

Oxford-Cambridge Expressway

Oakley and Worminghall Villages meeting

Oakley Village Hall

24th September 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

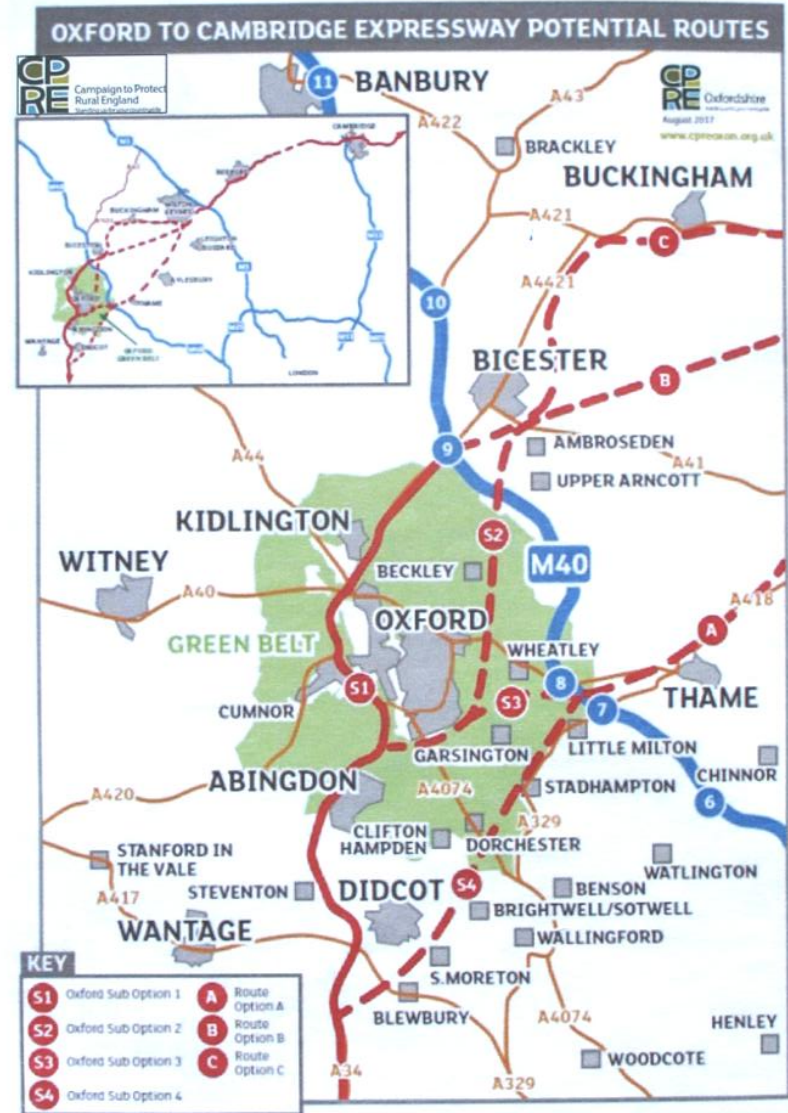
The Four Parishes News Magazine

BECKLEY
FOREST HILL
HORTON-cum-STUDLEY
STANTON St JOHN



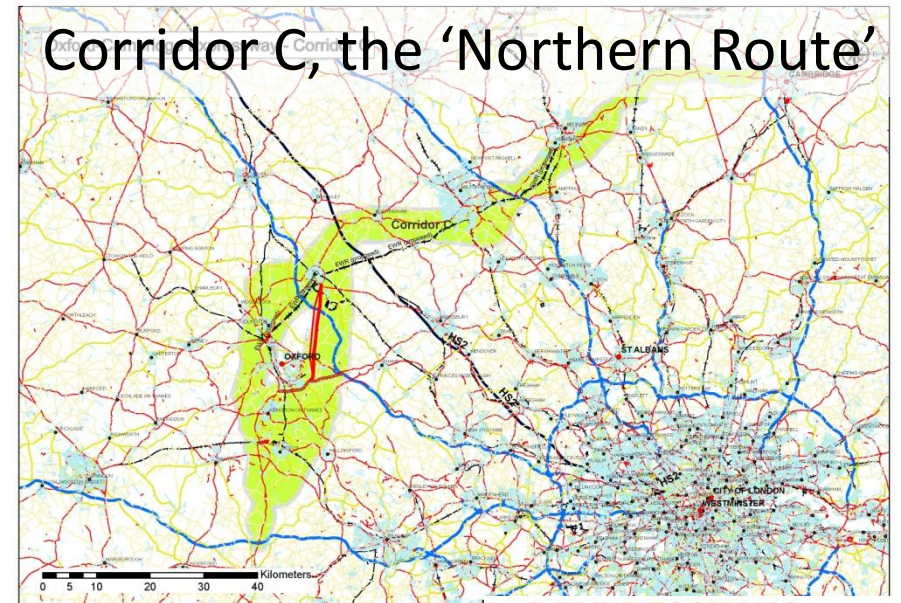
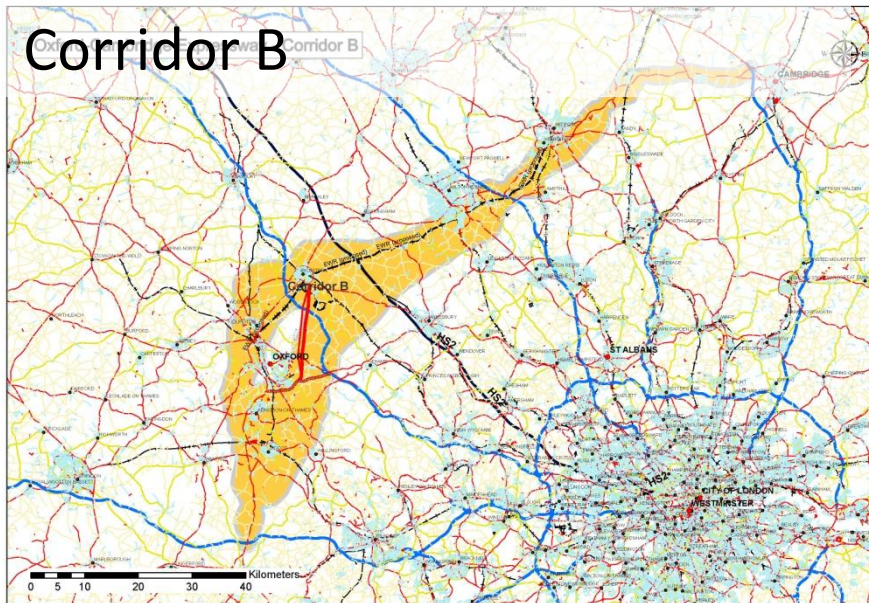
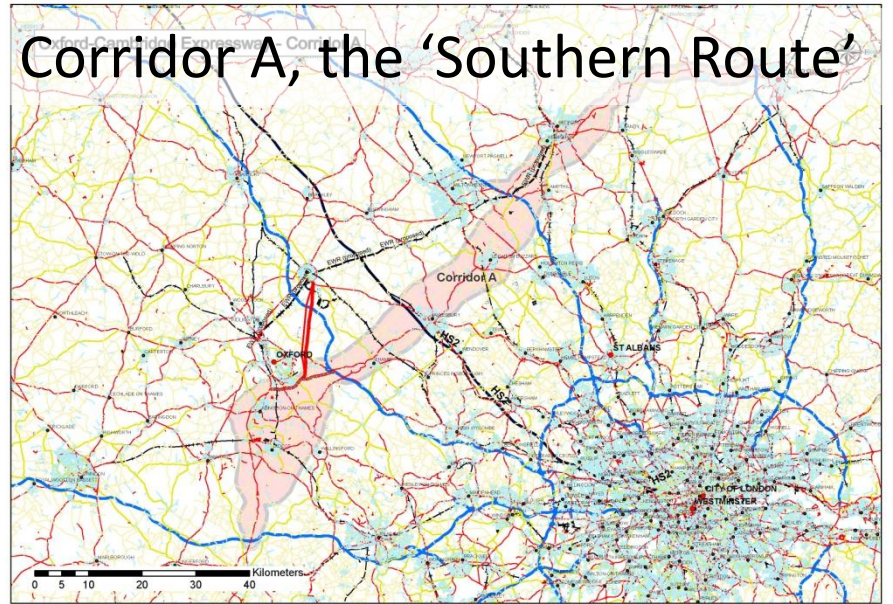
Crocuses in Bury Knowle Park, 17 February 2018

March 2018



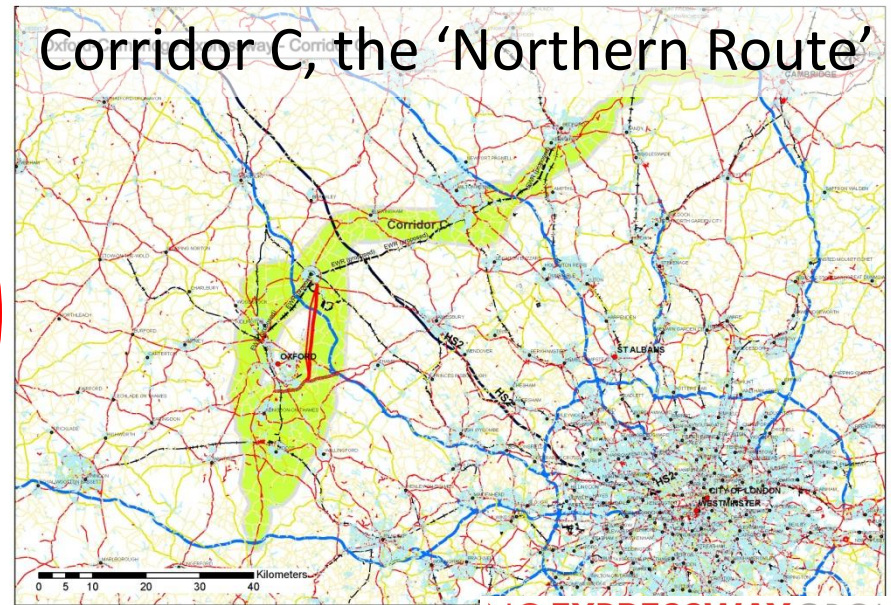
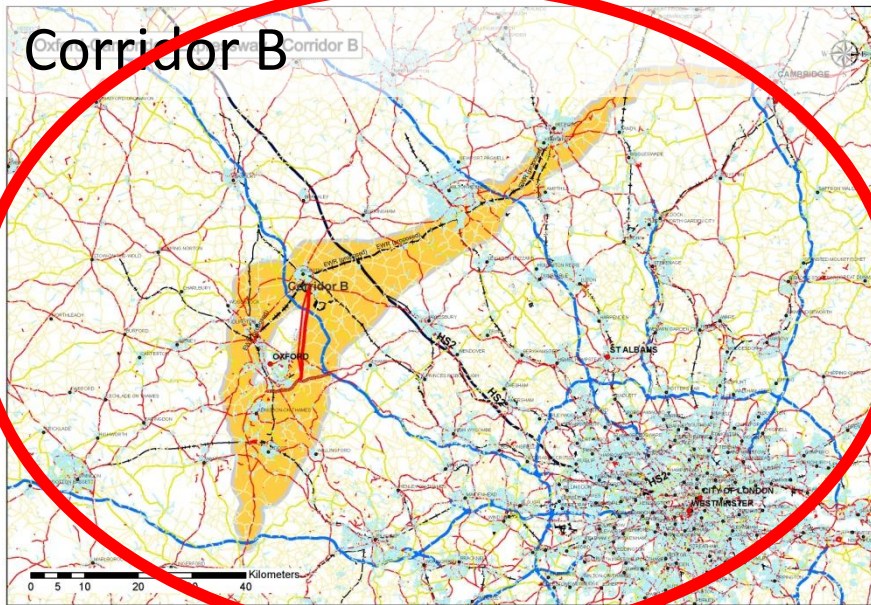
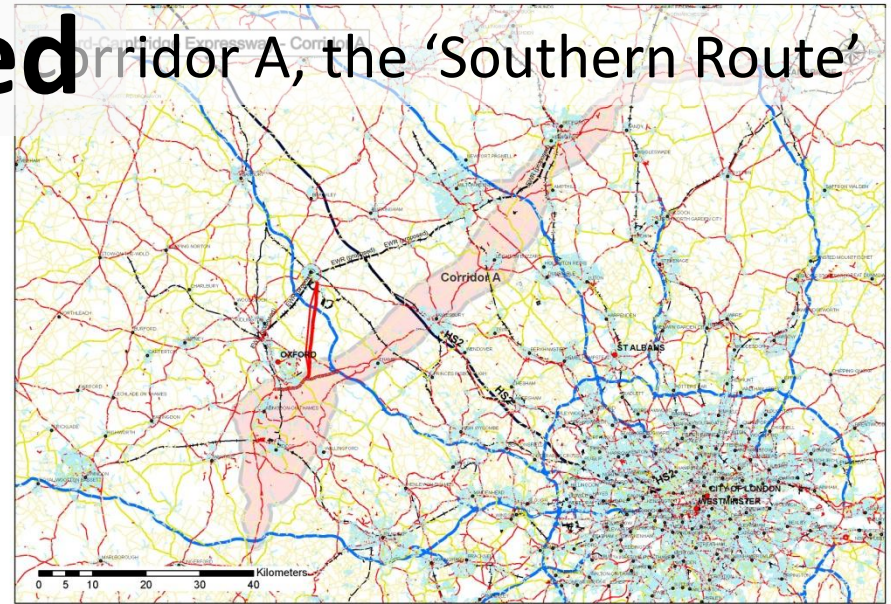
But from Spring of 2018 Highways England talked only of three broad corridors, A, B and C.

