

Oxford-Cambridge Expressway

Wendlebury Annual Meeting

16th May 2019

David Rogers
No Expressway Group
Horton-cum-Studley
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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

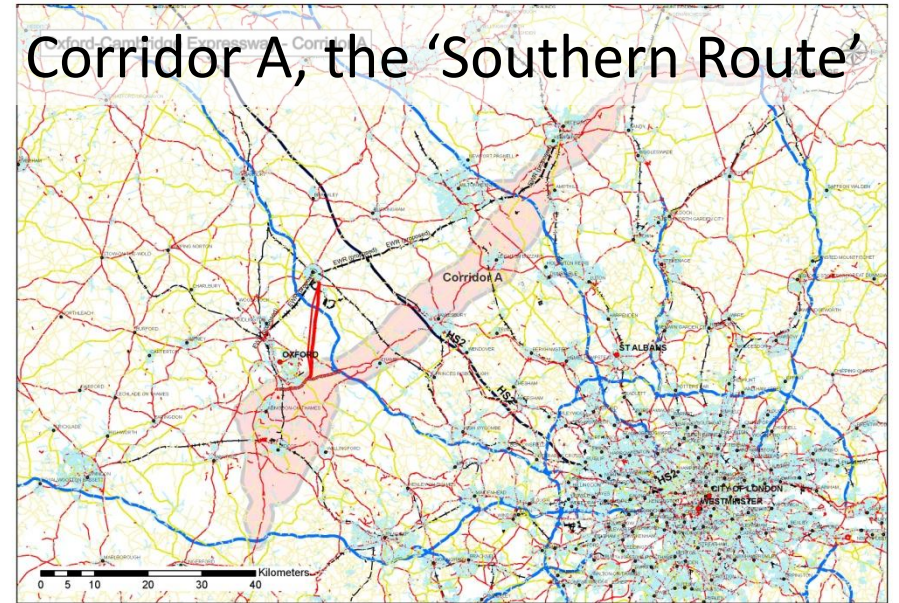
March 2018



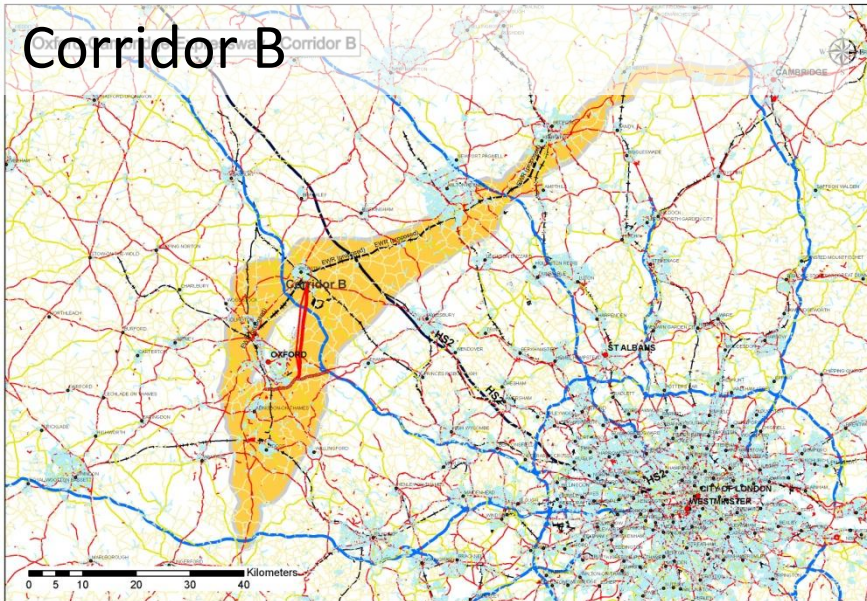
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

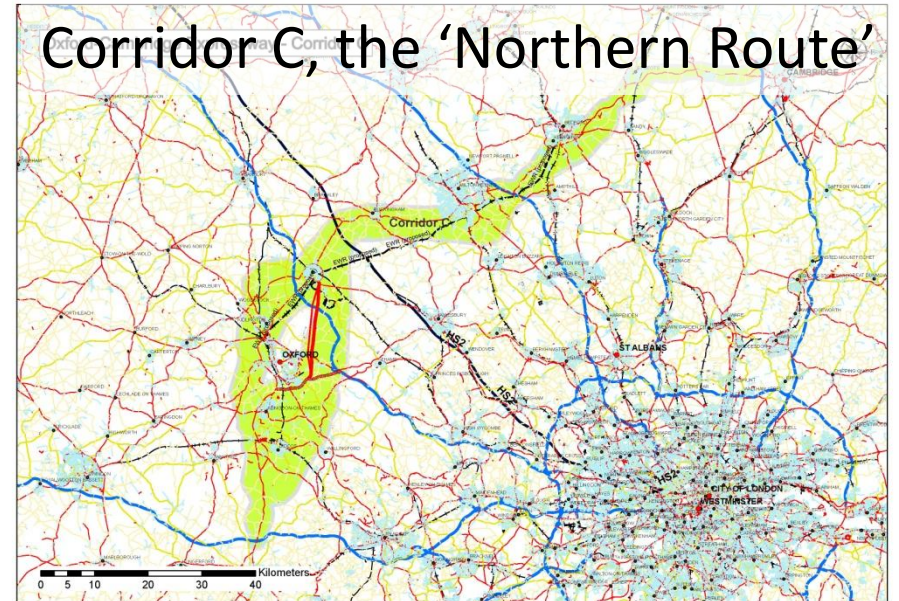
Corridor A, the 'Southern Route'



Corridor B



Corridor C, the 'Northern Route'



The Anti- Expressway Campaign to date



NO EXPRESSWAY GROUP
noexpressway.org

Information

- Travelling pagoda



- Leaflets

- T-shirts



Information

- Travelling pagoda



- Leaflets

- T-shirts



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



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- Sunday, July 8th -**



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THEY TOOK OUR LAND

2018
THEY'RE TRYING AGAIN



RIOT AT THE FAIR!

September 3rd

Bonn Square, Oxford

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



NEA, No Expressway Alliance

BUCKINGHAMSHIRE EXPRESSWAY ACTION GROUP

No new Expressway – here, there, anywhere.

THE "RATIONALE" CLIMATE MATTERS IMPACTS ON WILDLIFE DEMOCRATIC DEFICIT WHAT YOU CAN DO NEWS AND EVENTS ABOUT BEAG

NO EXPRESSWAY GROUP
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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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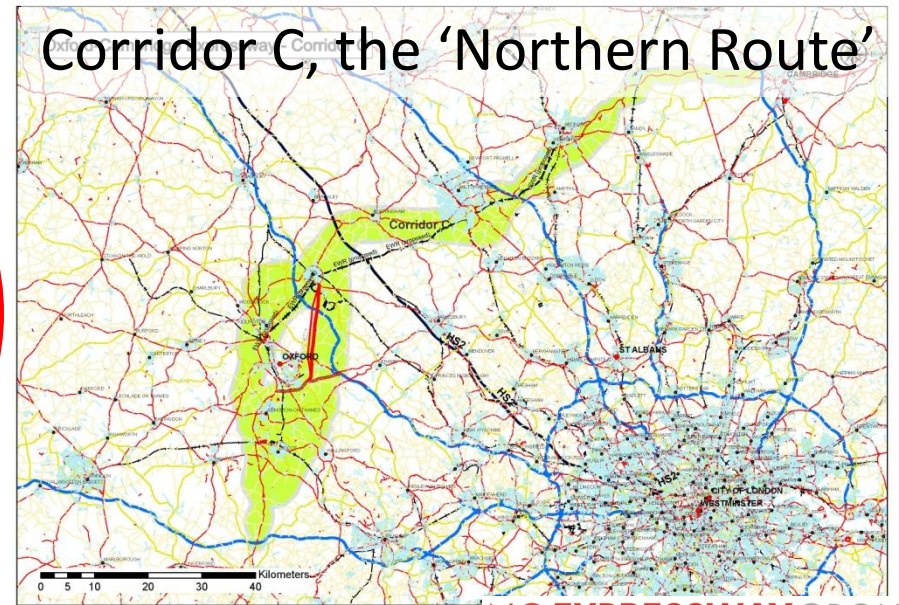
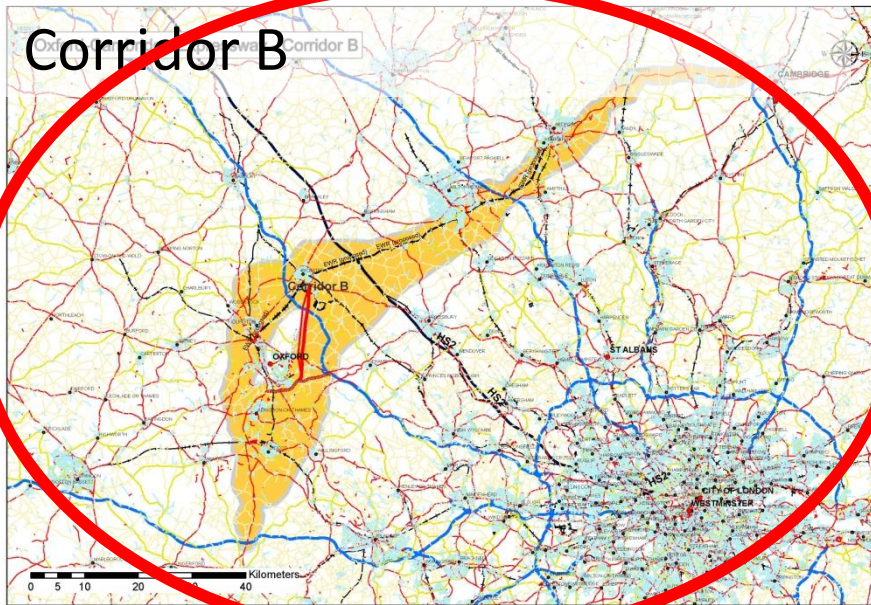
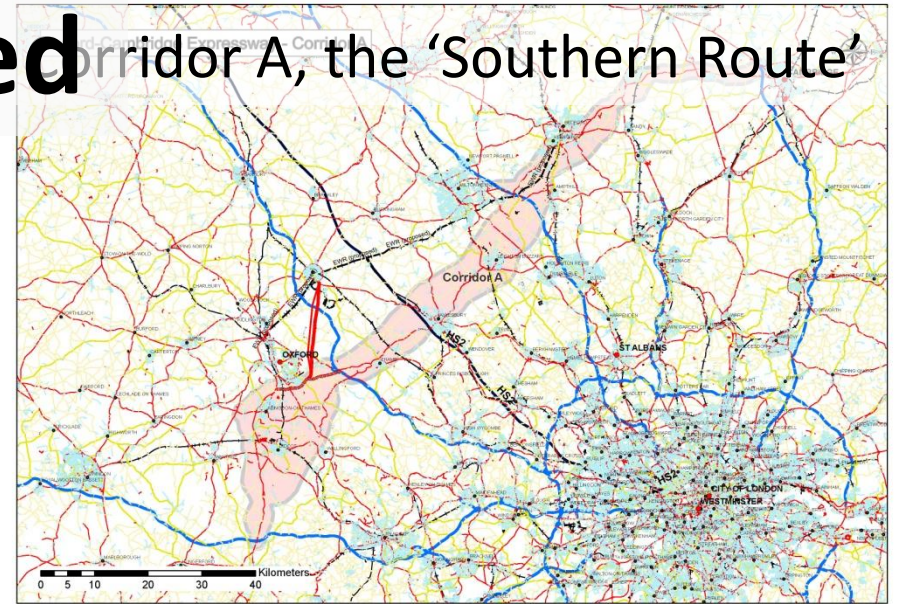
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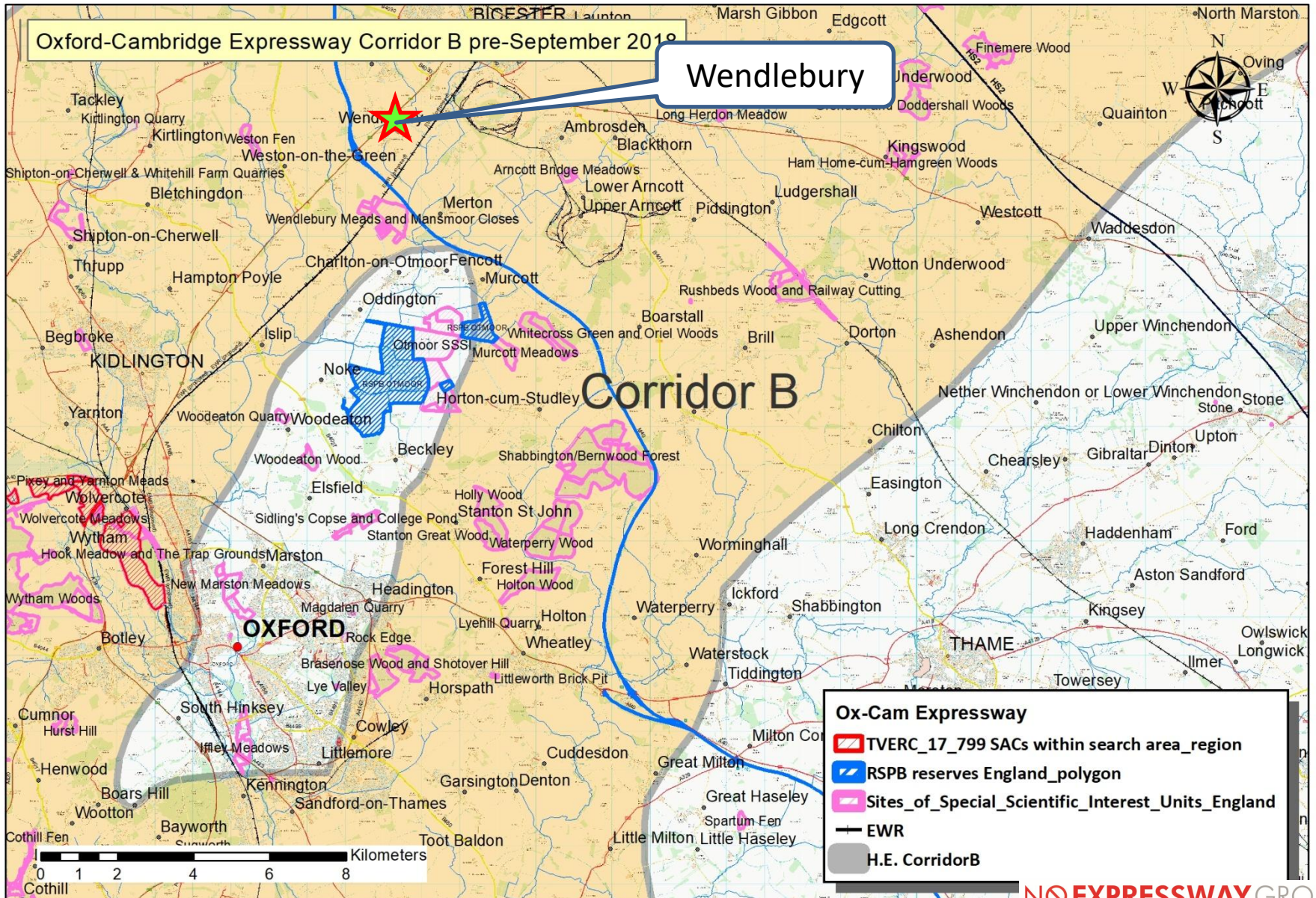
RESSWAY GROUP
noexpressway.org

Corridor Announced

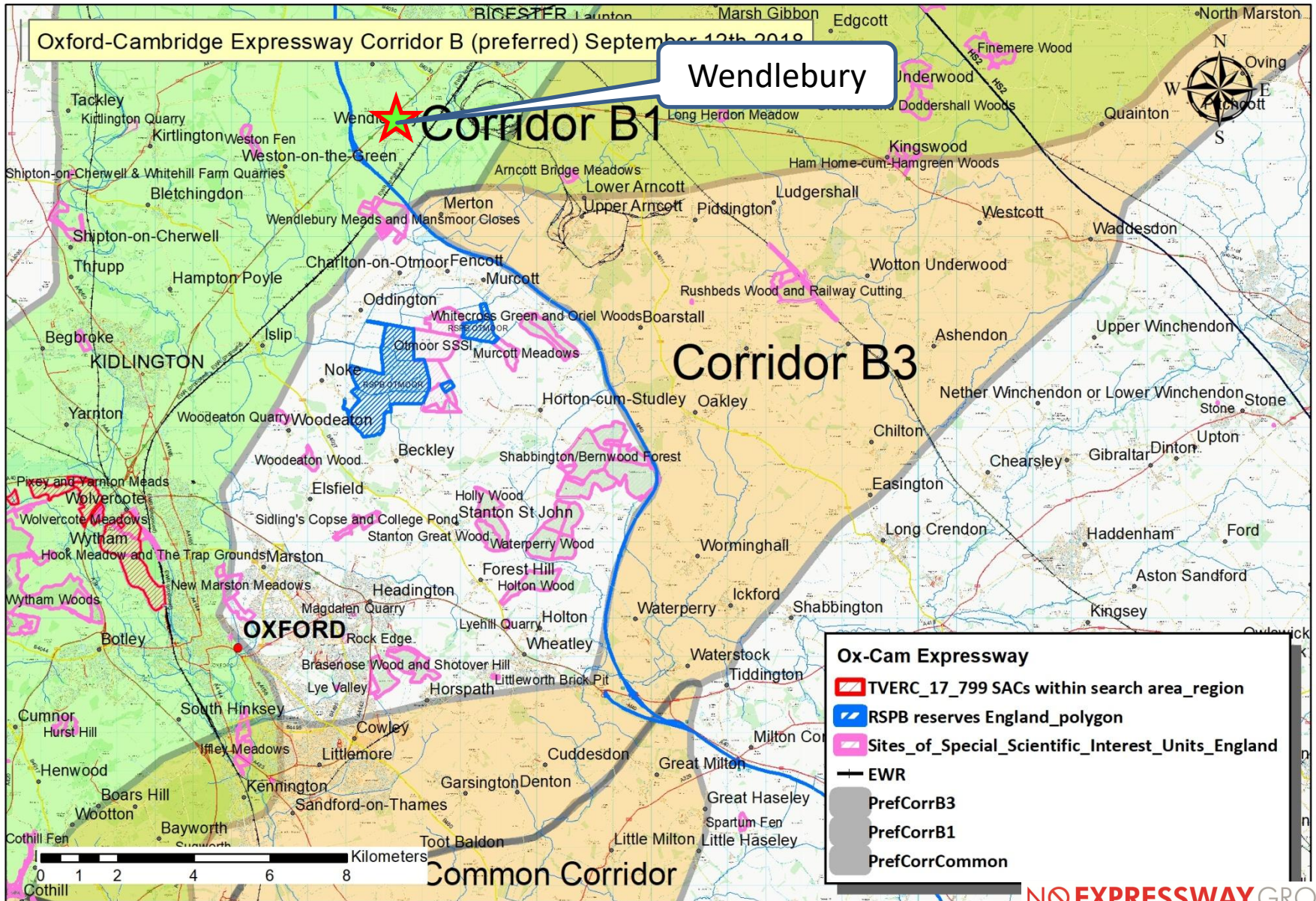
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th

