

Oxford-Cambridge Expressway

Winslow Public Hall
11th September 2019, 7.00p.m.

David Rogers & Olivia Field
No Expressway Group
Horton-cum-Studley
noexpresswaygroup@gmail.com



BUCKINGHAMSHIRE EXPRESSWAY ACTION GROUP

No new Expressway – here, there, anywhere.

[THE "RATIONALE"](#)

[CLIMATE MATTERS](#)

[IMPACTS ON WILDLIFE](#)

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[LATEST NEWS](#)

[ABOUT BEAG](#)

On 12 September 2018, the Government announced its preferred corridor for a new expressway between Oxford and Cambridge. Plans include the construction of one million new houses along its length.

The decision has been made behind closed doors based on recommendations from Highways England which consulted with a select group of





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On 12 September 2018, the Government announced its preferred corridor for a new expressway between Oxford and Cambridge. Plans include the construction of one million new houses along its length.

PUT YOUR BEST FOOT FORWARD... LIKE THIS CONCERNED CITIZEN DID...



*You're never too young (or too old) to add your voice to something that you know isn't right !
Join the debate and make a change.
(With thanks to Otto.)*

If you've got any videos or photographs regarding the Expressway that you're happy to share, please consider emailing us using the contact form below.

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

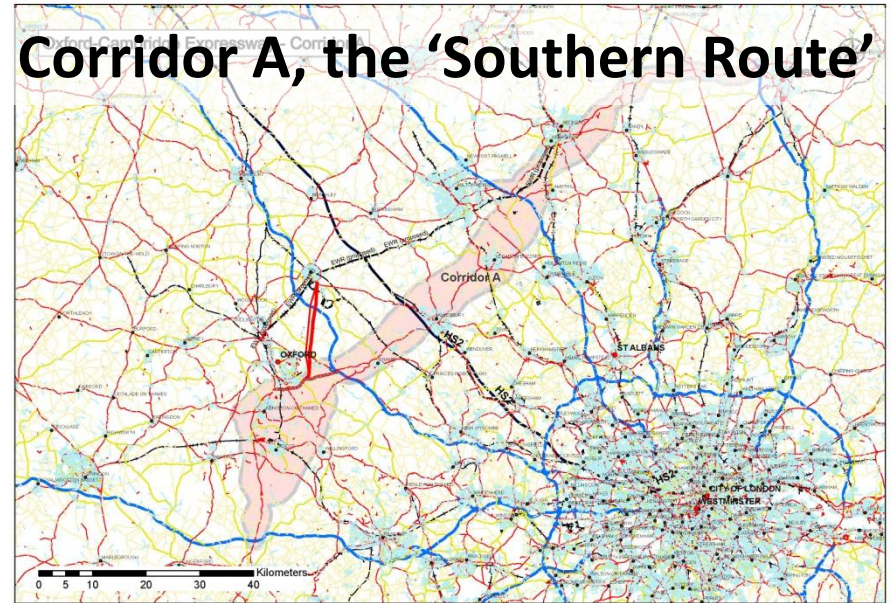
March 2018



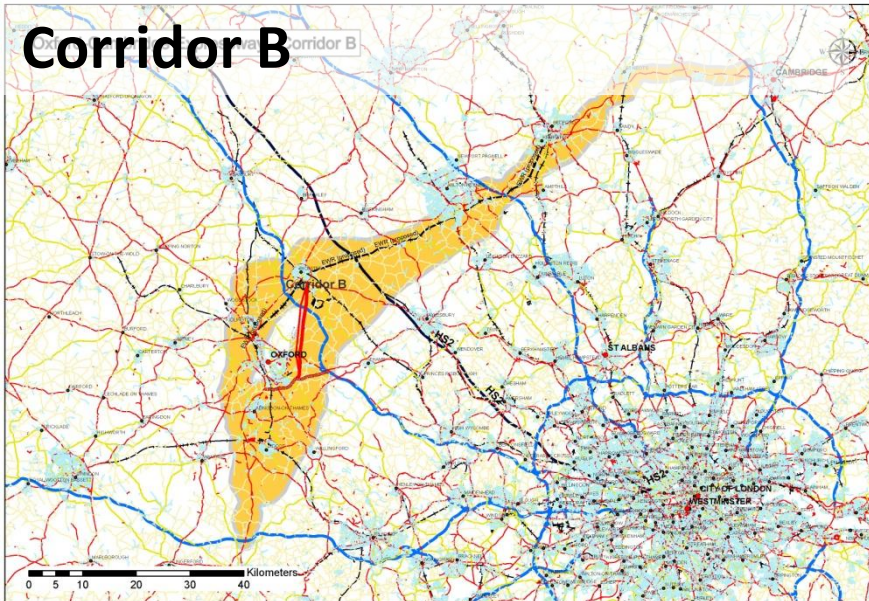
**But from Spring of 2018
Highways England talked only of
three broad corridors, A, B and C.**

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

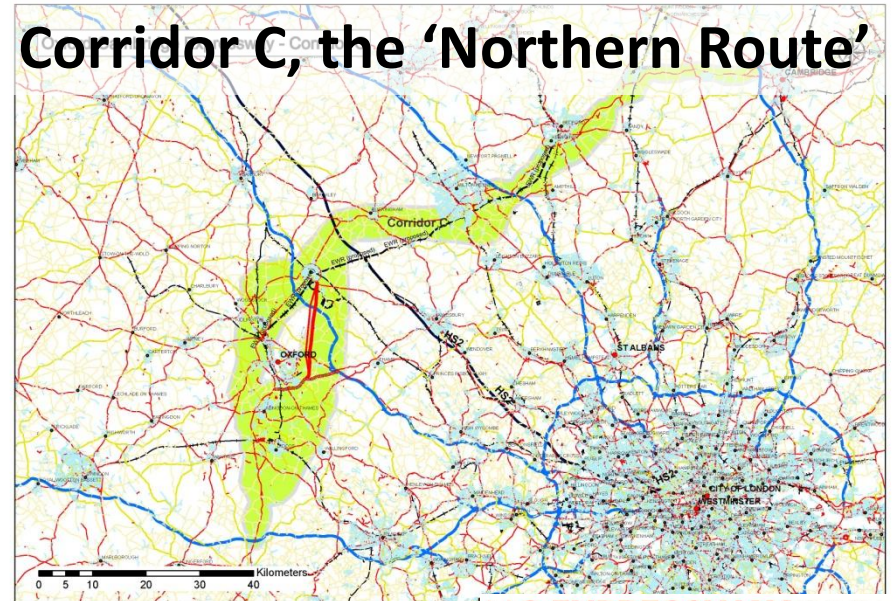
Corridor A, the 'Southern Route'



Corridor B



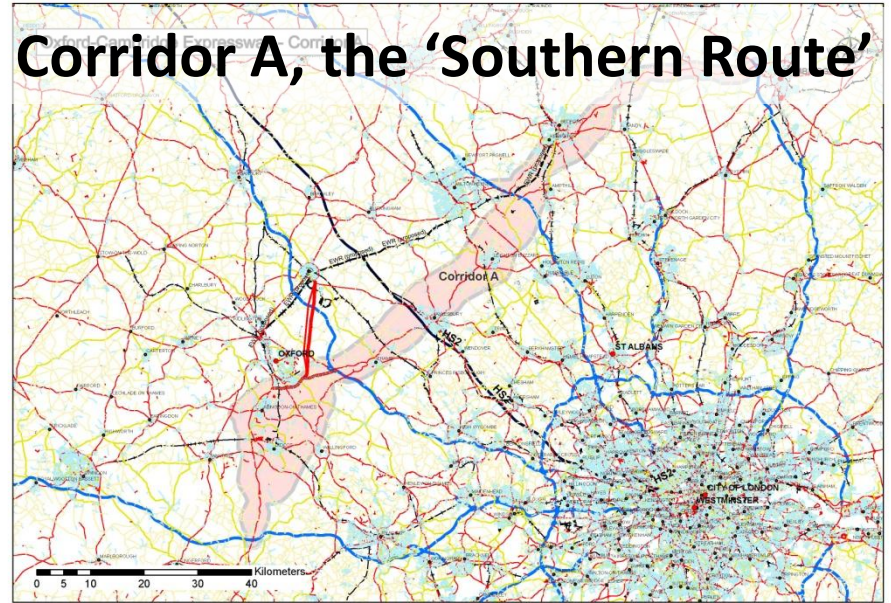
Corridor C, the 'Northern Route'



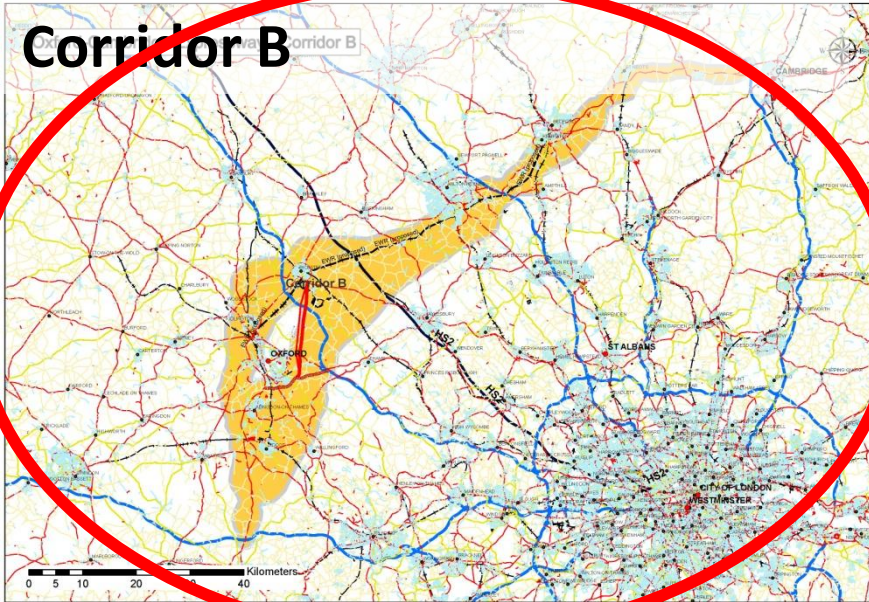
Corridor Announced

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

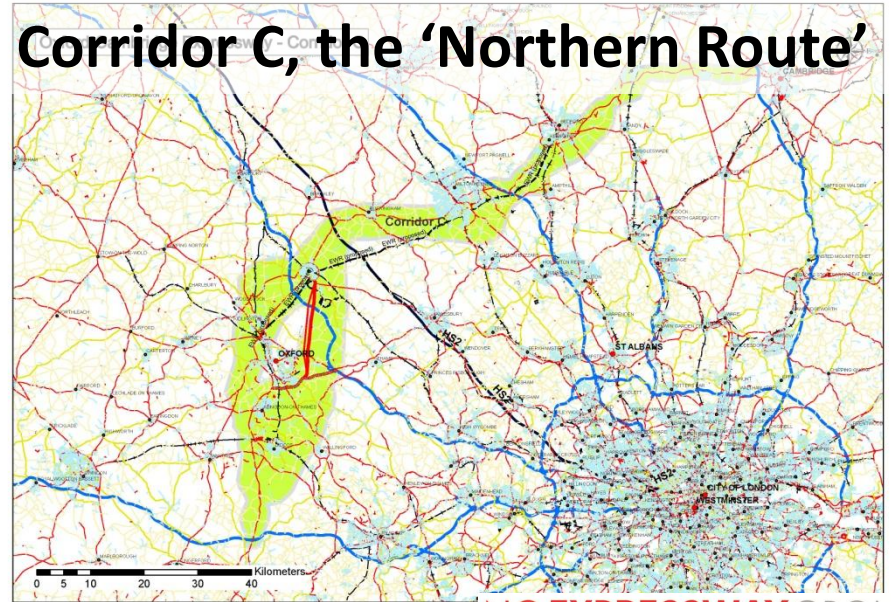
Corridor A, the 'Southern Route'



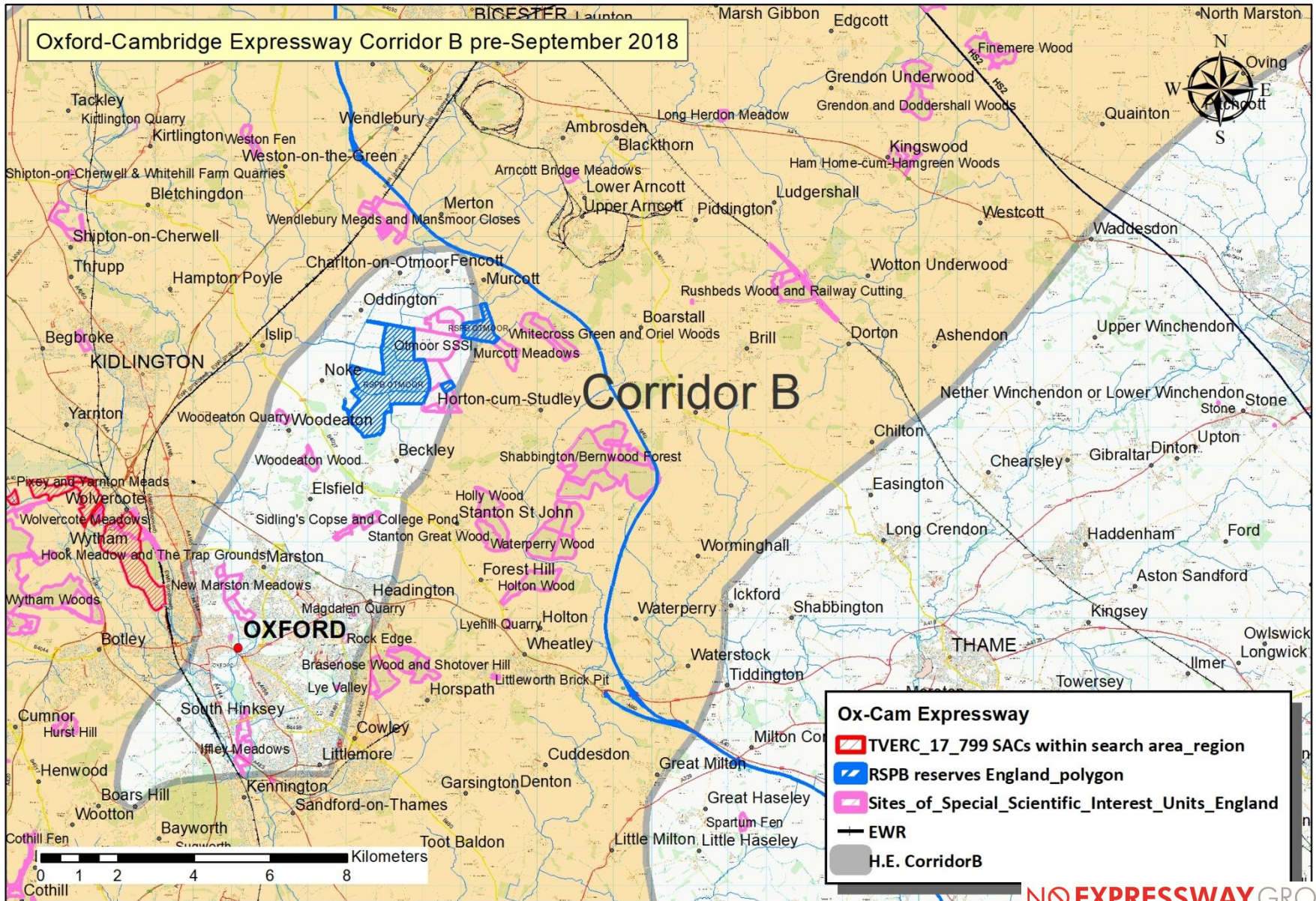
Corridor B



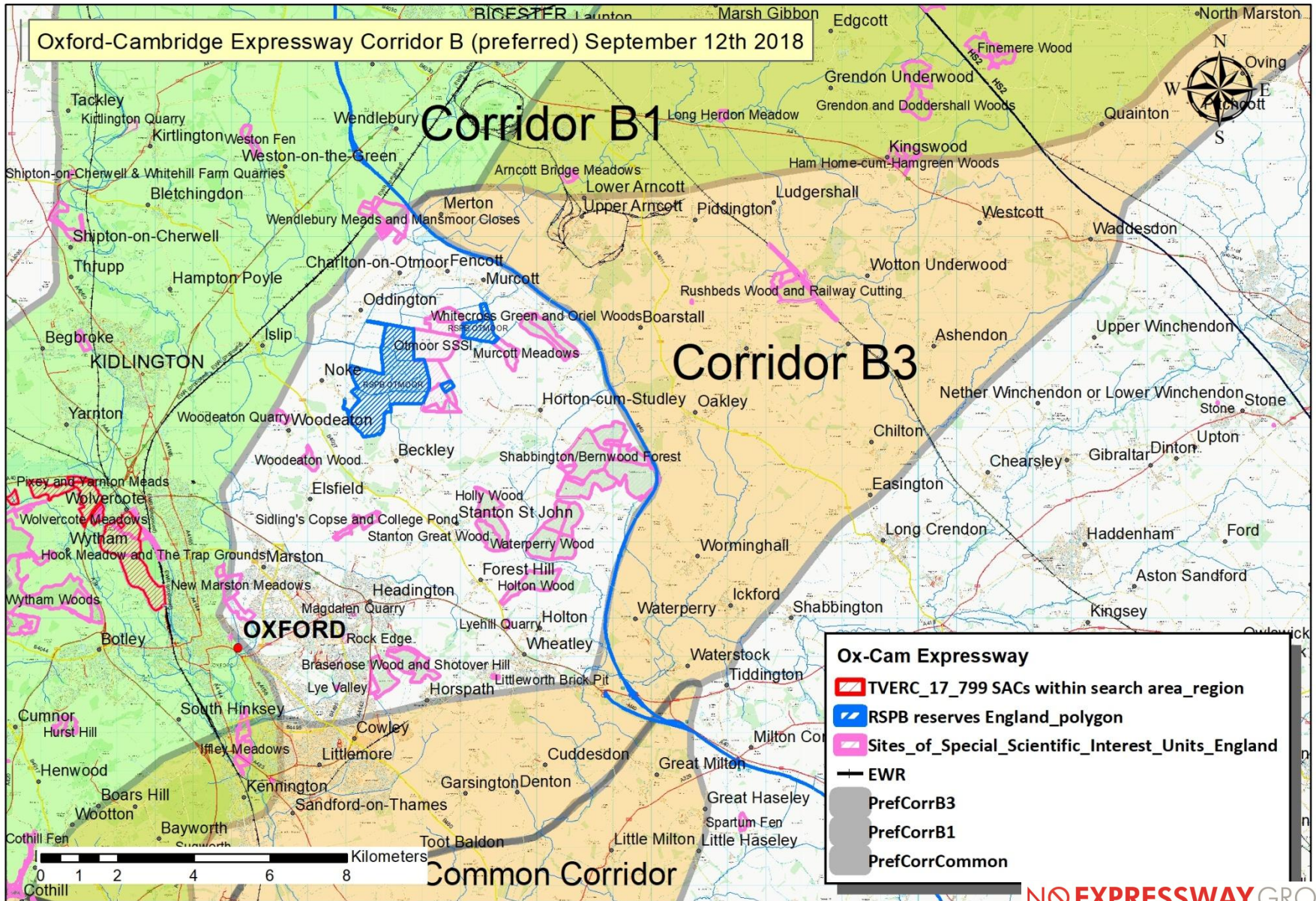
Corridor C, the 'Northern Route'



Corridor B before September 12th

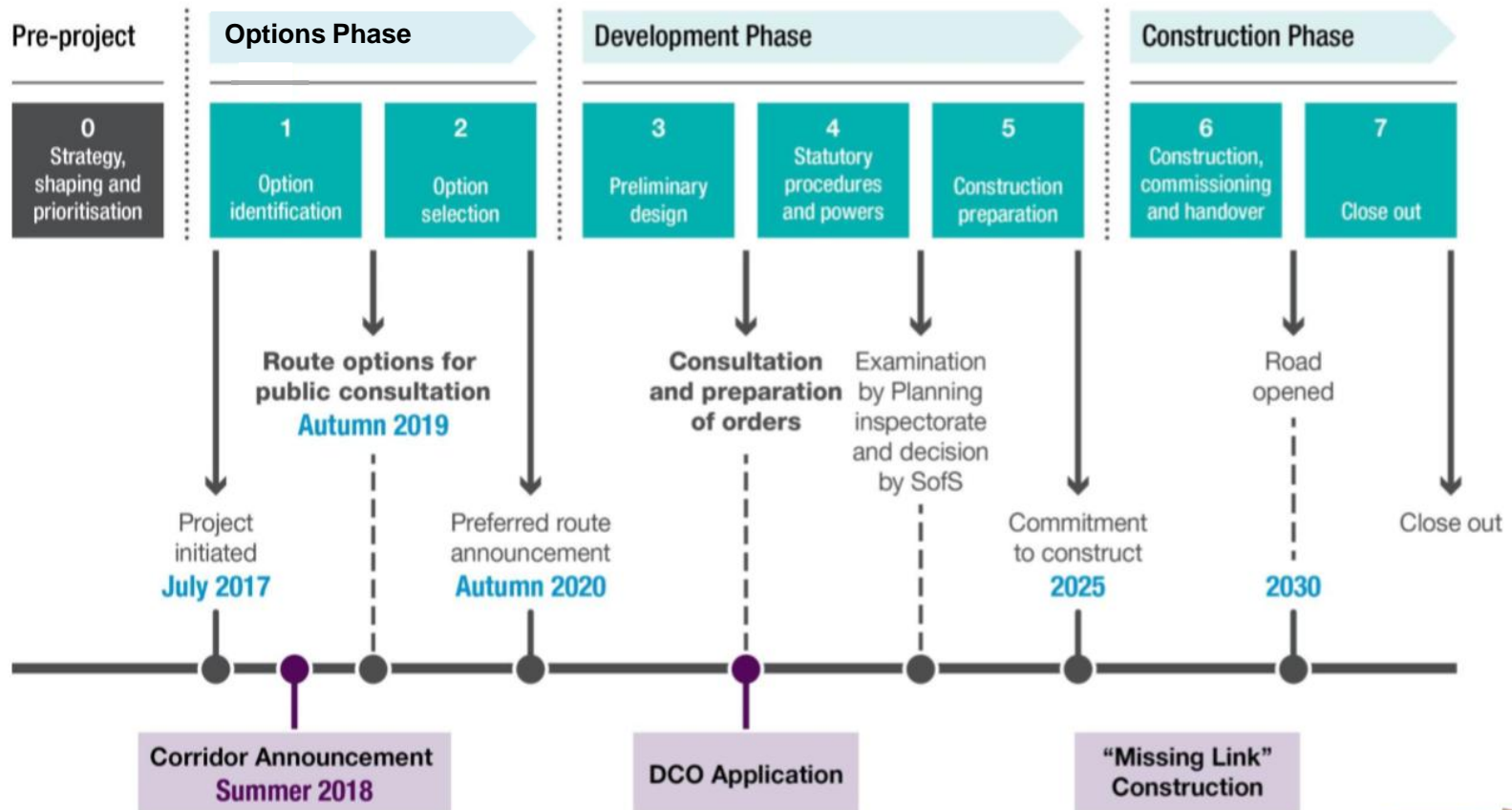


Corridor B after September 12th



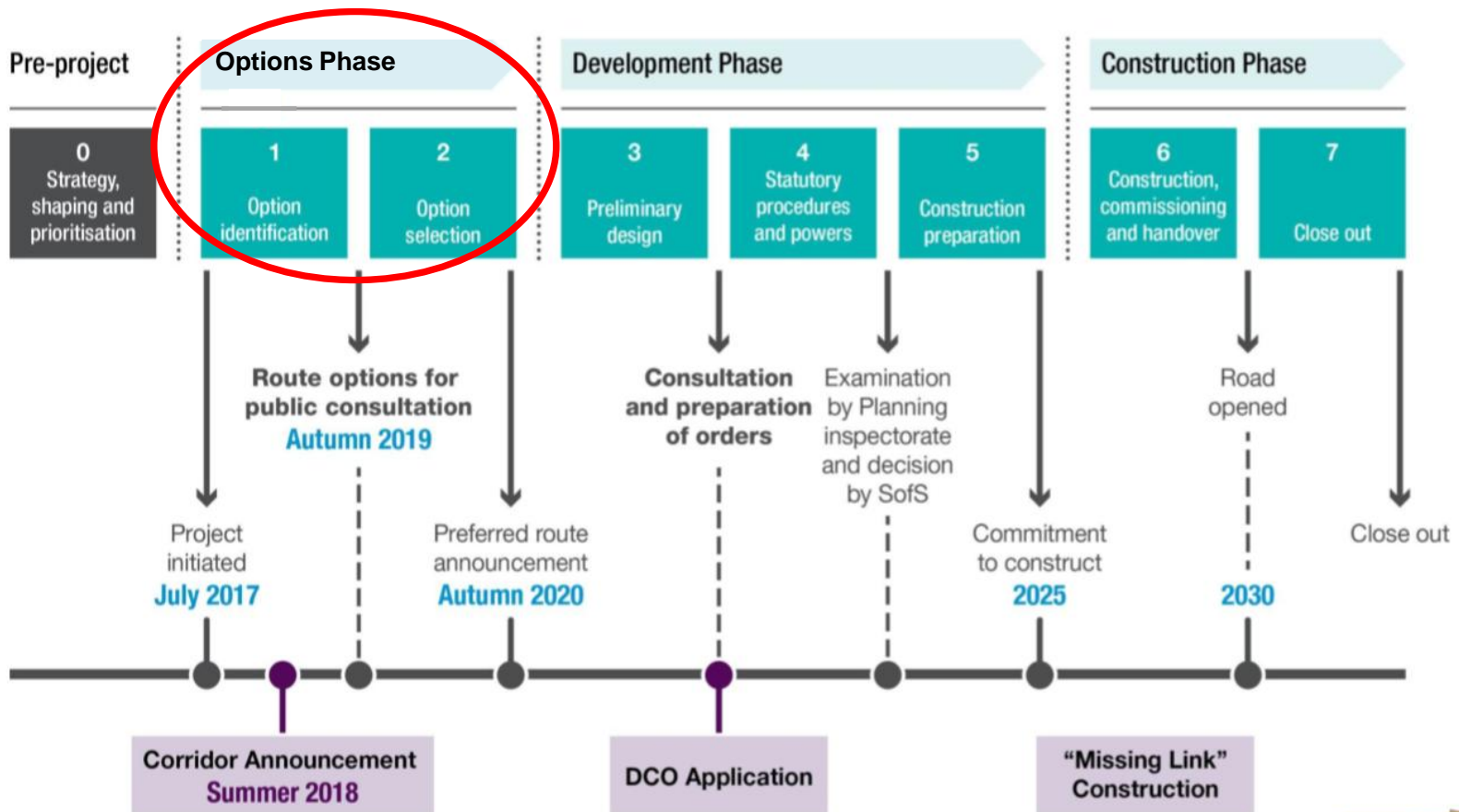
Highways England's Time Table

Major Project Milestones & Lifecycle



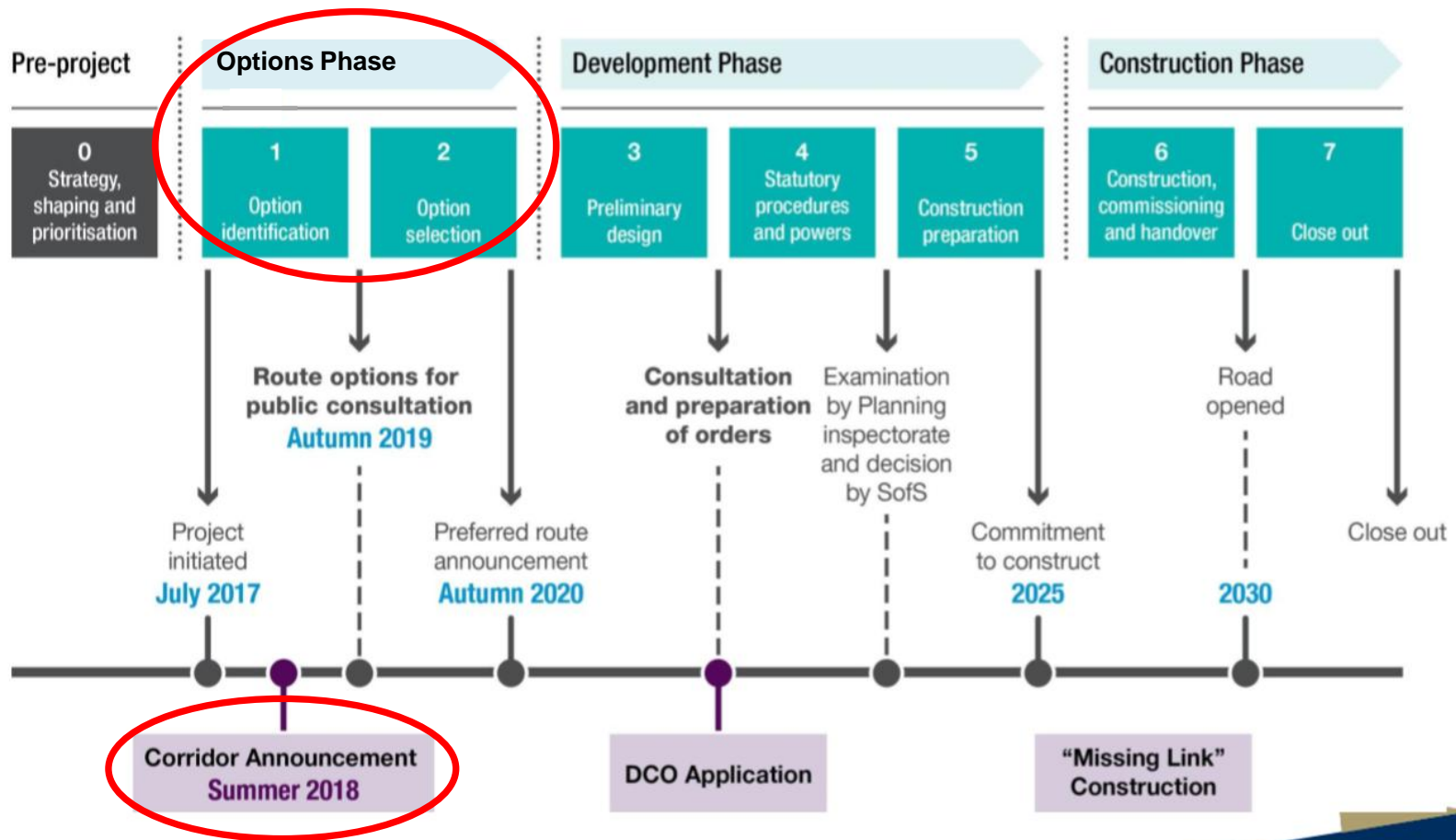
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Major Project Milestones & Lifecycle



