

Danesborough Expressway Action Group

Oxford-Cambridge Expressway

Wavendon Community Centre

28th October 2019, 7.30p.m.

David Rogers & Olivia Field

No Expressway Group

Horton-cum-Studley

noexpresswaygroup@gmail.com

NO EXPRESSWAY GROUP
noexpressway.org

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

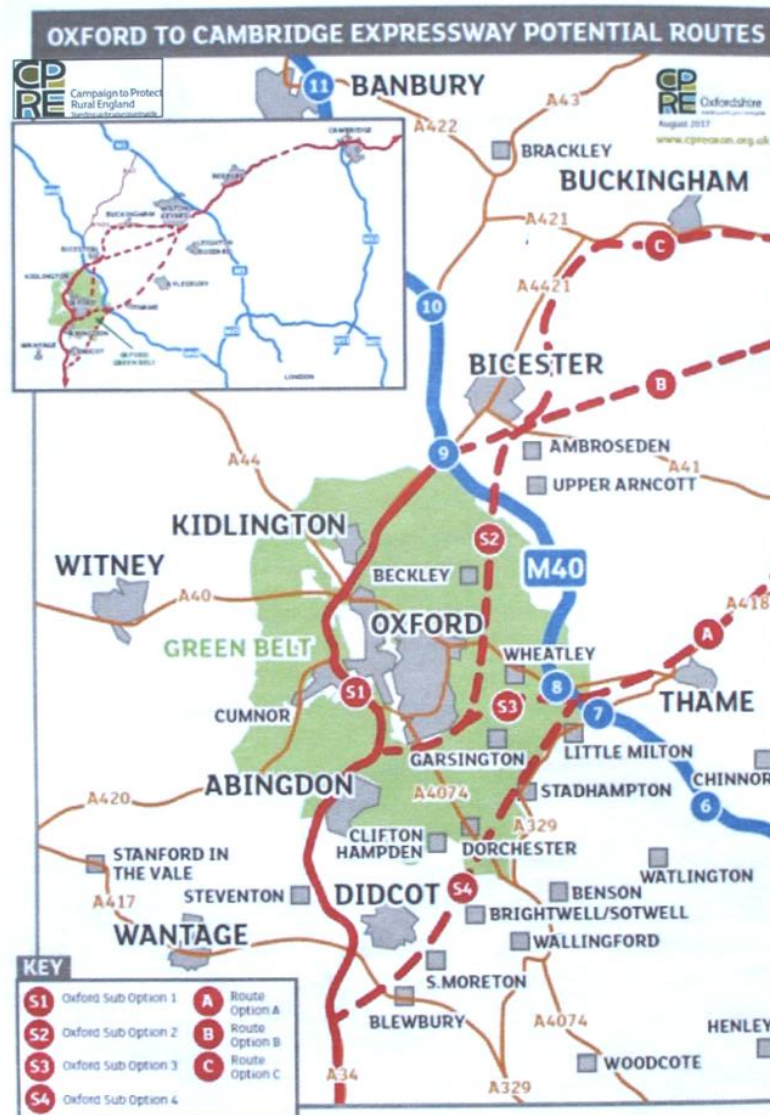
The Four Parishes News Magazine

BECKLEY
FOREST HILL
HORTON-cum-STUDLEY
STANTON St JOHN



Crocuses in Bury Knowle Park, 17 February 2018

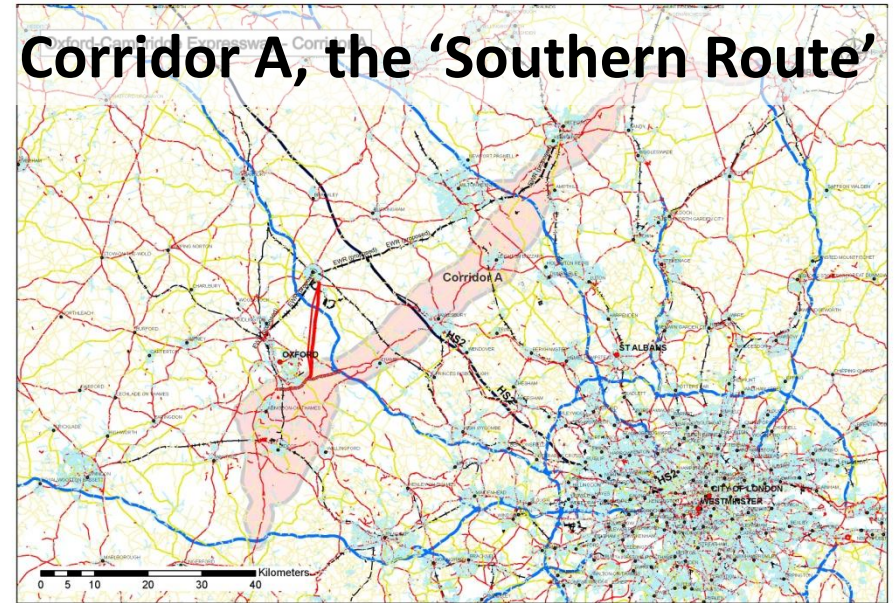
March 2018



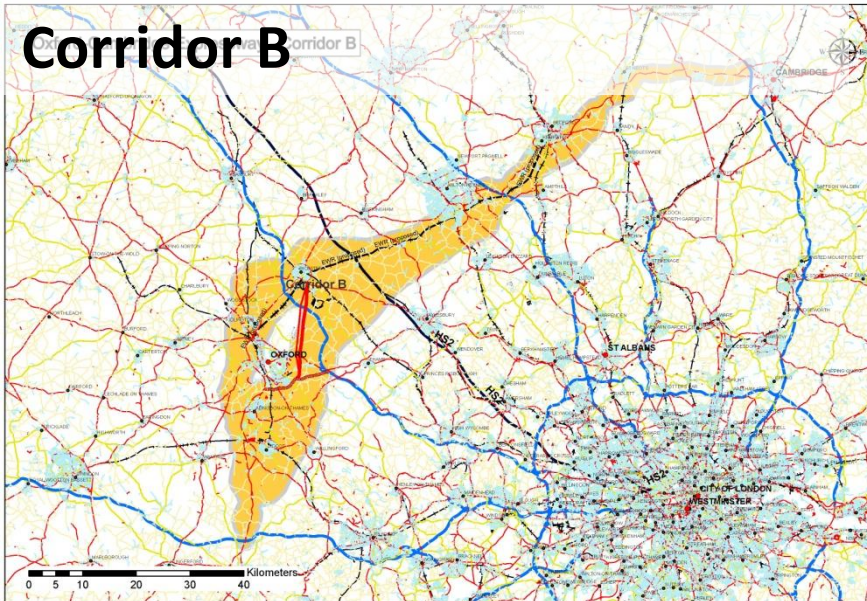
**But from Spring of 2018
Highways England talked only of
three broad corridors, A, B and C.**

**Stakeholders had very little
influence on Corridor choice.**

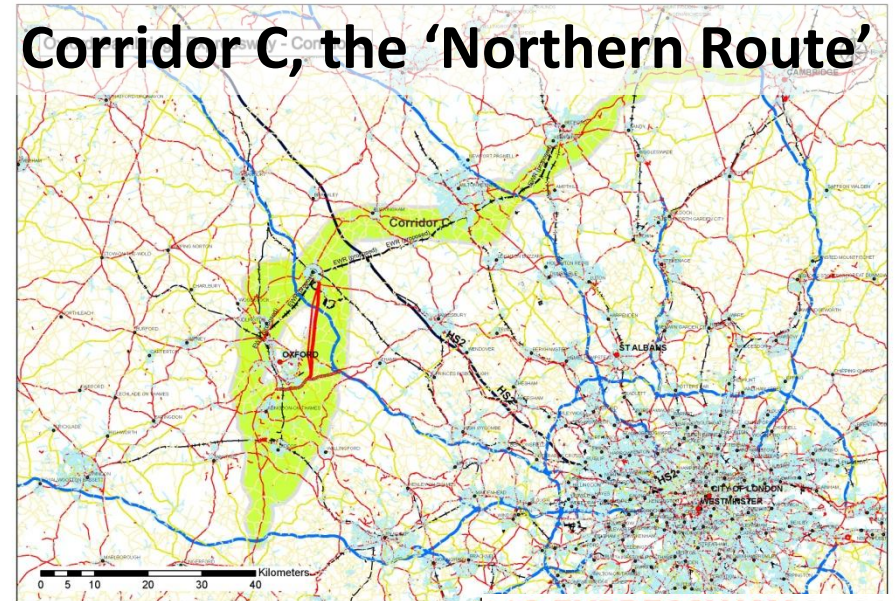
Corridor A, the 'Southern Route'



Corridor B



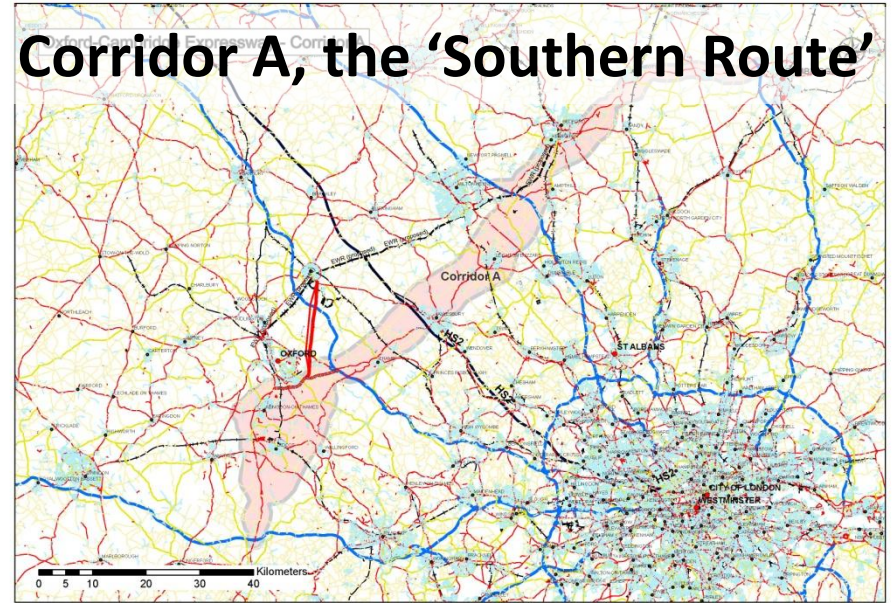
Corridor C, the 'Northern Route'



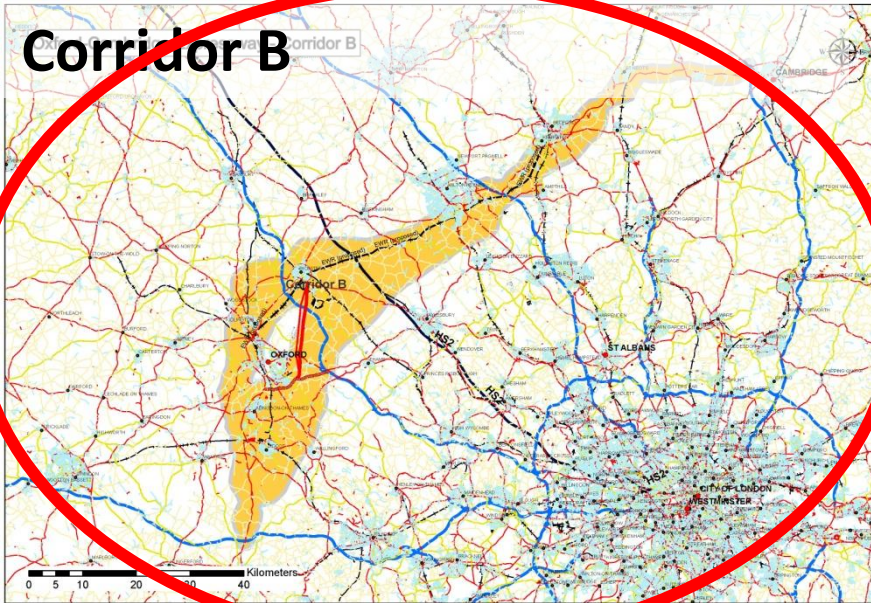
Corridor Announced

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

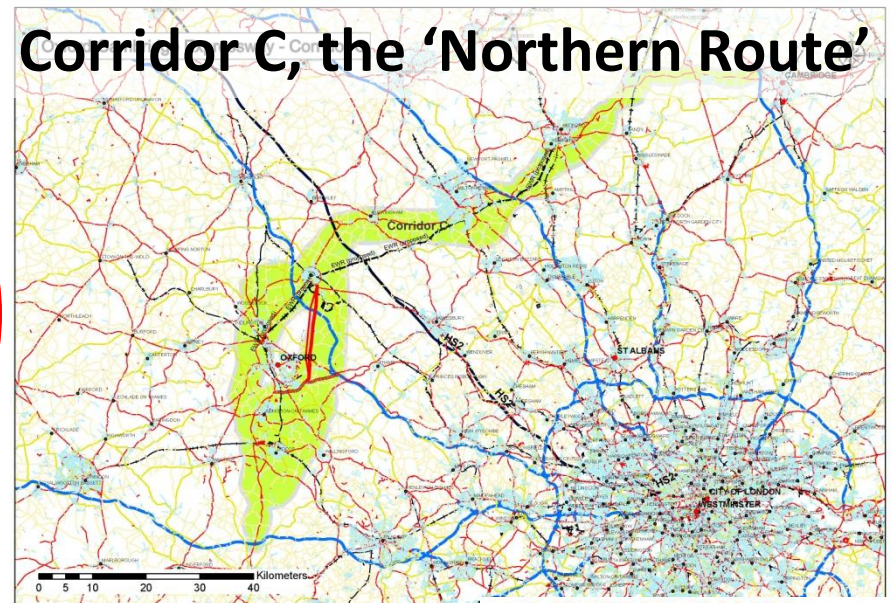
Corridor A, the 'Southern Route'



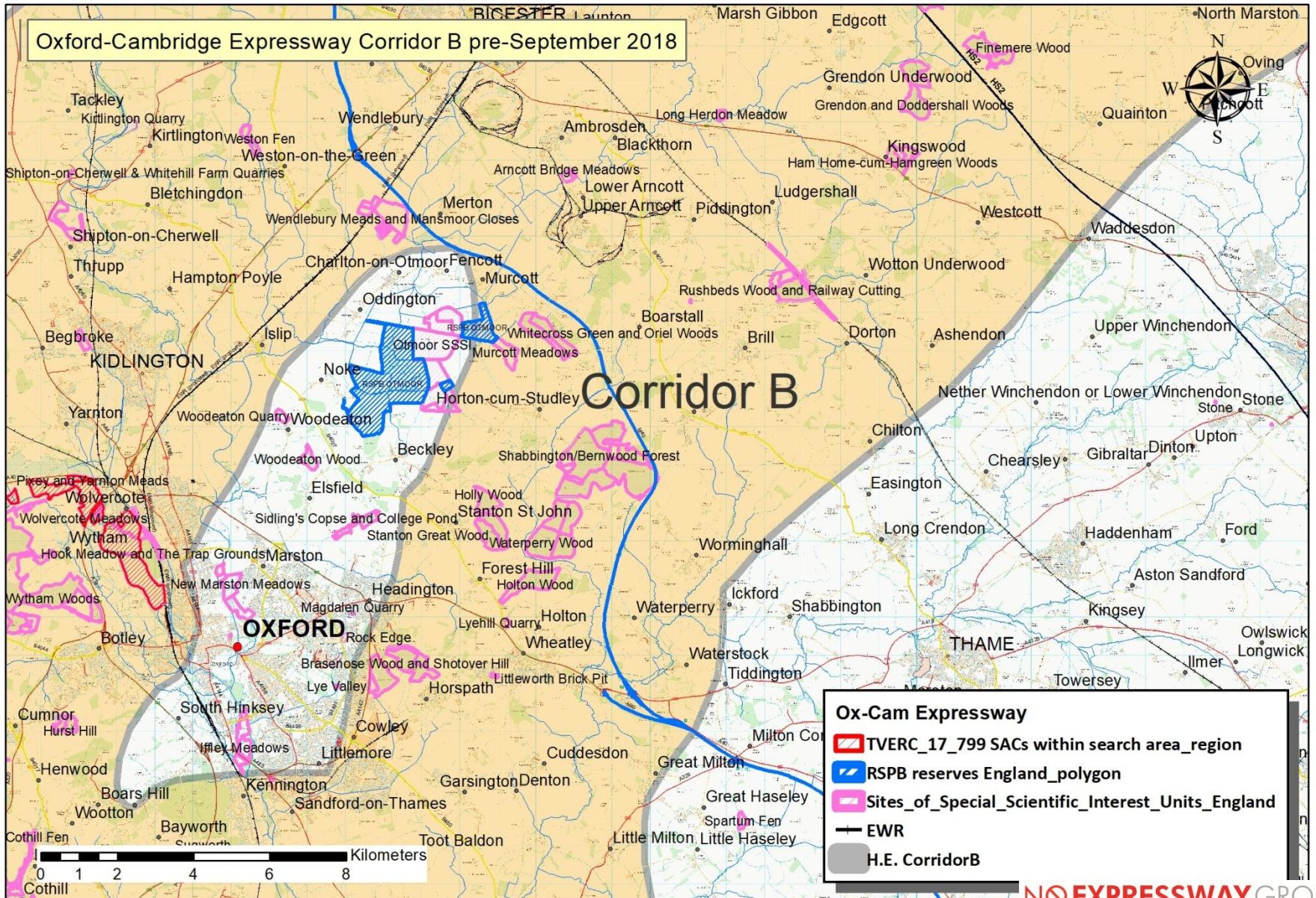
Corridor B



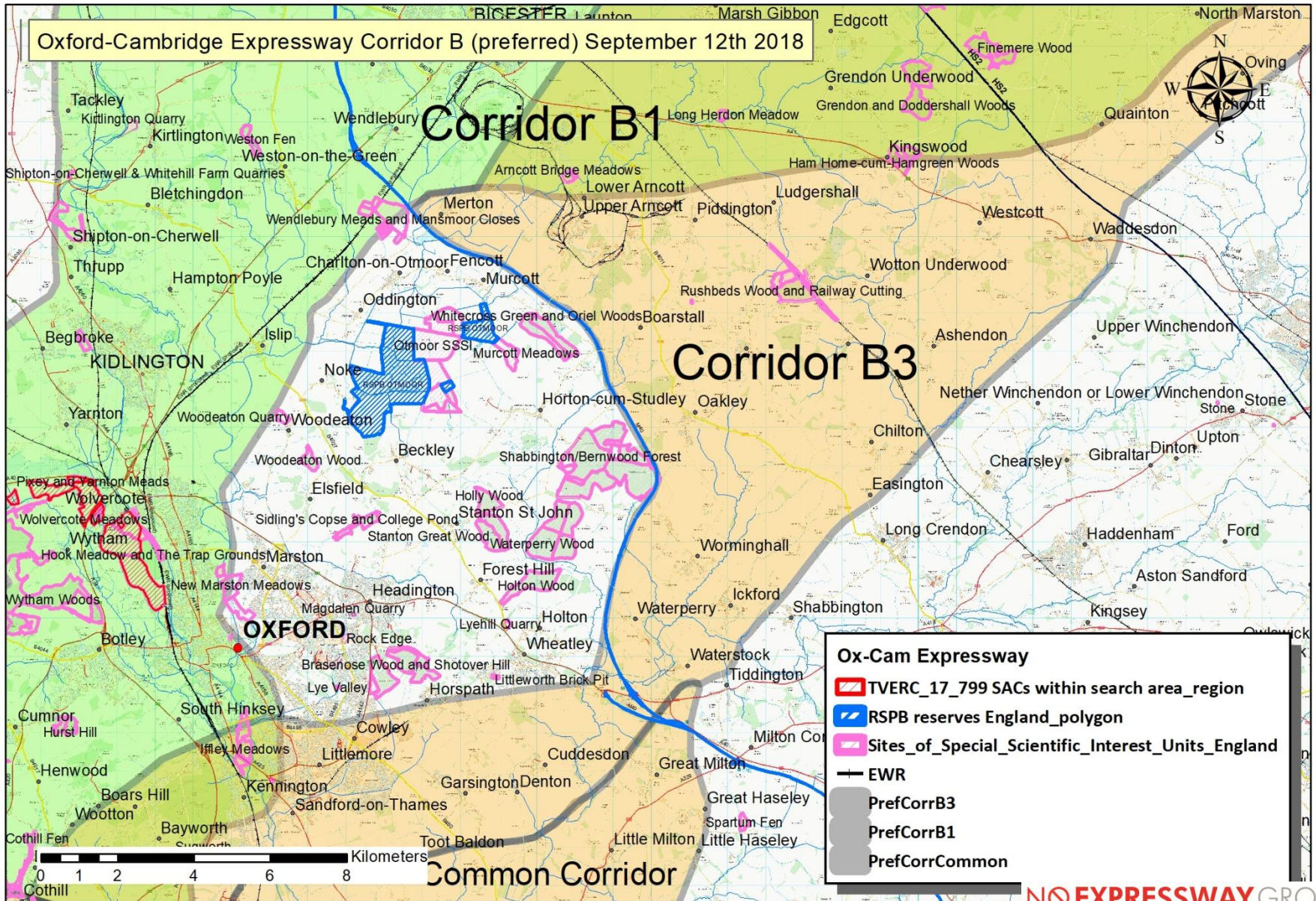
Corridor C, the 'Northern Route'



Corridor B before September 12th

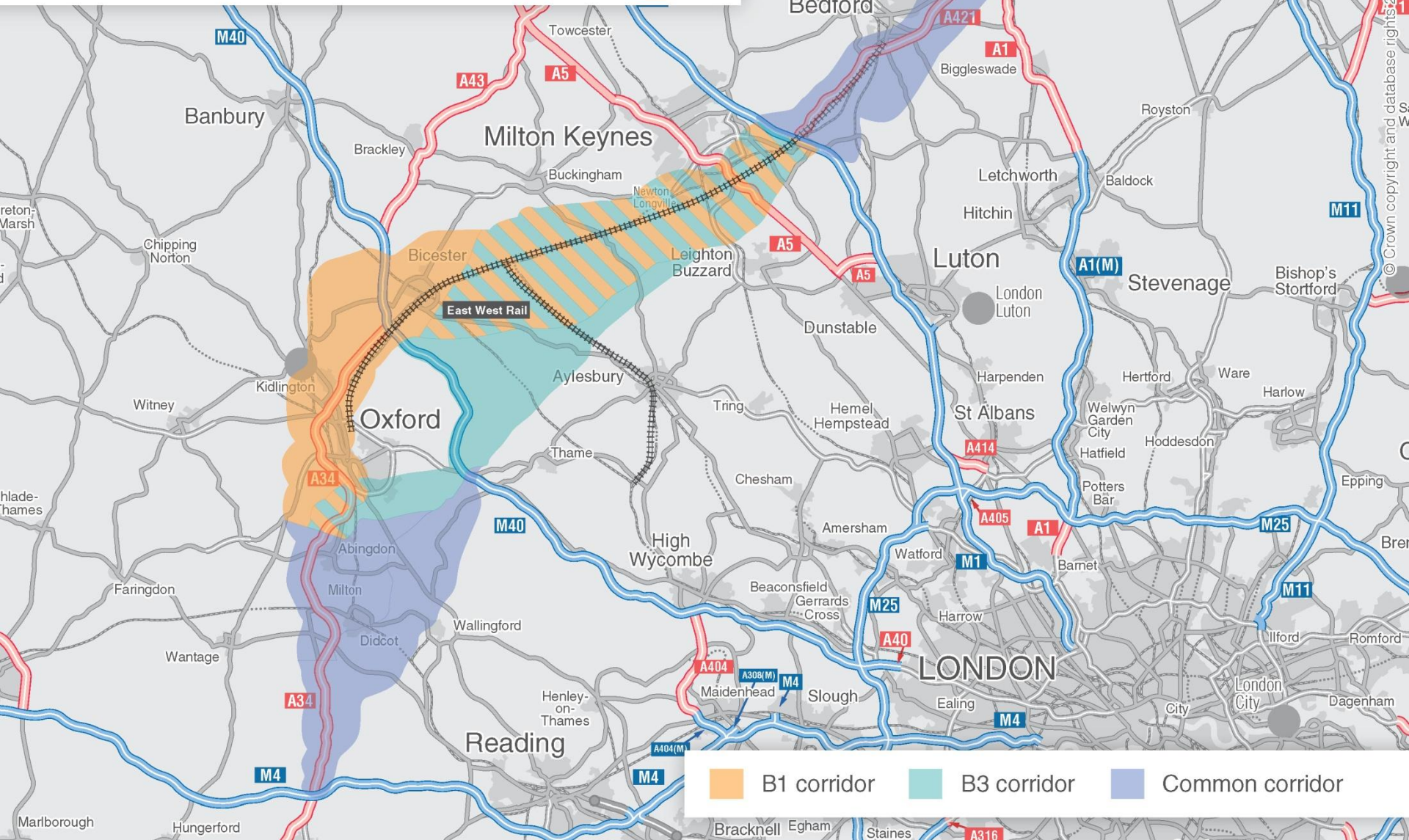


Corridor B after September 12th



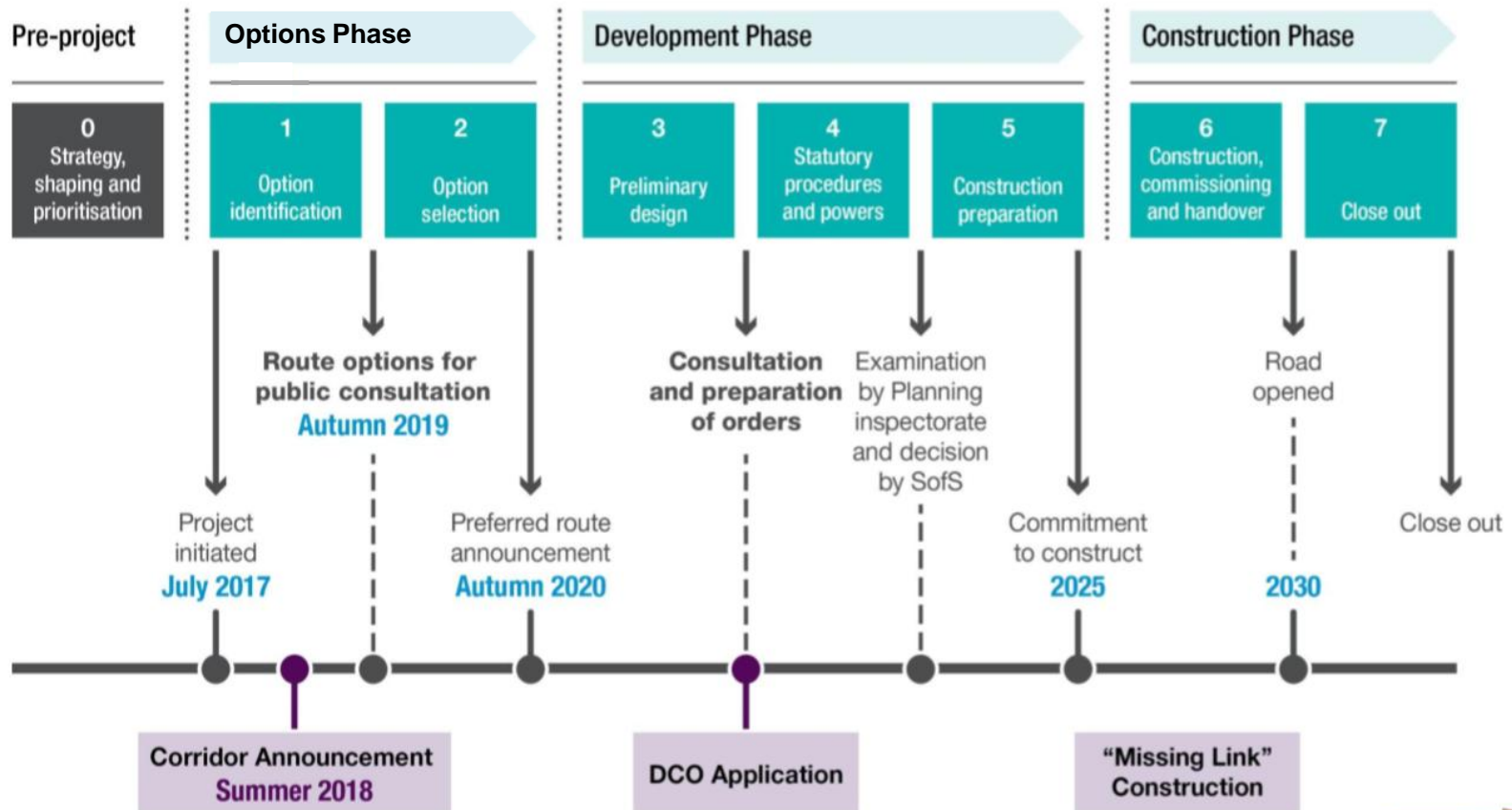
Corridor B after September 12th

Preferred corridor and common corridors
(indicative only)