Stakeholders had very little influence on Corridor choice.

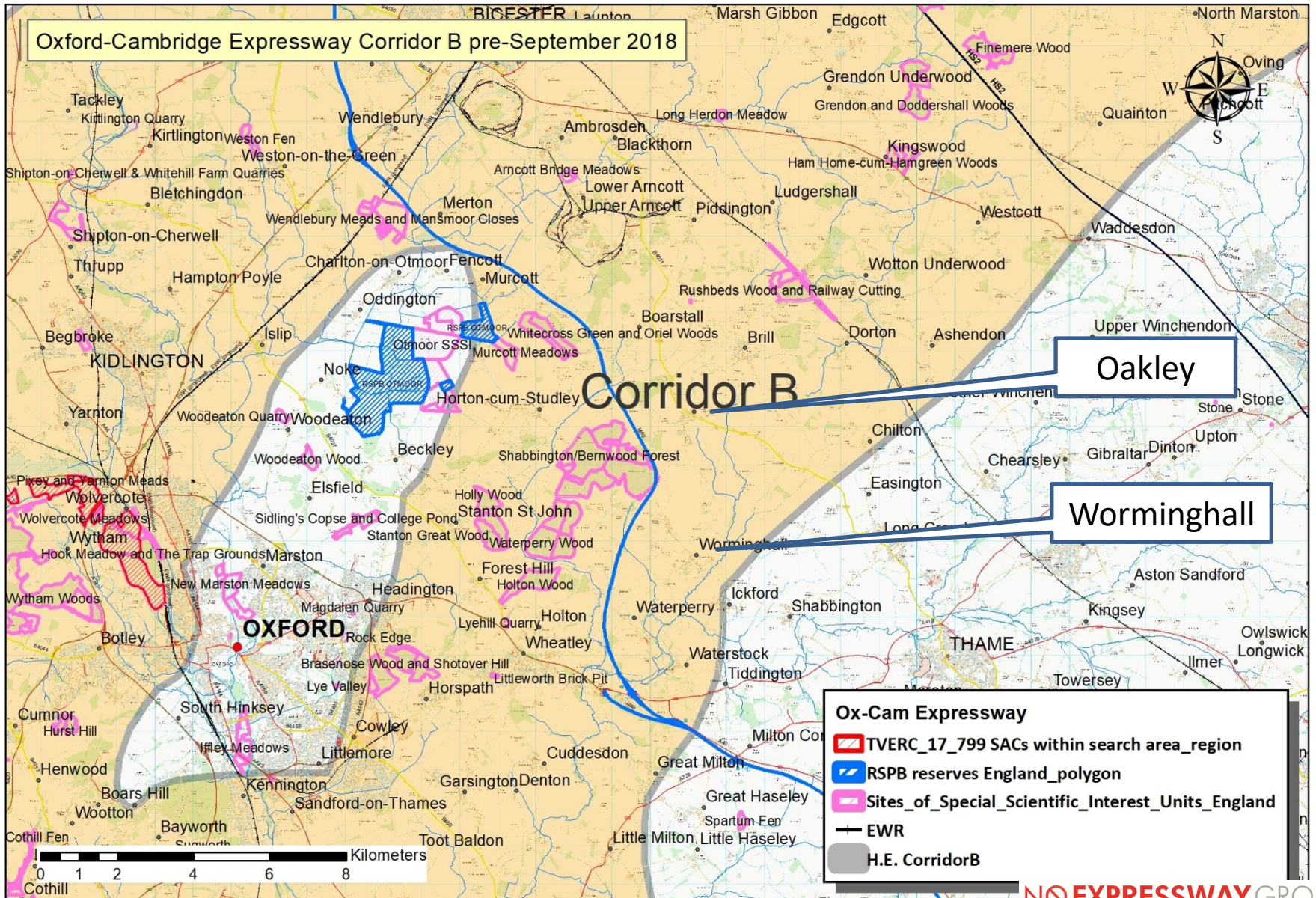


Corridor Announced

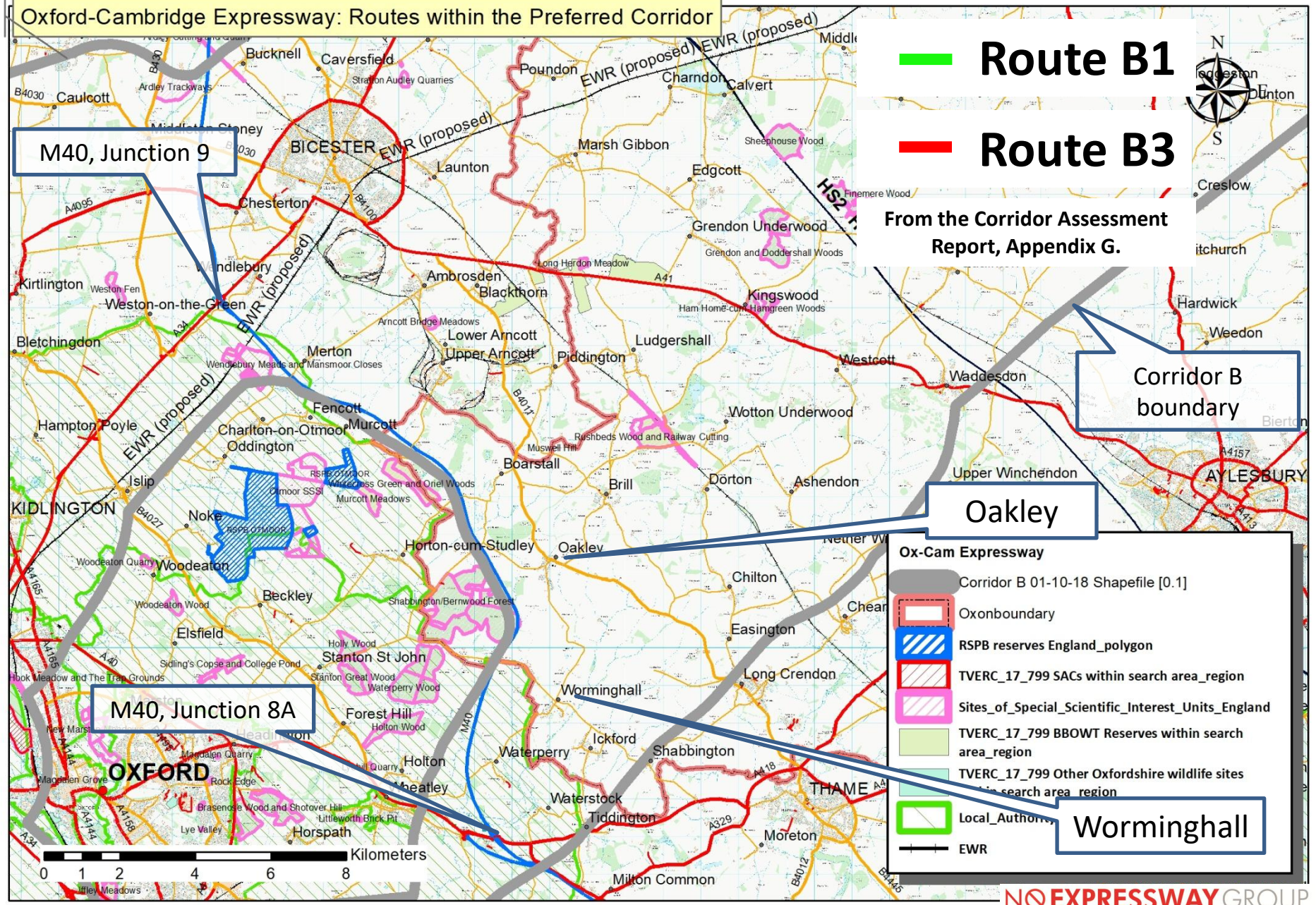
On September 12th last year Highways England announced a modified Corridor B for further study.



Corridor B before September 12th



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3



From the Corridor Assessment Report, Appendix G.