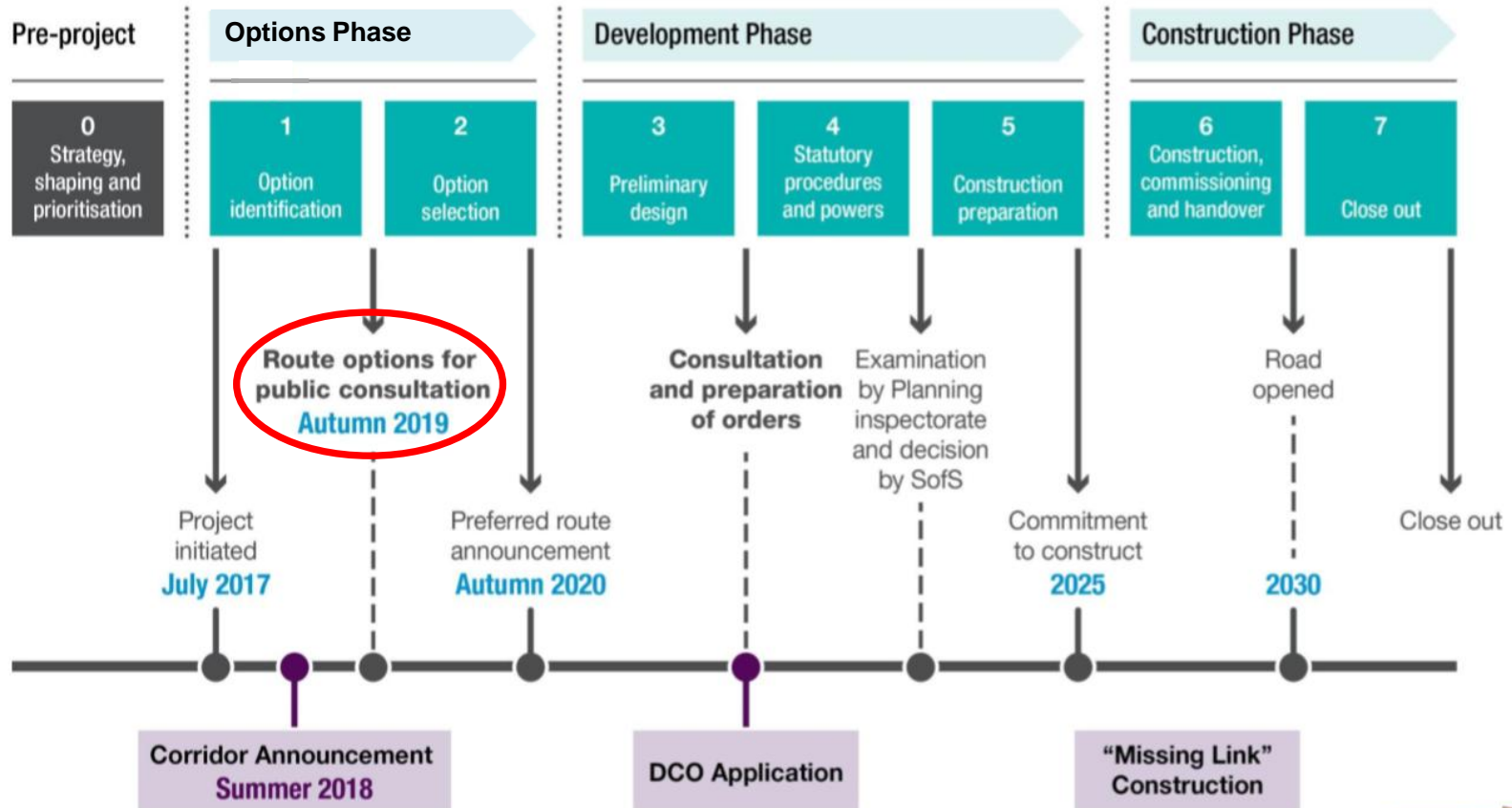
Highways England's Time Table

Major Project Milestones & Lifecycle



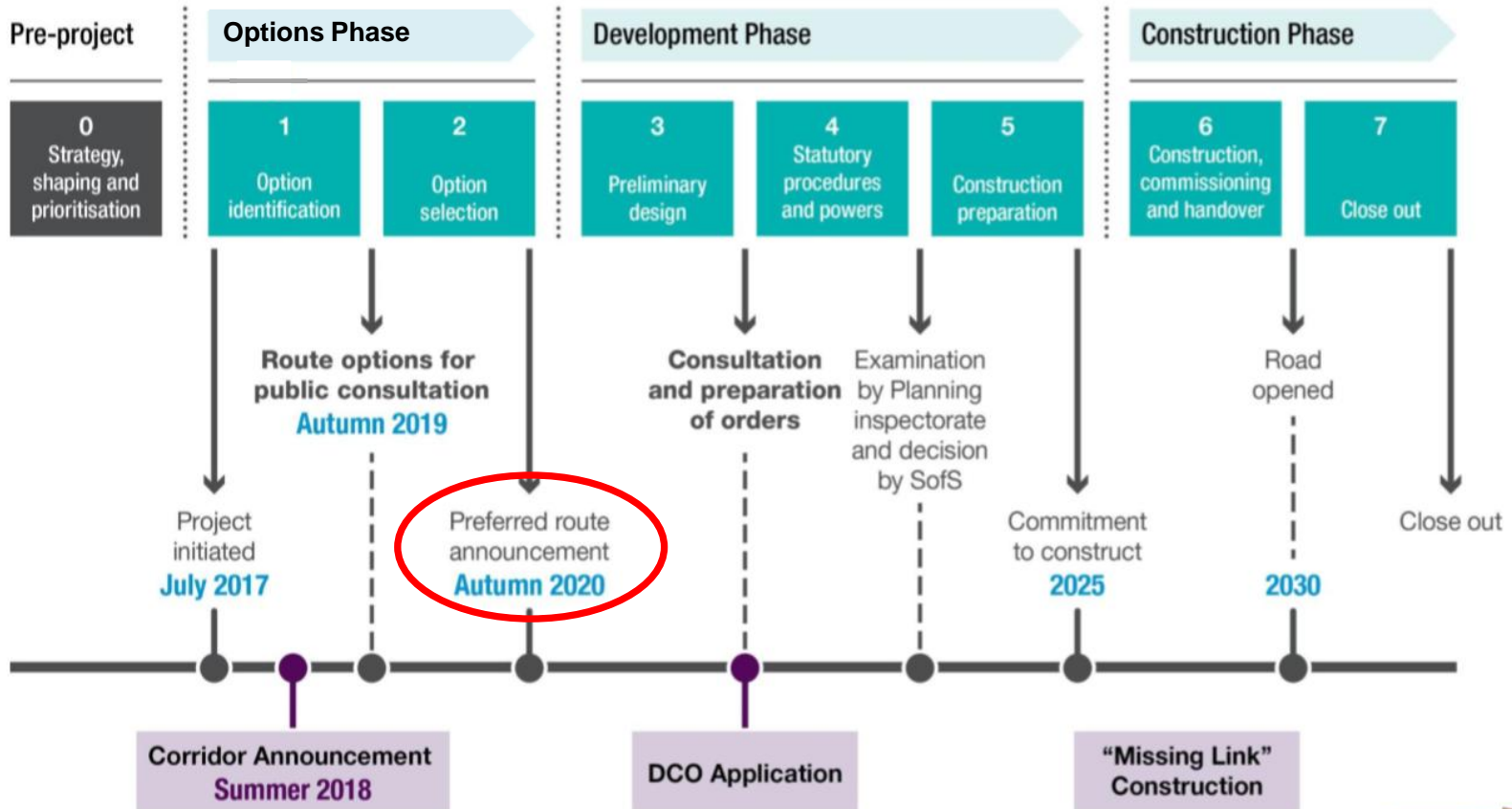
Highways England's Time Table

Major Project Milestones & Lifecycle



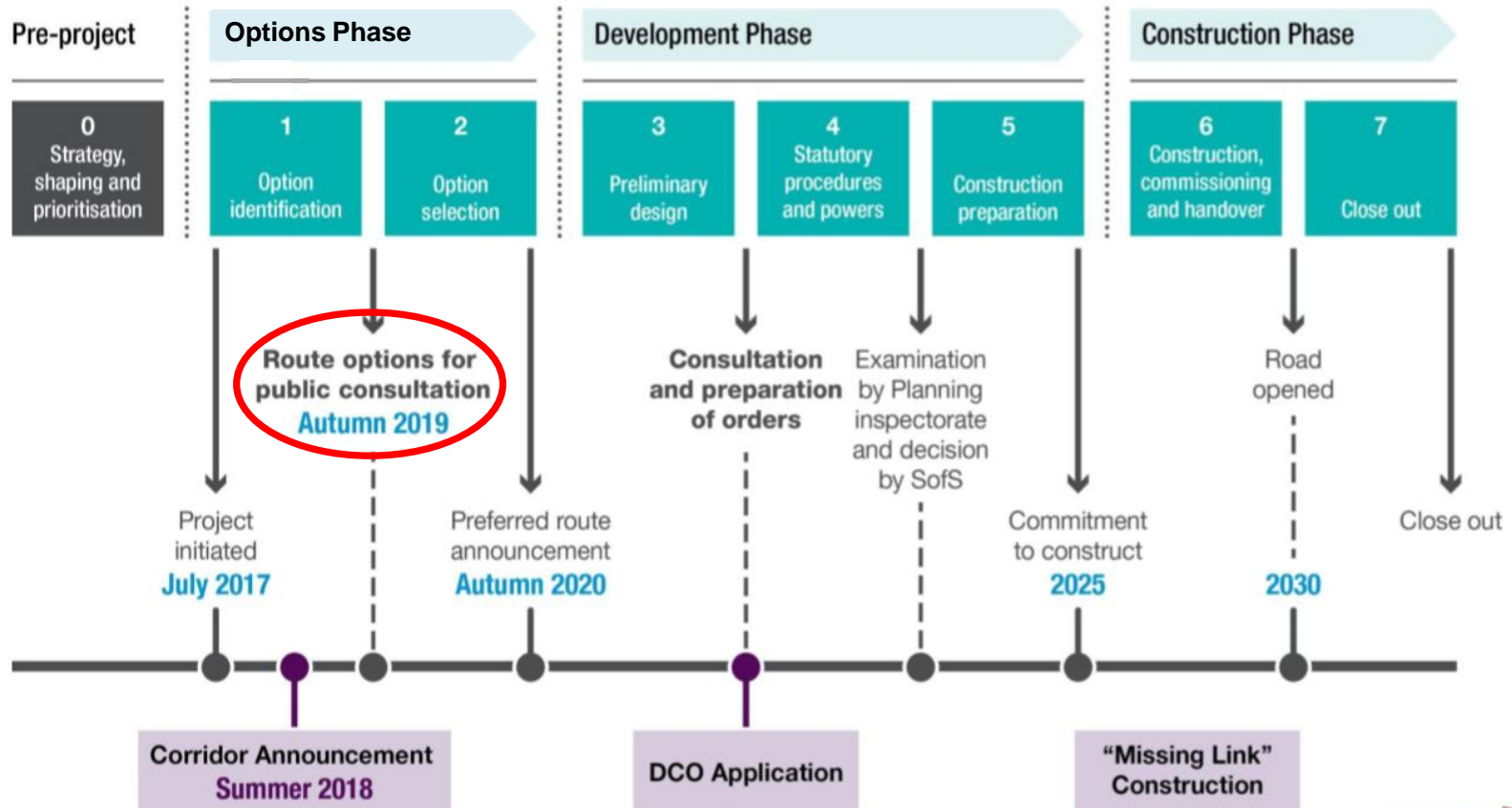
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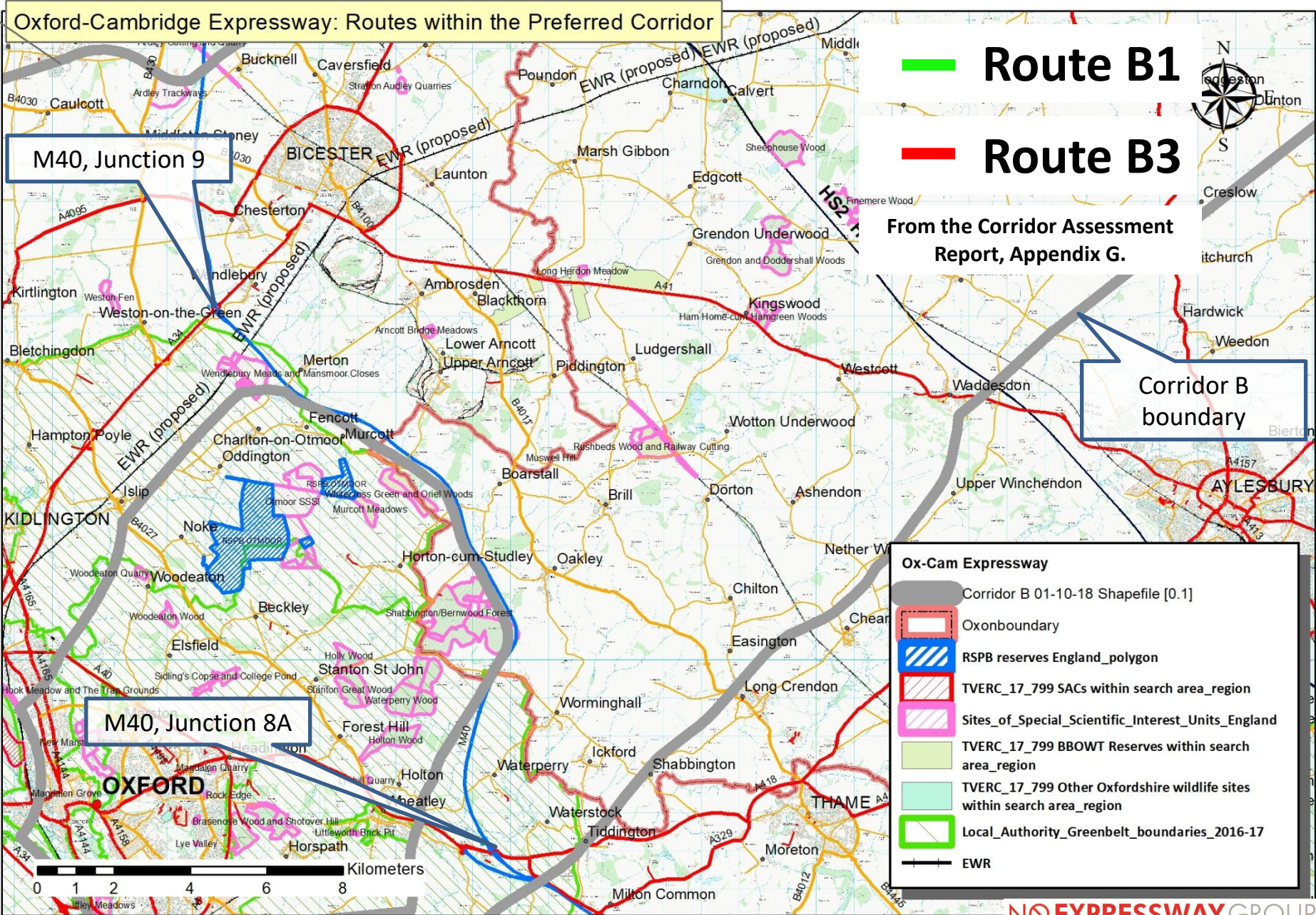


Highways England's Time Table

Major Project Milestones & Lifecycle



Oxford-Cambridge Expressway: Routes within the Preferred Corridor












M40, Junction 9

M40, Junction 8A

Corridor B boundary

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.

- 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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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1

Route B3










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Corridor B boundary

M40, Junction 9

M40, Junction 8A

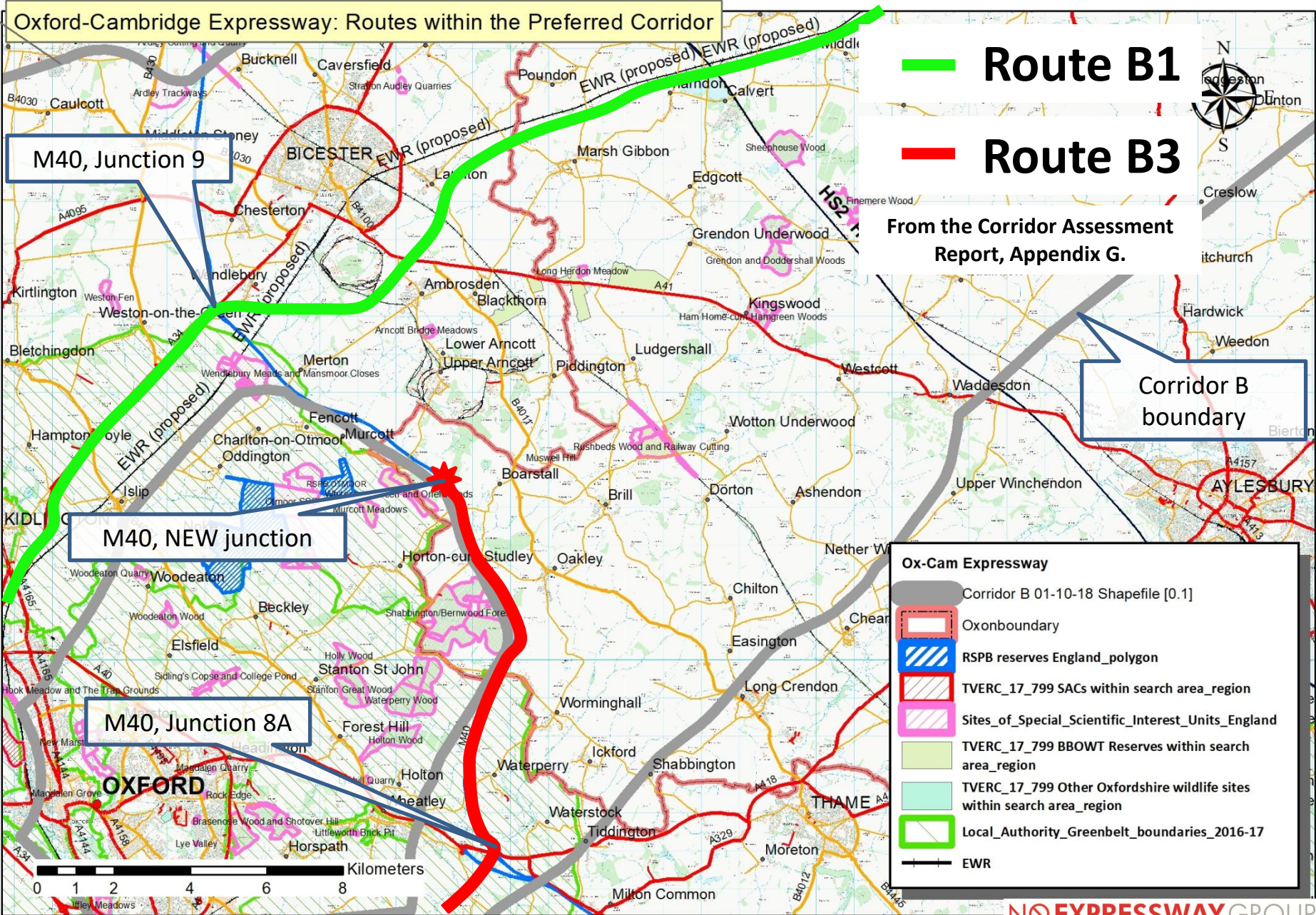
Ox-Cam Expressway

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0 1 2 4 6 8 Kilometers



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

From the Corridor Assessment Report, Appendix G.

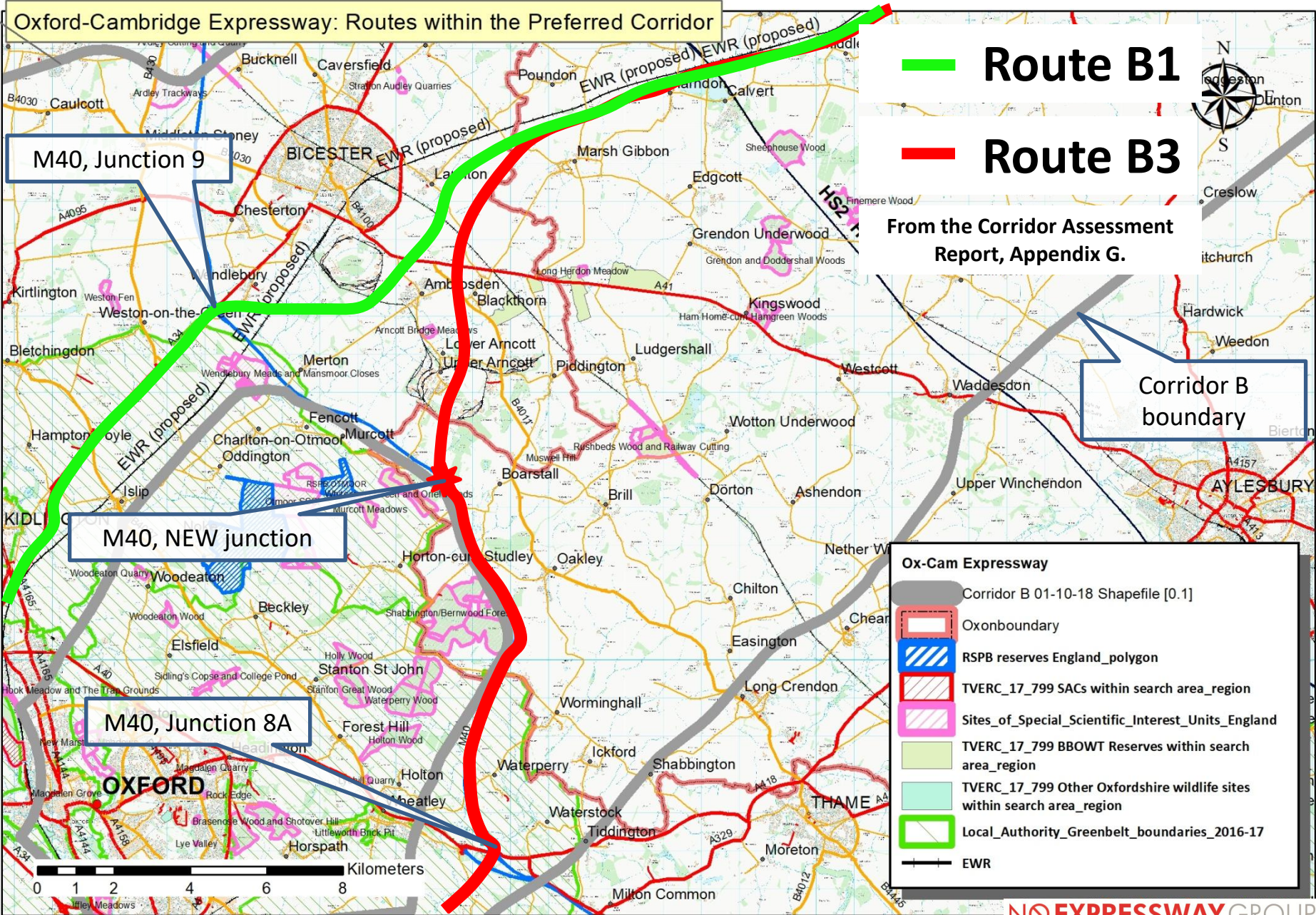


Ox-Cam Expressway

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

M40, NEW junction

M40, Junction 8A

Corridor B boundary

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.

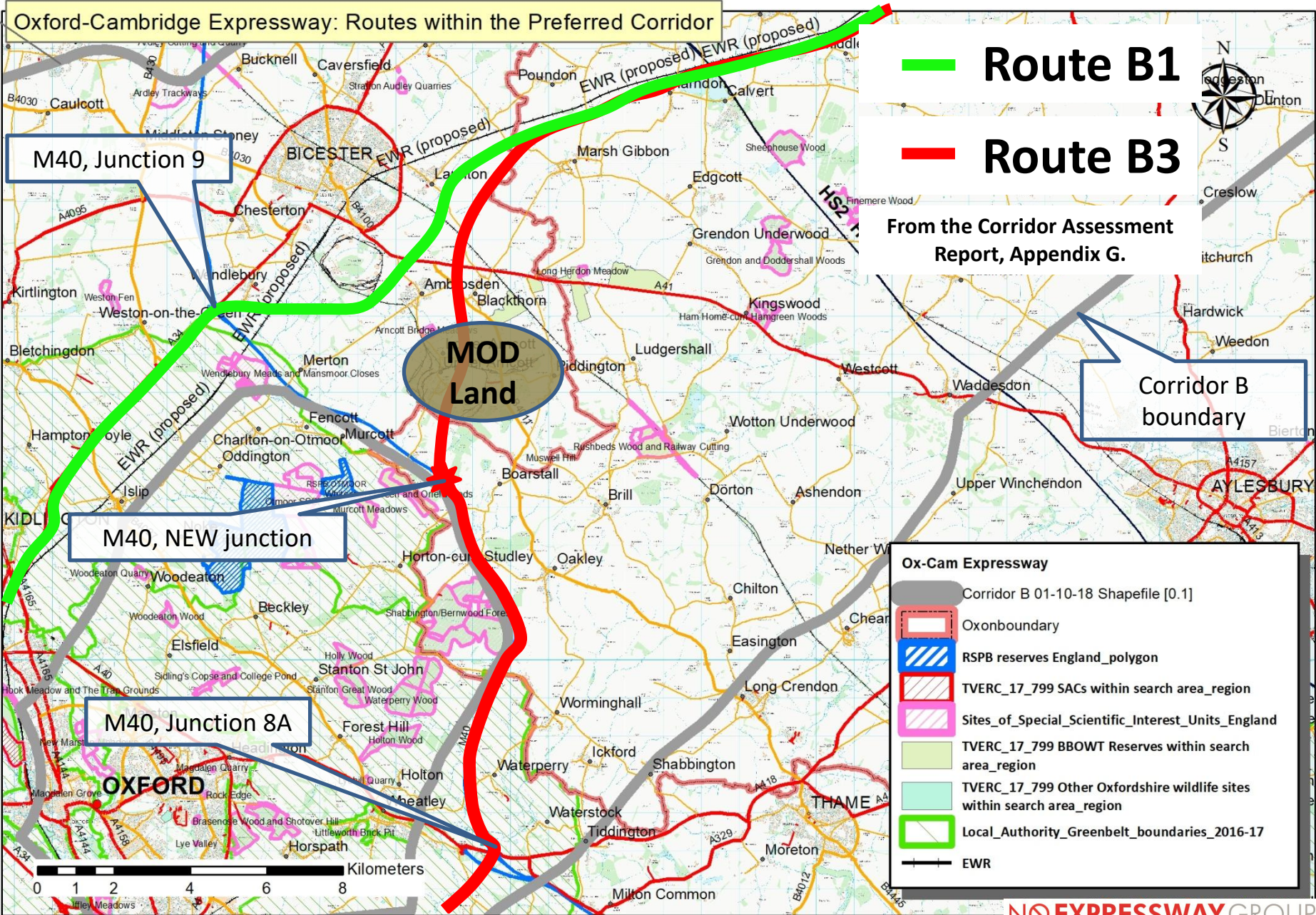
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

Route B1
Route B3

From the Corridor Assessment Report, Appendix G.



M40, Junction 9

MOD Land

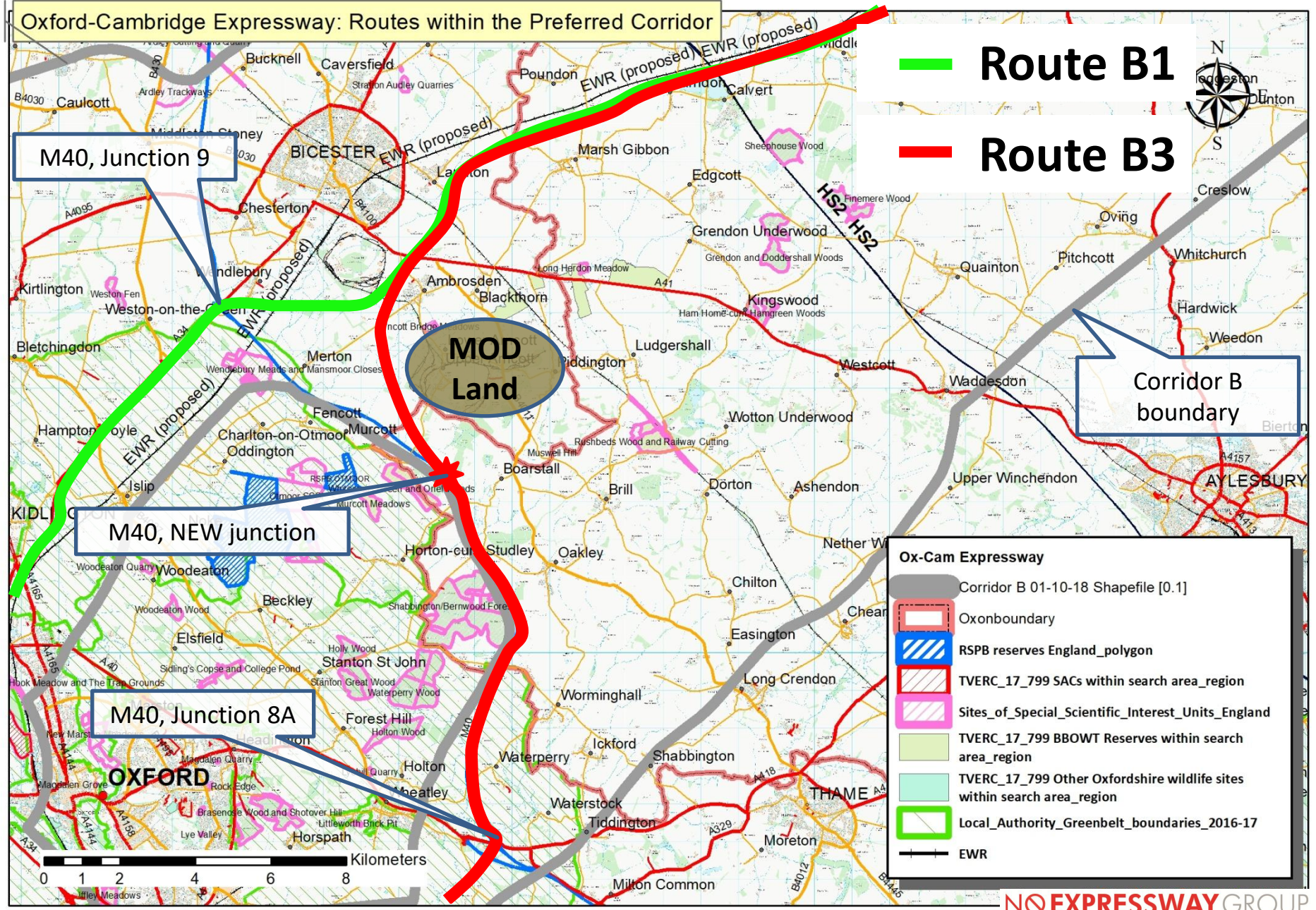
Corridor B boundary

M40, NEW junction

M40, Junction 8A

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



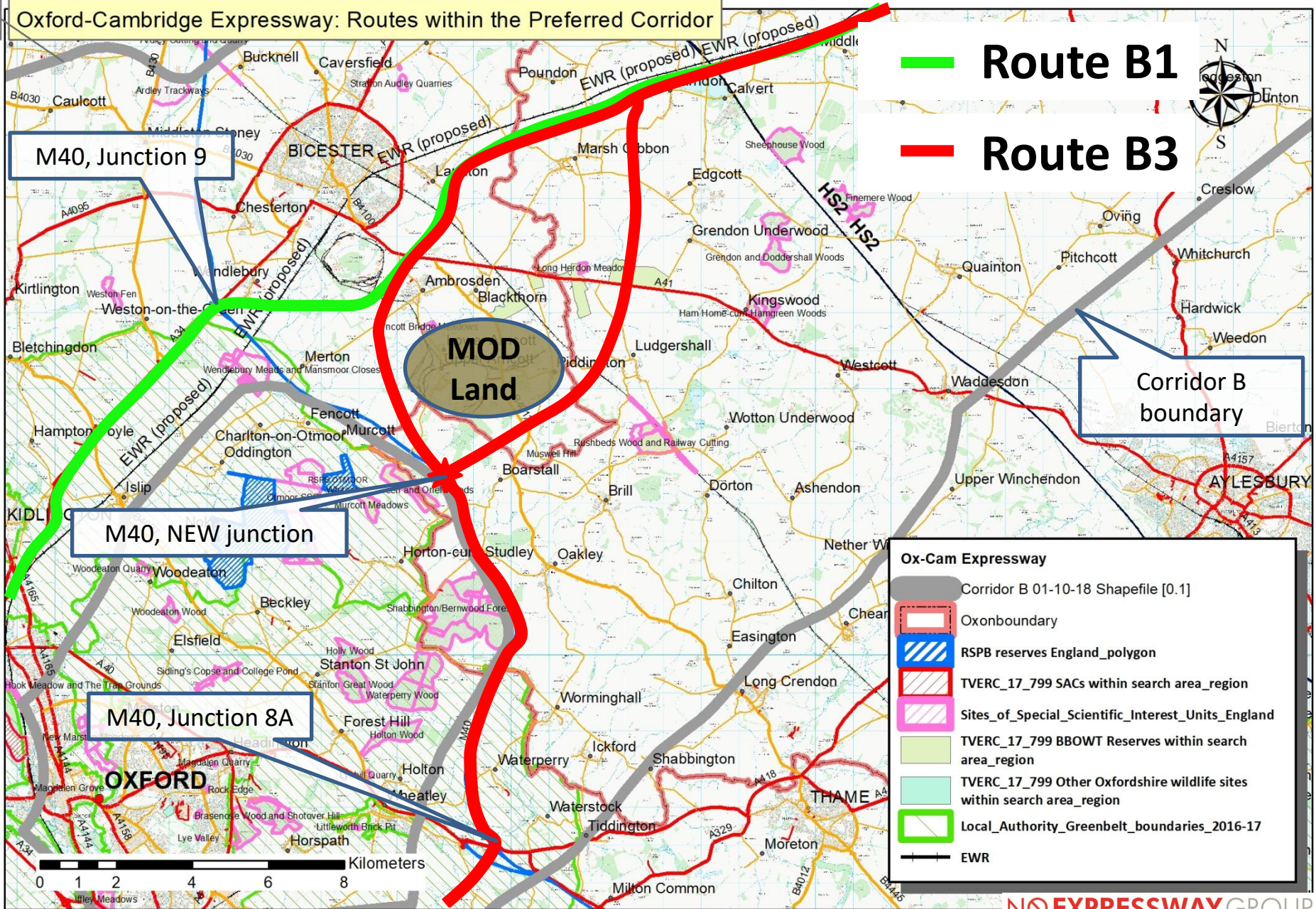
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0 1 2 4 6 8 Kilometers