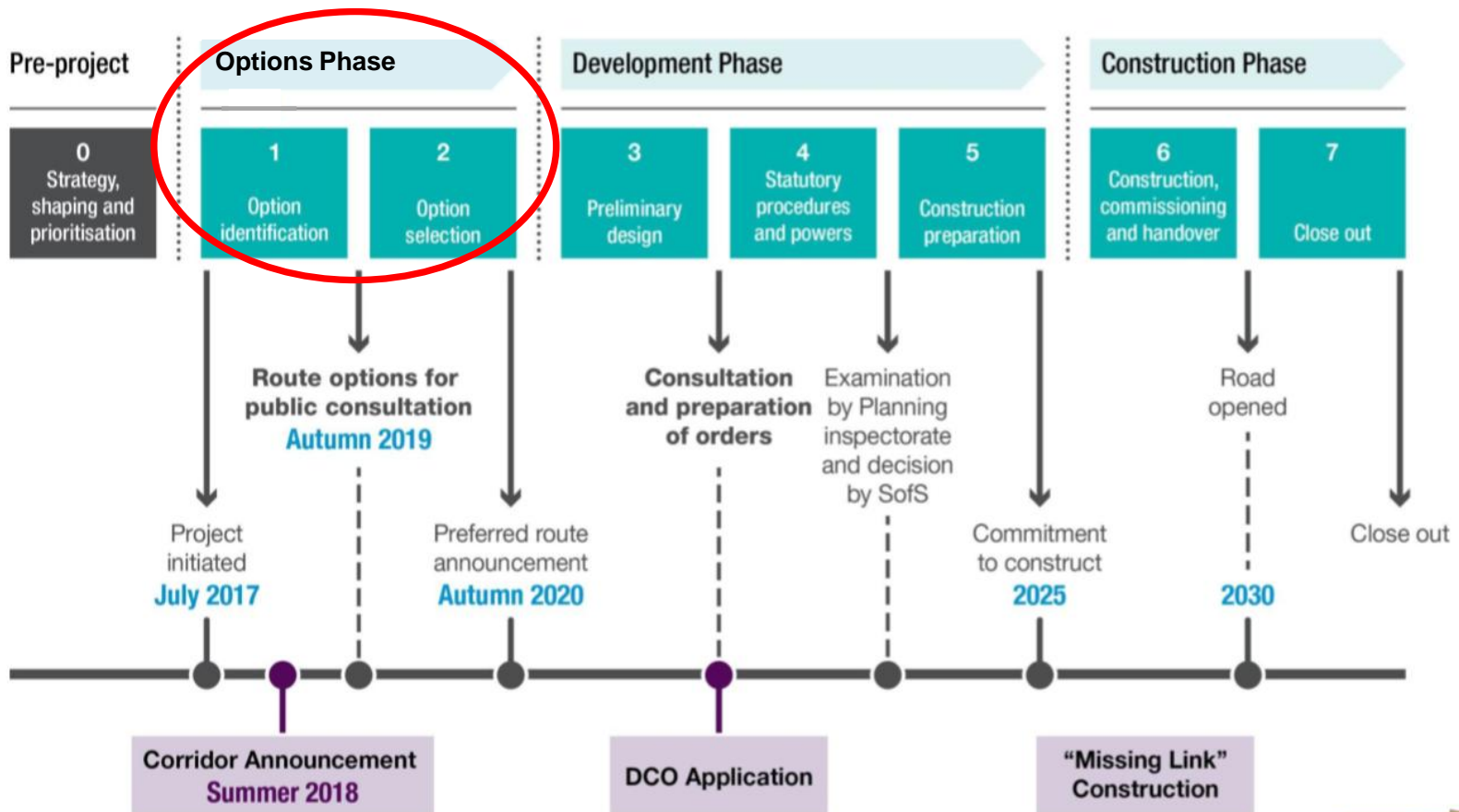
Highways England's Time Table

Major Project Milestones & Lifecycle



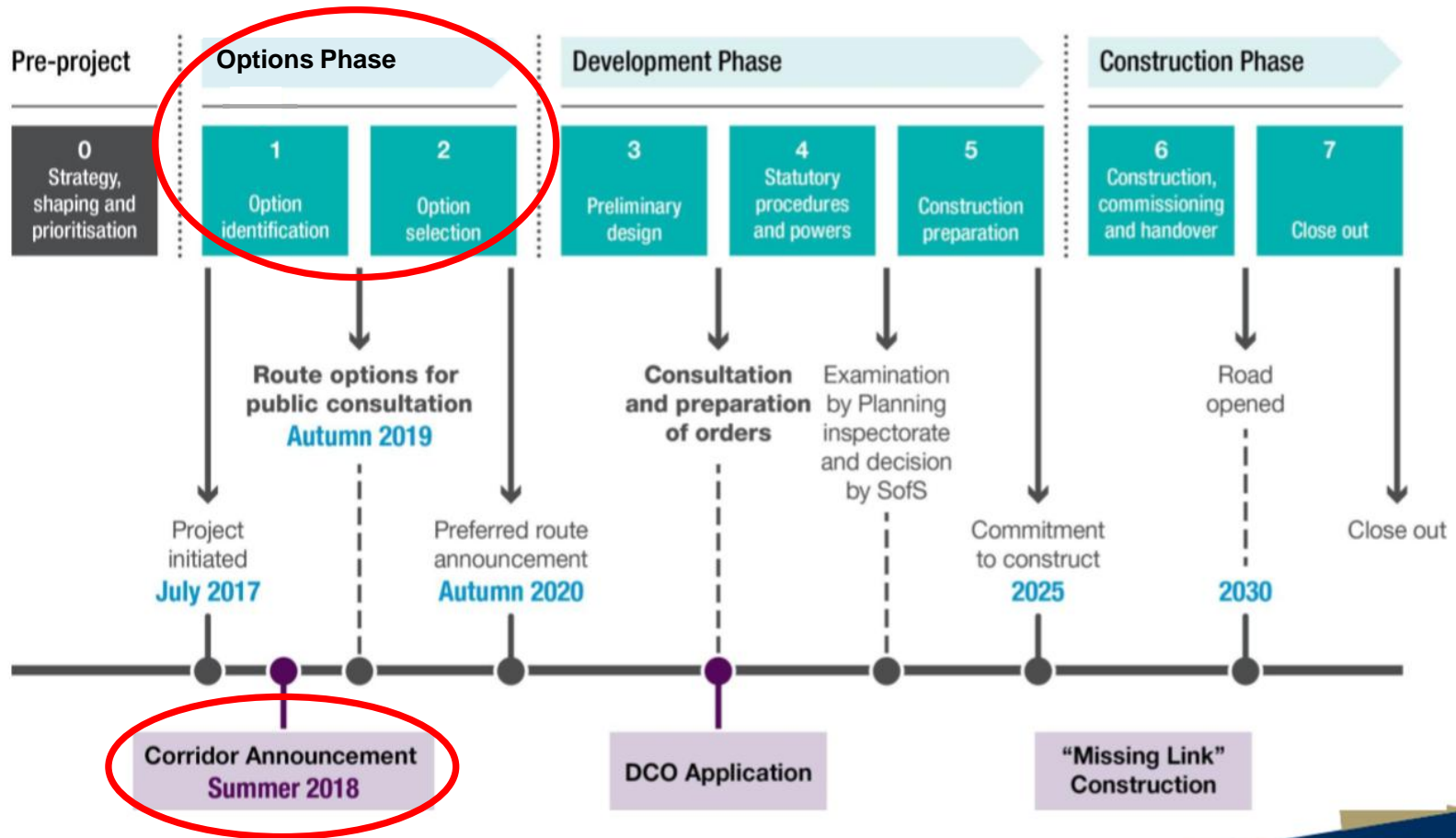
Highways England's Time Table

Major Project Milestones & Lifecycle



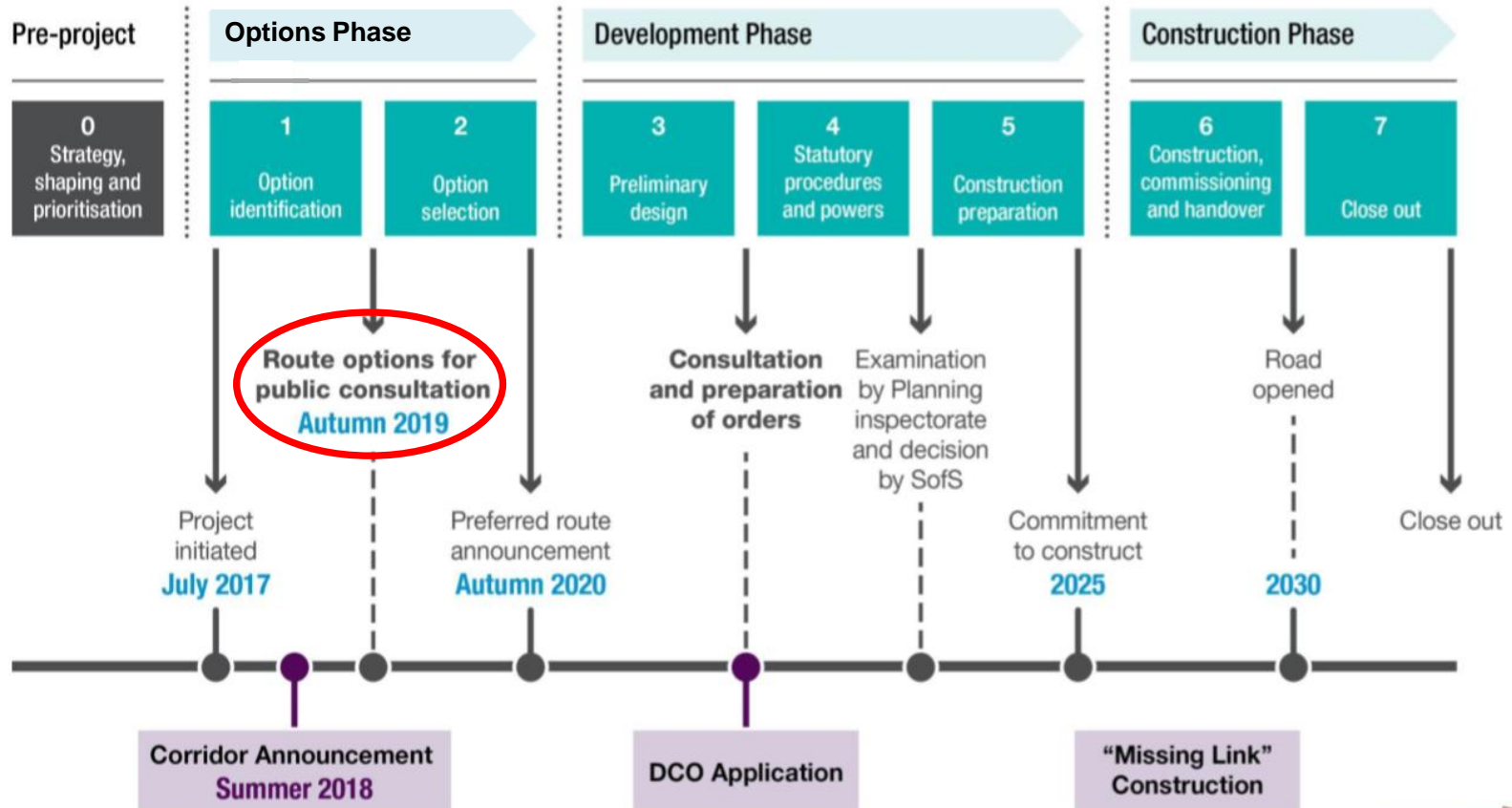
Highways England's Time Table

Major Project Milestones & Lifecycle



Highways England's Time Table

Major Project Milestones & Lifecycle



 **Route B1**

 **Route B3**

From the Corridor Assessment Report, Appendix G.

Horton-cum-Studley

OXFORD

M40, Junction 9

Bicester











M40

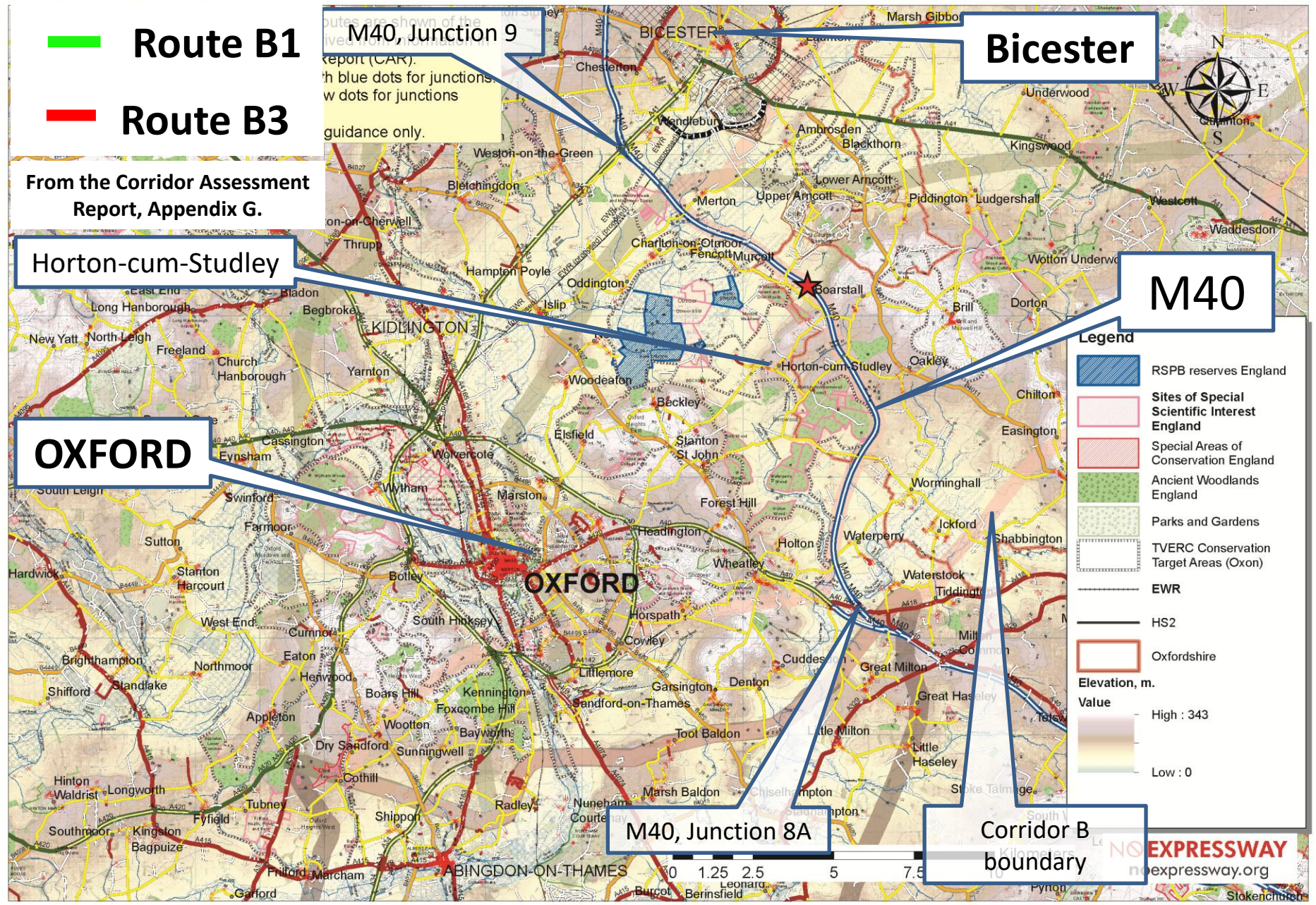
M40, Junction 8A

Corridor B boundary

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

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

M40, Junction 9

Bicester

Horton-cum-Studley

M40, NEW junction












M40

OXFORD

OXFORD

M40, Junction 8A

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with blue dots for junctions...
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Expressway: alternative routes



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Land and New Homes

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

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

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

land@qualityhomes.co.uk



Index	Description	Number	Internal (sq ft)	Total (sq ft)	Internal Total (sq ft)	Total price	Sq ft price	sq m price
1	One bed apartment	25	46	1150	495	12379	2222.00	210
1	One bed apartment	25	50	1250	539	13405	2222.90	210
2	Two bed apartment	40	50	2400	645	25004	2250.77	214
2	Two bed apartment	30	56	1980	710	21313	2304.10	214
3	Three bed terrace	45	76	3510	840	37703	2196.62	211
3	Three bed terrace	45	83	3735	893	40205	2190.26	211
4	Four bed terrace	35	96	3080	947	33154	2311.14	220
4	Four bed terrace	35	100	3500	1025	37625	2195.00	211

Contact Us



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

Mailing List



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

Thinking of Selling?



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

Site

What it offers

Expressway: alternative routes near Wavendon

Oxf
Rep

All routes and junctions shown here are for guidance only.



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noexpressway.org

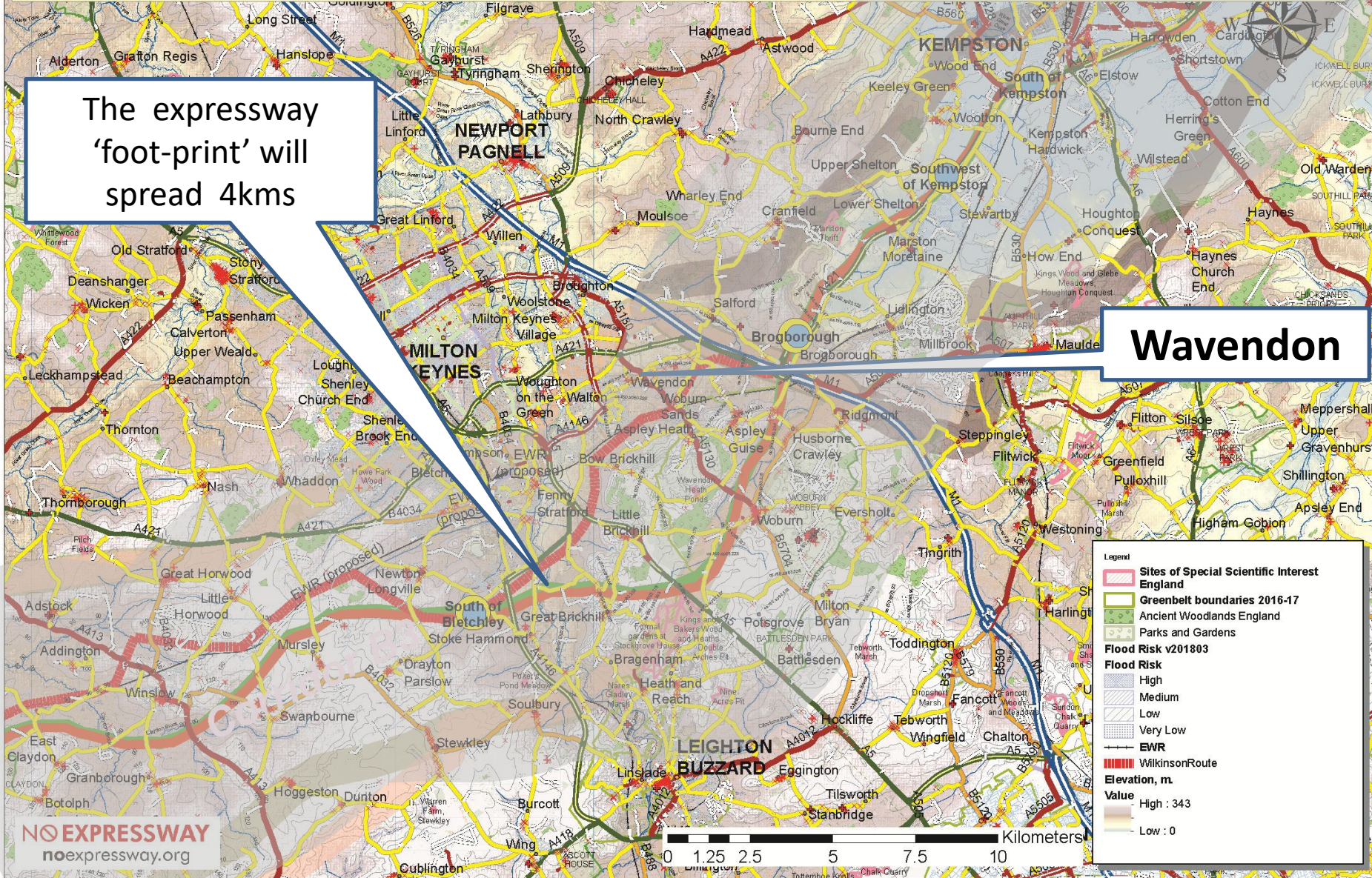
Expressway: alternative routes near Wavendon

Oxf
Rep

All routes and junctions shown here are for guidance only.

The expressway
'foot-print' will
spread 4kms

Wavendon



Legend

- Sites of Special Scientific Interest England
- Greenbelt boundaries 2016-17
- Ancient Woodlands England
- Parks and Gardens
- Flood Risk v201803
- Flood Risk: High, Medium, Low, Very Low
- EW (Expressway)
- WilkinsonRoute
- Elevation, m. Value: High : 343, Low : 0

NO EXPRESSWAY
noexpressway.org

0 1.25 2.5 5 7.5 10 Kilometers

Expressway: alternative routes near Wavendon

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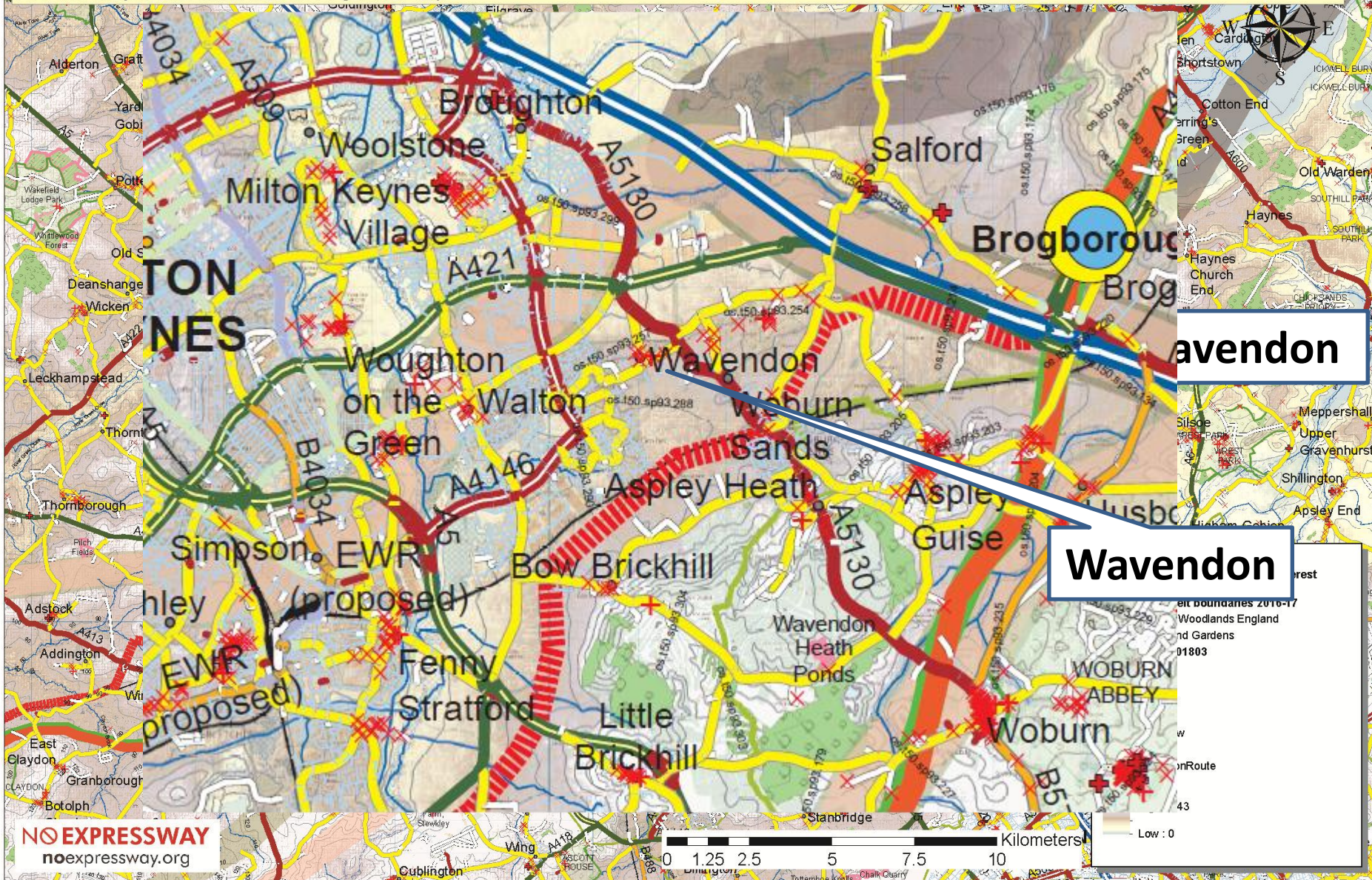
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NO EXPRESSWAY
noexpressway.org

0 1.25 2.5 5 7.5 10 Kilometers

Wavendon

Wavendon

An aerial photograph of a densely packed residential neighborhood. The houses are mostly two-story buildings with red-tiled roofs and light-colored facades. In the center, a building is under construction, surrounded by scaffolding. The overall scene depicts a thriving, growing community.

and Houses?