M40, Junction 9

Corridor B boundary

Oakley

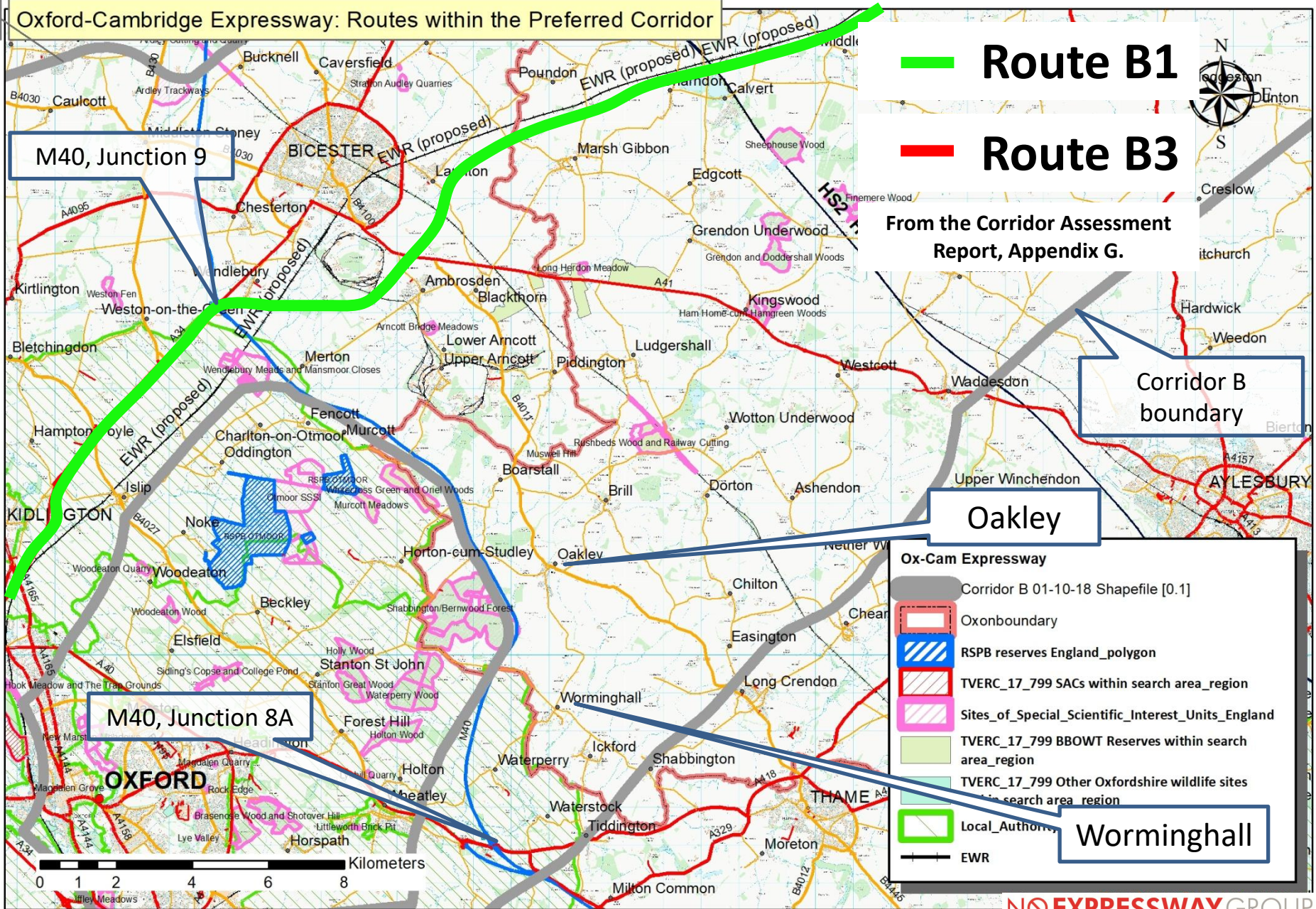
M40, Junction 8A

Worminghall

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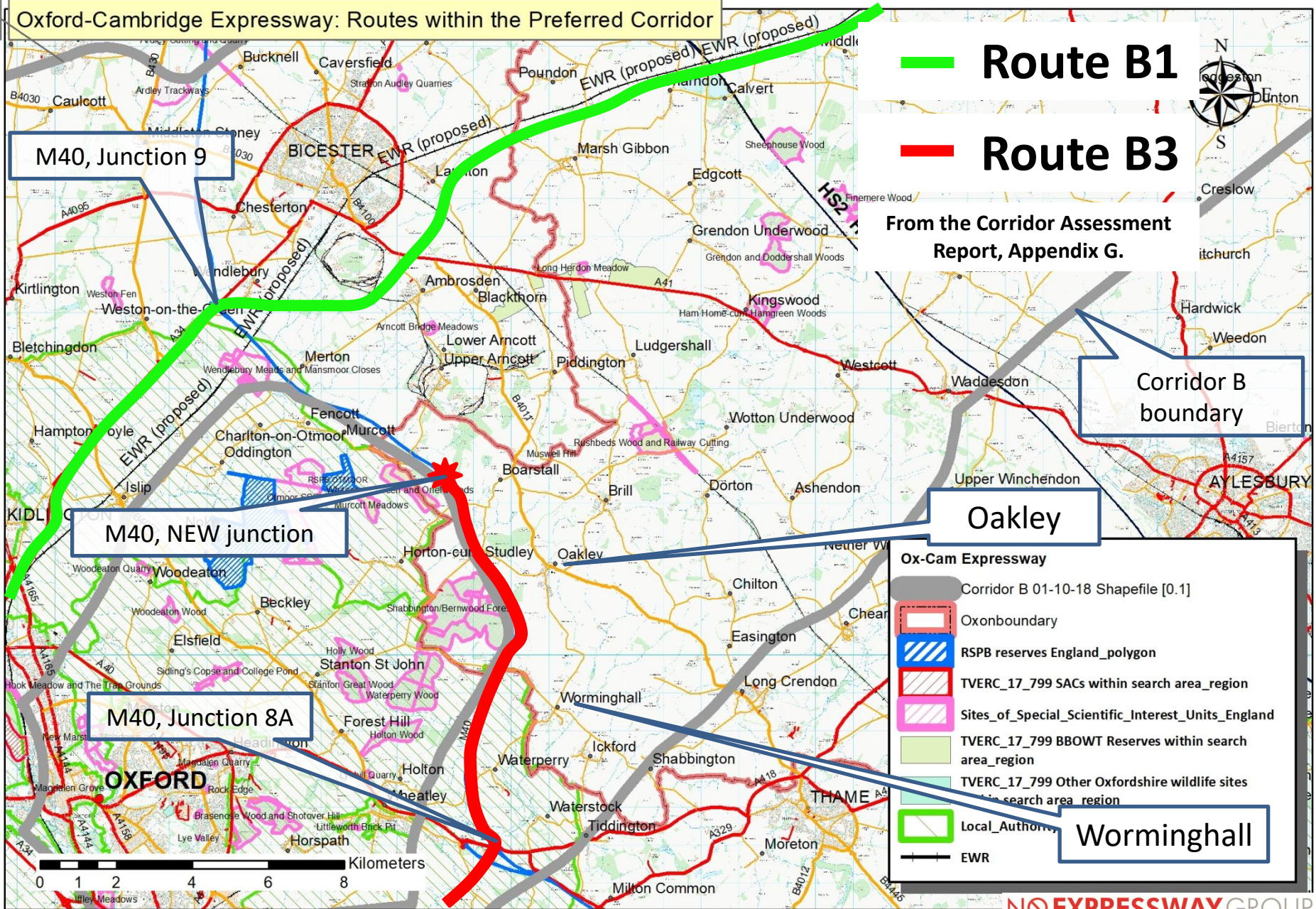
Corridor B boundary

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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Route B3

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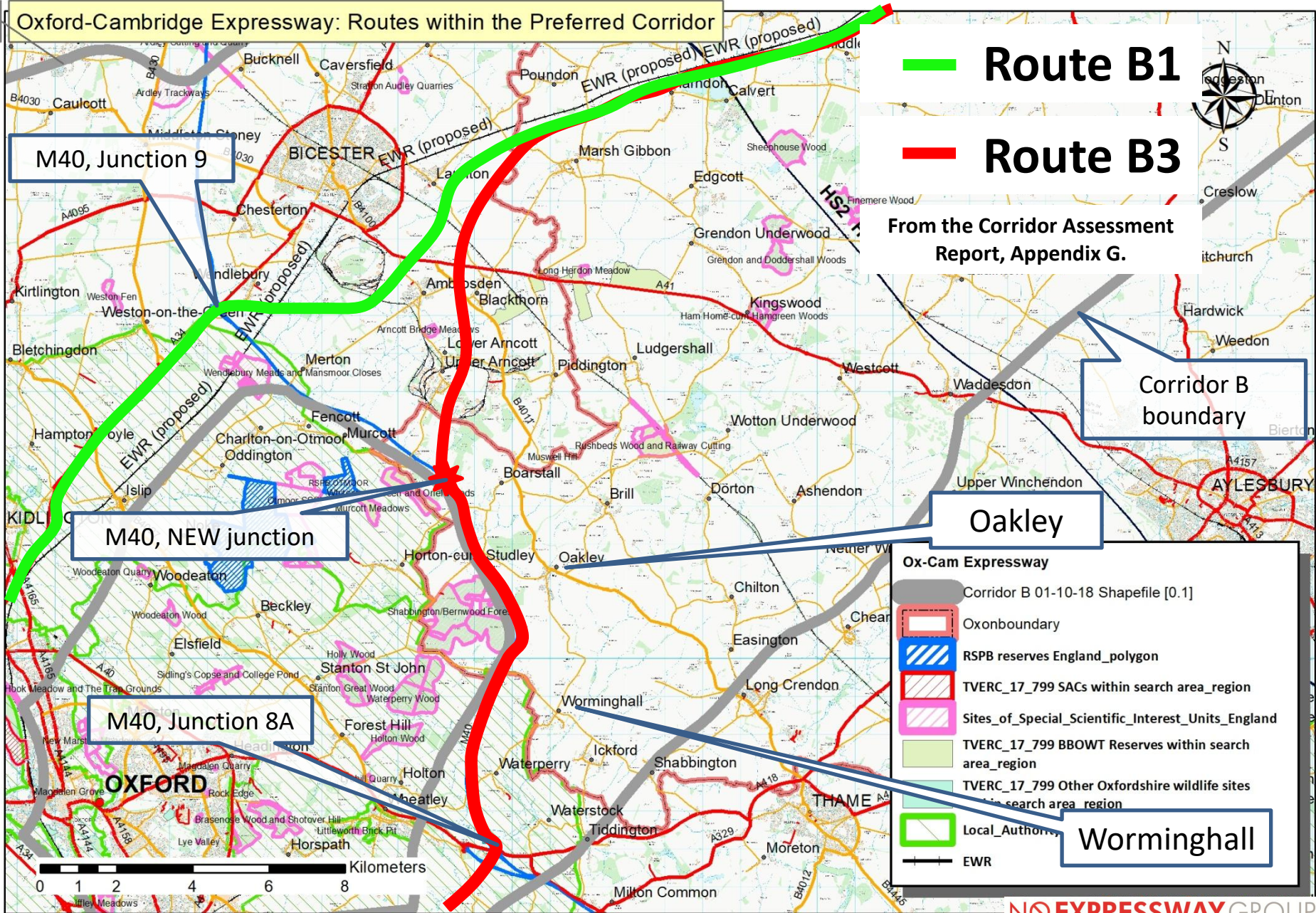
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1
Route B3

From the Corridor Assessment Report, Appendix G.



Corridor B boundary

Oakley

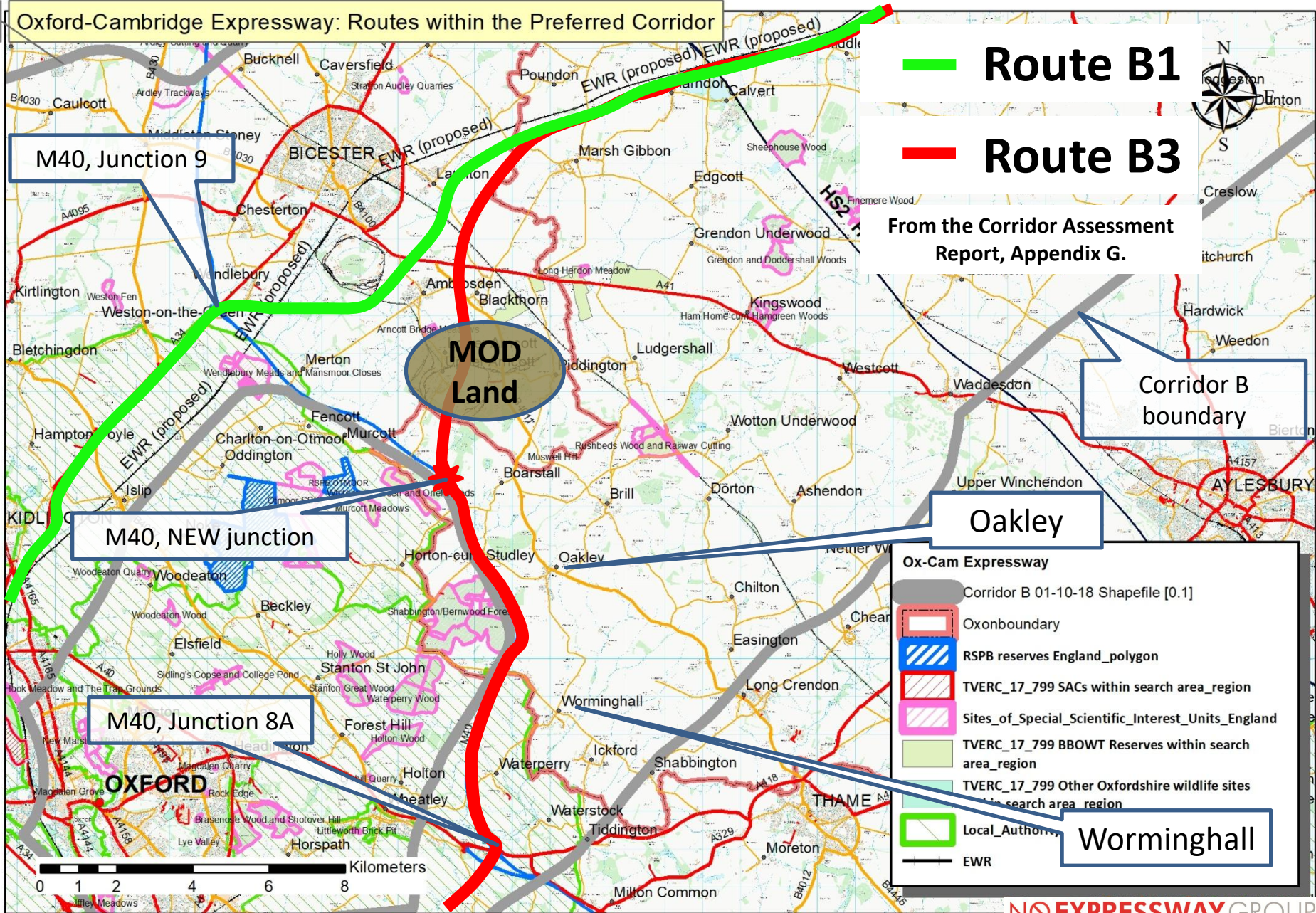
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Worminghall



Oxford-Cambridge Expressway: Routes within the Preferred Corridor

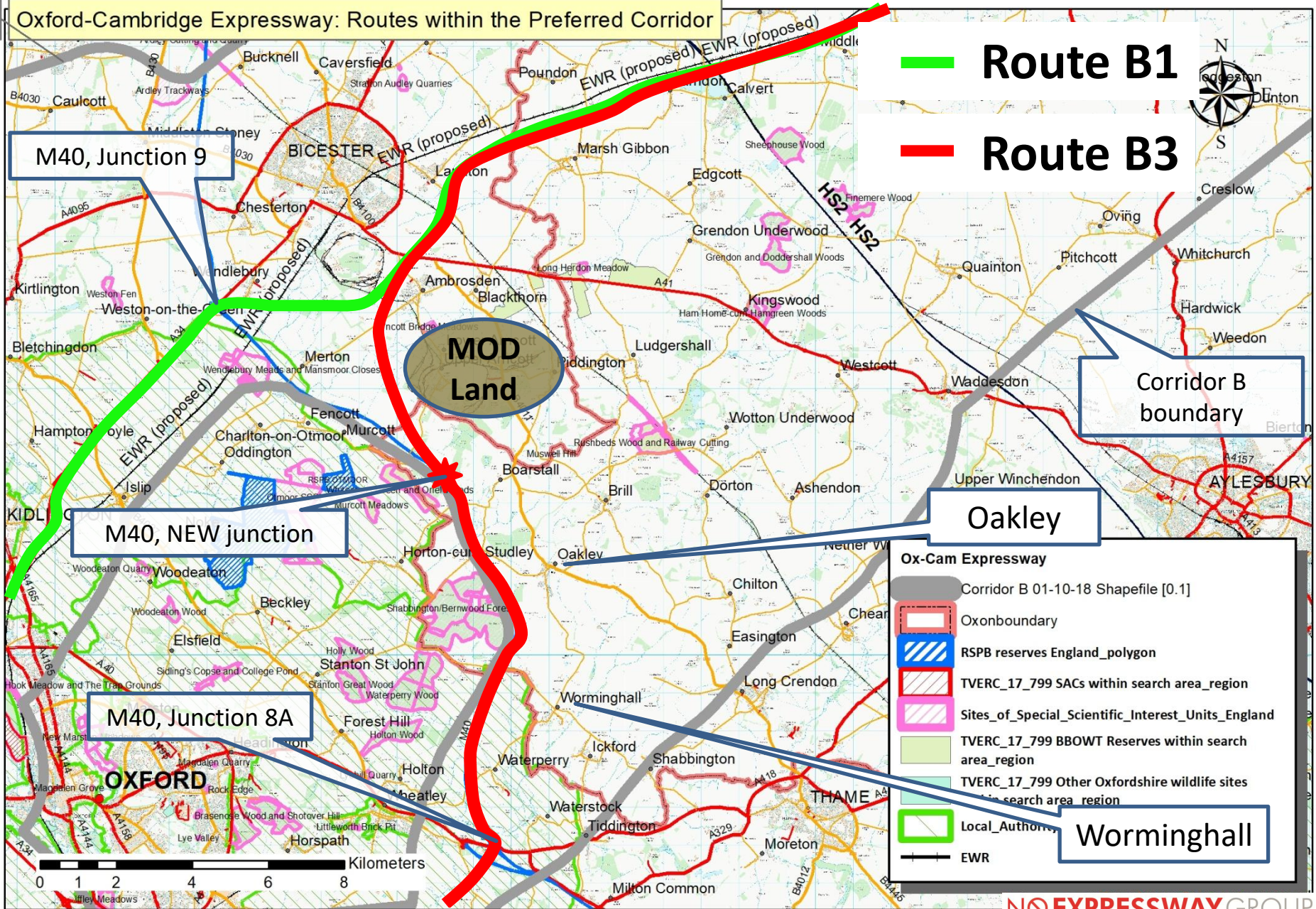


Route B1
Route B3

From the Corridor Assessment Report, Appendix G.