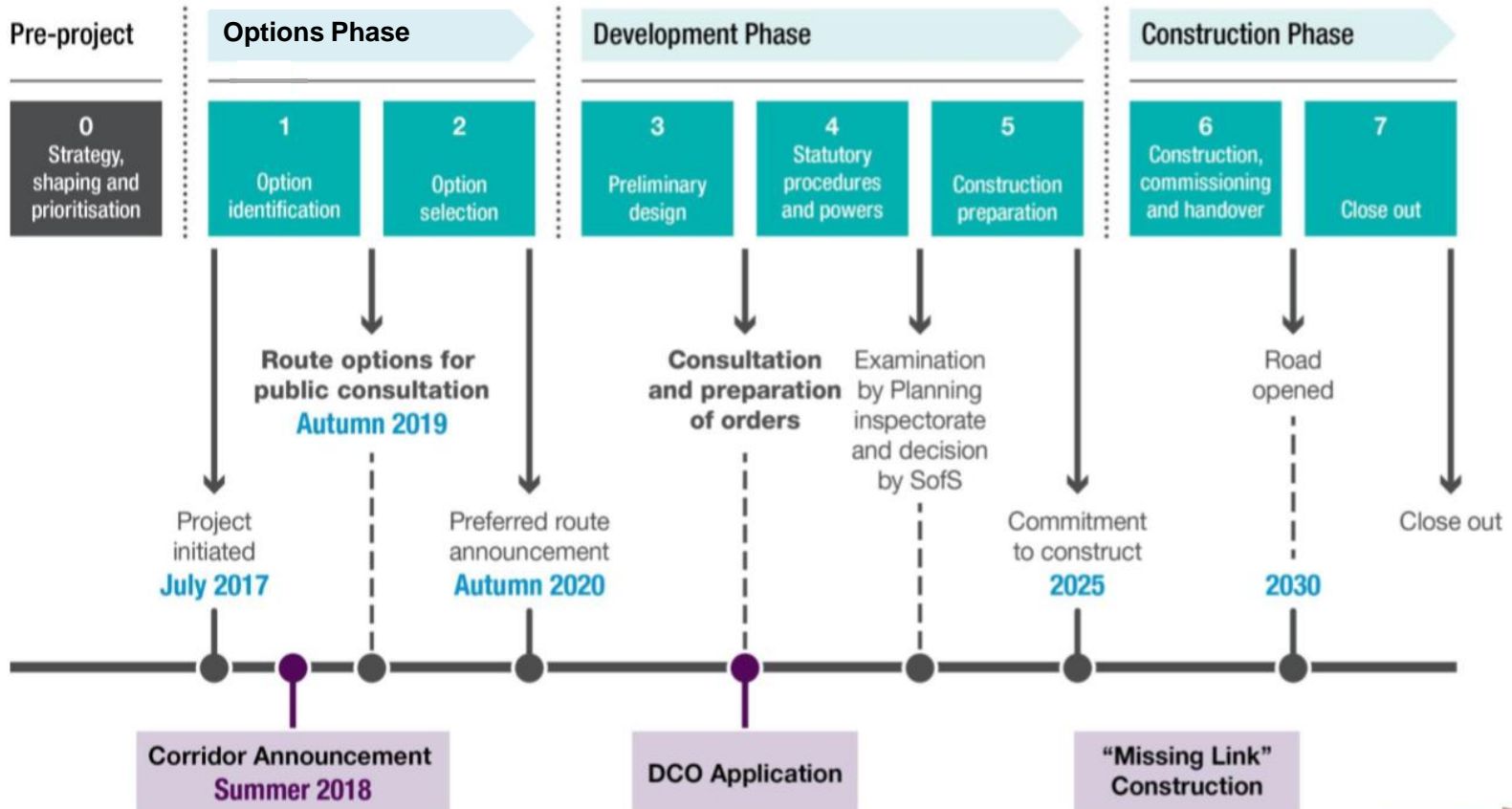


Corridor B after September 12th



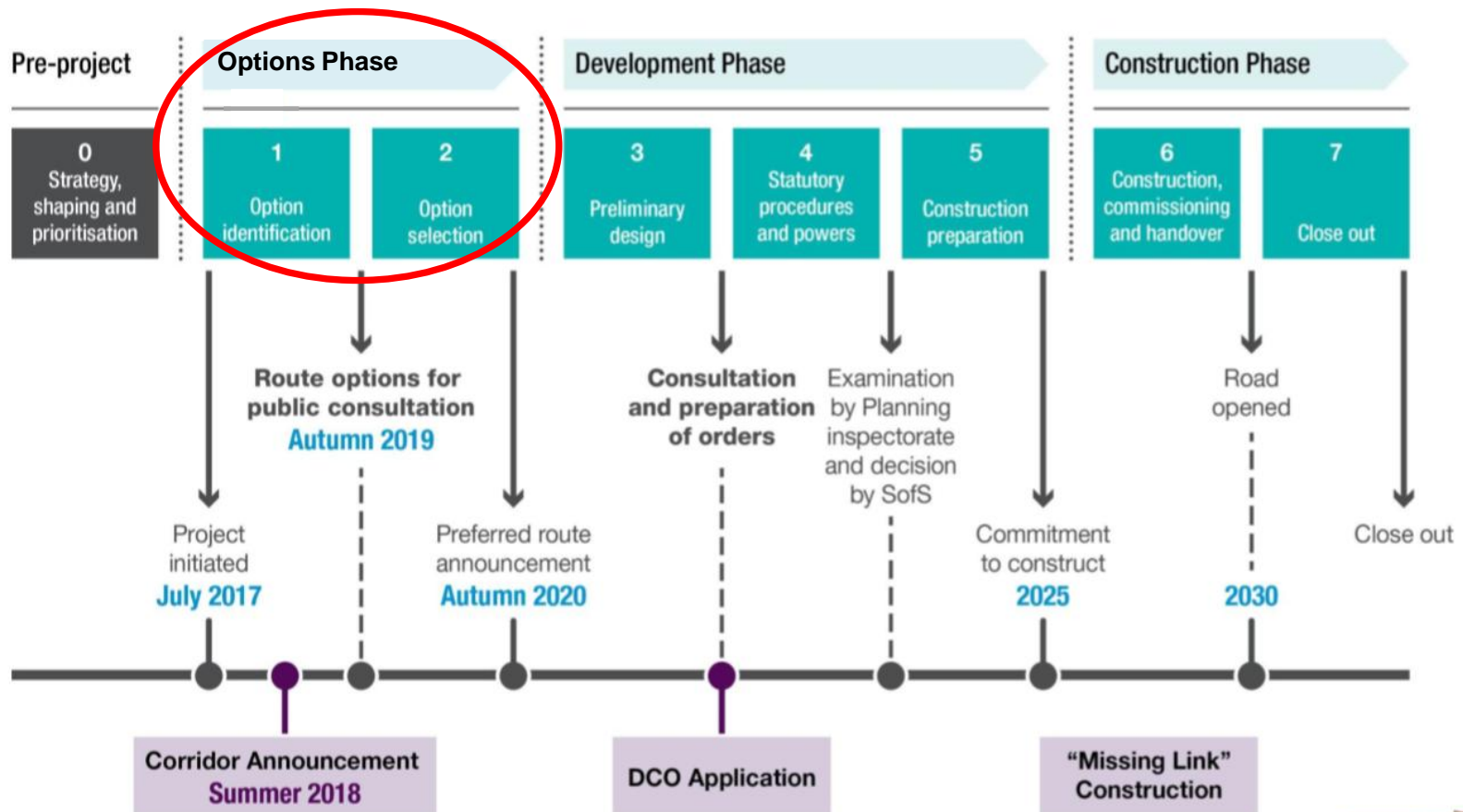
Highways England's Time Table

Major Project Milestones & Lifecycle



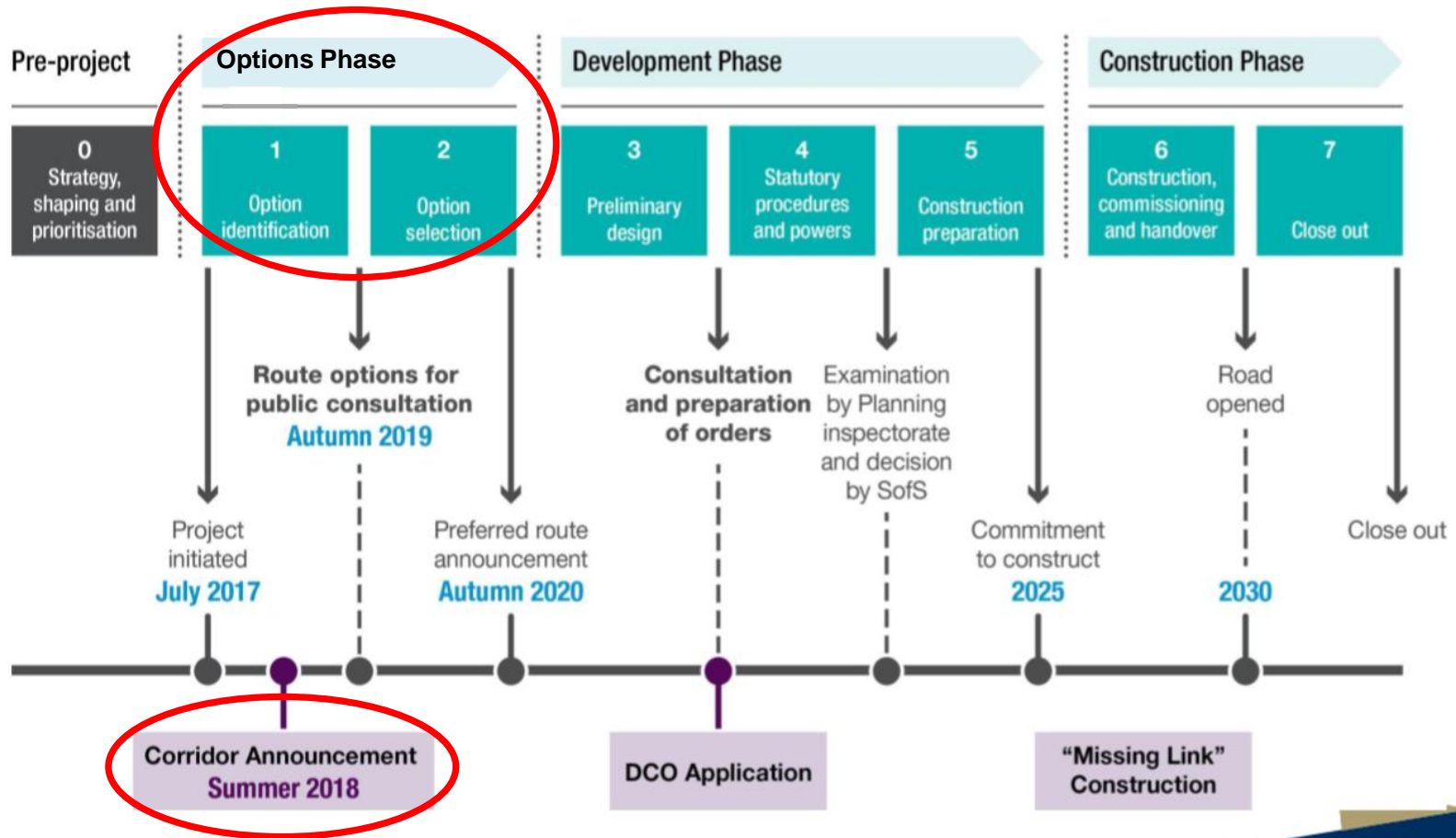
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Major Project Milestones & Lifecycle



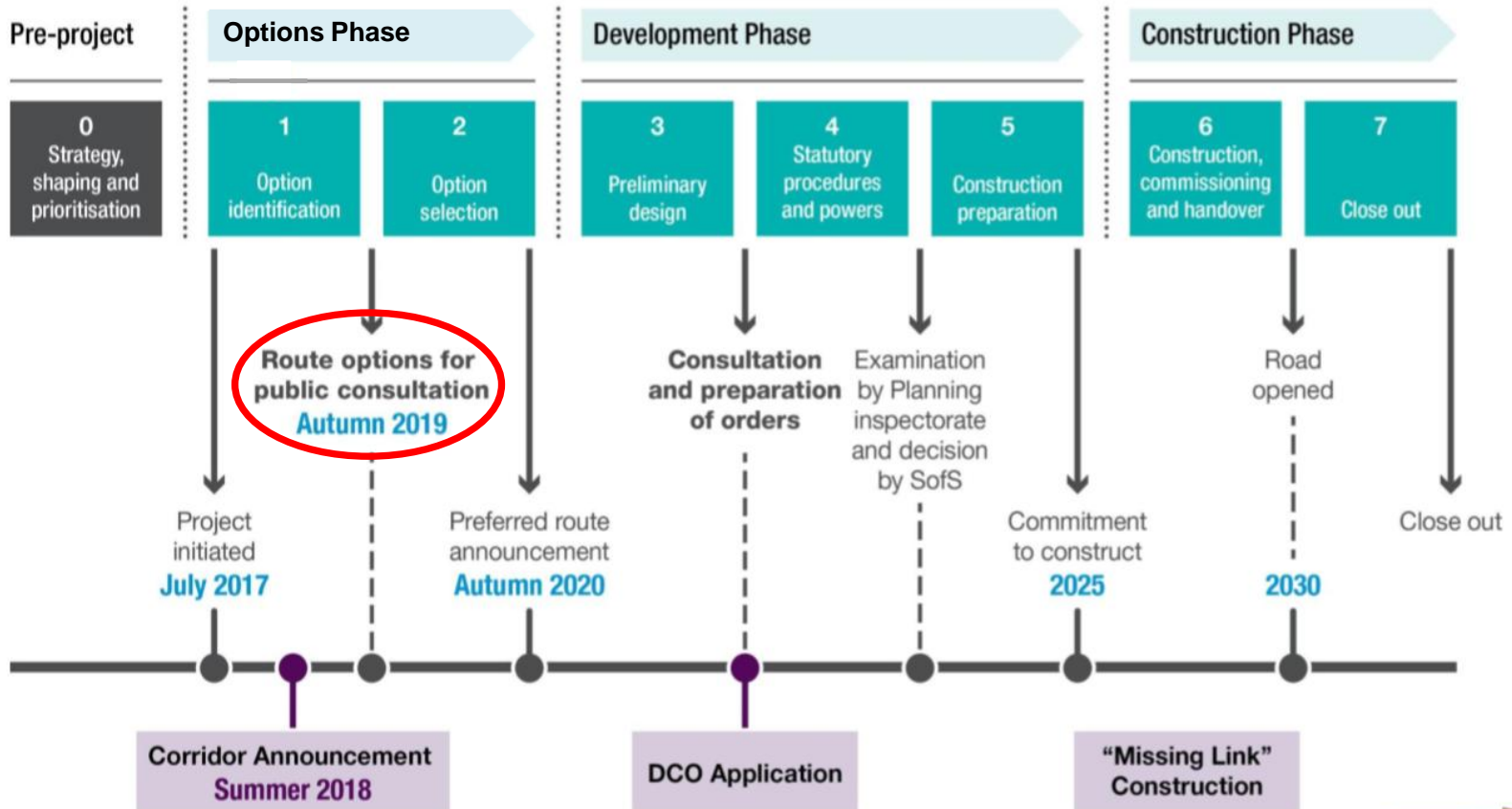
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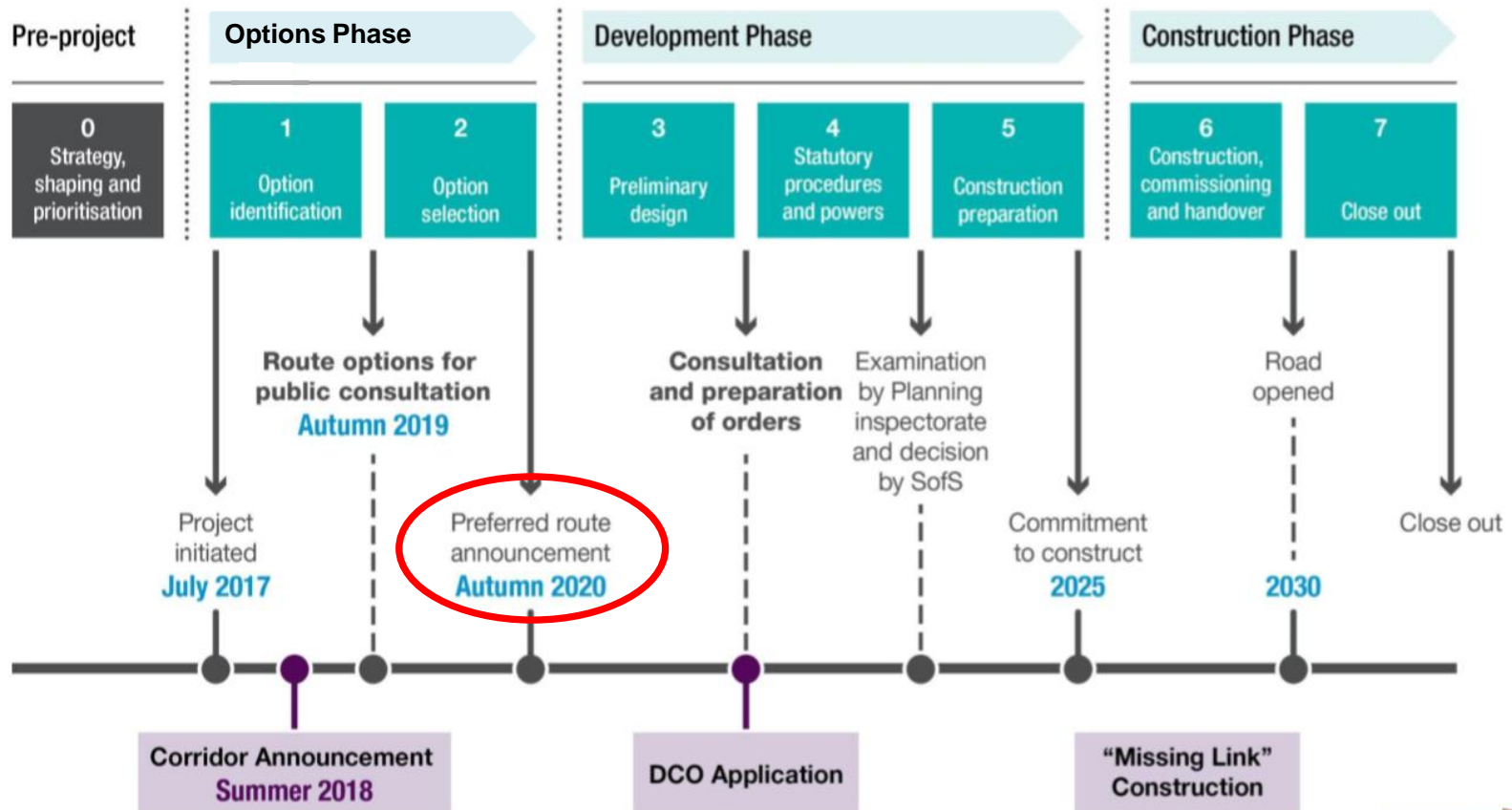
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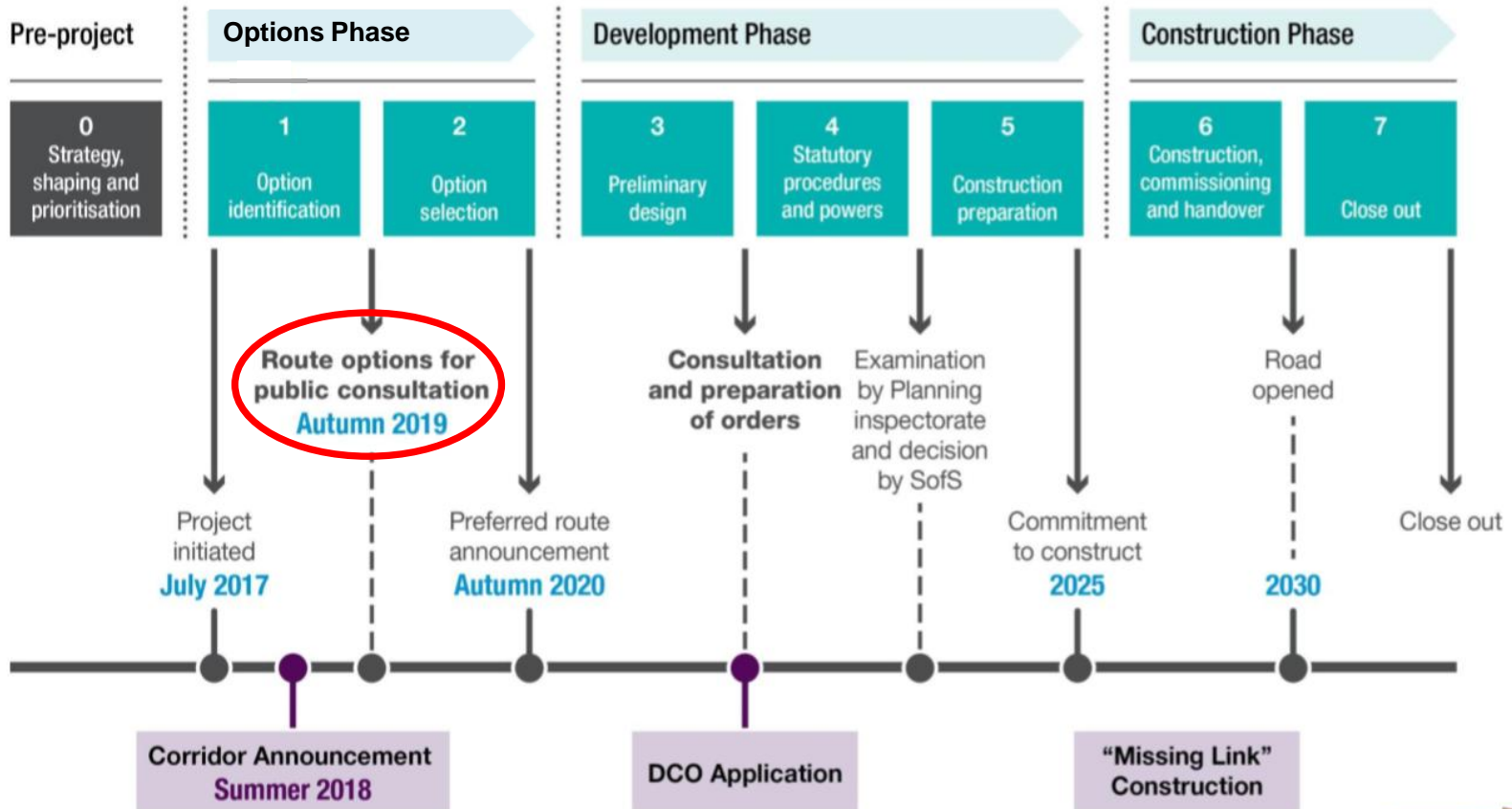
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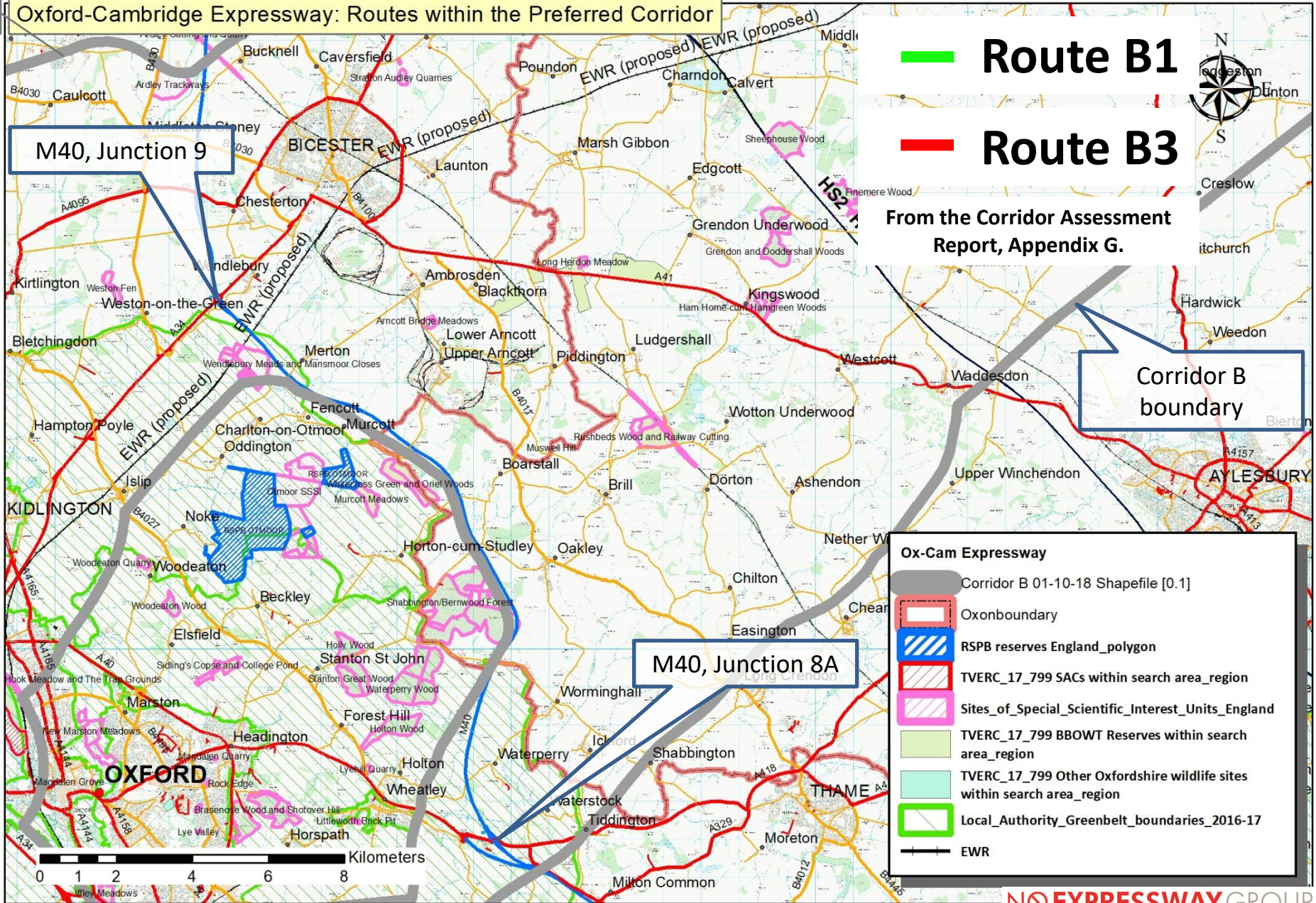