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

Buckinghamshire census 2011

**Aylesbury Vale: 69,655 households (approx. houses)
174,137 people (2.5 pphh) (2011 ccensus)**

**Milton Keynes: 99,528 households (approx. houses)
248,821 people (2.5 pphh)**

Plan-led Housing Growth (2013-33)

	Need (2013-33/36)	Unmet Need?	Plan level of housing?
Aylesbury Vale	19,300	n/a	26,800
Chiltern and South Bucks	14,700	5,800	7,600
Wycombe	12,900	1,700	11,200
Total	46,900*	7,500	45,600

- Plus 600 more homes, to be addressed following a calculating error – likely to be split 200 in each local plan area

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Total	46,900*	7,500	45,600

**i.e. approx 38% growth in Aylesbury Vale 2013 - 2033
(MK planned growth 27% 2011-2026)
(ONS projected growth for England is 16% by 2050)**

NIC
Cambridge, Milton
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

Houses across the 'Arc'

5th
studio

SQW

The Ox-Cam Arc's 'Transformational Scenario'

NIC
Cambridge, Milton
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FINAL REPORT
FEBRUARY 2018 - REV A

Houses across the 'Arc'

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The Ox-Cam Arc's 'Transformational Scenario'

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

TRANSFORMATIONAL + DEVELOPMENT ACCOMMODATED DUE TO PRESSURES FROM LAND CONSTRAINED MARKETS

23,000 + 7,000
homes per year



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.

SCENARIO TO 2050

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

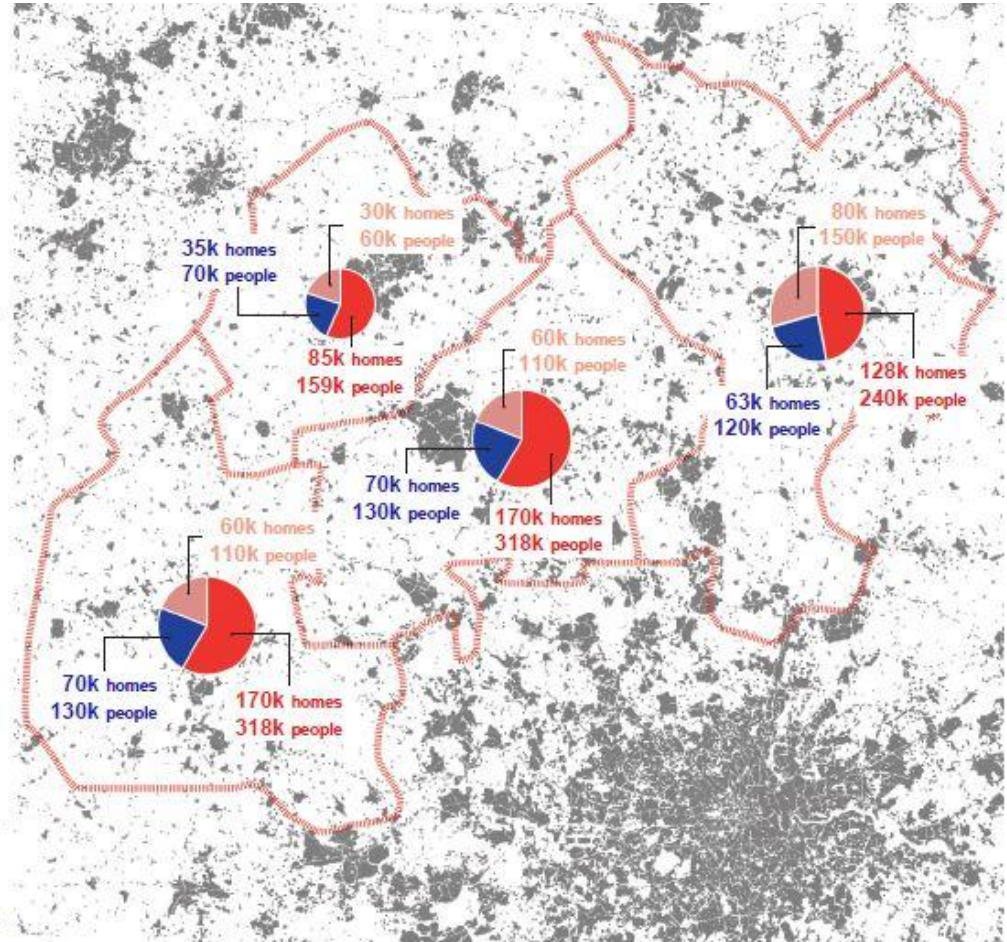
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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

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

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

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



The Ox-Cam Arc's 'Transformational Scenario'

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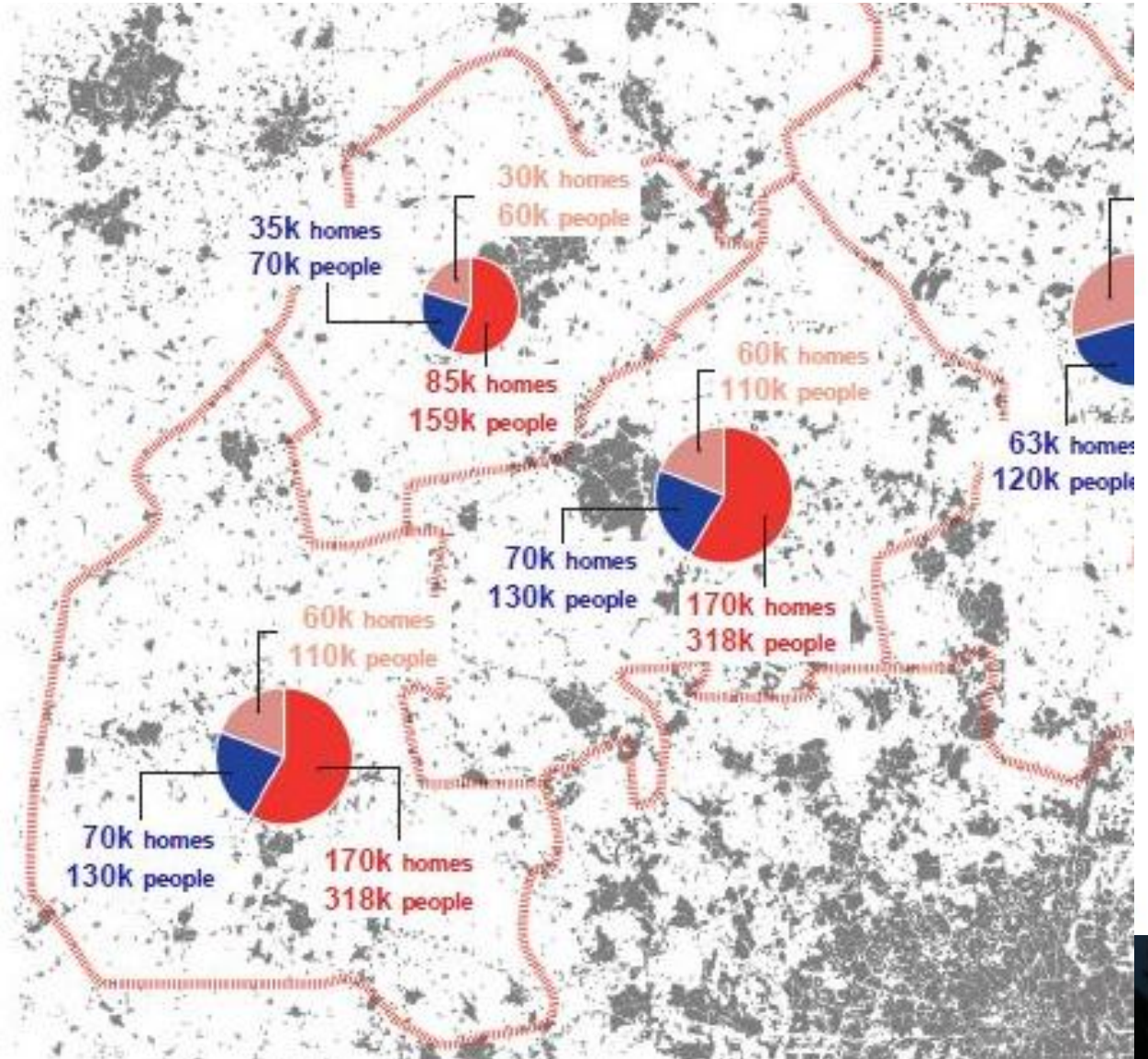
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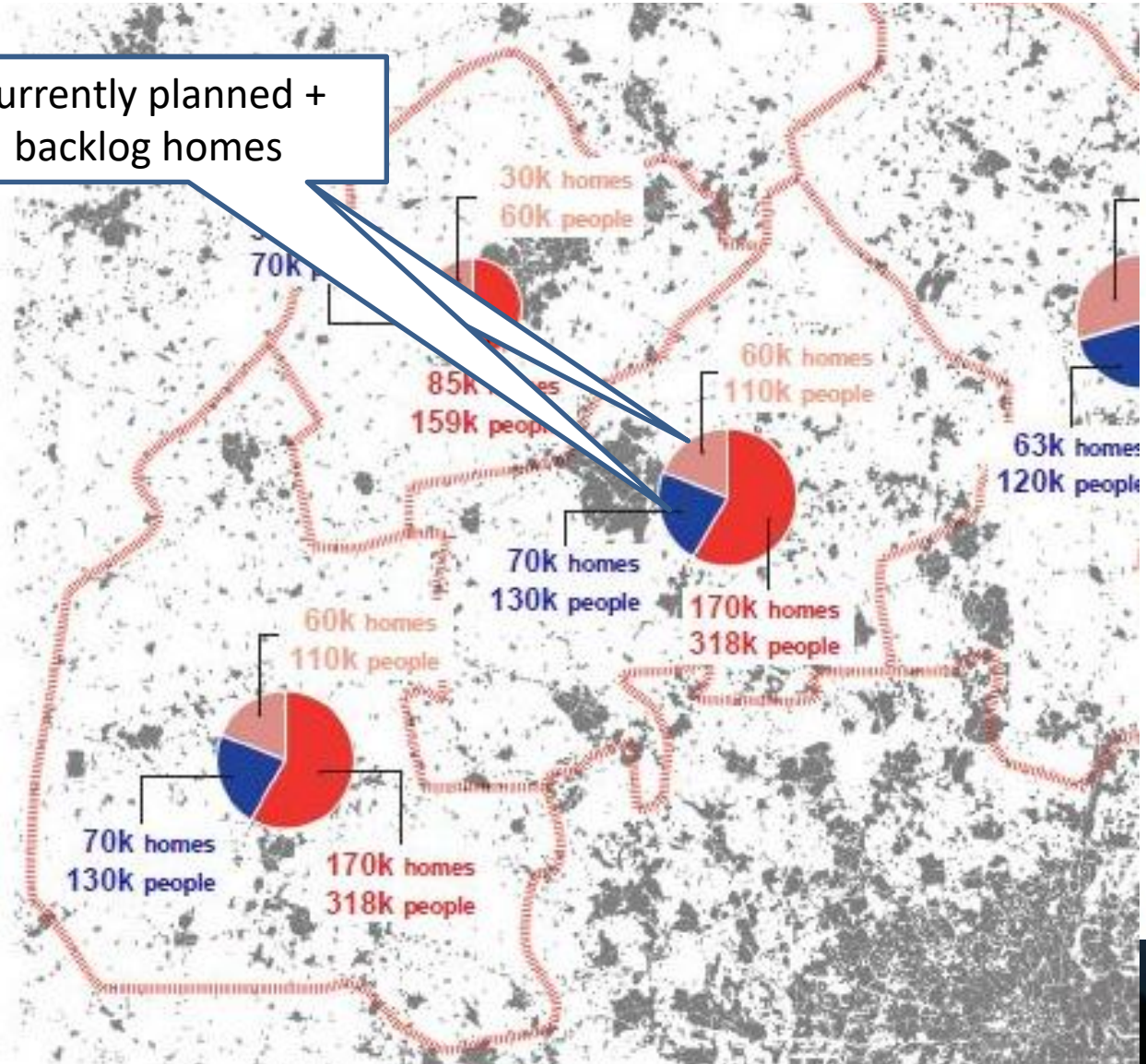
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Currently planned + backlog homes

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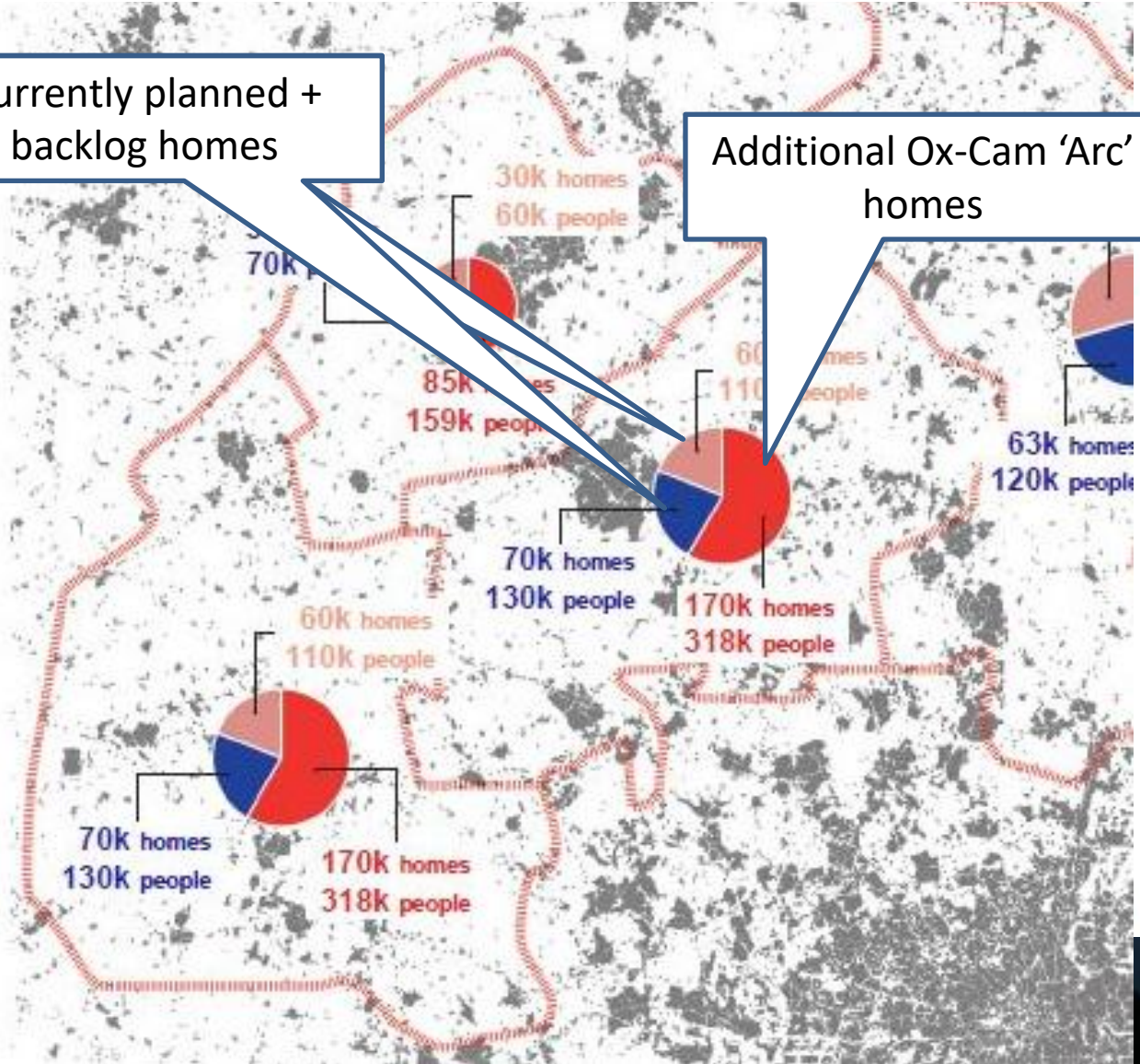
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



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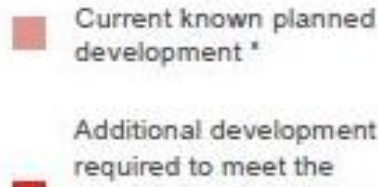
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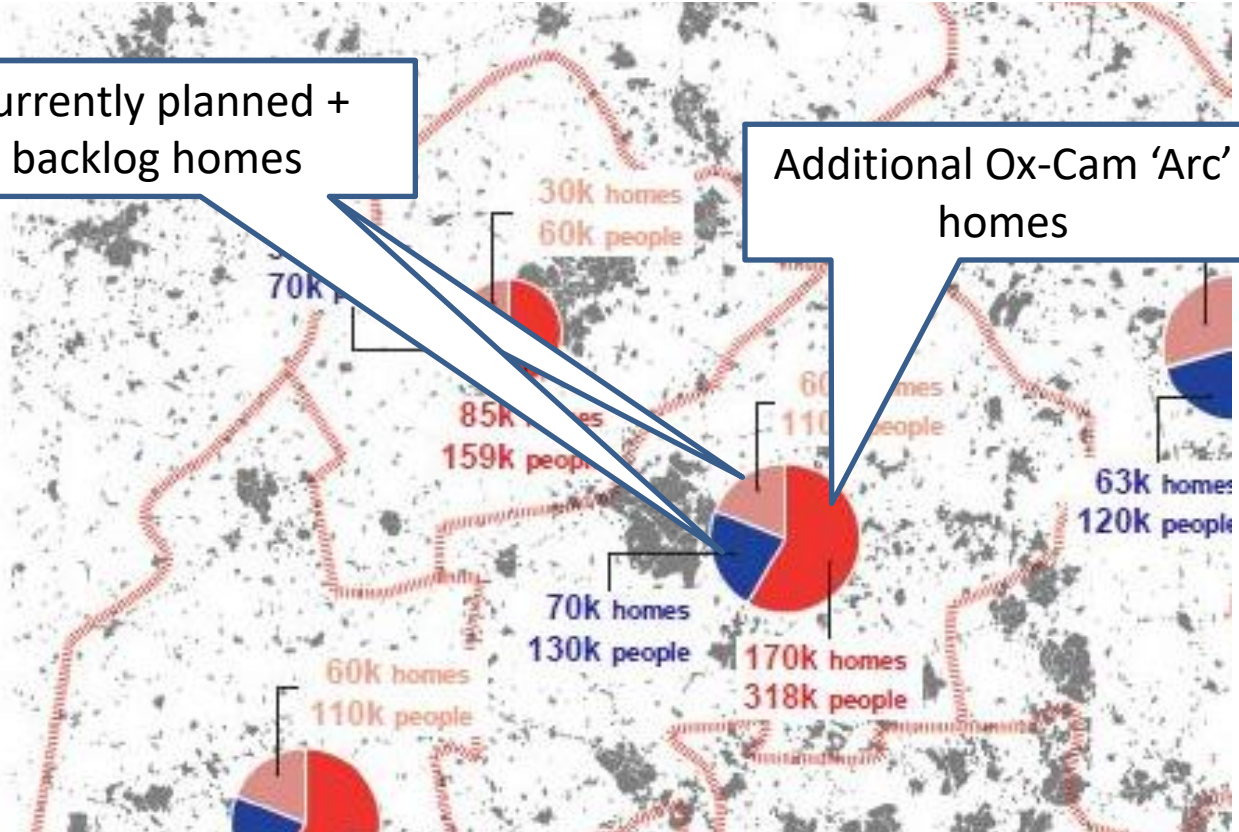
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



The region includes Aylesbury Vale, MK, Beds, Central Beds and Luton Unitary Authorities.

constrained markets**

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The Ox-Cam Arc's 'Transformational Scenario'

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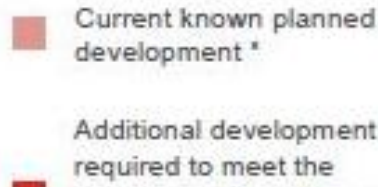
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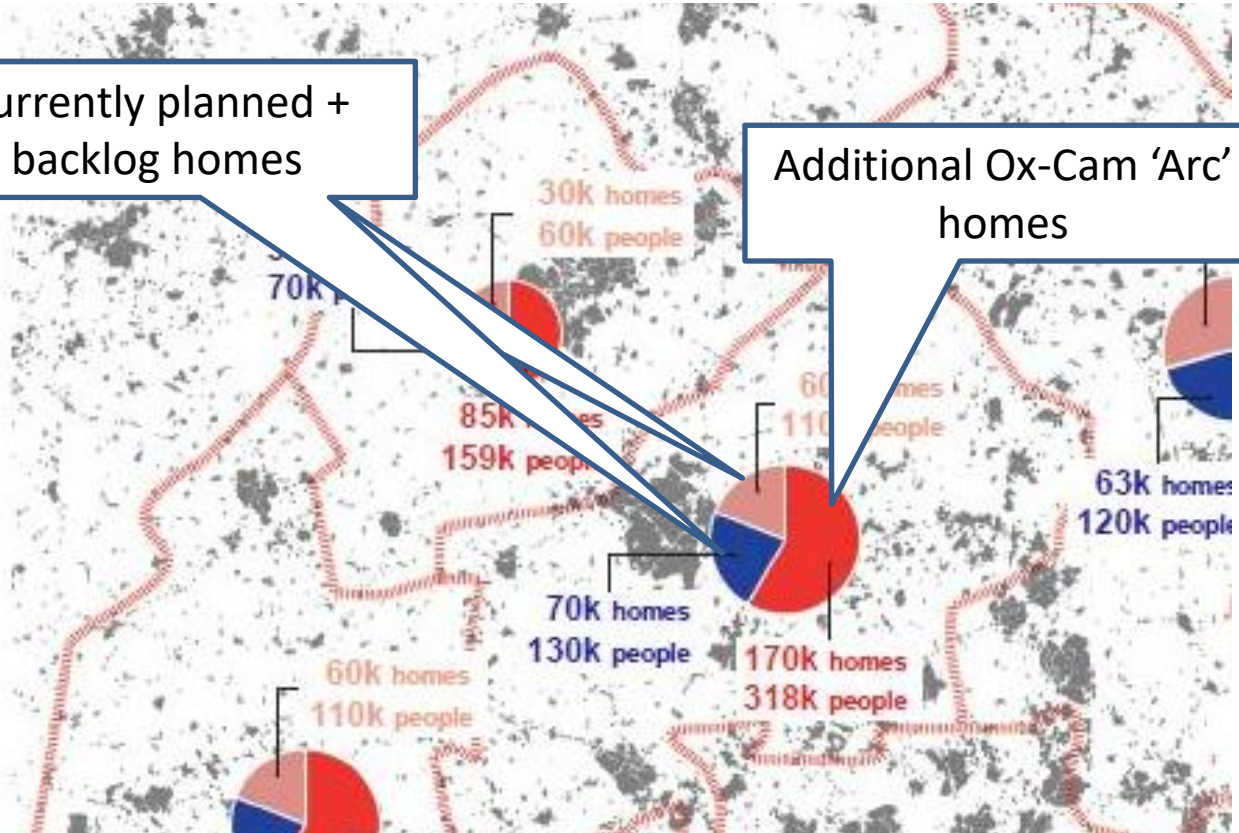
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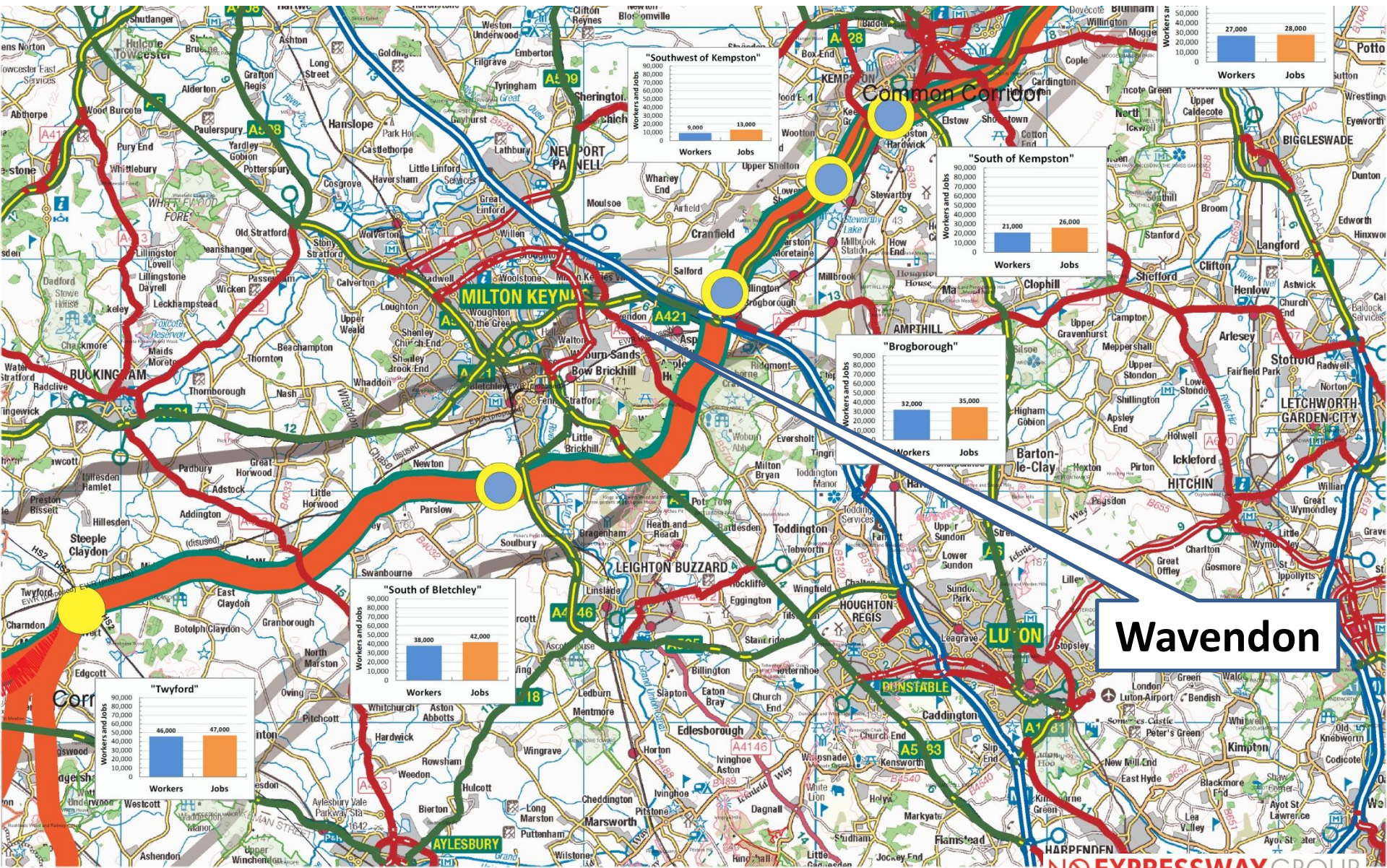


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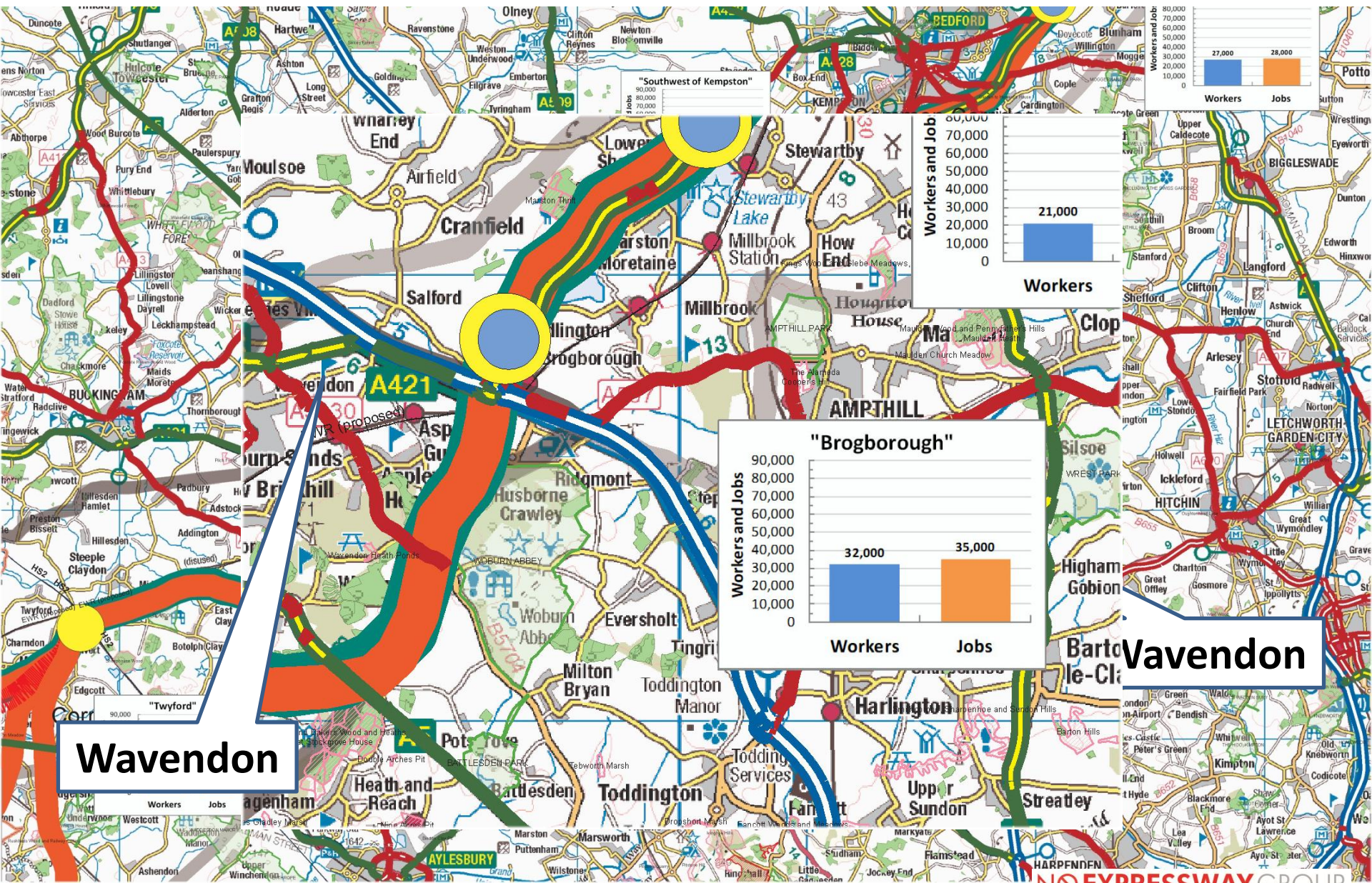
It will increase by 65.6% by 2050 (ONS national average is 16% by 2050).

or allocated.