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1
Route B3

Corridor B boundary

M40, NEW junction

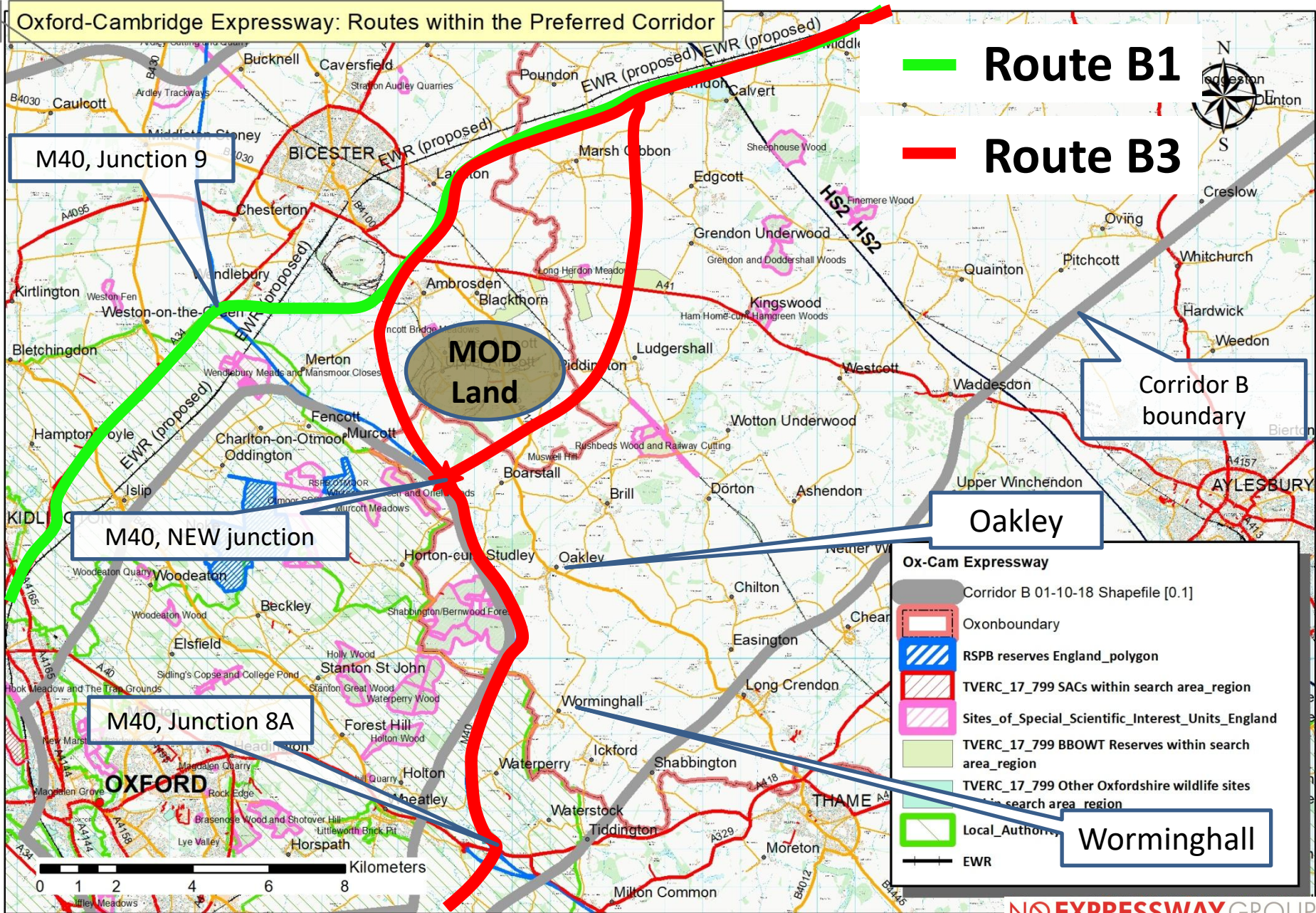
Oakley

M40, Junction 8A

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

M40, Junction 9

M40, NEW junction

M40, Junction 8A

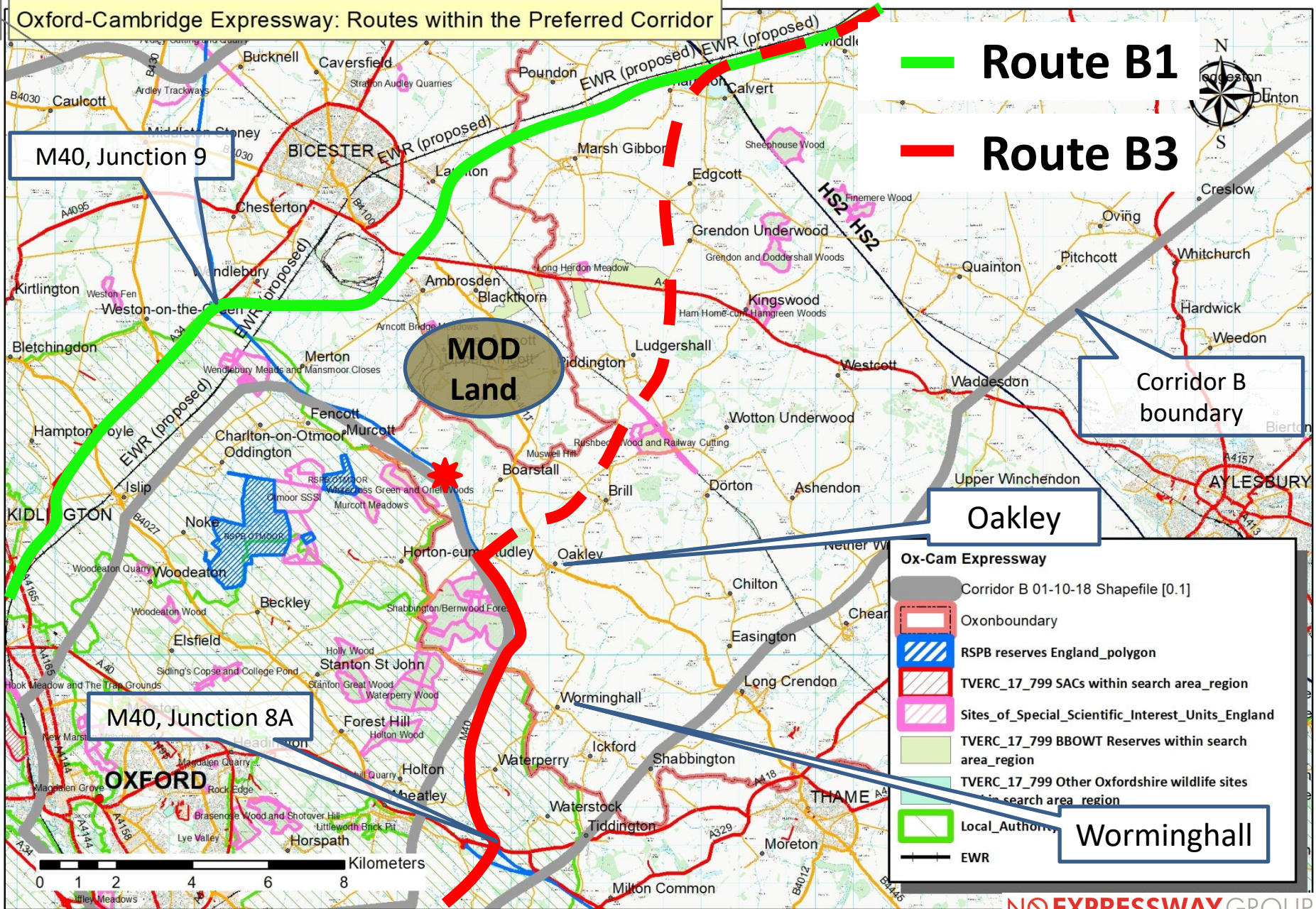
Corridor B boundary

Oakley

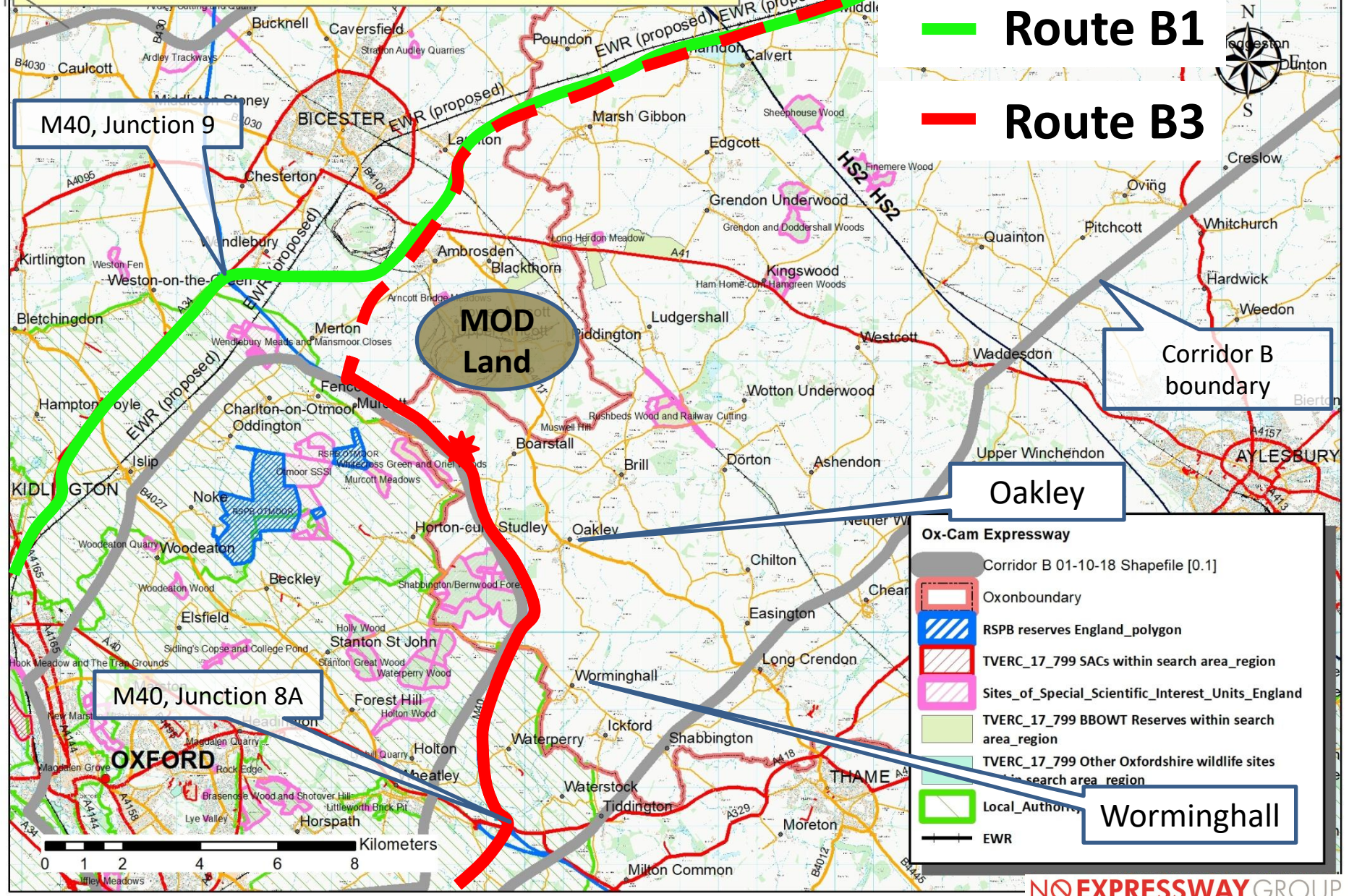
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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

