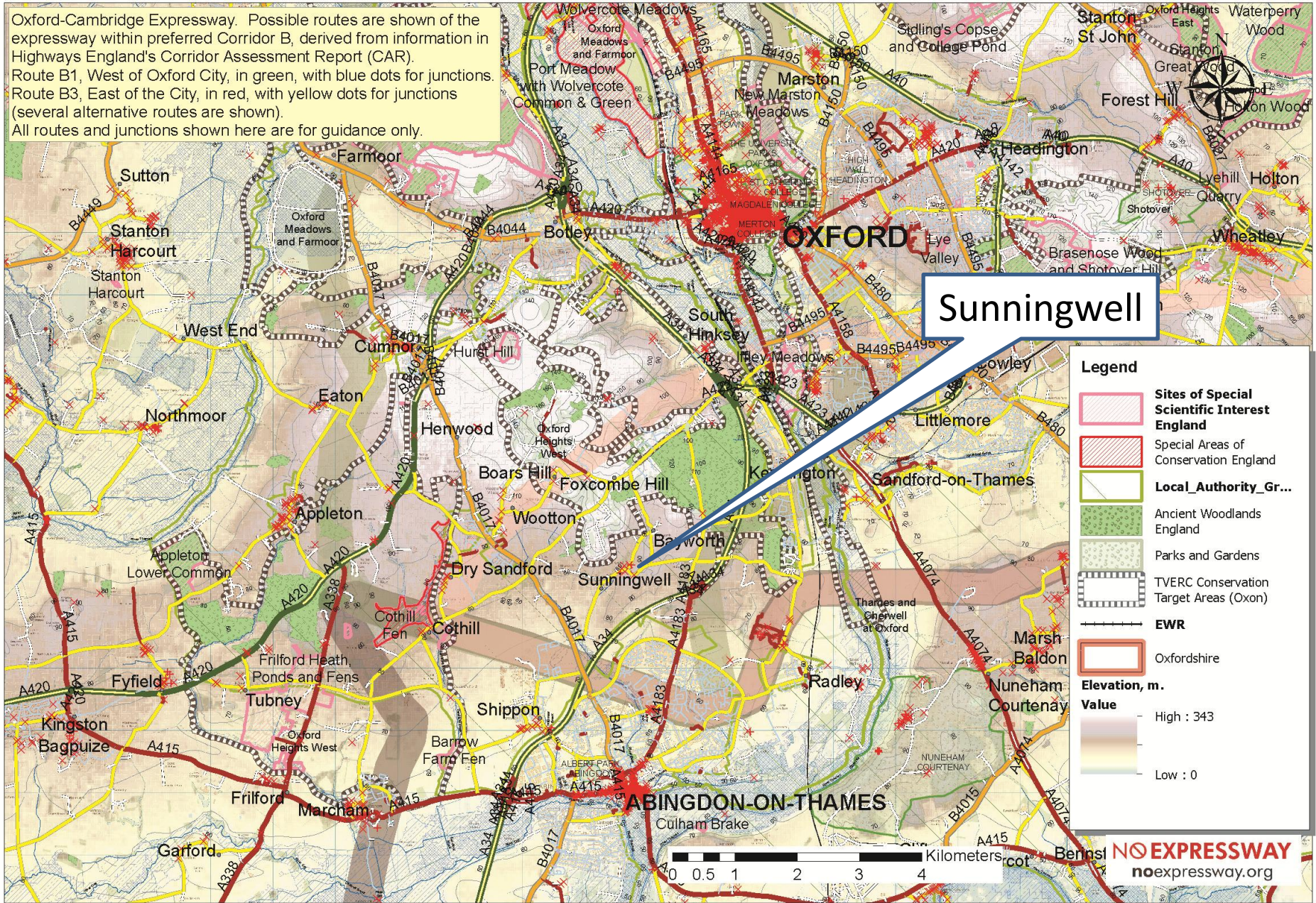
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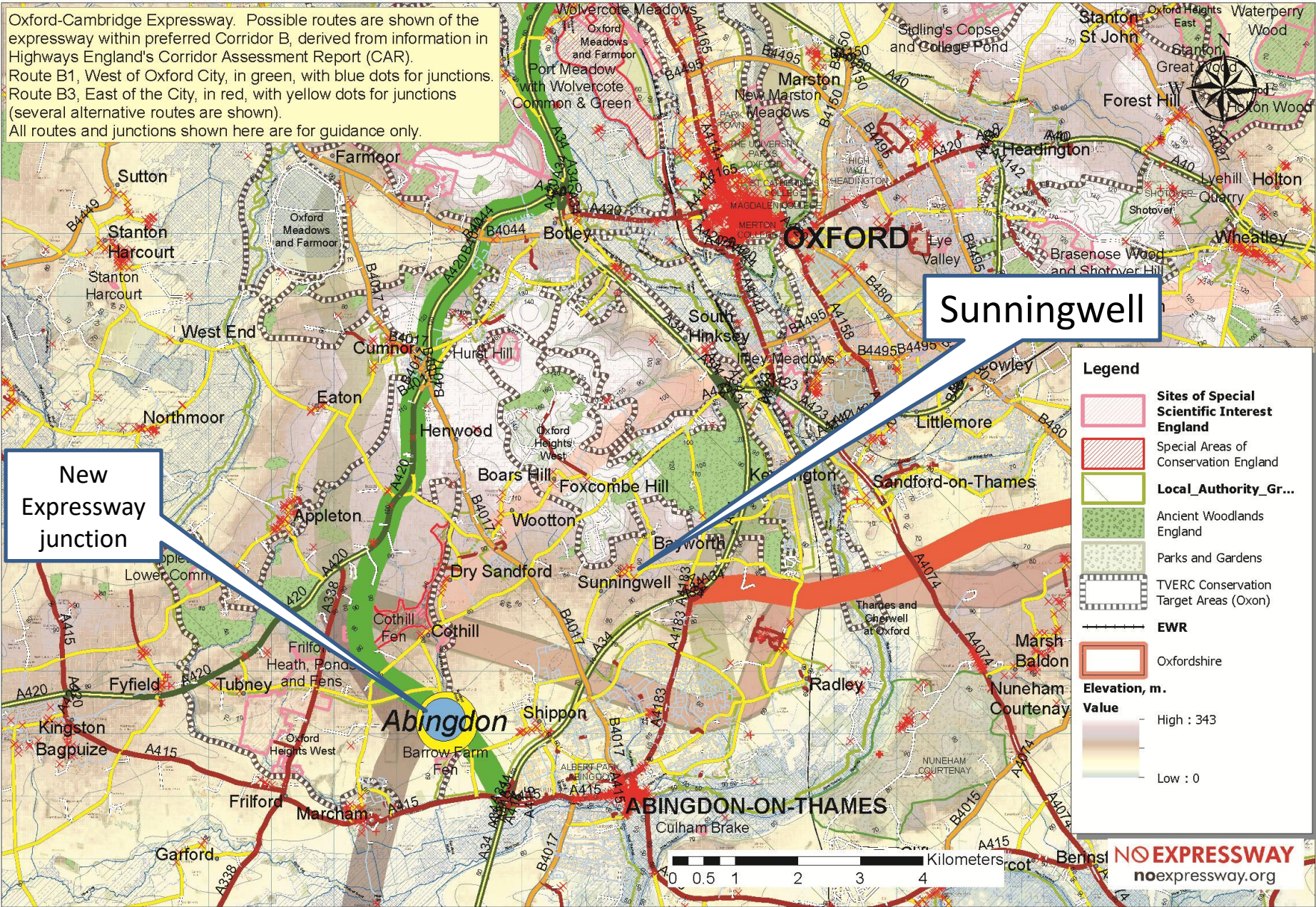
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New Expressway junction

Sunningwell

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 - Special Areas of Conservation England
 - Local Authority Gr...
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 - Value**
 - High : 343
 - Low : 0

no EXPRESSWAY
noexpressway.org

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

Houses

Even without the Expressway, Oxfordshire is growing at an unprecedented rate





AECOM



OXFORDSHIRE
INFRASTRUCTURE STRATEGY
STAGE ONE REPORT

2016 - 2040

OXIS Proposed Growth 2016 - 2040

Executive Summary

2016-2040:

123,500

Additional Homes

267,000

Additional people (39%)

101,000

Additional jobs

Oxfordshire is a place of opportunity. Currently home to 688,000 people, with a further 267,000 forecast to live in the area by 2040.

Expected growth on such a substantial scale is testament to the economic strength and quality of life offered by the towns and villages within Oxfordshire. But to be successful, growth requires infrastructure, and infrastructure needs investment.

To better understand the scale of the infrastructure challenge, the Oxfordshire Growth Board commissioned AECOM to prepare an Oxfordshire Infrastructure Strategy (OXIS) for the county. The strategy presents an overview of growth patterns to 2040, evidence the infrastructure

Key Findings from Stage 1

A number of key findings have been established. Section 3 of the strategy document explains the assumptions applied to forecast housing, population and employment to 2040. Section 5 of the strategy explains the assumptions applied to arrive at interim stage 1 estimates of infrastructure costs and funding gaps.

- Oxfordshire authorities are forecast to accommodate housing and economic growth over the period 2016 to 2040 delivering the equivalent to **5,100 dwellings per annum, a total of 123,500 dwellings over the period.** This compares to average annual completions of 2,333 dwellings per year across Oxfordshire from 2011 to

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Current totals 2016

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* 2017/18 figures

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Oxfordshire Infrastructure Strategy

Oxfordshire Growth Board

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%increase

47.5%

41.1%

27.6%

NIC
Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

The Expressway will add even
more houses

5th
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

23,000 + 7,000
homes per year



3,500 equivalent

782,000 to 1,020,000 additional homes

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

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

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

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

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

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

TRANSFORMATIONAL SCENARIO TO 2050

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

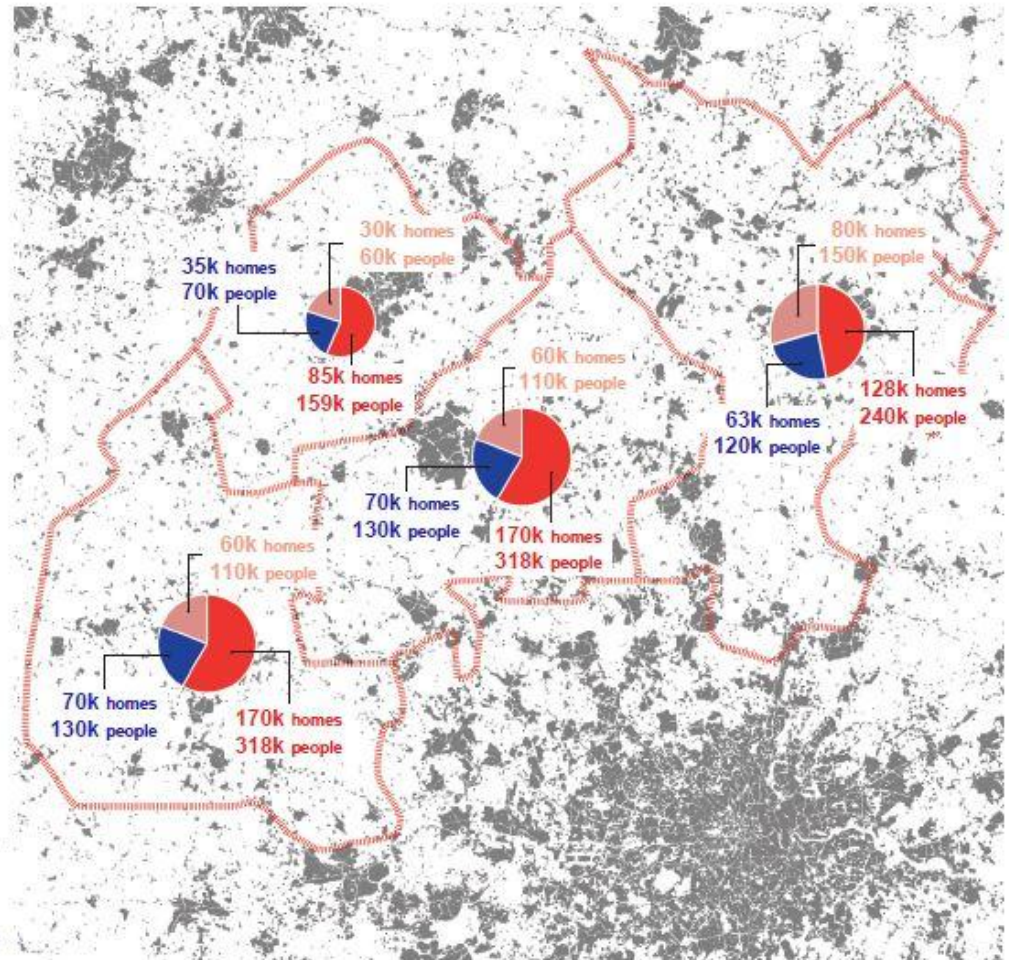
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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

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

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

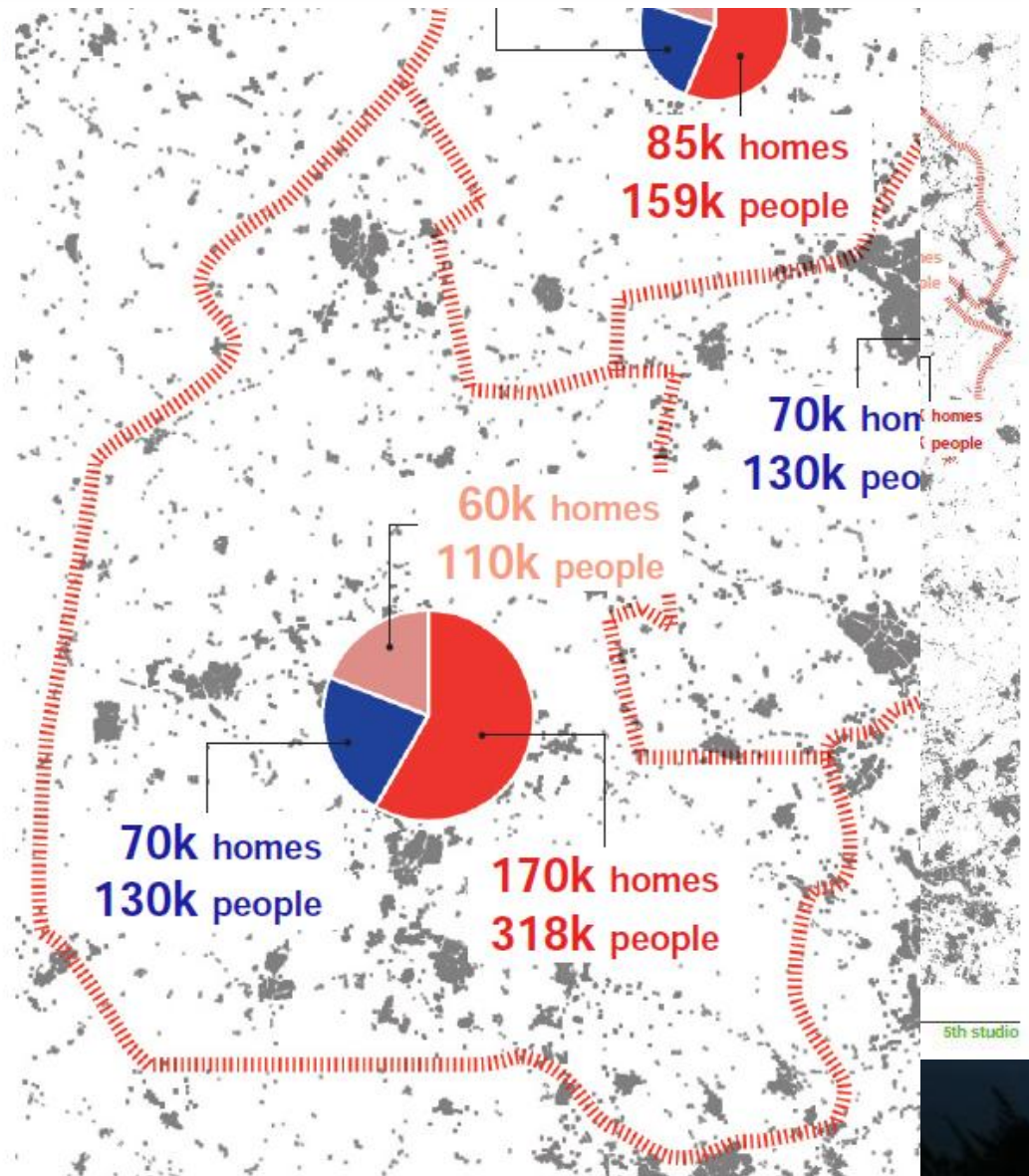
**The distribution is indicative and follows a proportional trend according to the distribution of the 'Additional development required to meet Transformational Scenario's Housing and Population Targets by 2050'.