Highways England's Time Table

Major Project Milestones & Lifecycle



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

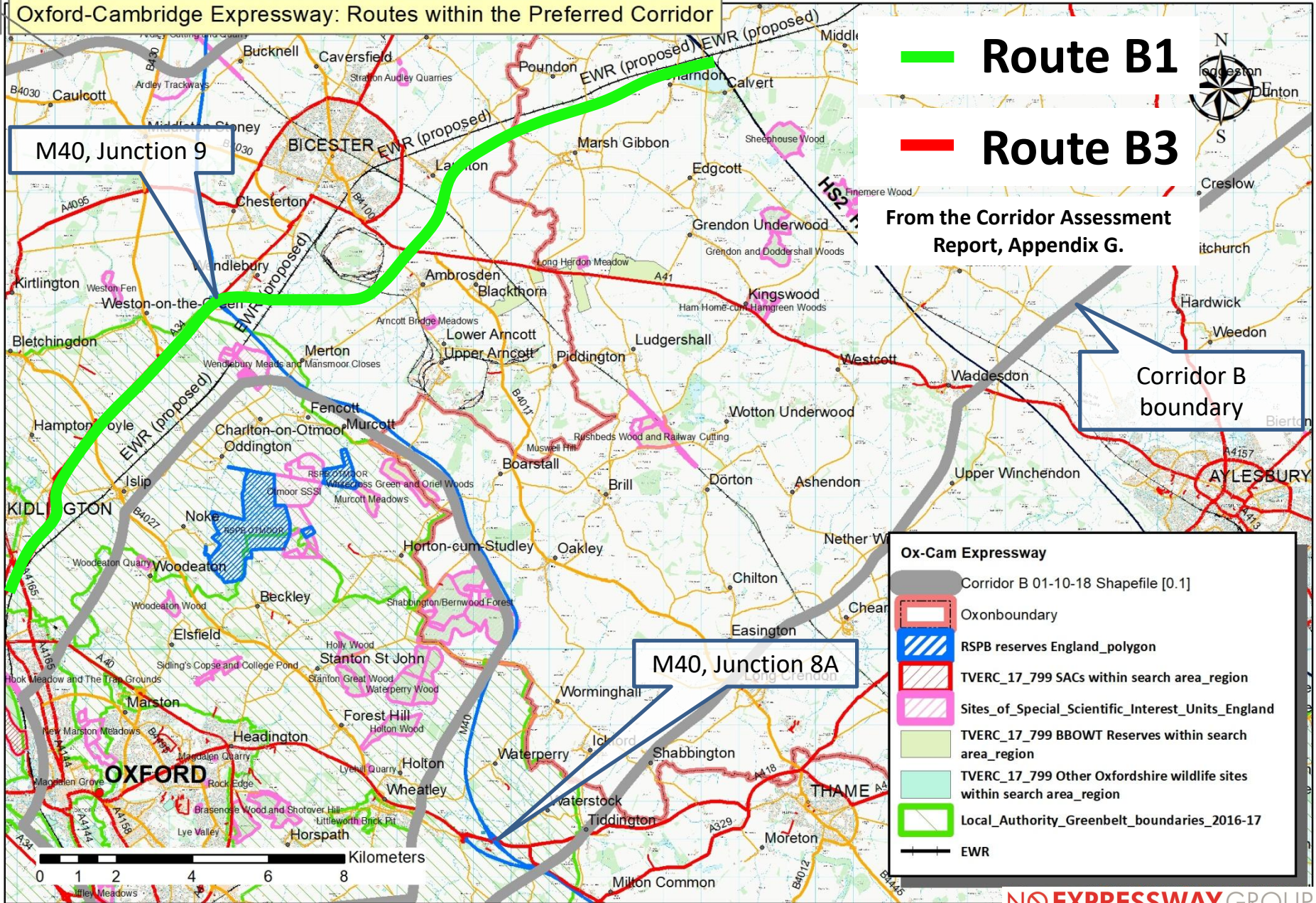
Route B3

From the Corridor Assessment Report, Appendix G.

Corridor B boundary

- Ox-Cam Expressway**
- Corridor B 01-10-18 Shapefile [0.1]
 - Oxonboundary
 - RSPB reserves England_polygon
 - TVERC_17_799 SACs within search area_region
 - Sites_of_Special_Scientific_Interest_Units_England
 - TVERC_17_799 BBOWT Reserves within search area_region
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 - EWR

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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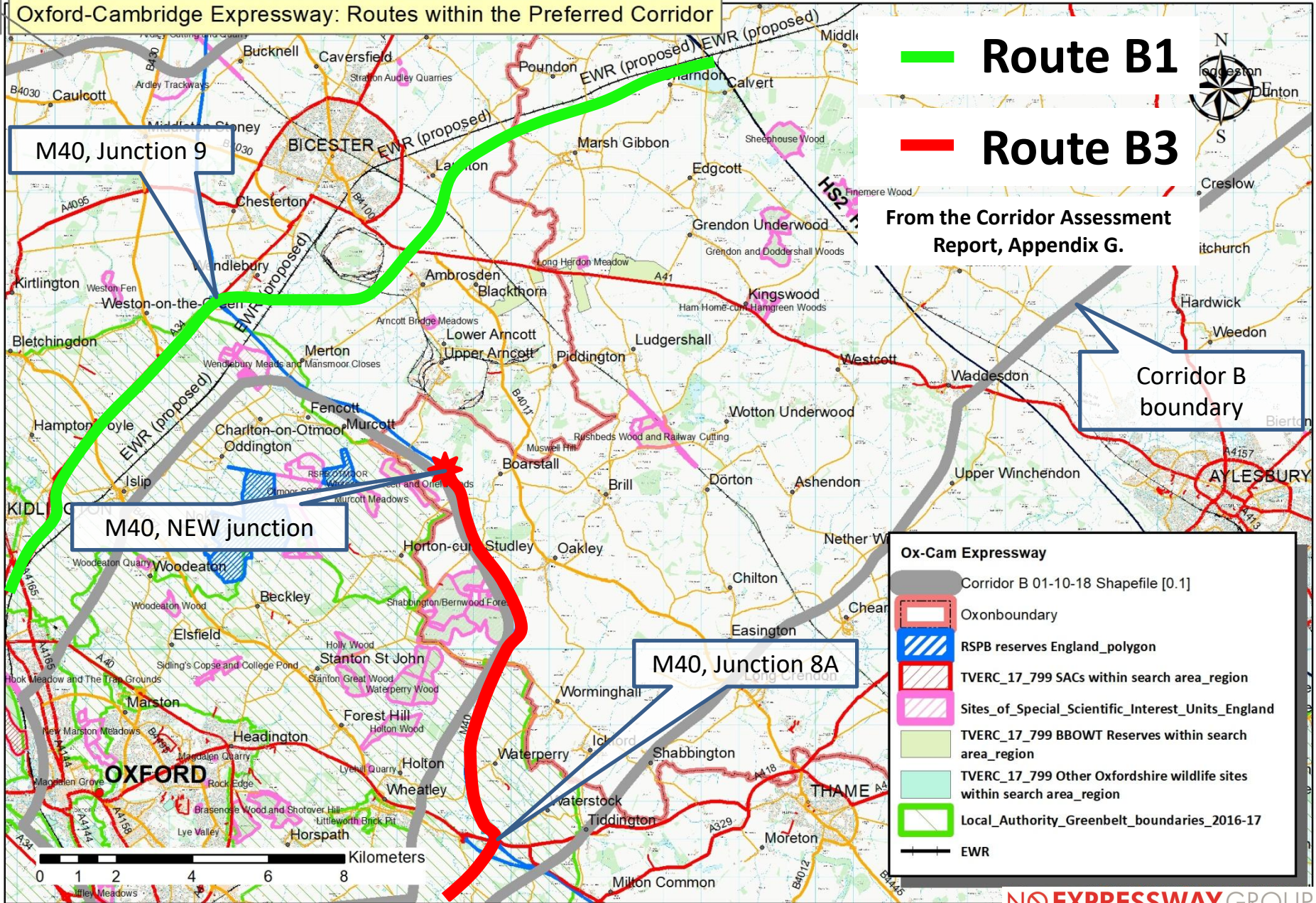
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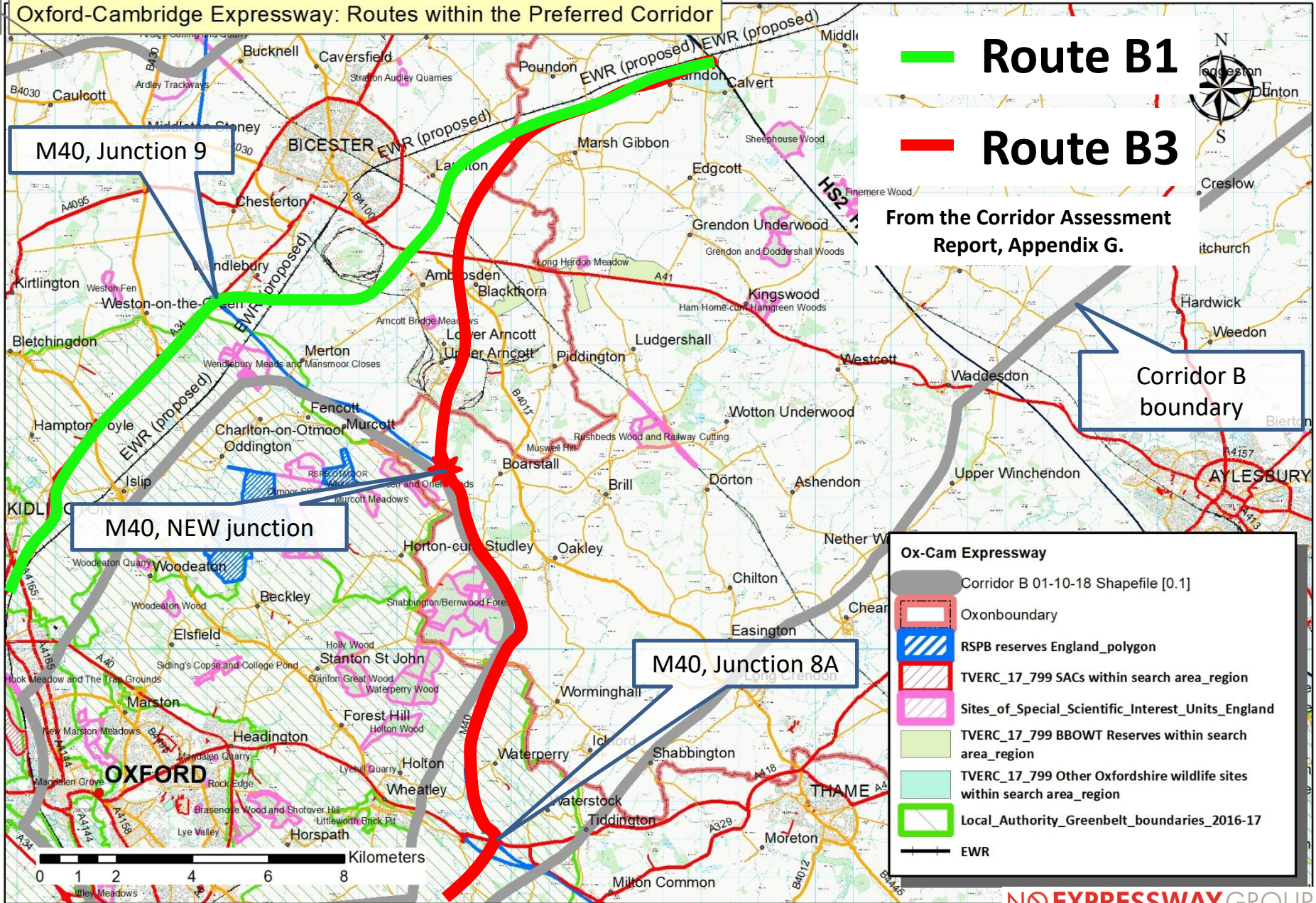
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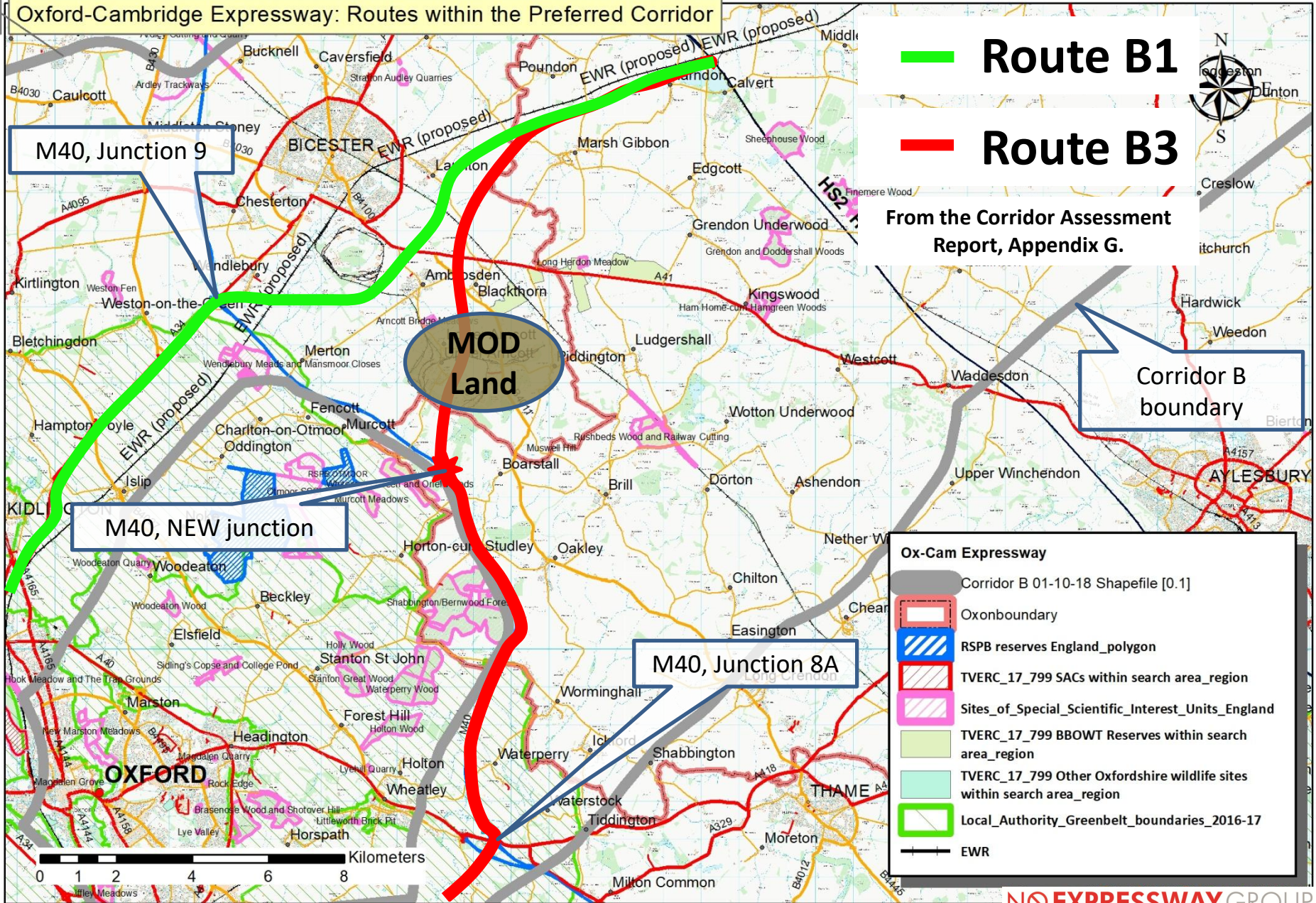
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Corridor B boundary

M40, NEW junction

M40, Junction 8A

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

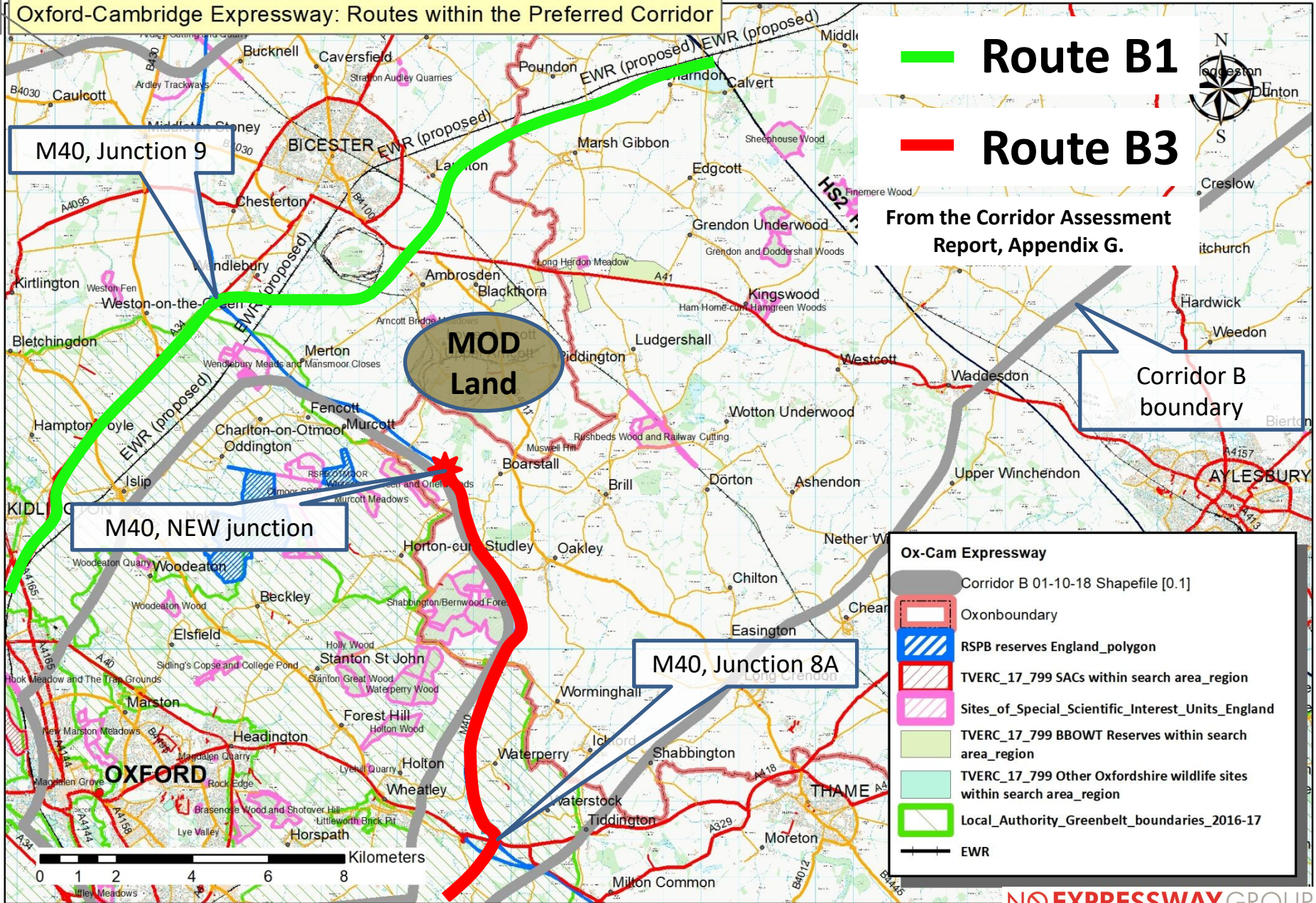
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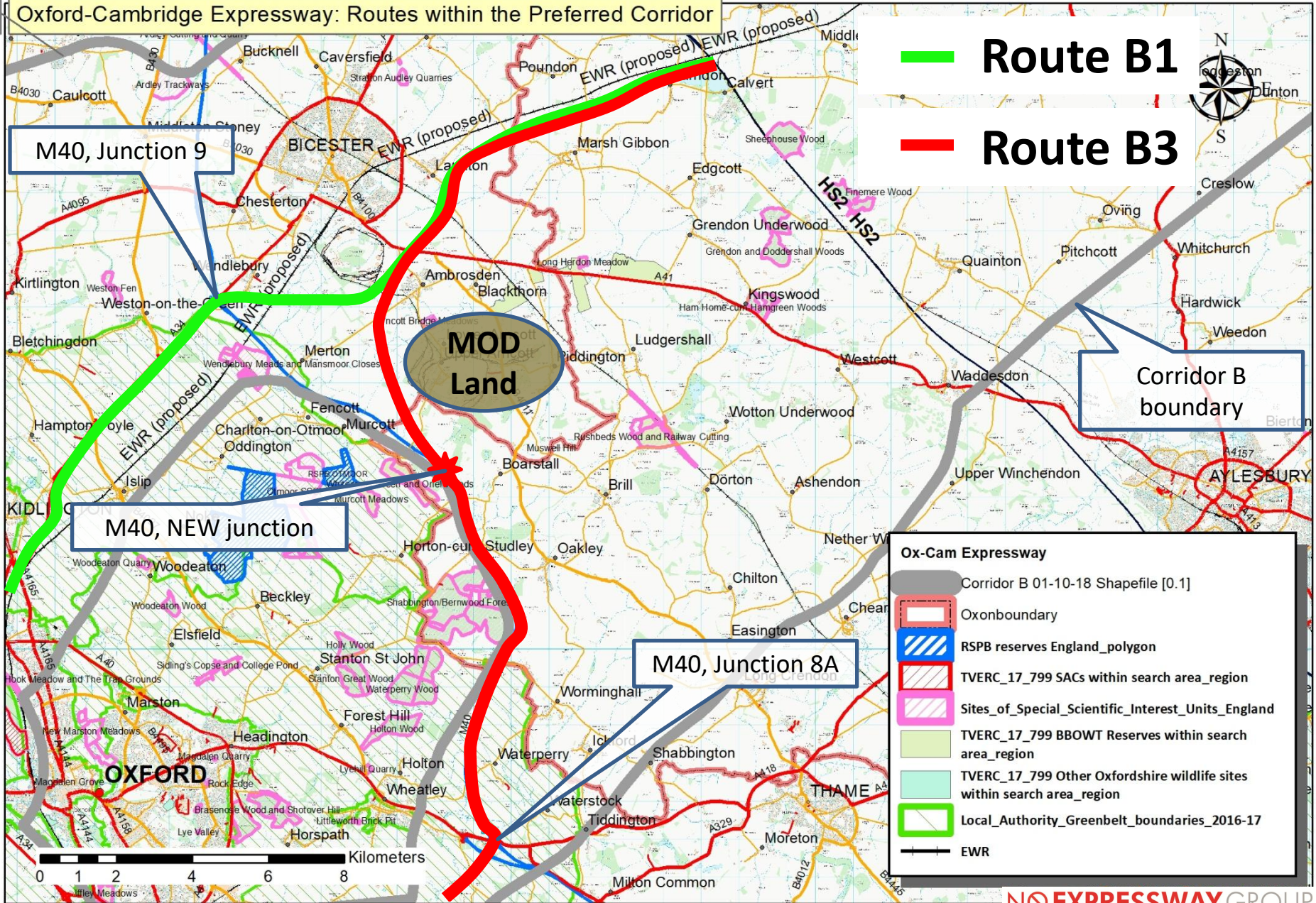
Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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Route B3