Route B3

Corridor B boundary

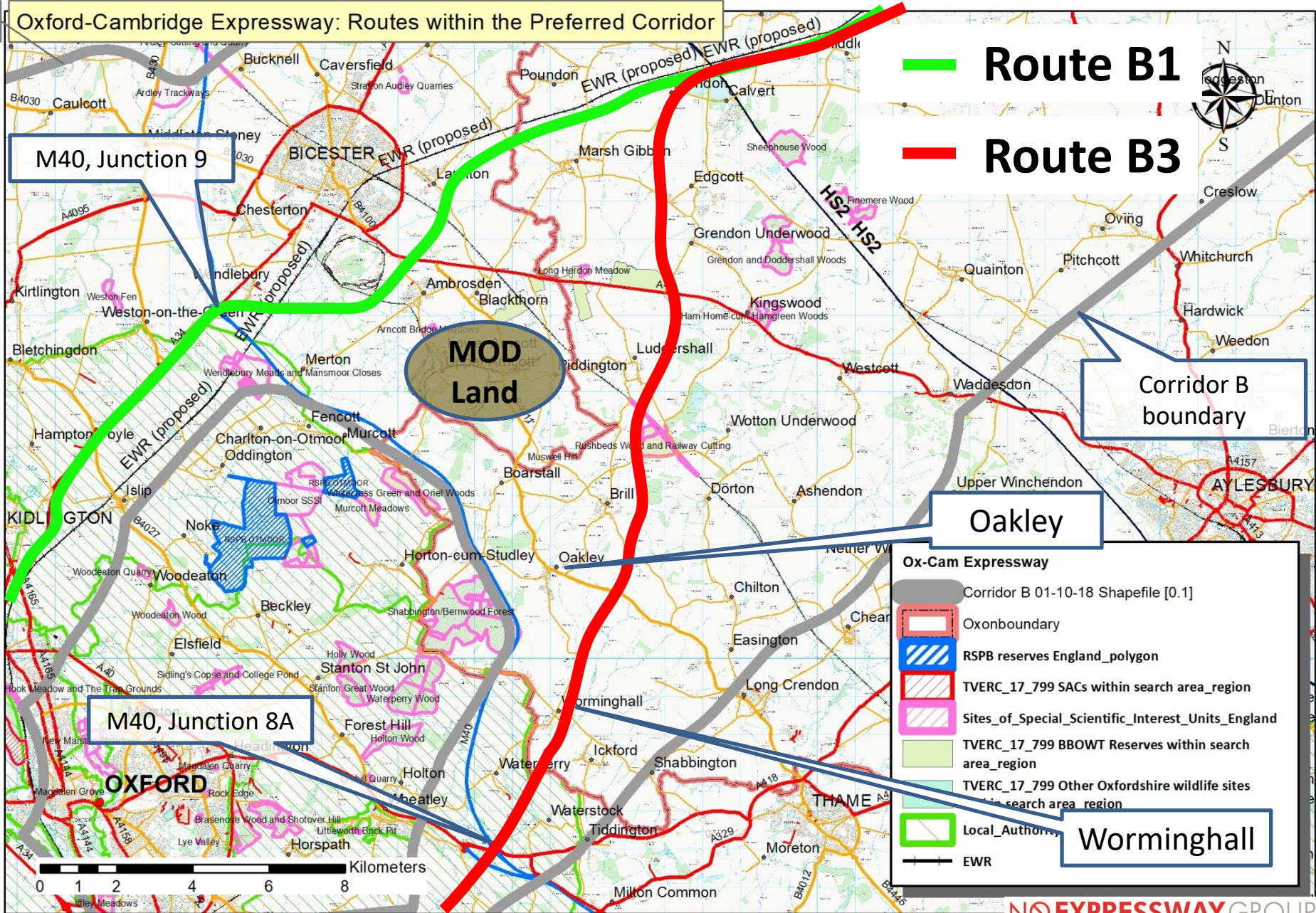
Oakley

Wokingham

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



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







MOD Land

Corridor B boundary

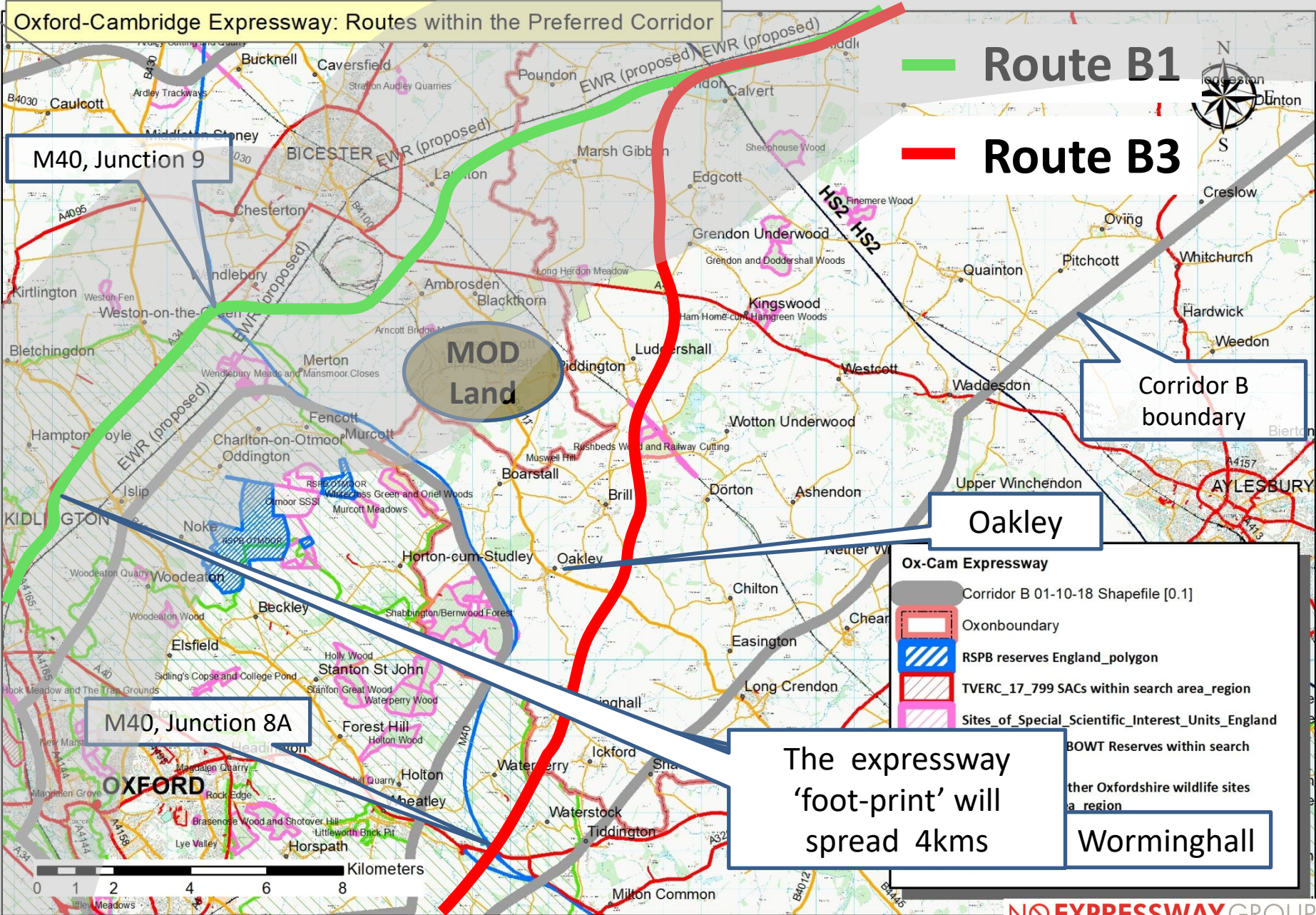
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M40, Junction 8A

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



M40, Junction 9

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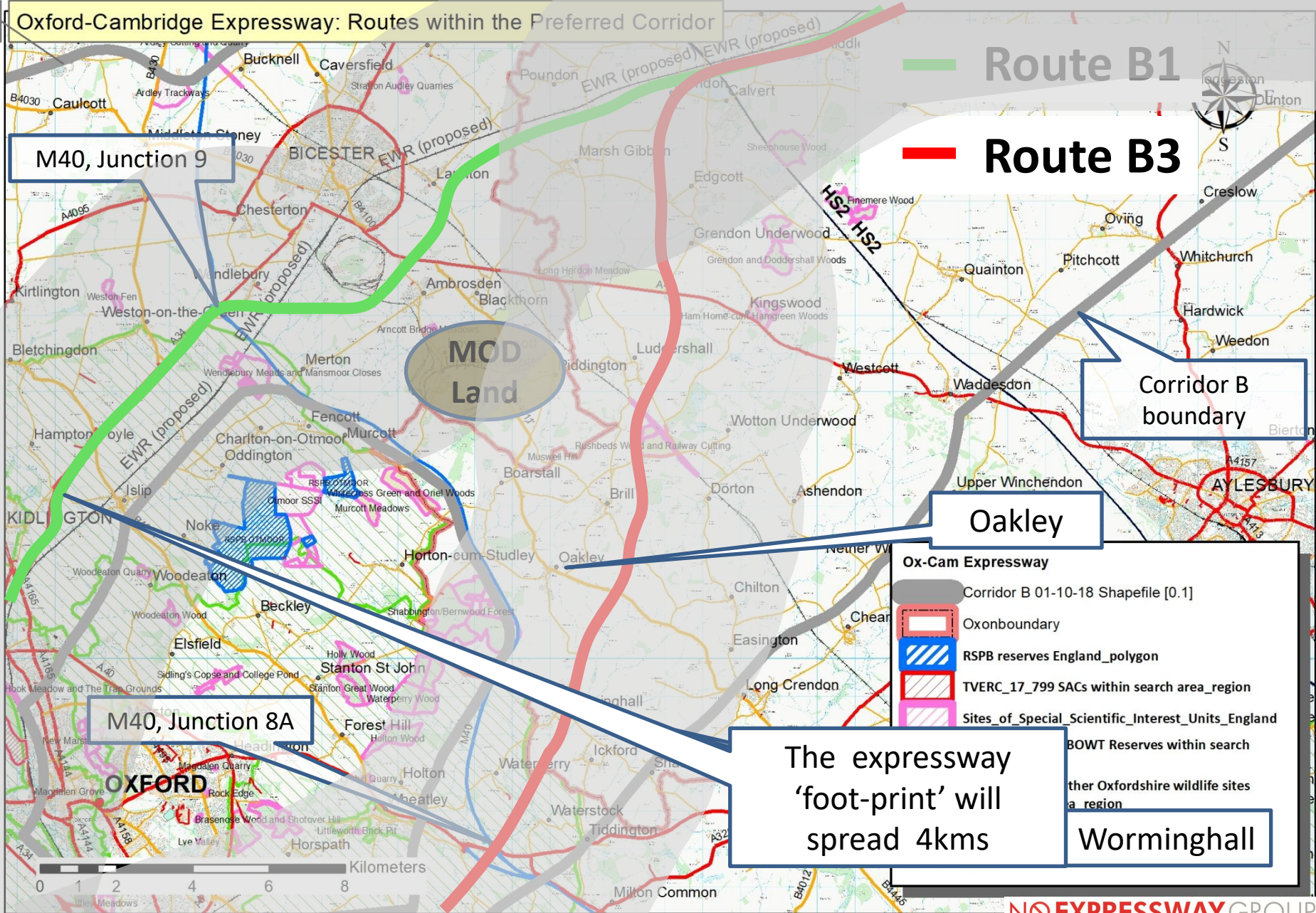
M40, Junction 8A

The expressway 'foot-print' will spread 4kms

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Oxford-Cambridge Expressway: Routes within the Preferred Corridor



Route B1

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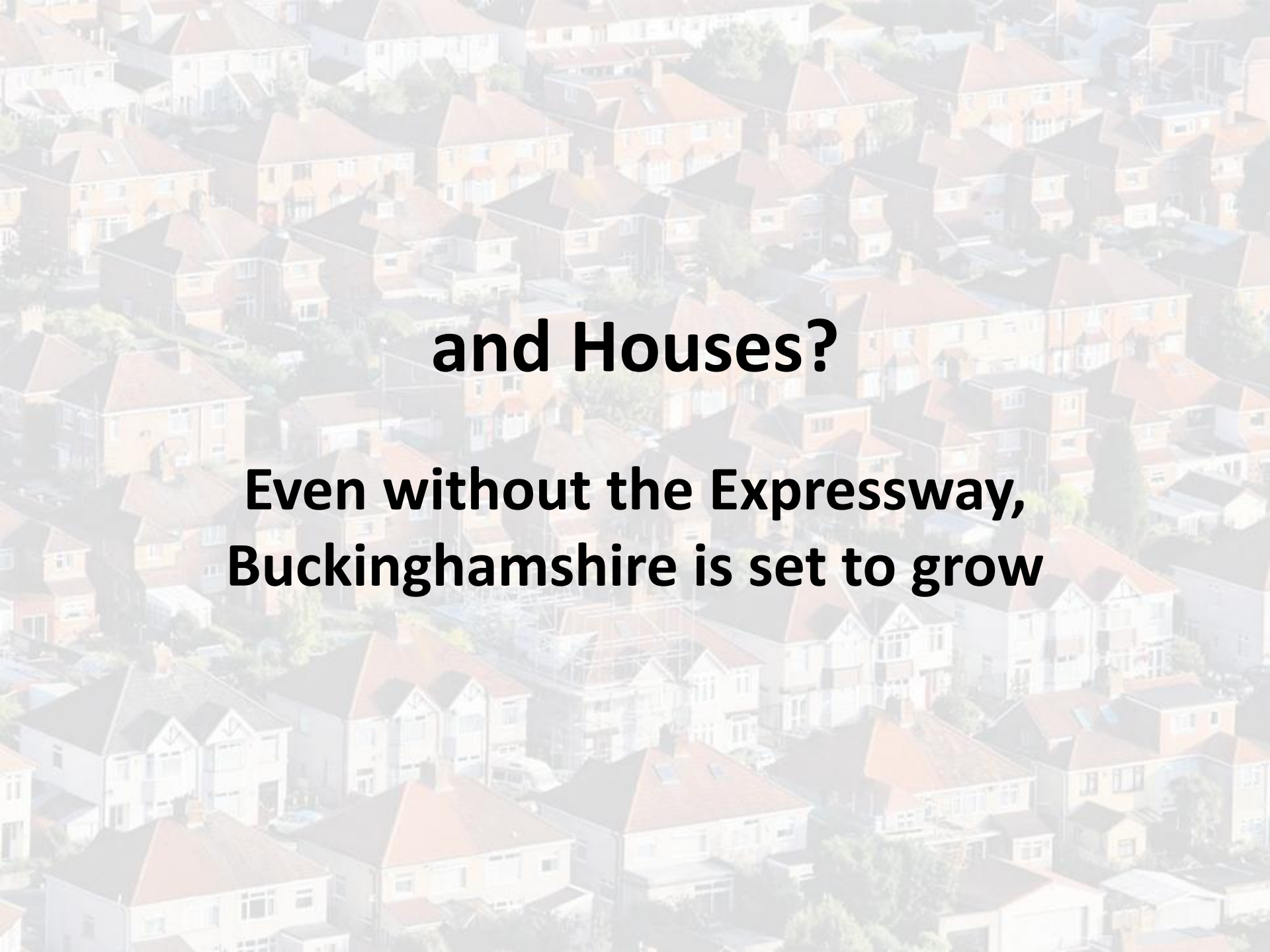
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An aerial photograph of a densely packed residential neighborhood, likely in Buckinghamshire. The houses are mostly two-story buildings with red-tiled roofs and light-colored facades. The houses are arranged in a grid-like pattern, with narrow streets and small gardens. The overall scene is a typical suburban housing estate.