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor

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Route B3












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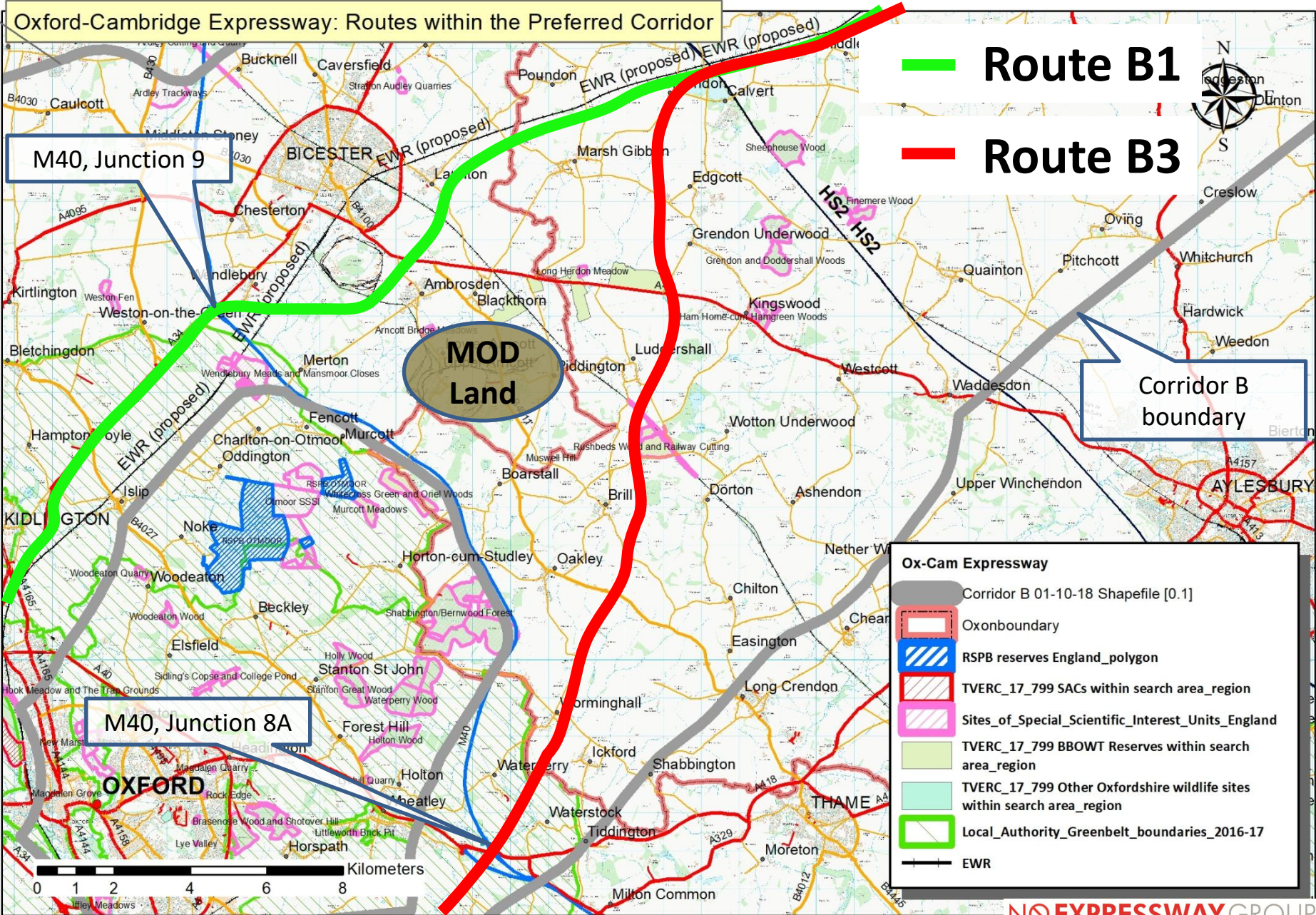
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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Route B3

Corridor B boundary

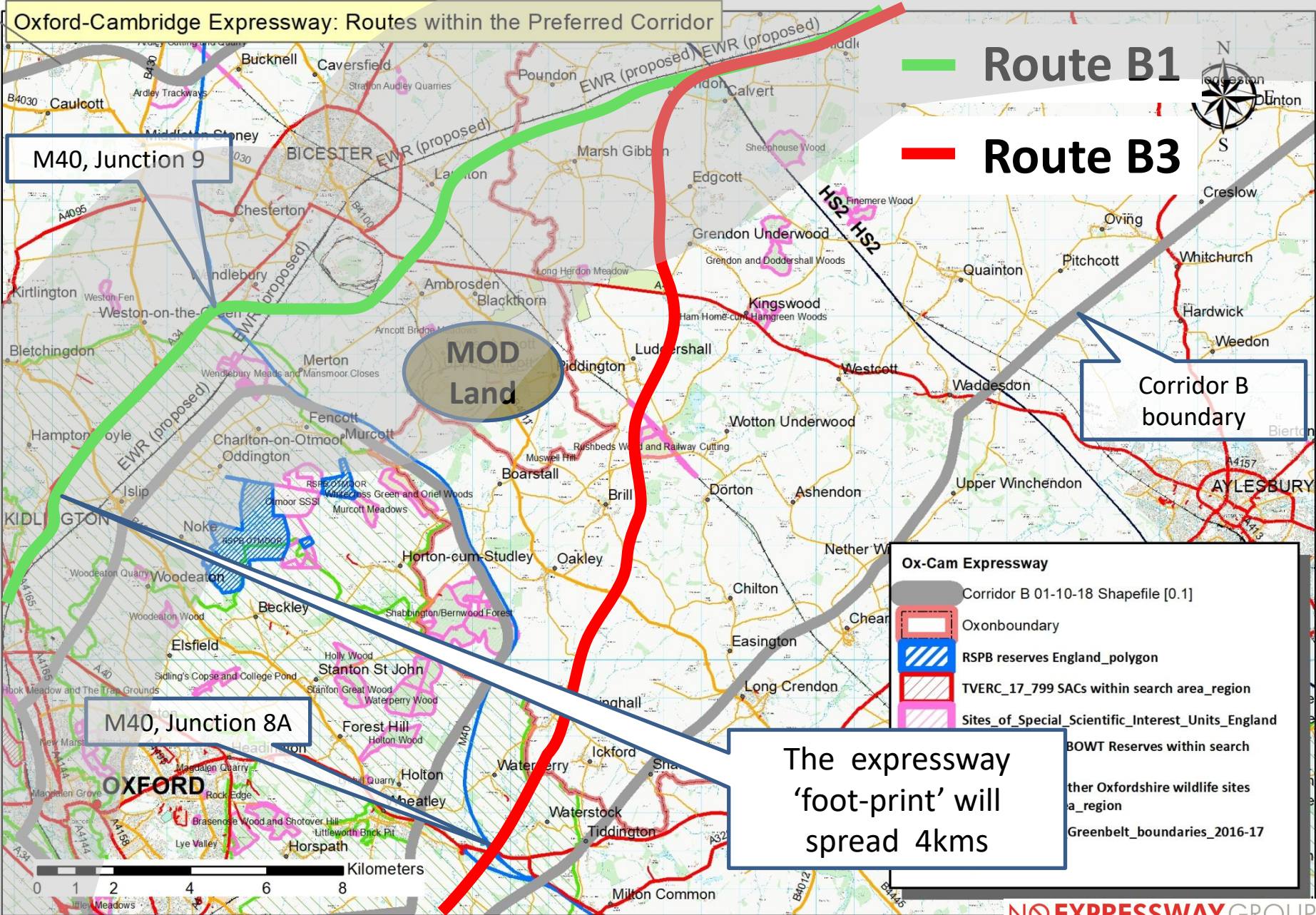
MOD Land

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



MOD Land

Corridor B boundary

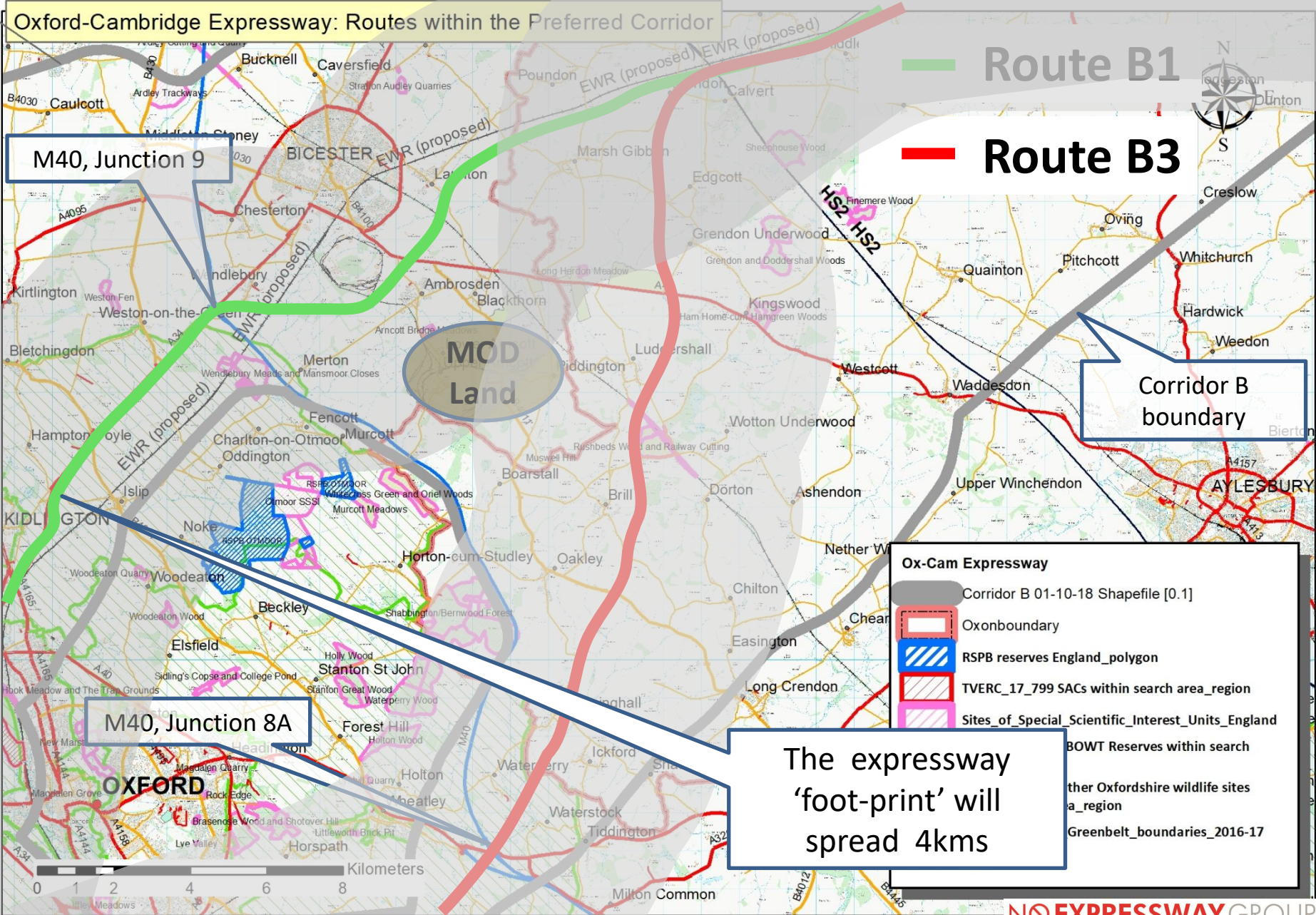
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The expressway 'foot-print' will spread 4kms

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

The expressway 'foot-print' will spread 4kms

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 -  Greenbelt_boundaries_2016-17



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	£222.05	£10
1	One bed apartment	25	50	1250	539	13465	£222.90	£10
2	Two bed apartment	40	50	2400	645	25004	£225.77	£11
2	Two bed apartment	30	56	1980	710	21313	£234.10	£11
3	Three bed terrace	45	76	3510	840	37763	£196.62	£9
3	Three bed terrace	45	83	3735	893	40205	£190.26	£9
4	Four bed terrace	35	96	3080	947	33154	£211.14	£10
4	Four bed terrace	35	100	3500	1025	37625	£195.00	£9

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?



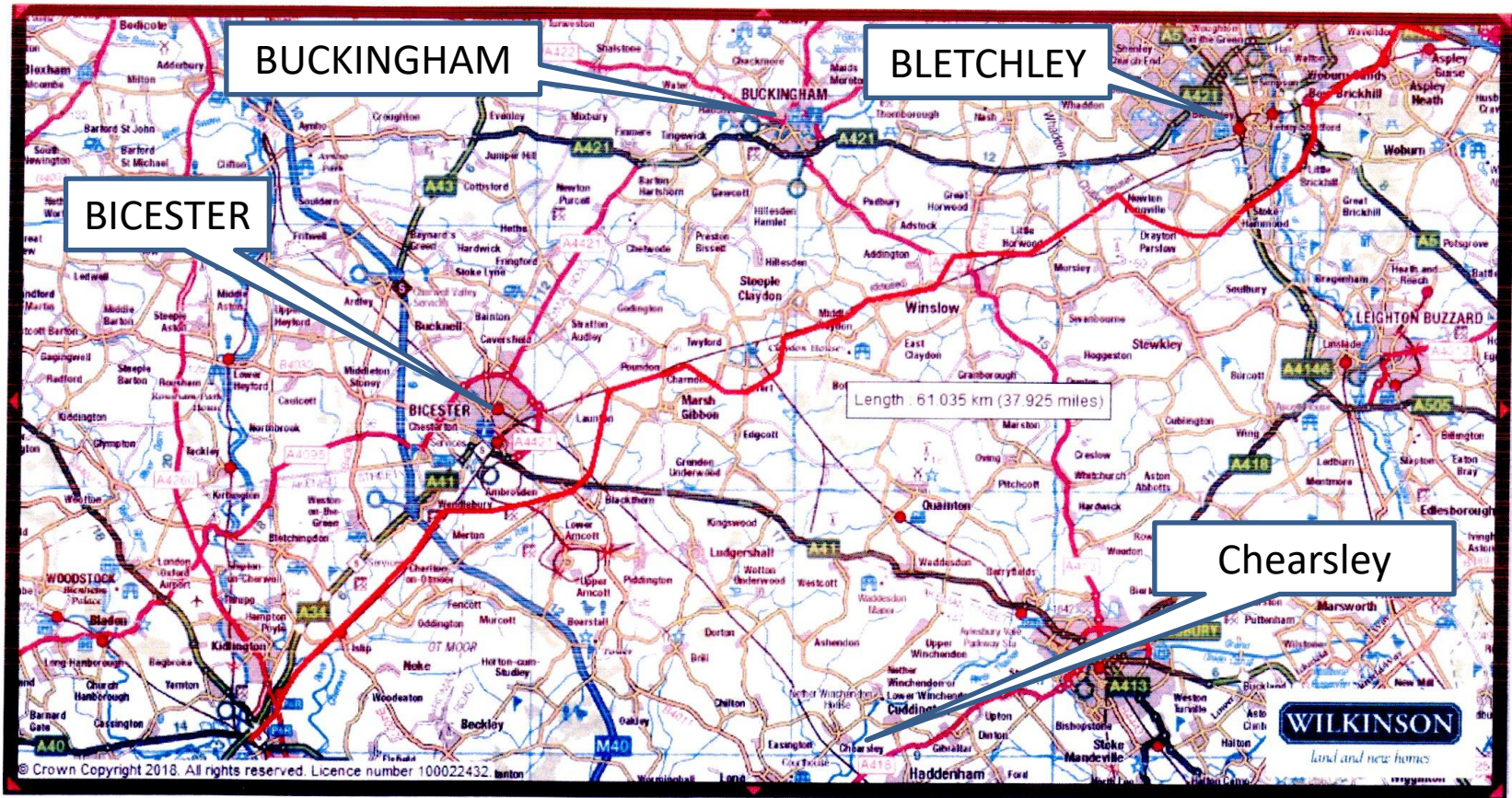
Instruct Wilkinson to help sell your home and benefit from c 10,000 web site visits each month

Site

What it offers

Expressway: alternative routes

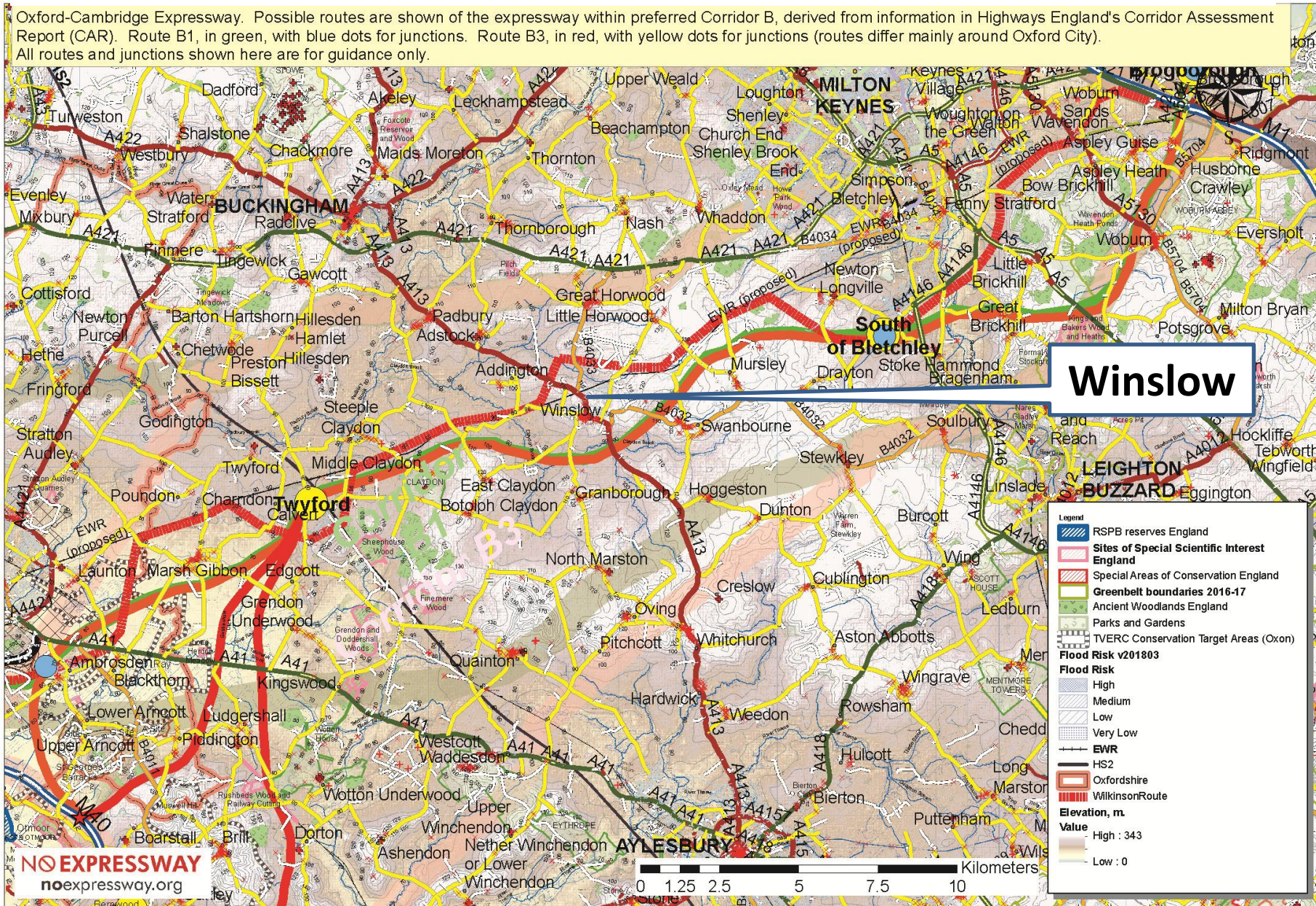
Oxford to Cambridge Expressway idea - Is this a possible route?



1. Facilitates further – A420 westerly and A421 easterly travel
2. Tracks existing route of former 'Varsity line' now new East-West rail for the majority of the length
3. Huge cost savings in route development – Noise attenuation, Landscaping impact, Bunding
4. Creates multi-modal transport interchanges and so obvious Development Hubs for new settlements
5. Reduces pressure on local and village road 'rat runs'.

Expressway: alternative routes around Winslow

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, in green, with blue dots for junctions. Route B3, in red, with yellow dots for junctions (routes differ mainly around Oxford City). All routes and junctions shown here are for guidance only.



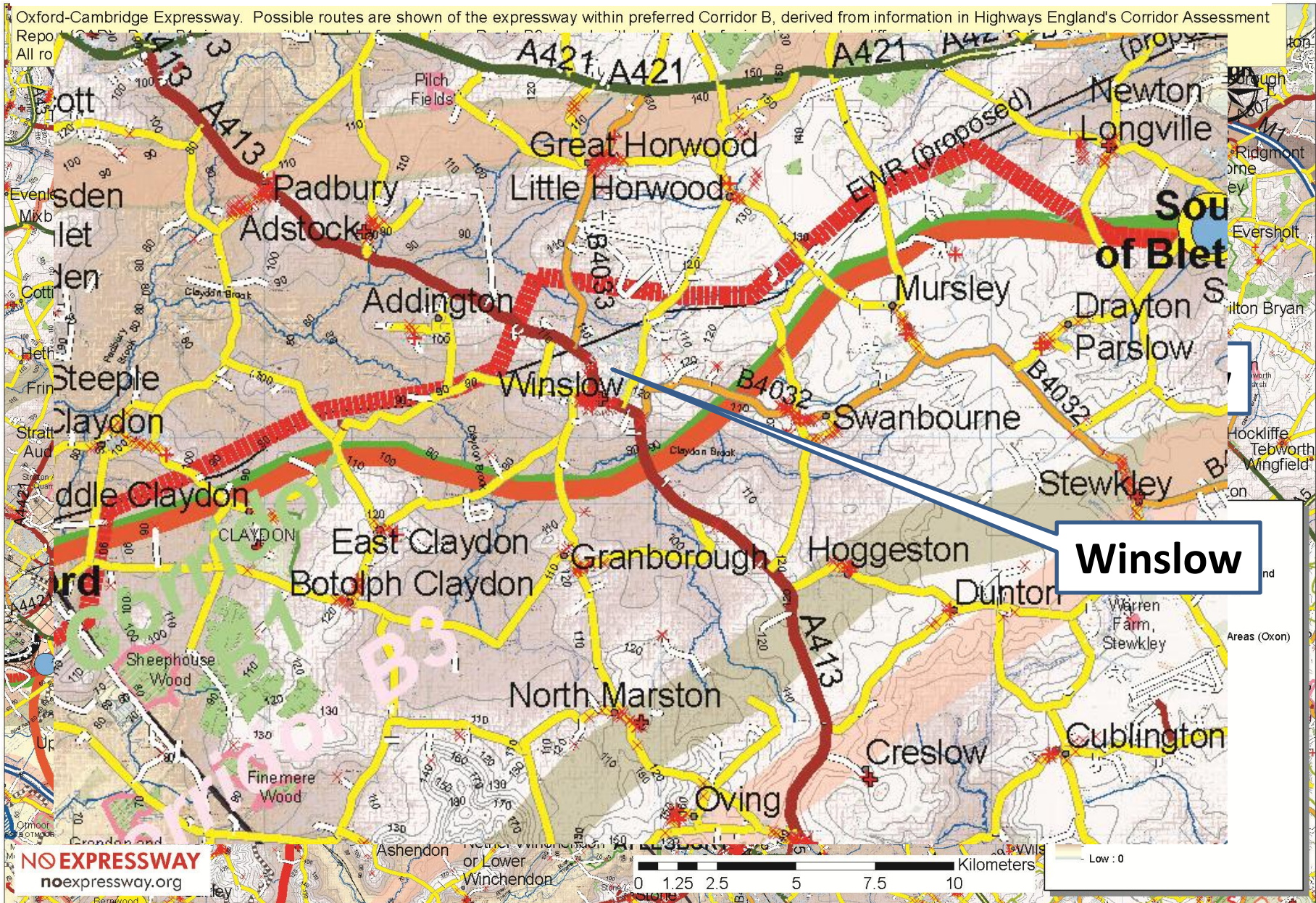
Winslow

- RSPB reserves England
- Sites of Special Scientific Interest England
- Special Areas of Conservation England
- Greenbelt boundaries 2016-17
- Ancient Woodlands England
- Parks and Gardens
- TVERC Conservation Target Areas (Oxon)
- Flood Risk v201803
- Flood Risk
- High
- Medium
- Low
- Very Low
- HS2
- Oxfordshire
- 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 around Winslow



An aerial photograph of a densely packed residential neighborhood. The houses are mostly two-story structures with red-tiled roofs. In the center, a semi-detached house is under construction, surrounded by scaffolding. The overall scene depicts a thriving, established 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

Plan-led Housing Growth (2013-33)

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Chiltern and South Bucks	14,700	5,800	7,600
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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
Keynes and Oxford
Future Planning
Options Project

FINAL REPORT
FEBRUARY 2018 - REV A

Houses across the 'Arc'

5th
studio

SQW

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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.

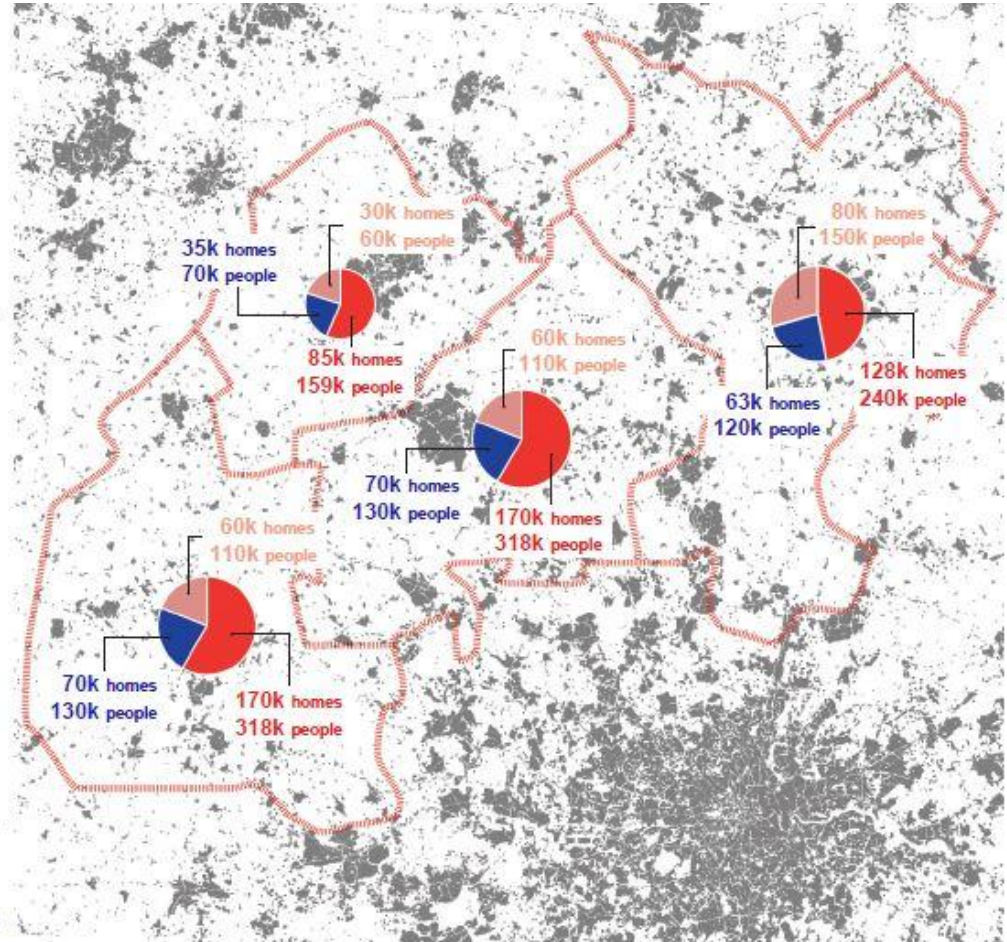
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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'

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scale of 3,500 people / km² with approximate totals.