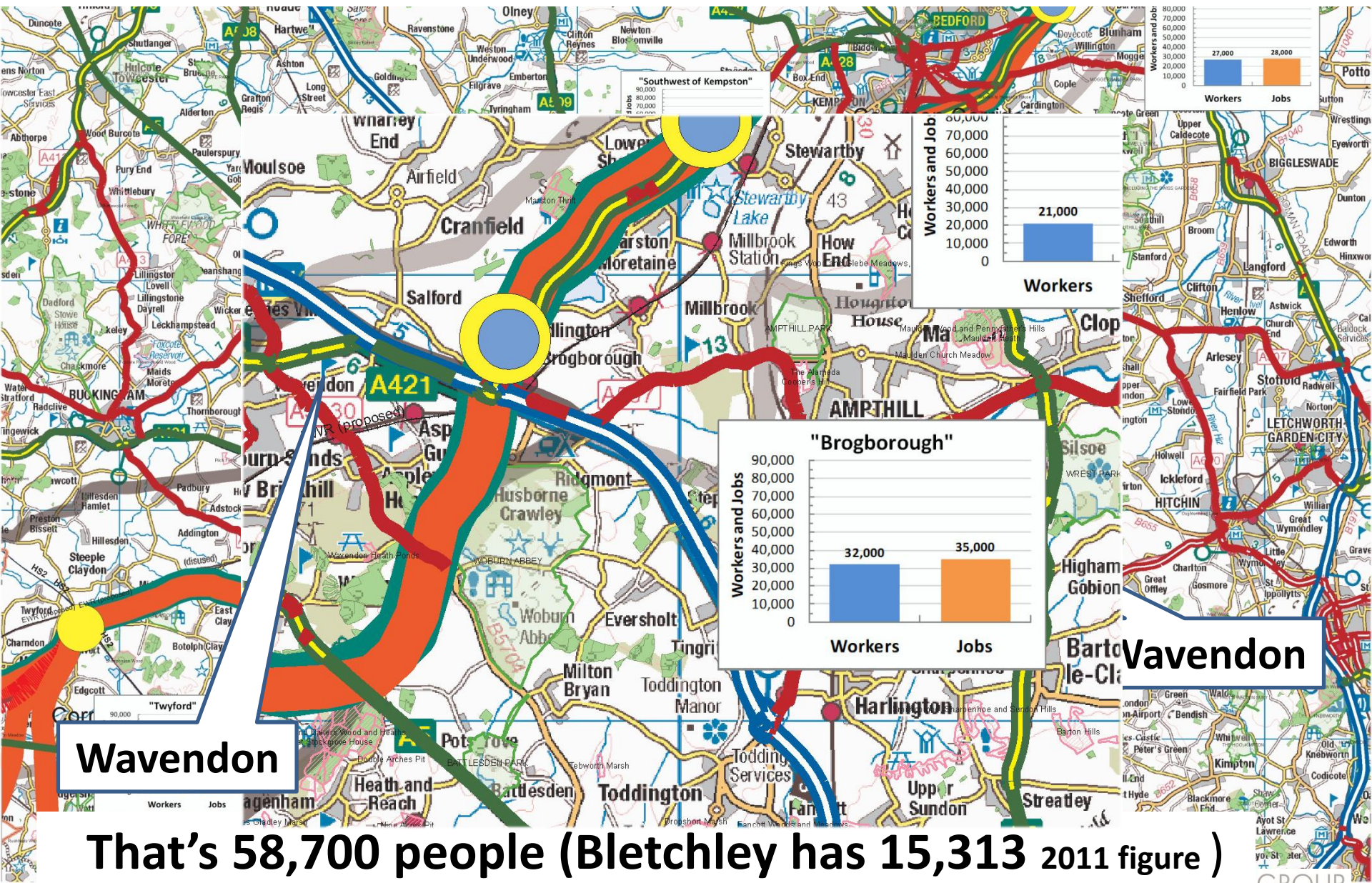
Houses around Expressway junctions



Options B1/B3, 32,000 workers/25,000 new houses at Brogborough

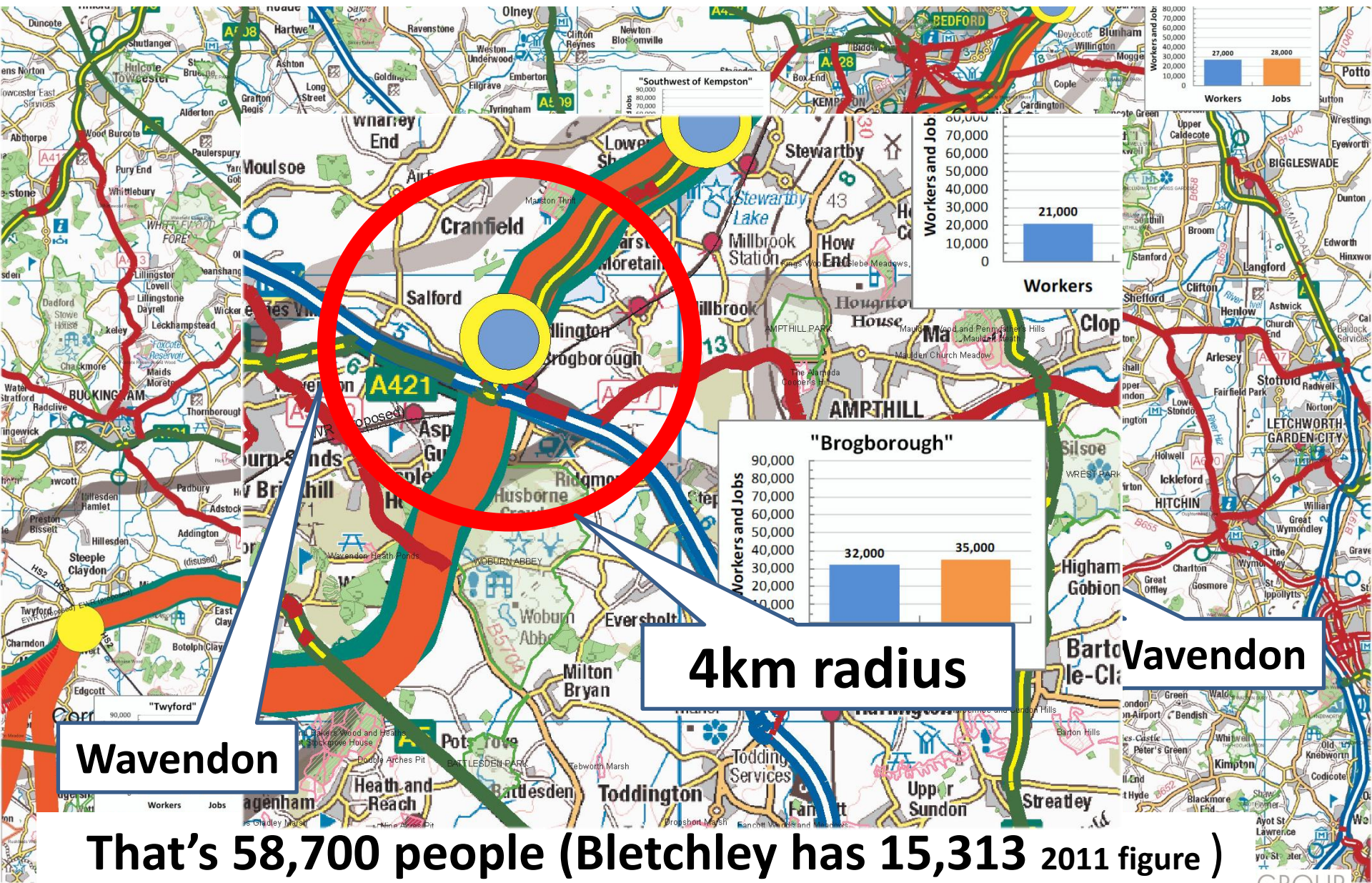


Options B1/B3, 32,000 workers/25,000 new houses at Brogborough



That's 58,700 people (Bletchley has 15,313 2011 figure)

Options B1/B3, 32,000 workers/25,000 new houses at Brogborough



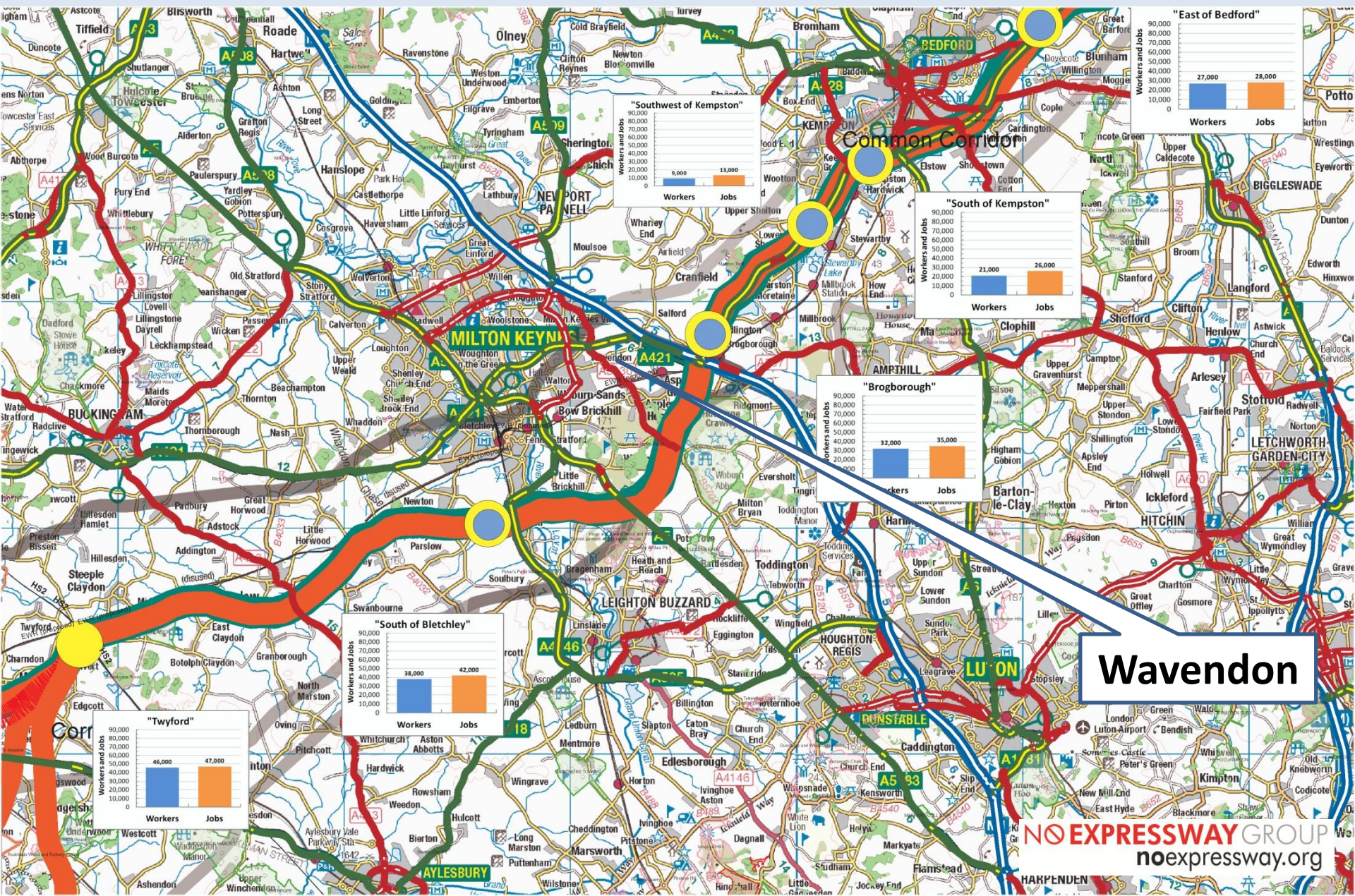
Wavendon

4km radius

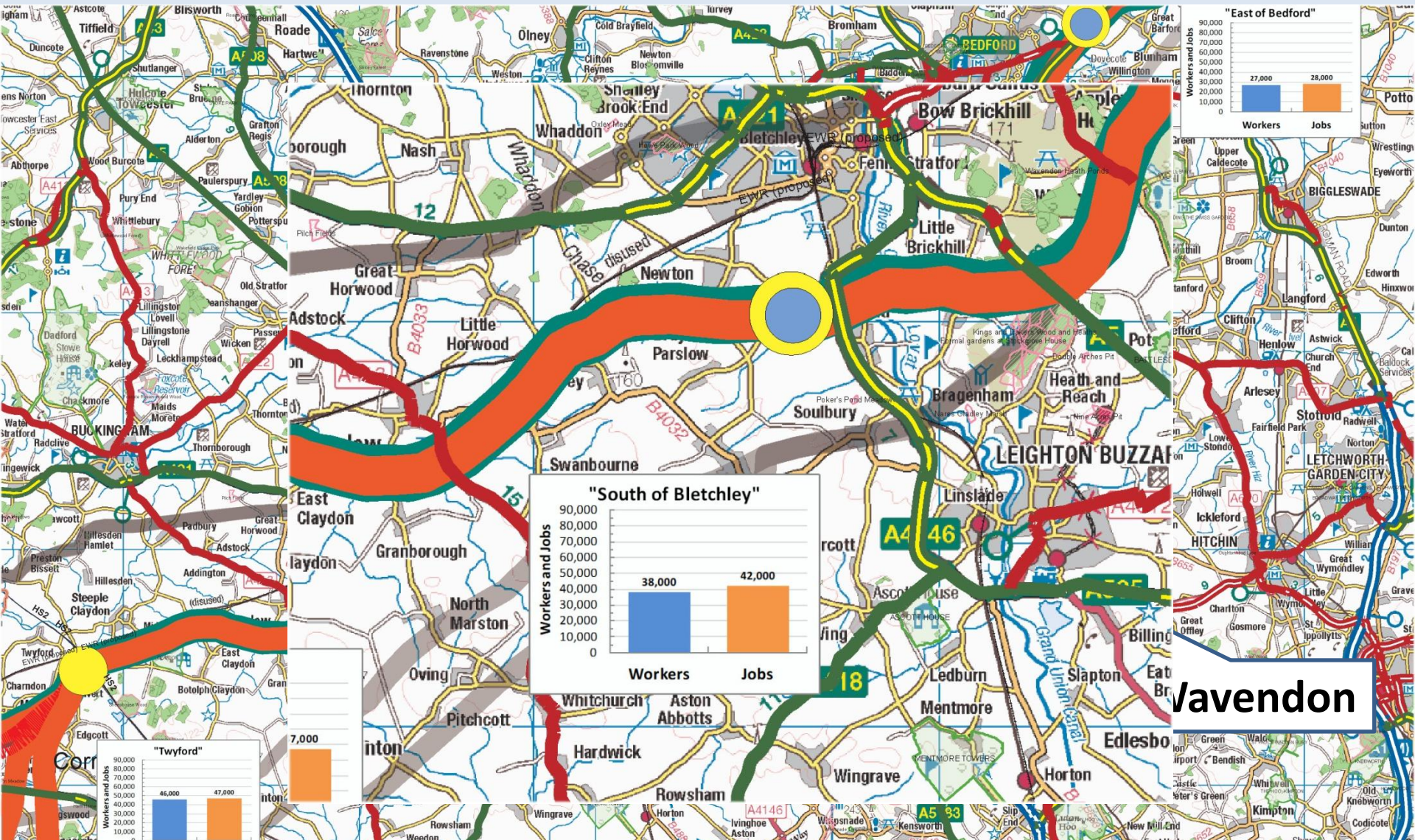
Vavendon

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Houses around Expressway junctions



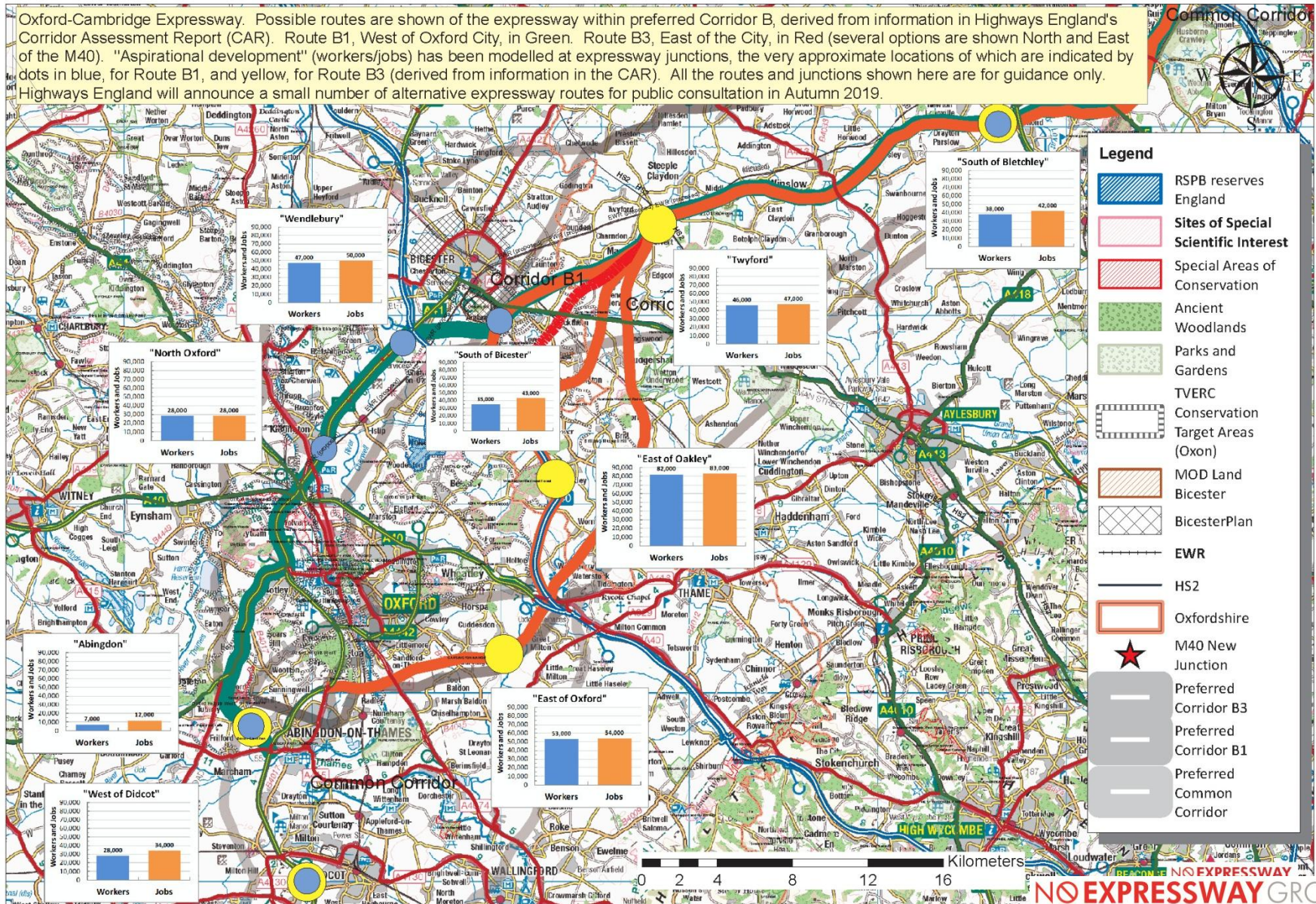
Options B1/B3, 38,000 workers/29,900 new houses at S. Bletchley



That's 69,700 people (Leighton Buzzard 37,000 2009 figure)

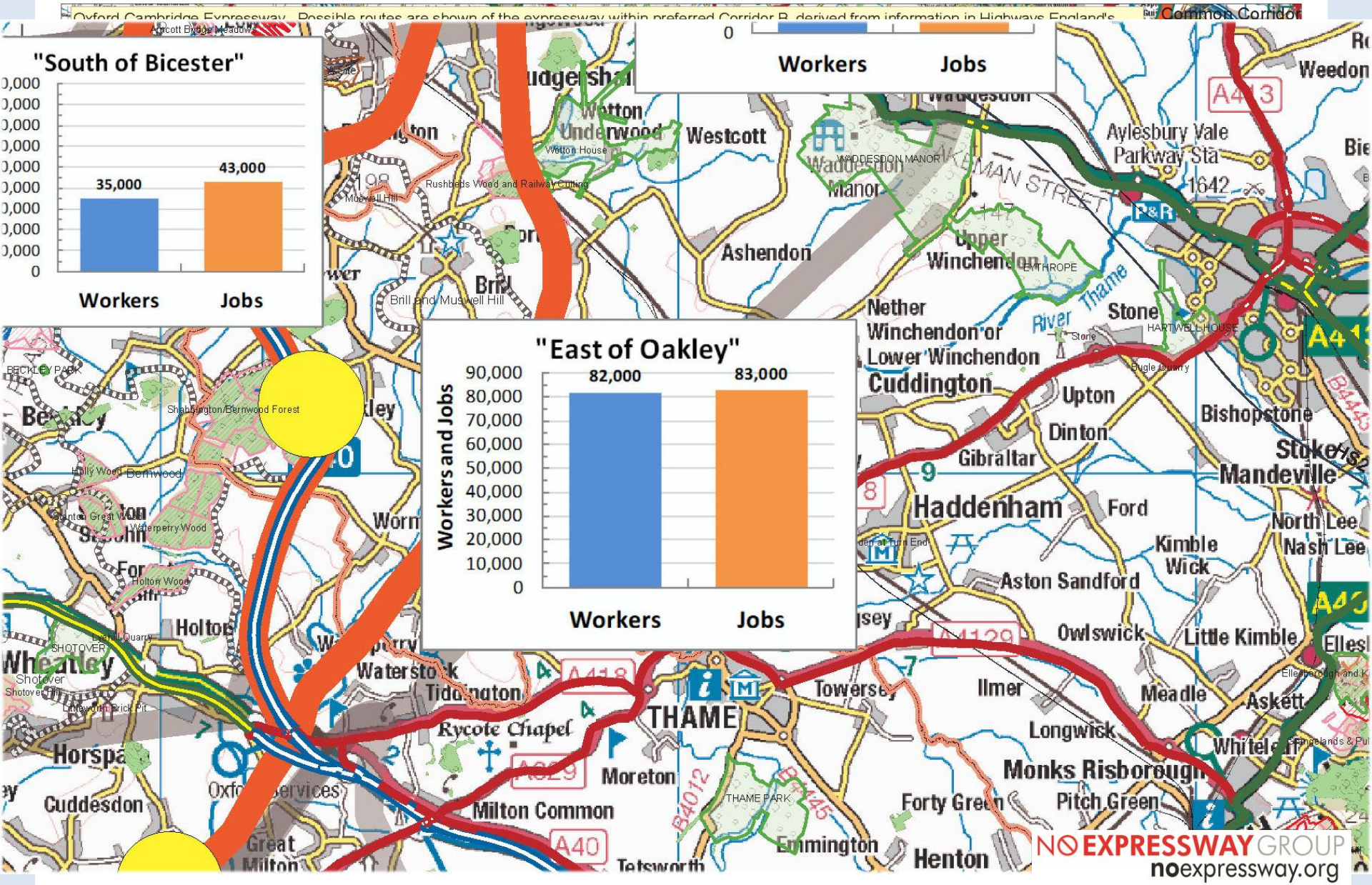
Biggest settlement is 'East of Oakley'... 82,000 workers, 65,000 houses