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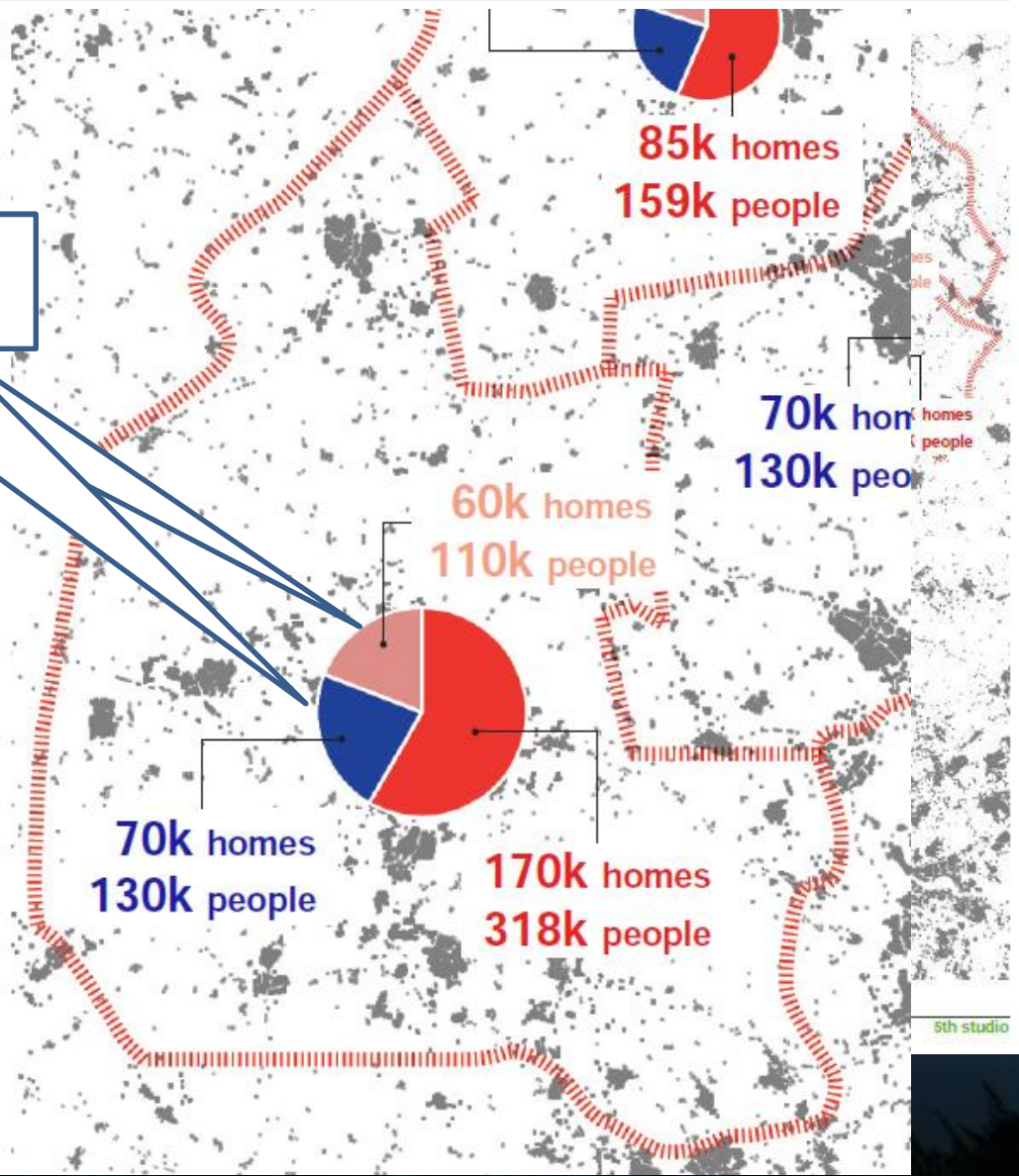
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Currently planned + backlog homes

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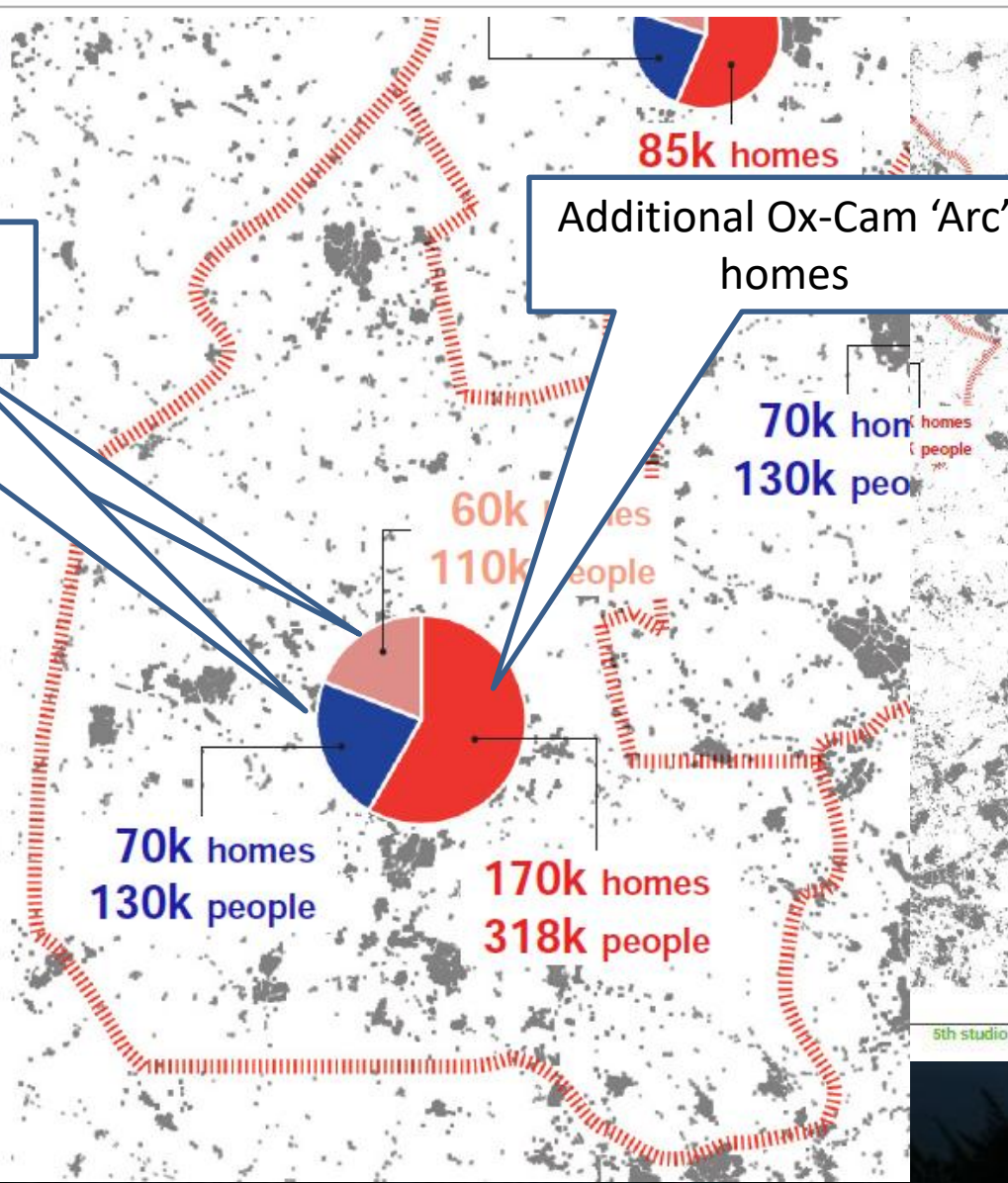
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

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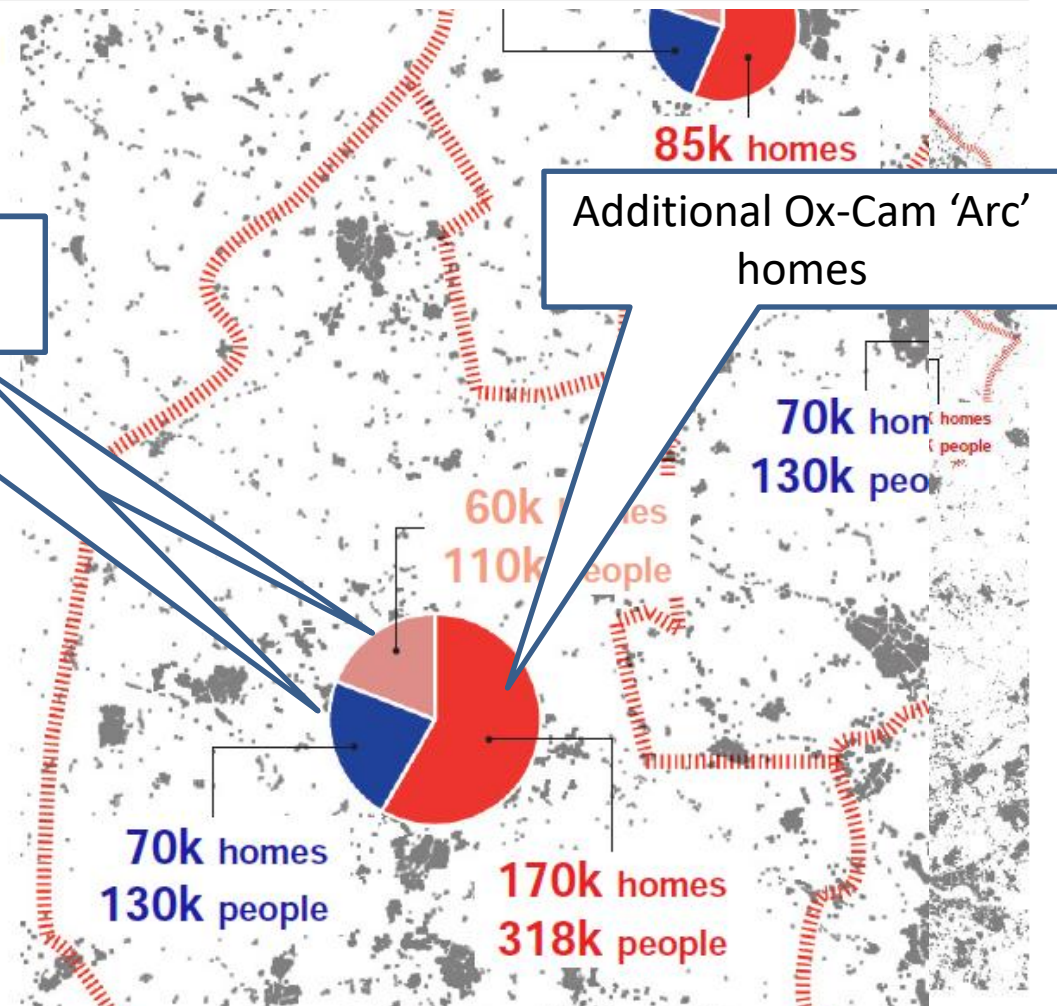
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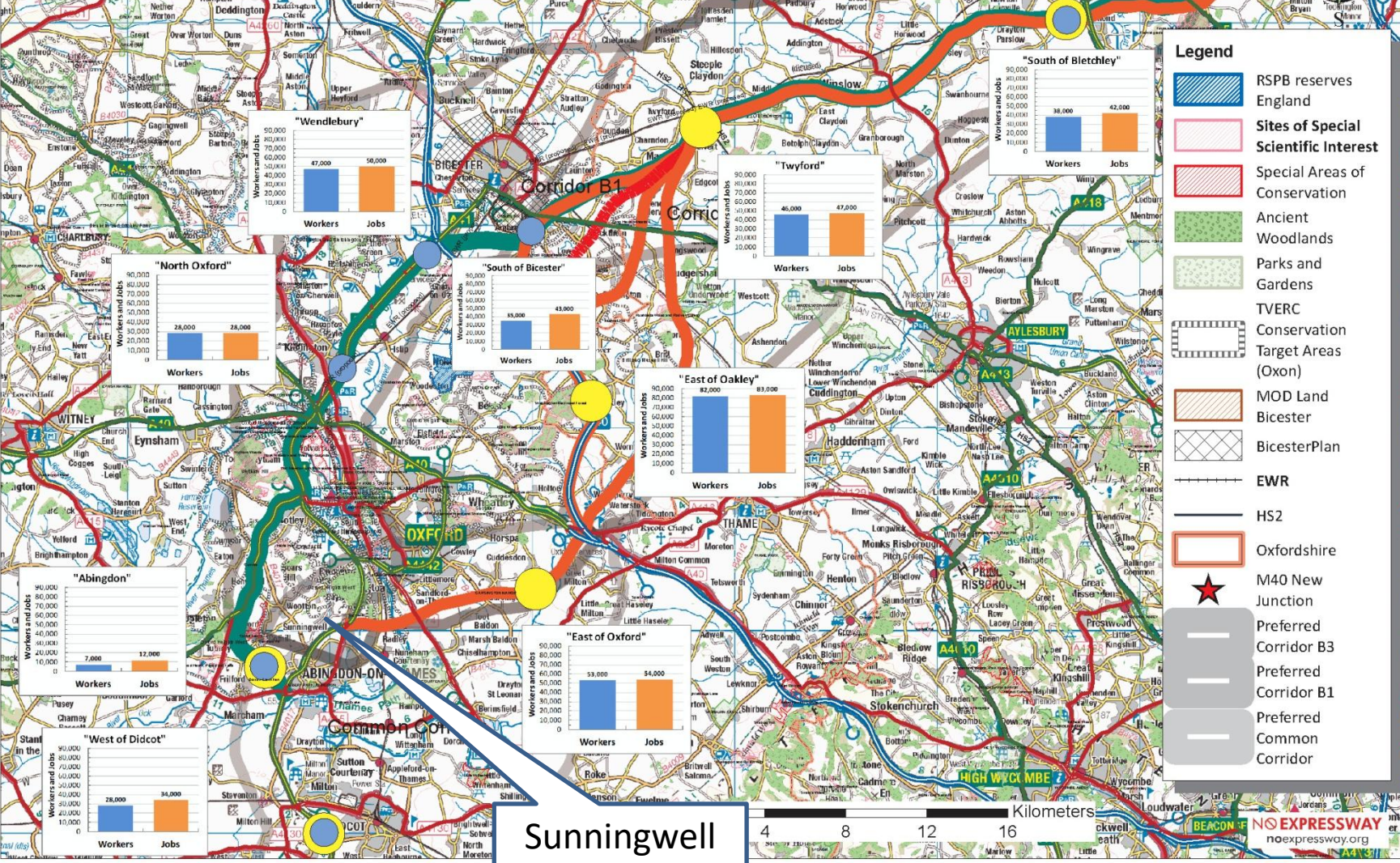
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300,000 houses in total for Oxfordshire to 2050 (100,000 in Local Plans and 200,000 Expressway 'unlocked')

..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.

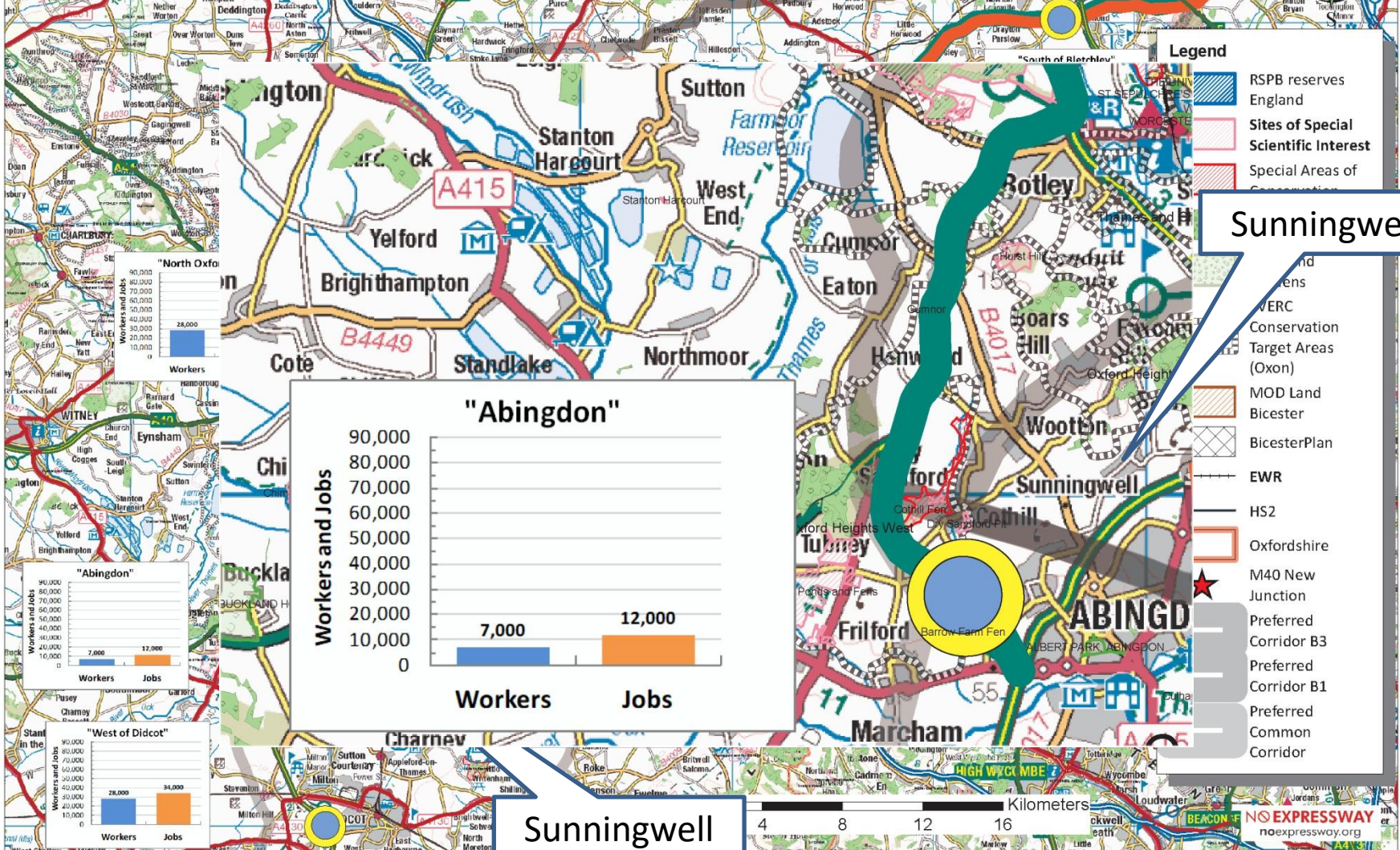


Sunningwell

Option B1, 7,000 workers/5,500 new houses nr Abingdon'