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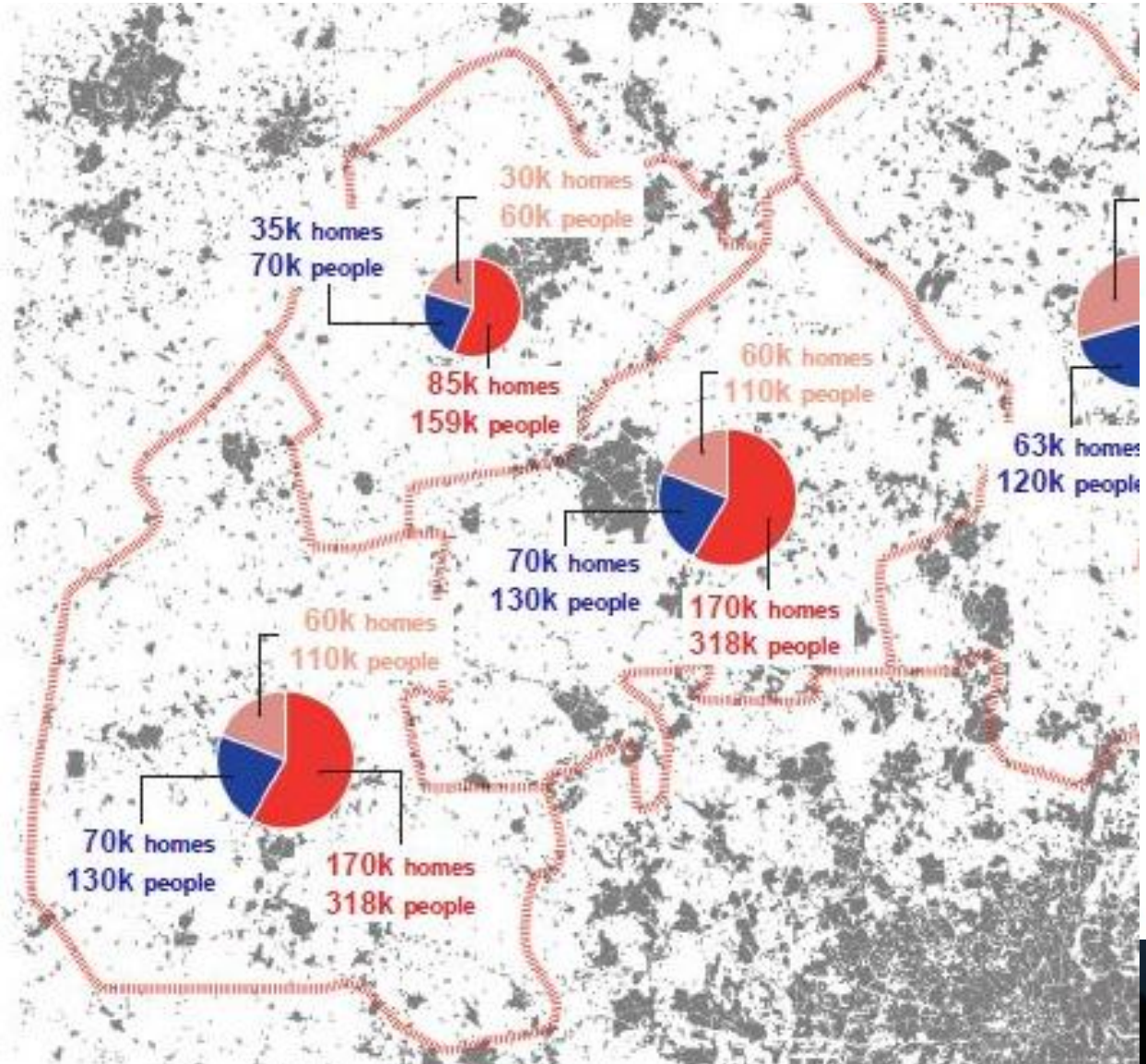
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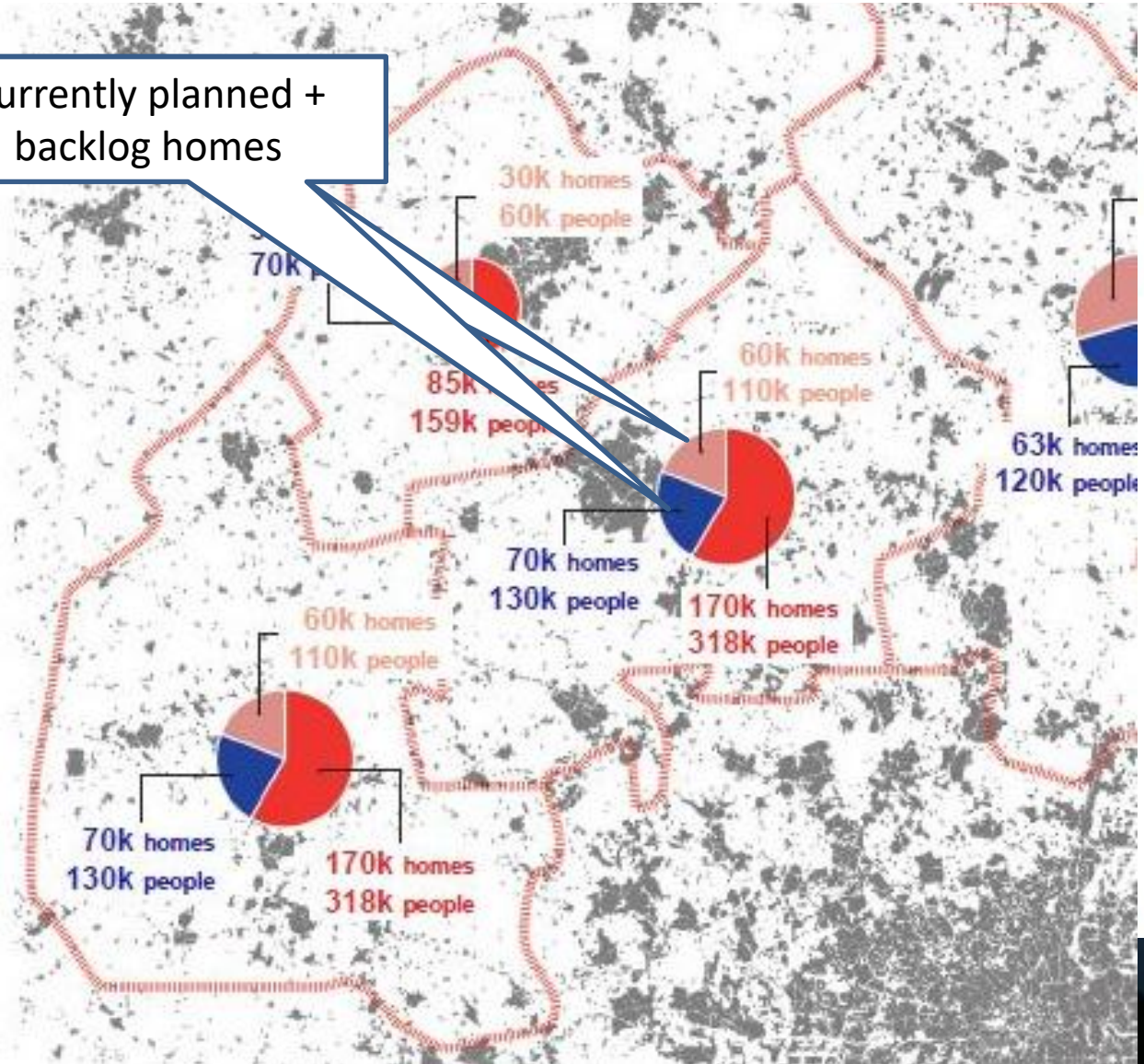
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Currently planned + backlog homes

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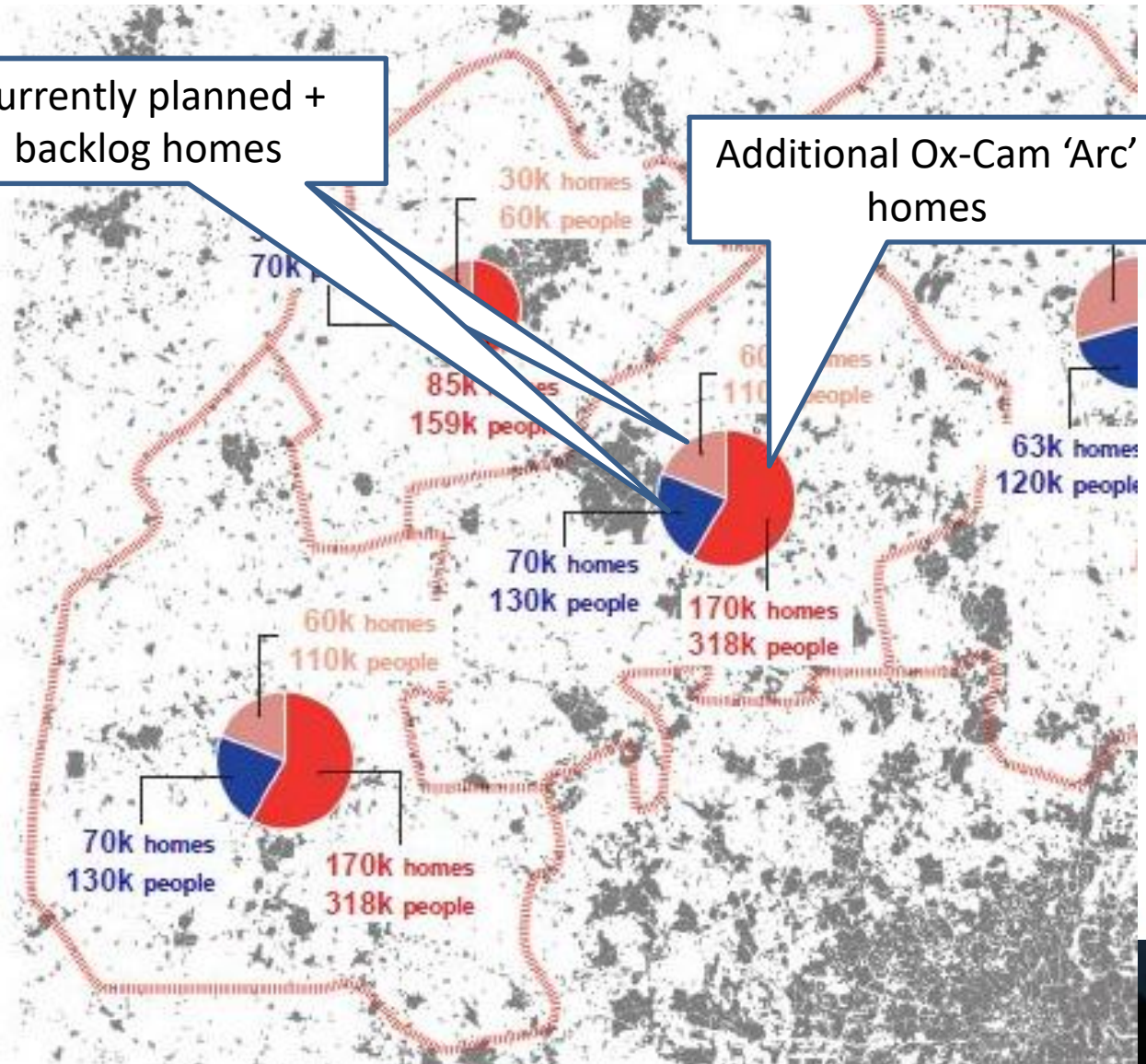
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



The Ox-Cam Arc's 'Transformational Scenario'

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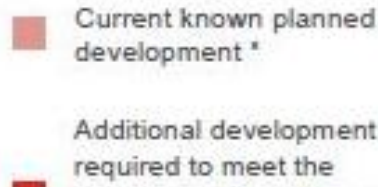
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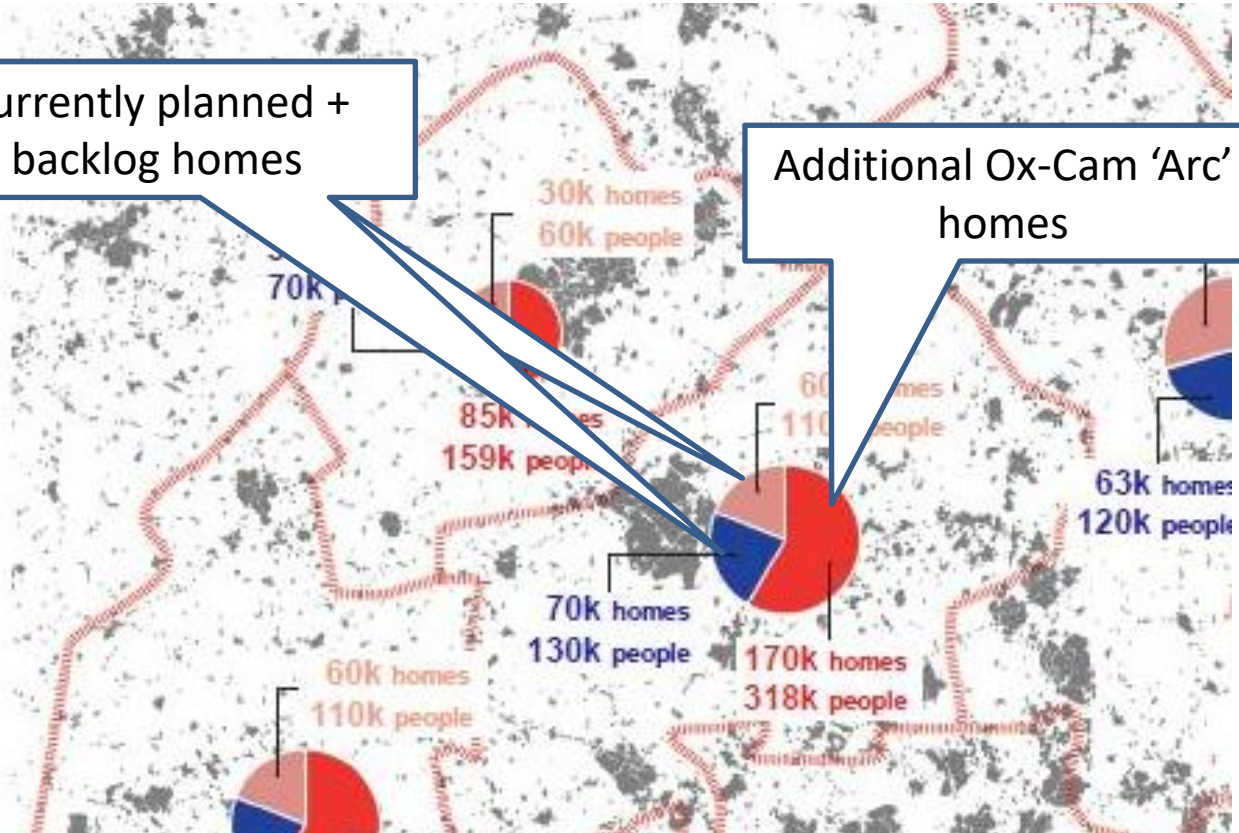
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



Bucks' proportionate share of 170,000 expressway houses would be 82,000

constrained markets**

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The Ox-Cam Arc's 'Transformational Scenario'

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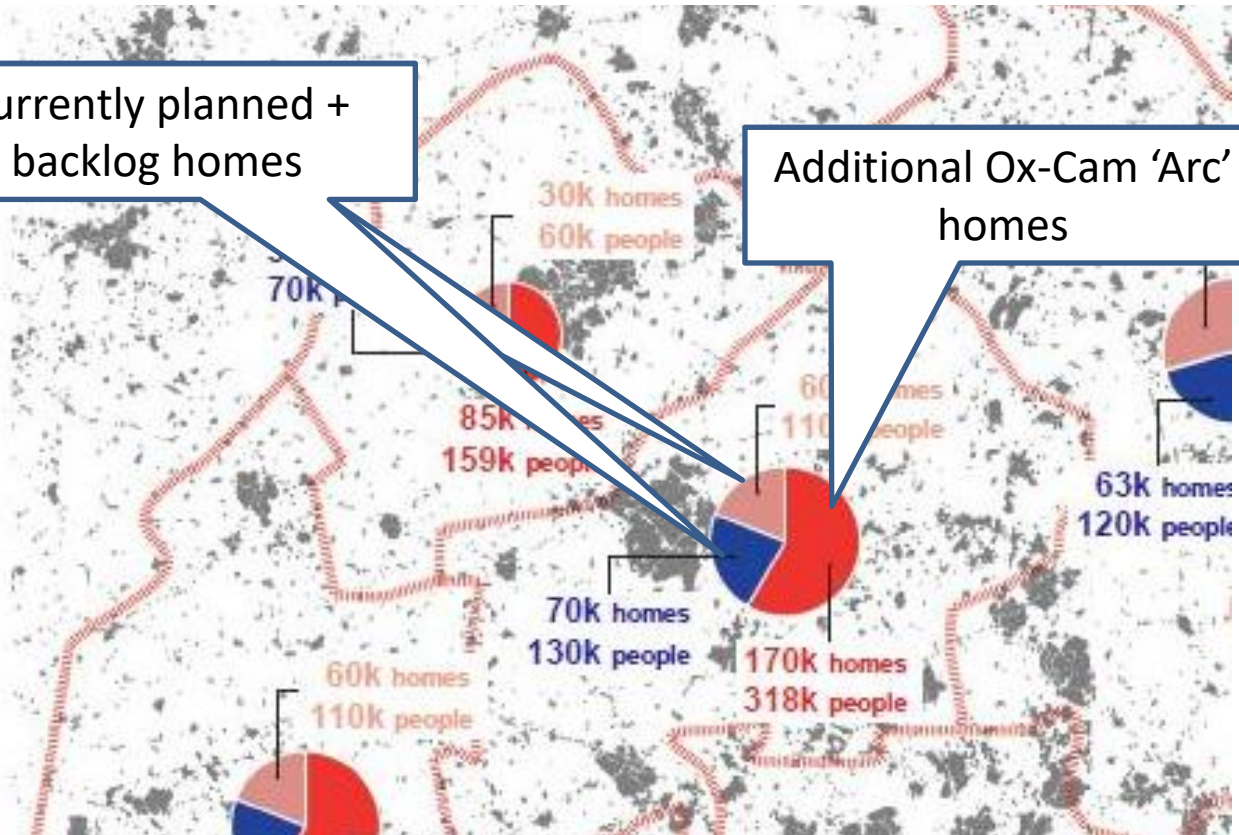
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■ Current known planned development *

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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes

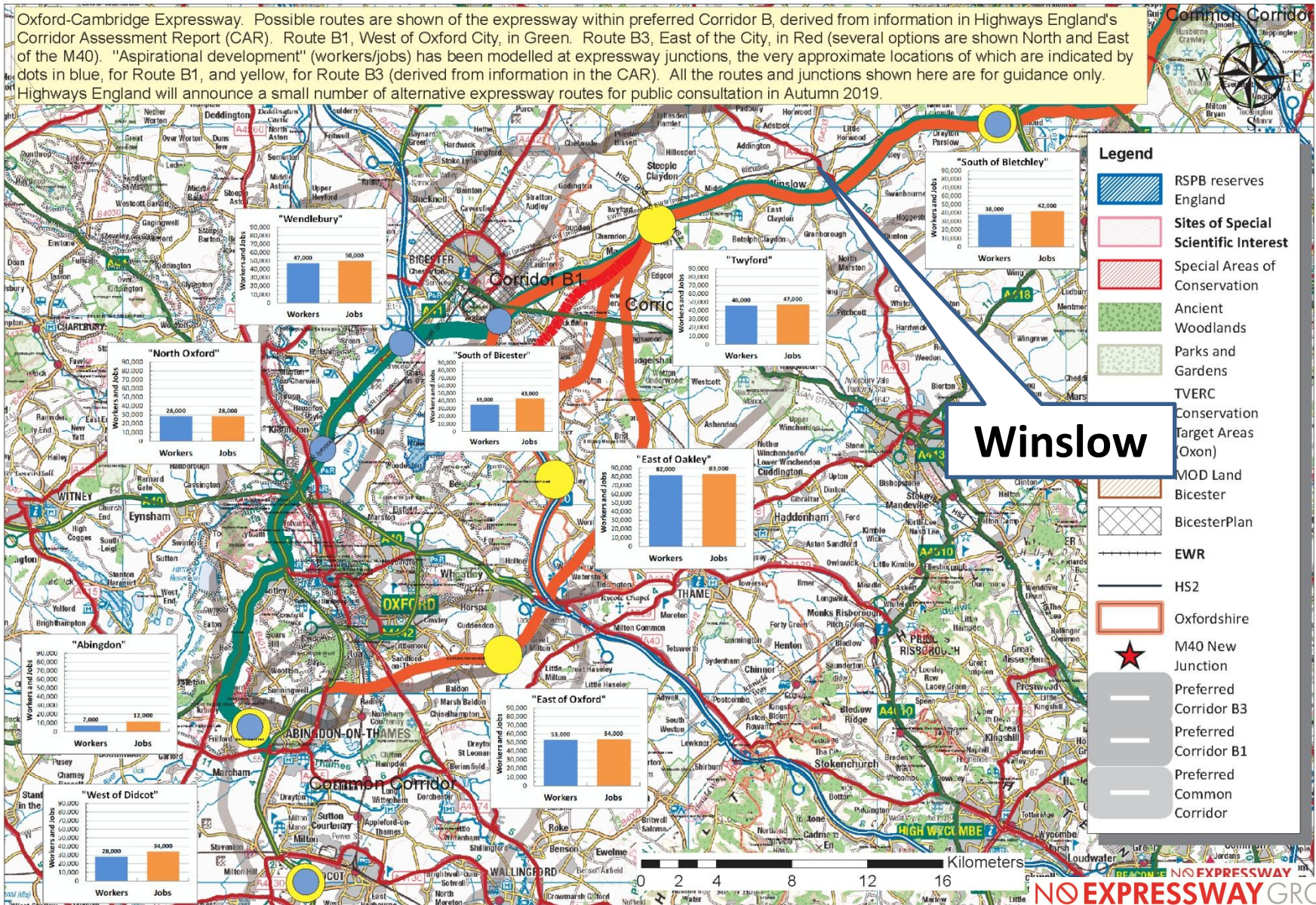


Bucks' proportionate share of 170,000 expressway houses would be 82,000

So, even with no more Local Plan growth, Aylesbury Vale will grow by 87% by 2050 (national average 16% by 2050)

Houses around Expressway junctions

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.



Winslow

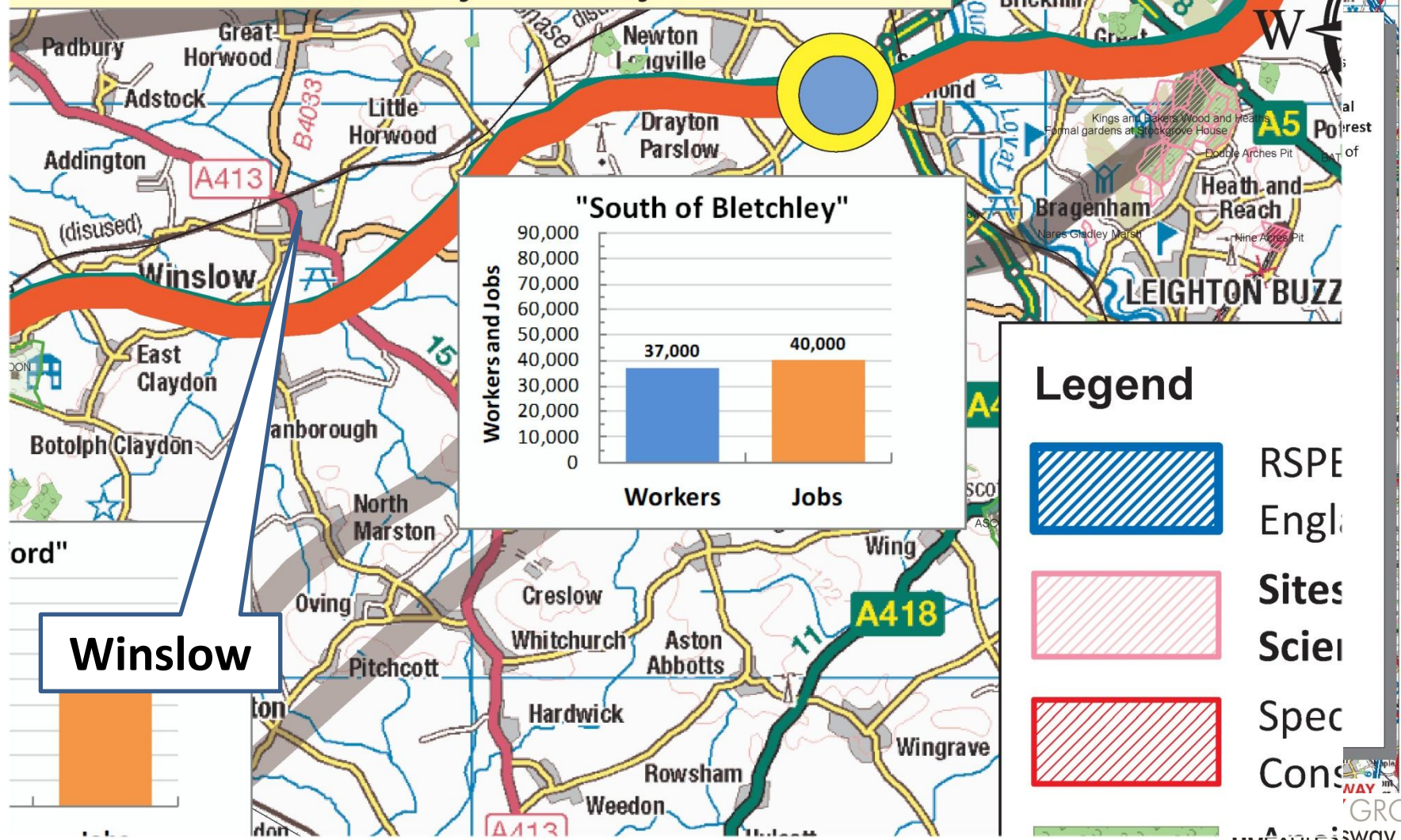
Legend

- 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

Options B1/B3, 37,000 workers/22,000 new houses S. of Bletchley

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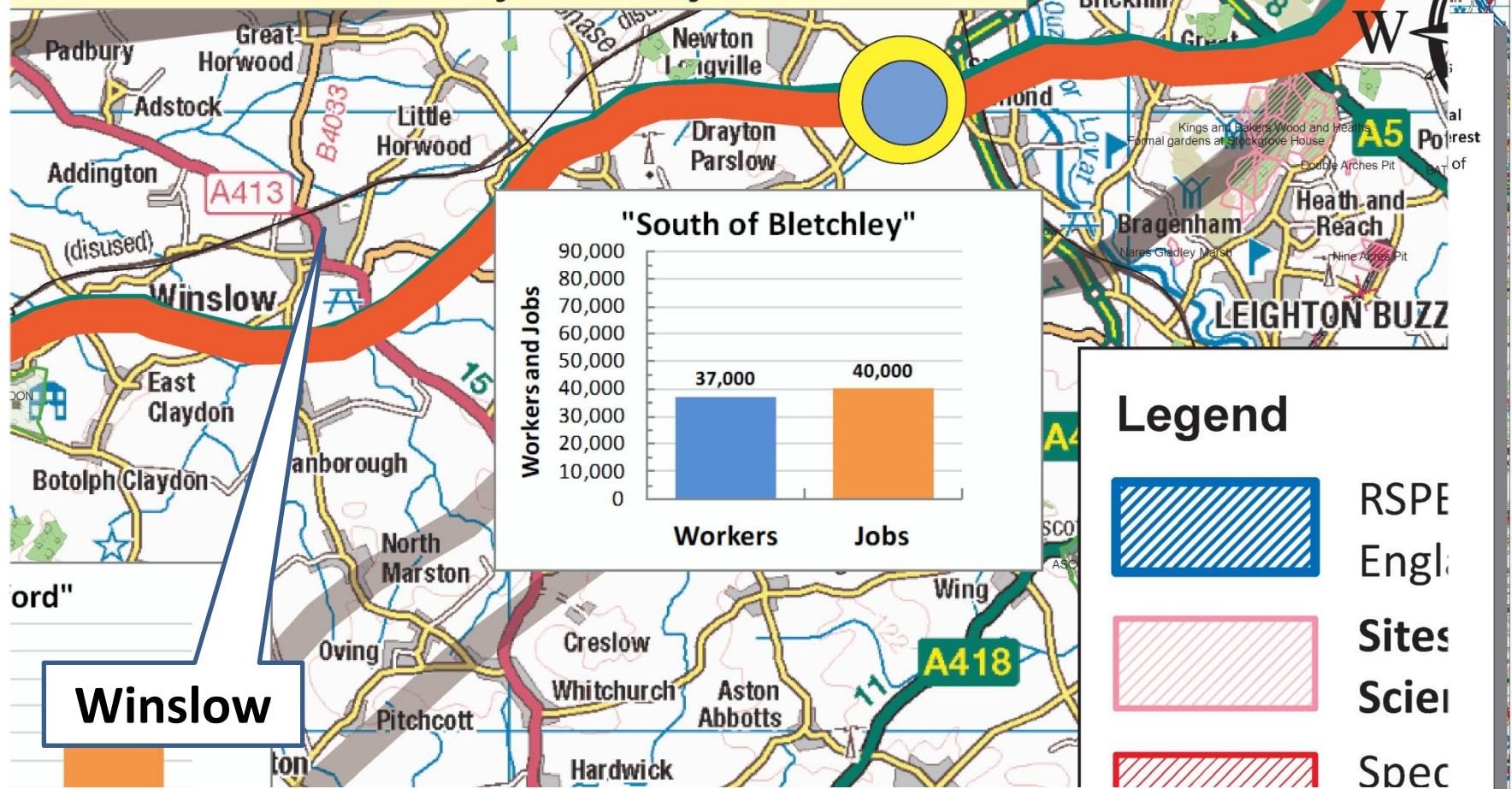
Locations indicated by blue/yellow dots



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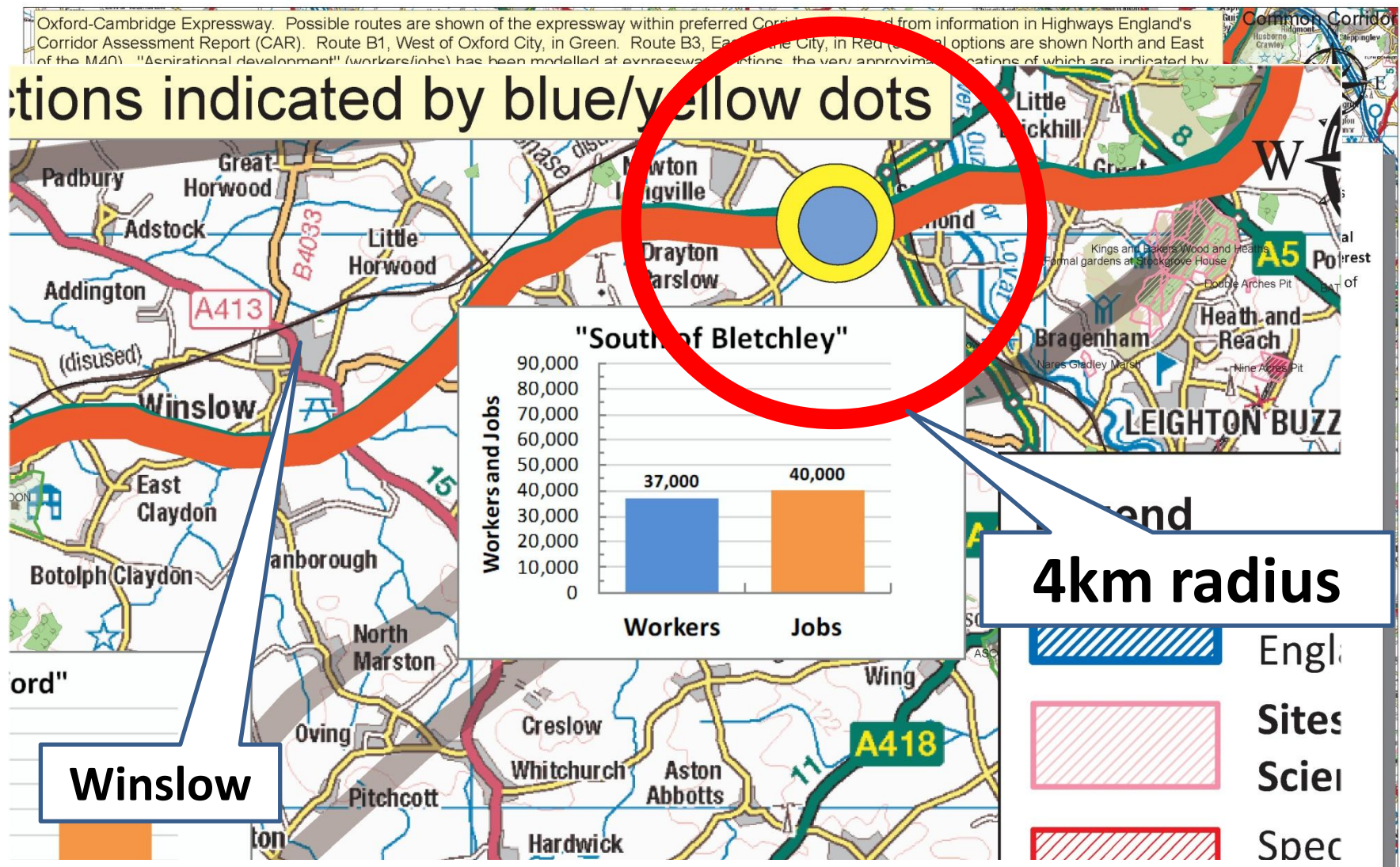
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That's 50,700 people (Bletchley has 15,313 2011 figure)