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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**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'

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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



3,000 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.

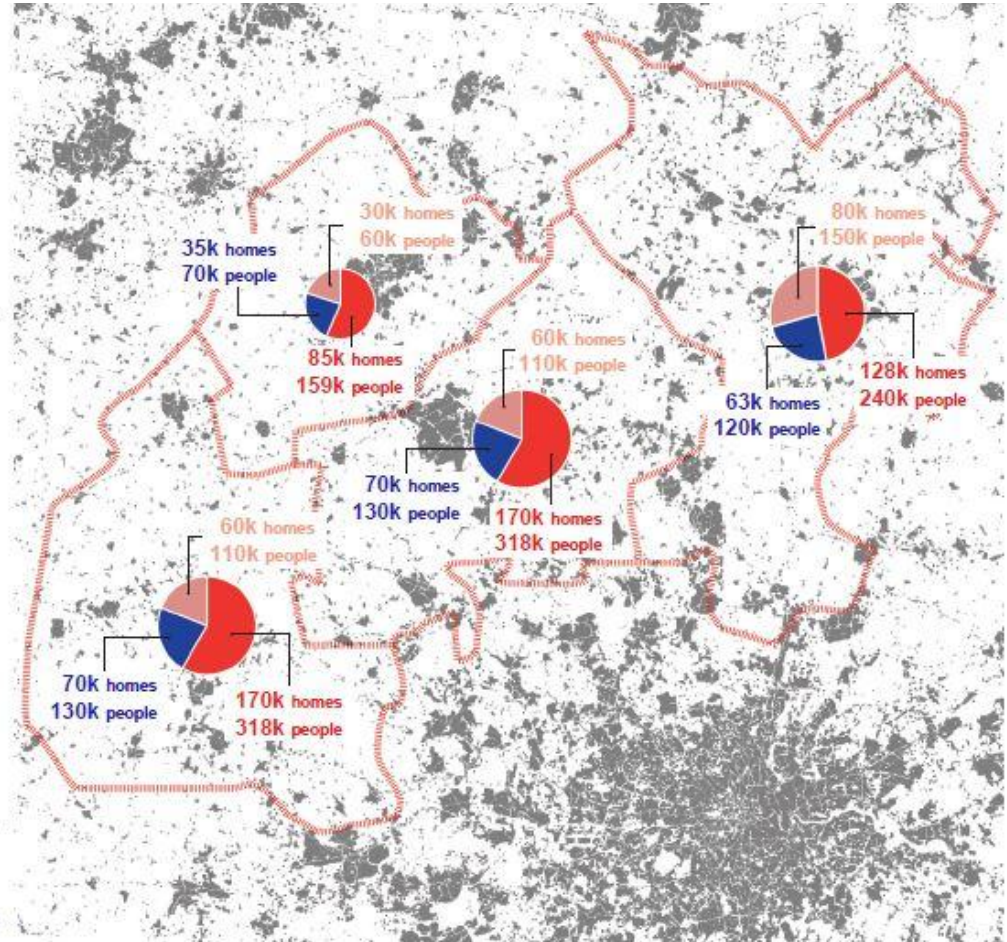
This drawing shows the additional urban area required for the transformational scenario at a settlement-wide density of 3,500 people/km², distributed according to Savills/Arup/Cambridge Econometrics analysis.

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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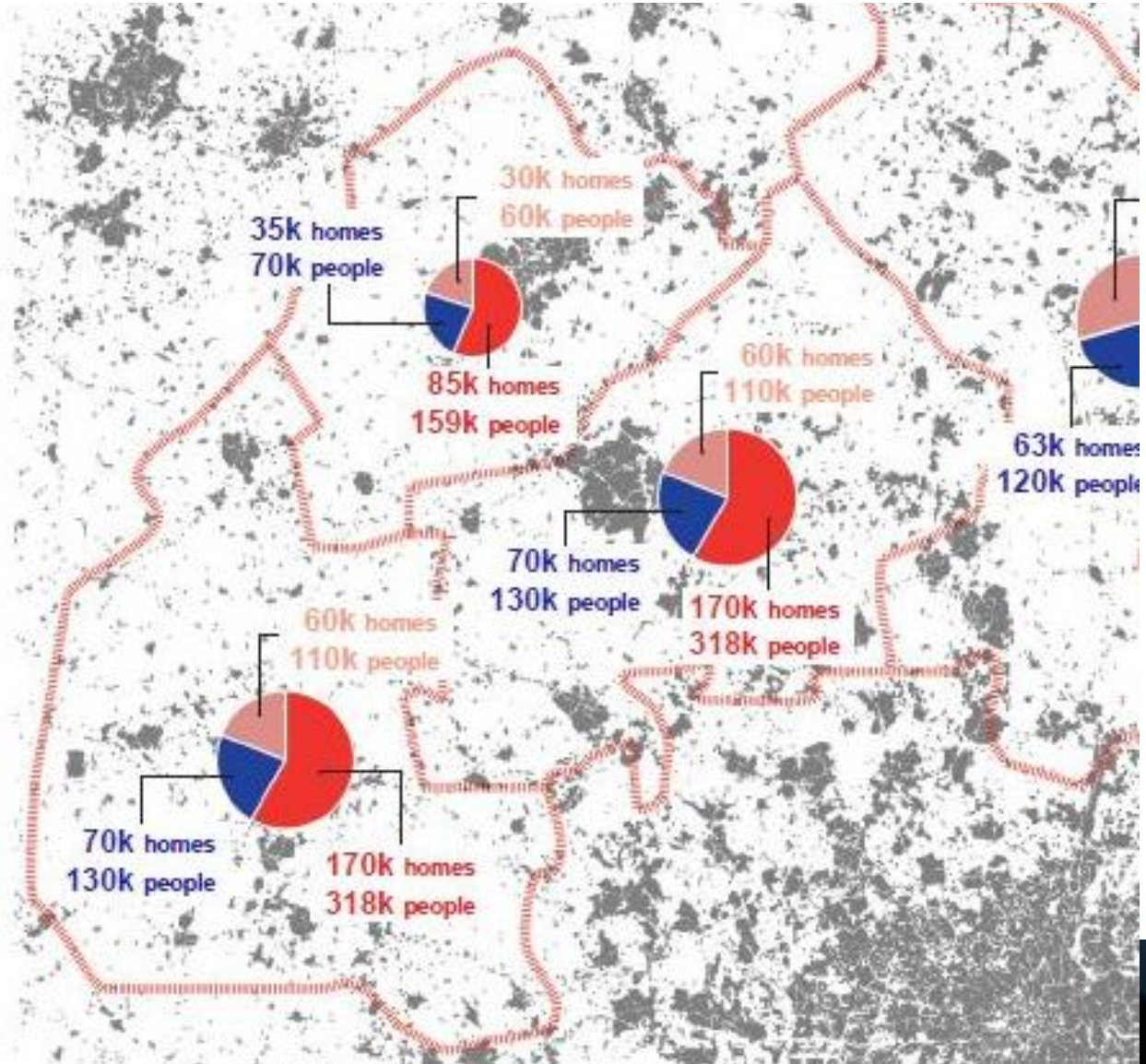
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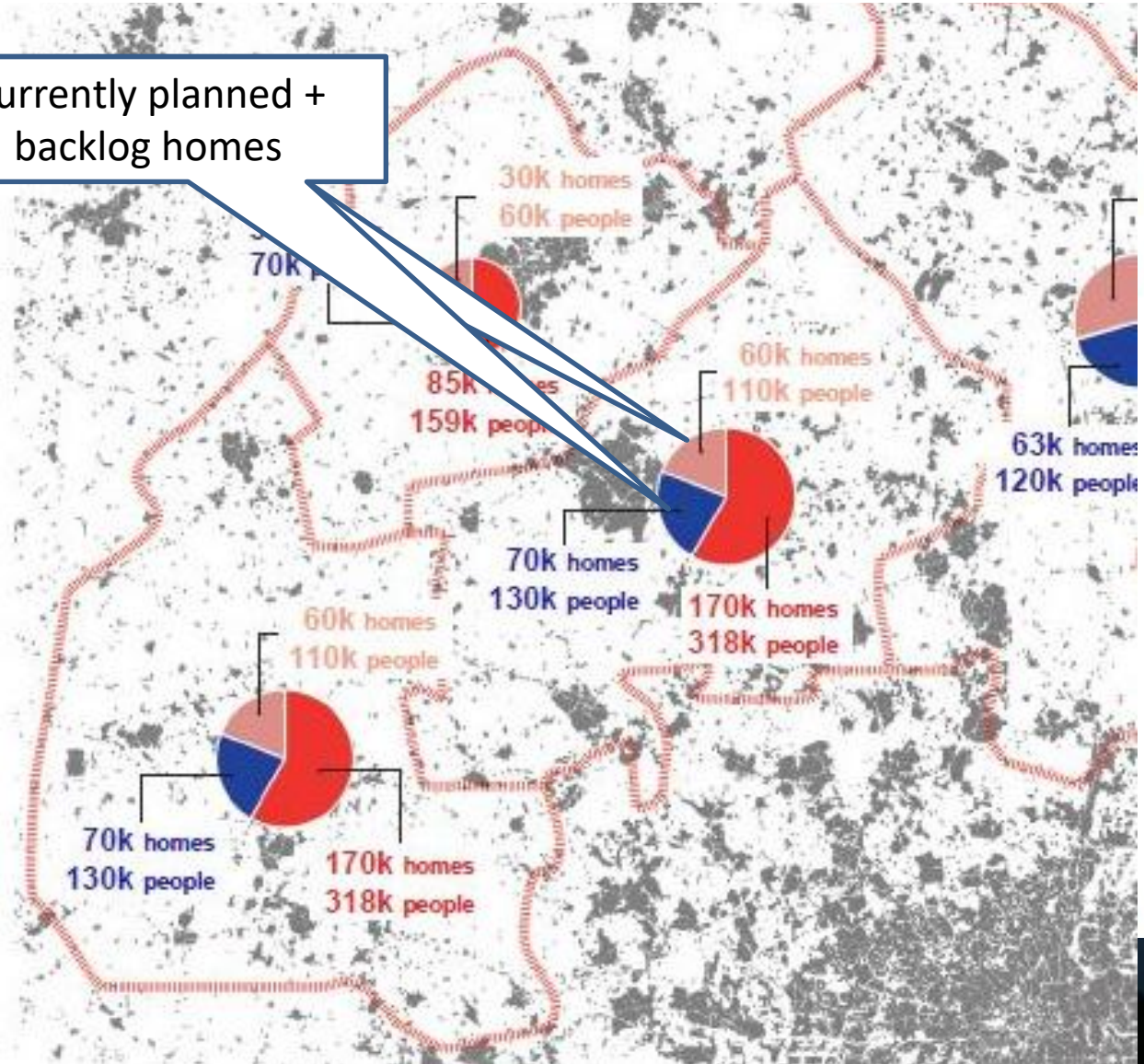
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Currently planned + backlog homes