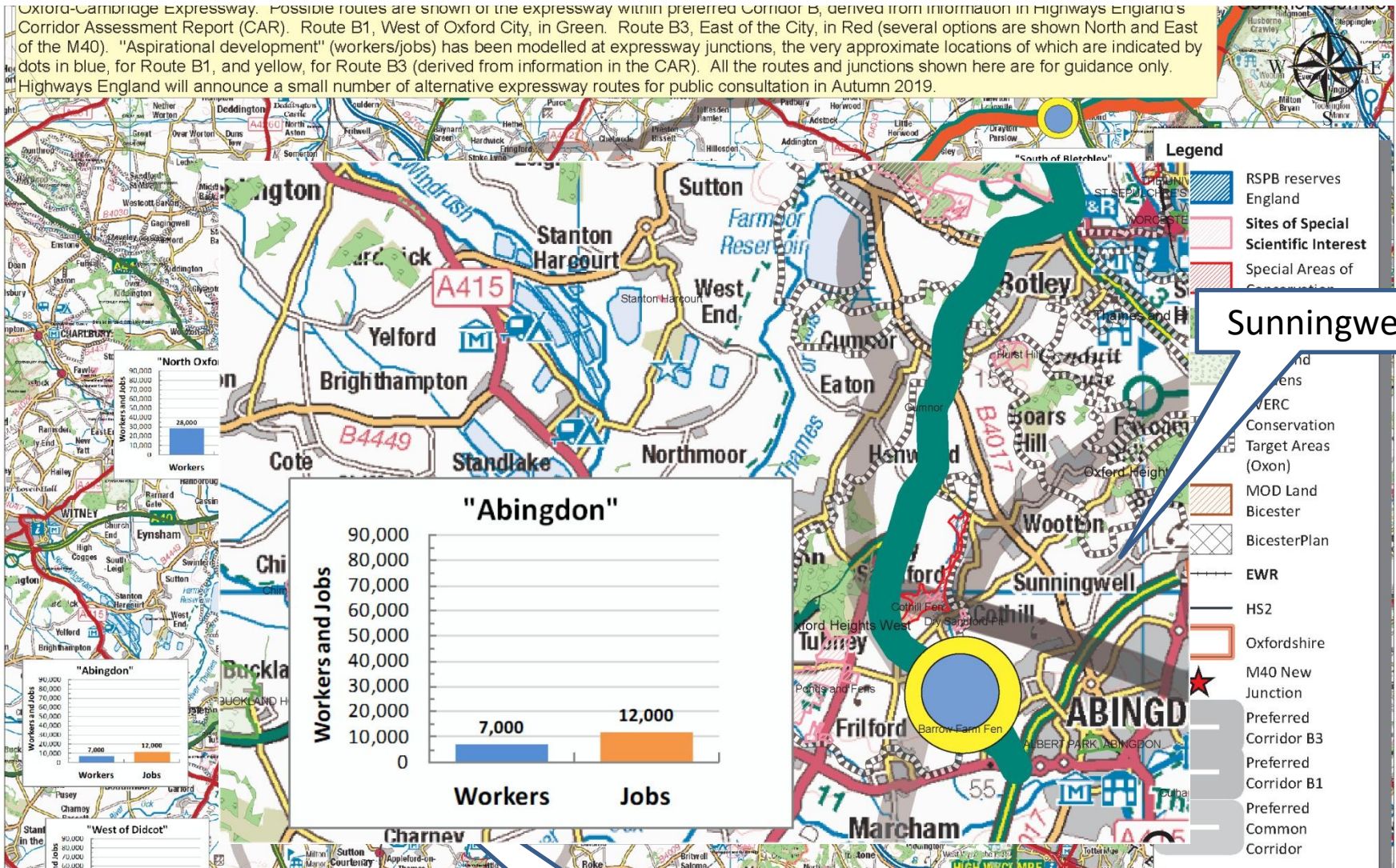
(Begbroke/Yarnton proposals are for 4,400 houses)

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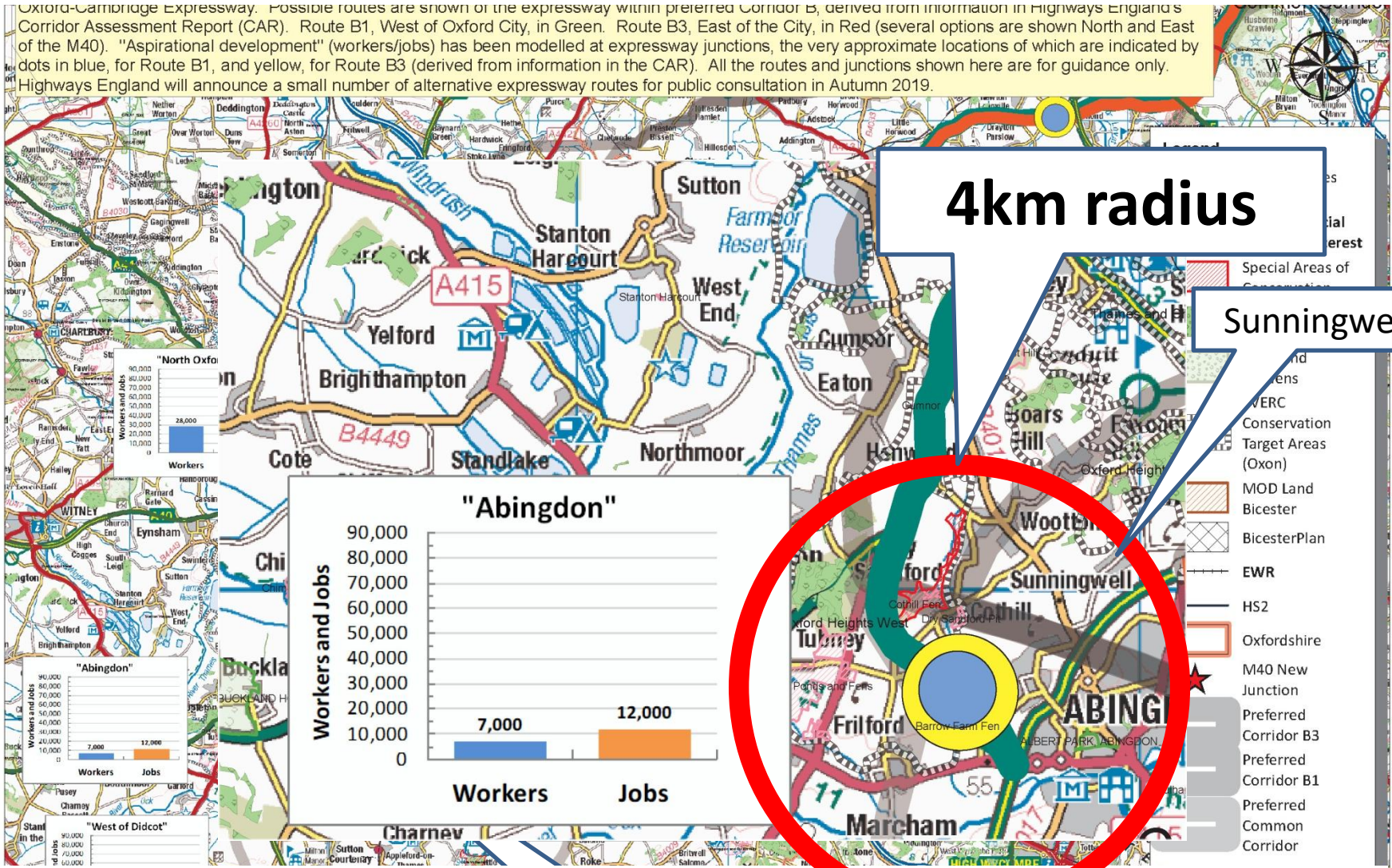
That's 13,000 people (Kidlington 13,700, Didcot 27,700)

2017 figures

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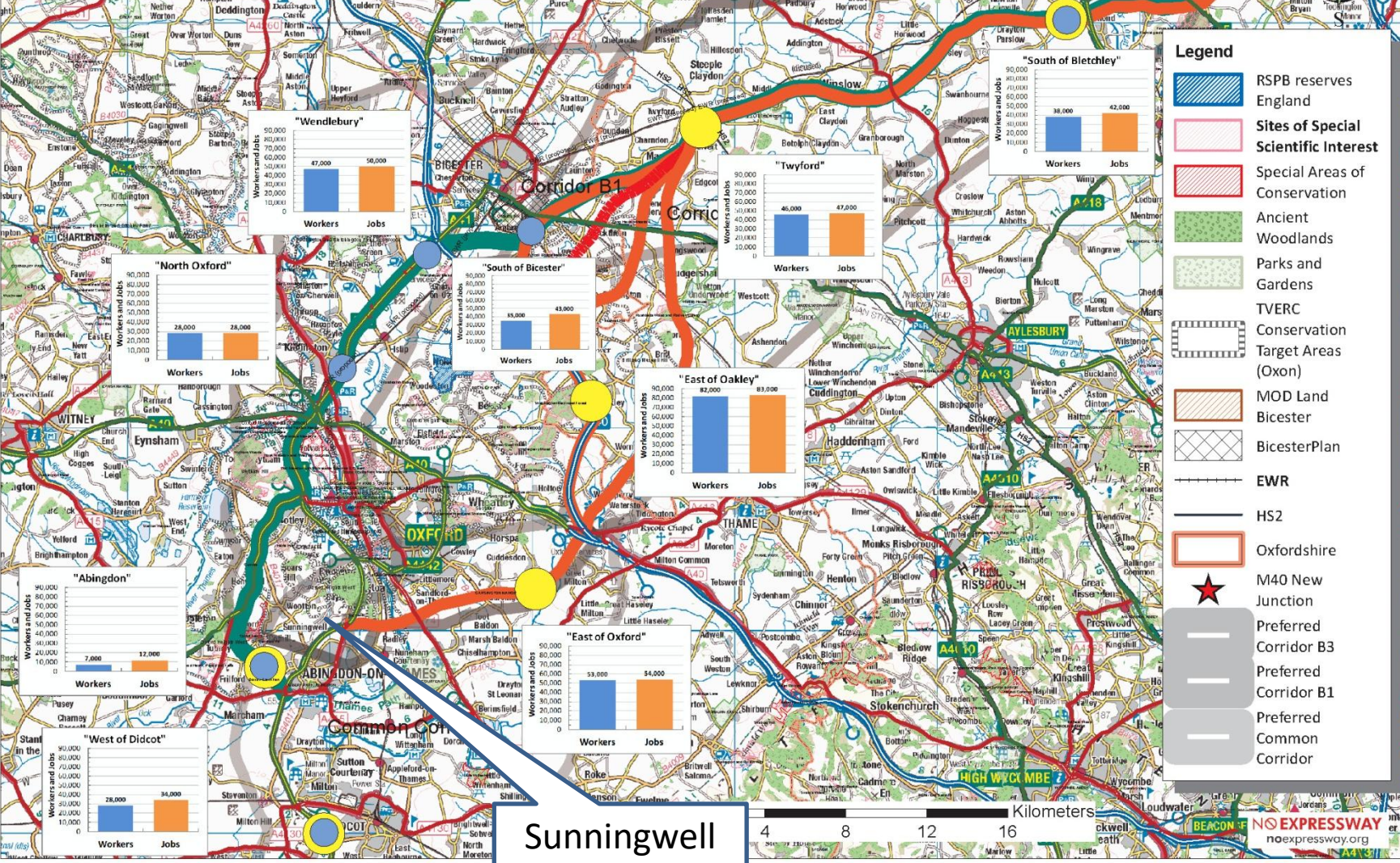


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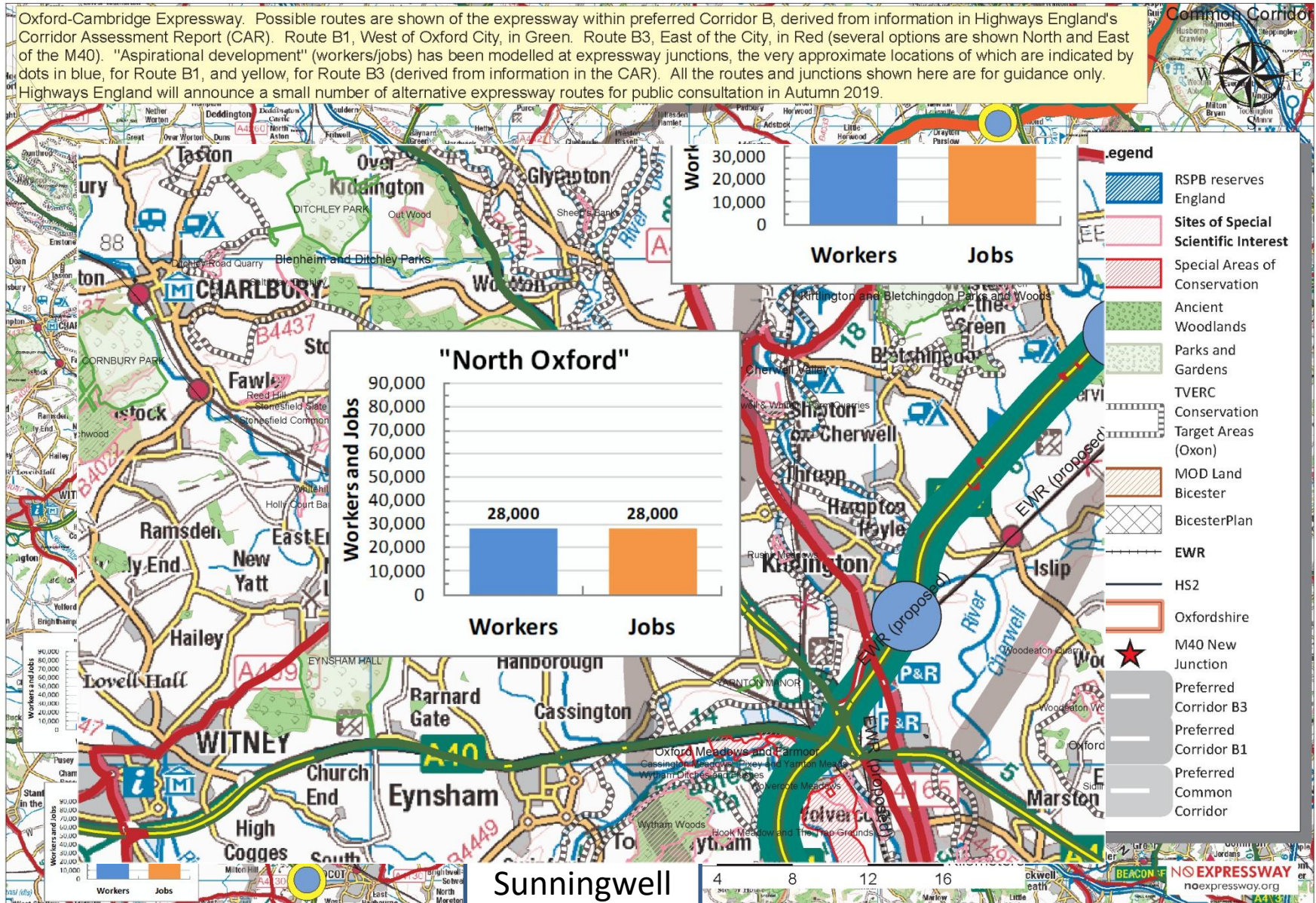
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Sunningwell

Option B1, 28,000 workers/22,000 new houses North Oxford ?

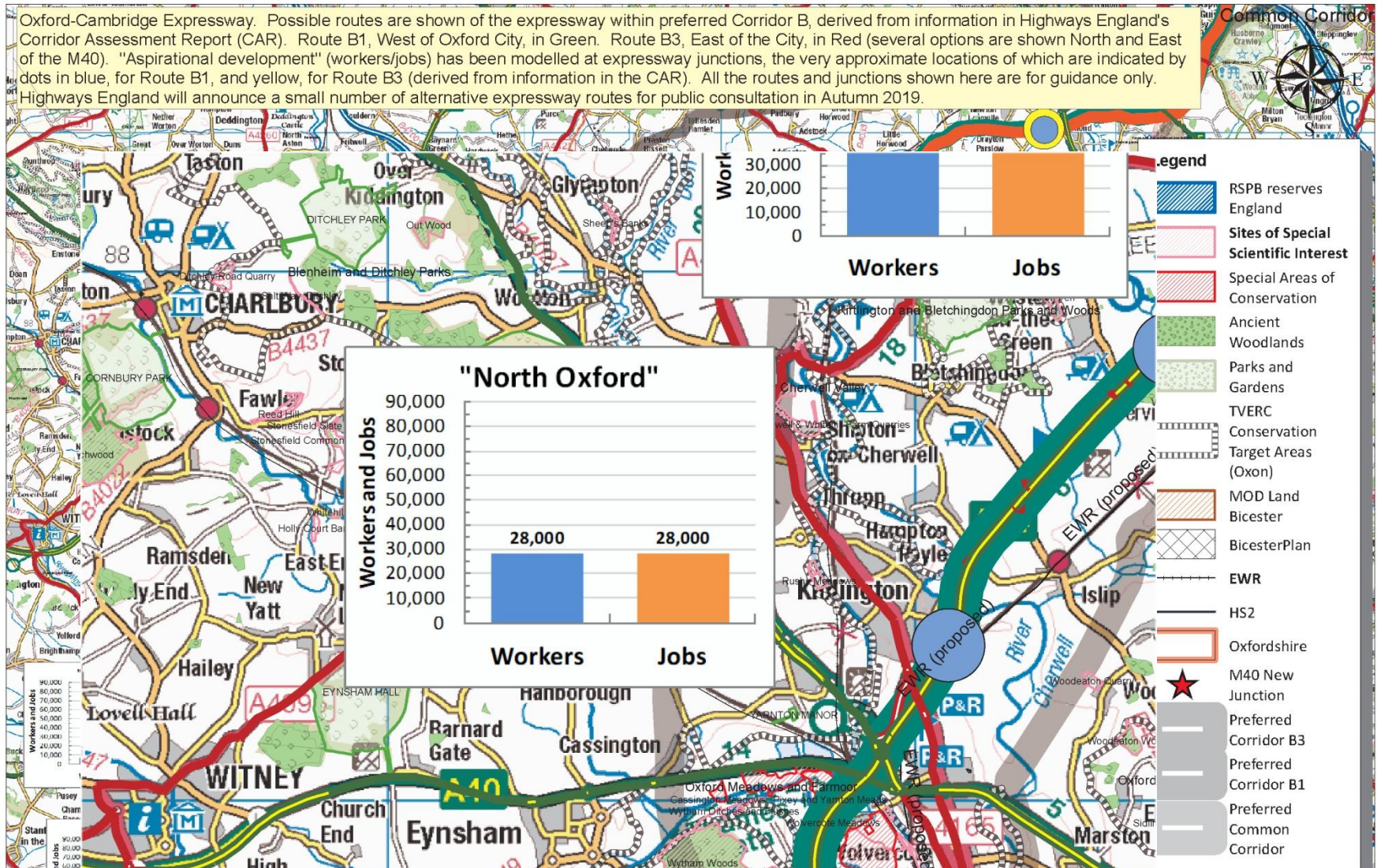
Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East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