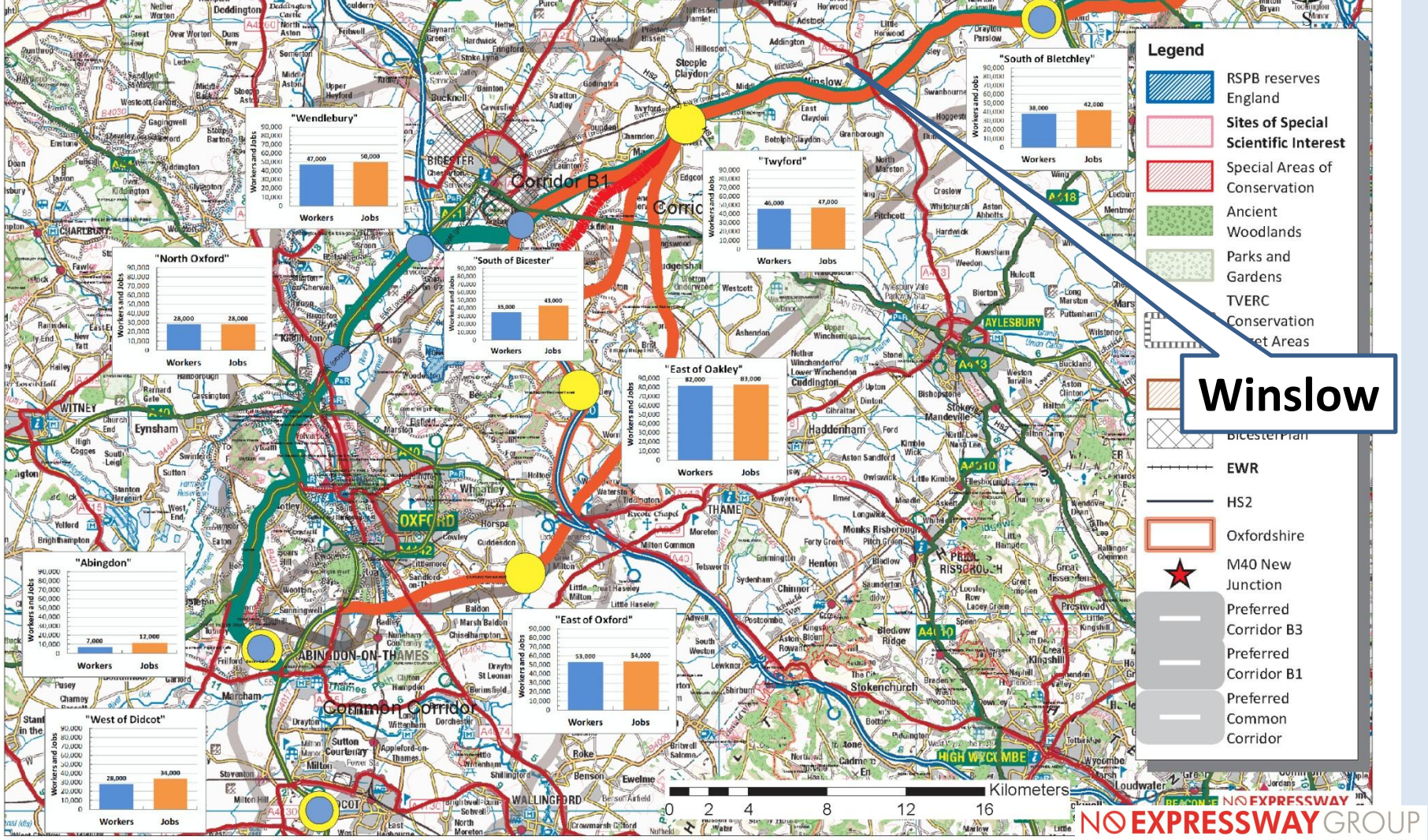
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Option B3, 46,000 workers/27,000 new houses nr. Twyford

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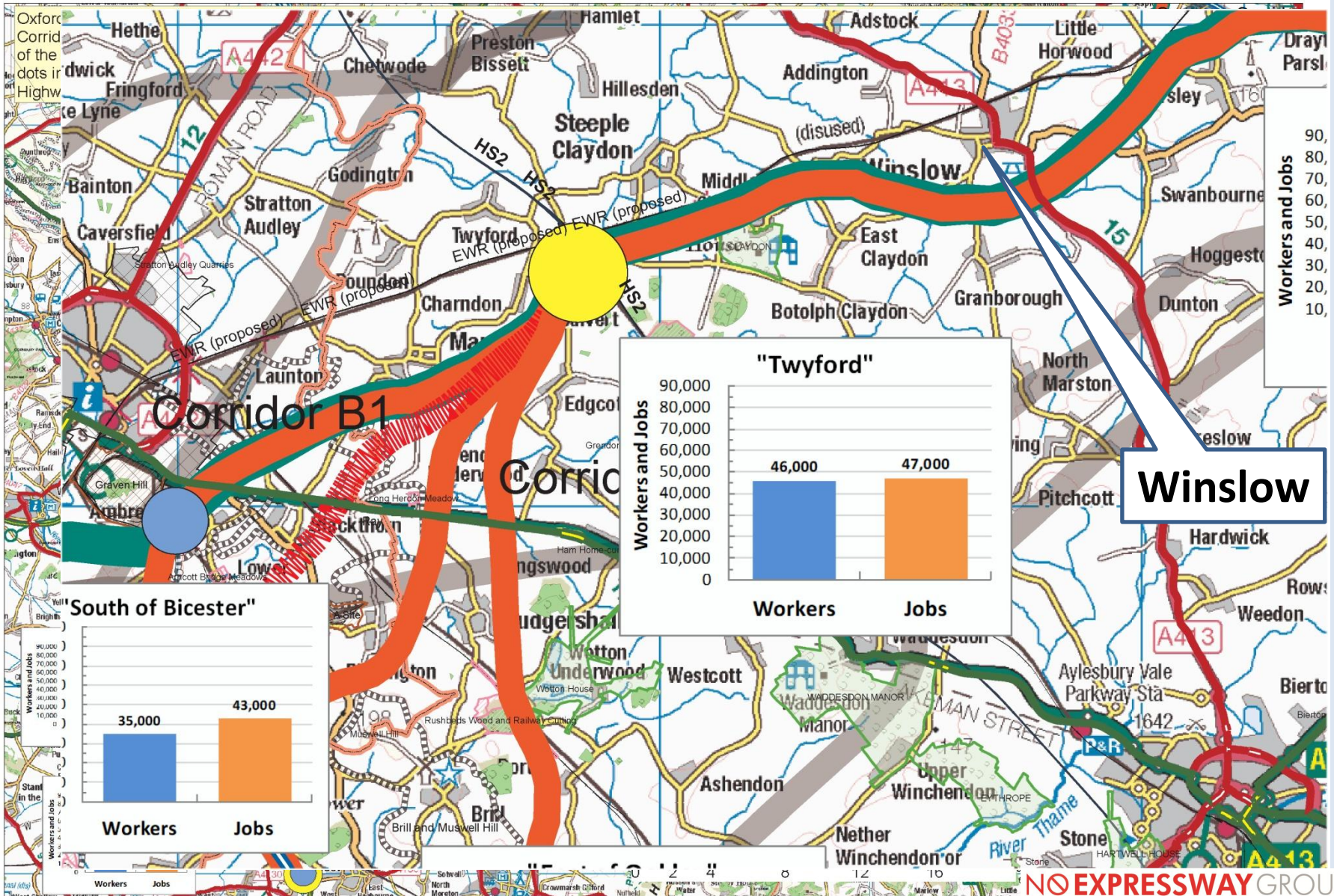


- Legend**
- RSPB reserves
 - England
 - Sites of Special Scientific Interest
 - Special Areas of Conservation
 - Ancient Woodlands
 - Parks and Gardens
 - TVERC Conservation Areas

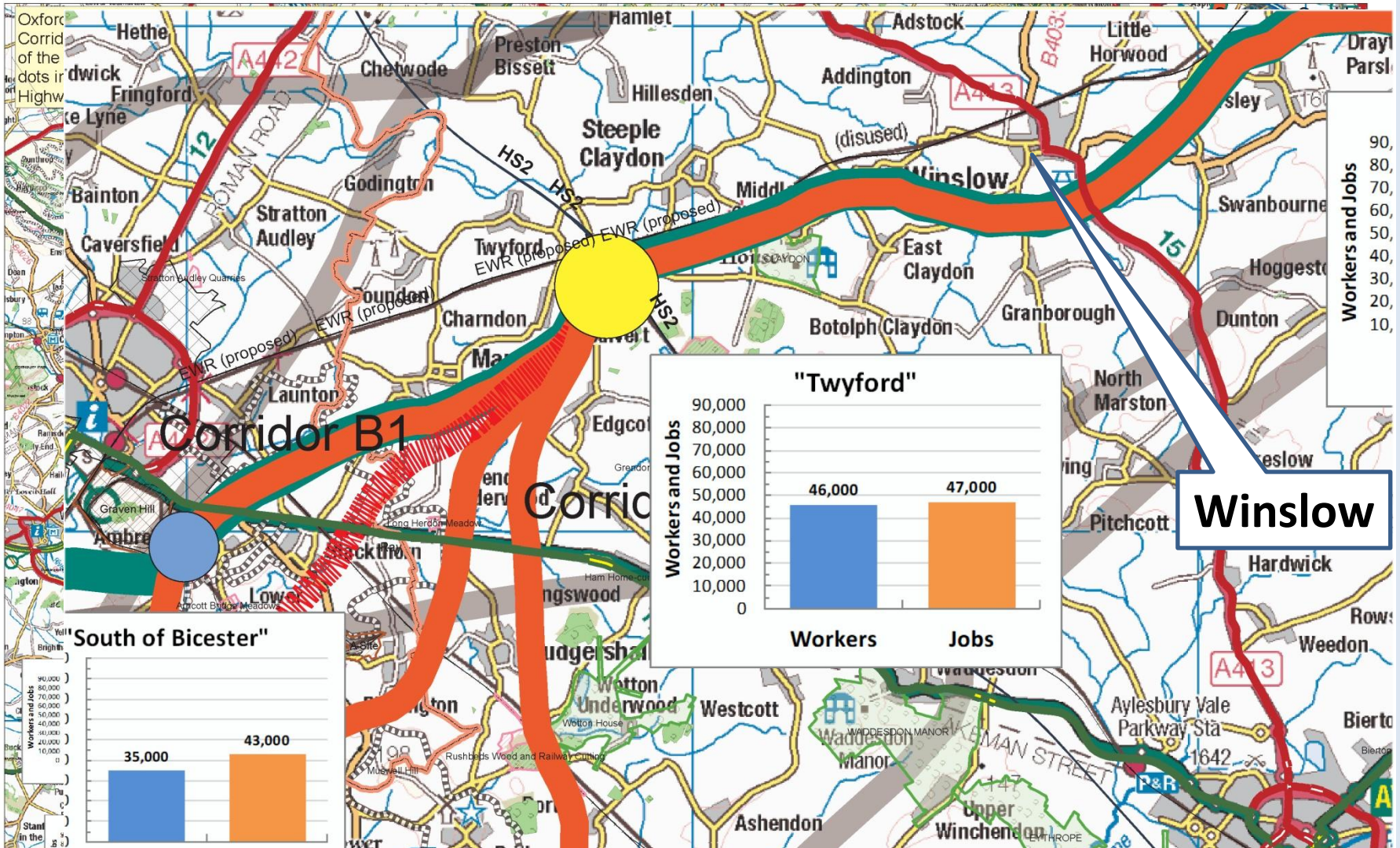
Winslow

- Bicester Plan
- EWR
- HS2
- Oxfordshire
- M40 New Junction
- Preferred Corridor B3
- Preferred Corridor B1
- Preferred Common Corridor

Option B3, 46,000 workers/27,000 new houses nr. Twyford

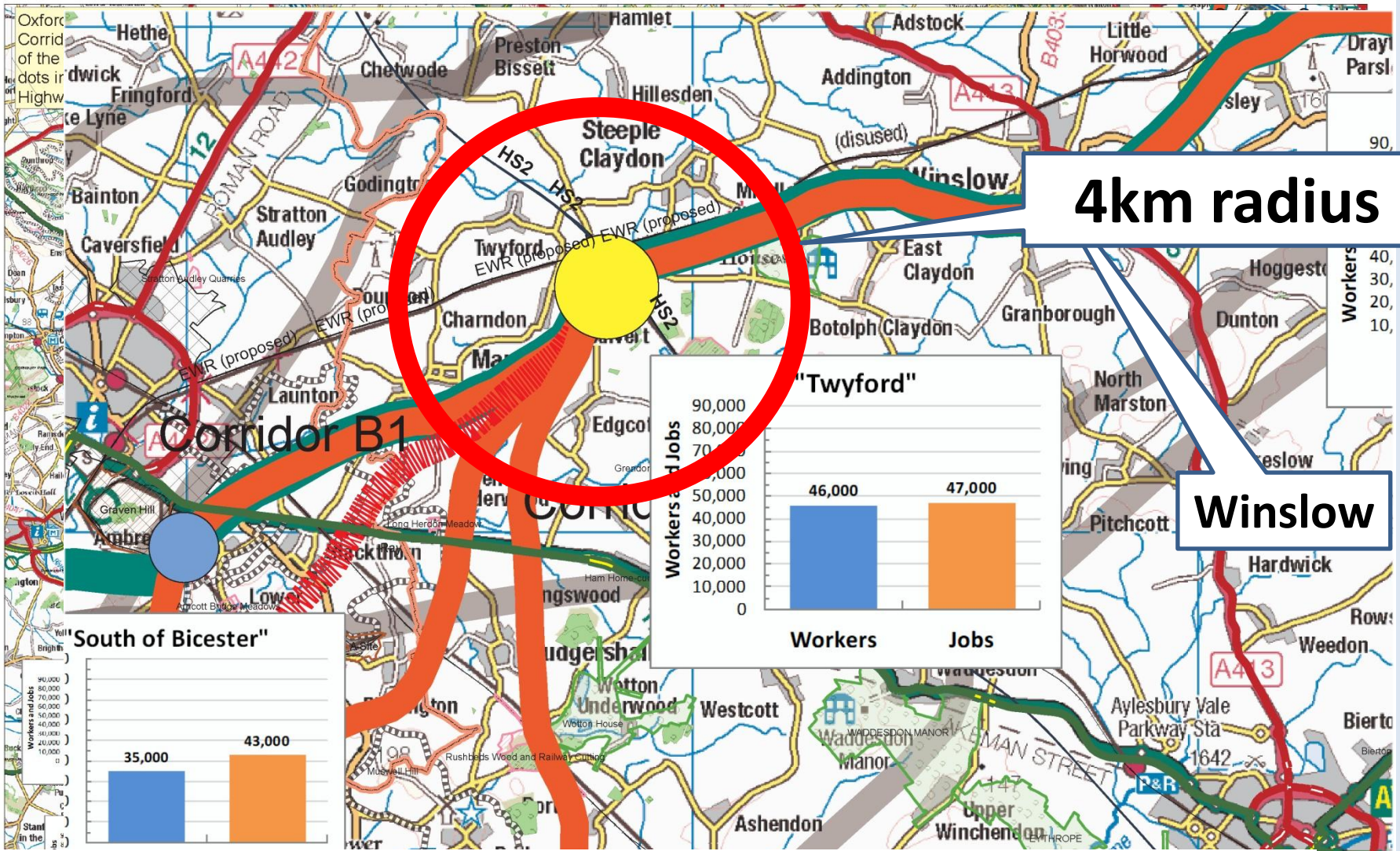


Option B3, 46,000 workers/27,000 new houses nr. Twyford



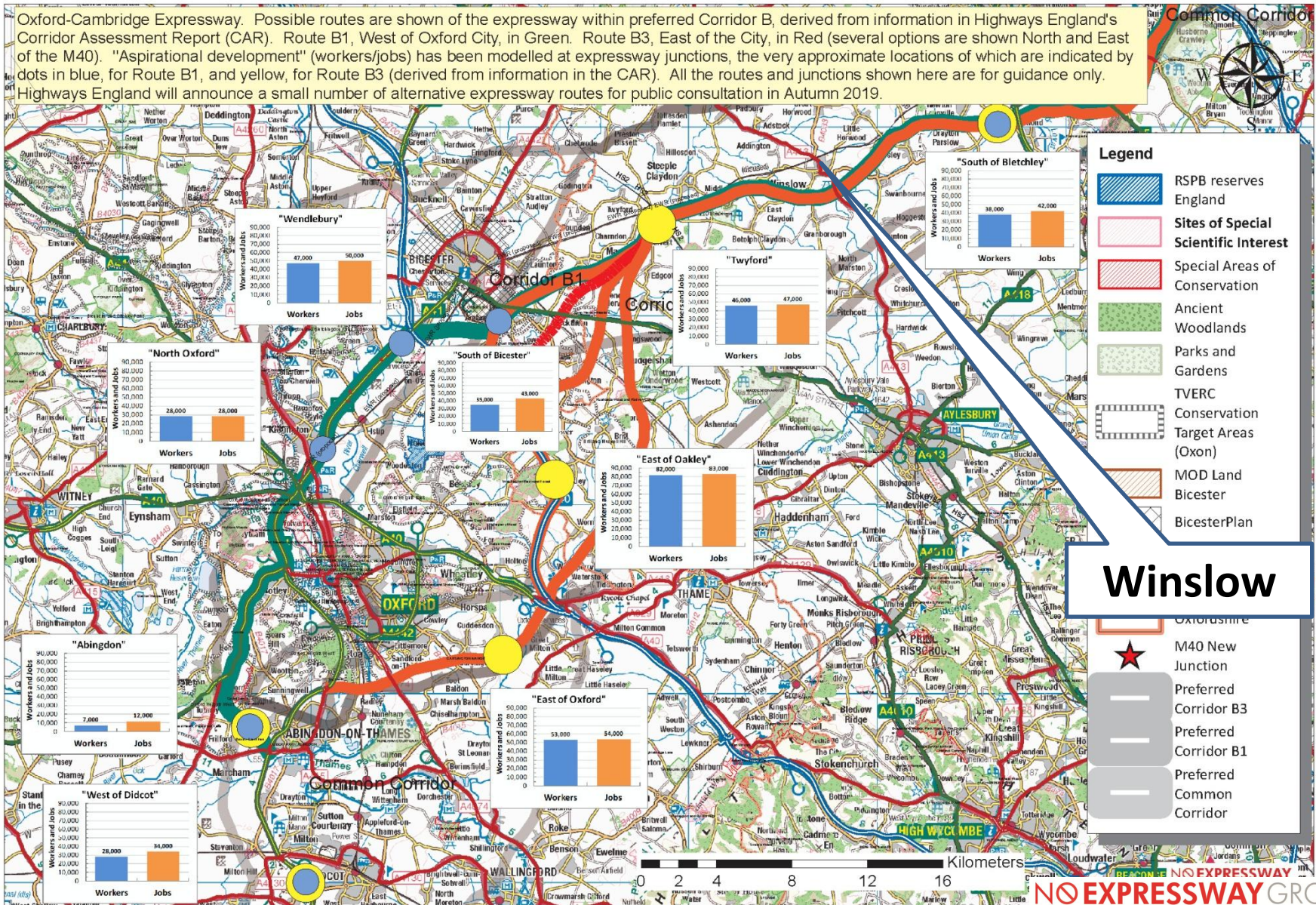
That's 63,400 people (Bicester has 32,789 2017 figure)

Option B3, 46,000 workers/27,000 new houses nr. Twyford

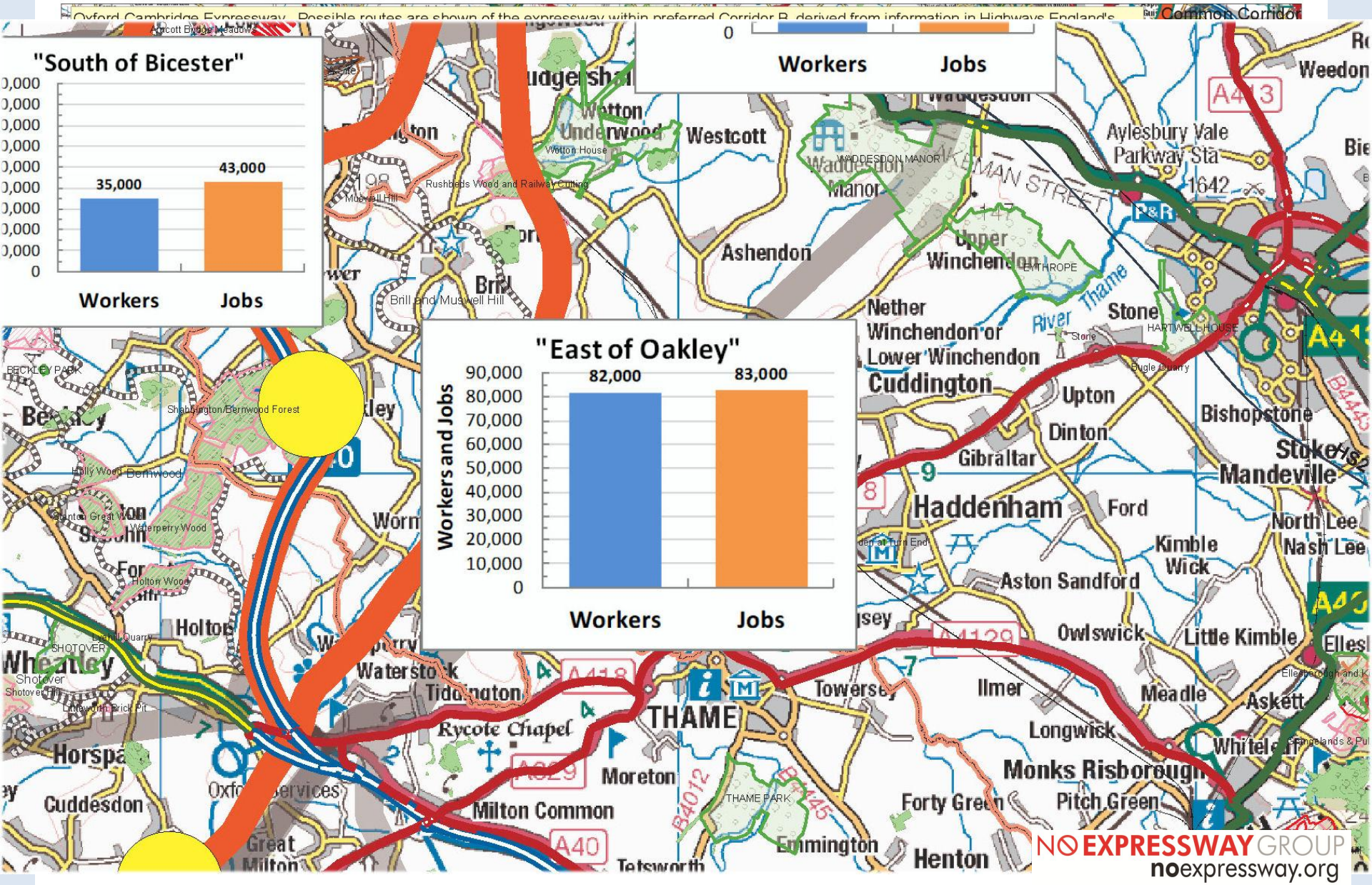


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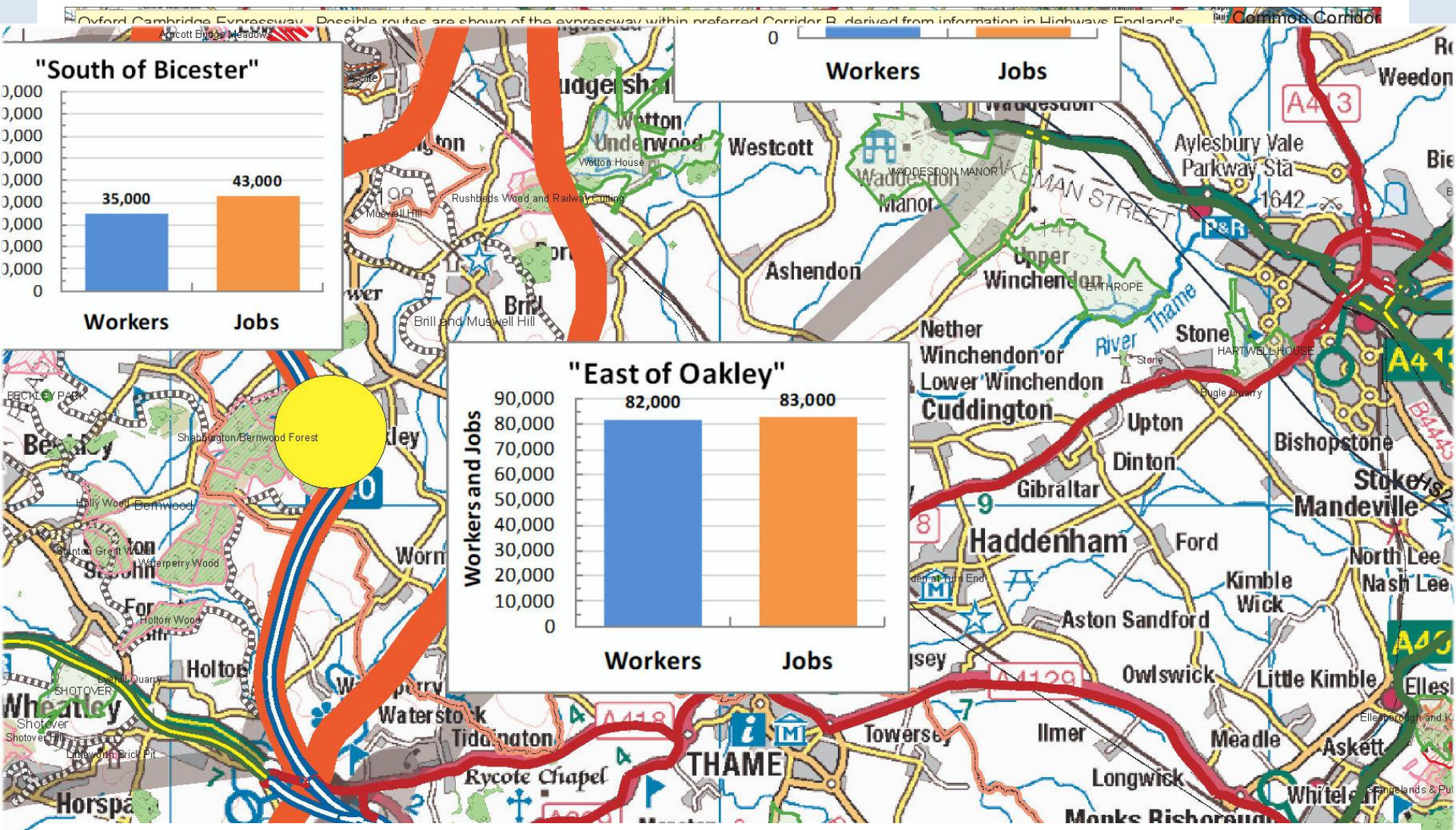
..and the same again 'East of Oakley'... 82,000 workers, 65,000 houses