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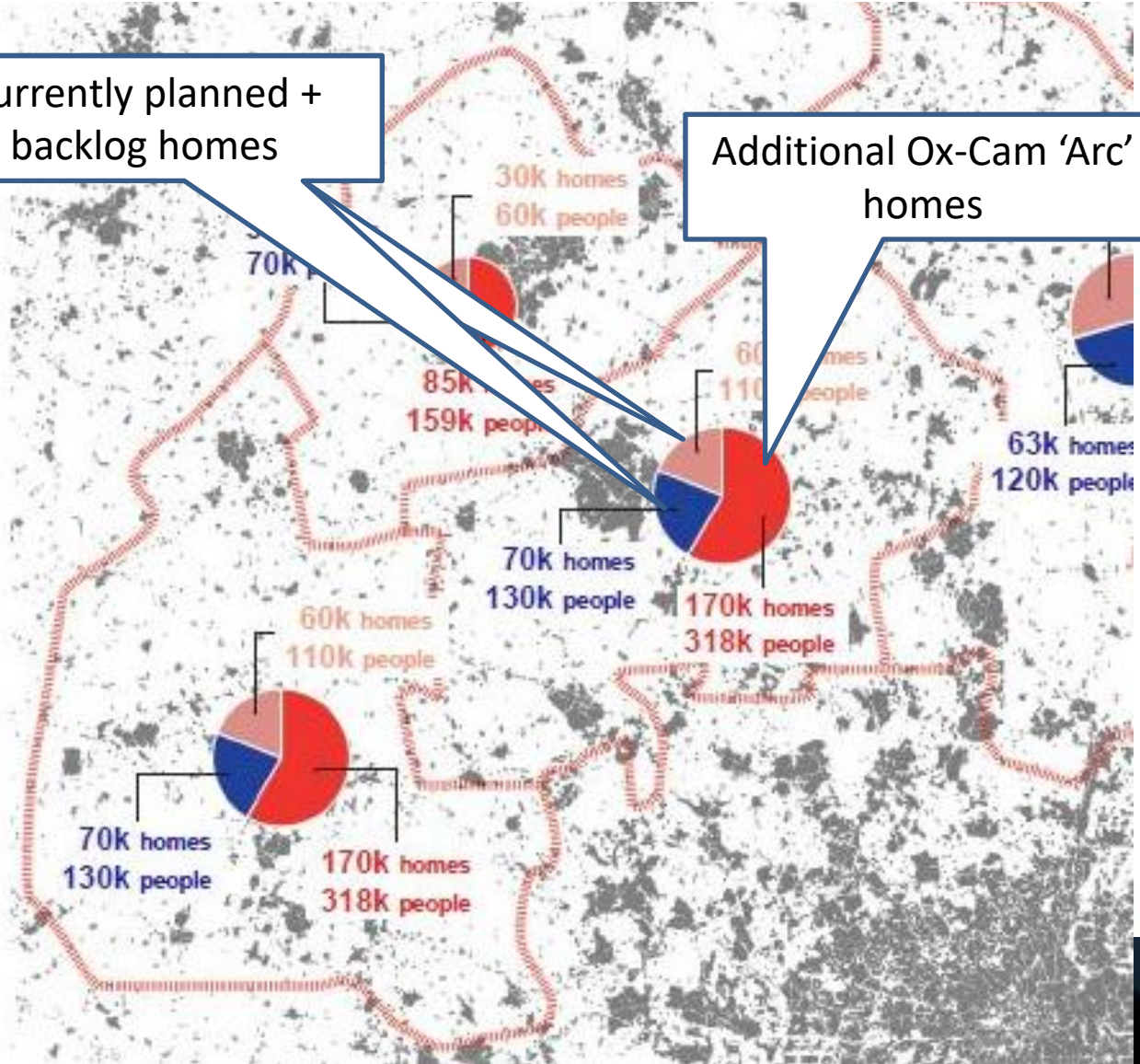
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



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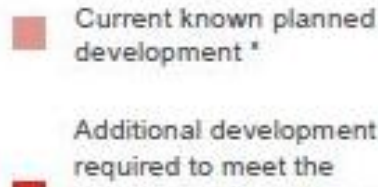
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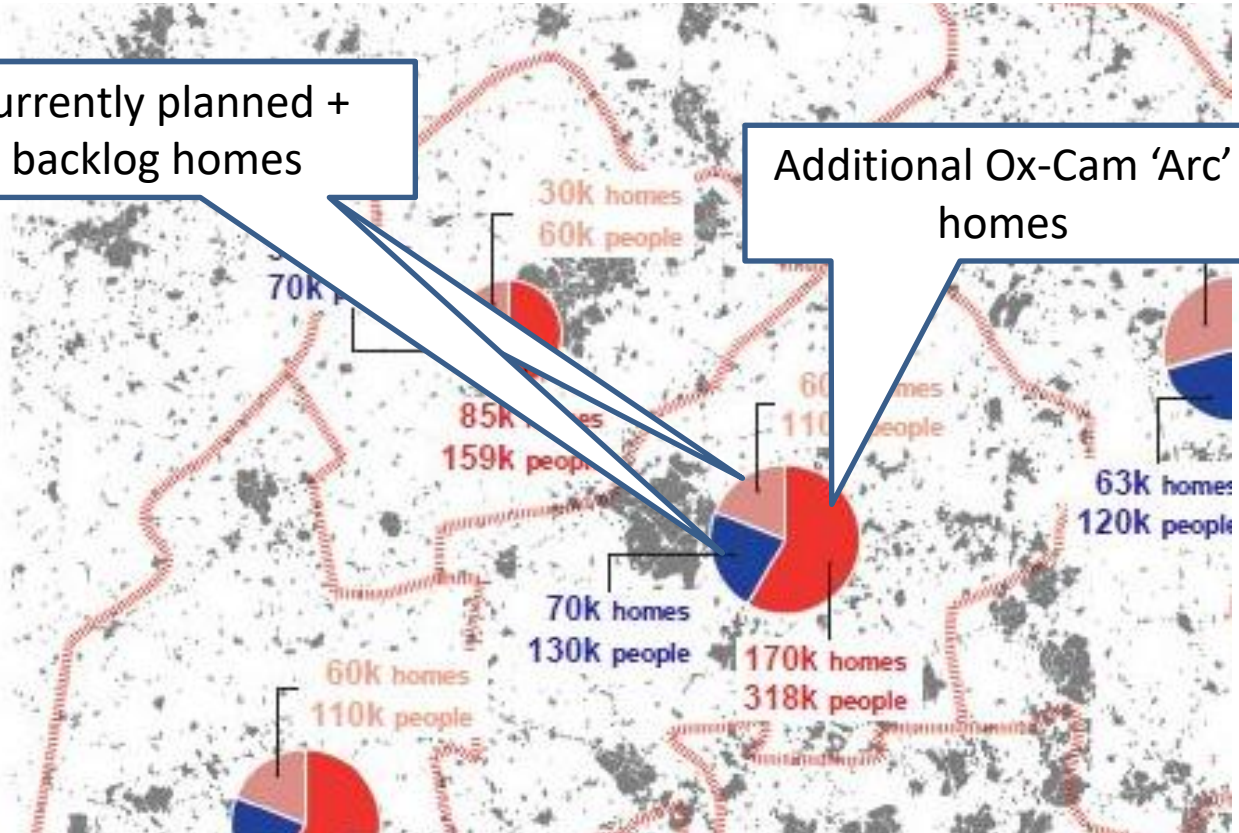
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Currently planned + backlog homes

Additional Ox-Cam 'Arc' homes



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

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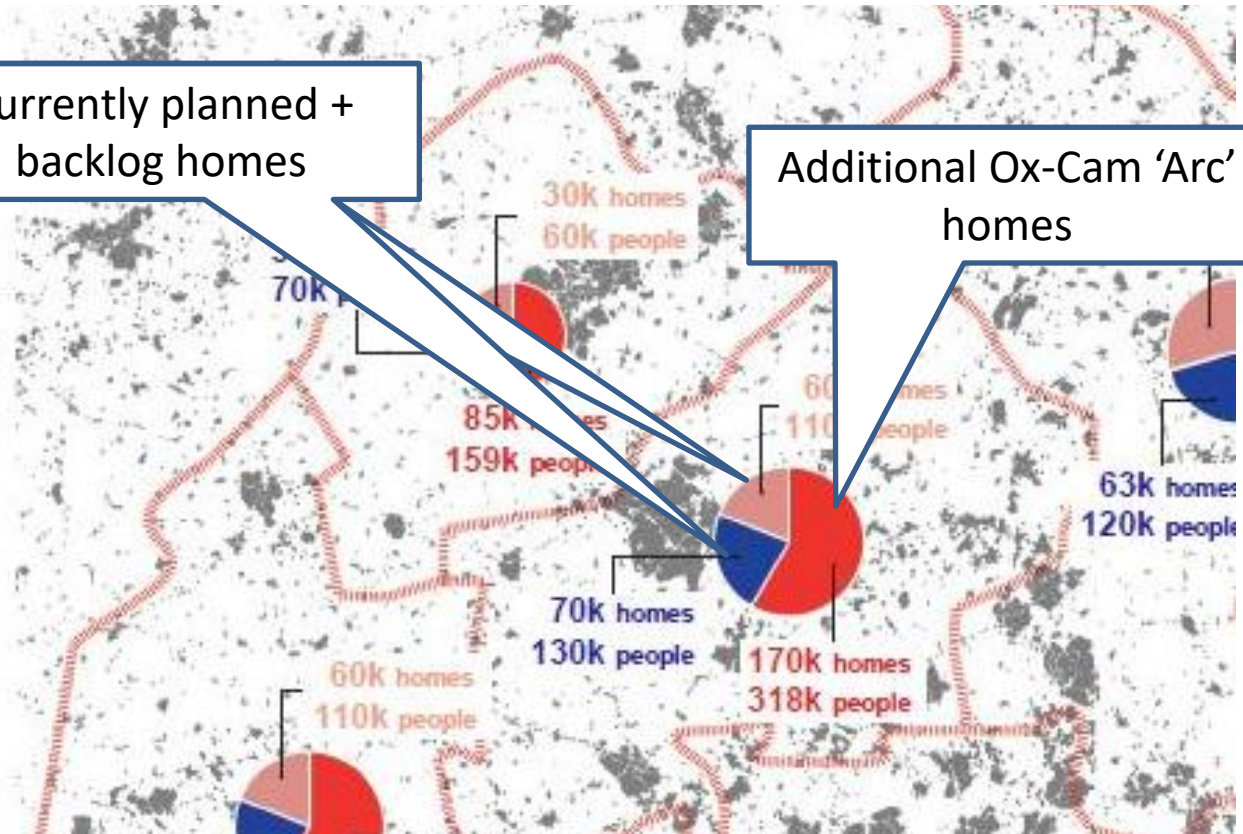
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Additional Ox-Cam 'Arc' homes