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

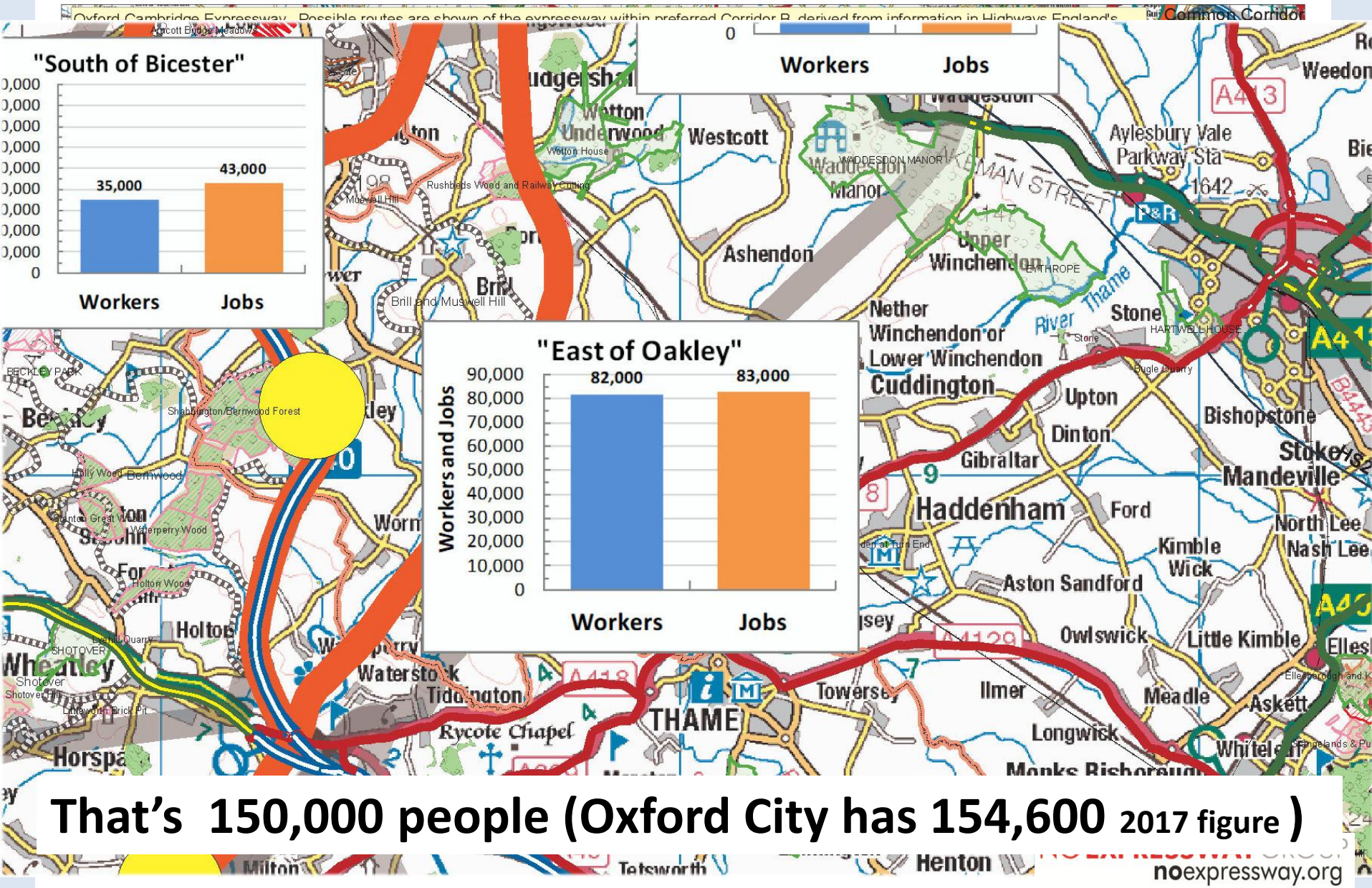


- Legend**
- RSPB reserves
 - England
 - Sites of Special Scientific Interest
 - Special Areas of Conservation
 - Ancient Woodlands
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 - MOD Land
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 - Oxfordshire
 - M40 New Junction
 - Preferred Corridor B3
 - Preferred Corridor B1
 - Preferred Common Corridor

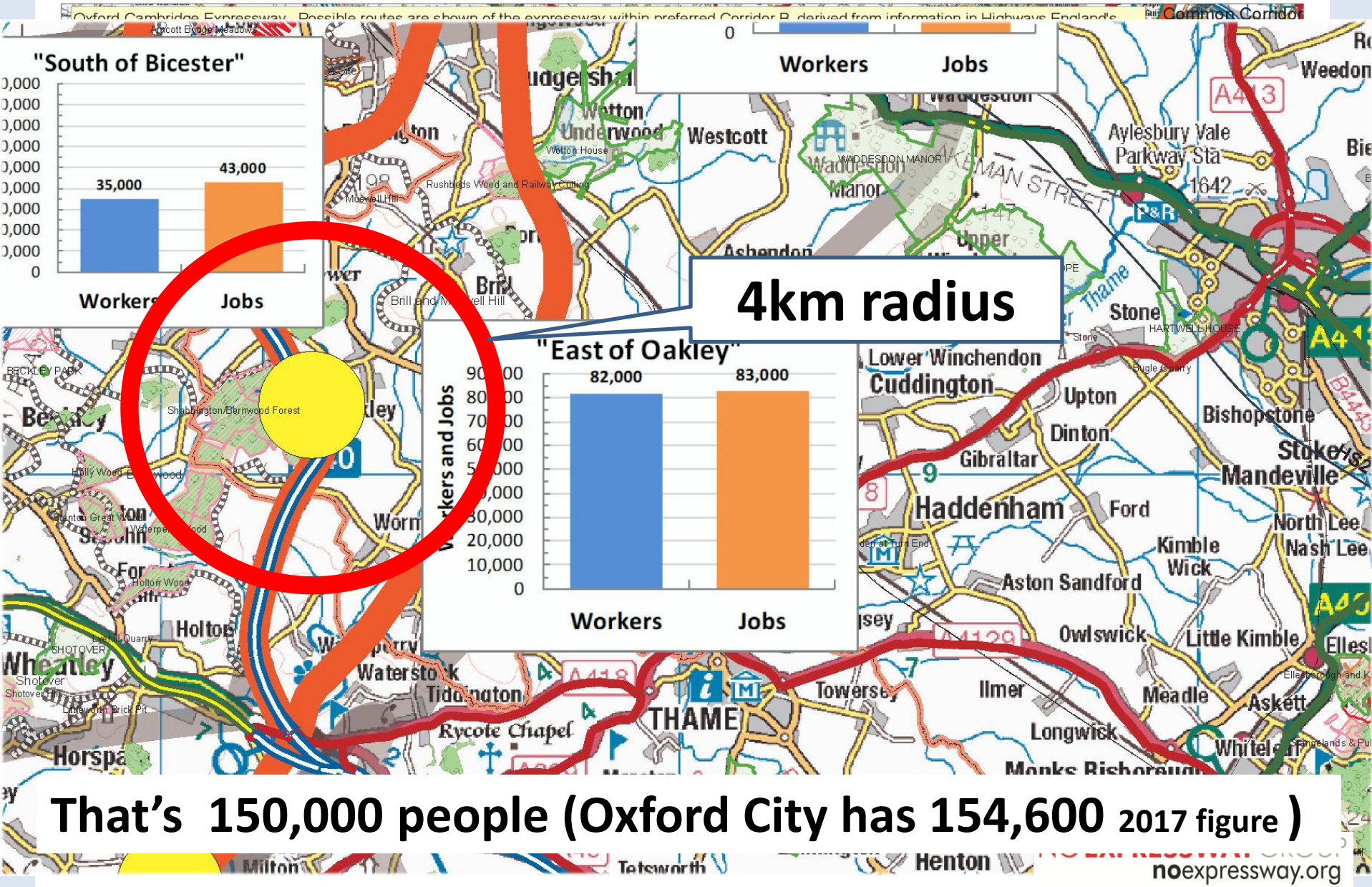
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Biggest settlement is 'East of Oakley'... 82,000 workers, 65,000 houses



Biggest settlement is 'East of Oakley'... 82,000 workers, 65,000 houses



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

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

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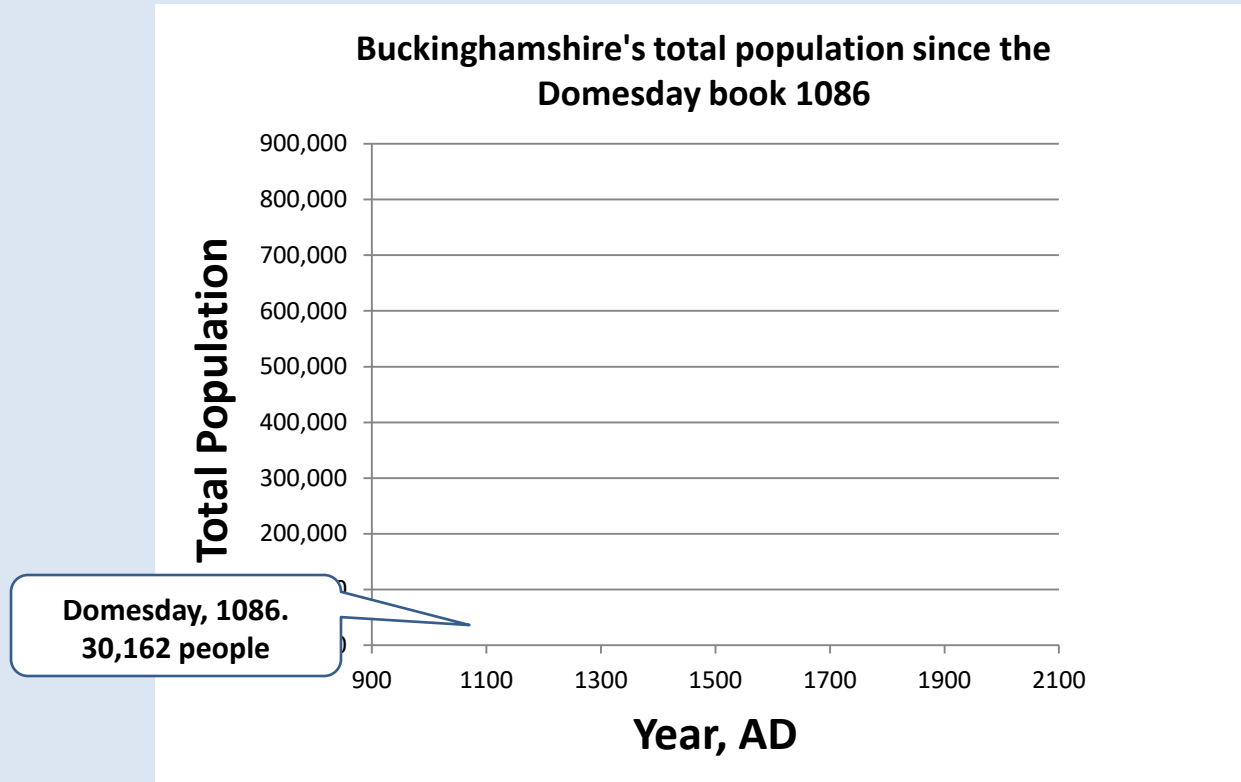
The NIC Report (5th Studio SQW) says there will be 82,000 new houses in Aylesbury Vale + MK (the 'transformational growth' figure).

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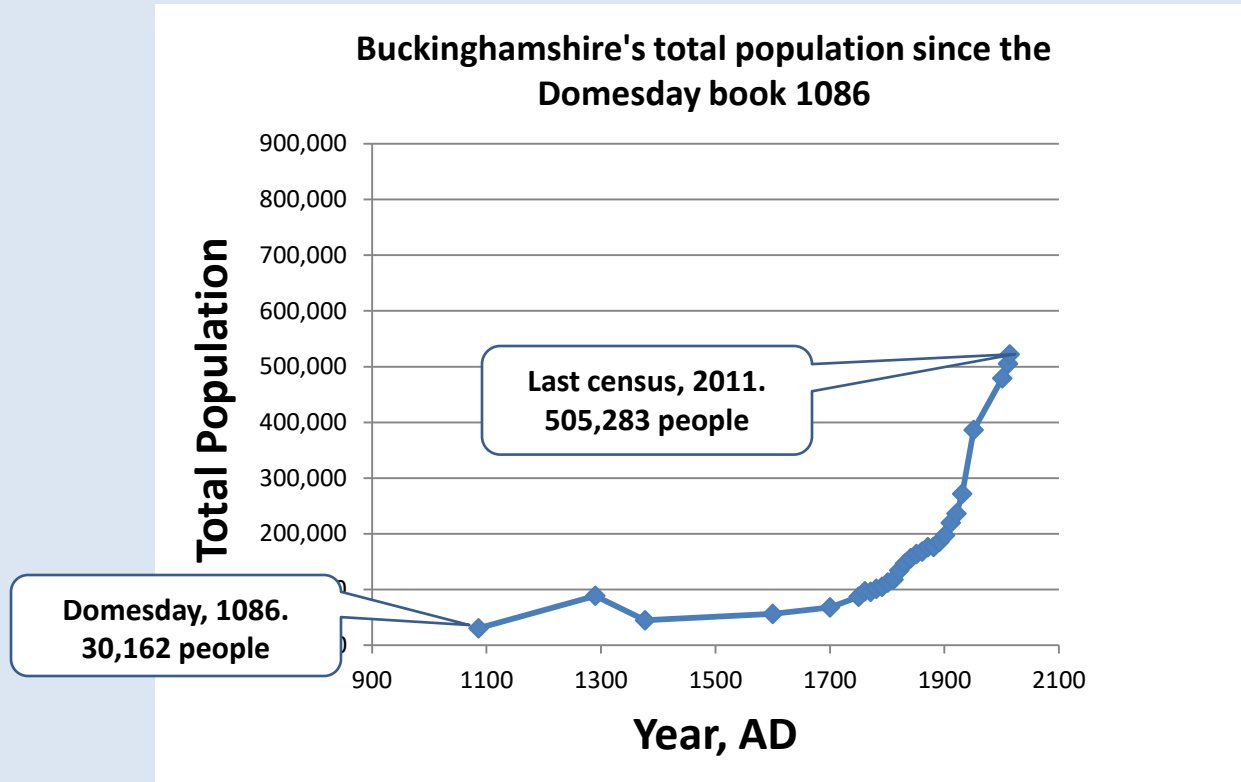
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Therefore all the aspirational growth associated with the expressway in AVDC and MK could be accommodated near expressway junctions.

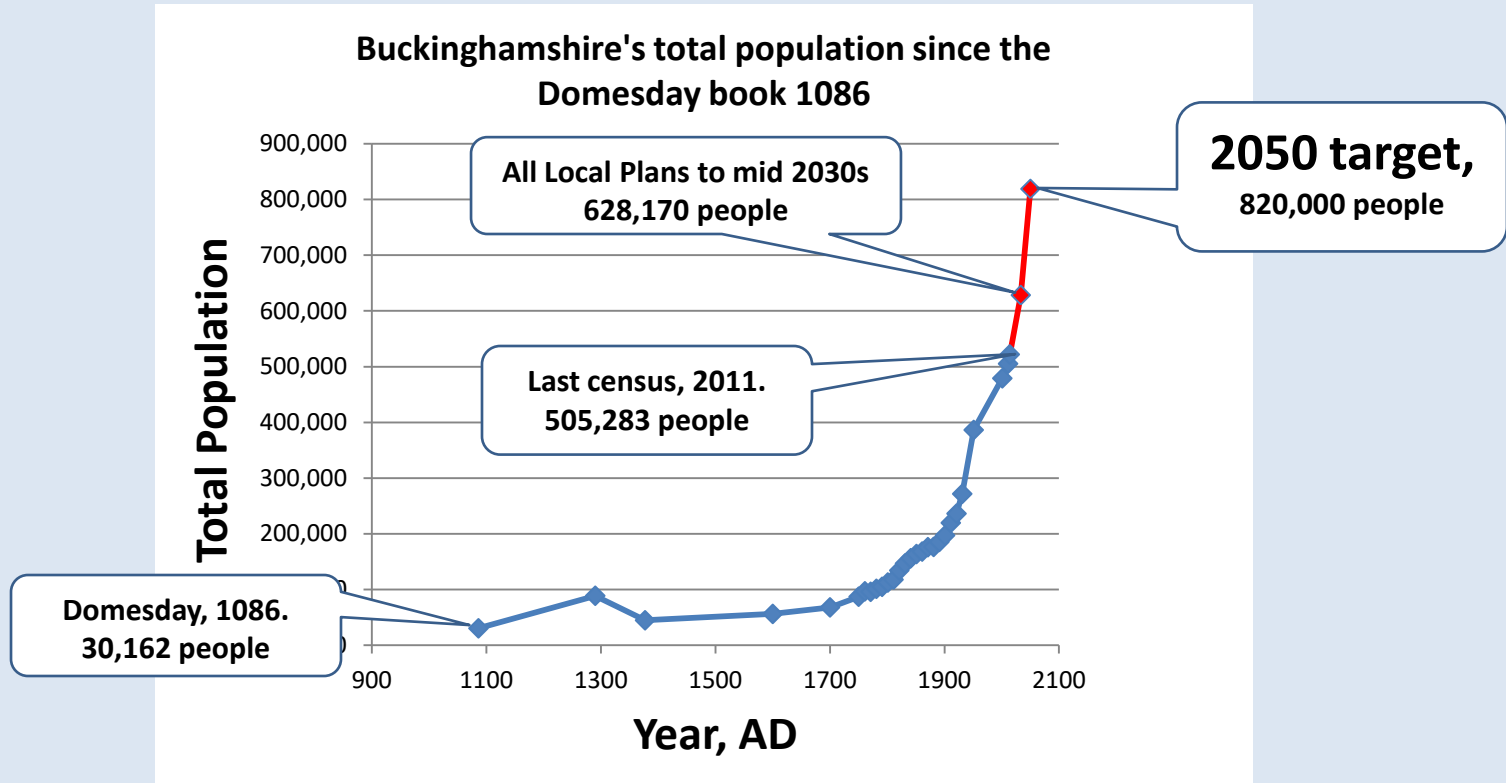
Buckinghamshire's past, and proposed growth to 2050



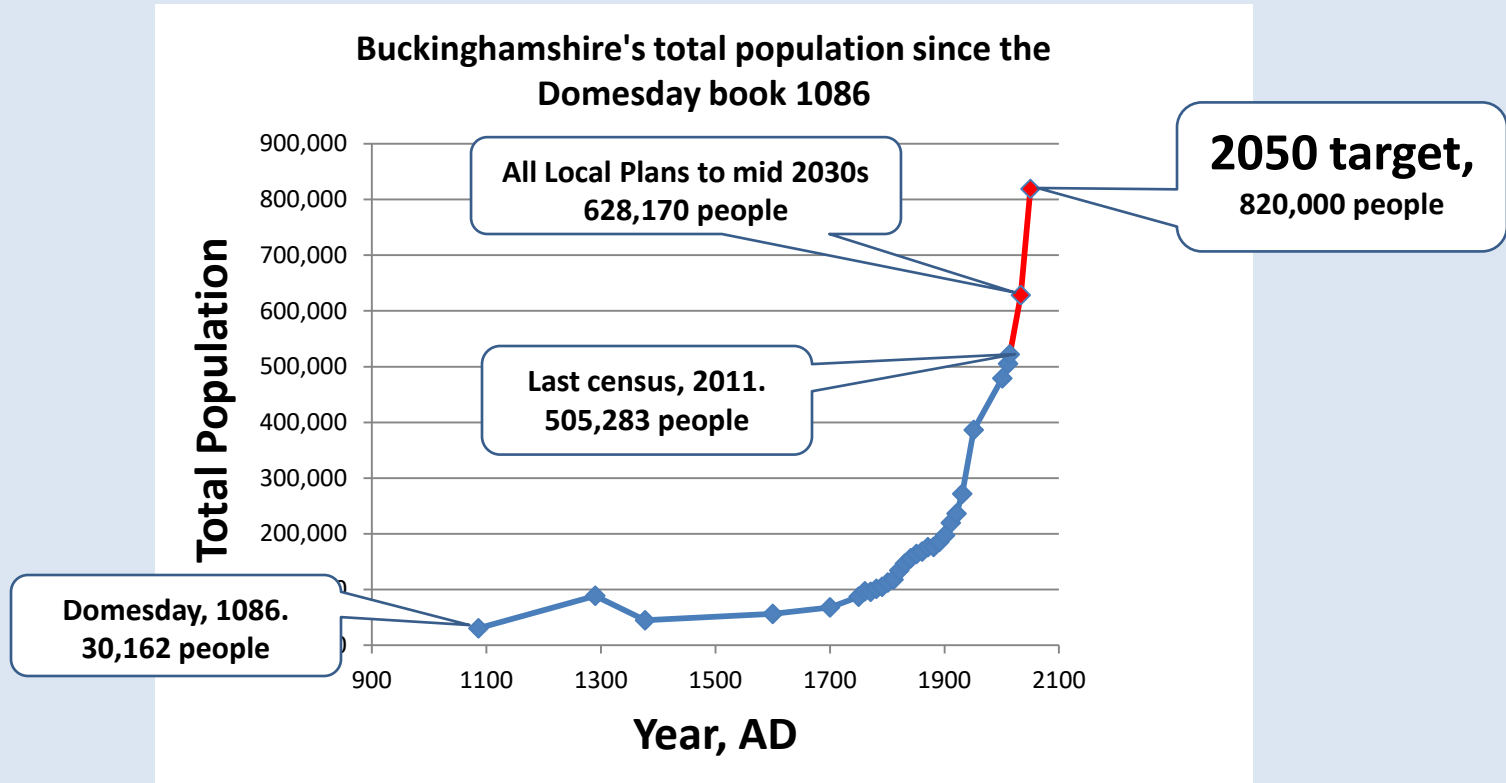
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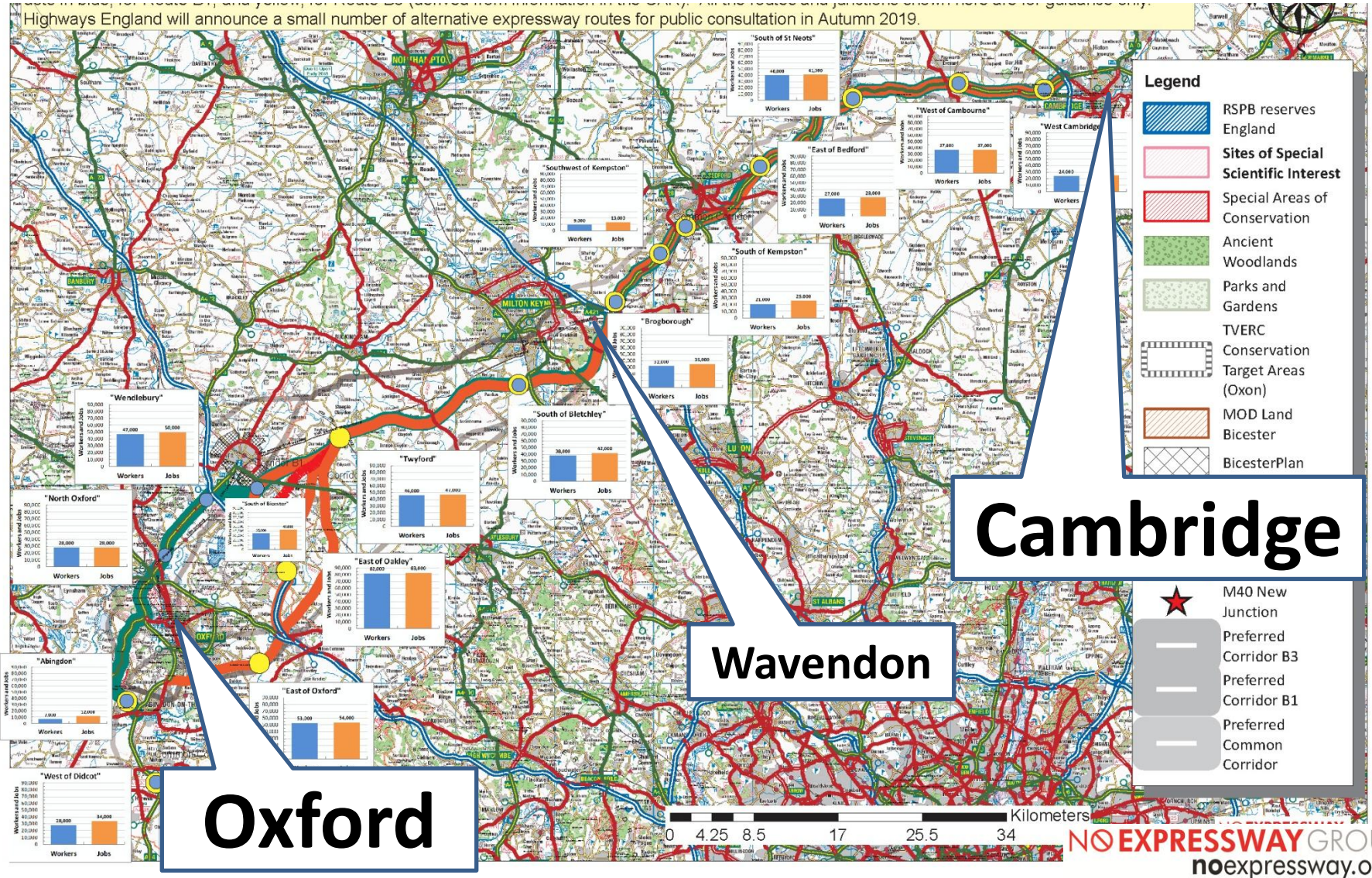


Are there really no limits to growth?