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

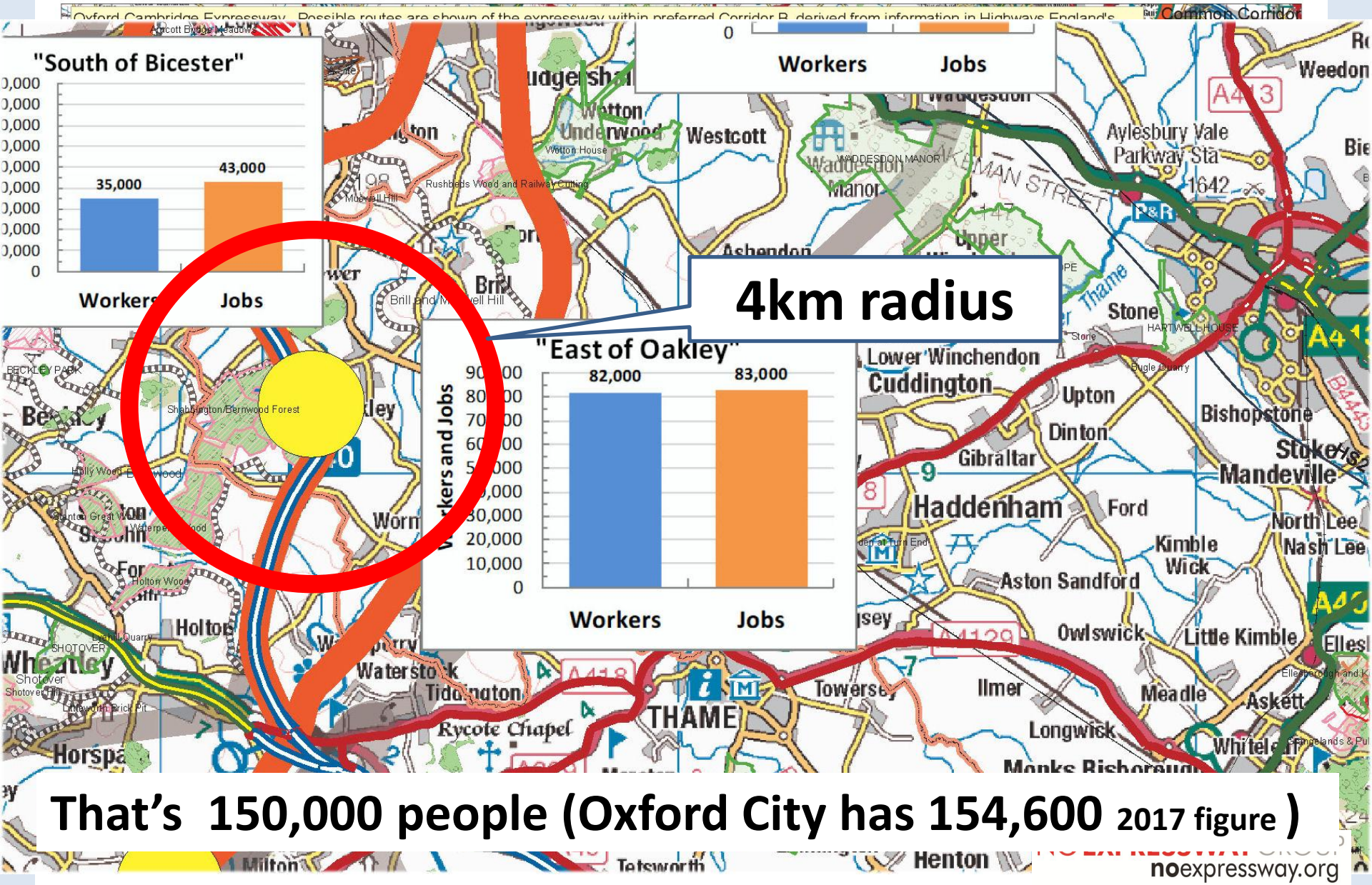


..and the same again 'East of Oakley'... 82,000 workers, 83,000 houses



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

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



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

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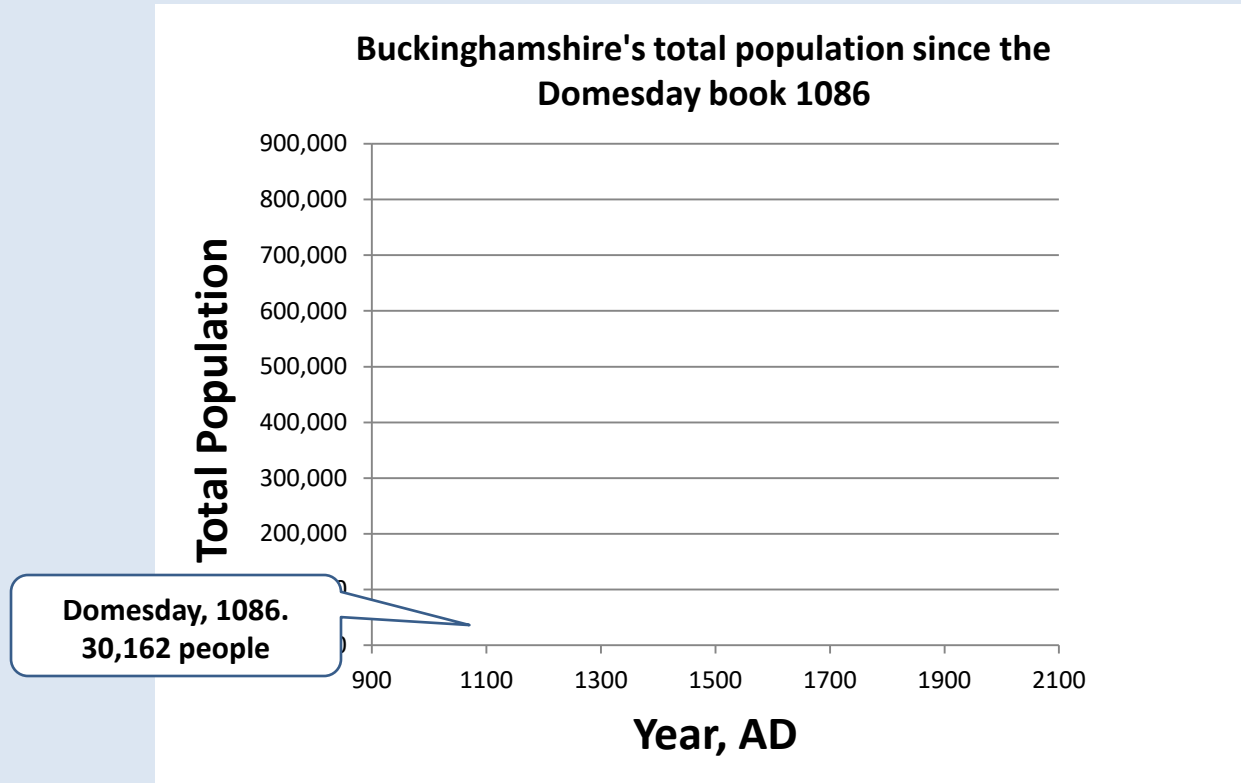
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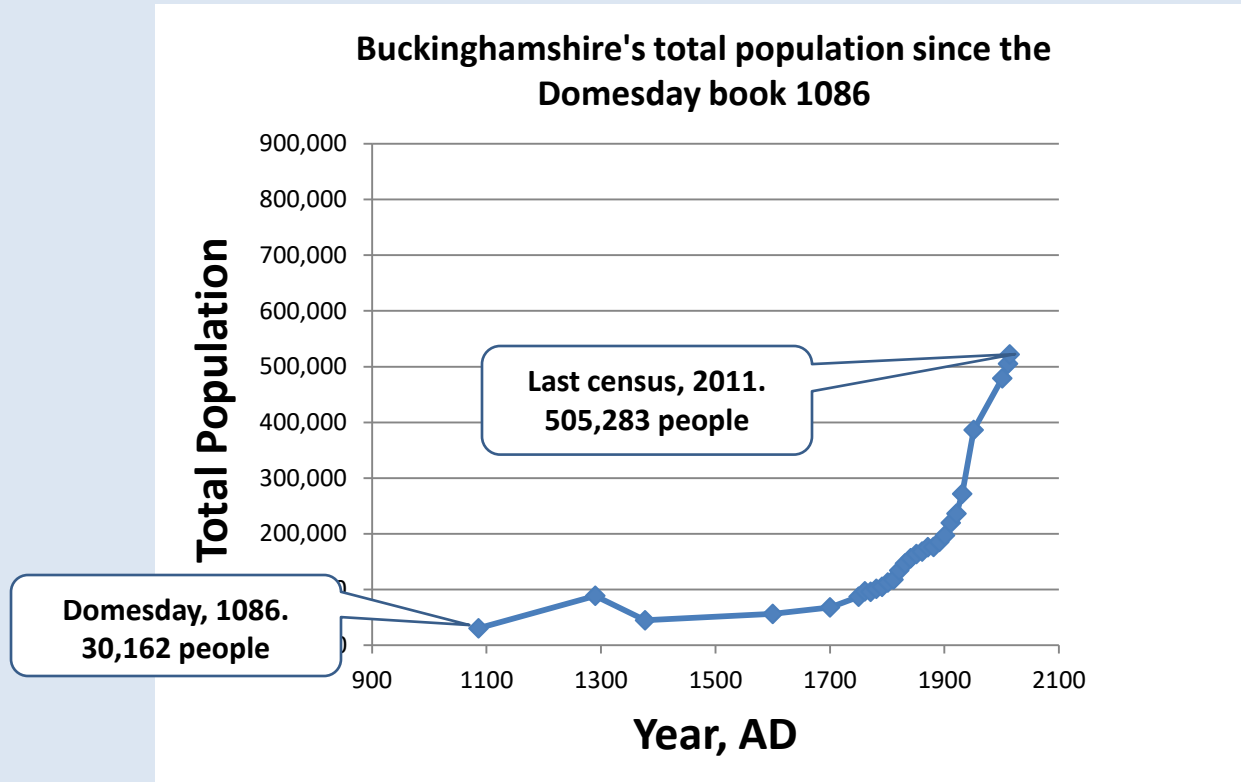
The NIC Report (5th Studio SQW) says there will be 82,000 new houses in Aylesbury Vale + MK (the ‘transformational growth’ figure).

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

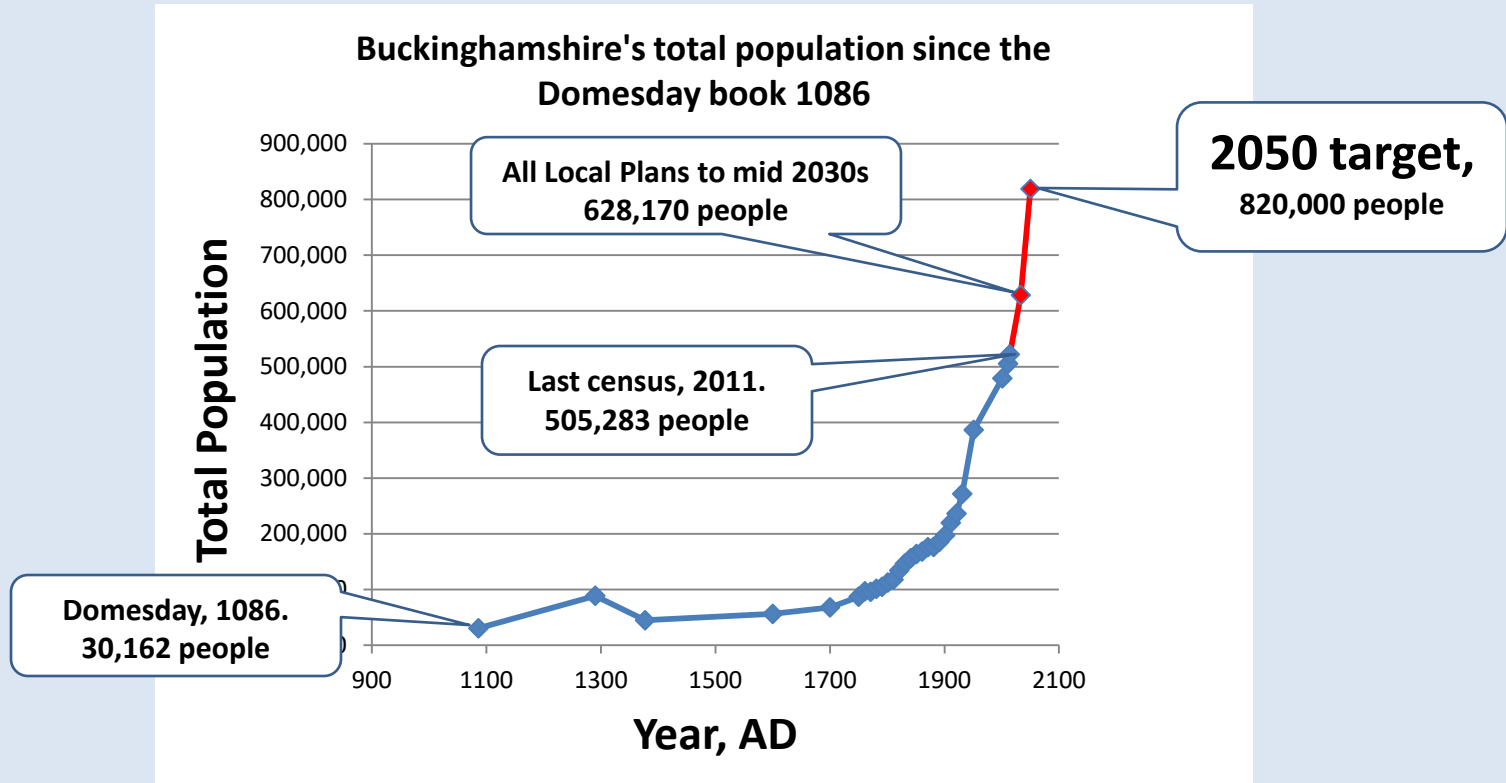
Buckinghamshire's past, and proposed growth to 2050



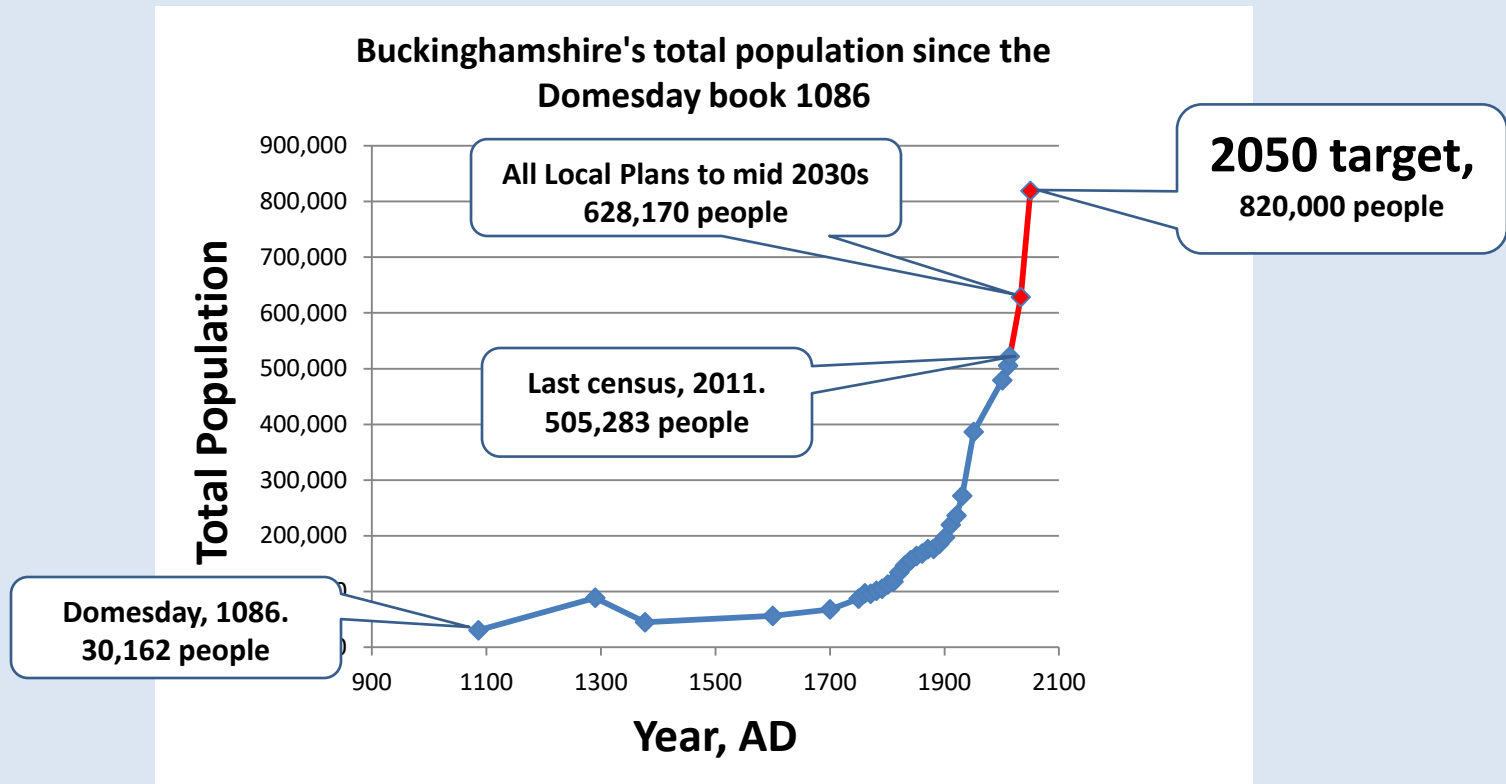
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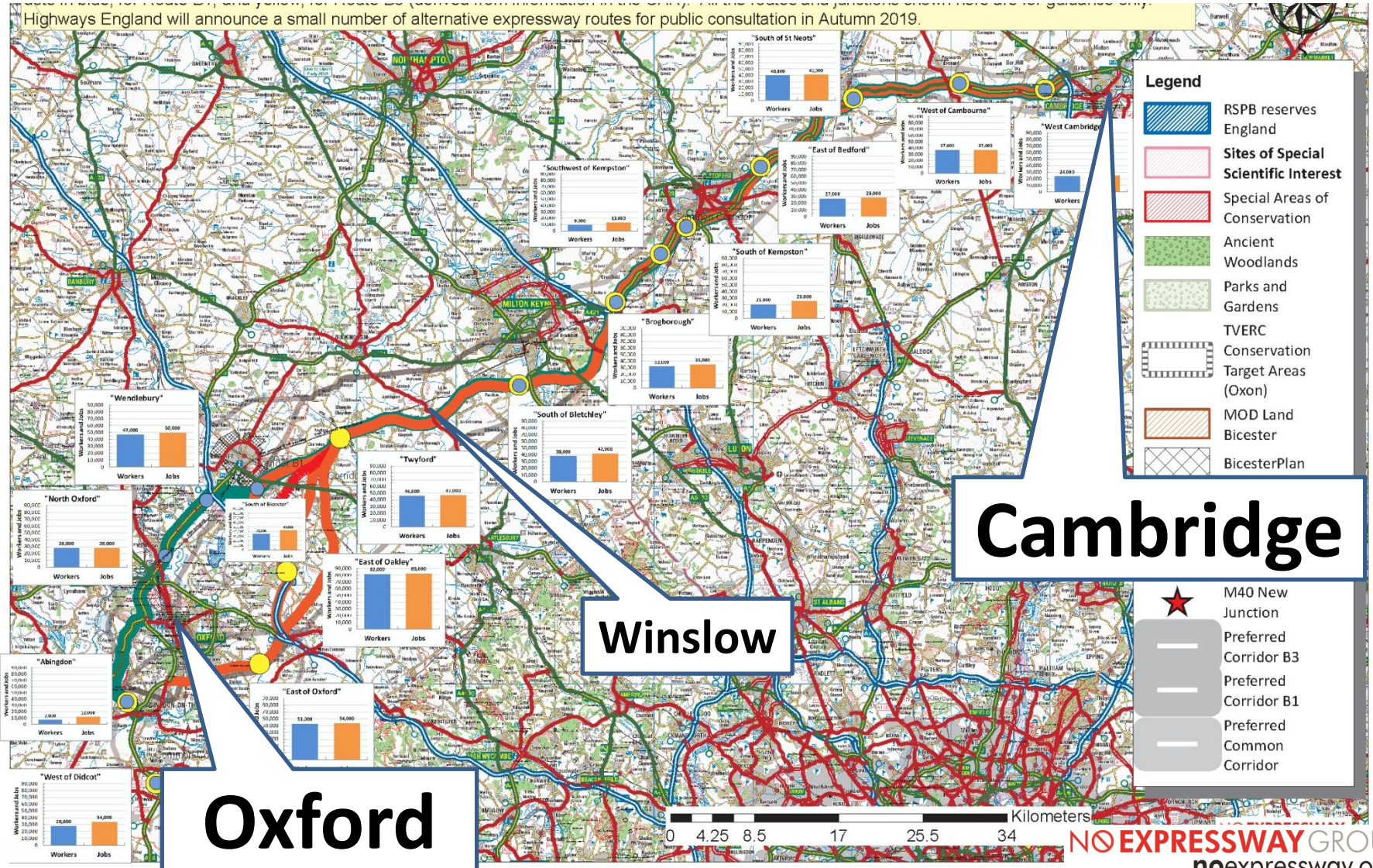


Are there really no limits to growth?

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.



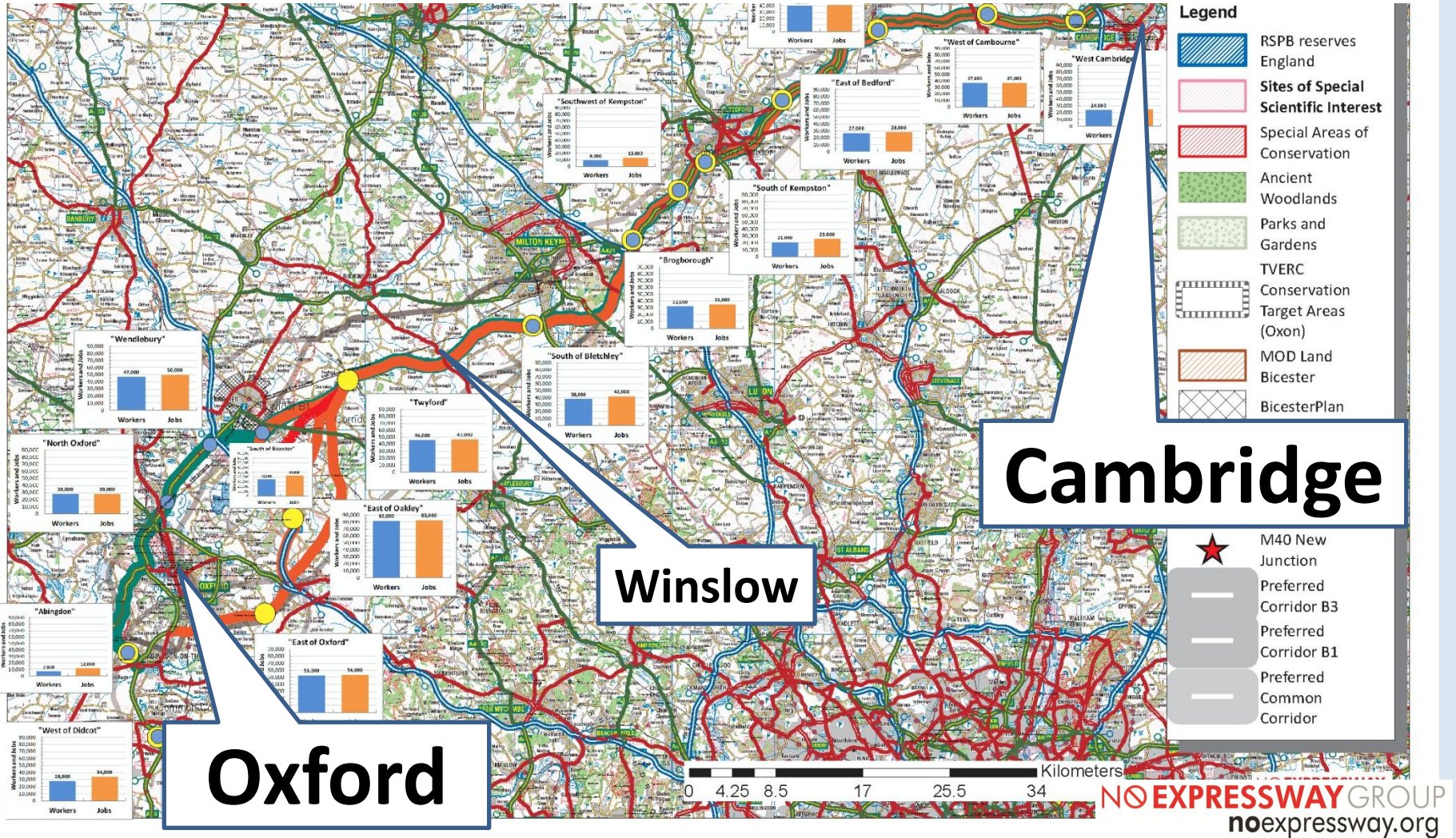
Cambridge

Winslow

Oxford

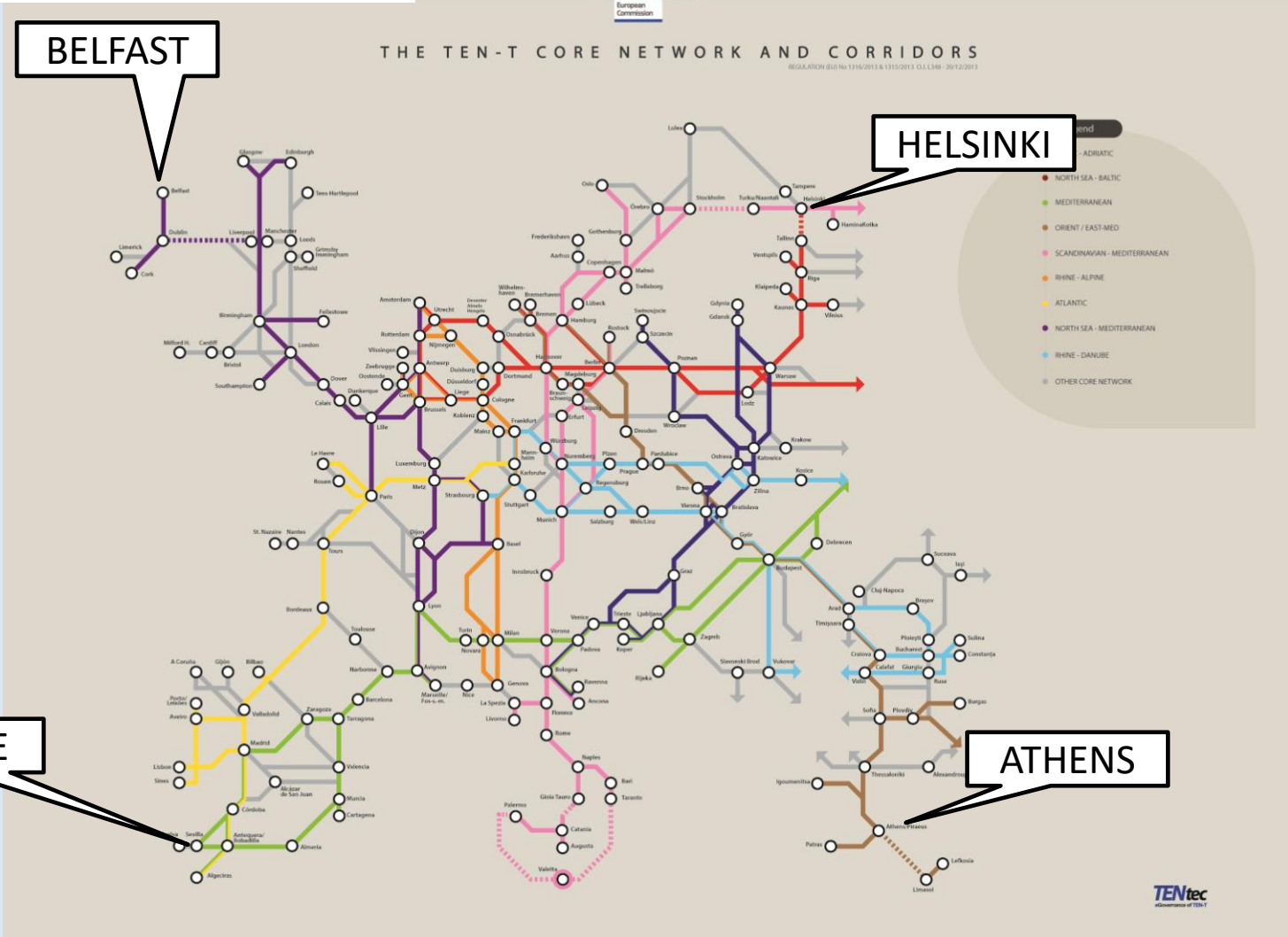
All along the 'Arc', the story is the same

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



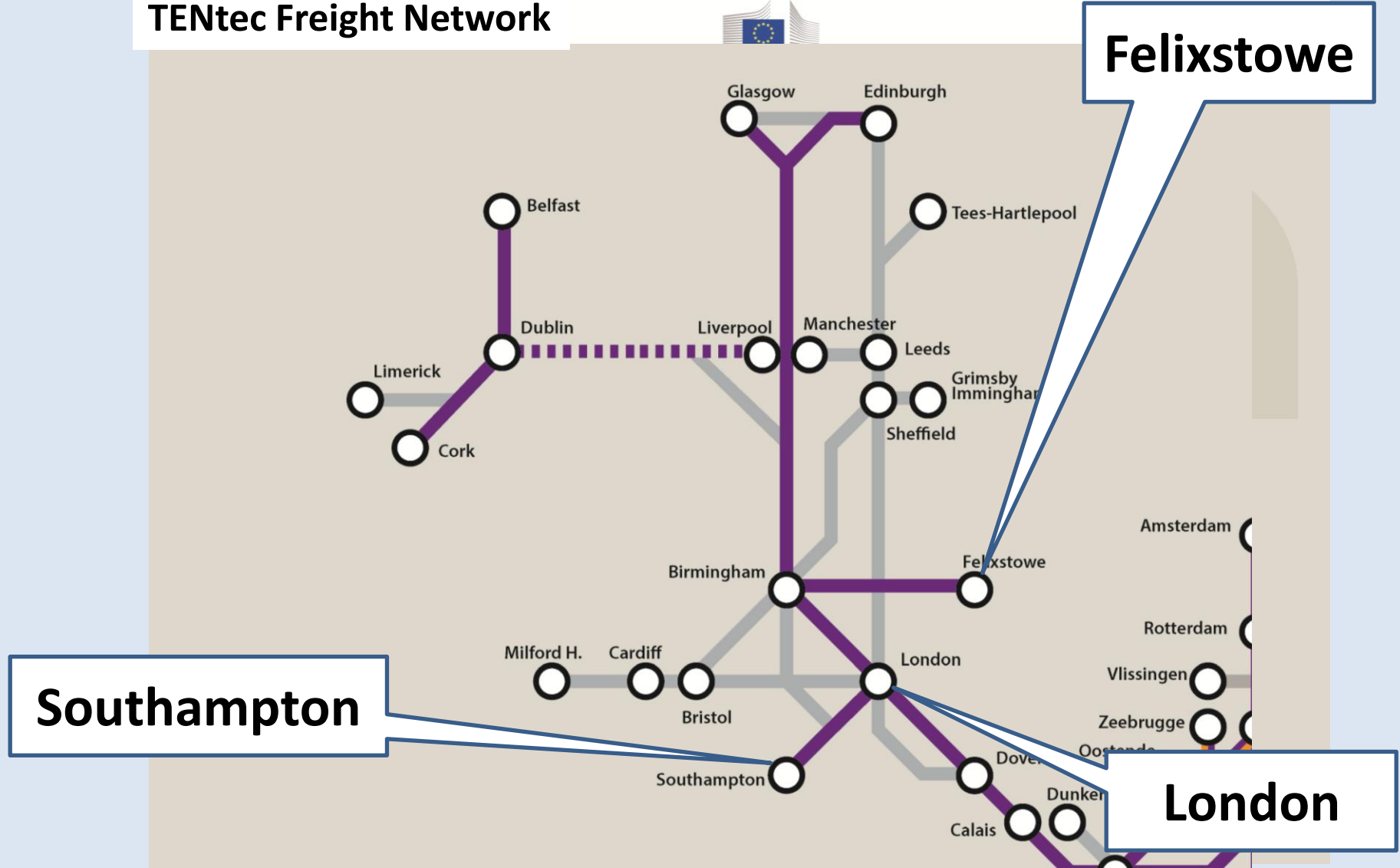
Cars, Houses, People..... and Freight

TENtec Freight Network



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

TENtec Freight Network





Southampton

Felixstowe

London

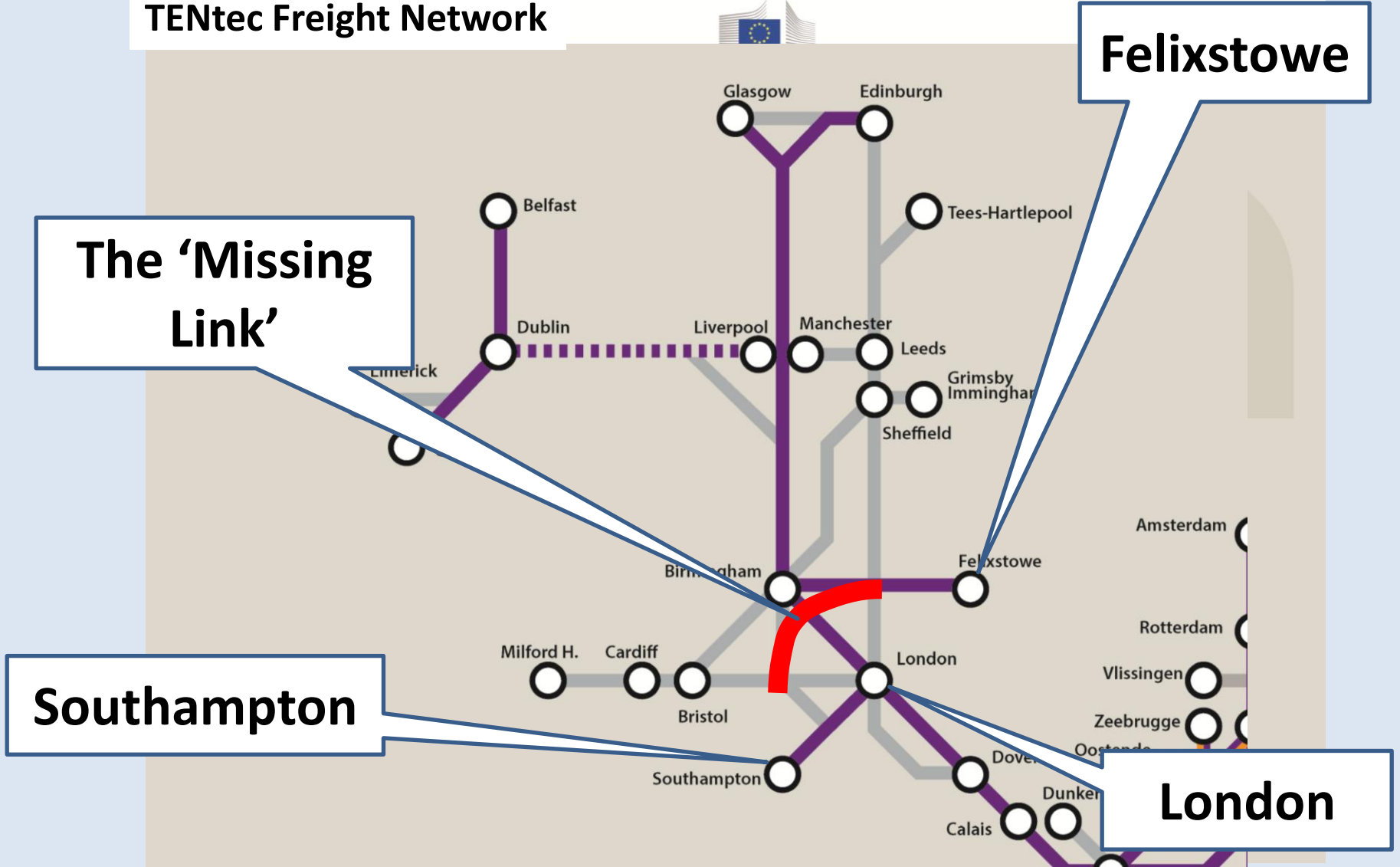
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network