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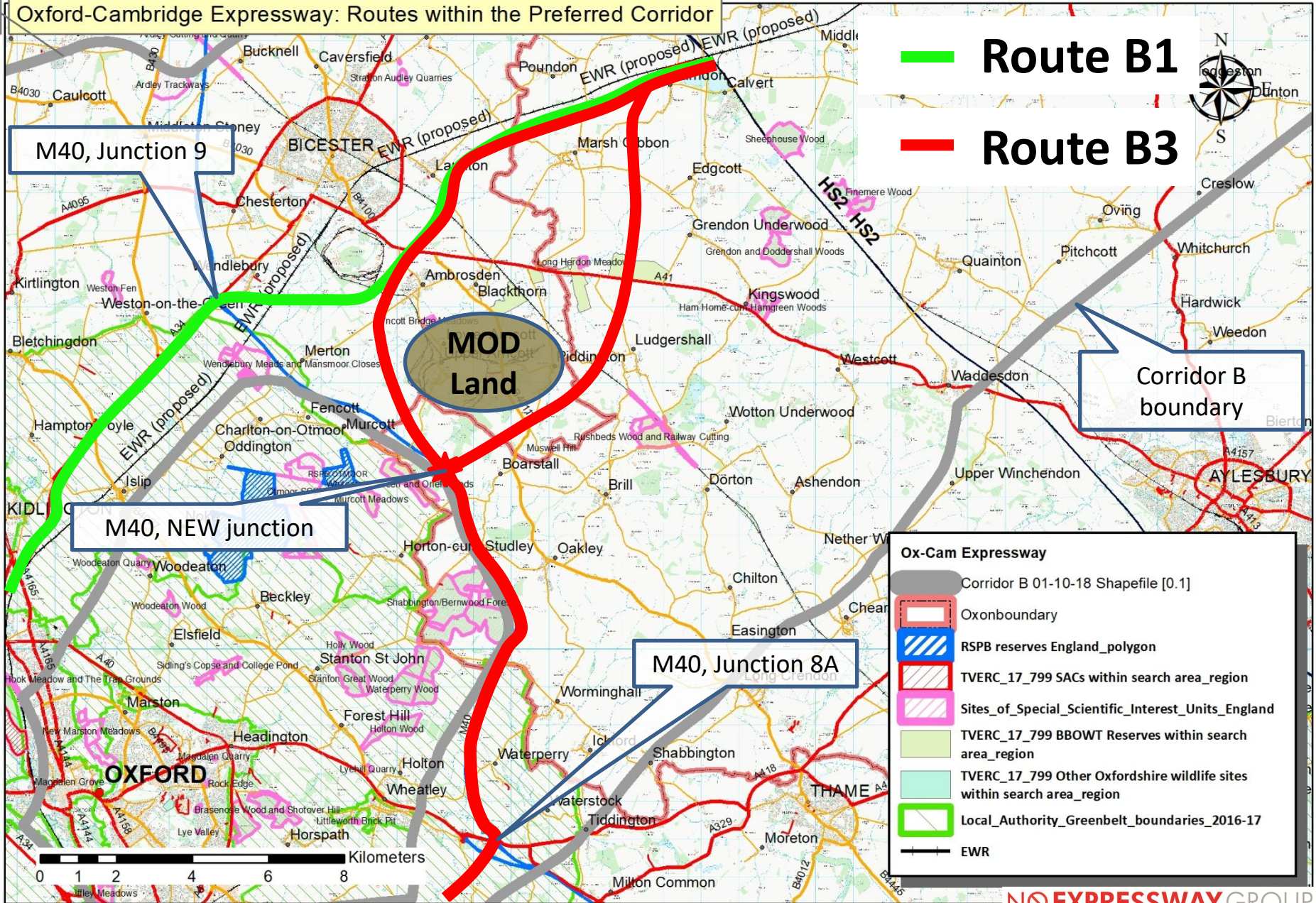
Route B1

Route B3



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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1
Route B3



Corridor B boundary

Ox-Cam Expressway

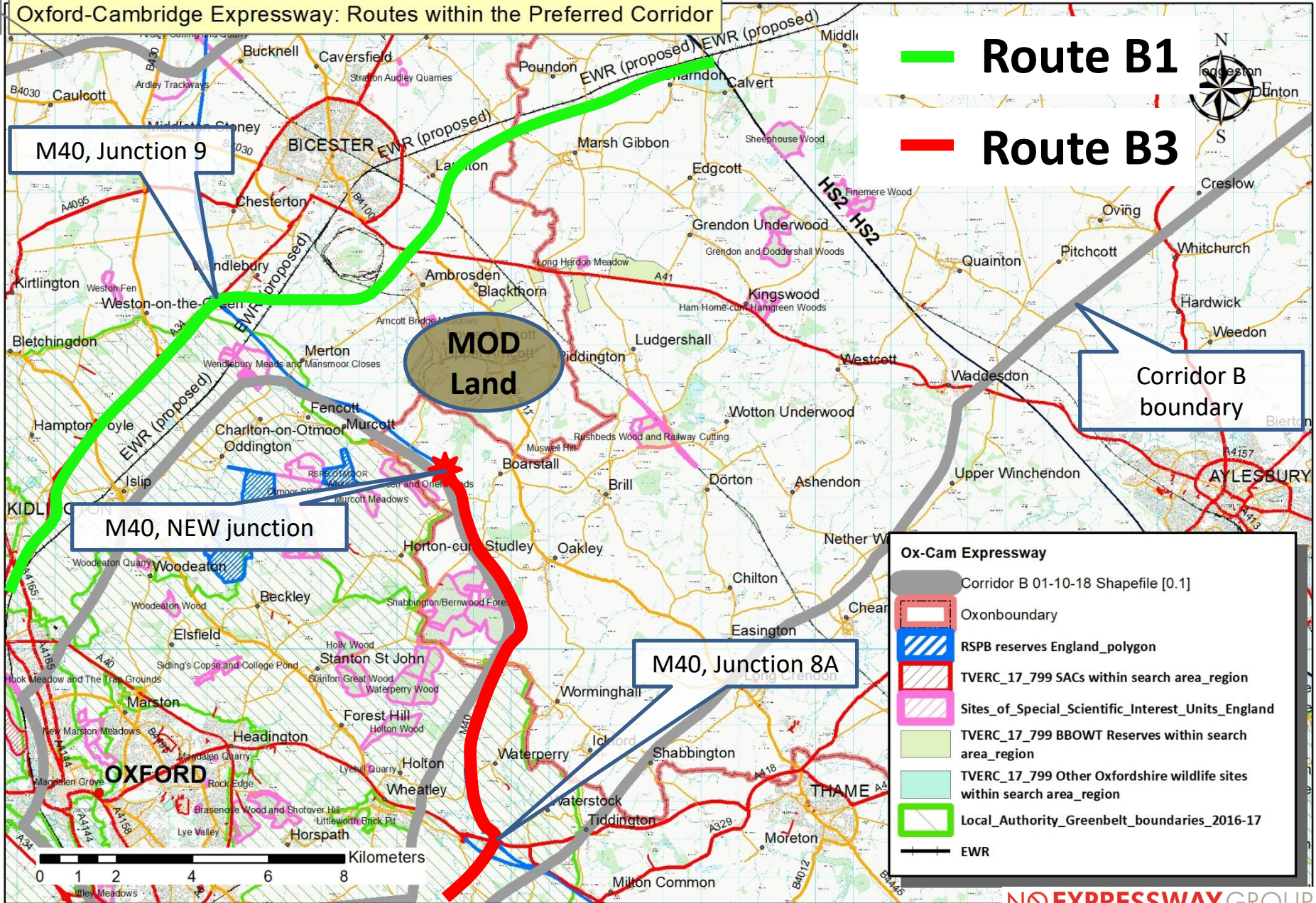
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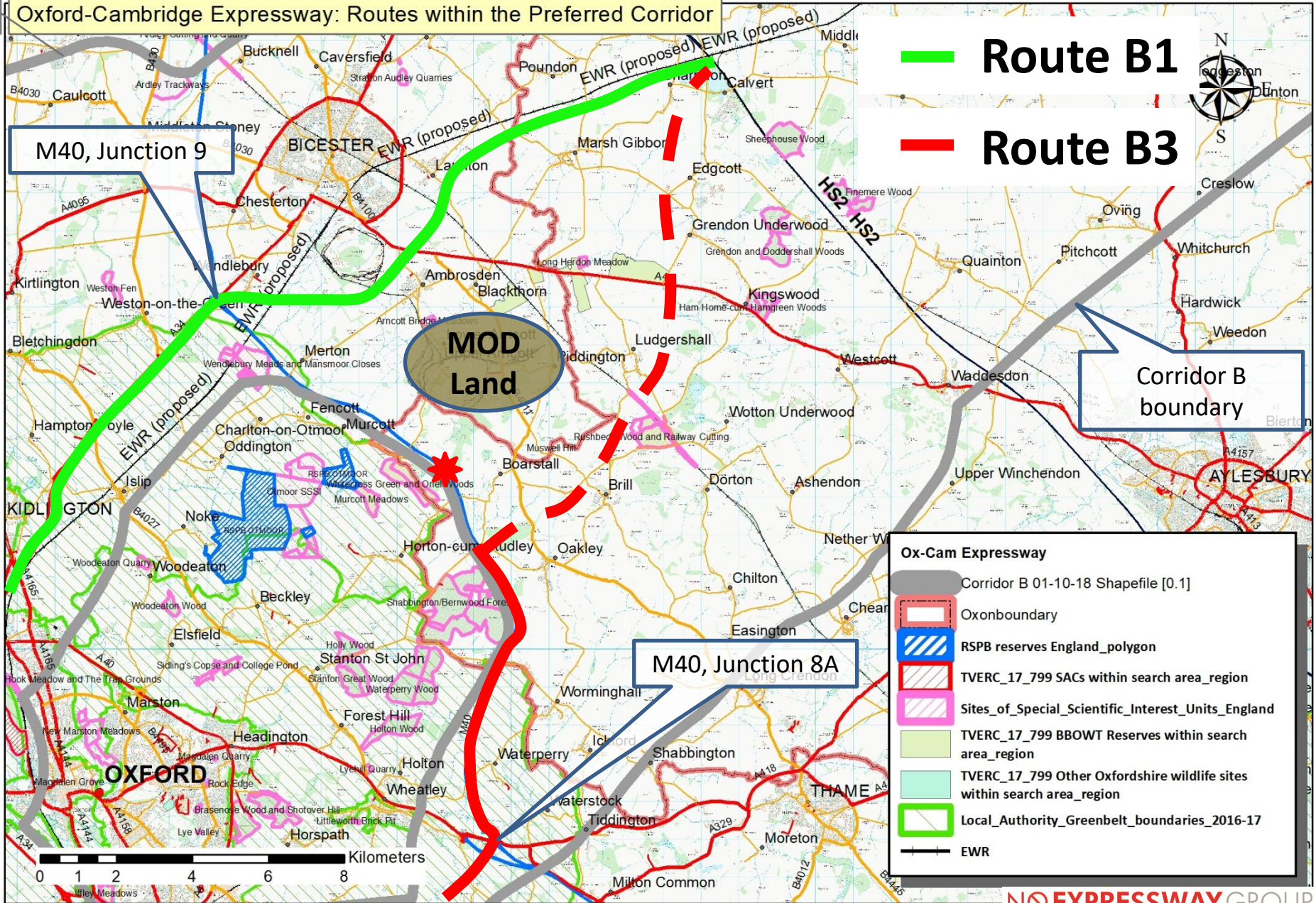
M40, Junction 8A



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

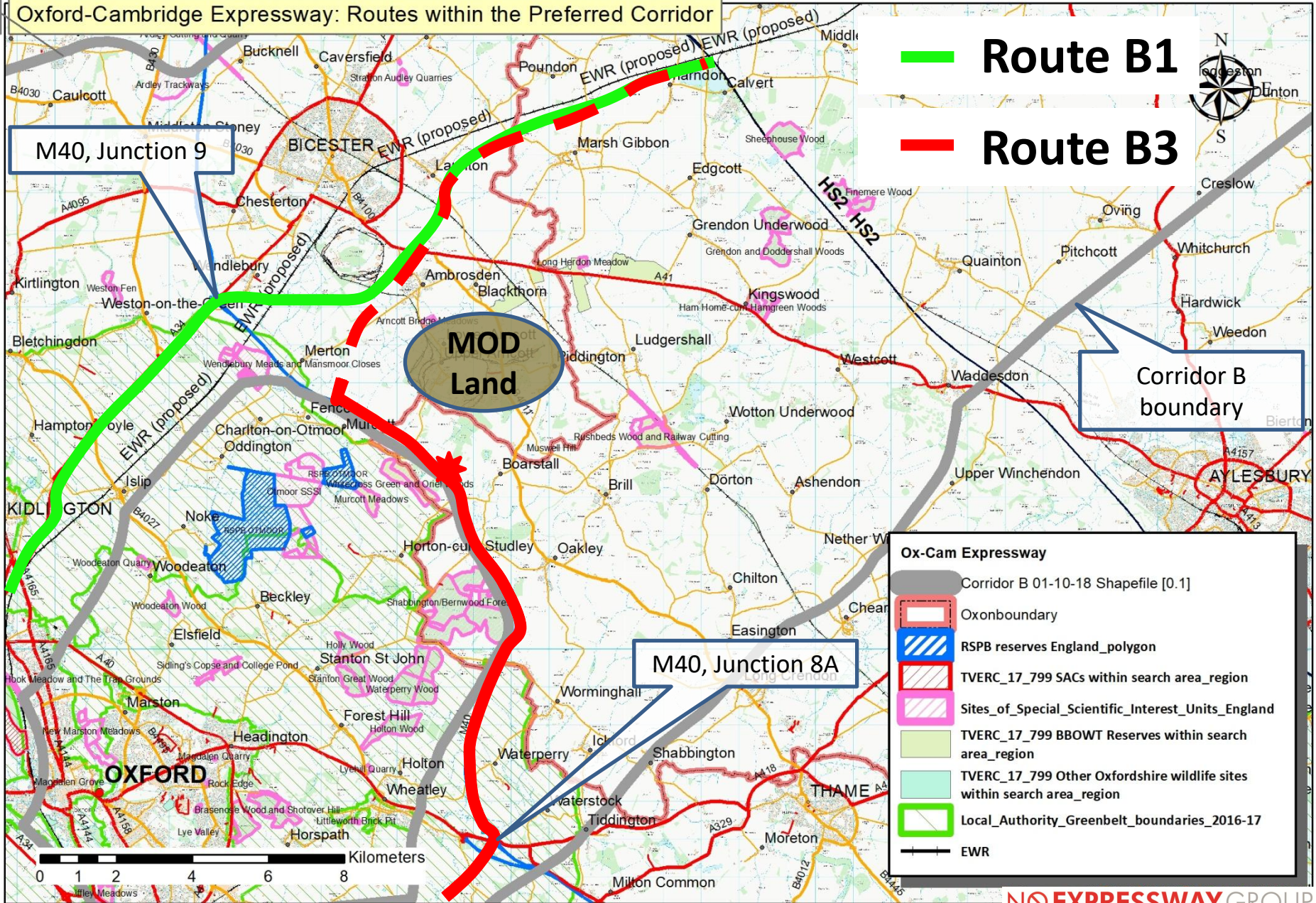


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0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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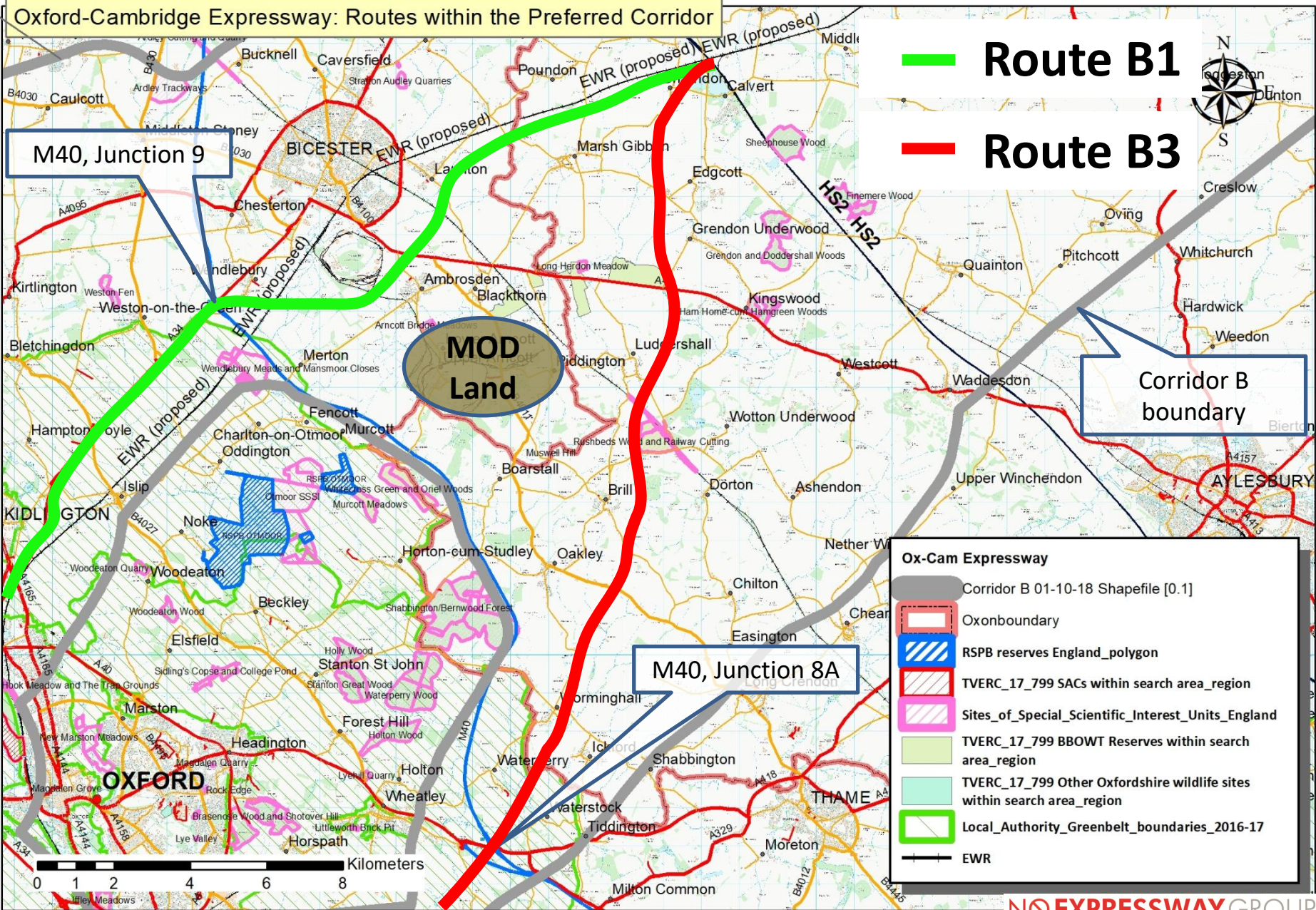
Route B3



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0 1 2 4 6 8 Kilometers

Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



MOD Land

Corridor B boundary

M40, Junction 8A

M40, Junction 9



Interview

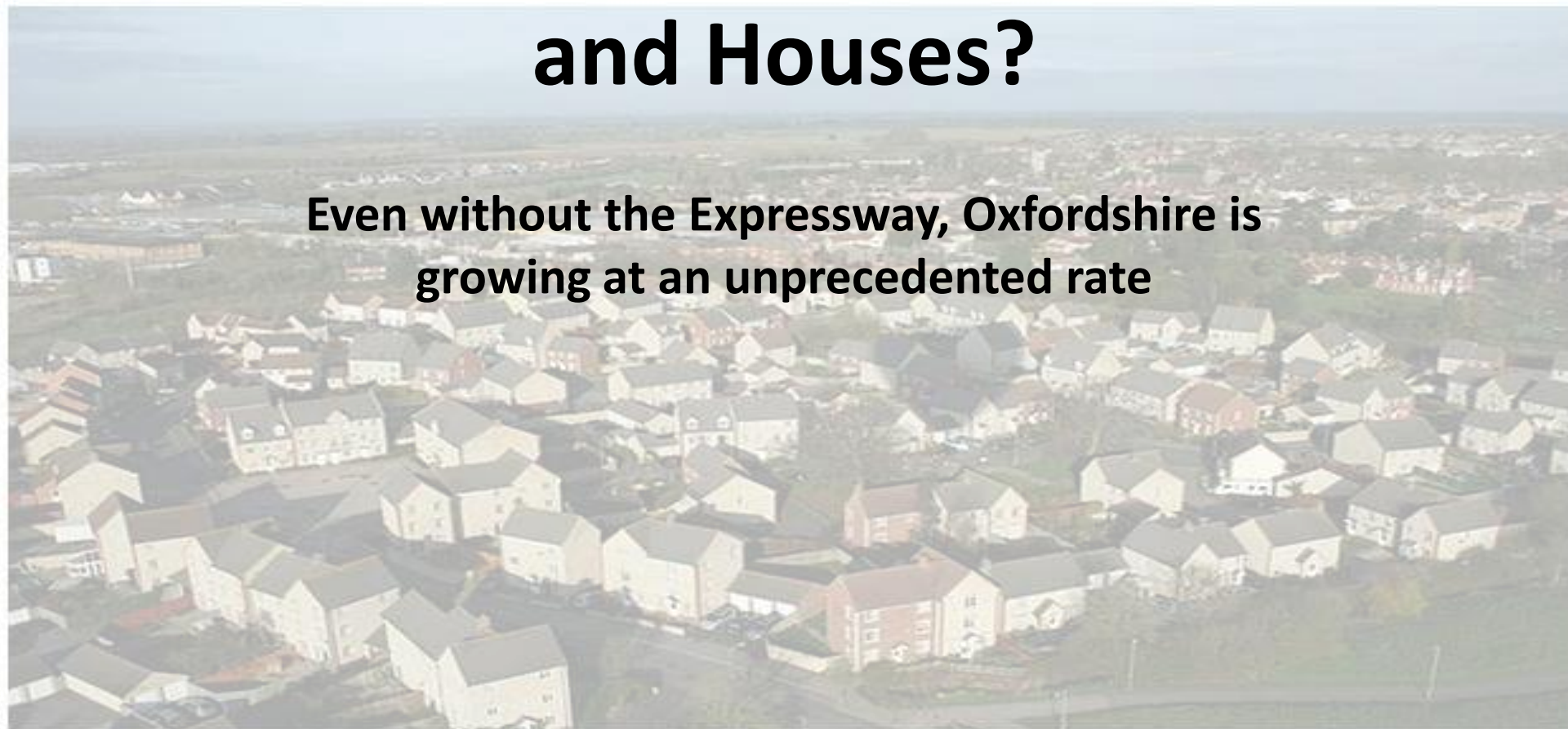
Britain's first garden town: housing crisis solution or 'dog's breakfast'?