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

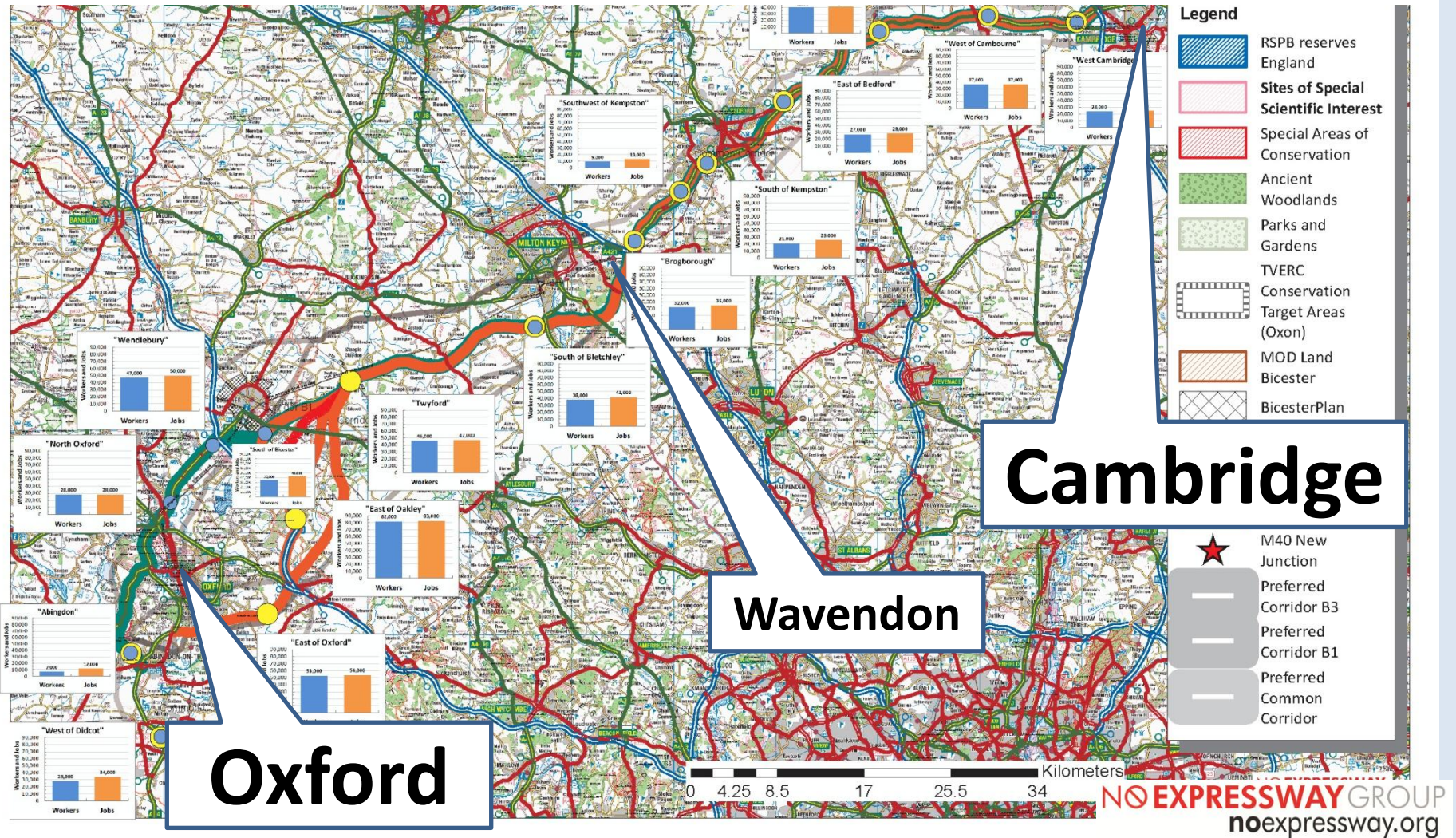
Highways England proposes 360,000 new houses along the Expressway

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



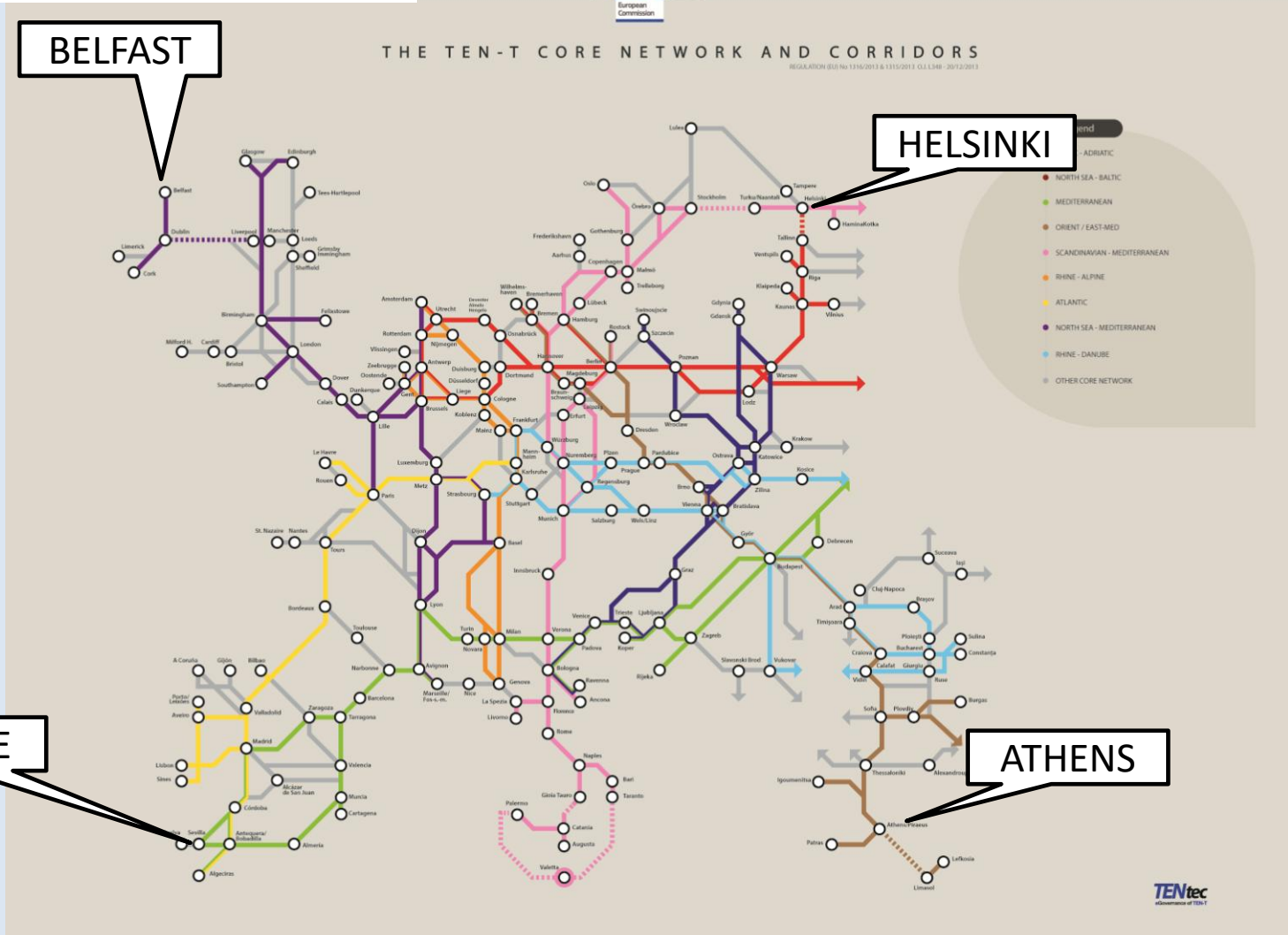
All along the 'Arc', the story is the same

Highways England proposes 360,000 new houses along the Expressway
 ...that still leaves 193,000 new Expressway-unlocked houses elsewhere.



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

TENtec Freight Network

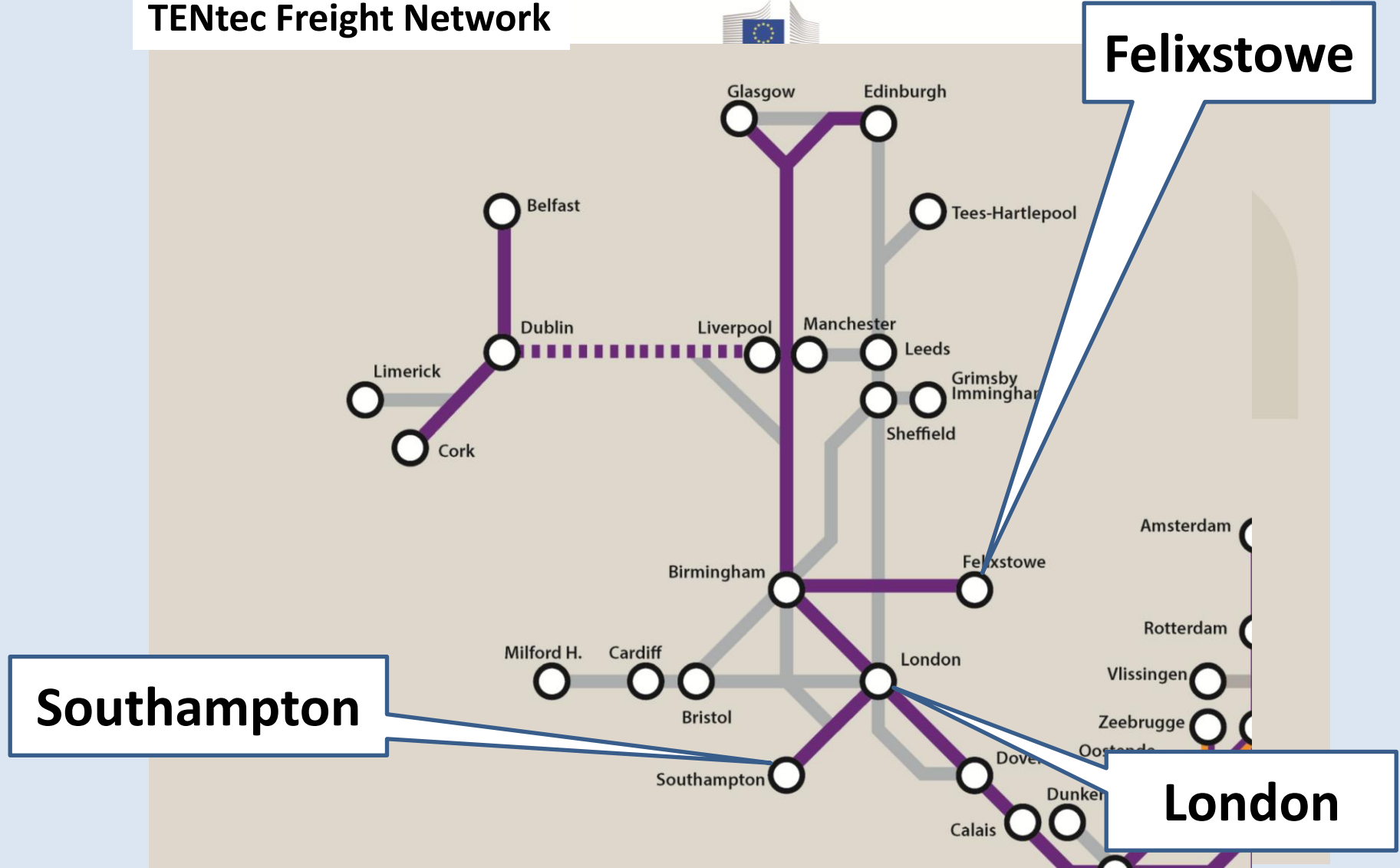


SEVILLE

ATHENS

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

TENtec Freight Network





Southampton

Felixstowe

London

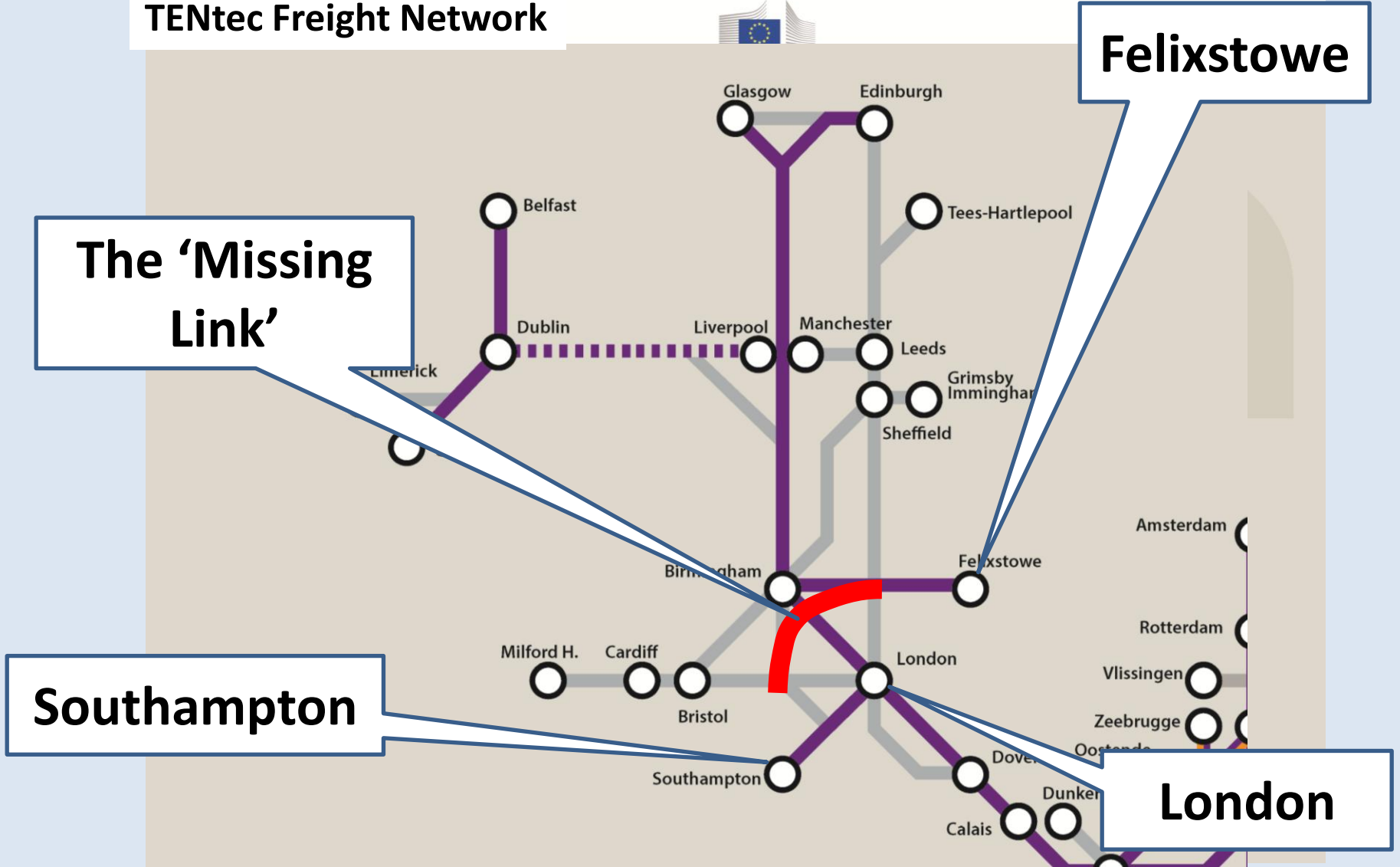
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network


noexpressway.org

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

TENtec Freight Network



Southampton

Felixstowe

London

The 'Missing Link'

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

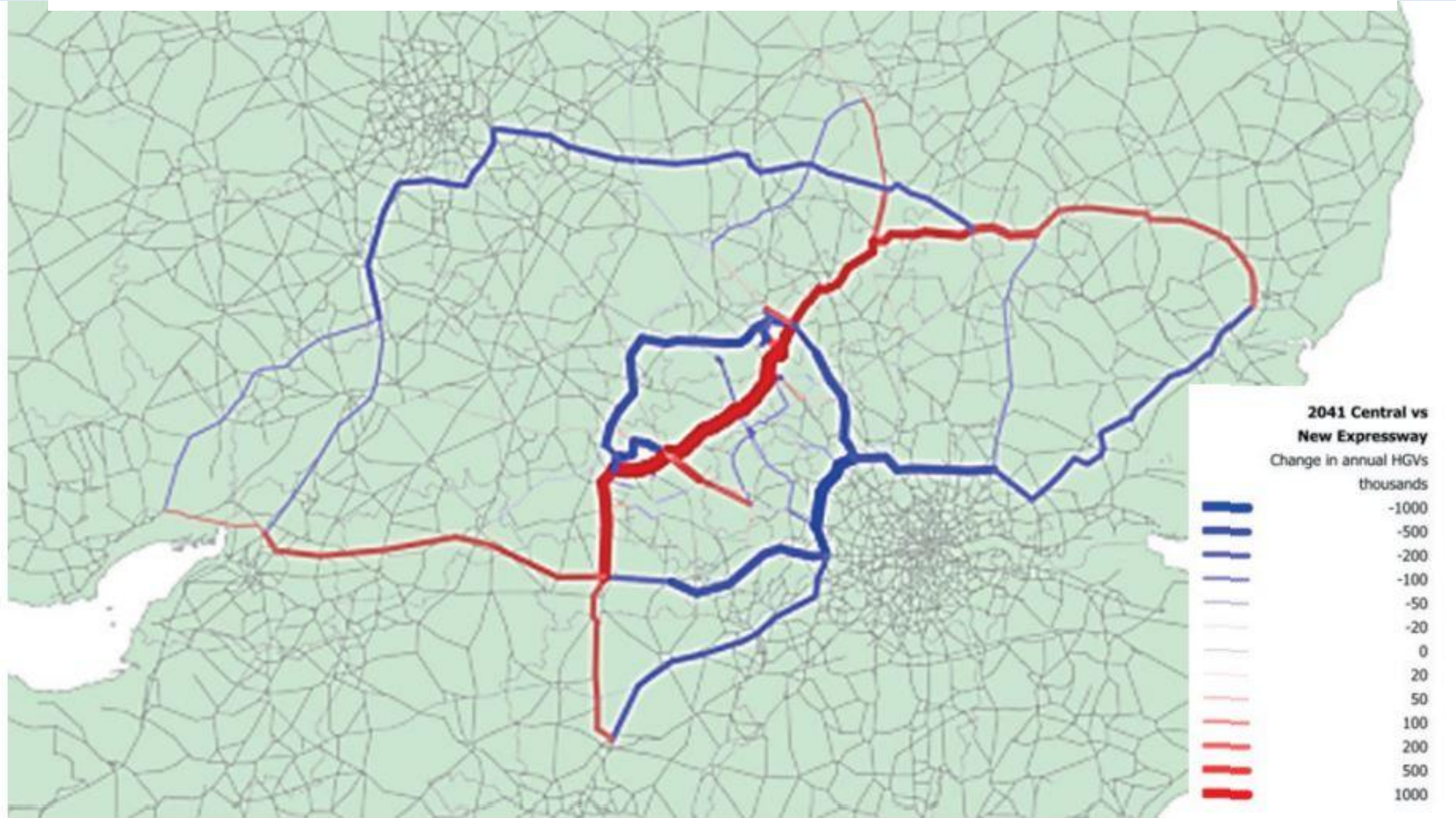


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

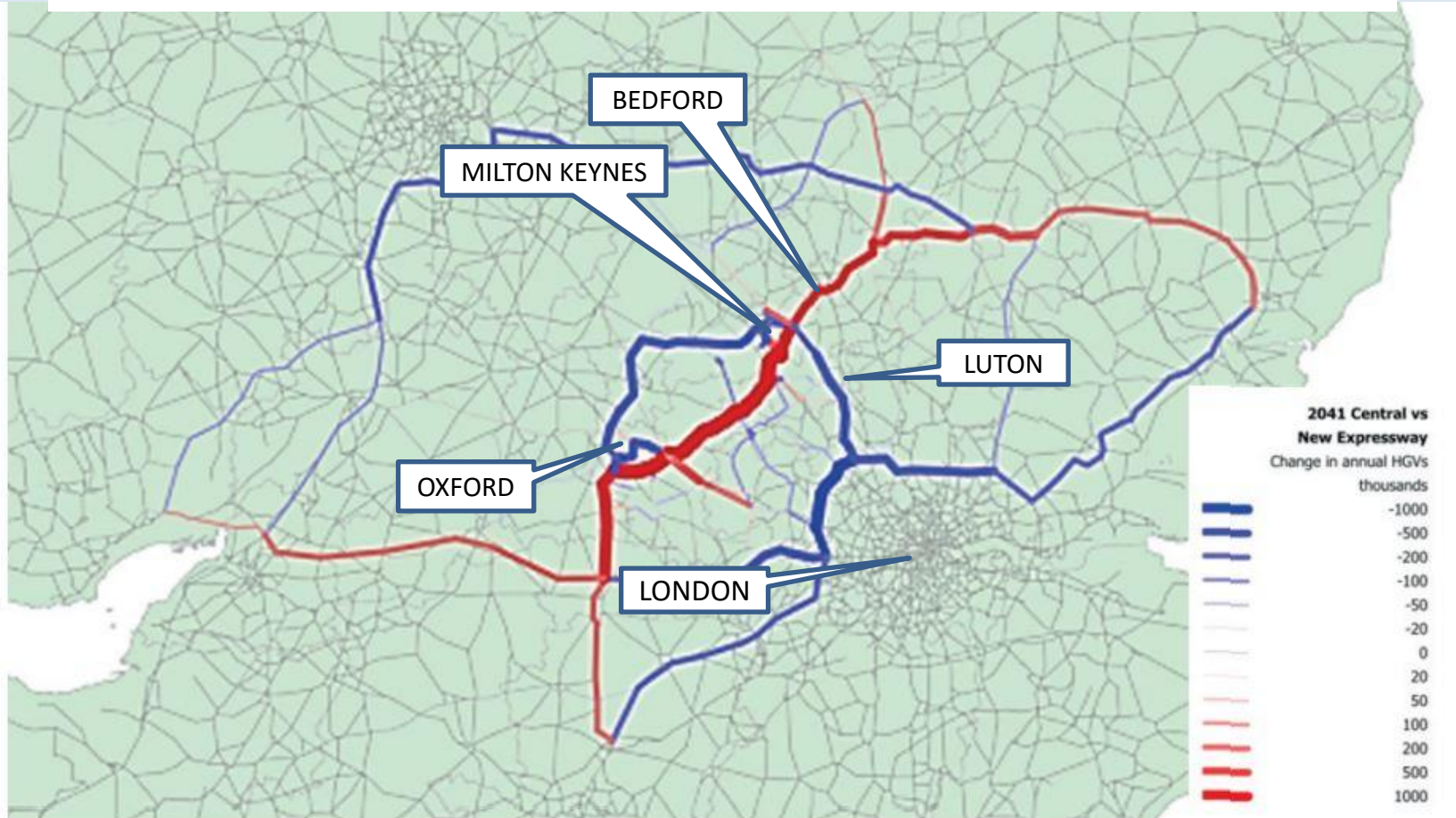


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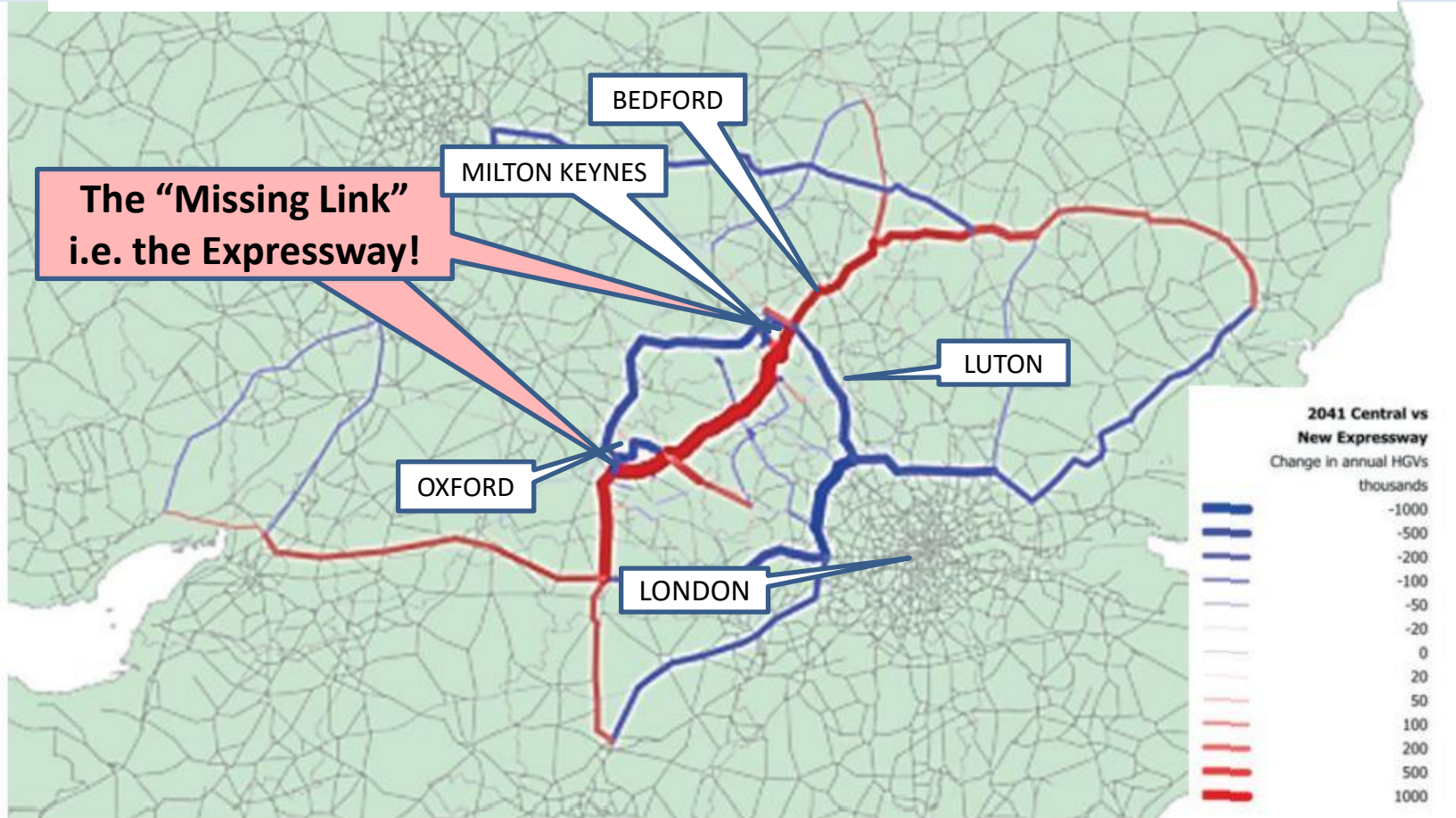
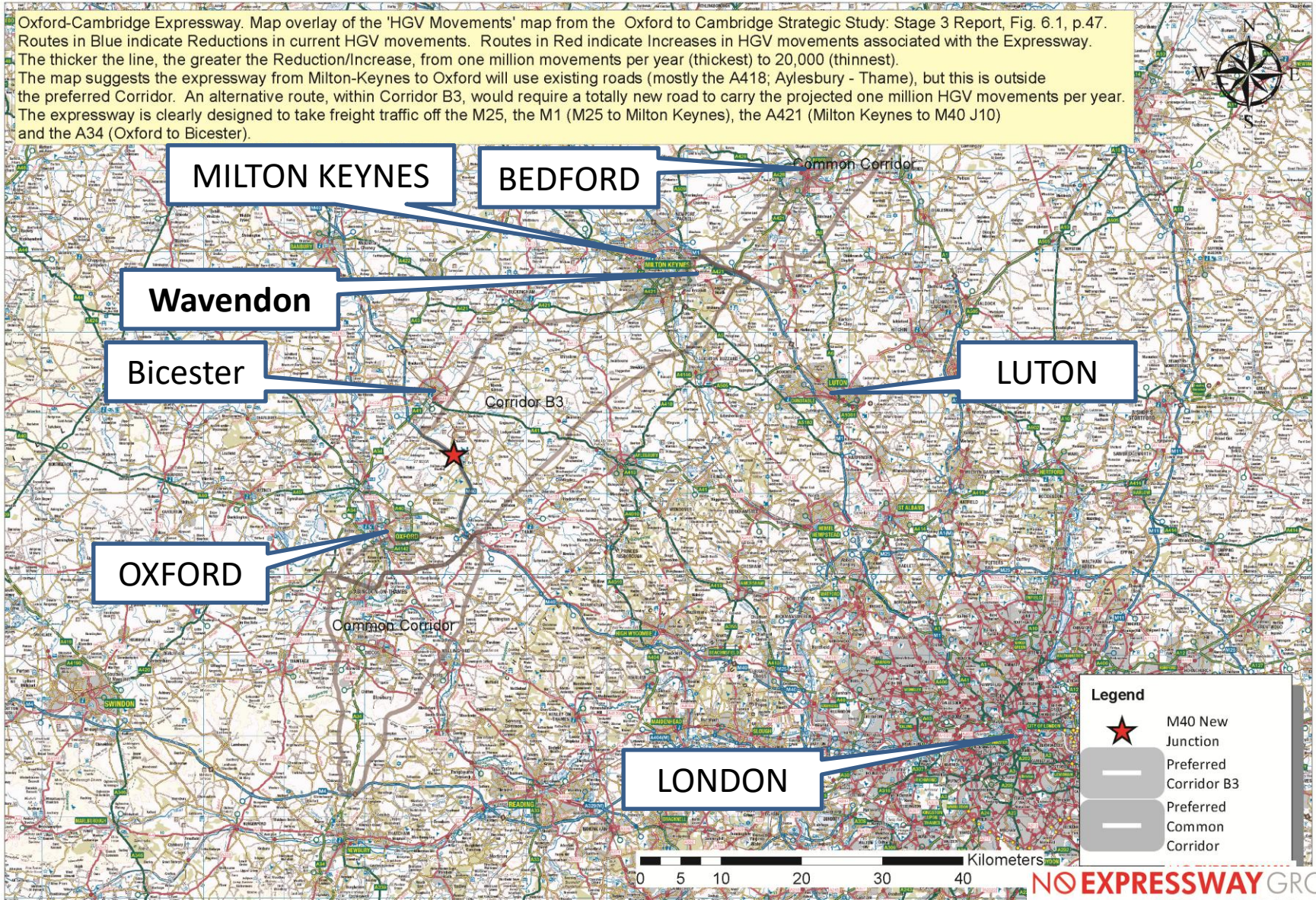