Sunningwell

BEACON EXPRESSWAY noexpressway.org

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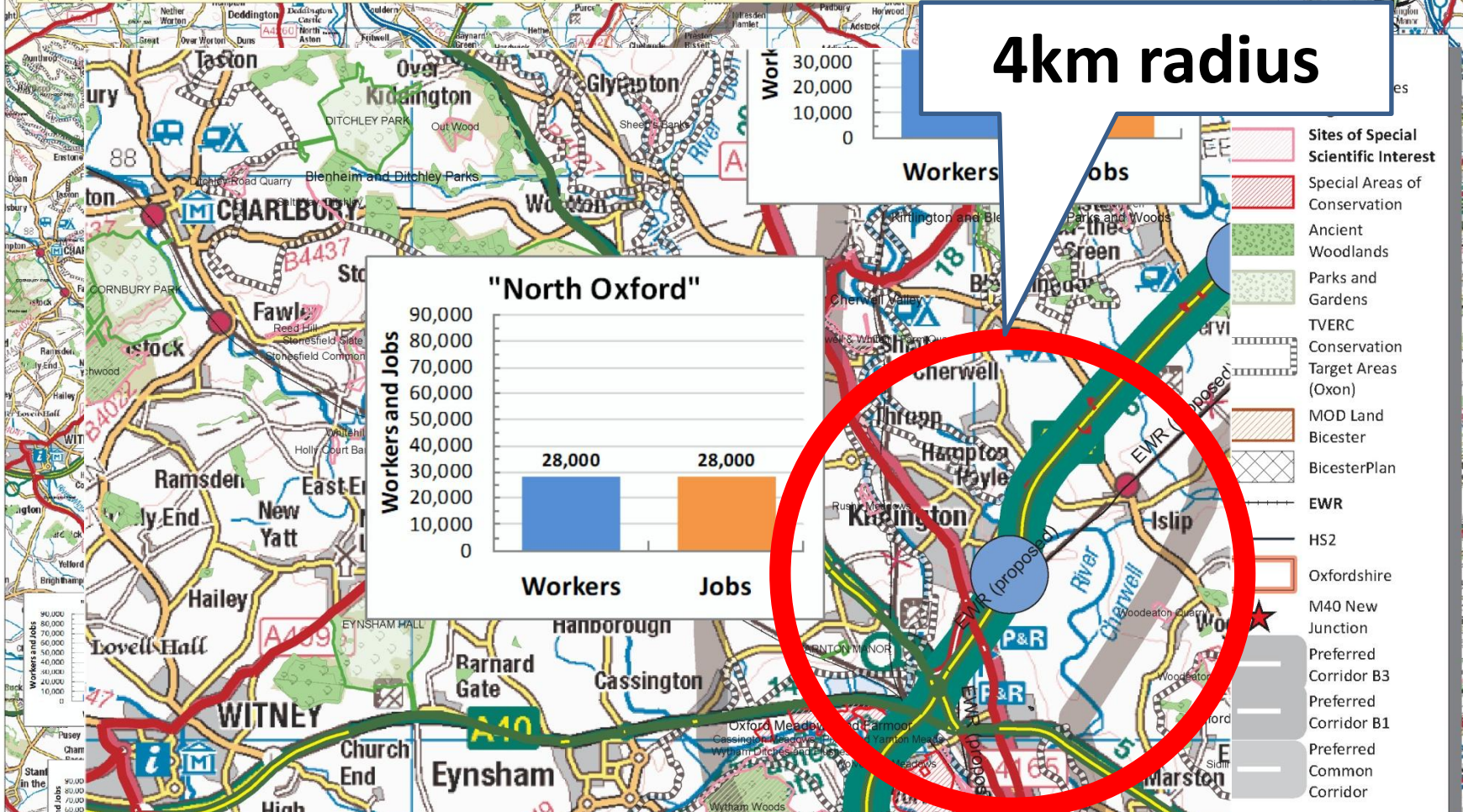


That's 51,300 people (Kidlington 13,700, Bicester 32,789)

2017 figures

Option B1, 28,000 workers/22,000 new houses North Oxford ?

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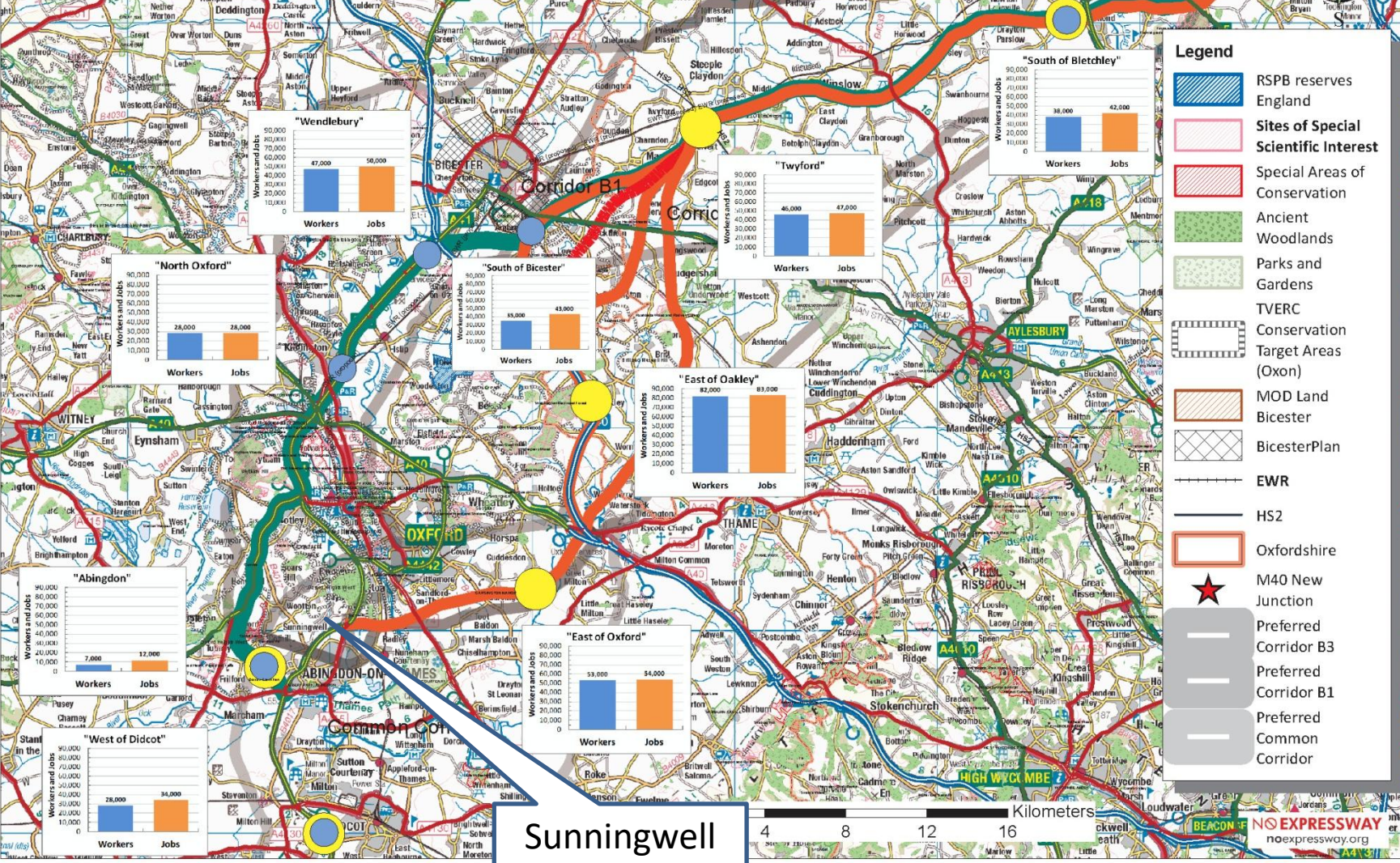


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2017 figures

..how many new homes along the Expressway itself?

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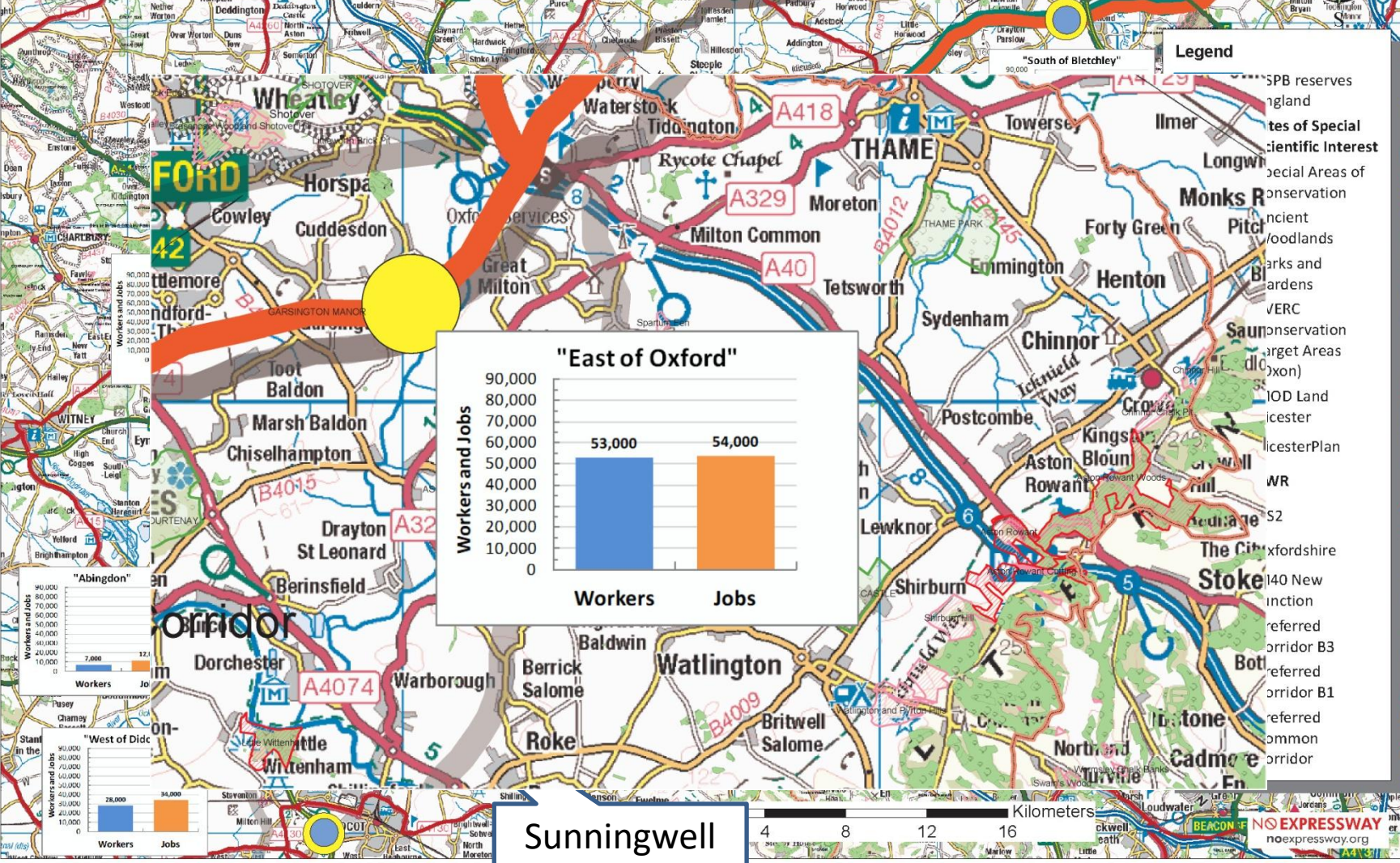


Sunningwell

- 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

Option B1, 53,000 workers/42,000 new houses East of Oxford ?

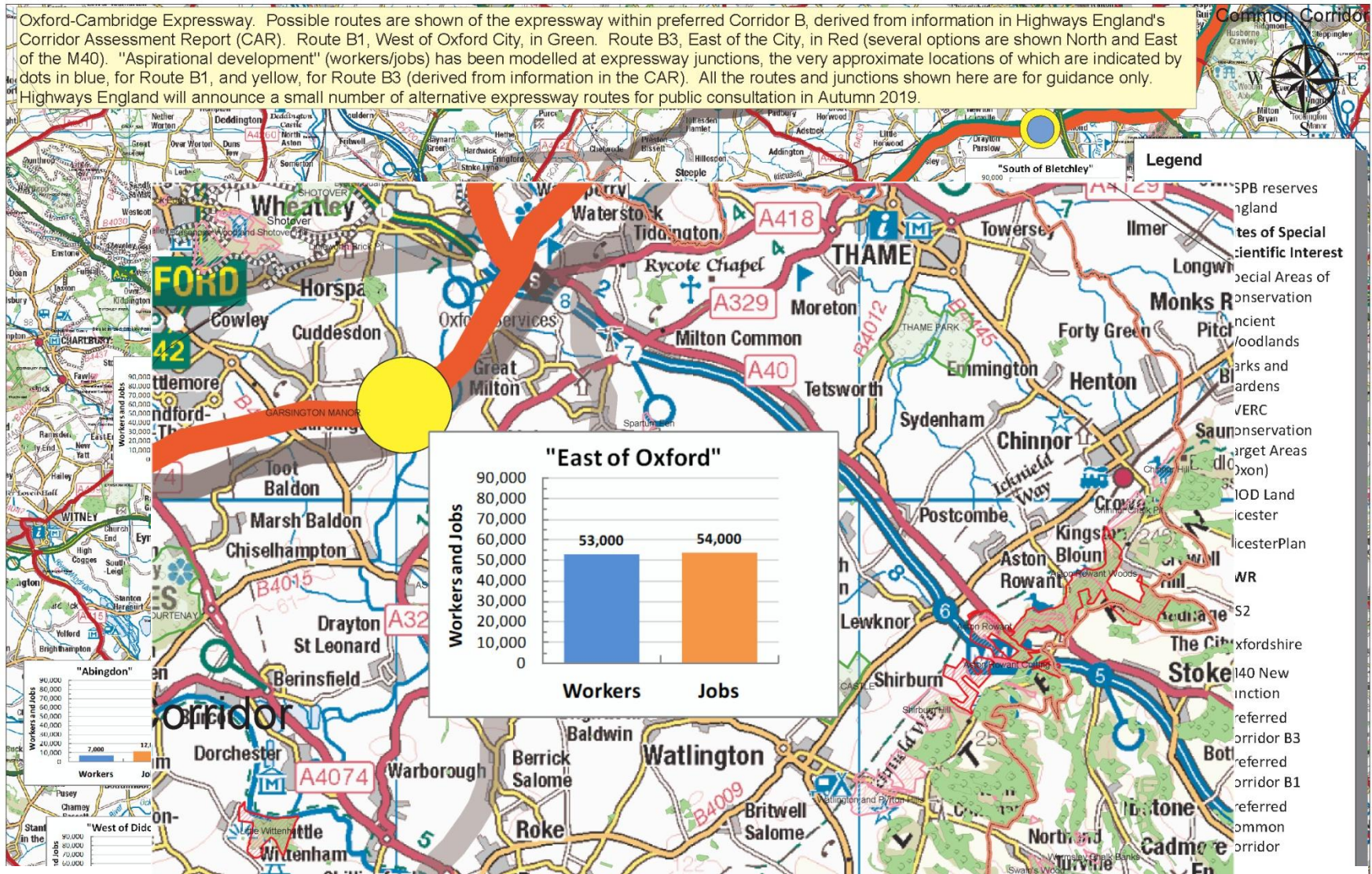
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BEACON EXPRESSWAY noexpressway.org

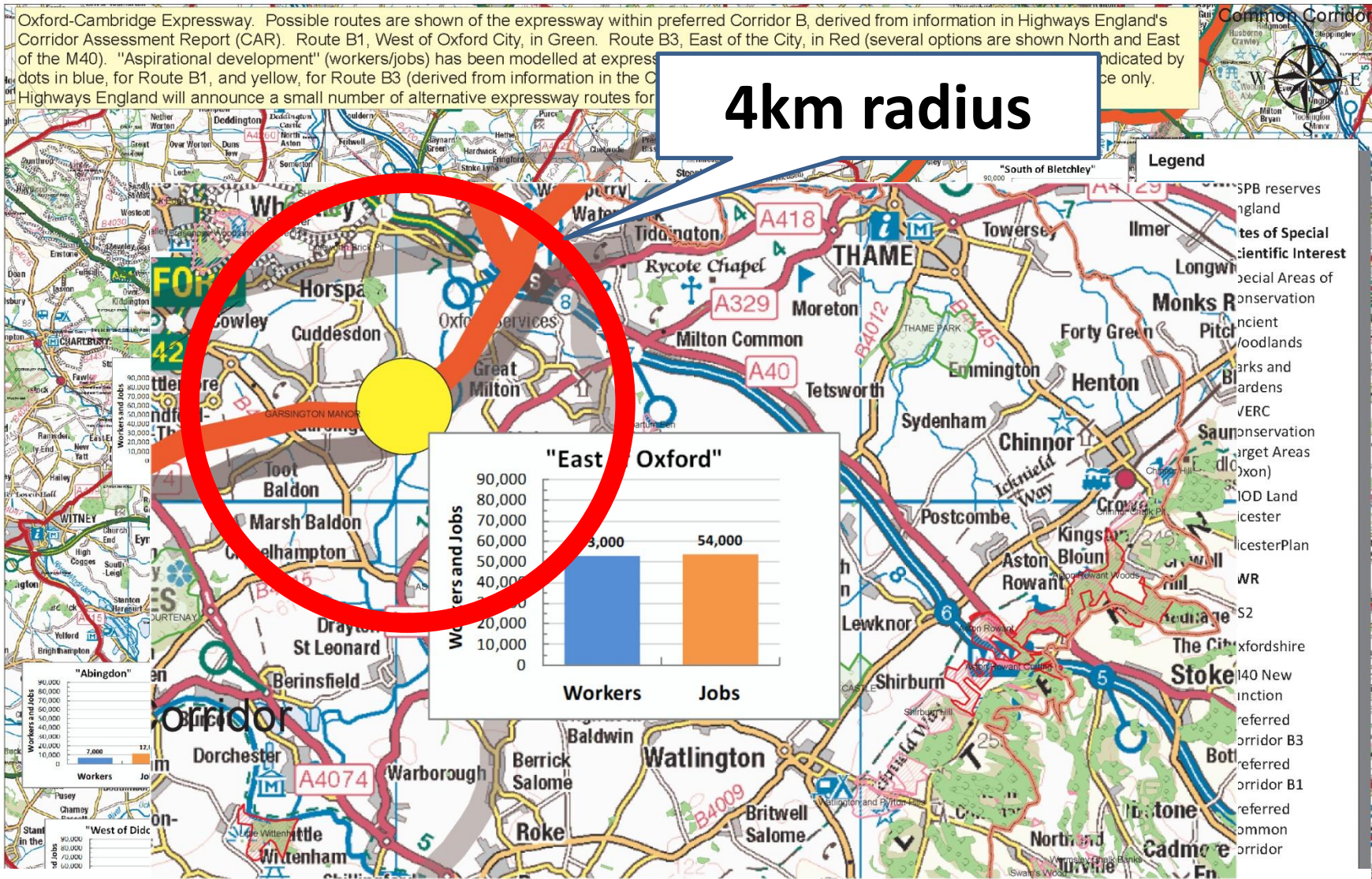
Option B1, 53,000 workers/42,000 new houses East of Oxford ?