By Patrick Barkham

How the development of old market town Bicester turned ugly

and Houses?

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



▲ Bicester looks an ideal location for new homes ... aerial view of the town. Photograph: David Whitestone/Alamy



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

260,000

650,000

366,000*

* 2017/18 figures

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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

The Ox-Cam Arc's 'Transformational Scenario'

NIC
Cambridge, Milton
Keynes and Oxford
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Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

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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



3050 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.

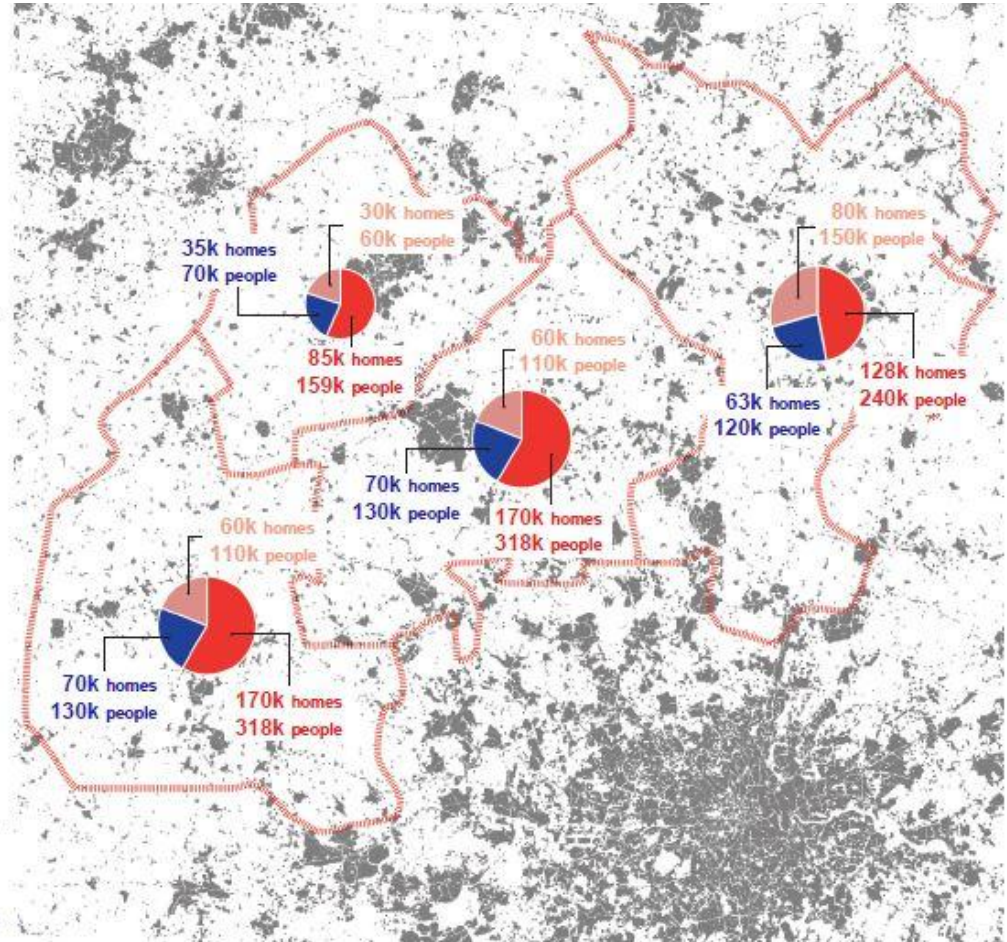
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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'

Century growth and was selected based on a rounded average of the built-up density found across the corridor.

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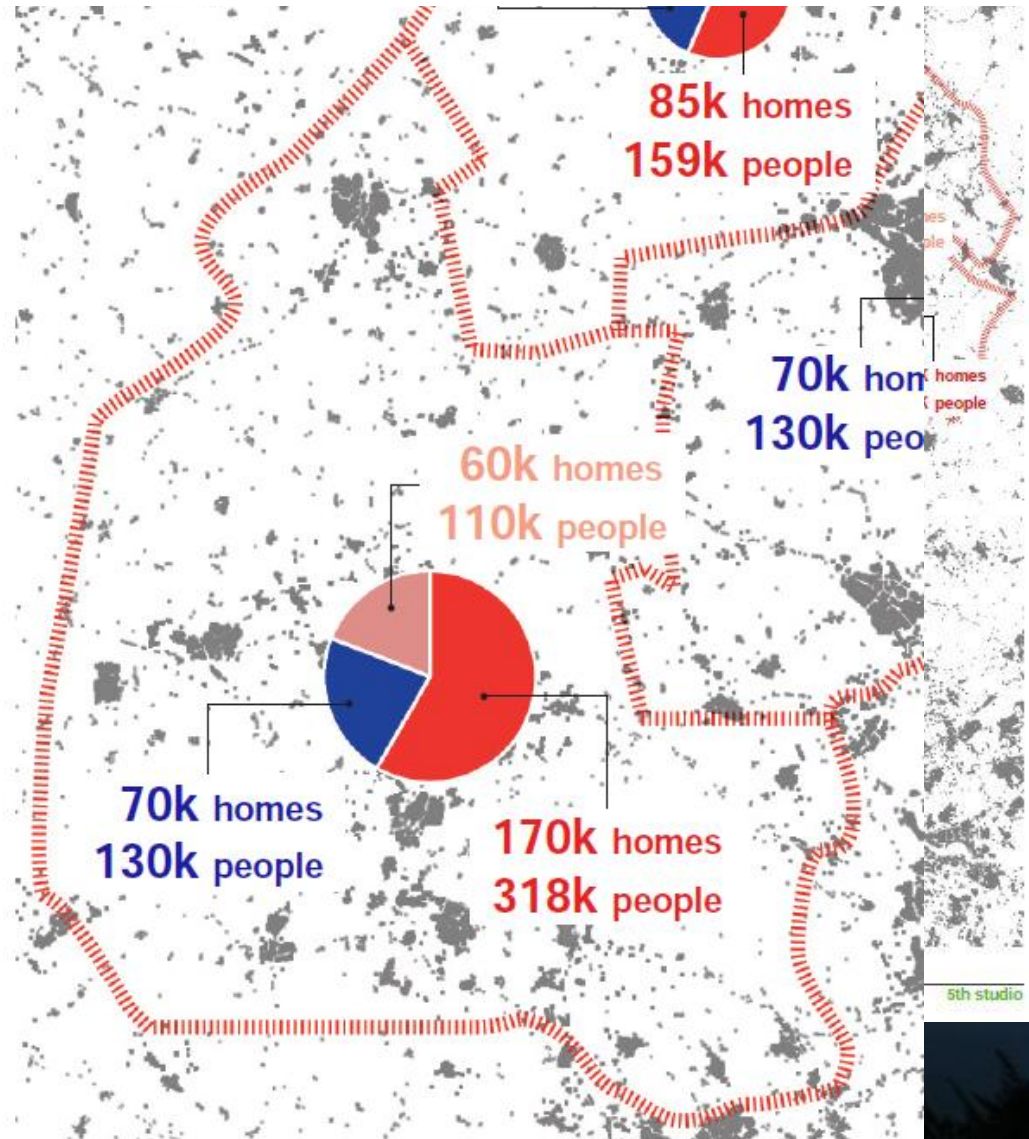
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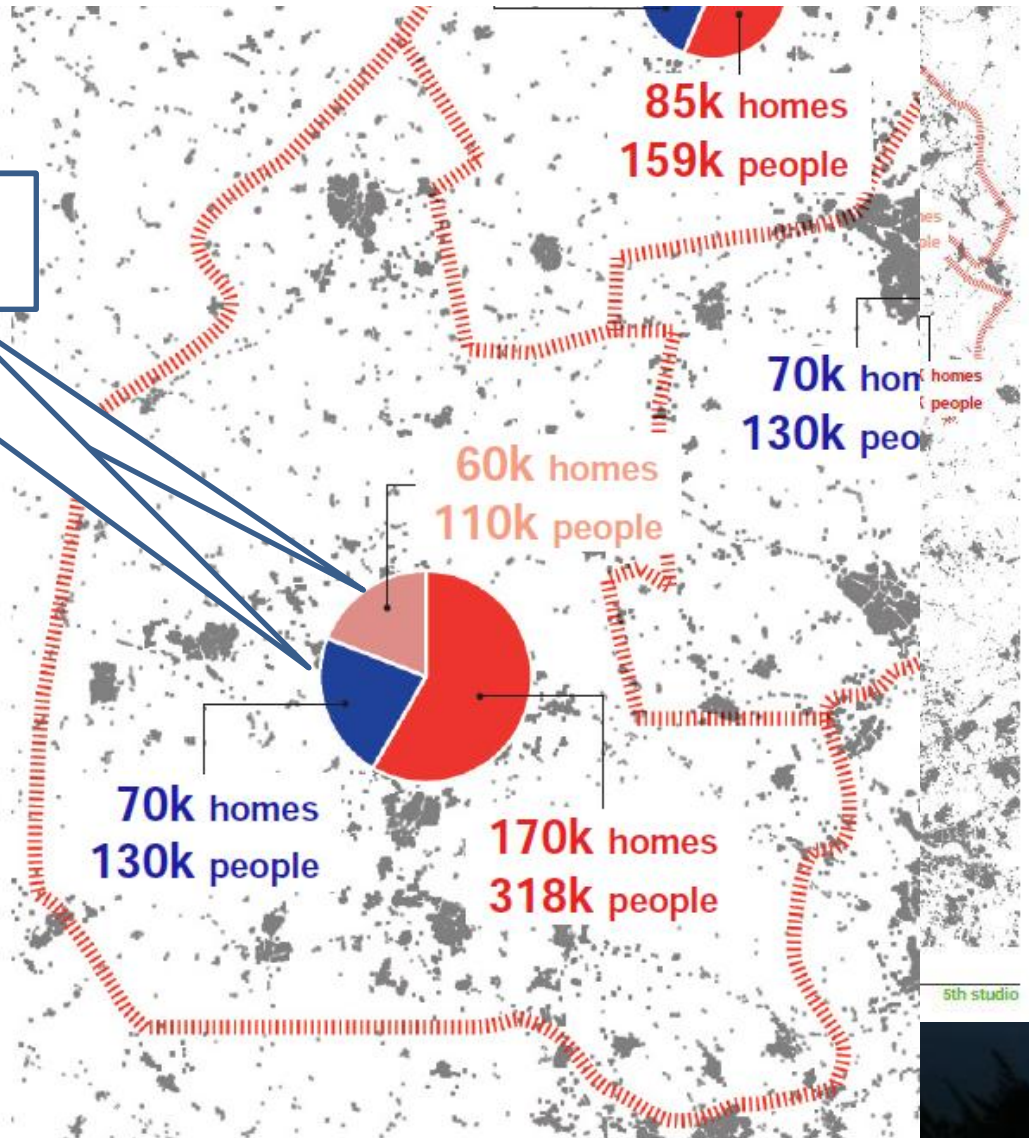


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Currently planned + backlog homes

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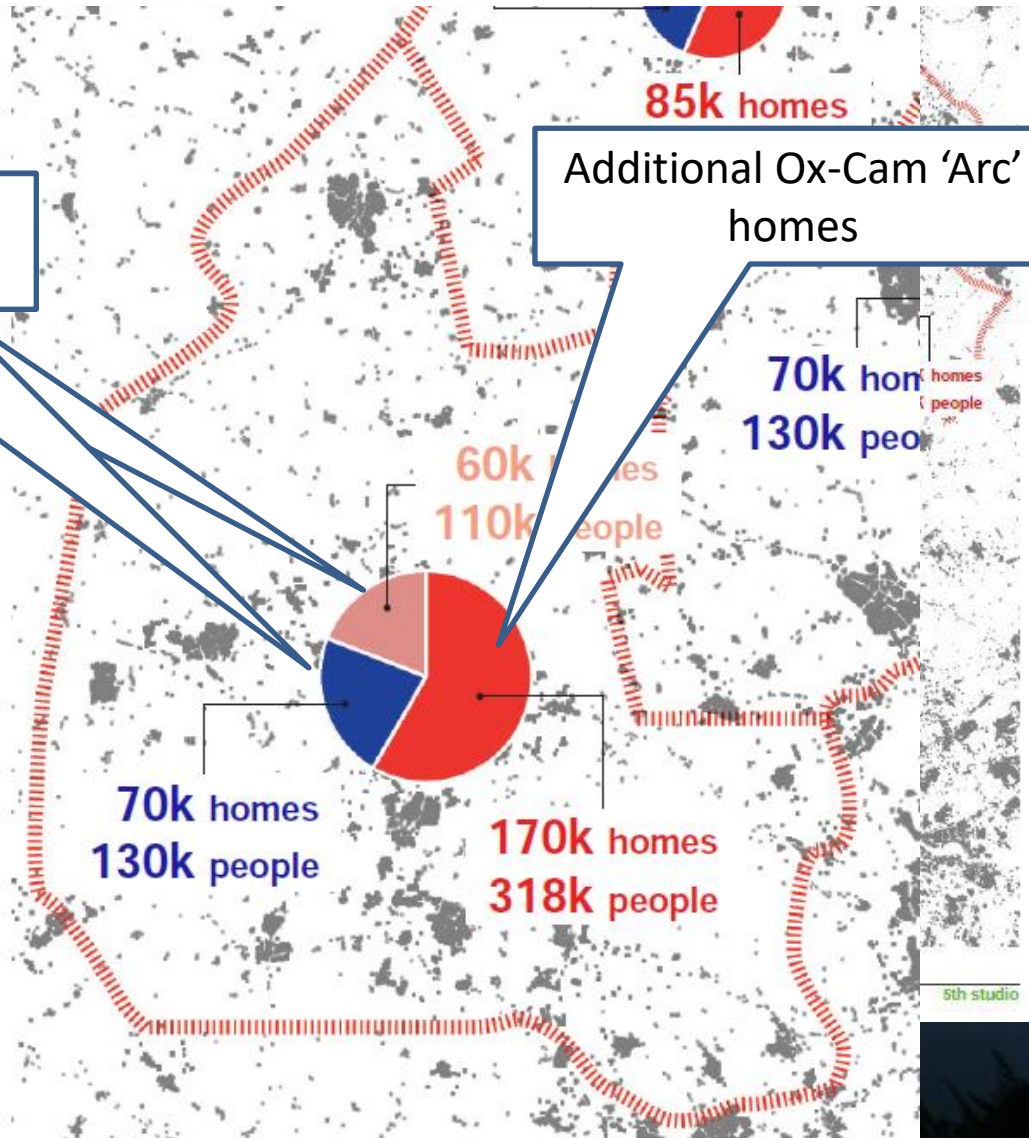
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Additional Ox-Cam 'Arc' homes

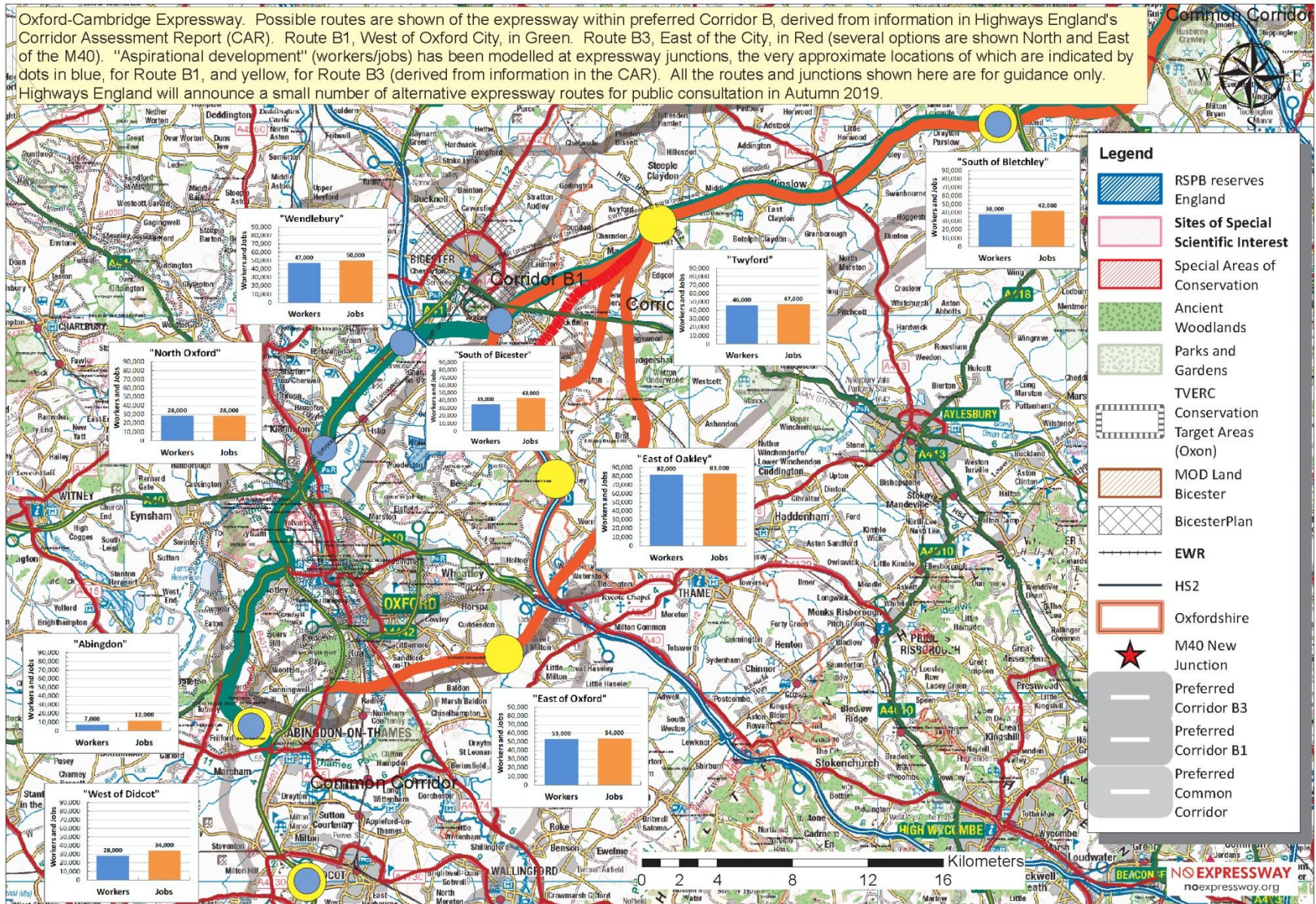
- Current known planned development *
- Additional development required to meet the Transformational Scenario's Housing and Population Targets by 2050
- Development accommodated due to pressures from land constrained markets**