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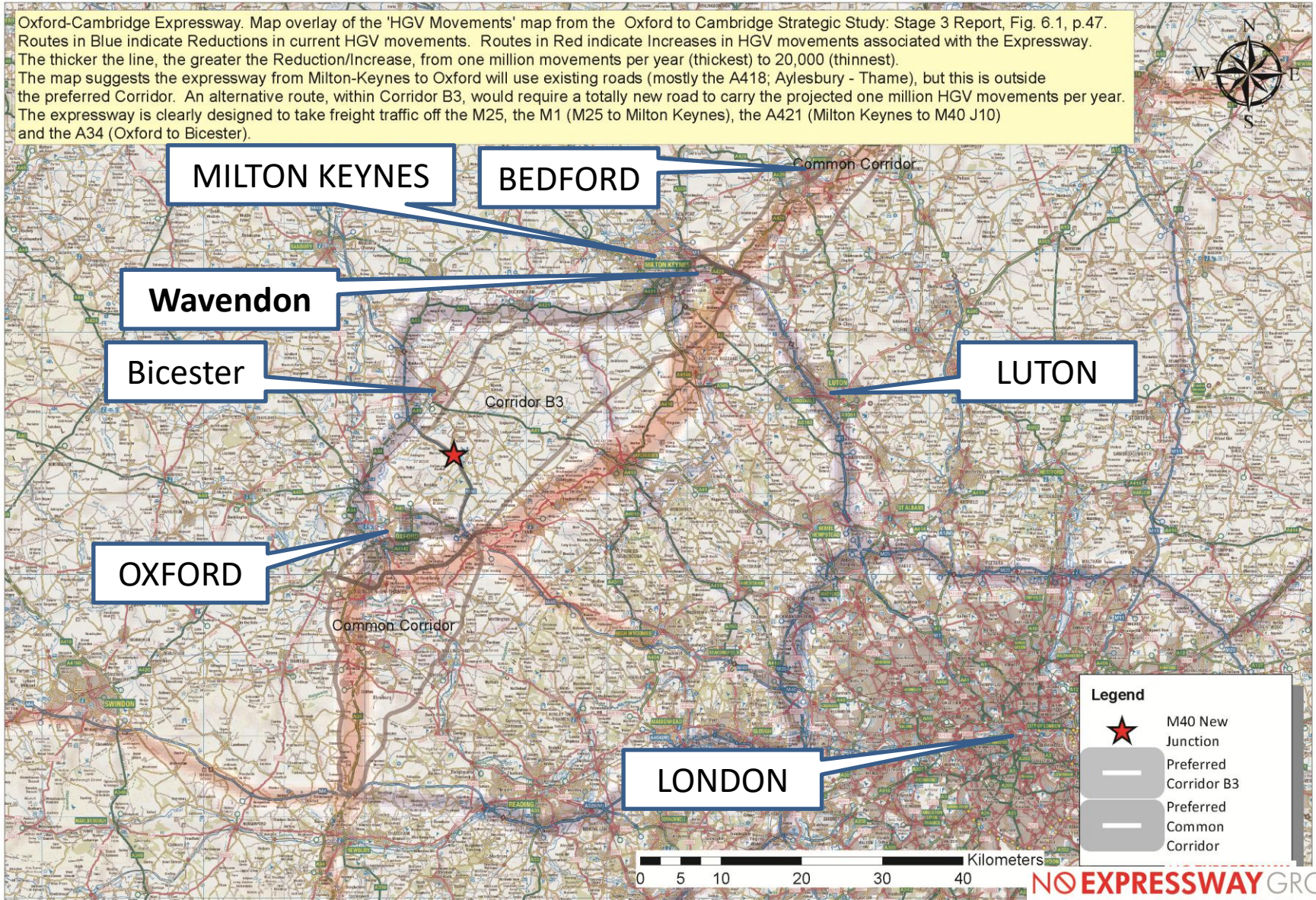
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Oxford-Cambridge Expressway. Map overlay of the 'HGV Movements' map from the Oxford to Cambridge Strategic Study: Stage 3 Report, Fig. 6.1, p.47. Routes in Blue indicate Reductions in current HGV movements. Routes in Red indicate Increases in HGV movements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



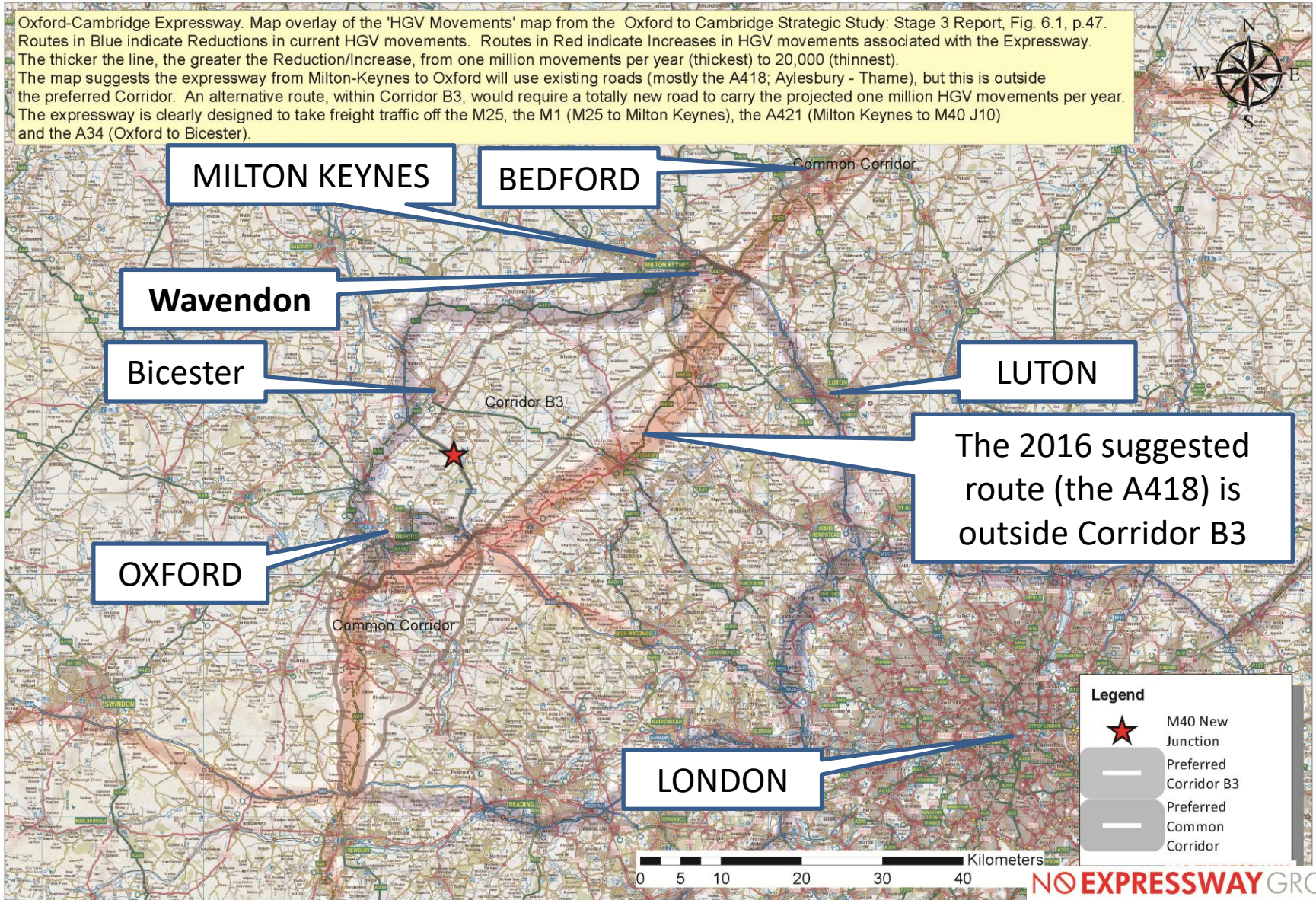
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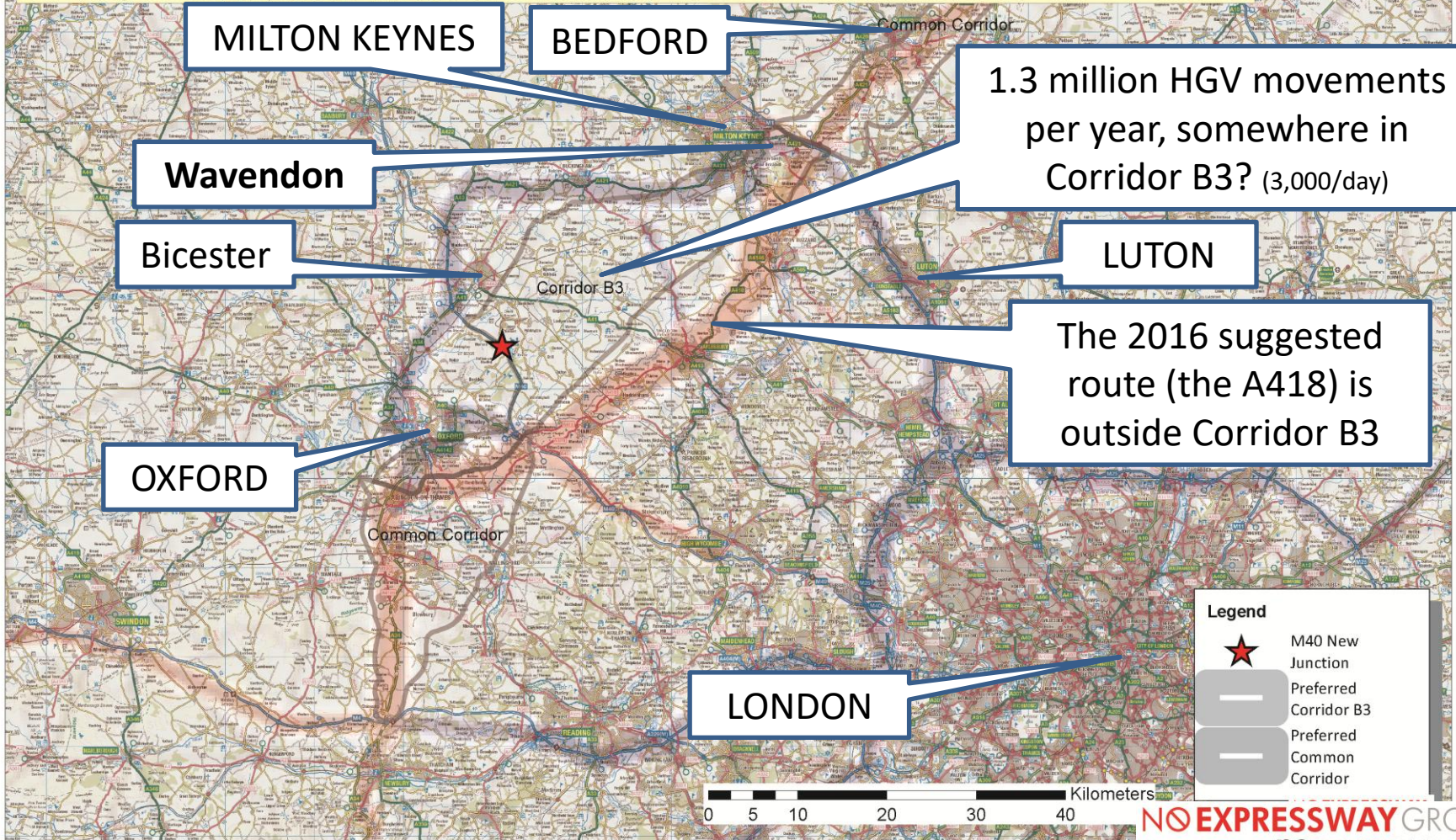
The 2016 suggested route (the A418) is outside Corridor B3

Legend

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

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

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

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So, will we be consulted by Highways England?

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

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

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

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

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

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





AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

DIAGEO



NHS
East of England
Ambulance Service
NHS Trust



Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION

JOHN
LEWIS
& PARTNERS

Kettering
Borough Council

LONDON LUTON
AIRPORT



NO EXPRESSWAY GROUP
noexpressway.org

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Borough Council

LUTON

NO EXPRESSWAY GROUP
noexpressway.org



Aylesbury Vale
District Council



milton keynes council



WYCOMBE
DISTRICT COUNCIL



CHILTERN
District Council



SOUTH BUCKS
District Council

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

ale

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

Let's make sure that they do.

KS
1



Common sense says.....

Common sense says.....

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

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



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

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The No Expressway Group Campaign

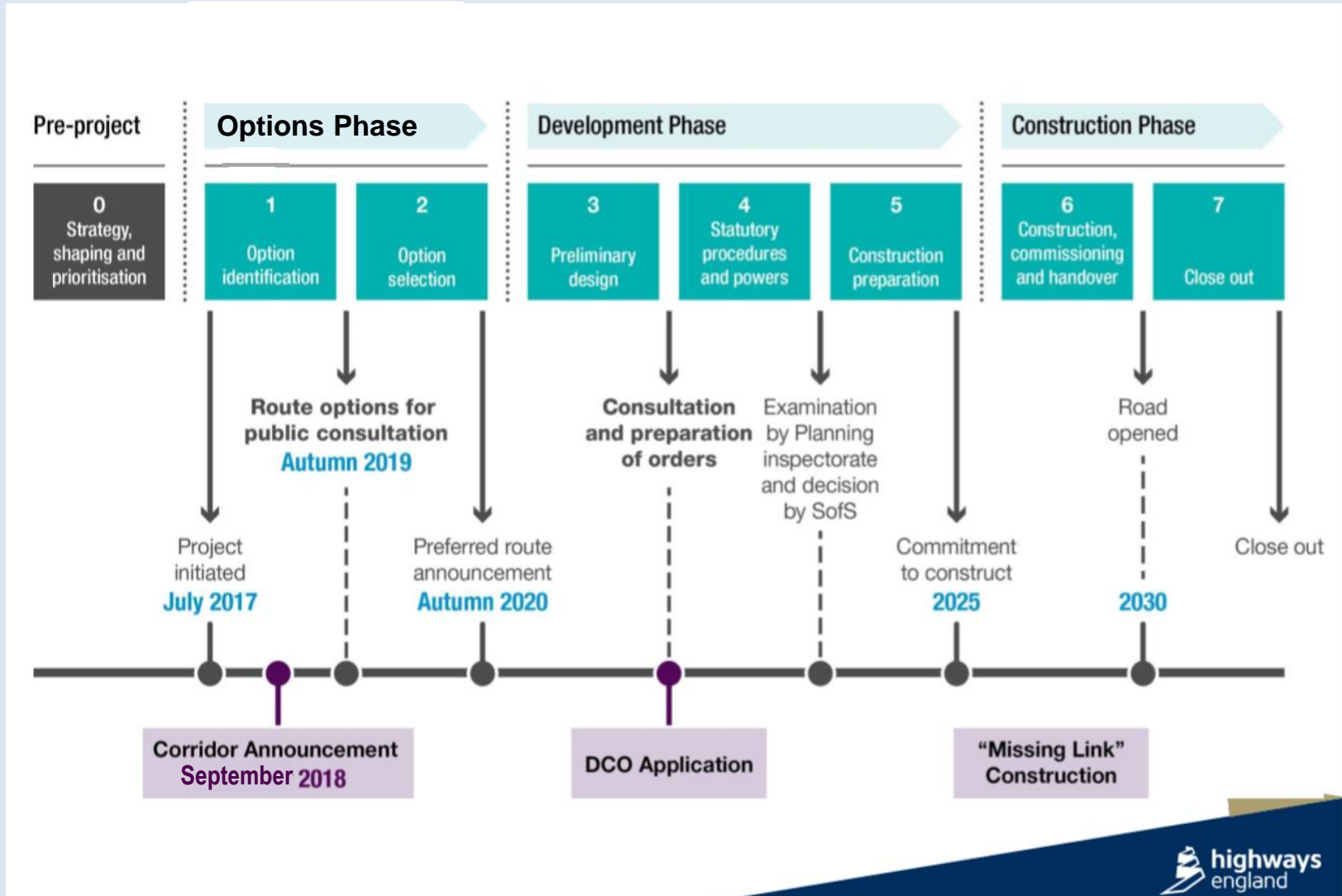


What's New for NEG? What's Next? How Can We Influence?

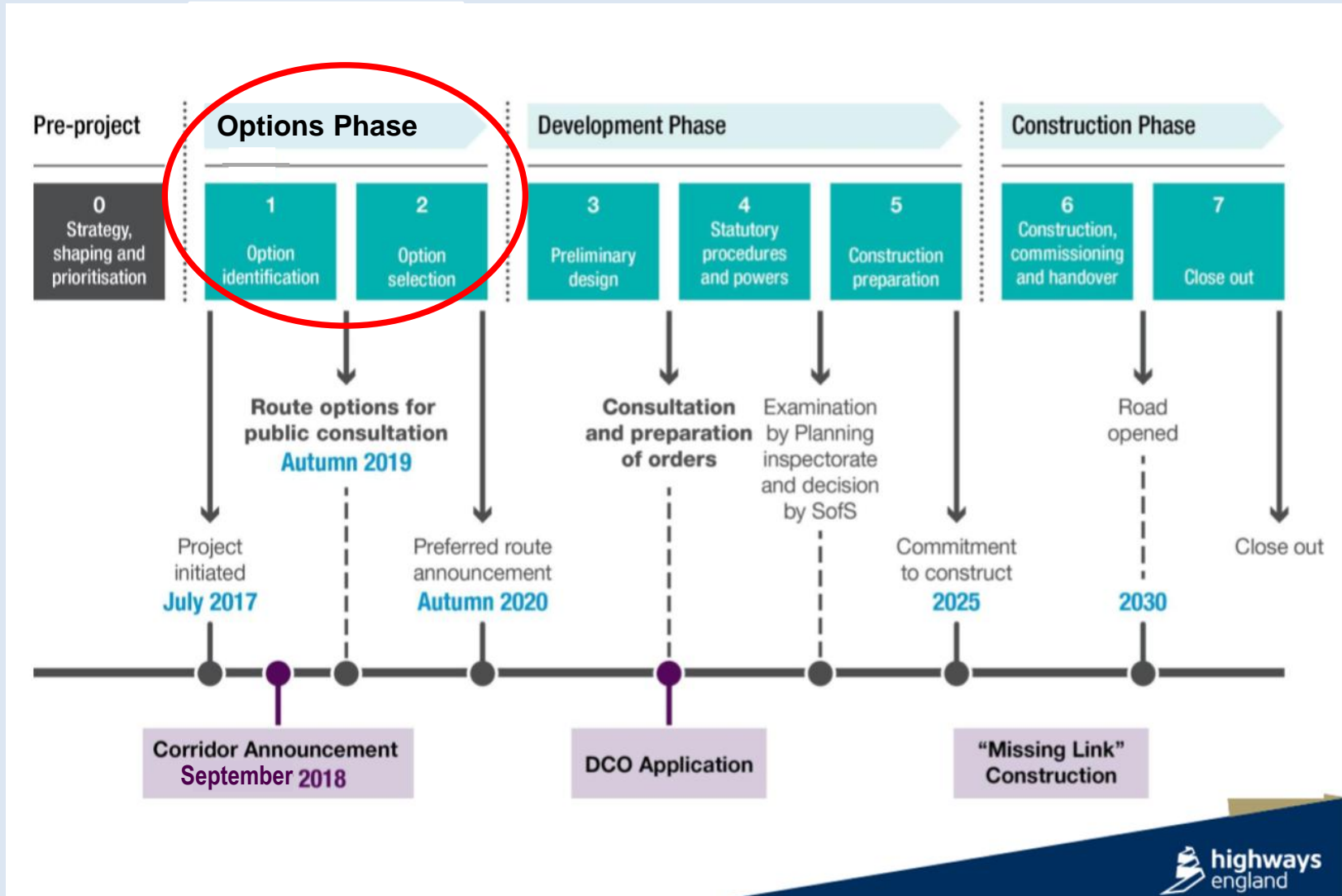


Olivia Field

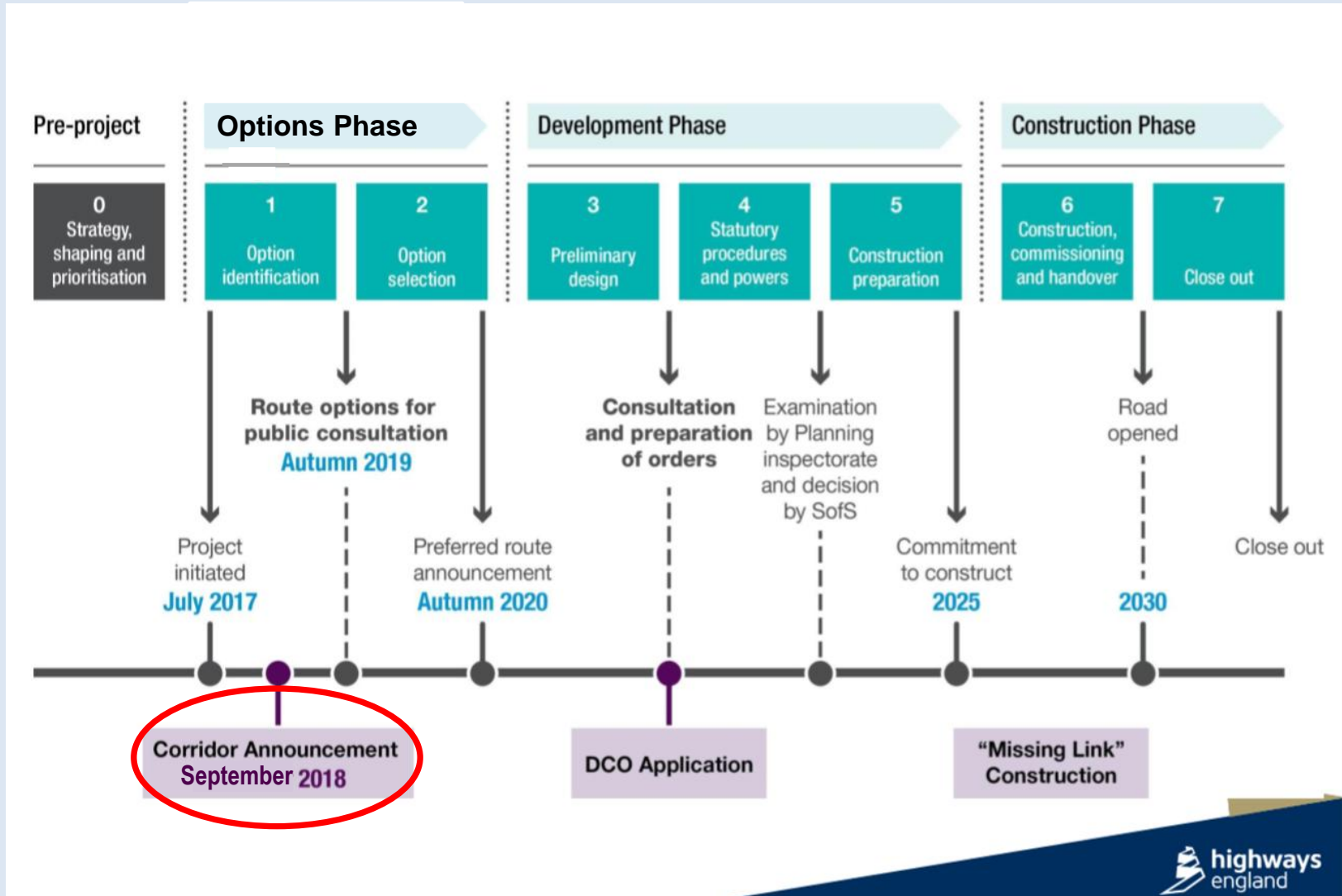
What's Next - Highways England Project Milestones