noexpressway.org

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

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 **noexpressway.org**

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

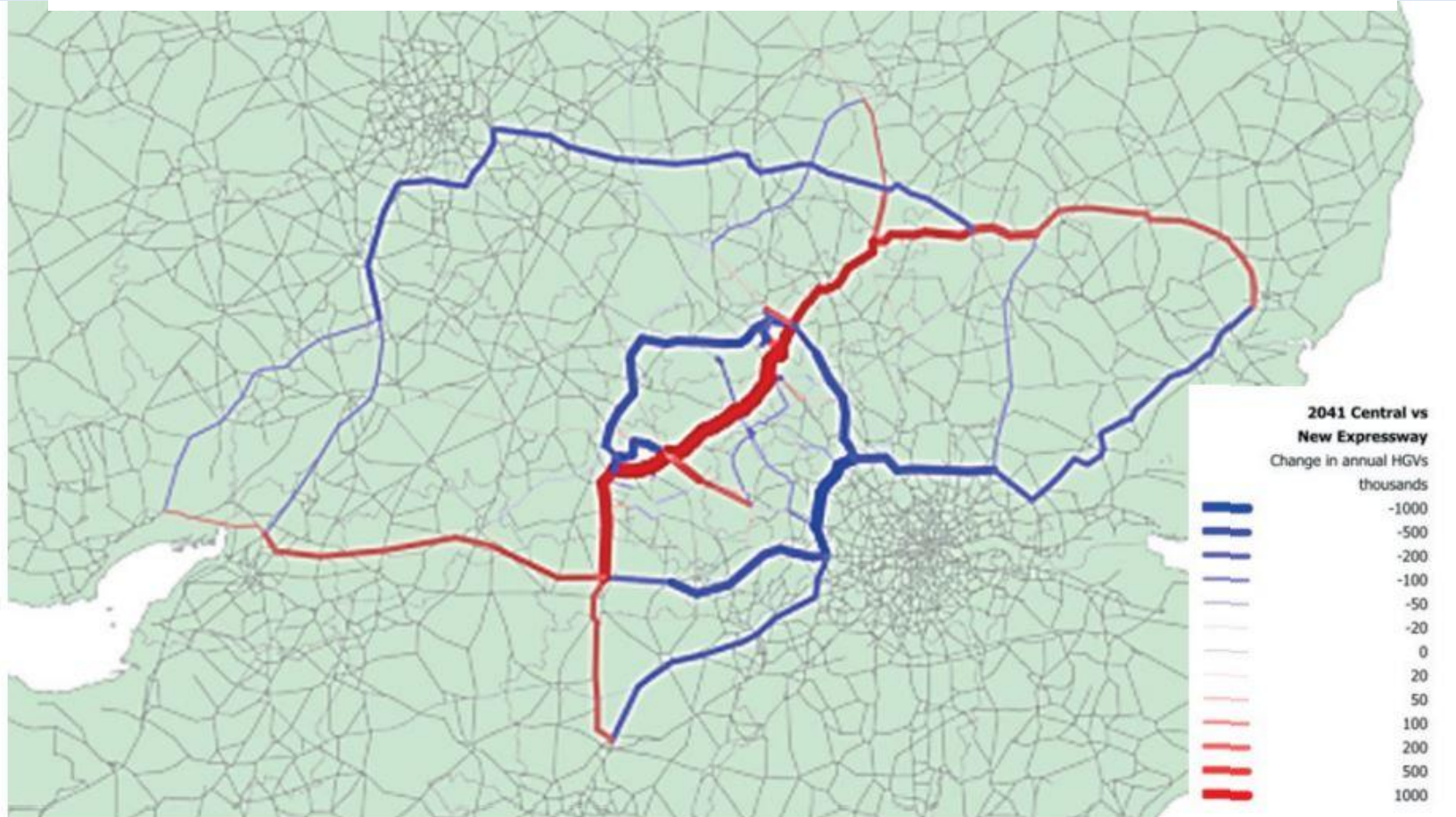


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

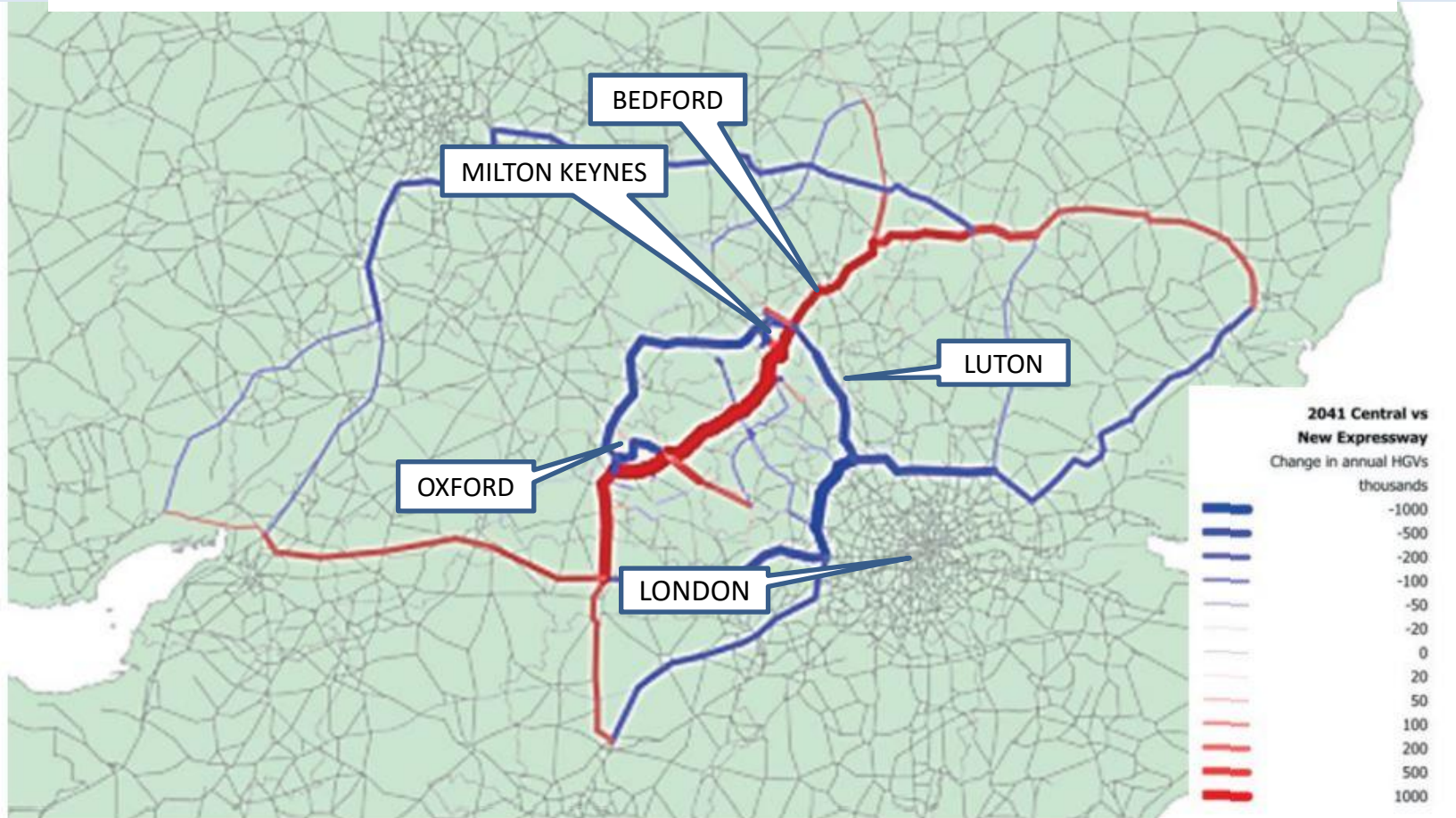


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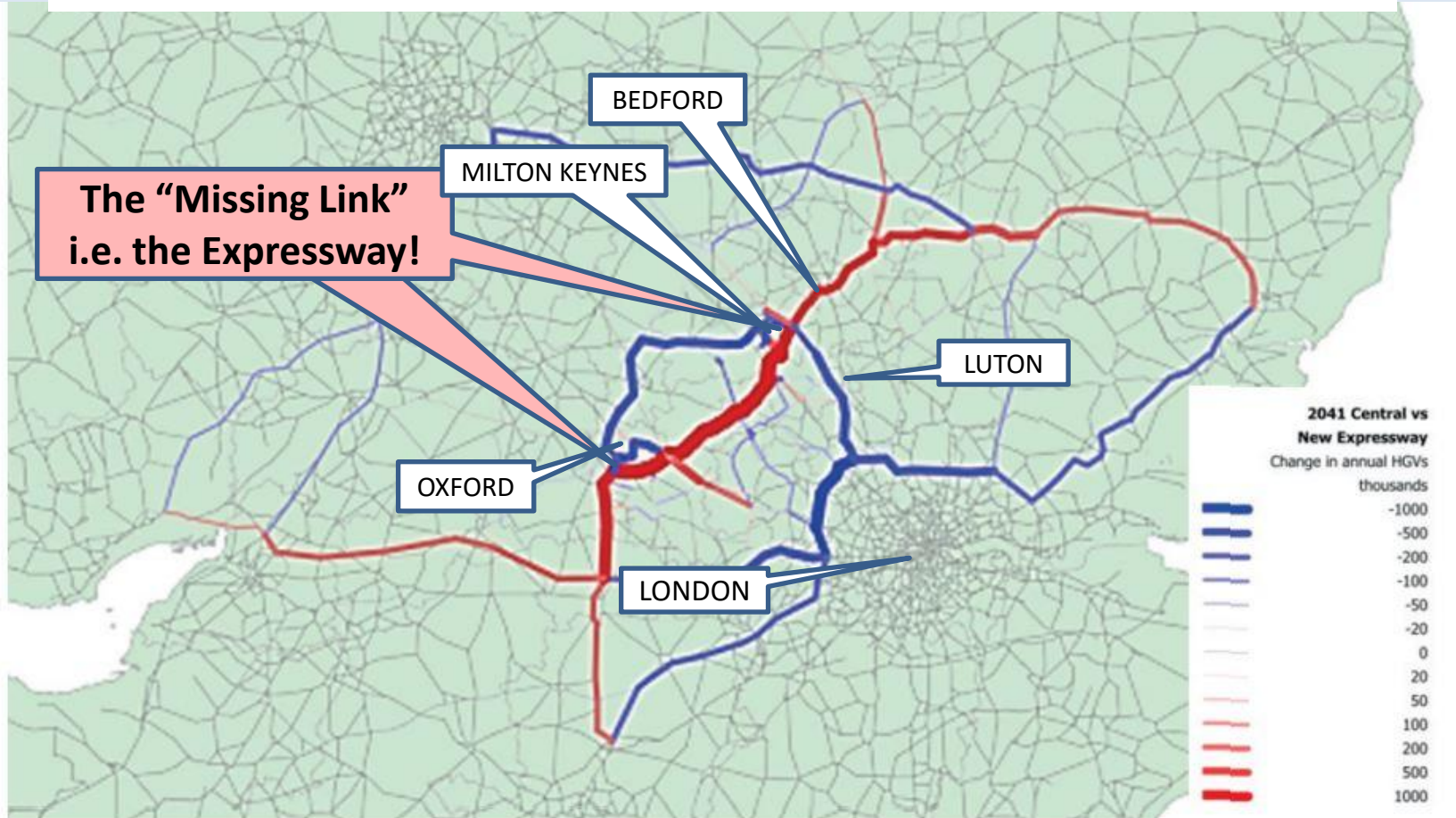
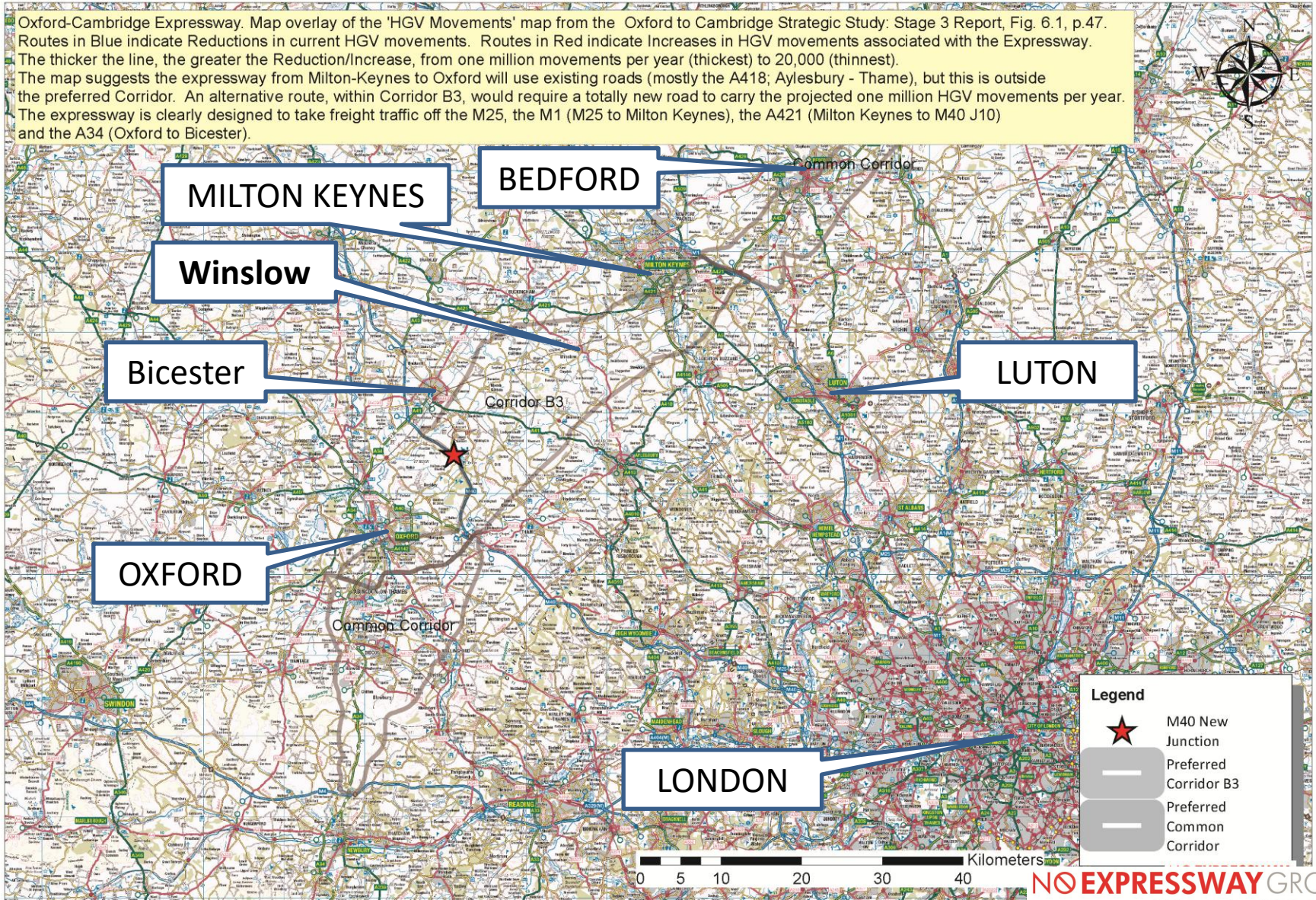


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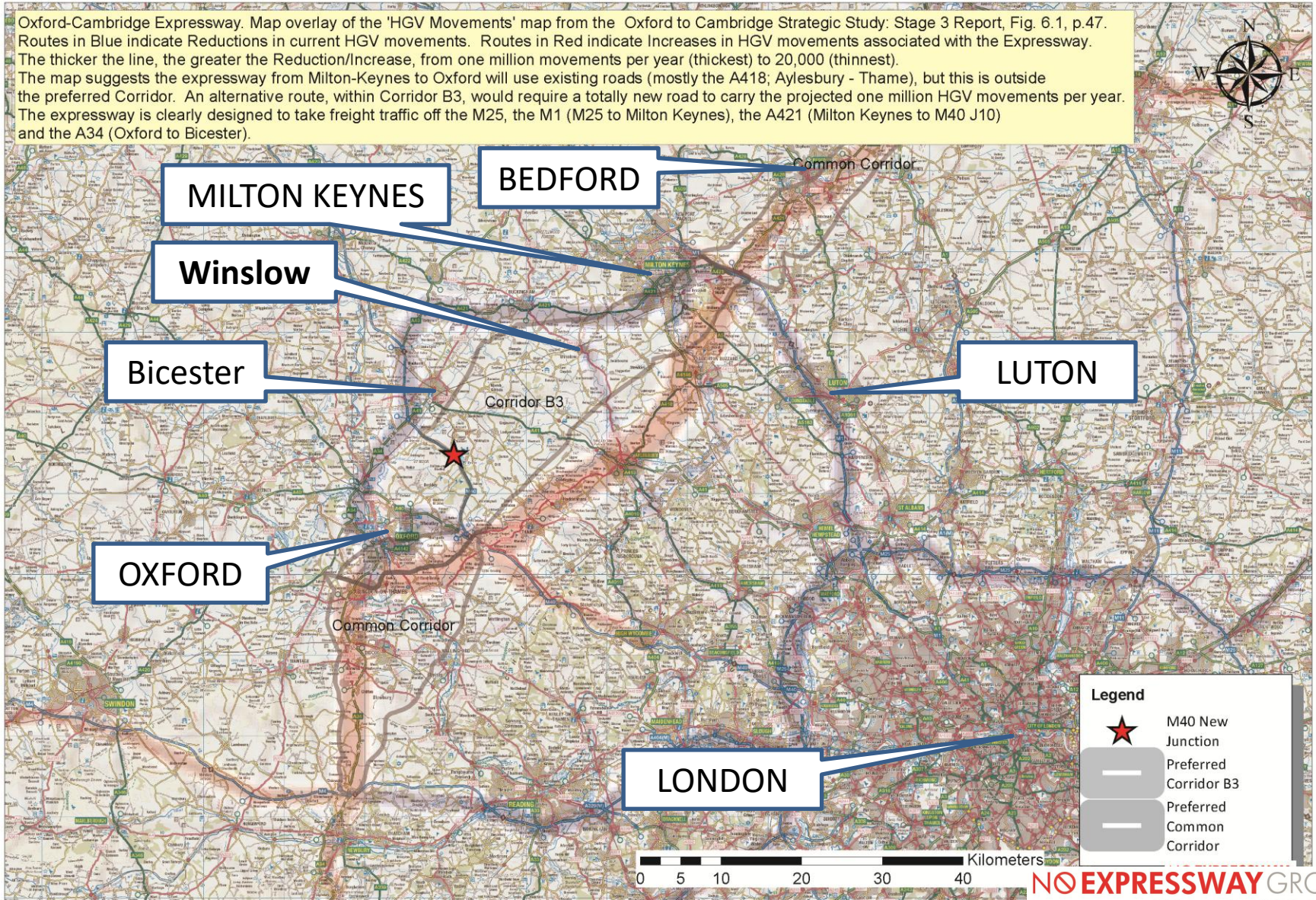
Cars, Houses, People..... and Freight

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).



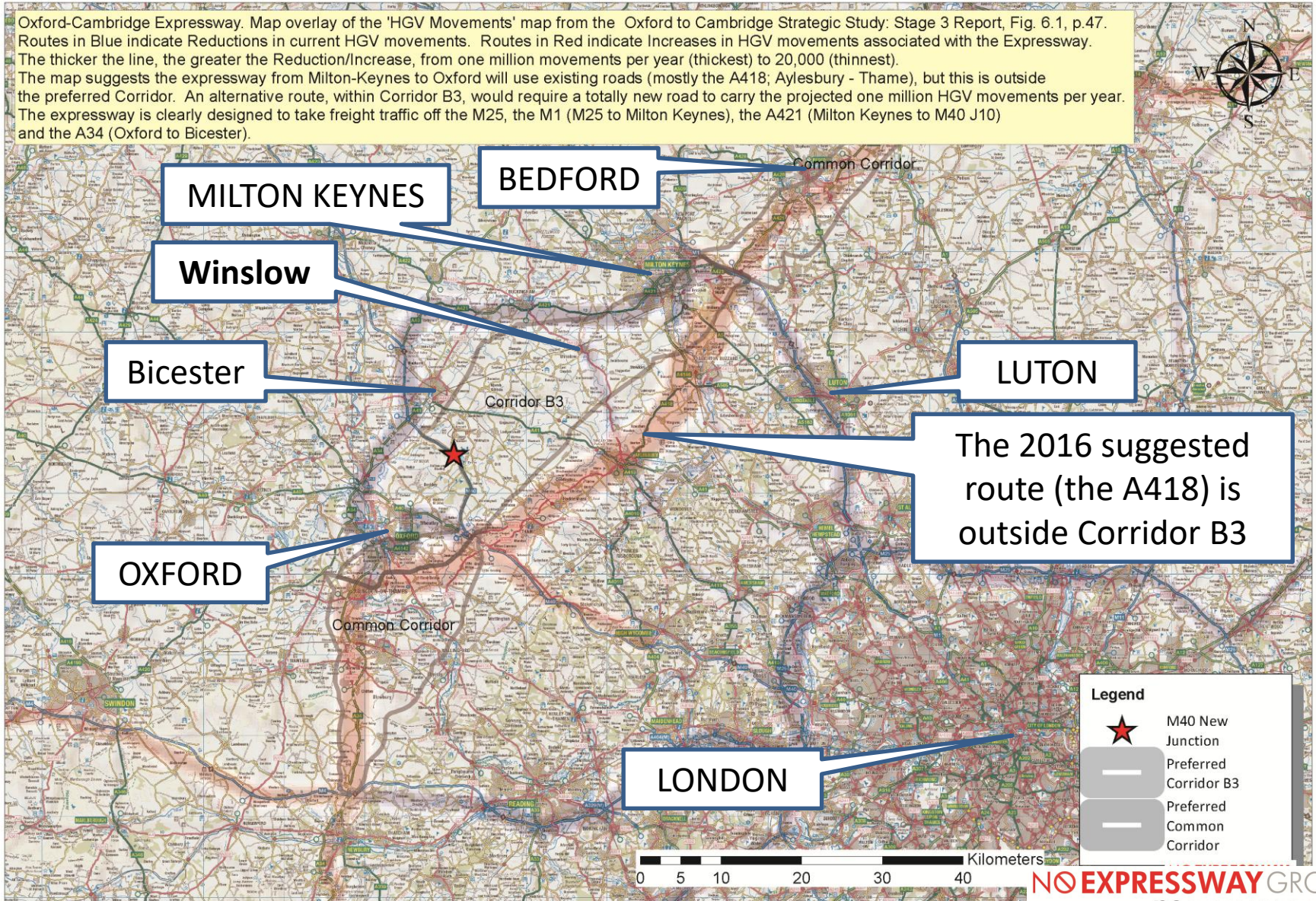
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Cars, Houses, People..... and Freight

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MILTON KEYNES

BEDFORD

Winslow

Bicester

OXFORD

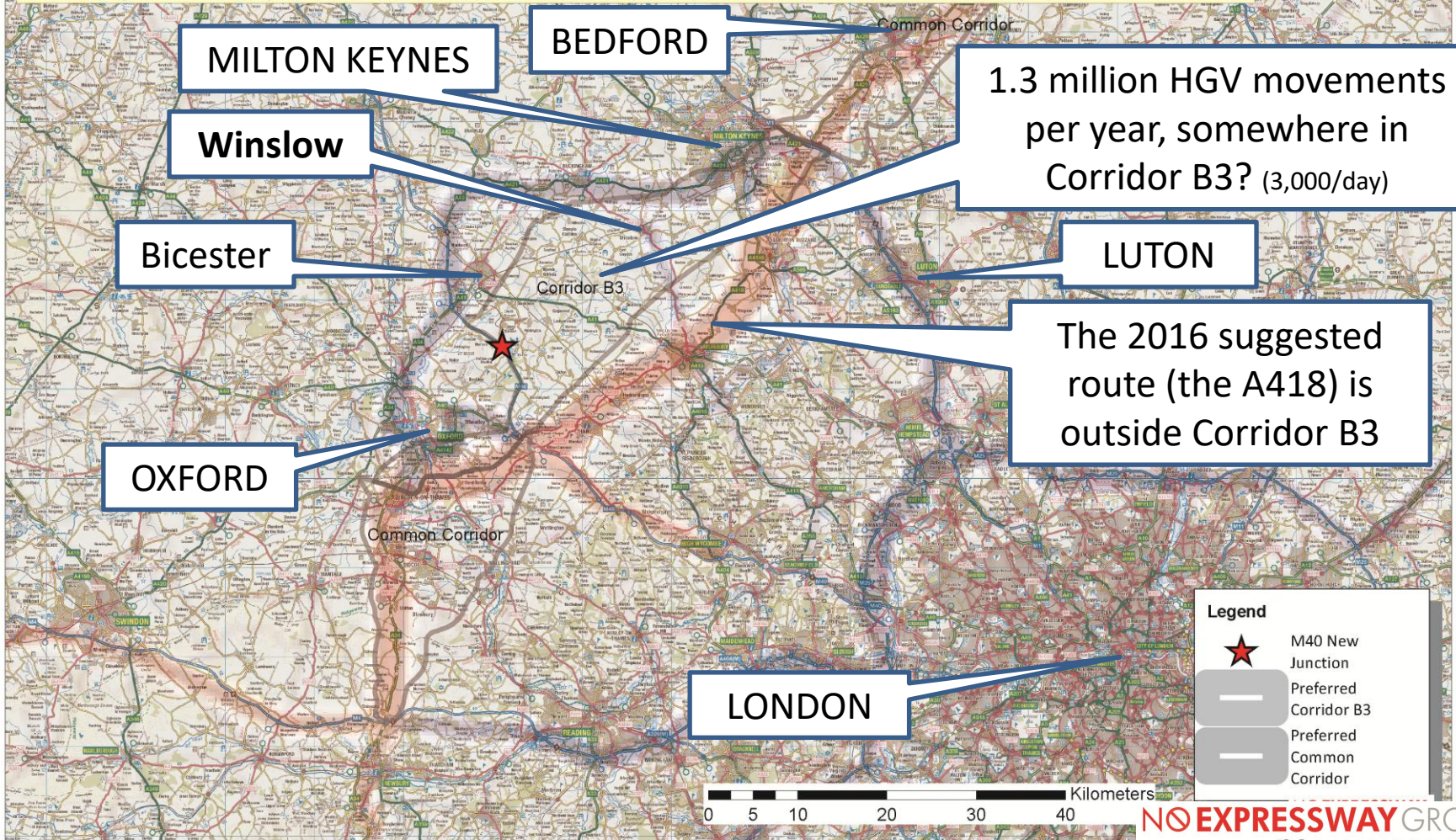
LONDON

LUTON

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

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

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MILTON KEYNES

BEDFORD

Winslow

Bicester

OXFORD

LONDON

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

LUTON

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

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

AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



Hilton

HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**



AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



 **edf** ENERGY



 **gsk**
GlaxoSmithKline



Hilton

HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**

**JOHN
LEWIS
& PARTNERS**

Kettering
Borough Council



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
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ASSOCIATION

JOHN
LEWIS
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Kettering
Borough Council

LONDON LUTON
AIRPORT



NO EXPRESSWAY GROUP
noexpressway.org

AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



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INLAND
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Kettering
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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
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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.**
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- 5) Engage with the affected population.**
- 6) If you double a population in 30 years.....
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Expressway?

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The No Expressway Group Campaign



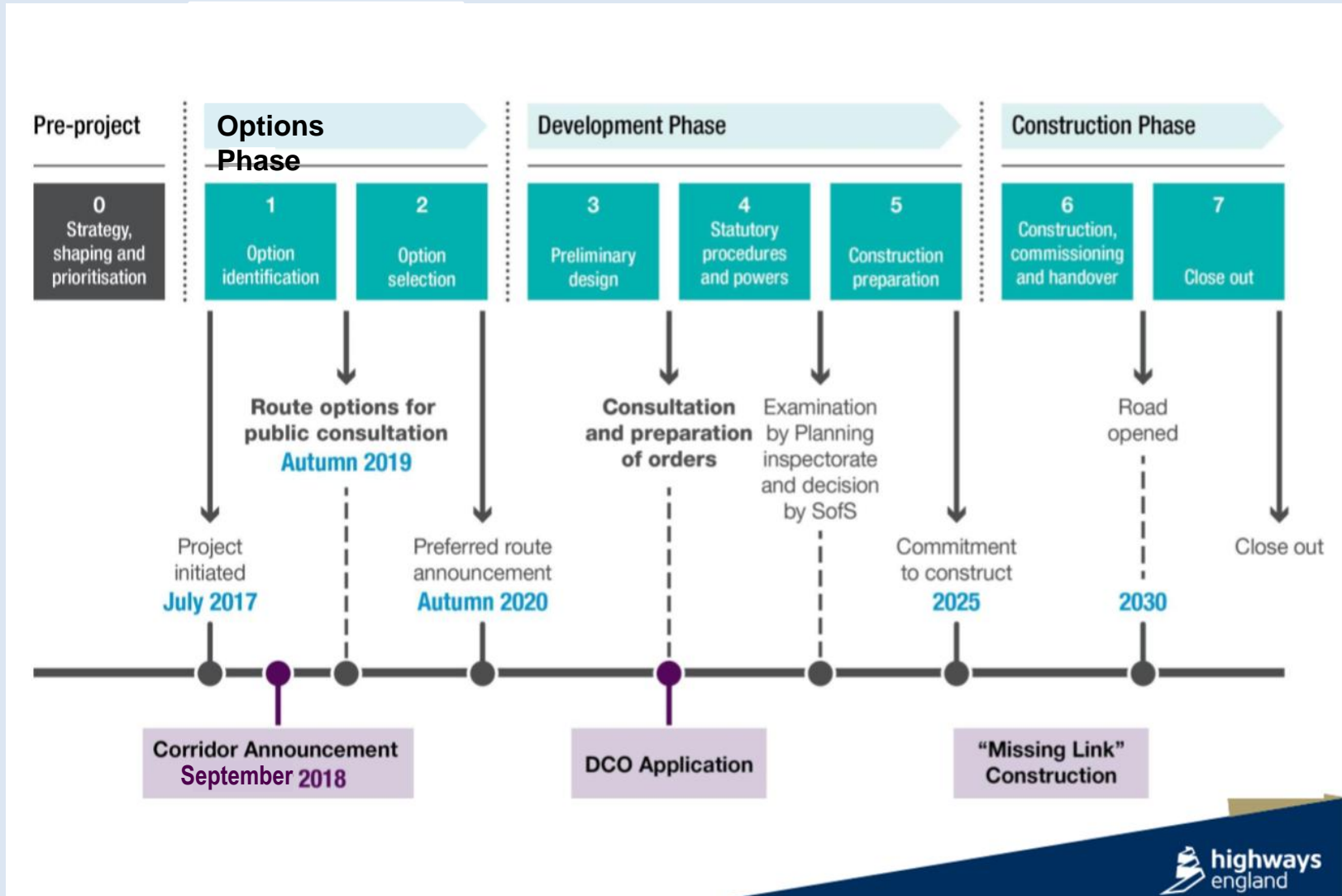
What's Next? How Can We Influence?