That's 97,200 people (Bicester 32,789, Oxford 154,600)

2017 figures

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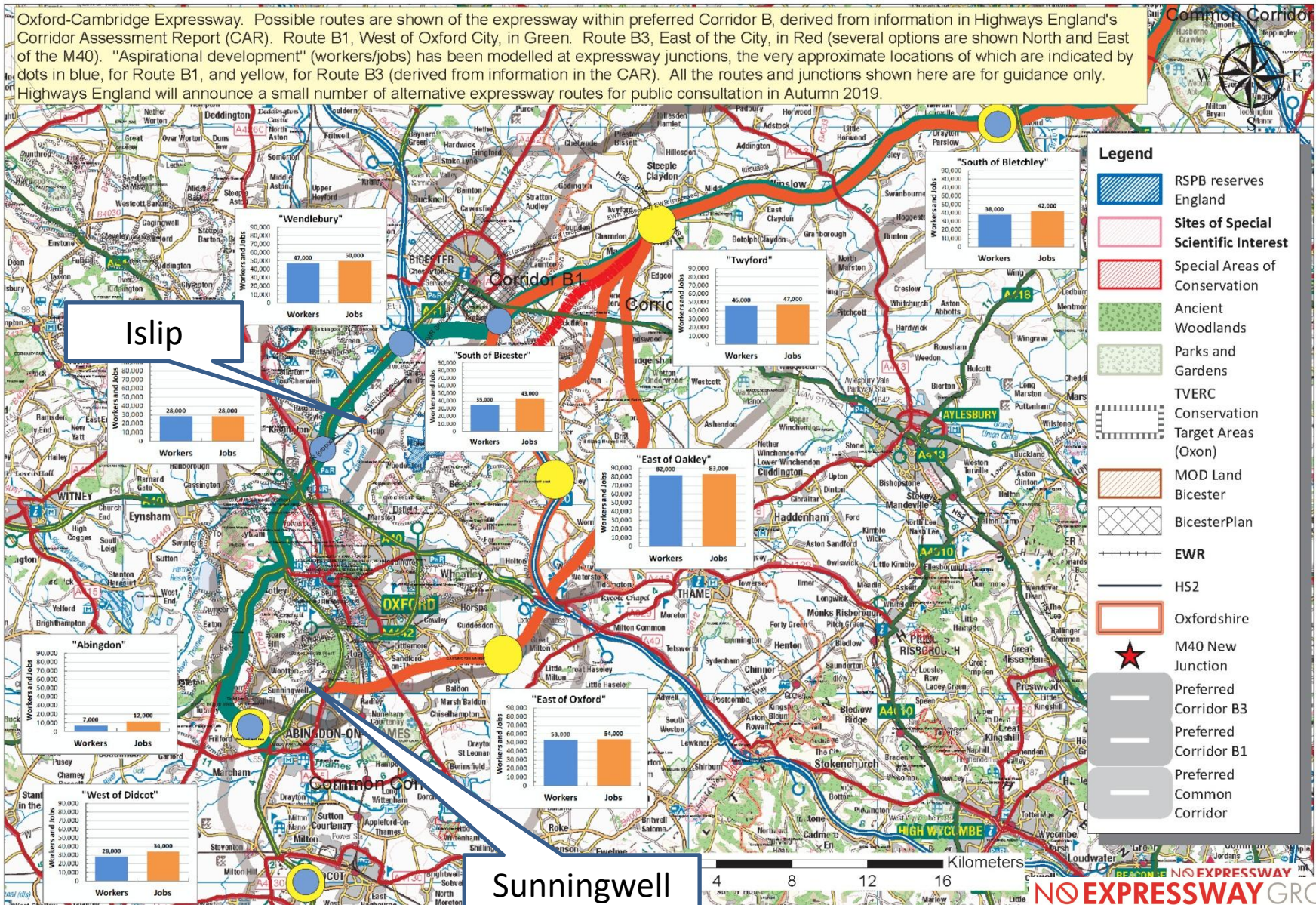


That's 97,200 people (Bicester 32,789, Oxford 154,600)

2017 figures

..and the same again 'East of Oakley' 82,000 workers 65,000 houses

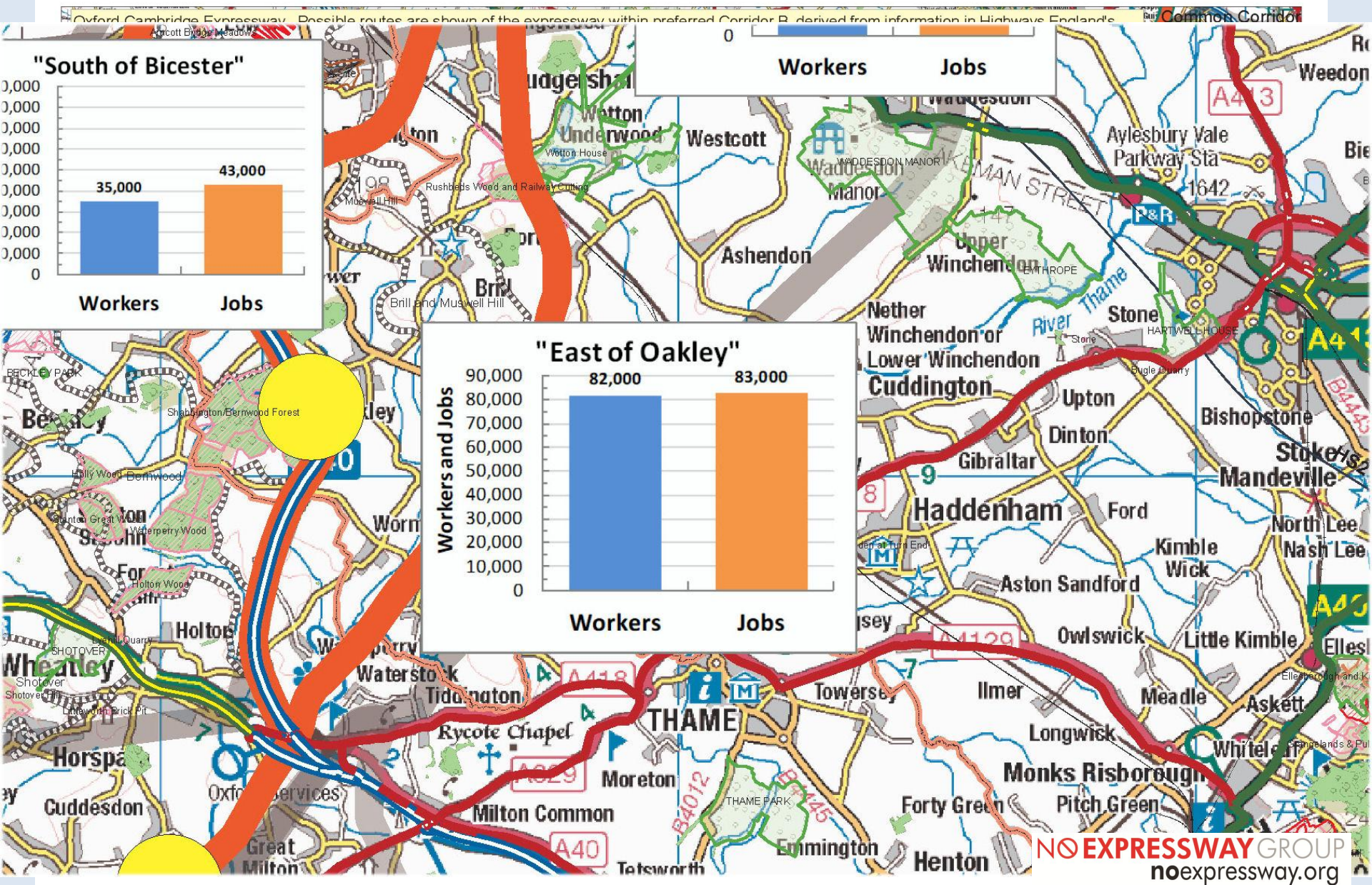
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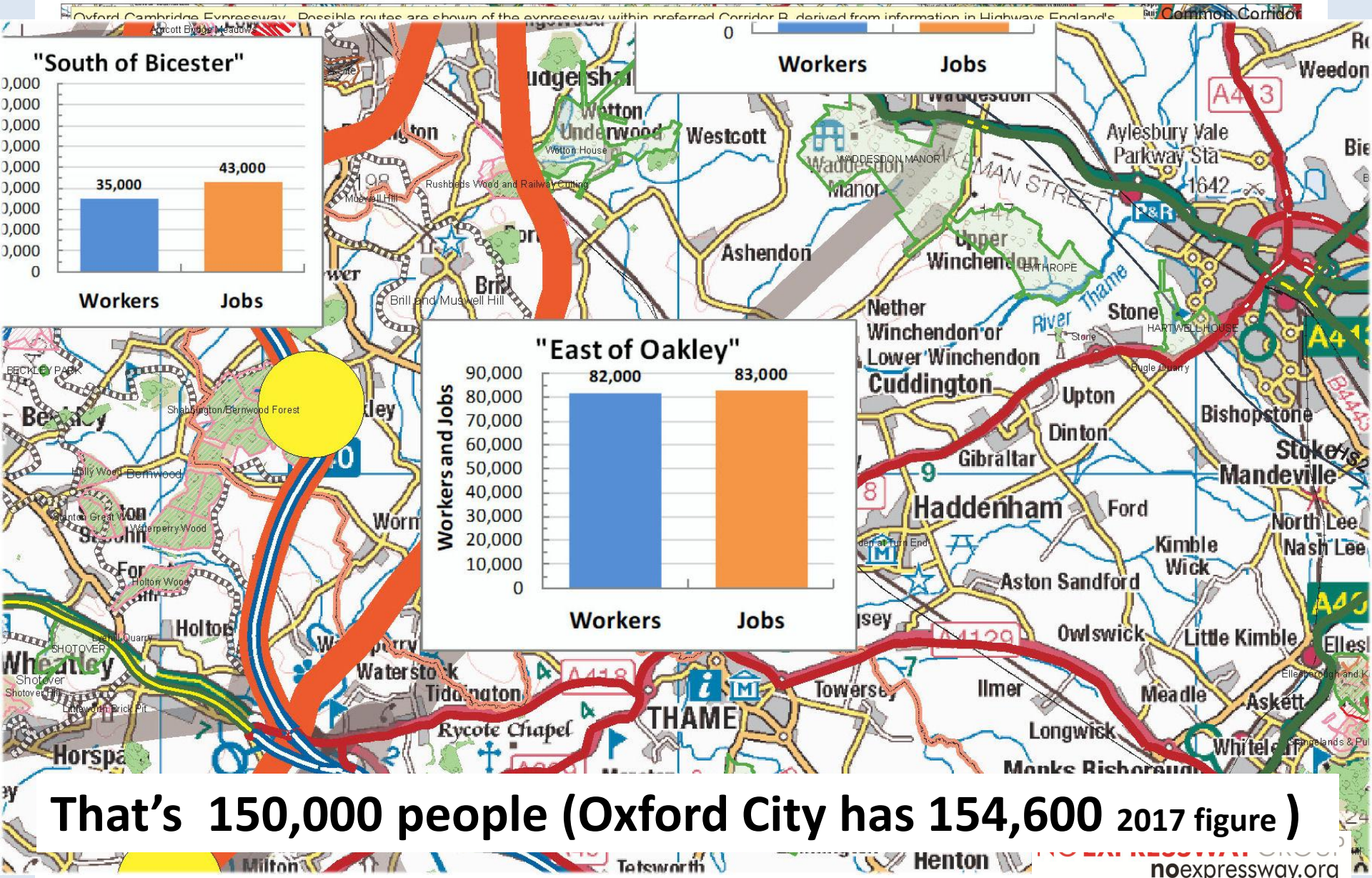
Legend

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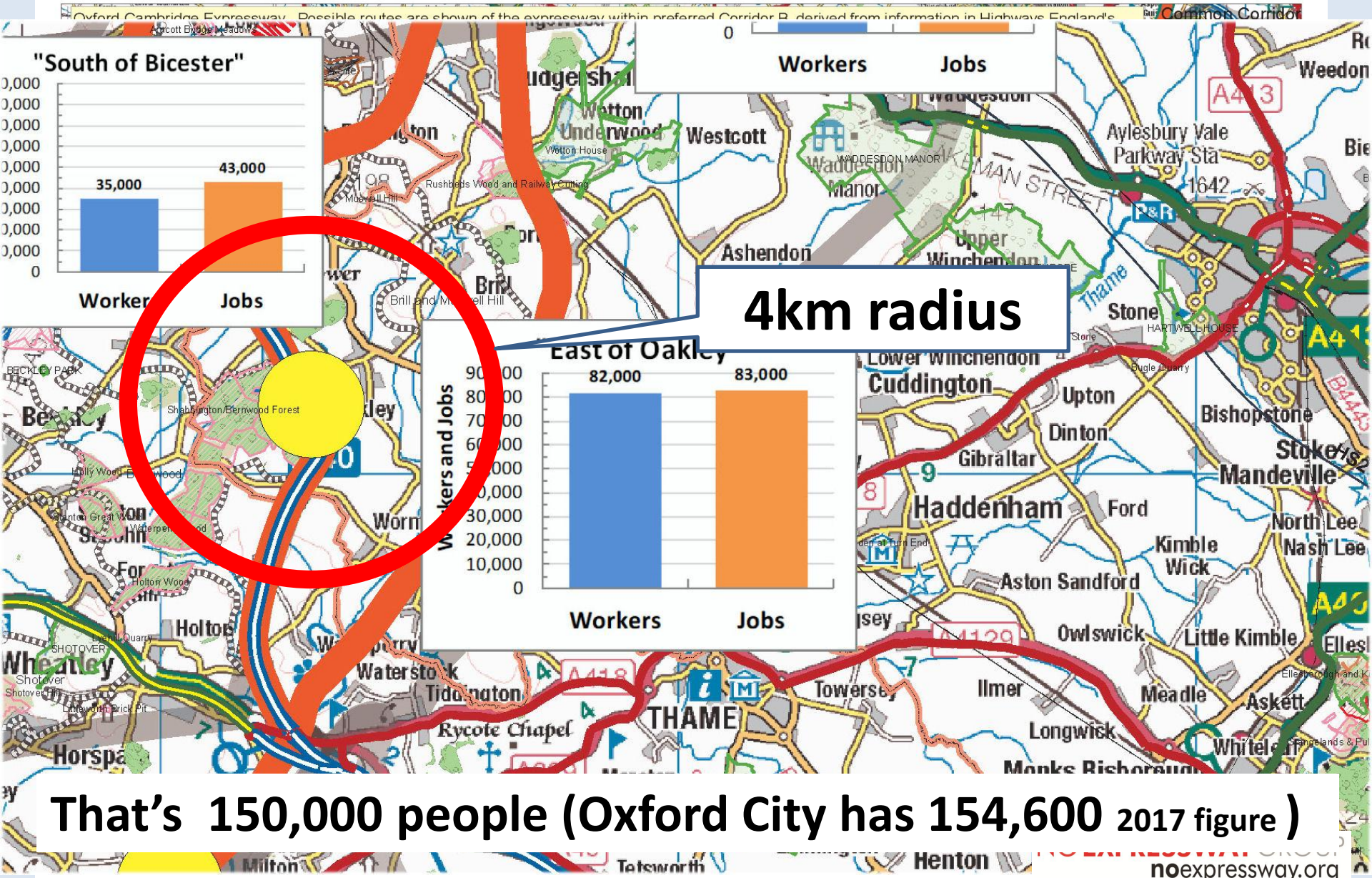
..and the same again 'East of Oakley' 82,000 workers 83,000 houses



..and the same again 'East of Oakley' 82,000 workers 83,000 houses



..and the same again 'East of Oakley' 82,000 workers 83,000 houses



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

**Whichever route is chosen in Oxfordshire, the
Expressway alone will support no more than 114,000
houses (266,000 people).**