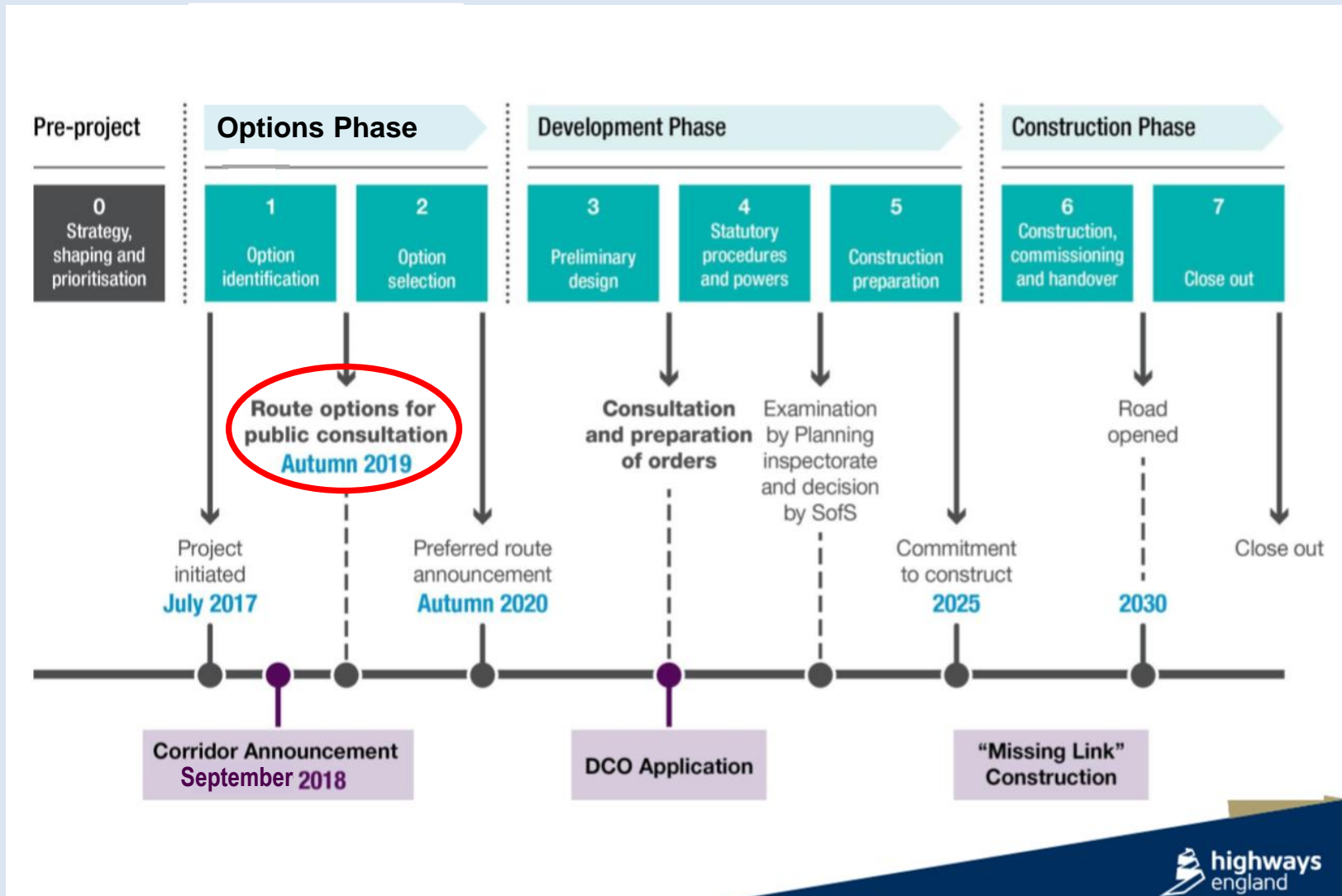
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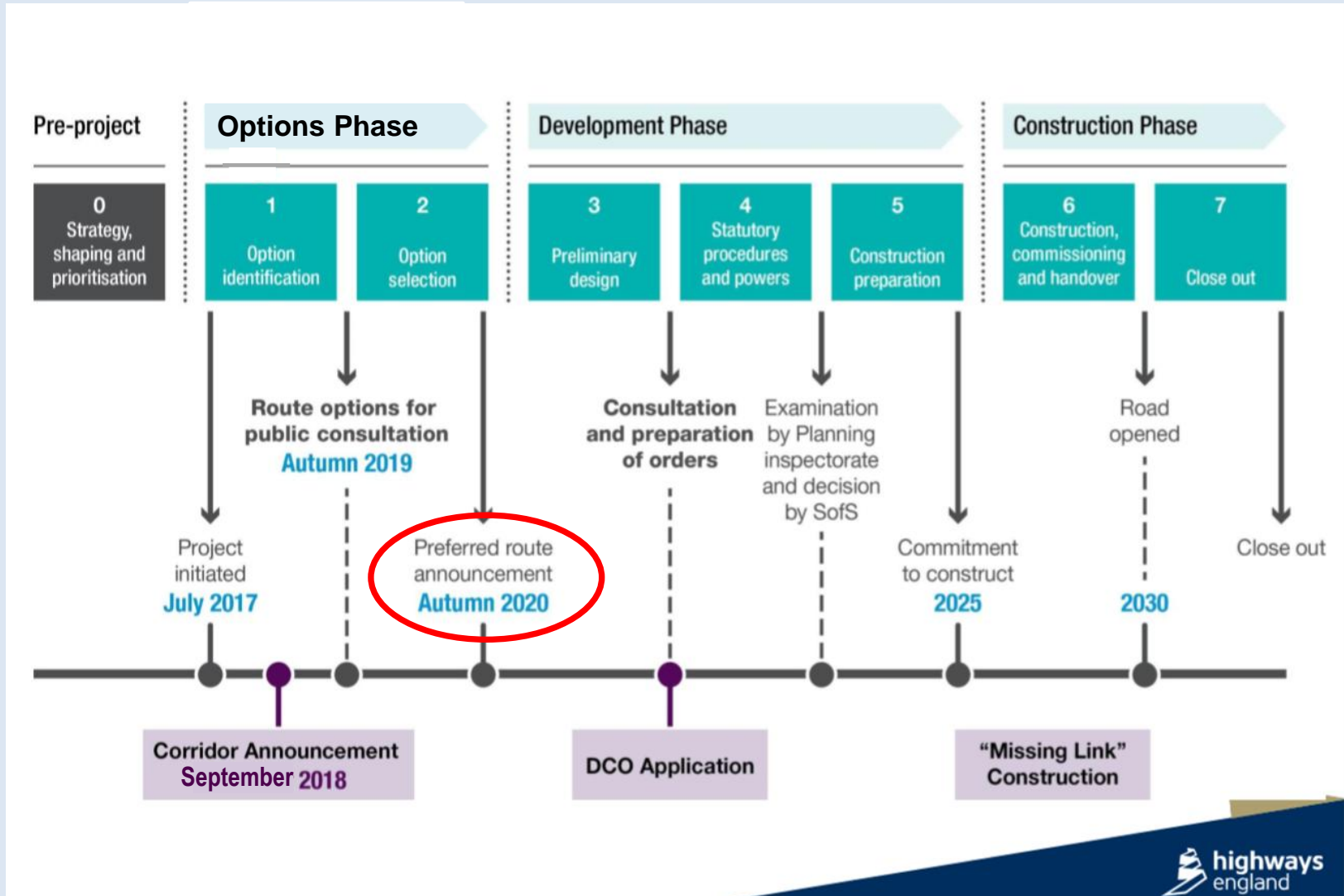
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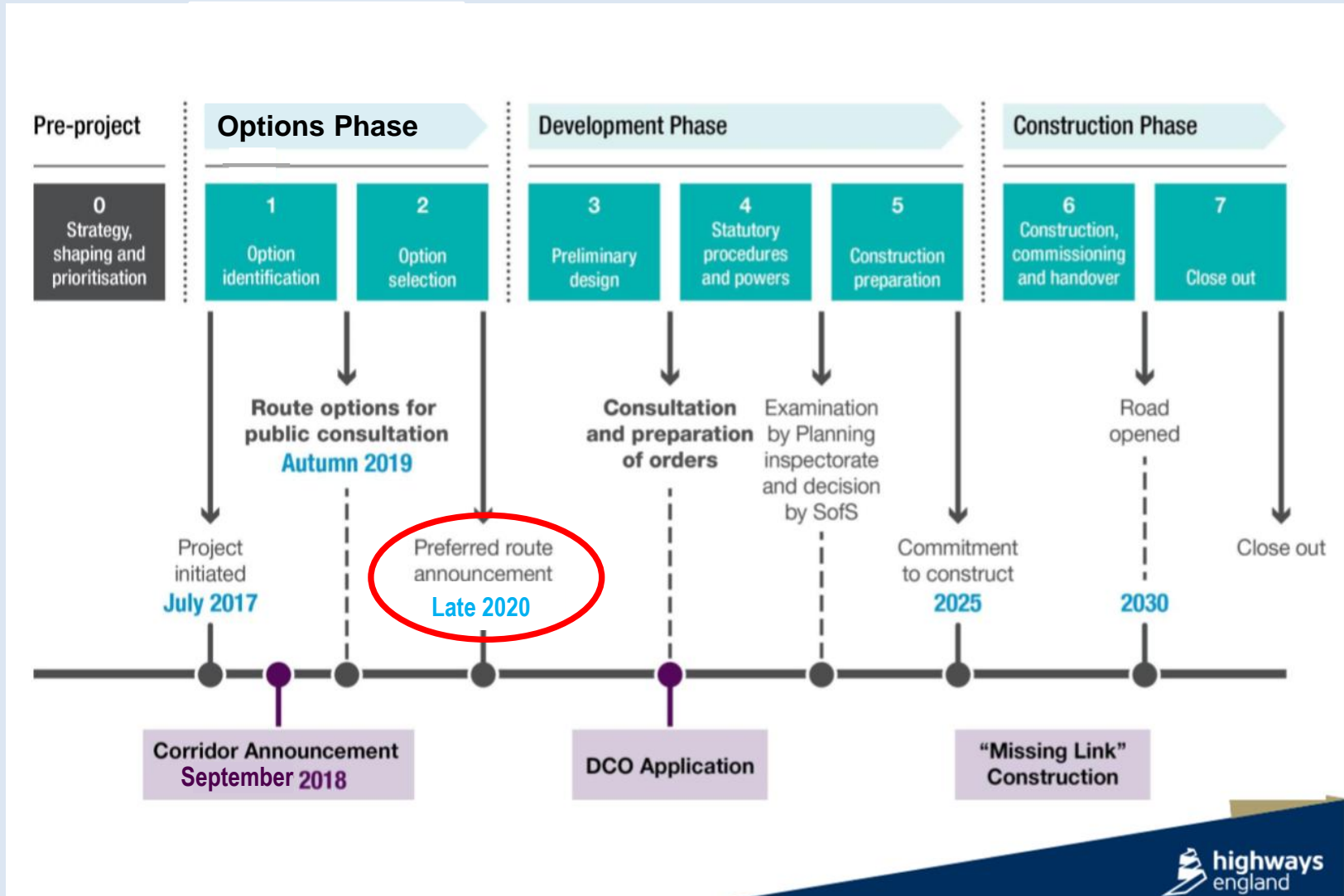
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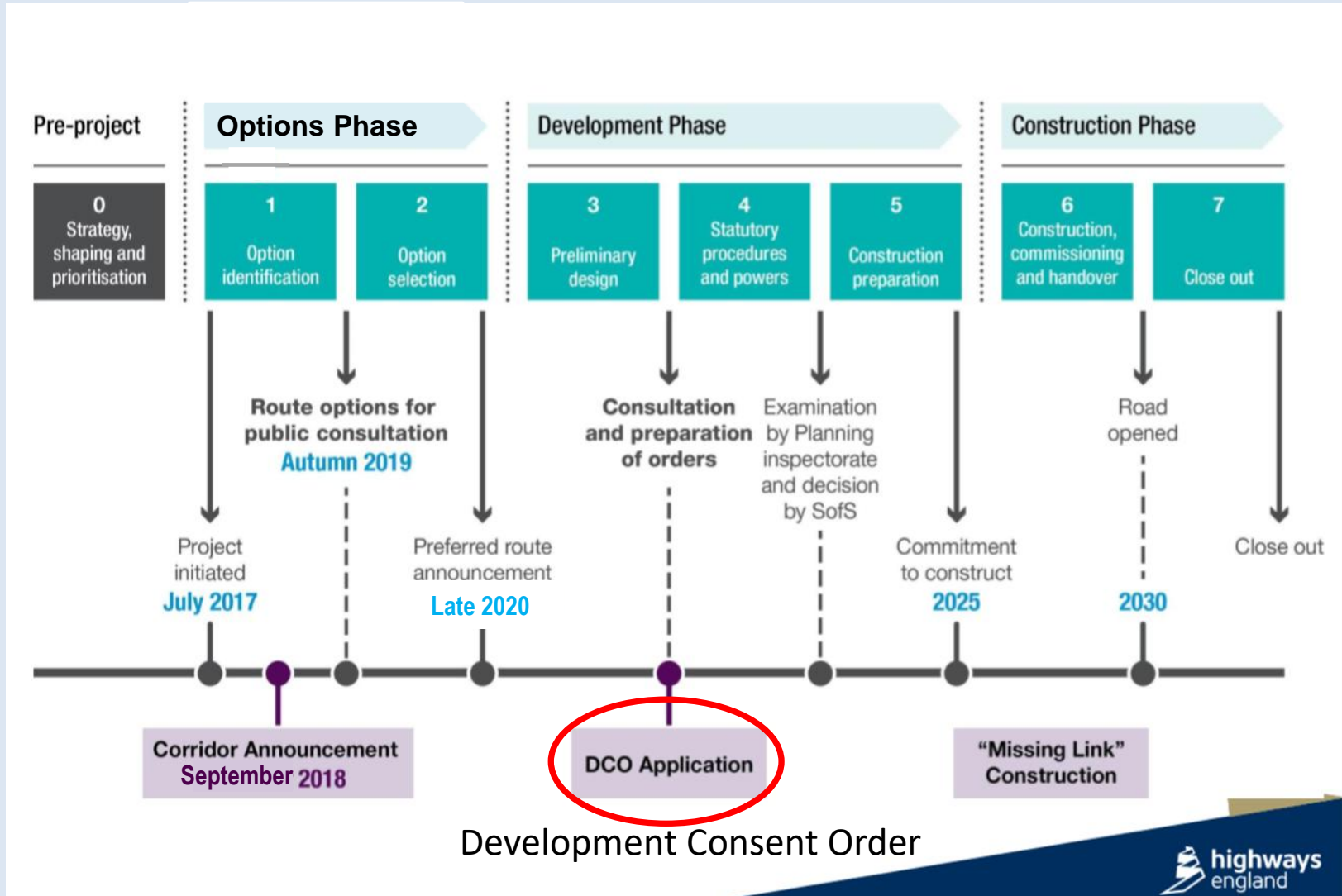
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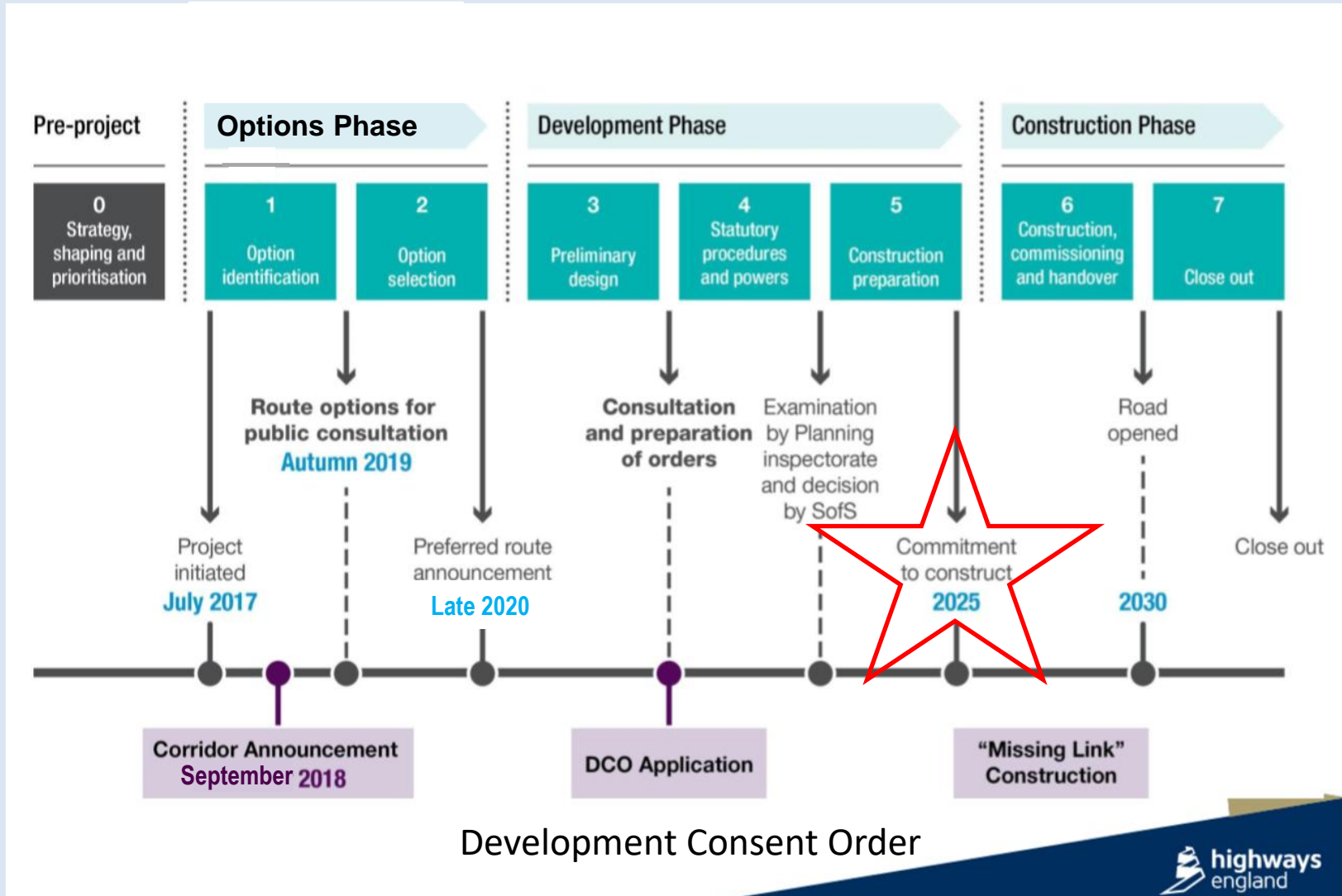
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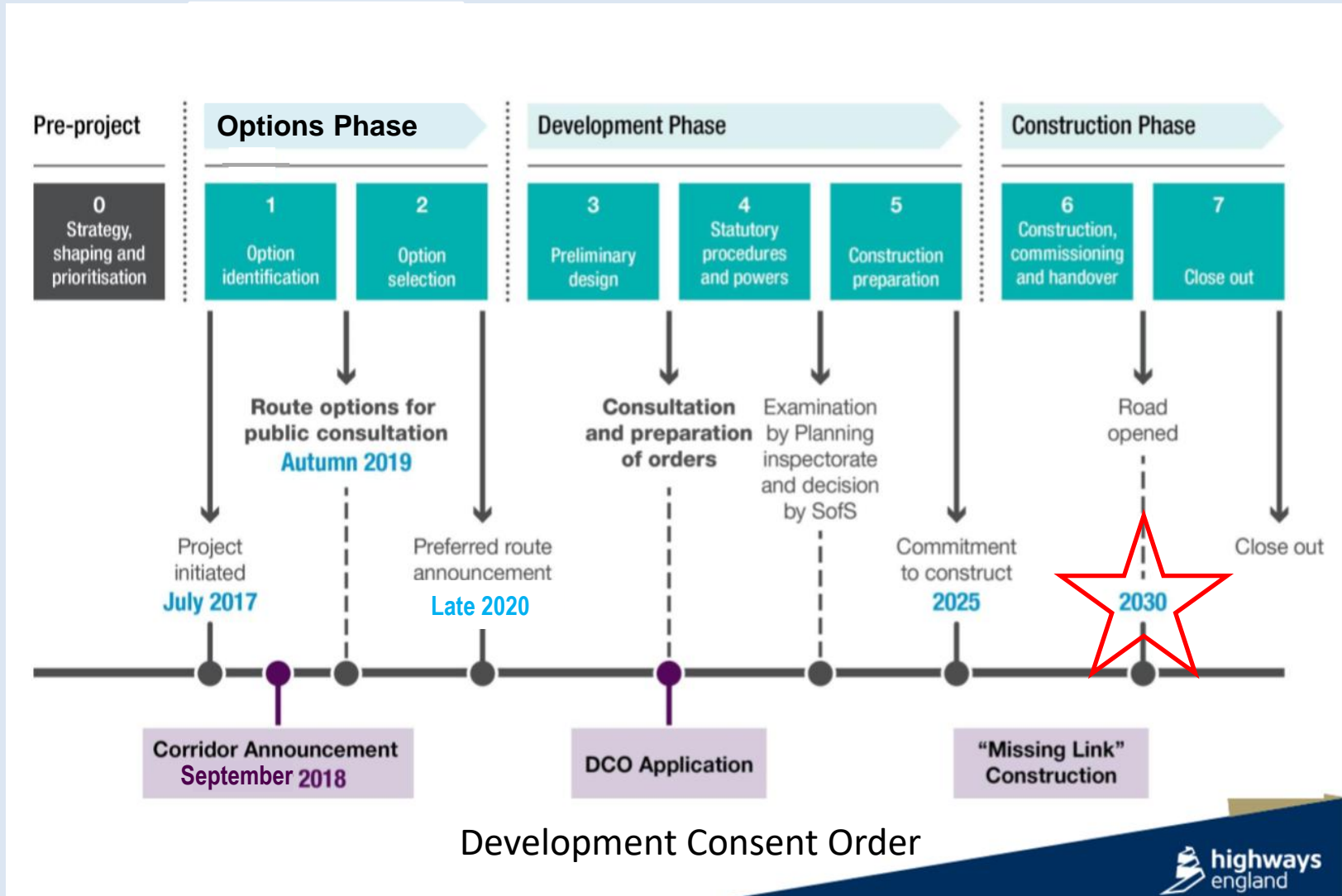
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What's Next - Highways England Project Milestones



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

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2. **NSIPs** are examined by an Independent Inspector appointed by the Planning Inspectorate
3. The entire examination process takes **no longer than 14 months**
4. There is only **very limited public involvement**, usually restricted to registered Interested Parties (IPs)
5. Interested Parties **can challenge the process**, but not the outcome (i.e. you will get an expressway somewhere).

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

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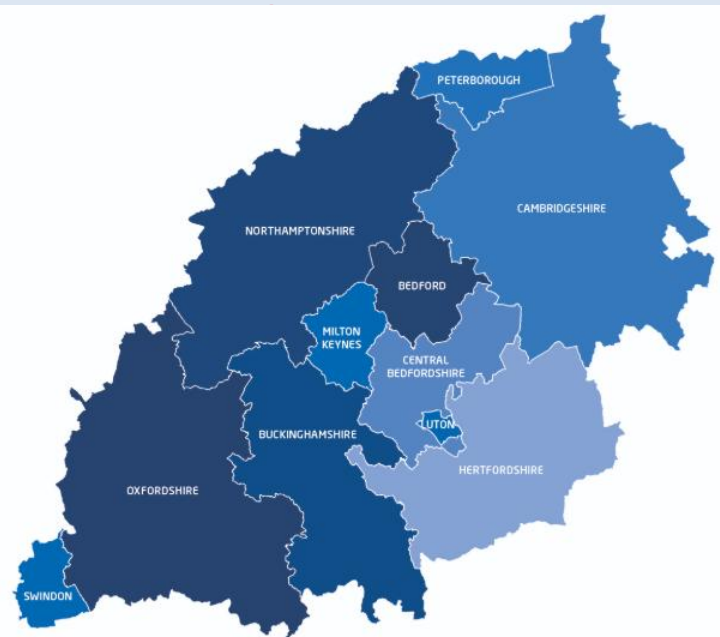
1. Highways England

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

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

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

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3. England's Economic Heartland



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

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

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

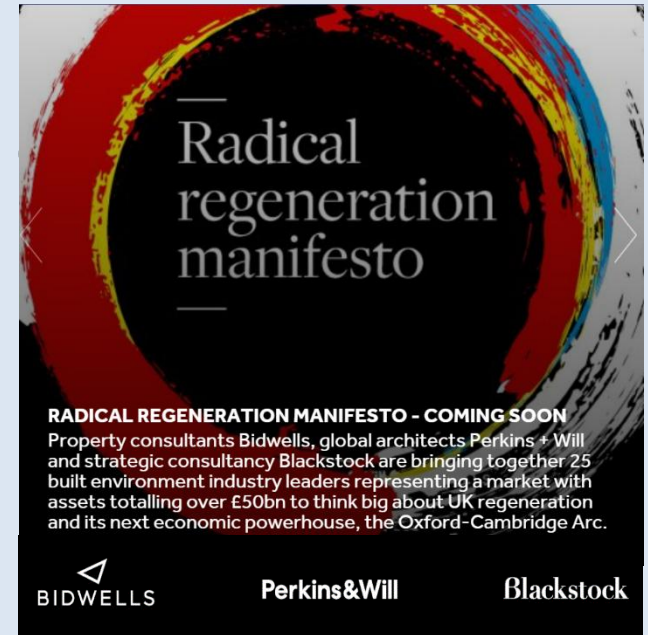
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Consultants/Developers



Q. – Who's in charge?

- Dept Business, Energy & Industrial Strategy (LEP's; Strategy)
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How can we Influence?

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How can we Influence?

1. Have our say!

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



How can we Influence?



The Challenge

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- “The Arc” Plan community engagement - Summer 2019 ?

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No dates known

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No dates known

Register as a stakeholder (group or individual)

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No dates known

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

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Register as a stakeholder (group or individual)
- HE Preferred route consultation - Late 2020

No dates known

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- **HE Route options consultation** - Autumn 2019
 - Information about route options
 - Can you say “NO”?
 - How HE processes the feedback
 - More info **will** follow - noexpressway.org

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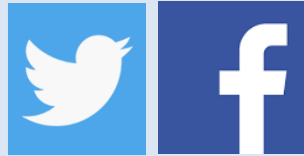


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NO EXPRESSWAY GROUP
noexpressway.org

2. Spread the word

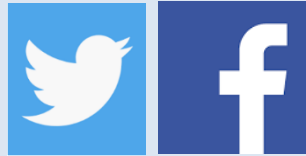
- Share news and updates online, ***follow us @no_expressway, sign-up on noexpressway.org***
- Urge people to involve Parish, Local and District Councillors in Expressway plans
- Work to cancel the Expressway before it is too late

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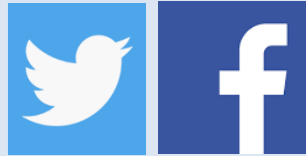
3. Submit Environment, Heritage, Wildlife info to HE

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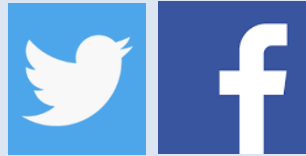
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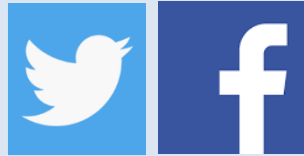
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noexpressway.org

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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?

NO EXPRESSWAY GROUP
noexpressway.org

Actions – *what you can do!*

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1. Sign-up to our updates - noexpressway.org
2. Register to be a Highways England **Stakeholder**
3. Make your voice heard (MP's, Cllrs, **consultations**)
4. **Donate** (time / money / skills / t-shirt)
5. Follow us on social media
Facebook - **No Expressway Group page**
Twitter - **@no_expressway**
6. ***Get your friends involved!***



Thank you!

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

X

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

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