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

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

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



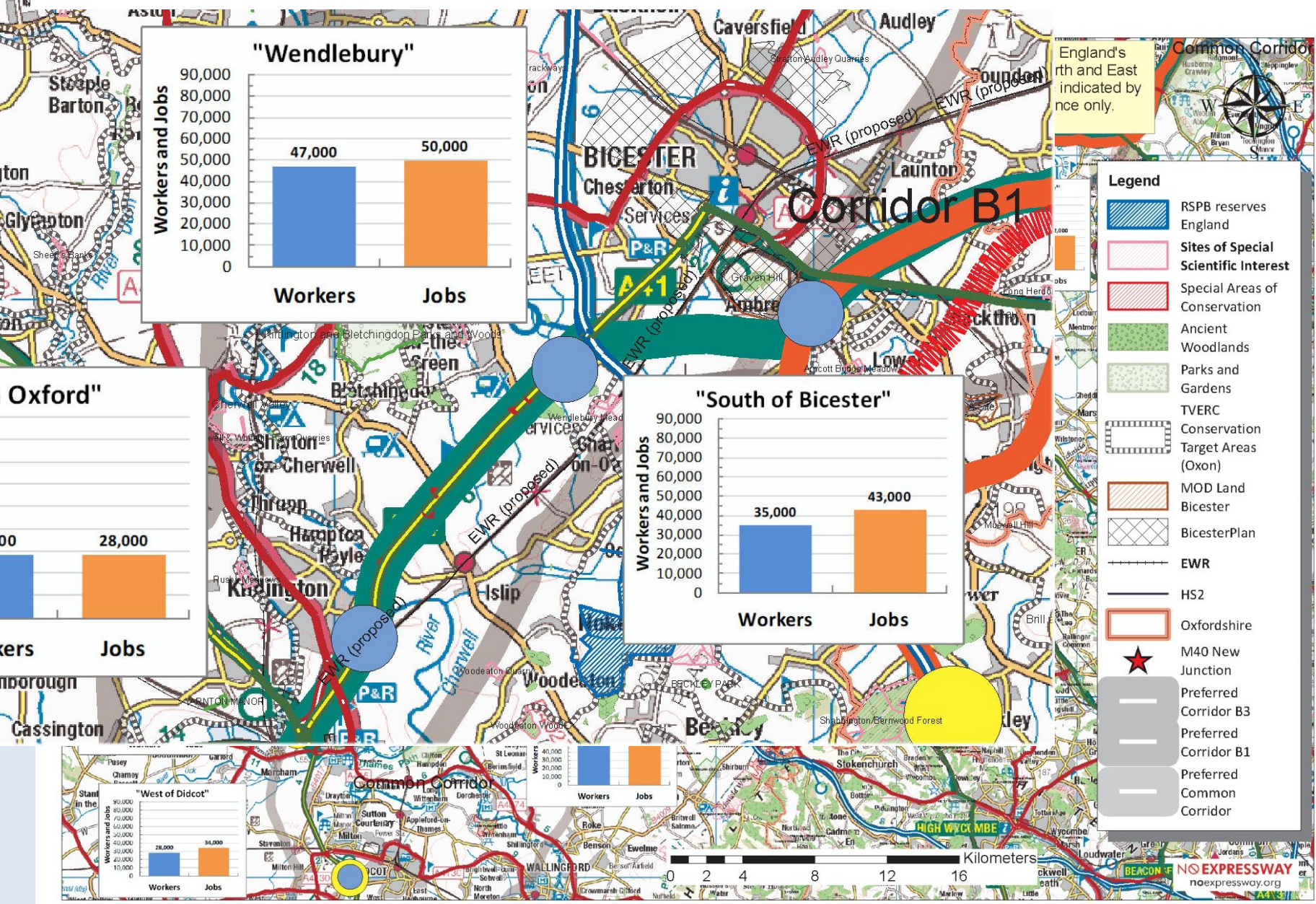
Legend

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

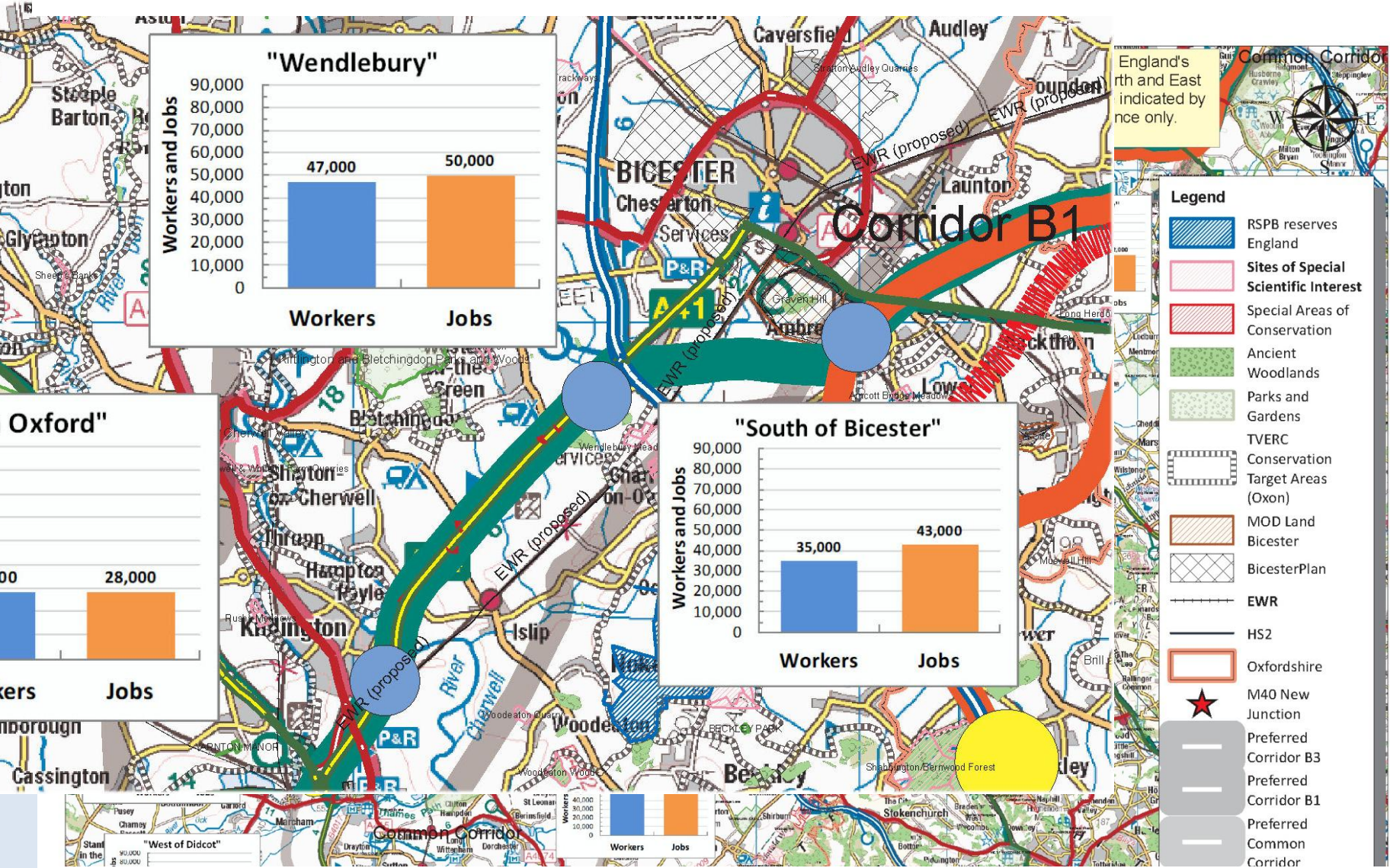


noexpressway.org

.. Highways England proposes 86,000 new houses near Bicester ?



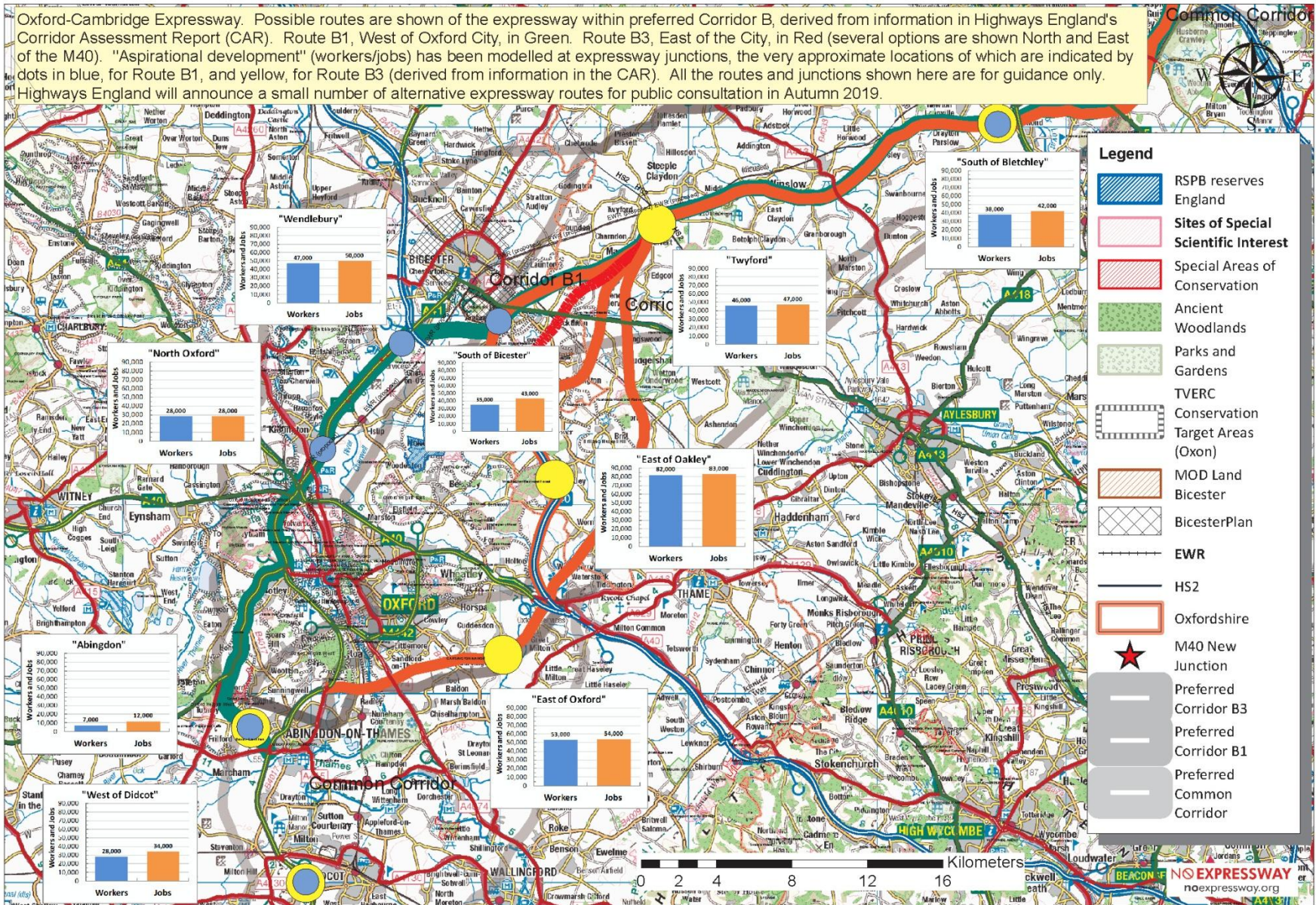
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That's 202,000 people (Oxford City has 154,600 2017 figure)

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

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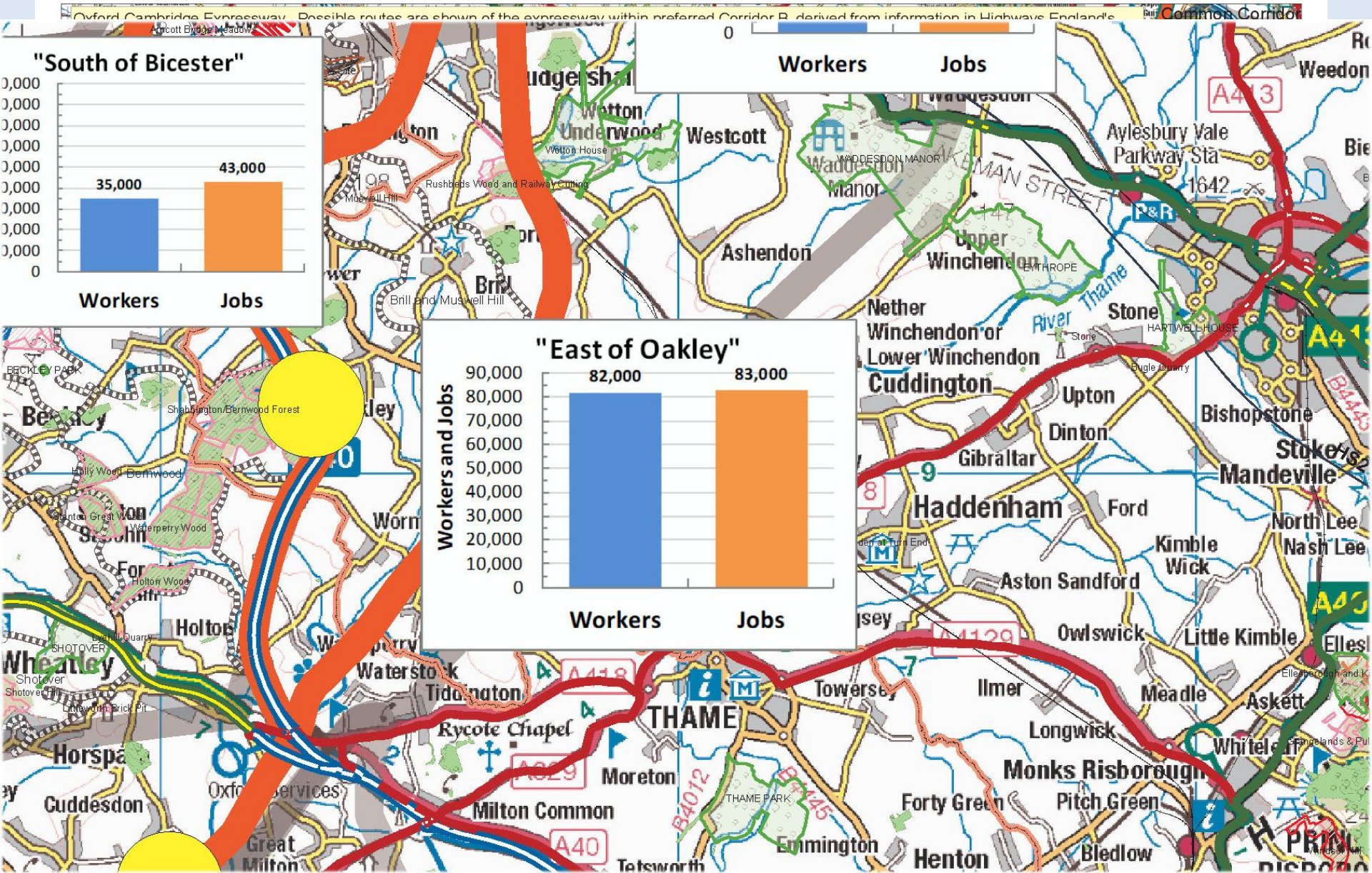


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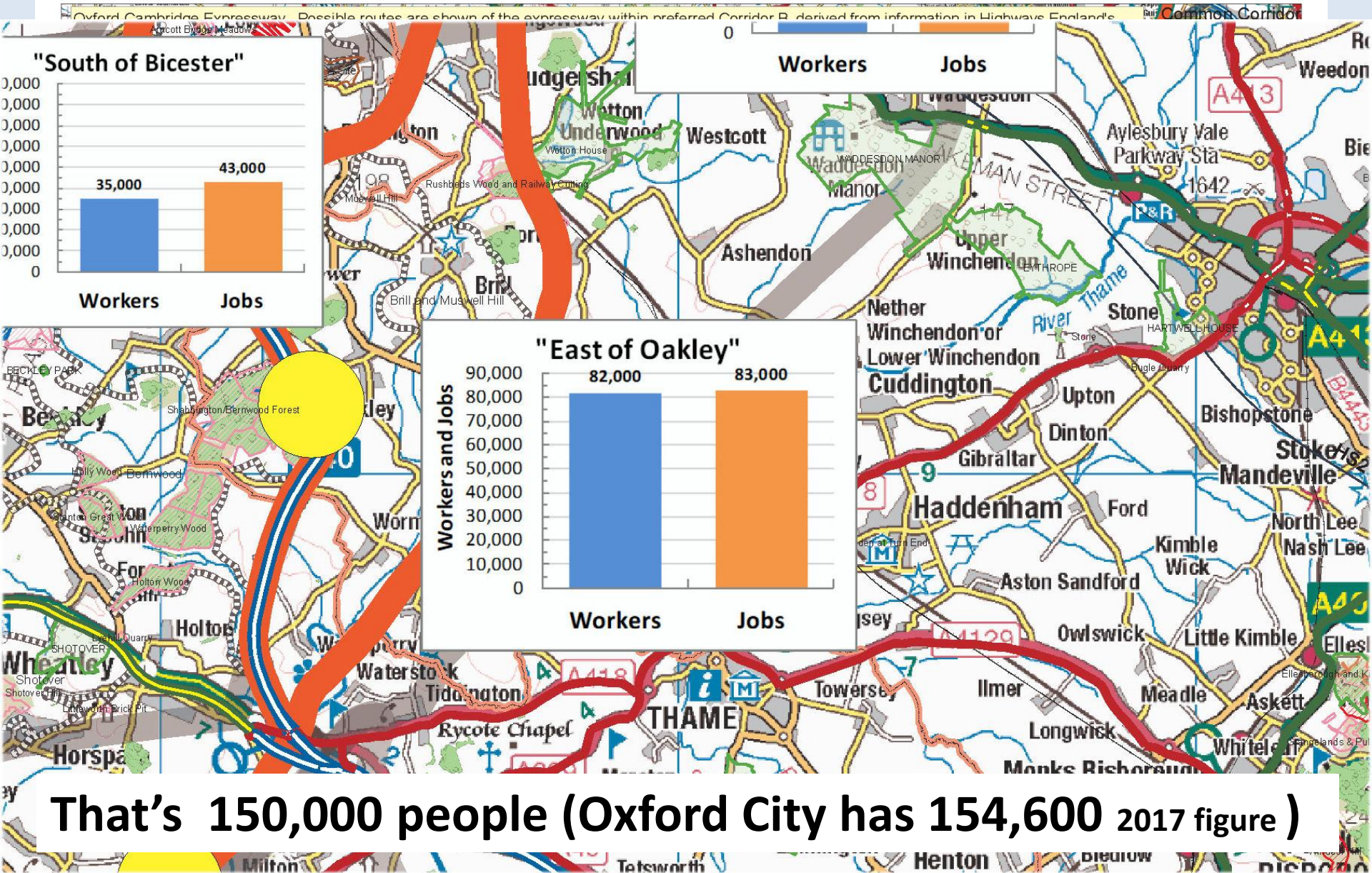
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Kilometers
0 2 4 8 12 16
noexpressway.org

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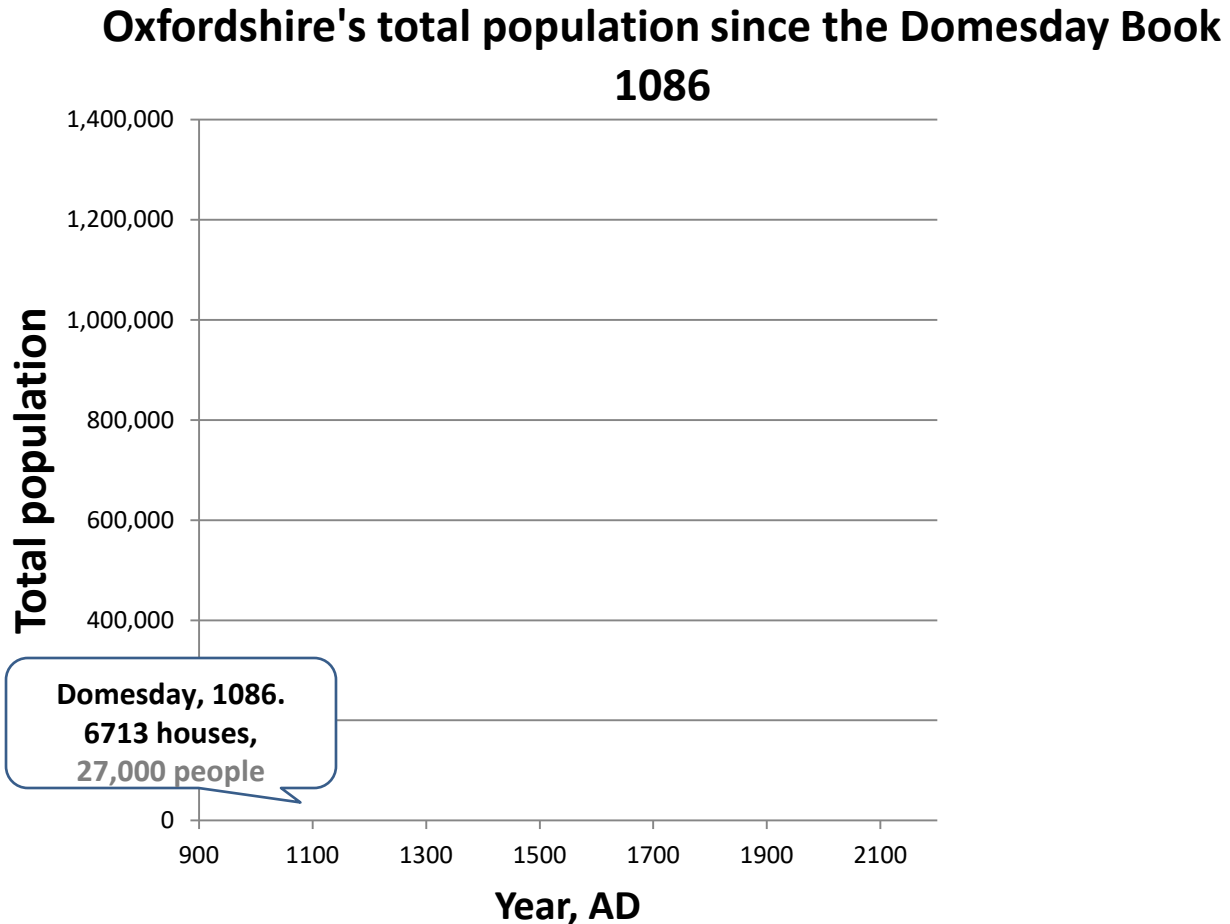
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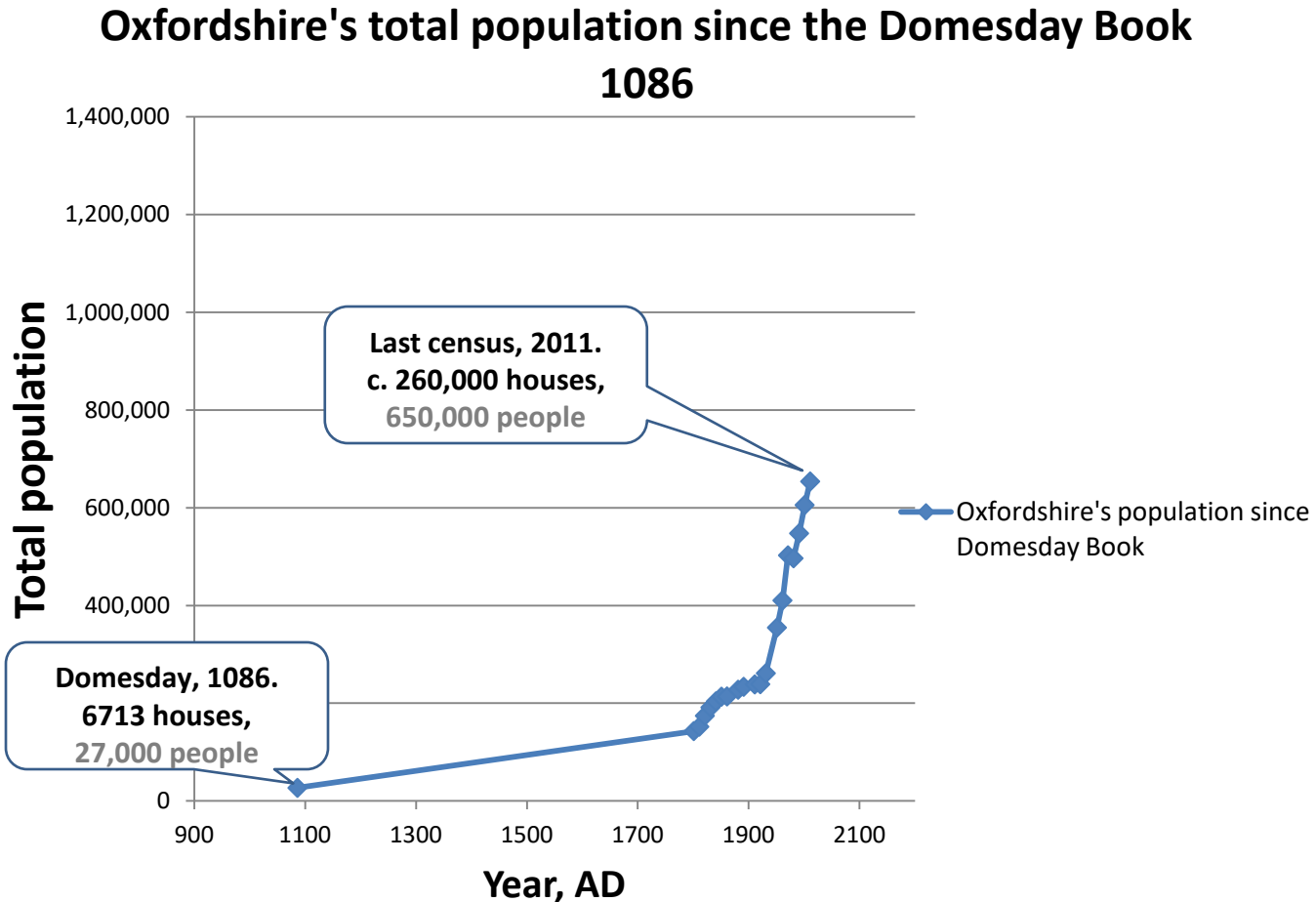
The NIC Report (5th Studio SQW) says there will be 170,000 new houses in Oxfordshire (the ‘transformational growth’ figure).