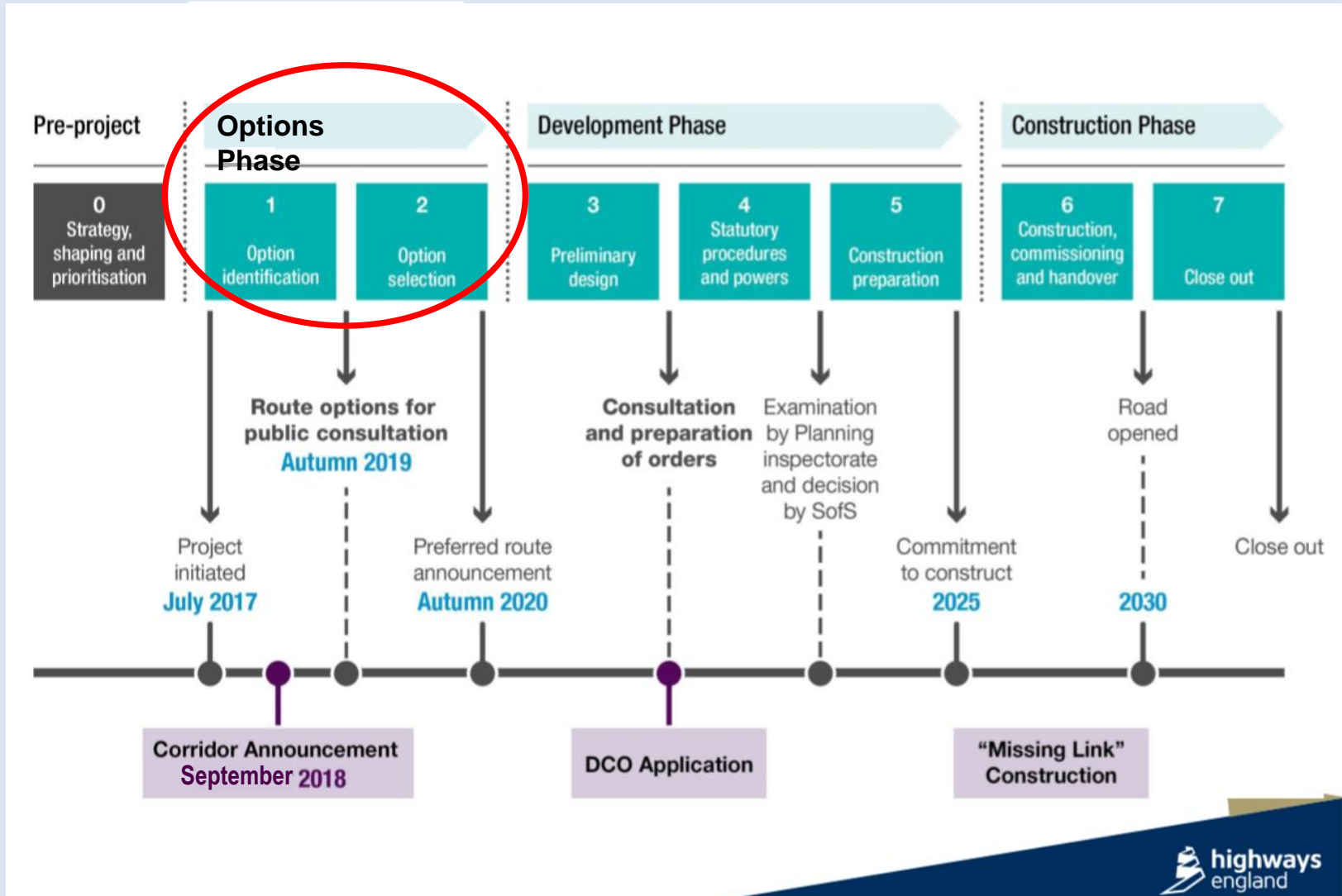
Olivia Field

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noexpressway.org

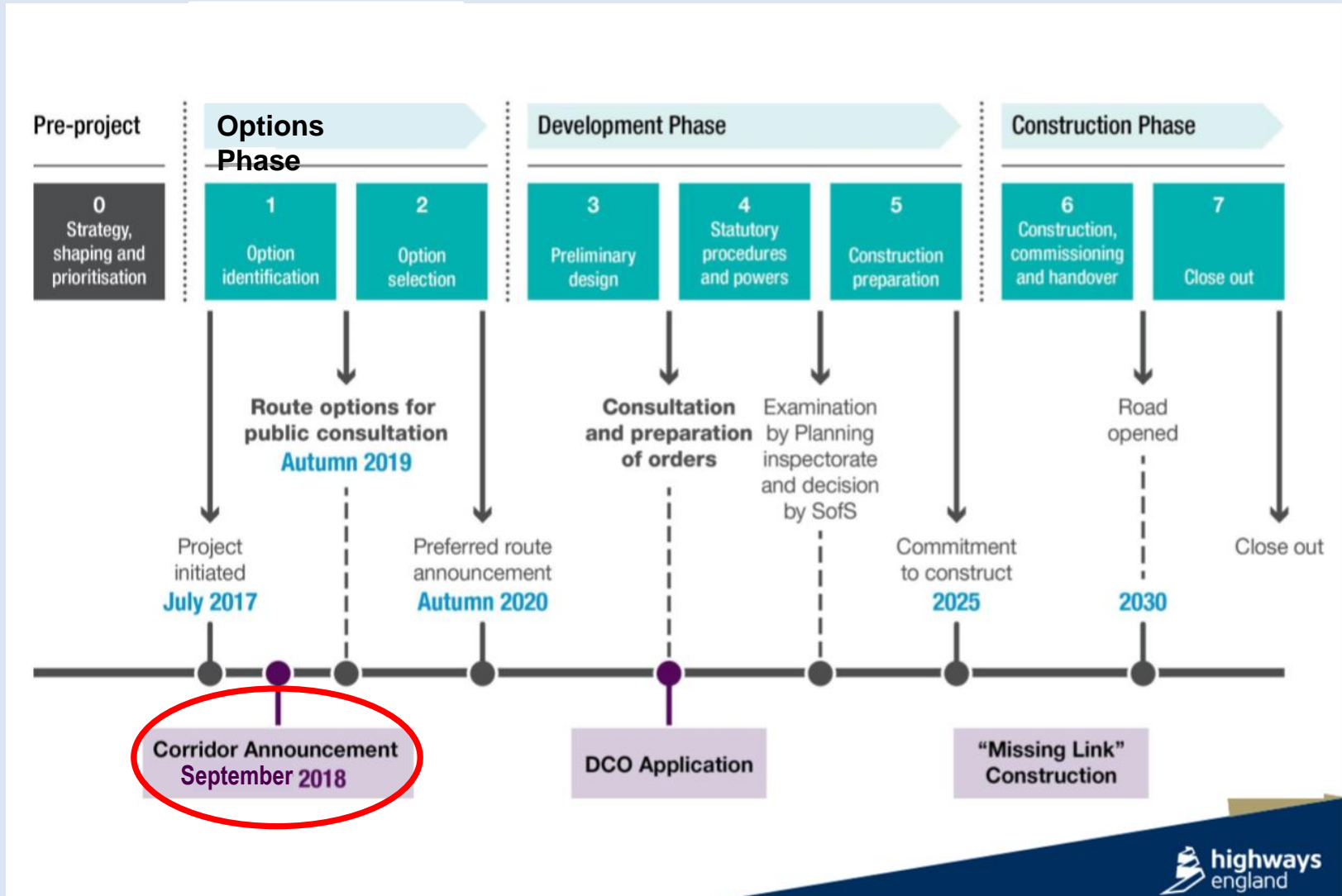
What's Next - Highways England Project Milestones



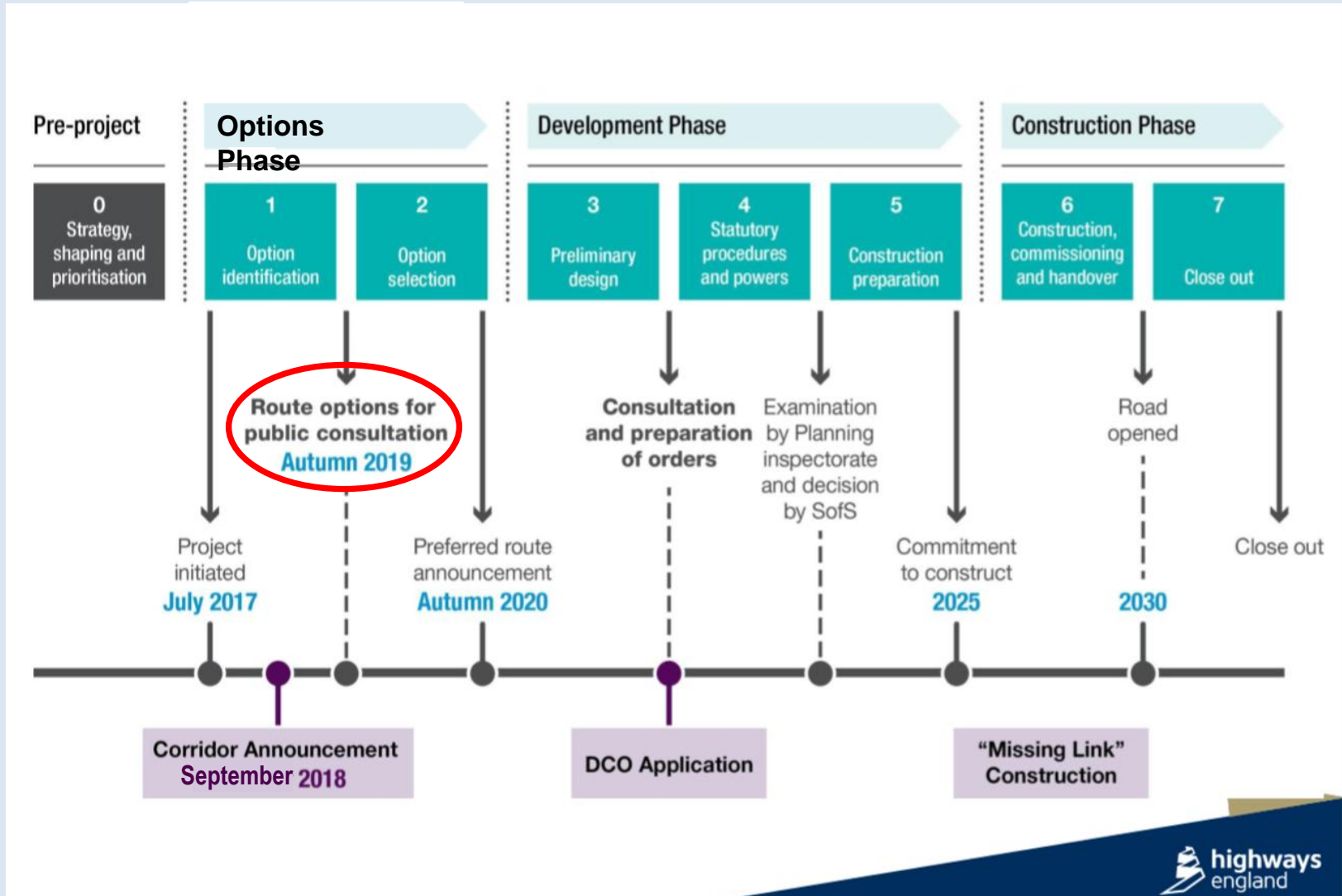
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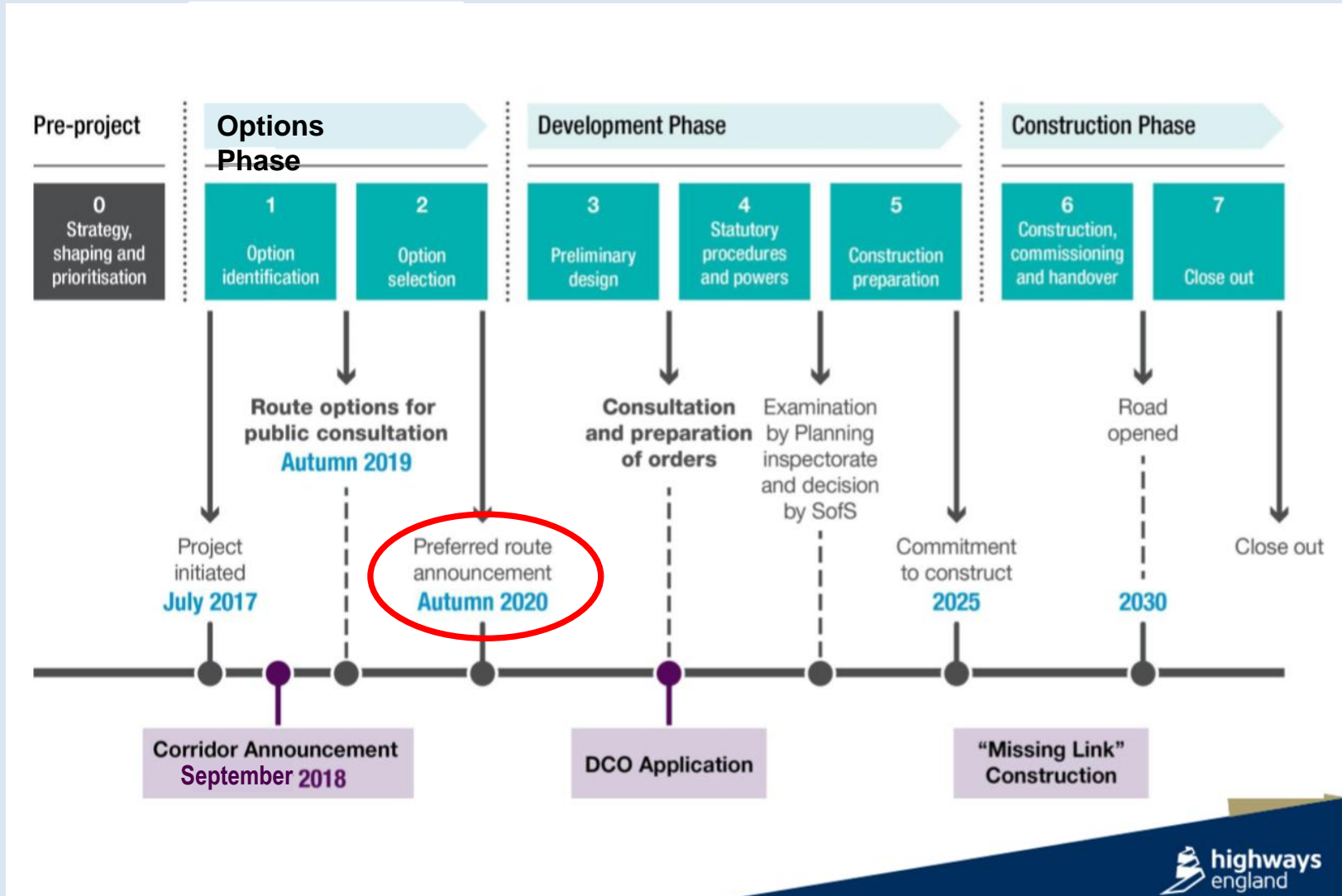
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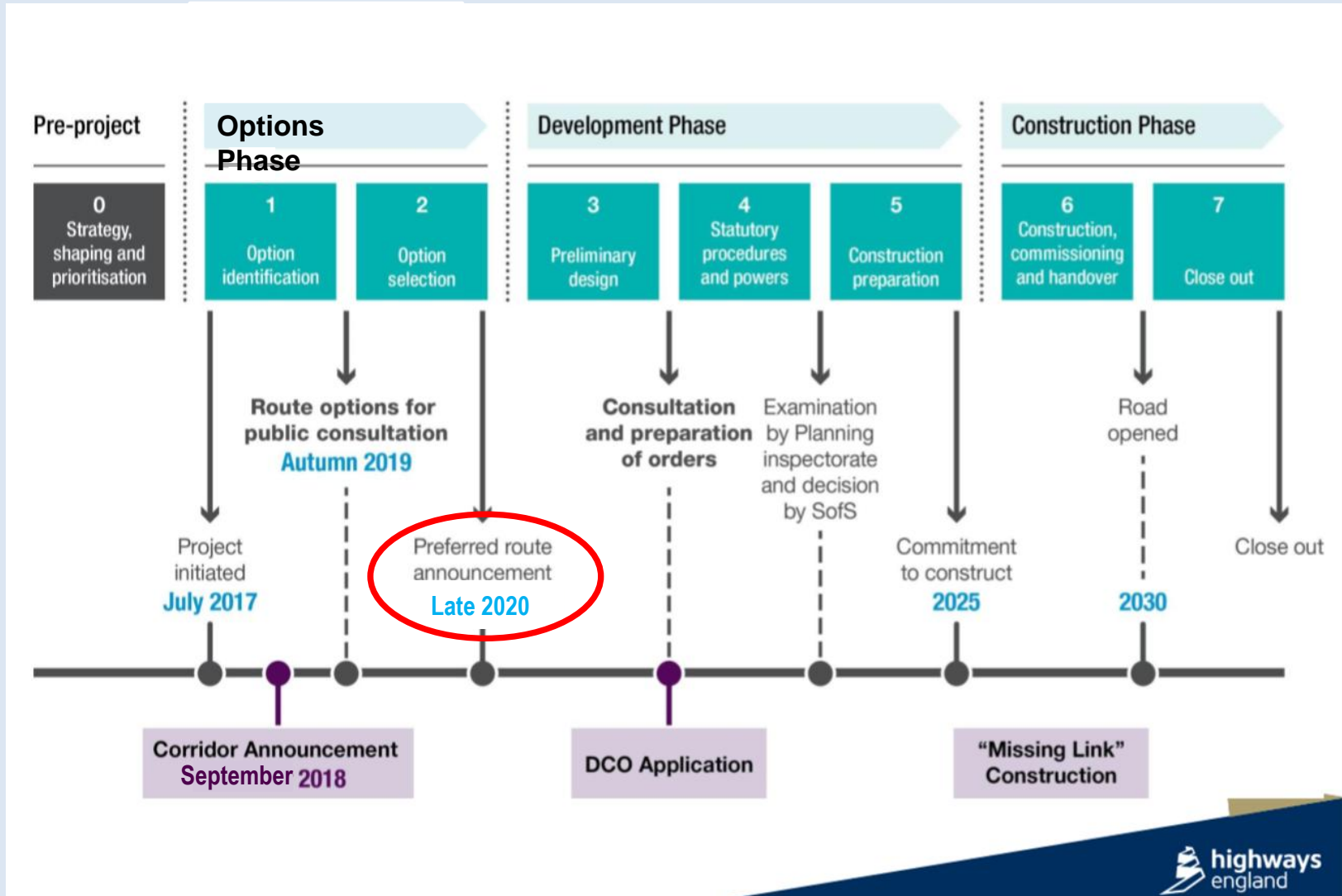
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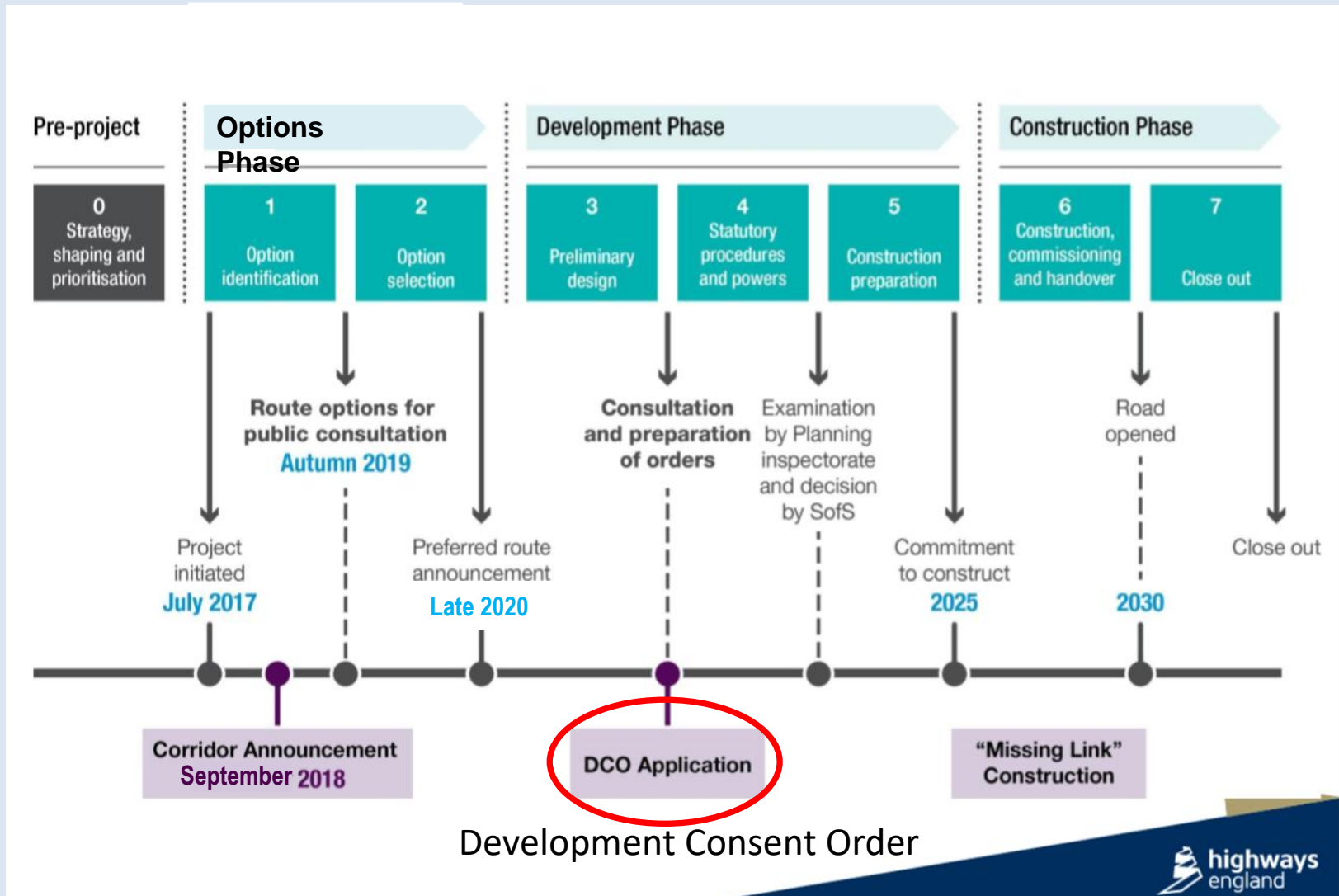
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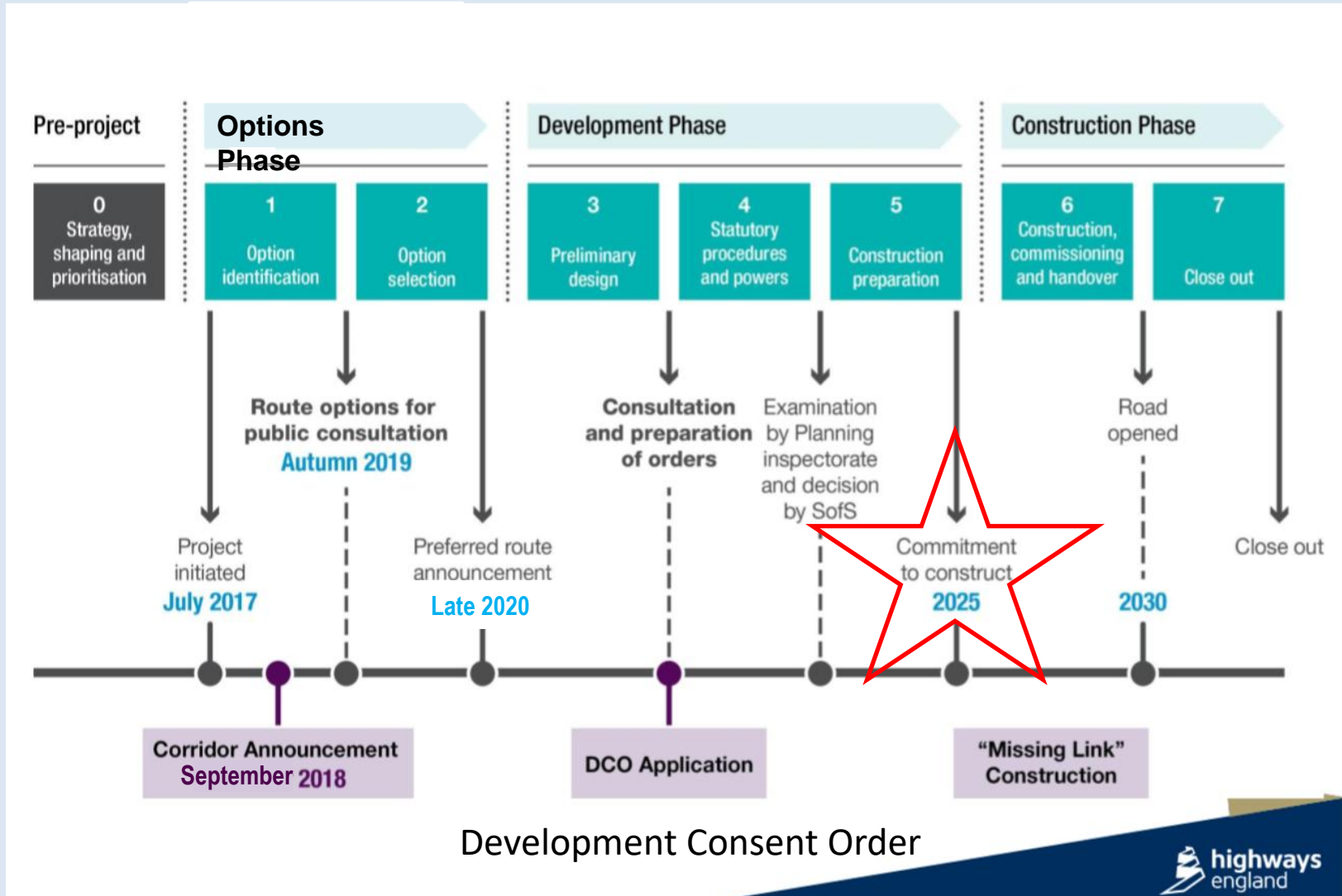
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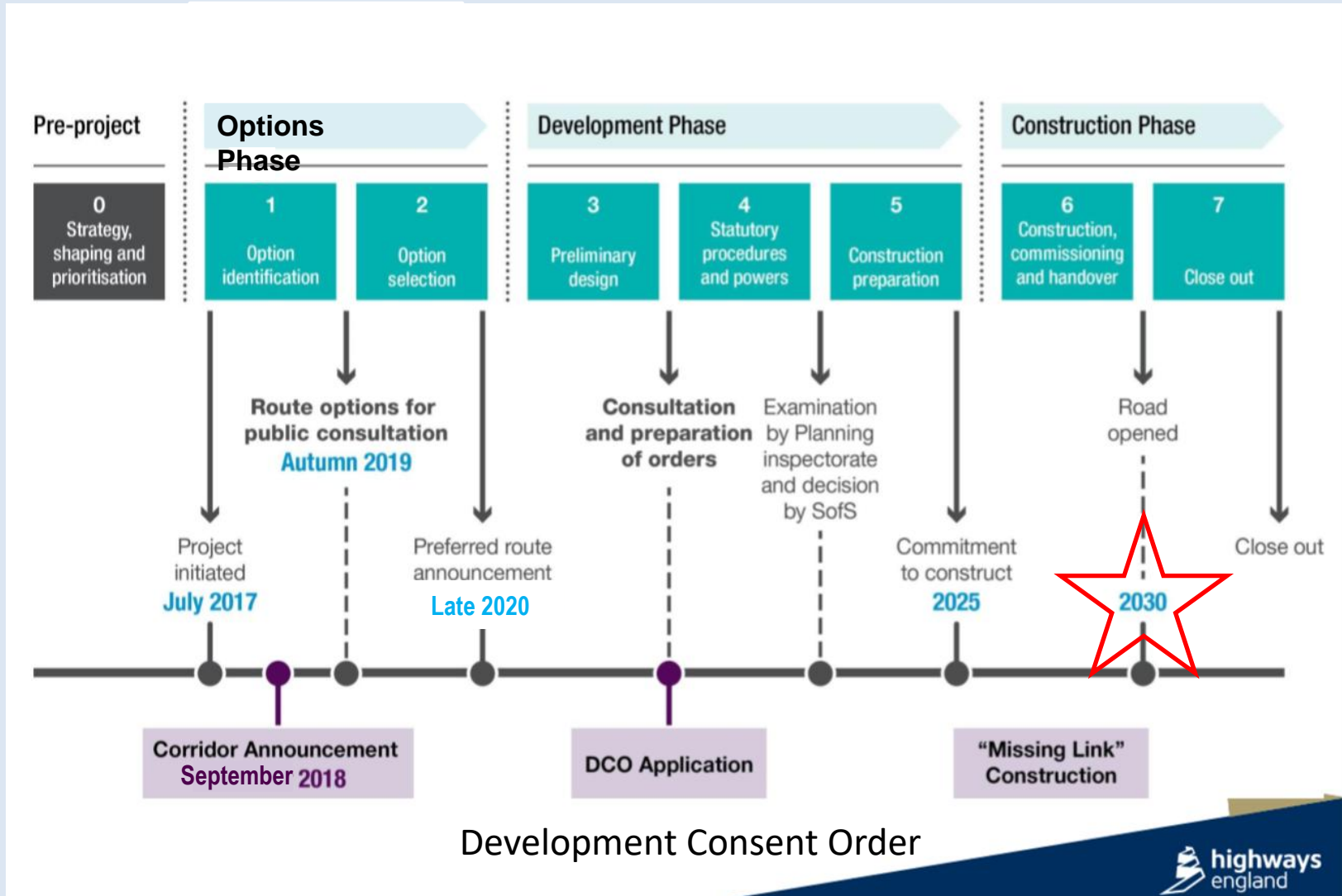
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**The Oxford Cambridge Expressway is a....
Nationally Significant Infrastructure Project (NSIP)**

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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).

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

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

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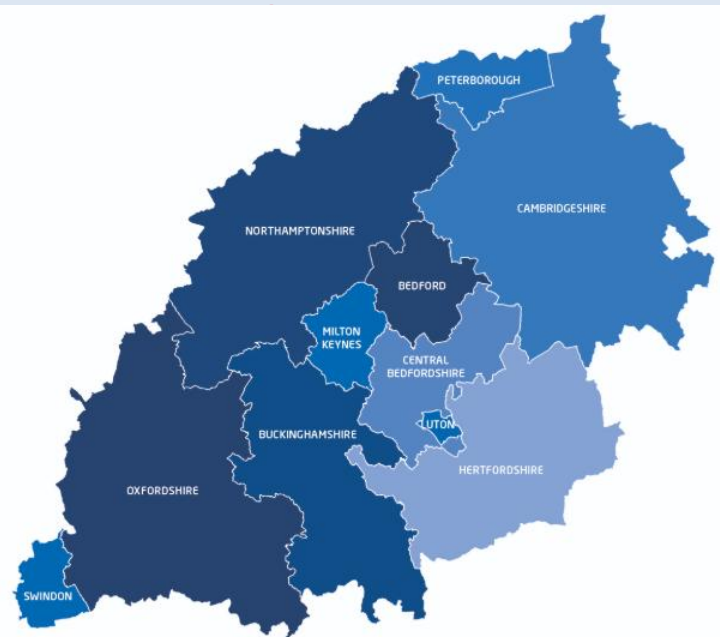
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Context - Who's doing what on the "Arc"?

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"?

1. Highways England
2. Oxford – Cambridge Arc Leaders Group
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**
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 - Dept Business, Energy & Industrial Strategy (LEP's; Strategy)**
 - Dept. Environment, Food & Rural Affairs (Env. Agency)**
 - Dept. International Trade**

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3. **England's Economic Heartland**
4. **East West Rail**
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Q – Who's in charge?

How can we Influence?

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How can we Influence?

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- Put up a sign
- Hold Councillors and MPs to account
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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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Register as a stakeholder (group or individual)
- HE Preferred route consultation - Late 2020

No dates known

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

How can we Influence?



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

- Autumn 2019

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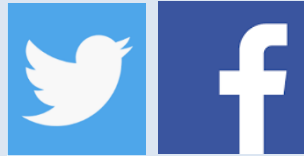


How can we Influence?

The Challenge

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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

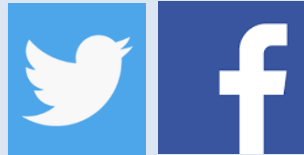
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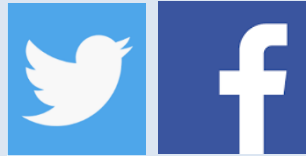
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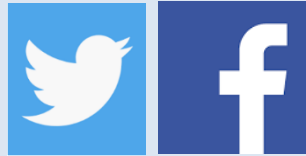
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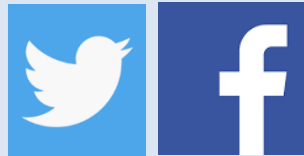
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2. Spread the word

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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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Actions – *what you can do!*

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7. ***Get your friends involved!***



Thank you!

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

X

NO EXPRESSWAY GROUP

[THE CAMPAIGN](#)

[ABOUT US](#)

[HOW YOU CAN HELP](#)

[NEWS & UPDATES](#)

[EVENTS](#)

[CONTACT US](#)



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

[MAKE YOUR VOICE HEARD](#)

[Read the latest No Expressway Group news & updates](#)