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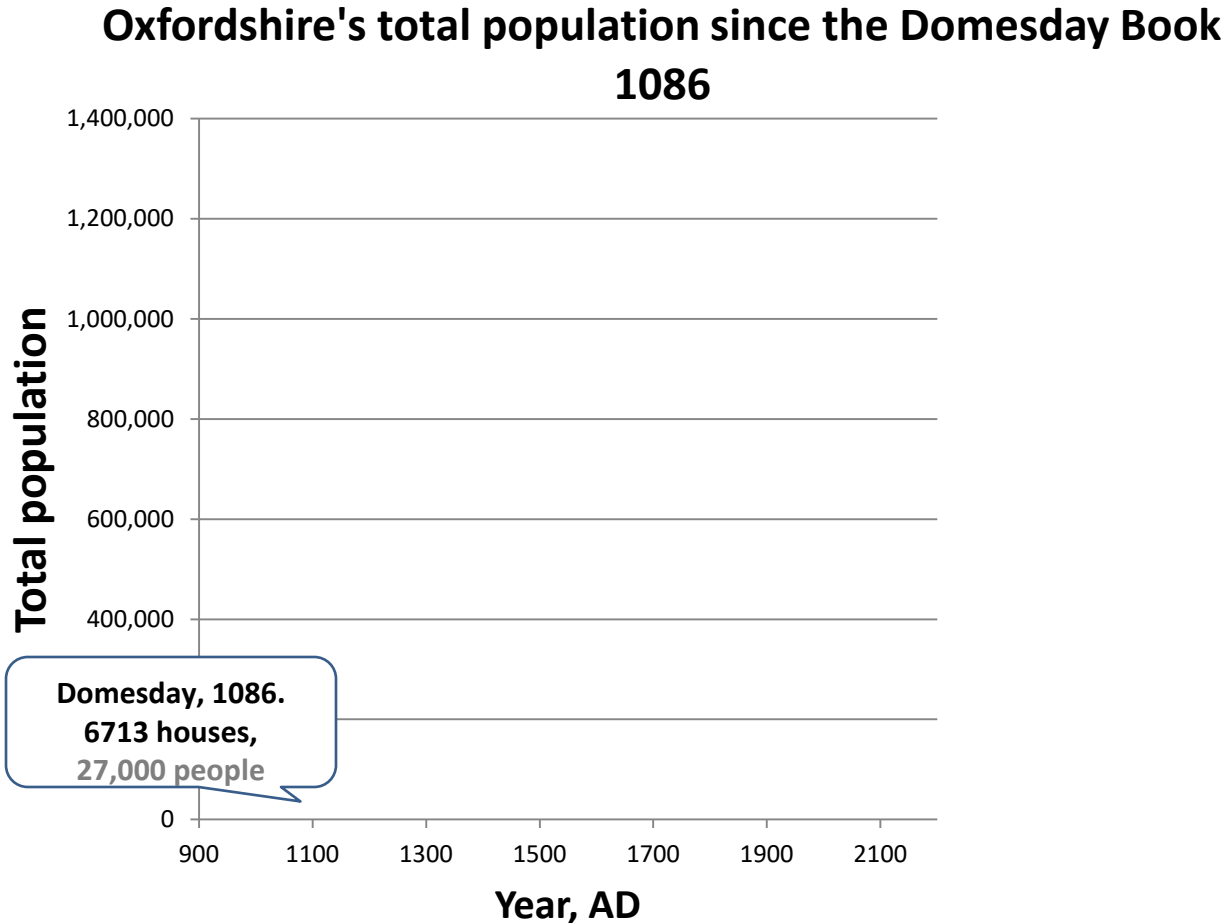
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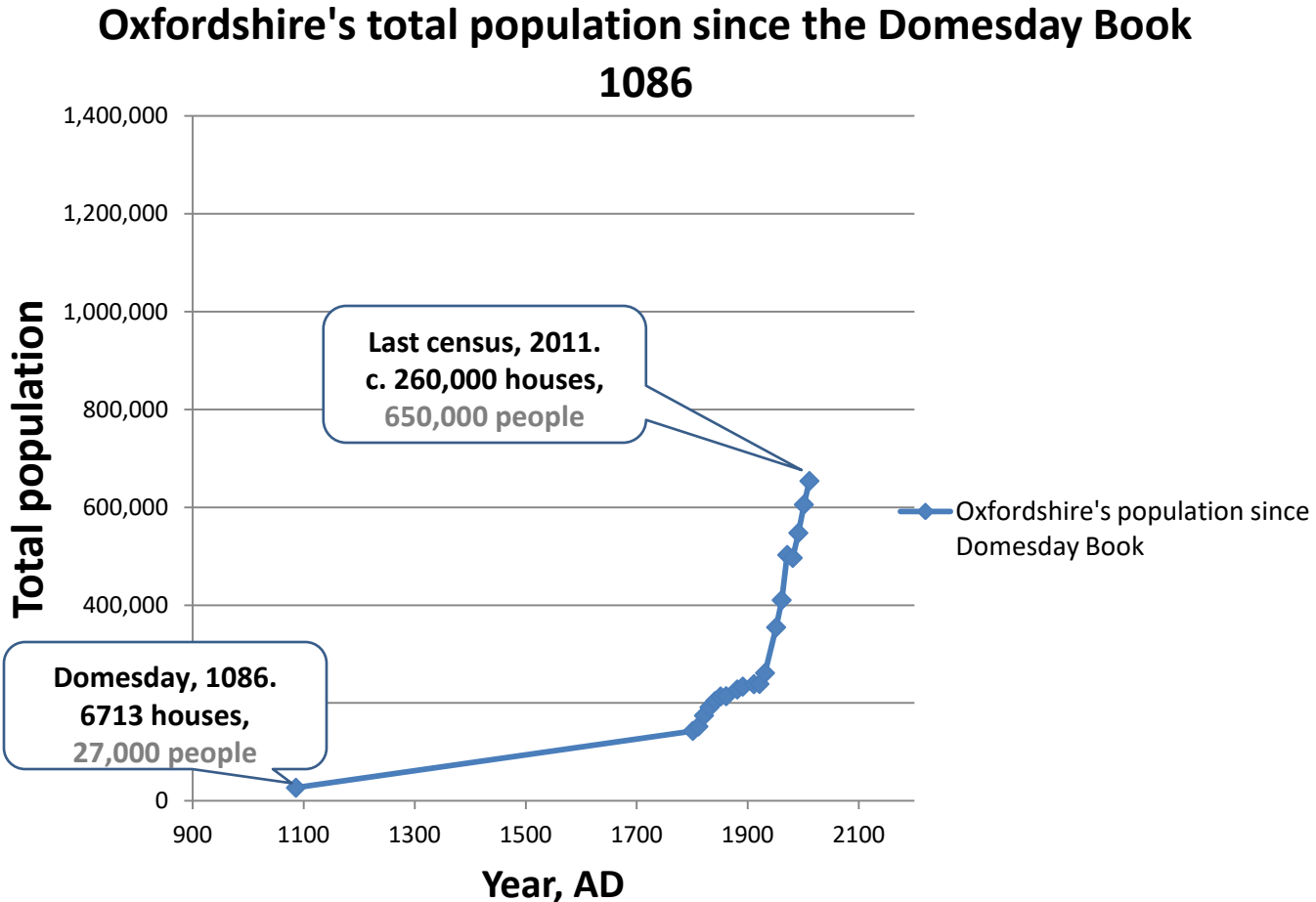
The NIC Report (5th Studio SQW) says there will be 170,000 new houses in Oxfordshire (the ‘transformational growth’ figure).

....that leaves a balance of 56,000 houses to be built ‘somewhere else’ in Oxfordshire (i.e. another 103,000 people)

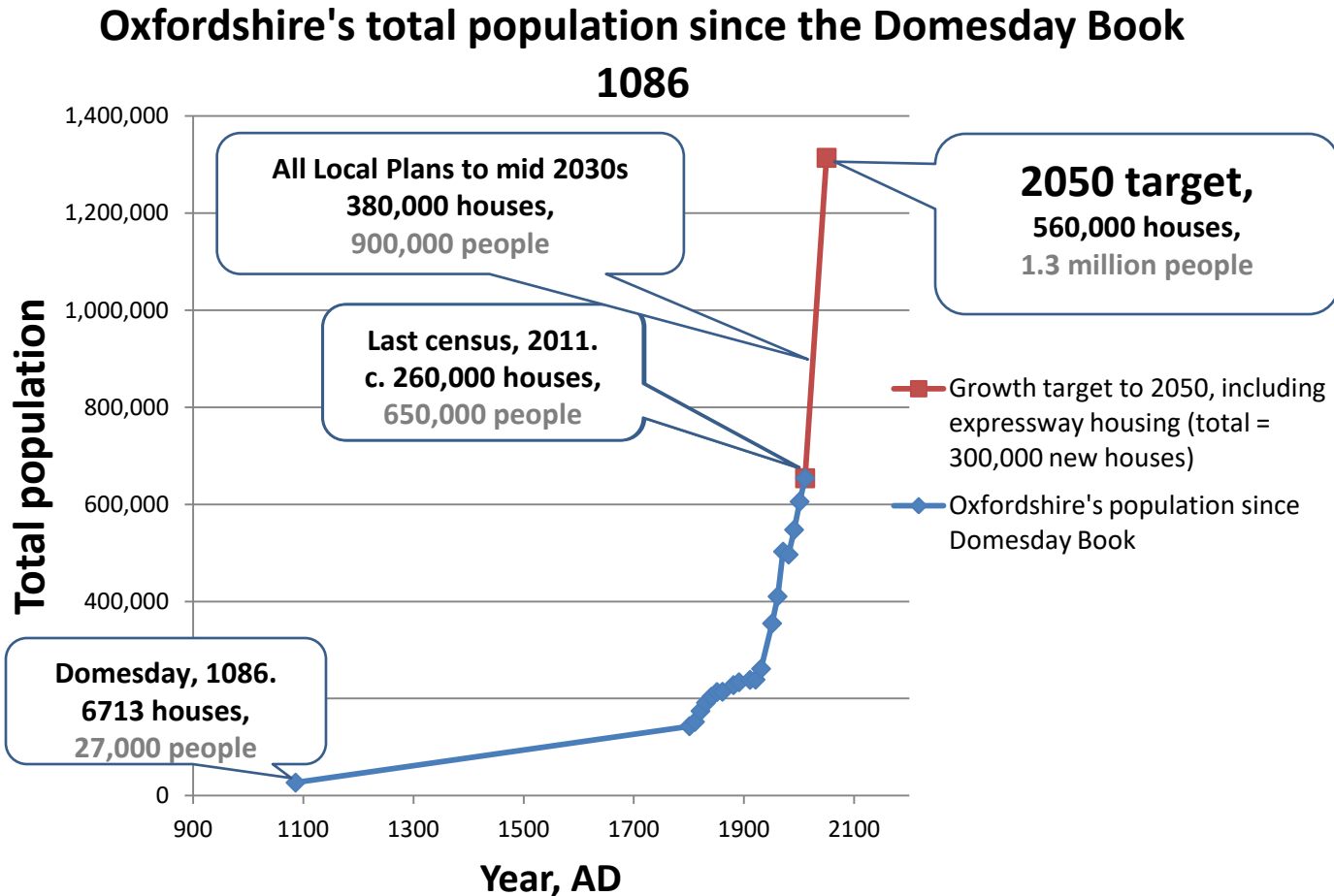
Oxfordshire's past, and proposed growth to 2050



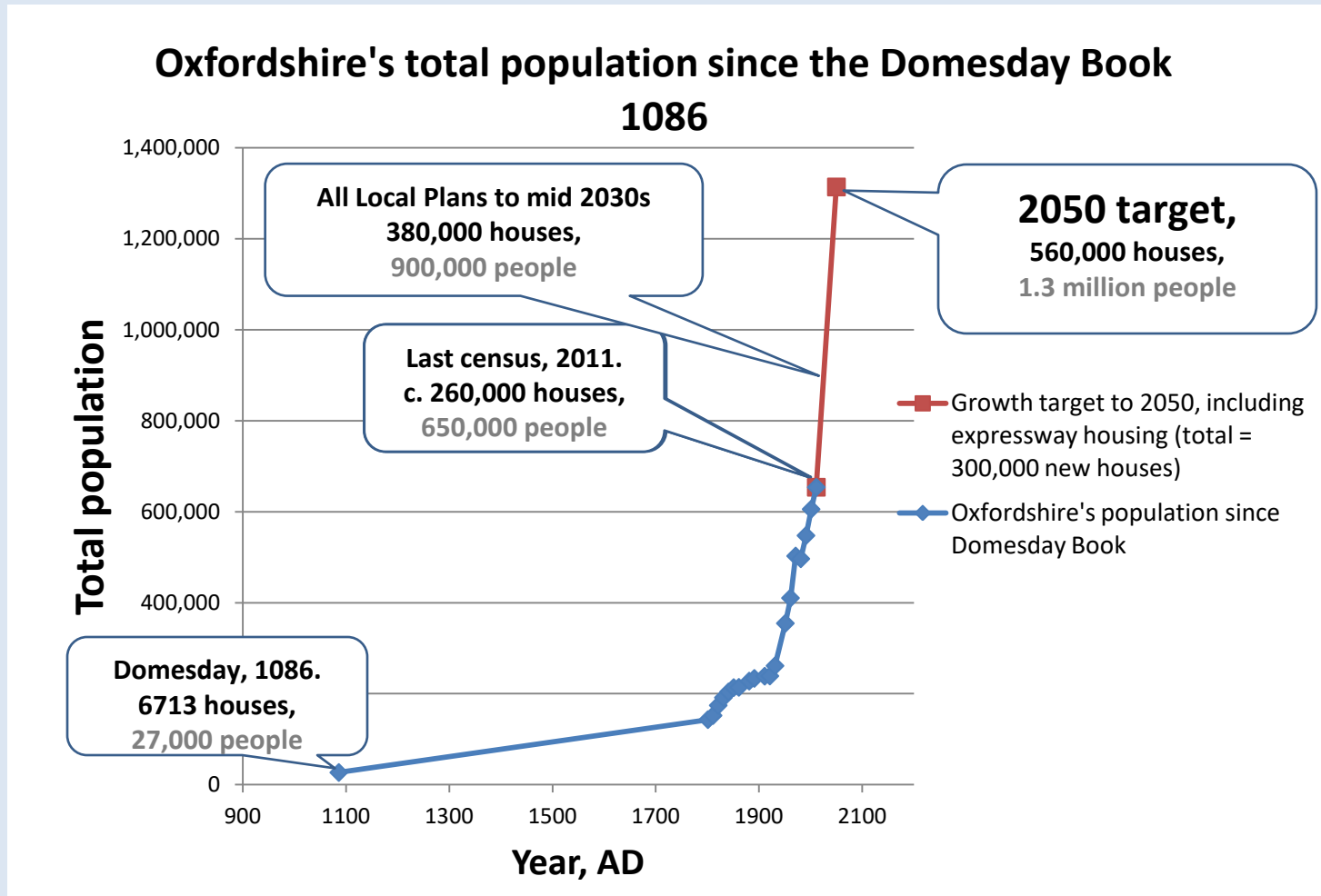
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Oxfordshire's past, and proposed growth to 2050



Are there really no limits to growth?

Where will all those houses go?

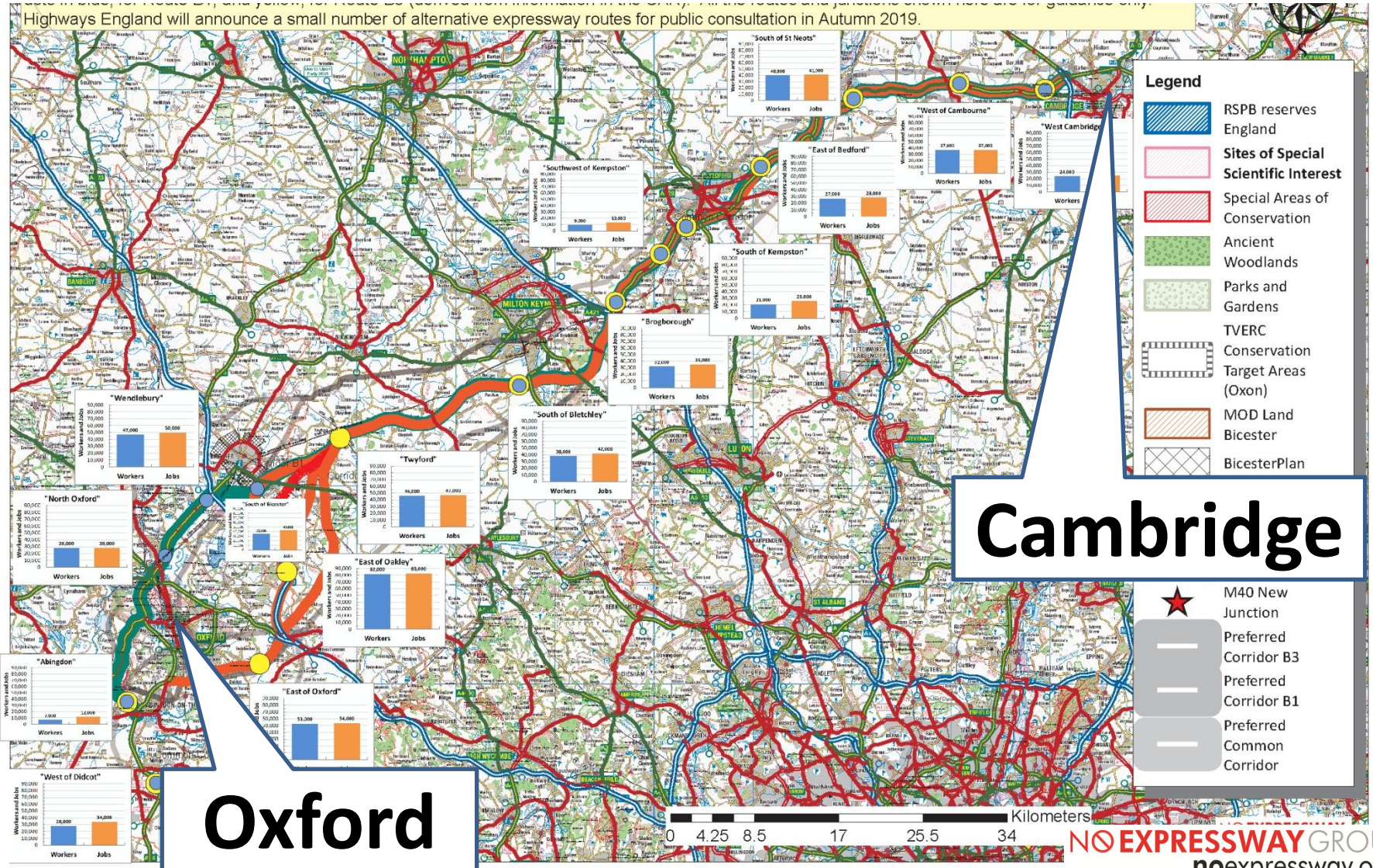


**This is what
Corridor B would
look like with 21
new Bicester's by
2050!**

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

Highways England proposes 360,000 new houses along the Expressway

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



Cambridge

Oxford

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

.....but aren't these just 'aspirational' figures?