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

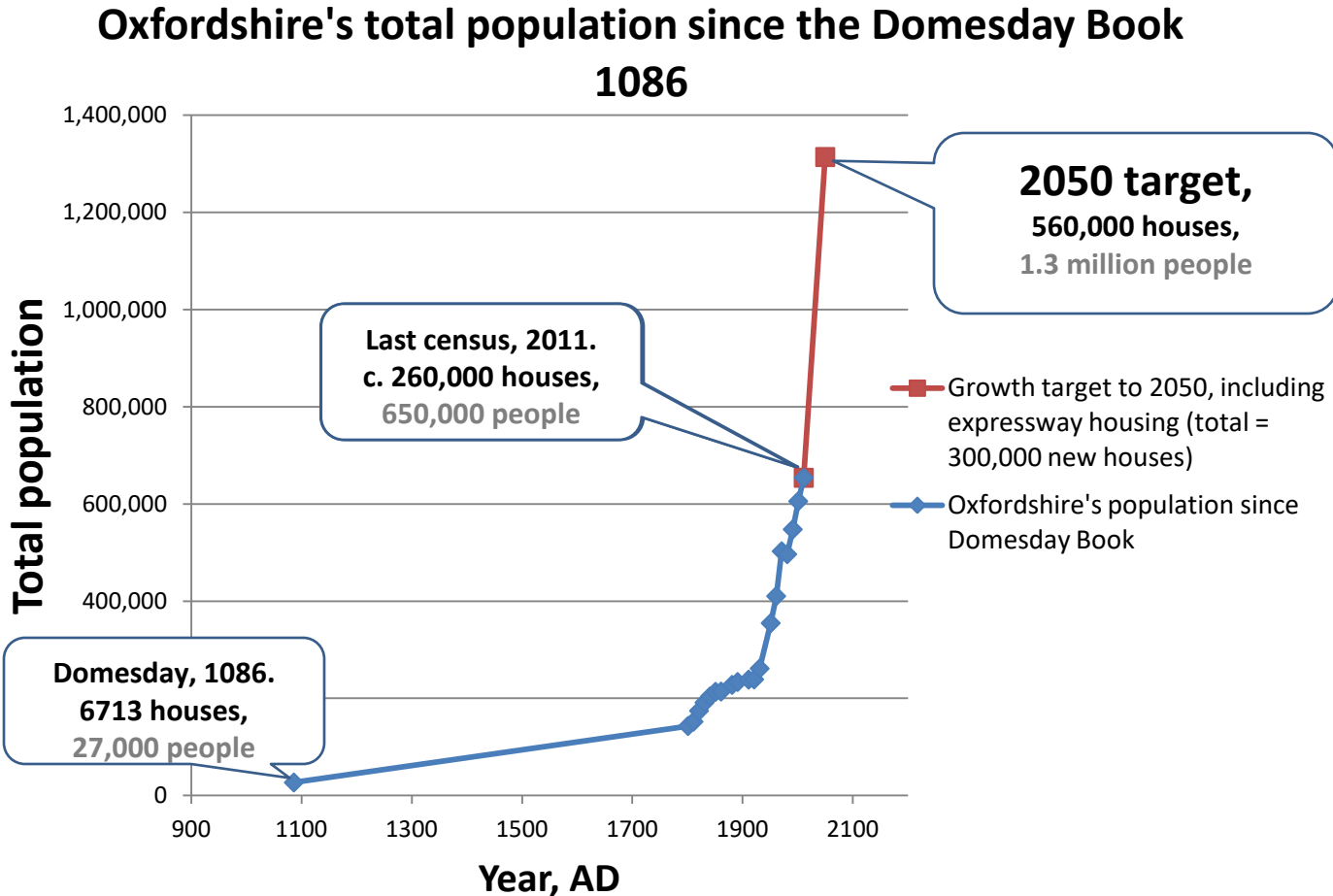
Oxfordshire's past, and proposed growth to 2050



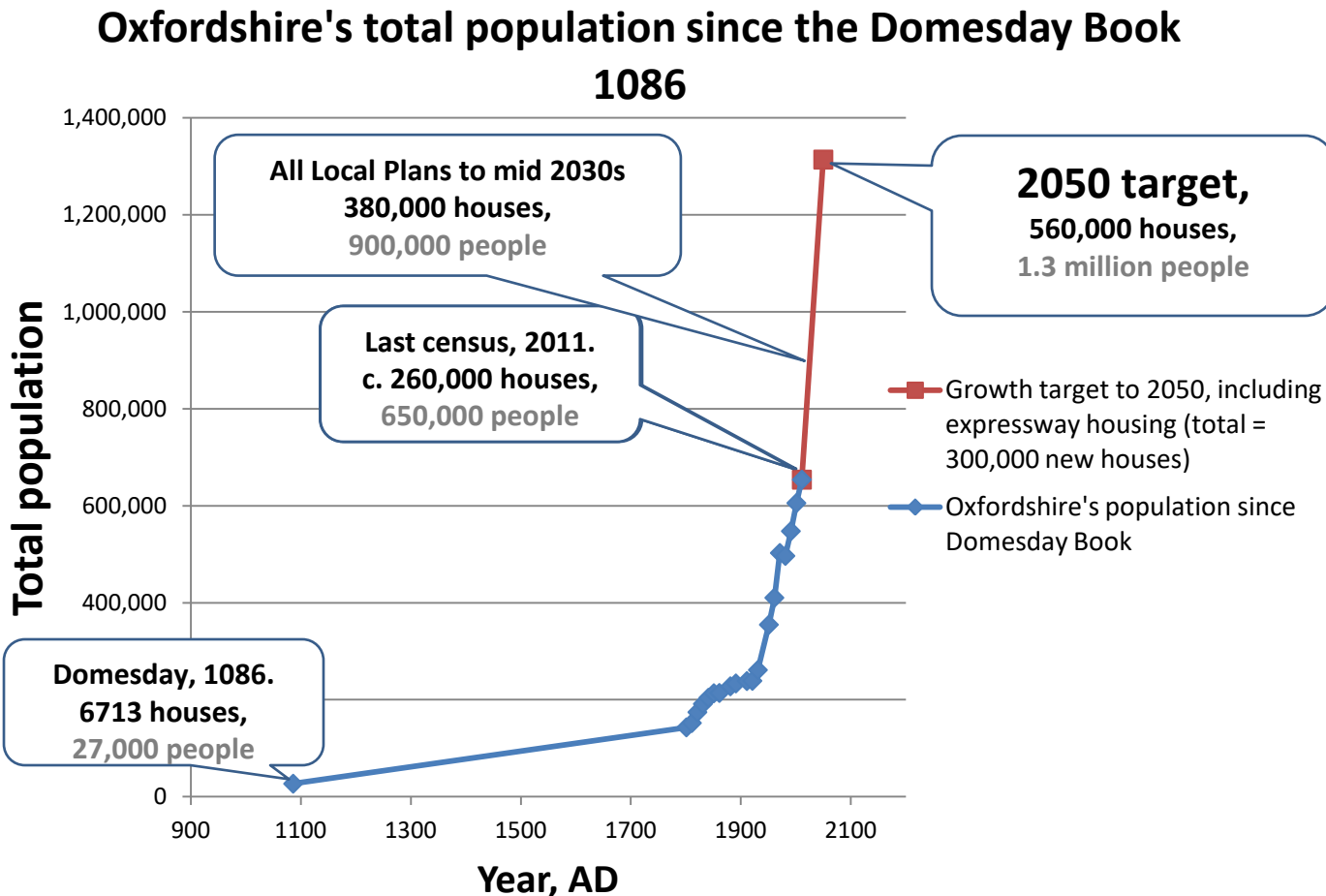
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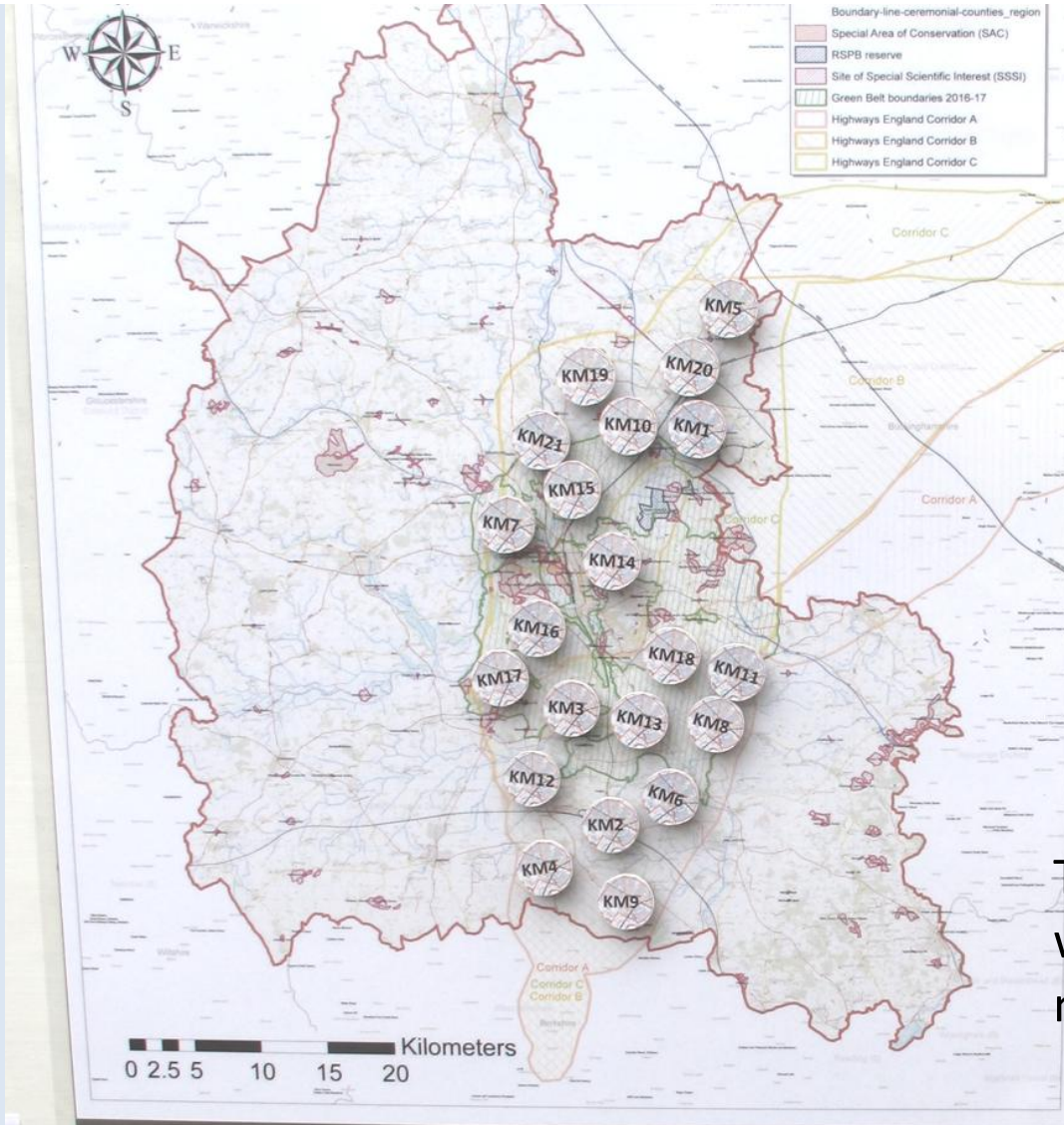


Oxfordshire's past, and proposed growth to 2050



Where will all those houses go?

Take the '21 Bicesters' challenge tonight!

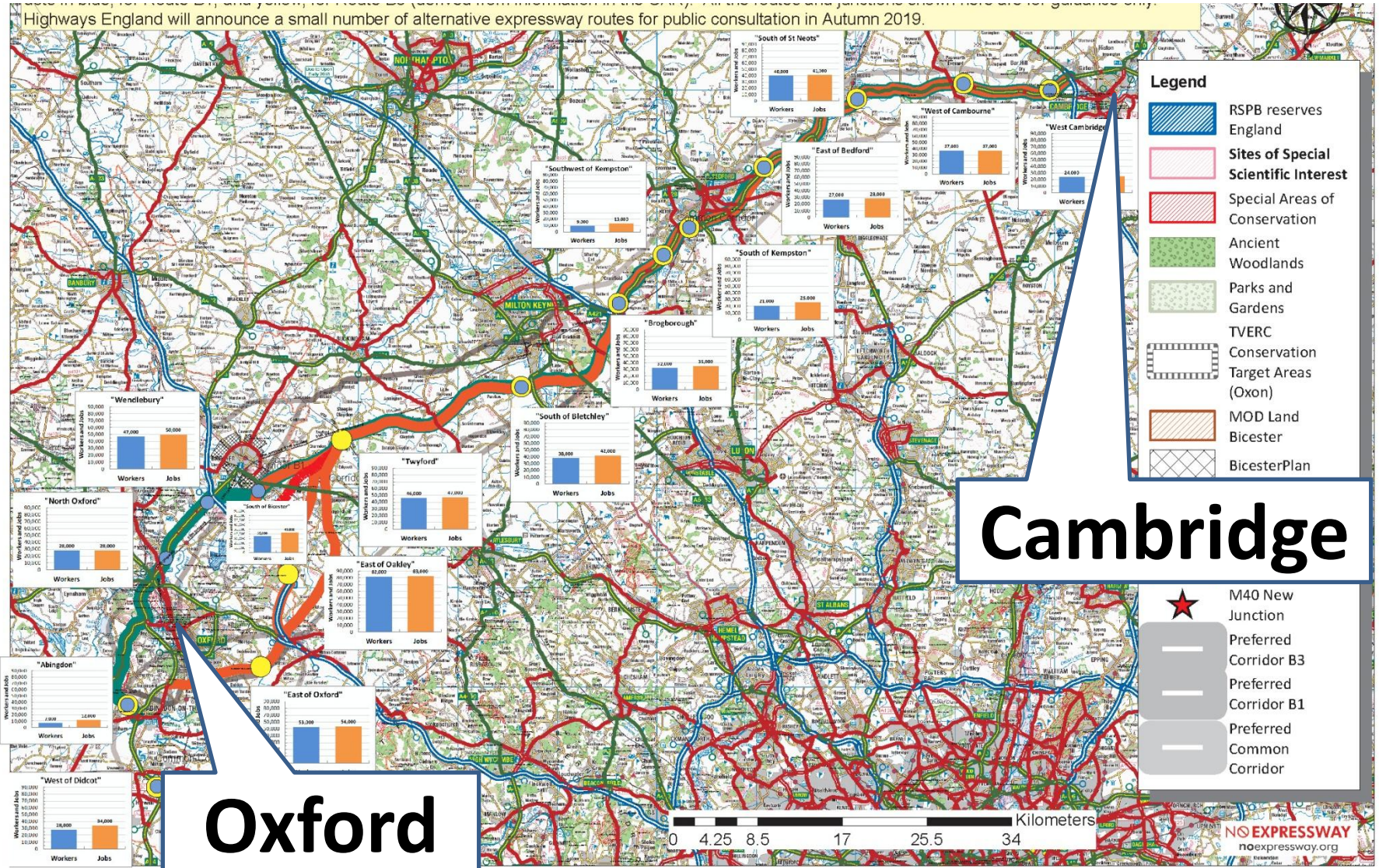


This is what Corridor B would look like with 21 new Bicesters by 2050!

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.



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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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**





AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



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centrica

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Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council



AstraZeneca



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Oxfordshire



TOBACCO



Campaign to Protect
Rural England
Standing up for your countryside

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NHS
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Ambulance Service
NHS Trust



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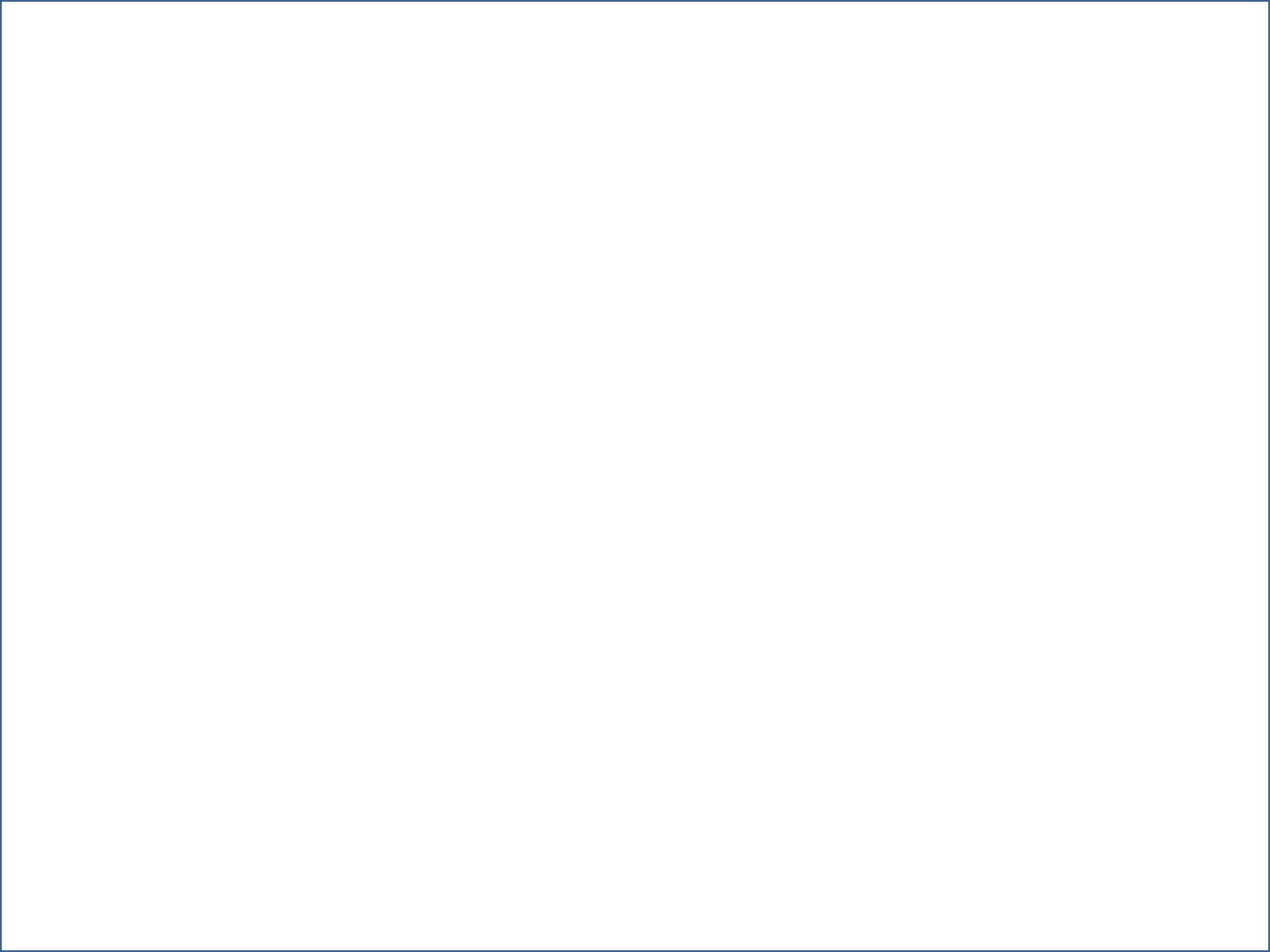