“Local Authorities can resist any houses over and above Local Plans (to the mid 2030s)” (Cllr Barry Wood, Leader Cherwell District Council)

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“Local Authorities can resist any houses over and above Local Plans (to the mid 2030s)” (Cllr Barry Wood, Leader Cherwell District Council)



Oxfordshire 2050

A vision for the future

We expect rates of growth to continue and even accelerate in the period 2031 – 2050, and we are keen for Oxfordshire to play a key part in the growth aspirations for the Oxford-Cambridge Growth Corridor.



Ministry of Housing,
Communities &
Local Government

Rt Hon John Bercow MP
House of Commons
London
SW1A 0AA

Rt Hon Robert Jenrick MP
*Secretary of State for Housing, Communities
and Local Government*

**Ministry of Housing, Communities & Local
Government**
Fry Building
2 Marsham Street
London
SW1P 4DF

Tel: 0303 444 3450
Email: Robert.jenrick@communities.gov.uk

www.gov.uk/mhclg

Our Ref: 4304354

29th July 2019

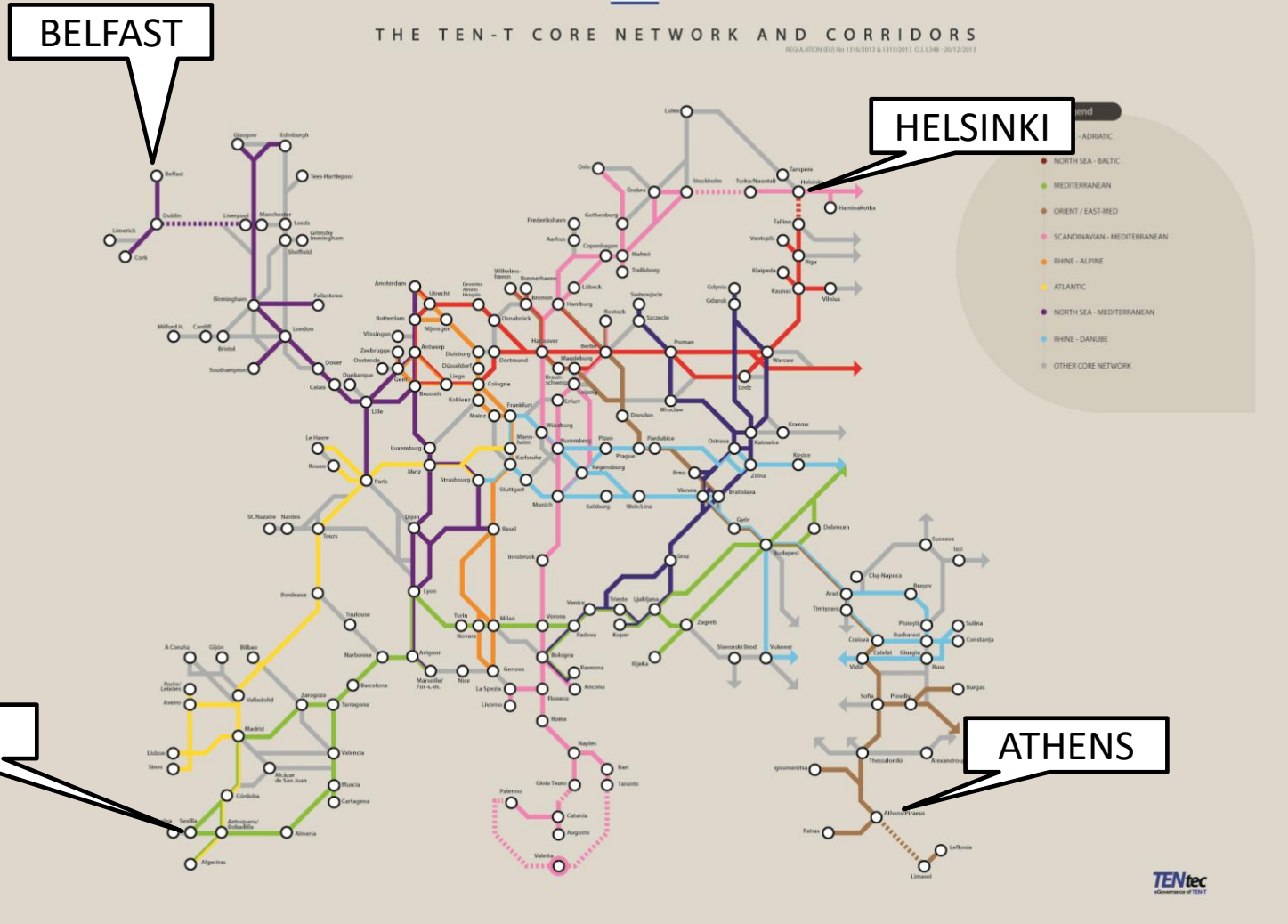
Dear John,

Thank you for your letter of 13 June 2019 to my predecessor, Rt Hon James Brokenshire MP, on behalf of your constituent, David Chetham, regarding housing development in Buckinghamshire within the Oxford-Cambridge Arc.

At the Spring Statement this year, Government reaffirmed its ambition for up to one million homes in the Arc by 2050 to support the realisation of its transformational economic growth potential, in line with the National Infrastructure Commission's recommendations.

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

TENtec Freight Network



SEVILLE

ATHENS

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

TENtec Freight Network


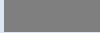


Southampton

Felixstowe

London

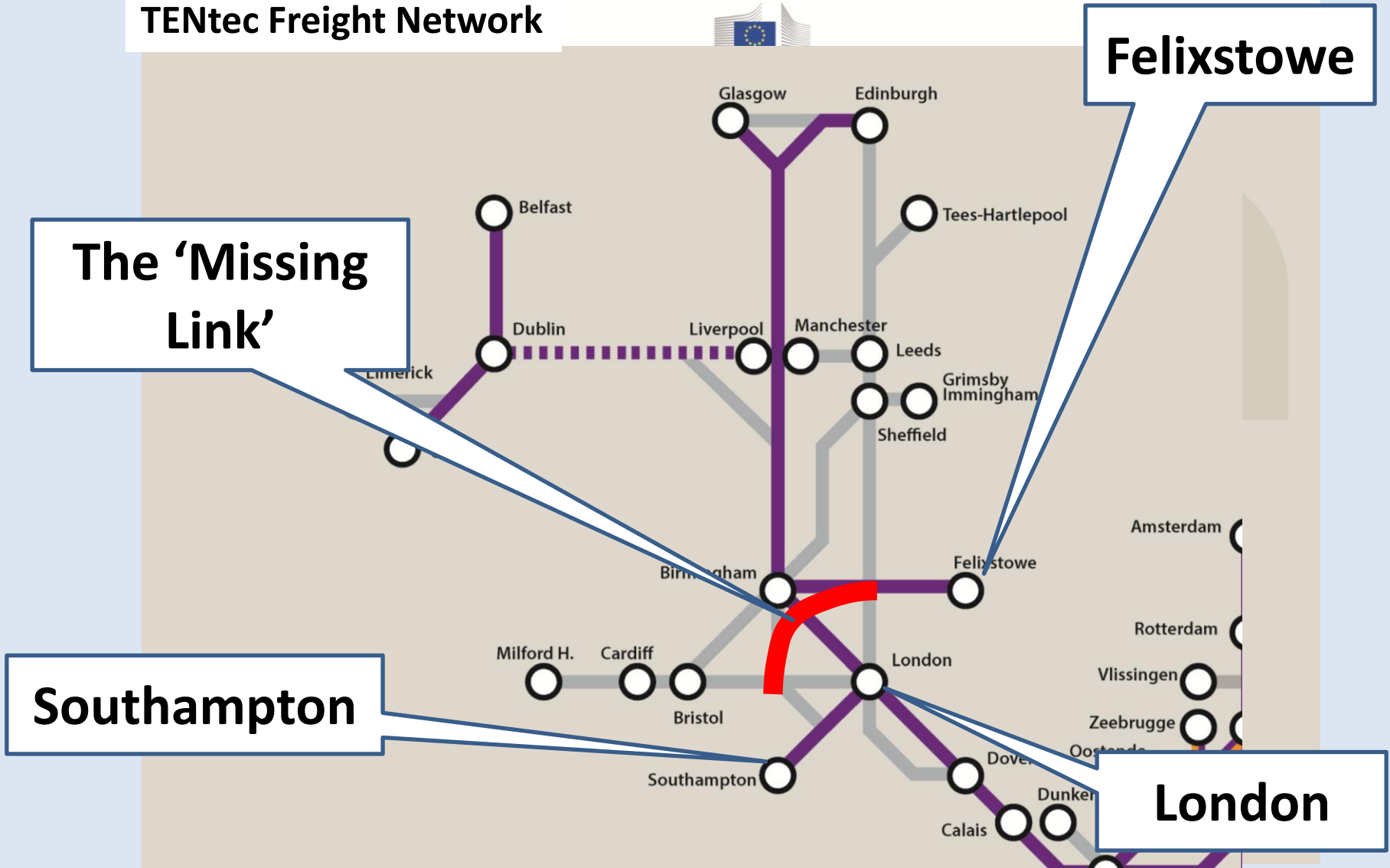
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network


noexpressway.org

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

TENtec Freight Network



The 'Missing Link'