INLAND
WATERWAYS
ASSOCIATION



Kettering
Borough Council







**OXFORDSHIRE
COUNTY COUNCIL**

www.oxfordshire.gov.uk

Working for you

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE



***Vale
of White Horse***

District Council





**OXFORDSHIRE
COUNTY COUNCIL**

Cherwell

COUNCIL
SHIRE

**These Councils 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.**

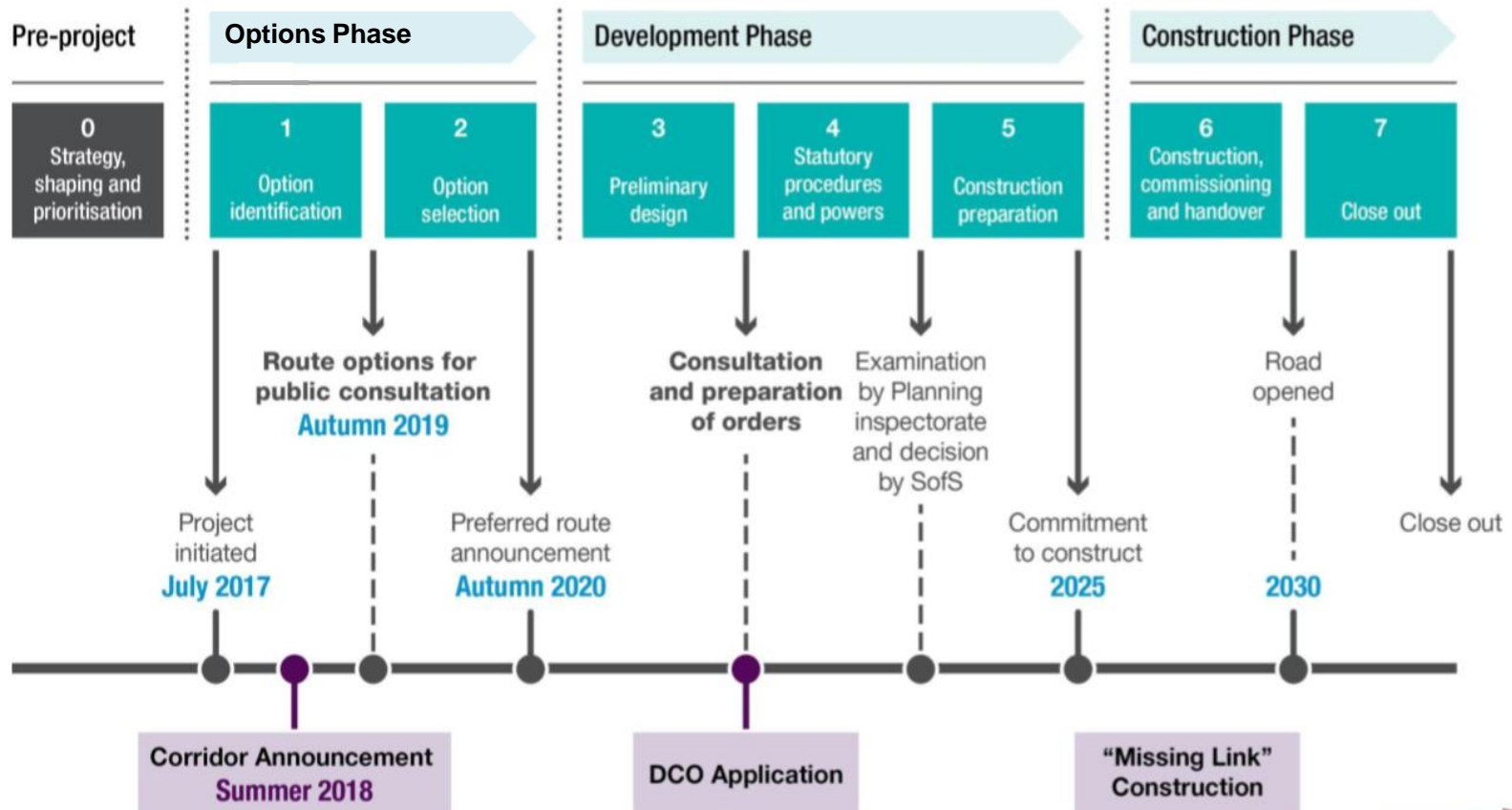
Let's make sure that they do.

shire
Council

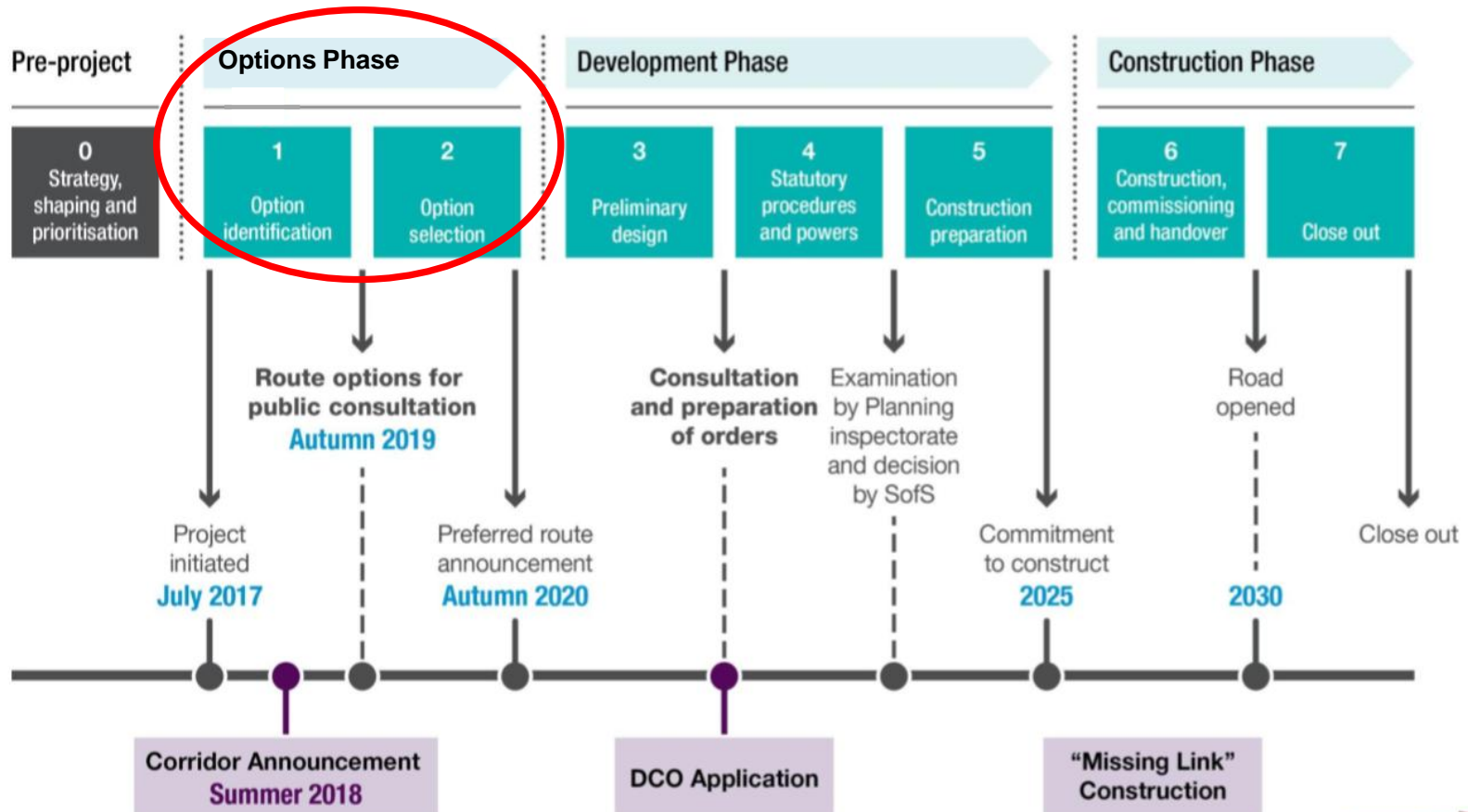
Highways England's timetable



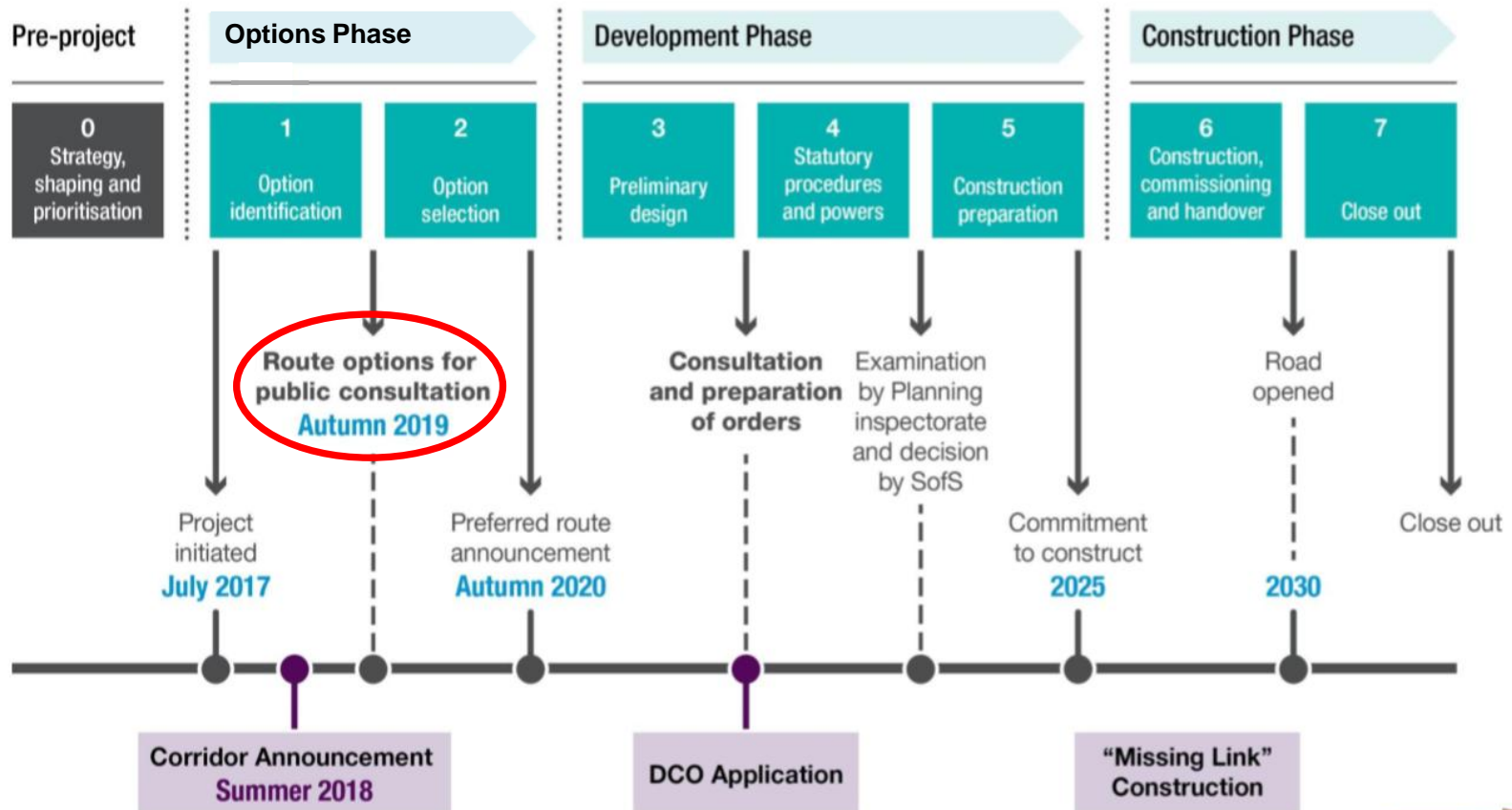
Highways England Major Project Milestones & Lifecycle



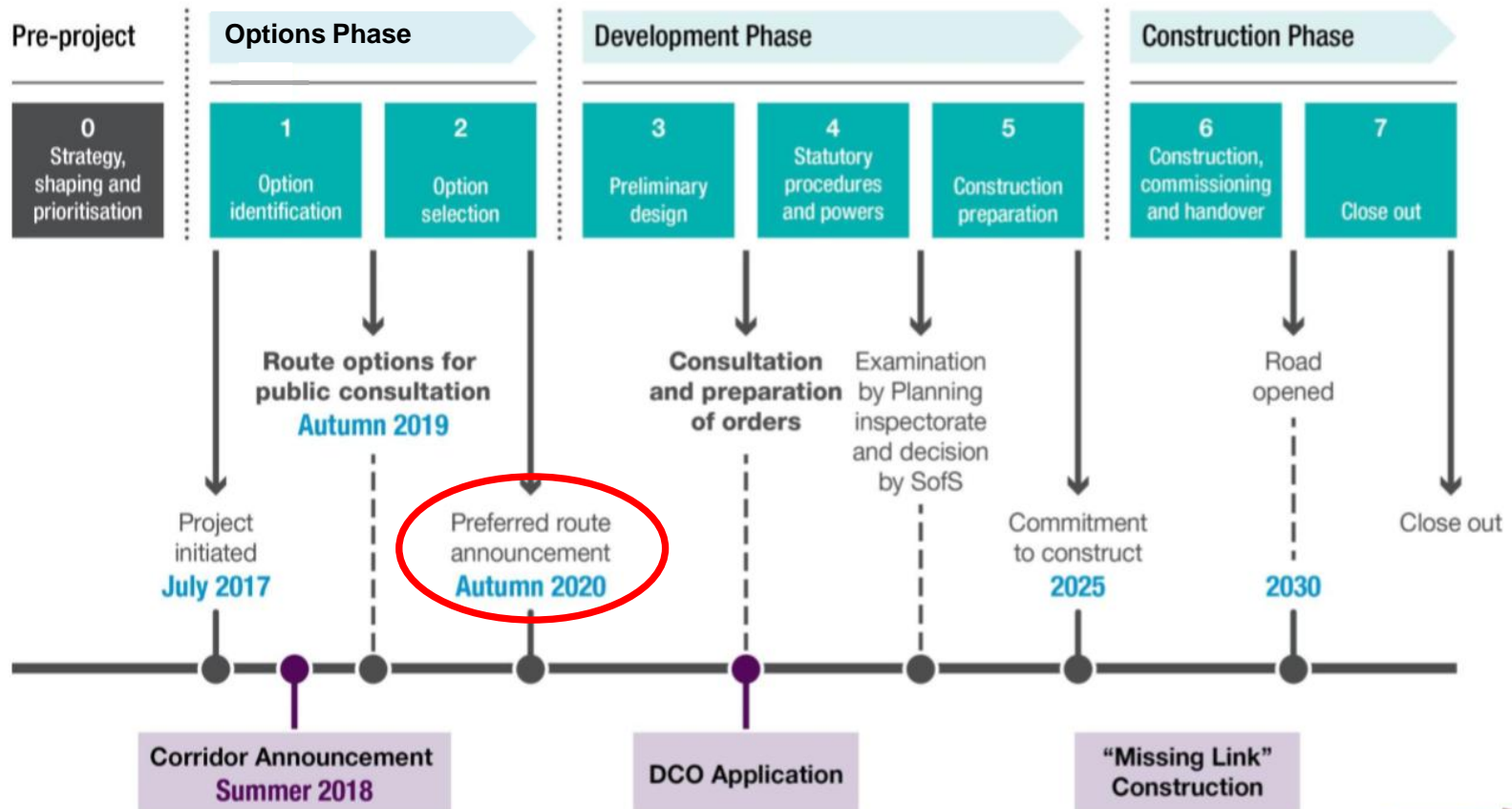
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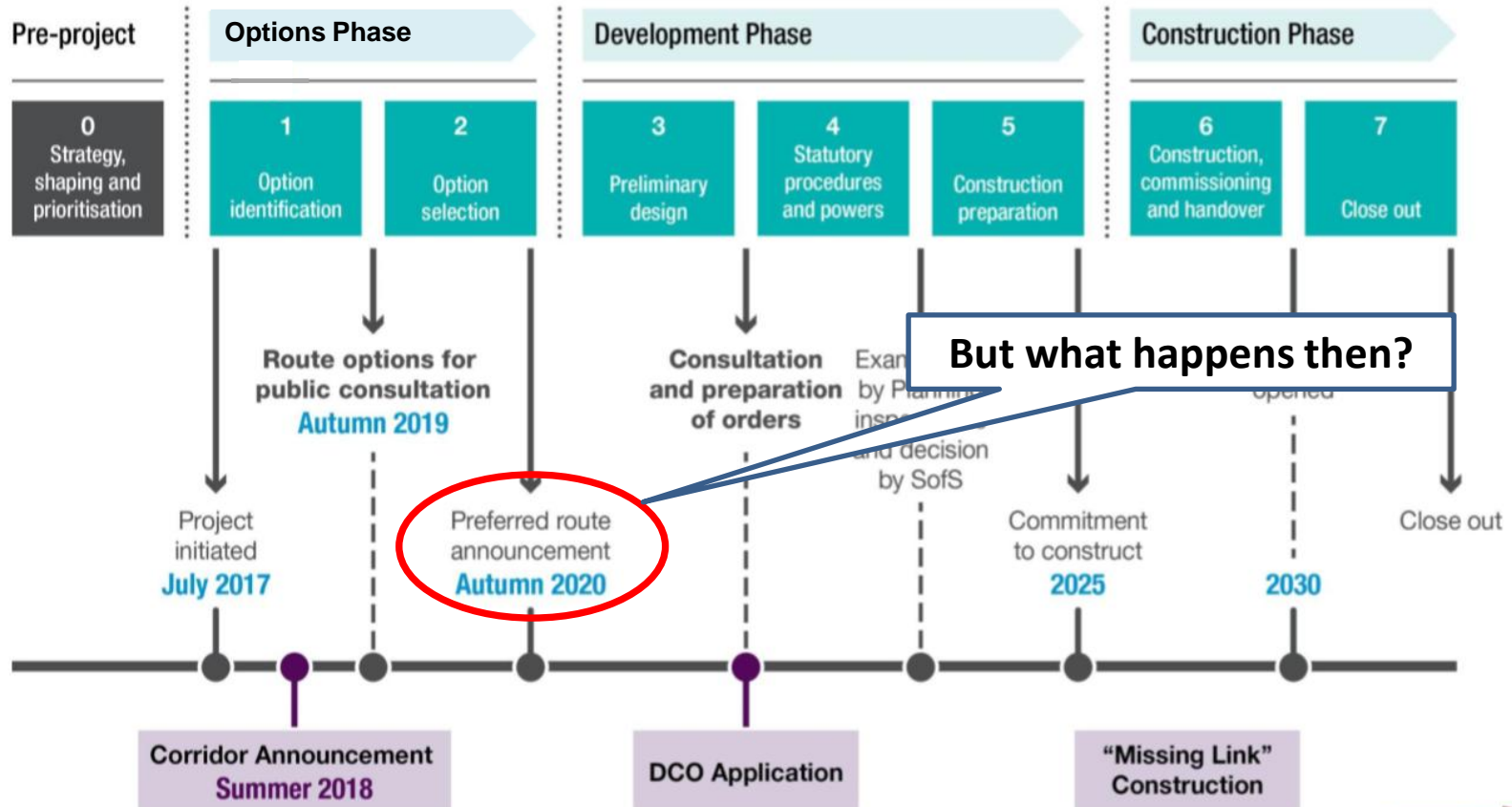
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Nationally Significant Infrastructure Project (NSIP)



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The Oxford Cambridge Expressway is a

The Nationally Significant Infrastructure Project planning process

Large road projects are now examined directly by the Planning Inspectorate (PINS) in a simpler - and usually quicker - process than a full public inquiry

← ~14 months is now the longest period from application to decision for large infrastructure projects →

Pre-application

This is the key stage for consultation and can go on for years, with promoters consulting first on the general idea of a road, then on different routes and finally on the proposed scheme in detail.

What they often forget is to consider and consult on other less damaging options!

At the end of the examination, the Planning Inspectorate must send a recommendation to the Secretary of State within **3 months**. The Secretary of State then has a further **3 months** to publish a decision.

Acceptance

When the application is submitted, the Planning Inspectorate has **28 days** to decide whether to accept it. This is a good time to complain about a faulty consultation.

Pre-examination

Once accepted, objectors only have **28 days** to register as 'interested parties' in order to take part in the examination.

Soon after, a Preliminary Meeting will be held to set the topics and timetable for the examination stage. The day after this meeting is the official start date of the examination.

Examination

The examination must be completed within **6 months** and there is a breakneck **series of 21-day deadlines** for everyone to stick to.

The examiner will issue questions to the promoters and objectors and will hold expert hearings on specific issues, as well as 'open floor' hearings for the local community.

Decision

Post-decision

The decision can be legally challenged, but the time limit for this has now been shortened to just **6 weeks**.

Find out more and keep updated on every NSIP

via the Planning Inspectorate website: infrastructure.planningportal.gov.uk

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

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Interested Parties can submit written evidence, attend the Public Hearing, and may be invited to speak.

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The Future Campaign

The Future Campaign

- 1. Gather more information on the steps ahead.**
- 2. Spread the information across the network of Expressway villages.**
- 3. Submit Environmental, Heritage, Wildlife and other information to Highways England (anyone can do this, not just registered Stakeholders).**
- 4. Urge people to involve Parish, Local and District Councillors in Expressway plans. (Don't forget, Highways England must produce a Statement of Community Consultation, SoCC).**
- 5. Work to cancel the Expressway before it is too late (promote East-West Rail as an alternative).**
- 6. Write to Councillors, MPs and influential people in your neighbourhood. Make this issue toxic to the politicians.**
- 7. 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?**
- 8. When the time comes, register as Interested Parties. This will be the last time to make your feelings known.**
- 9. If this scheme goes ahead, digging will start in 2025 for completion in 2030.**