Felixstowe

Southampton

London

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

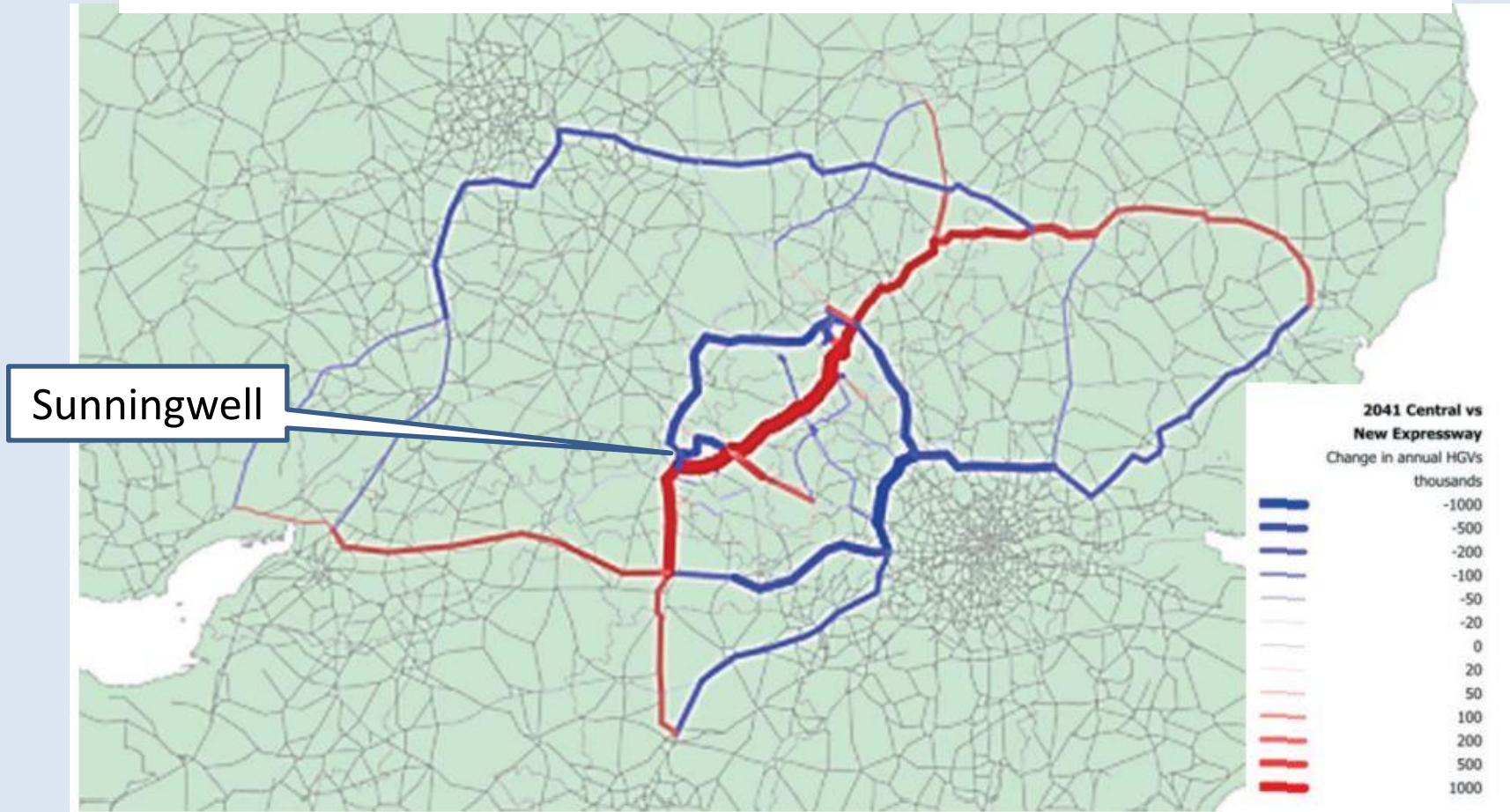


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

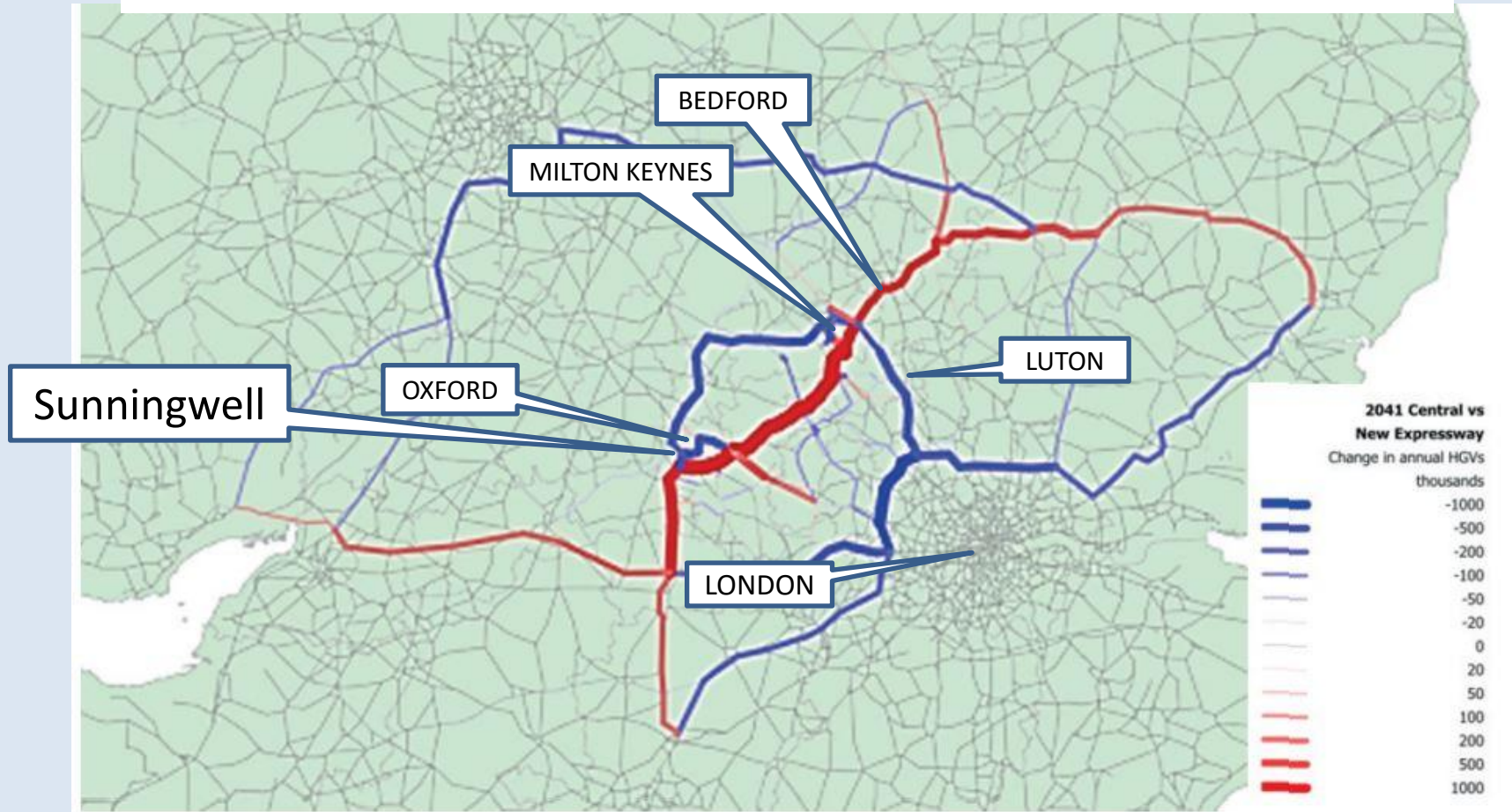


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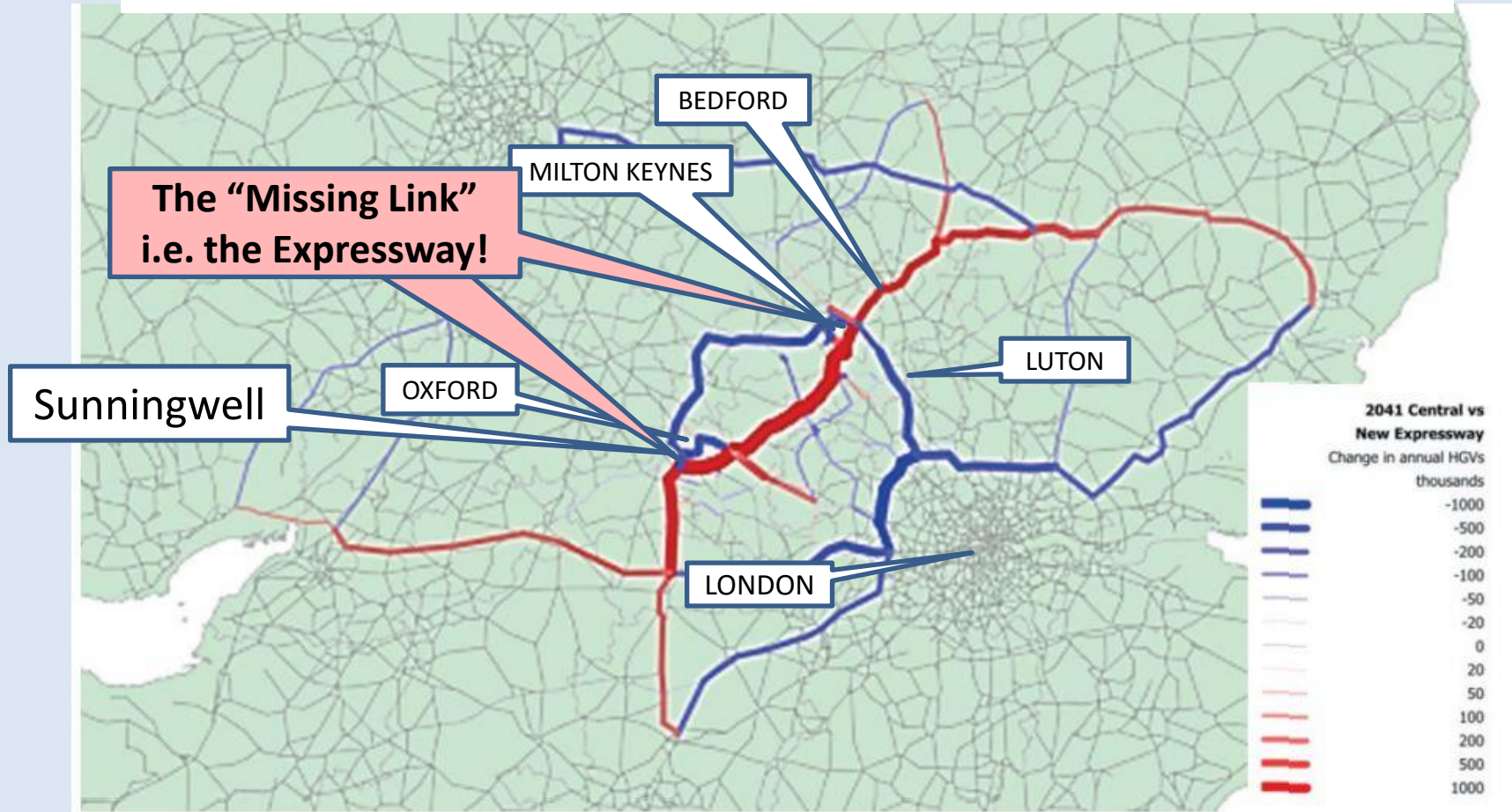
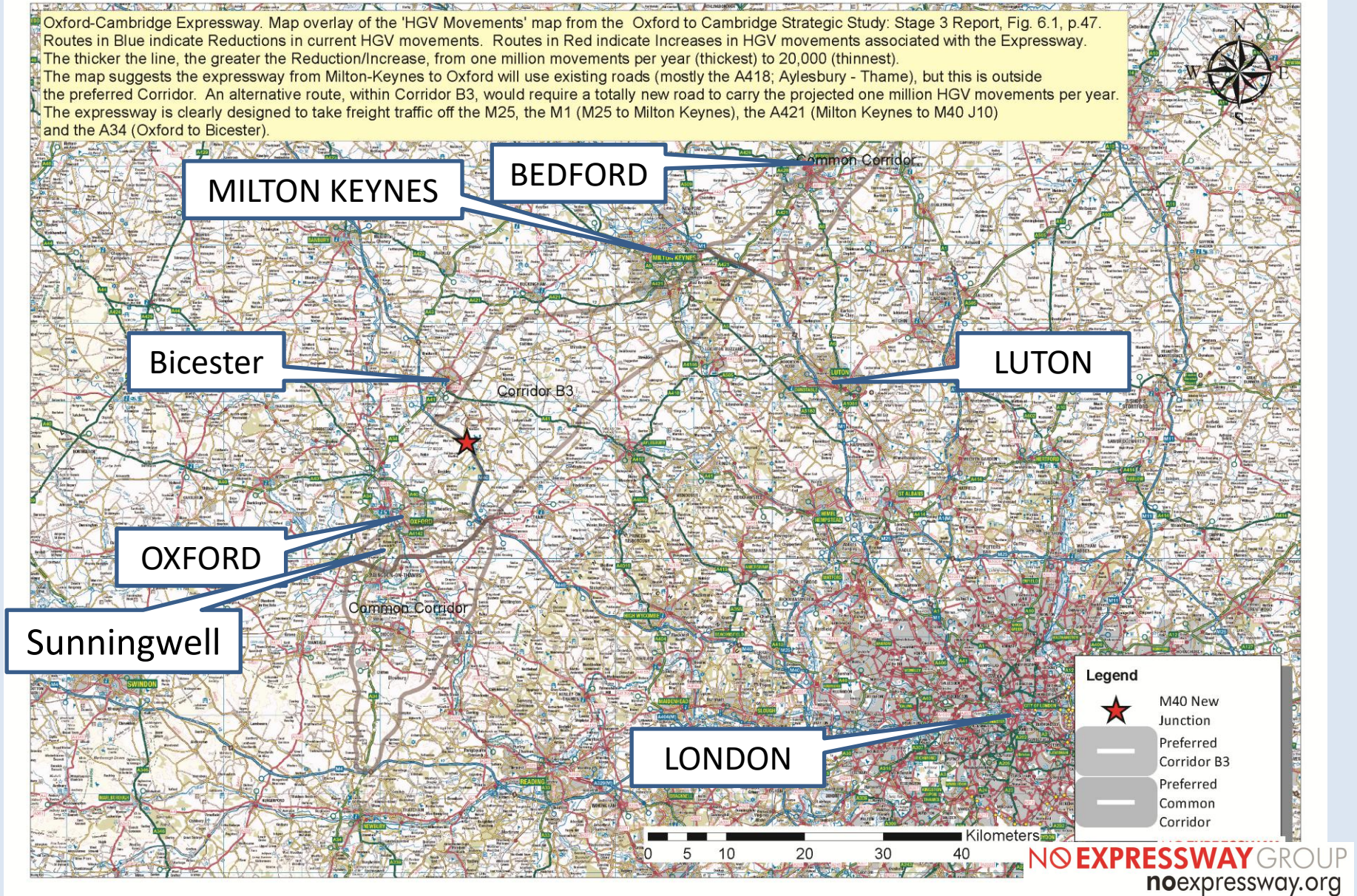


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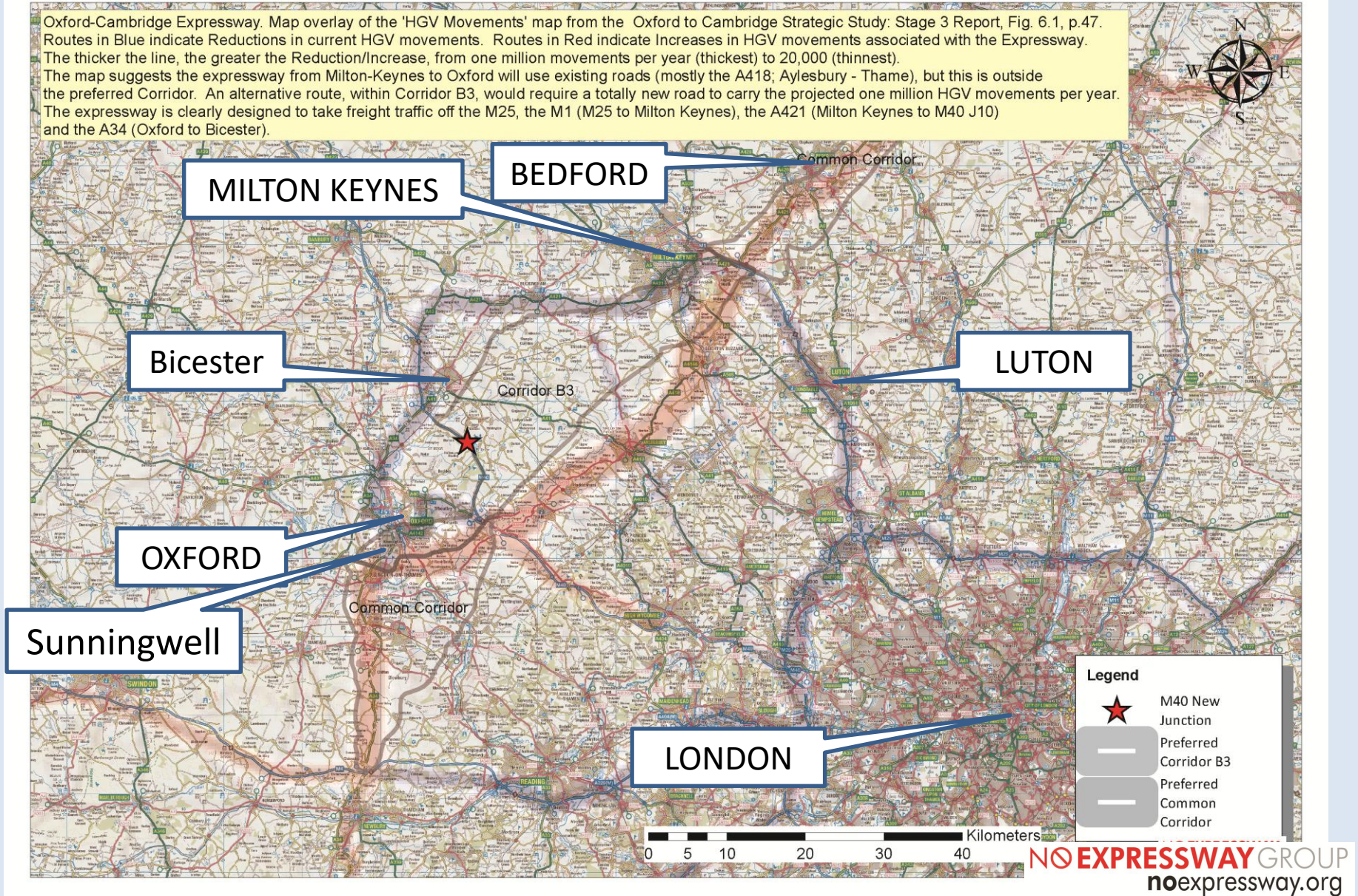
Cars, Houses, People..... and Freight

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 - 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).



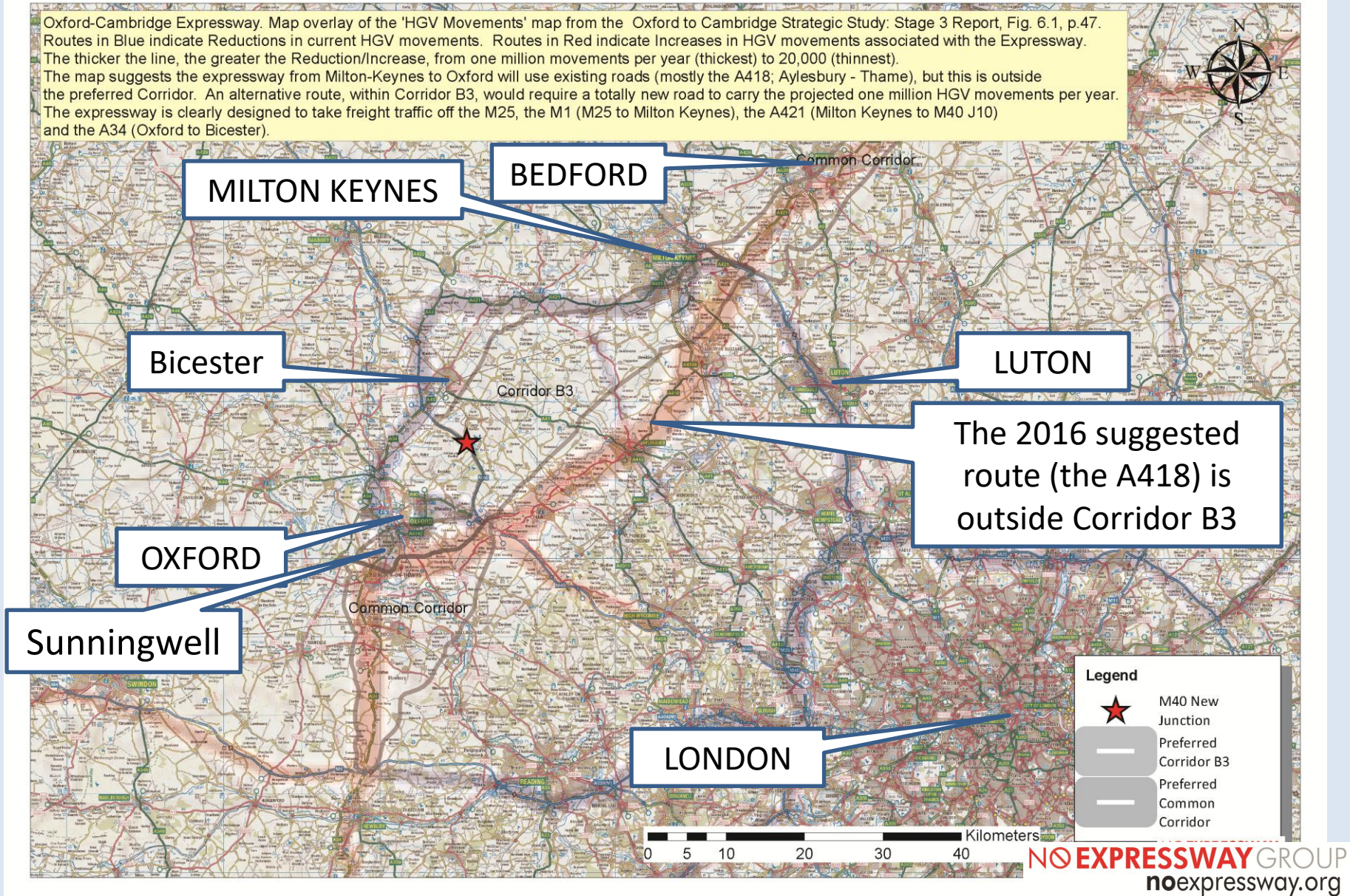
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MILTON KEYNES

BEDFORD

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

Bicester

LUTON




The 2016 suggested route (the A418) is outside Corridor B3

OXFORD

Sunningwell

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).”

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

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

AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



 **edf**ENERGY



 **gsk**
GlaxoSmithKline



Hilton
HOTELS & RESORTS

 **INLAND
WATERWAYS
ASSOCIATION**

**JOHN
LEWIS
& PARTNERS**



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noexpressway.org



AstraZeneca



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



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Kettering
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**OXFORDSHIRE
COUNTY COUNCIL**

www.oxfordshire.gov.uk

Working for you

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE



***Vale
of White Horse***

District Council



South Oxfordshire

District Council

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

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.

(Sunningwell PC is now on the Stakeholder list)



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The No Expressway Group Campaign



STRATEGY. Common sense says.....

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- 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.**

STRATEGY. Common sense says..... Expressway?

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Expressway?

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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....

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How can we Influence?

1. Have our say!

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

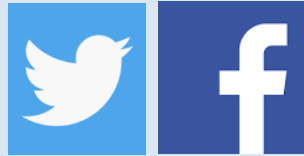


How can we Influence?

The Challenge

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NO EXPRESSWAY GROUP
noexpressway.org

2. Spread the word

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

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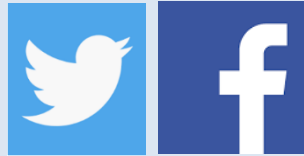
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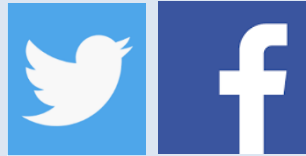
4. Work together to make this “scary” - elections

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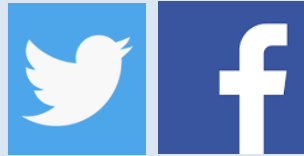
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- **Consultations**



2. Spread the word

NO EXPRESSWAY GROUP
noexpressway.org

3. Submit Environment, Heritage, Wildlife info to HE

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

5. Prepare for HE’s next steps

- Recruit experts to help with the NSIPs process
- Examine NIC, HE, EEH and other relevant documents
- Are the facts correct? Do the ‘models’ make sense?

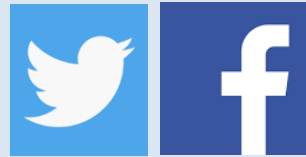
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- Put up a sign
- Hold Councillors and MPs to account
- Consultations



2. Spread the word

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3. Submit Environment, Heritage, Wildlife info to HE

4. Work together to make this “toxic” to politicians

5. Prepare for HE’s next steps

6. Can you

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

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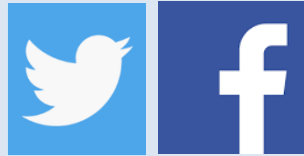
How can we Influence?



1. Have our say!

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

2. Spread the word



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4. Work together to make this “toxic” to politicians

5. Prepare for HE’s next steps

If this scheme goes ahead, digging will start in 2025 for completion in 2030.



Thank you!

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X

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

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