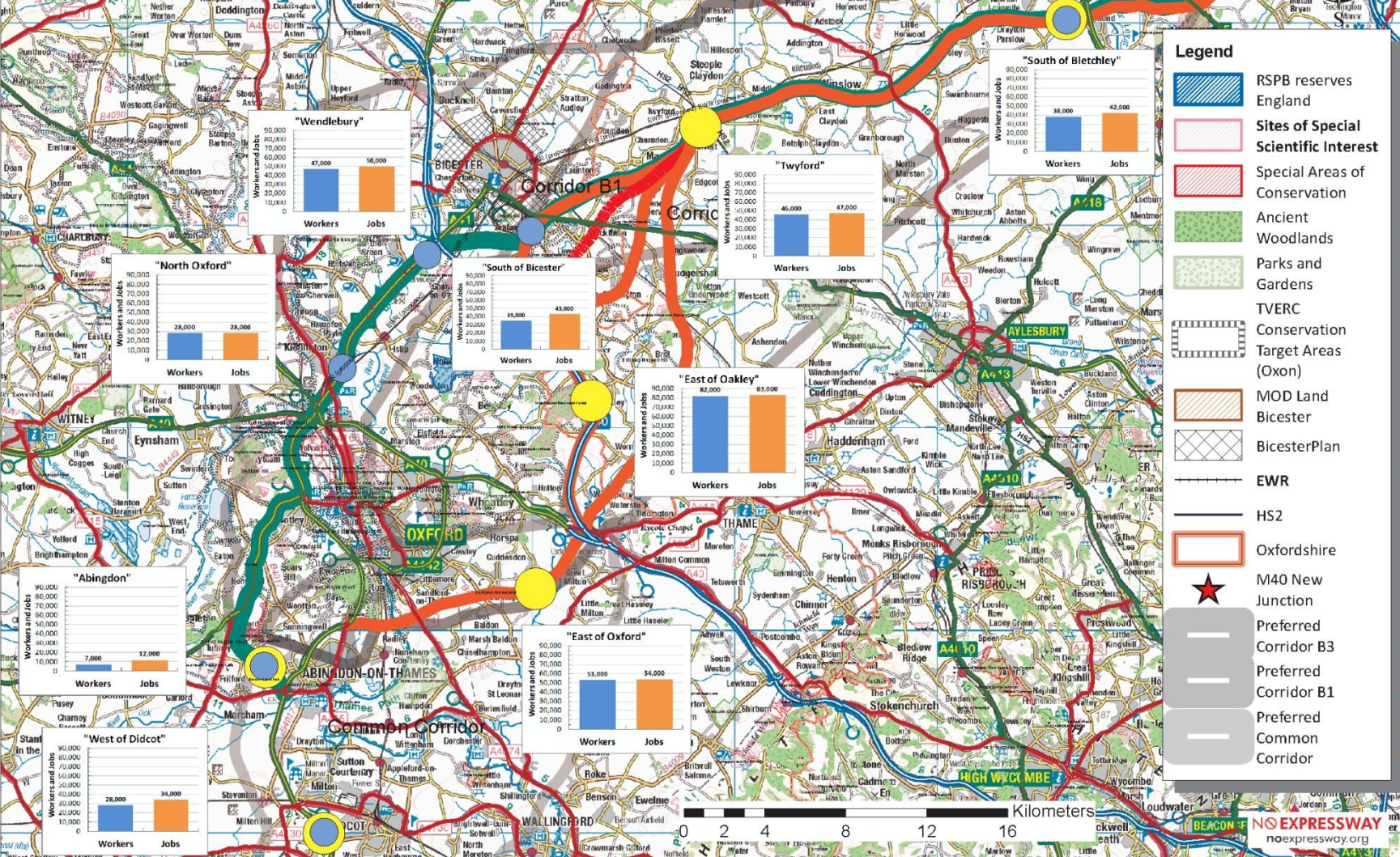


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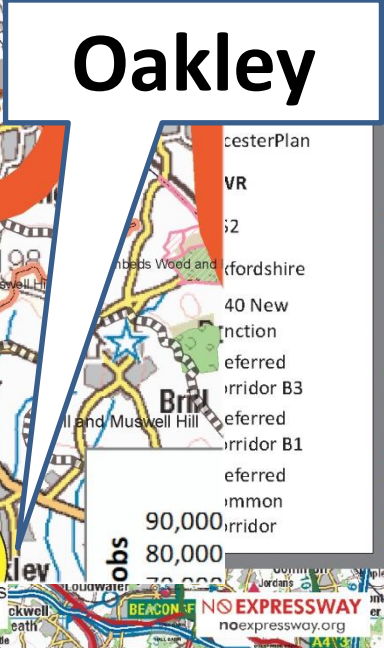
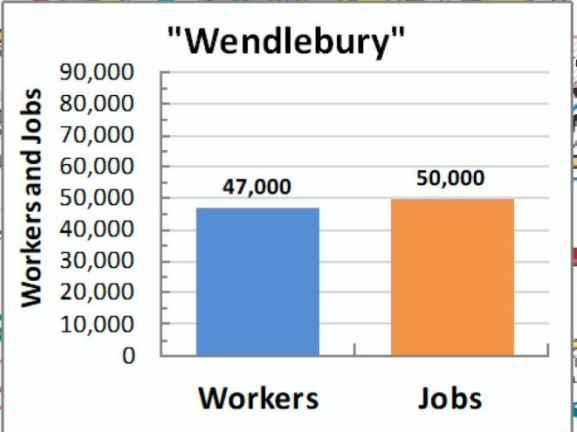
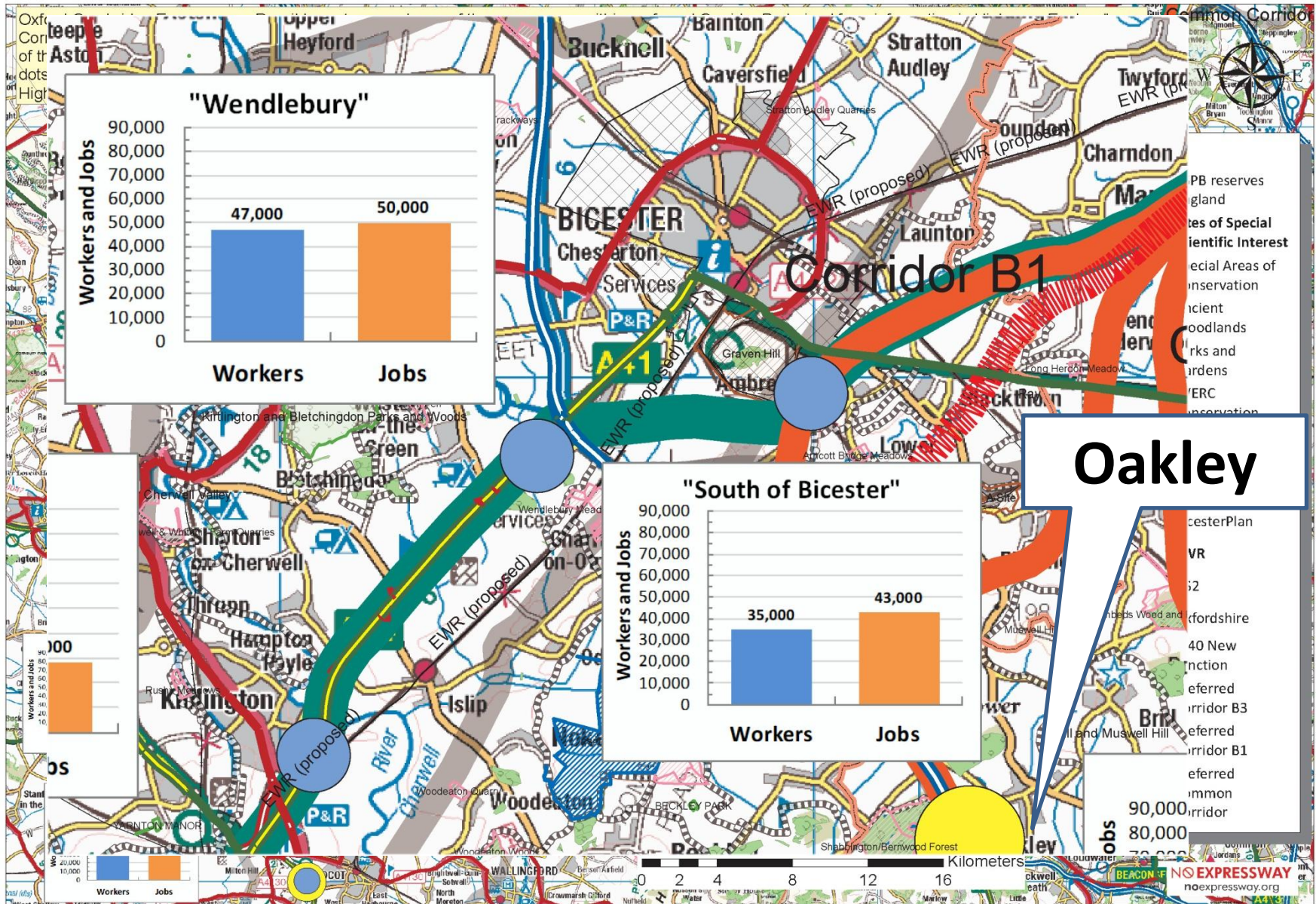
So, even with no more Local Plan growth, Bucks will grow by 87% by 2050 (national average 16% by 2050)

..how many new homes along the Expressway itself?

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



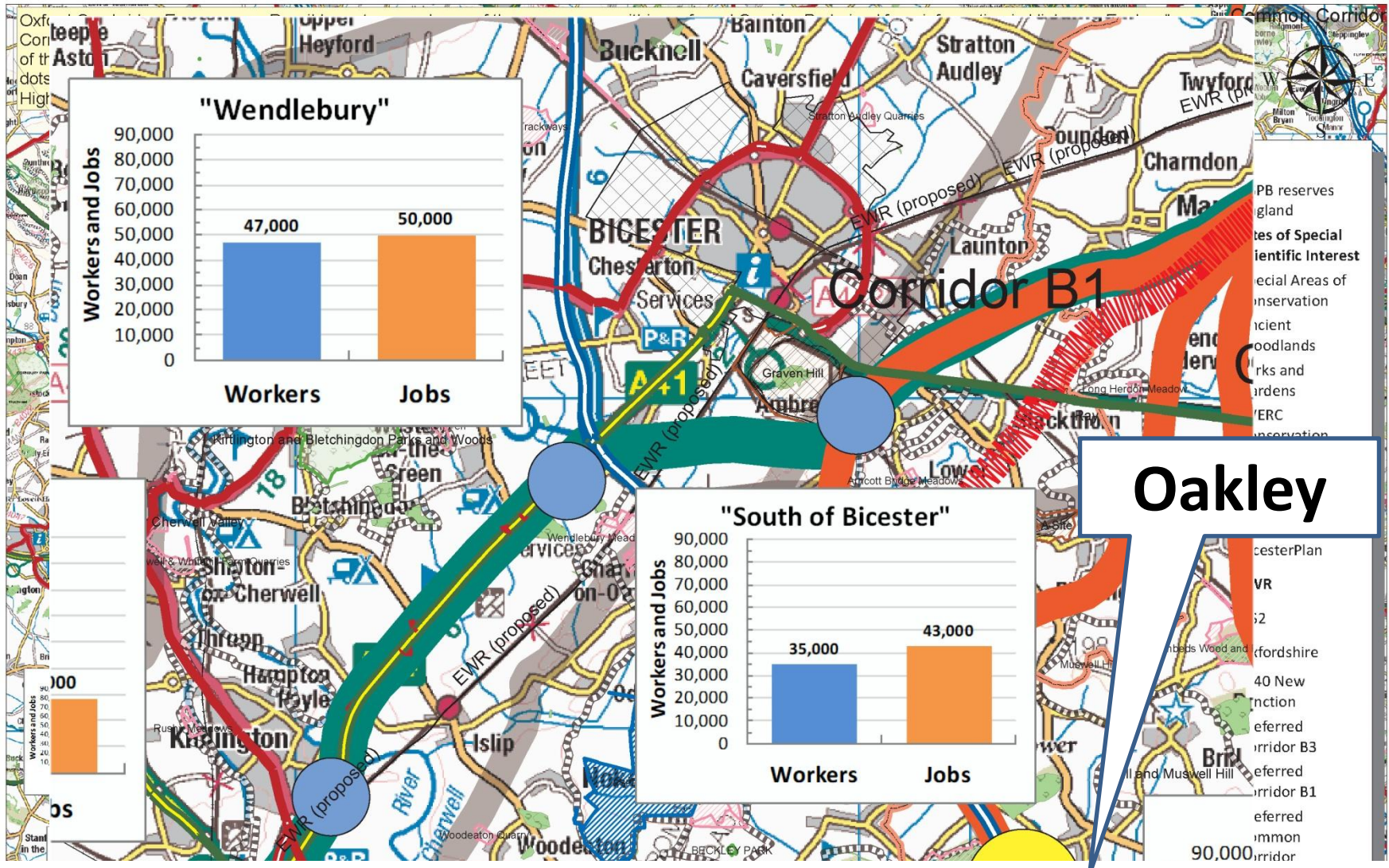
Option B1, 82,000 workers/65,000 new houses nr. Bicester



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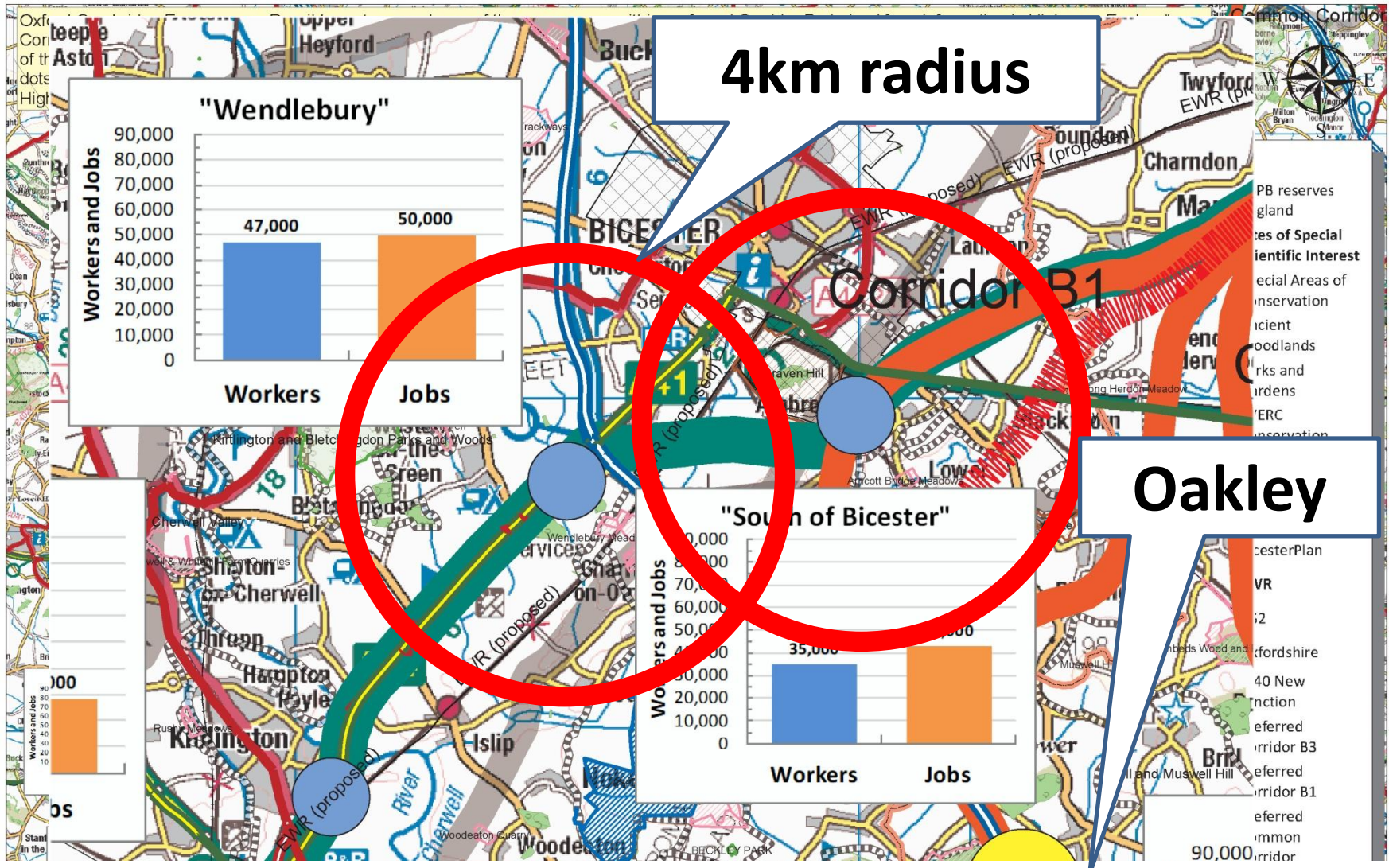
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Option B1, 82,000 workers/65,000 new houses nr. Bicester



That's 150,440 people (Oxford City has 154,600 2017 figure)

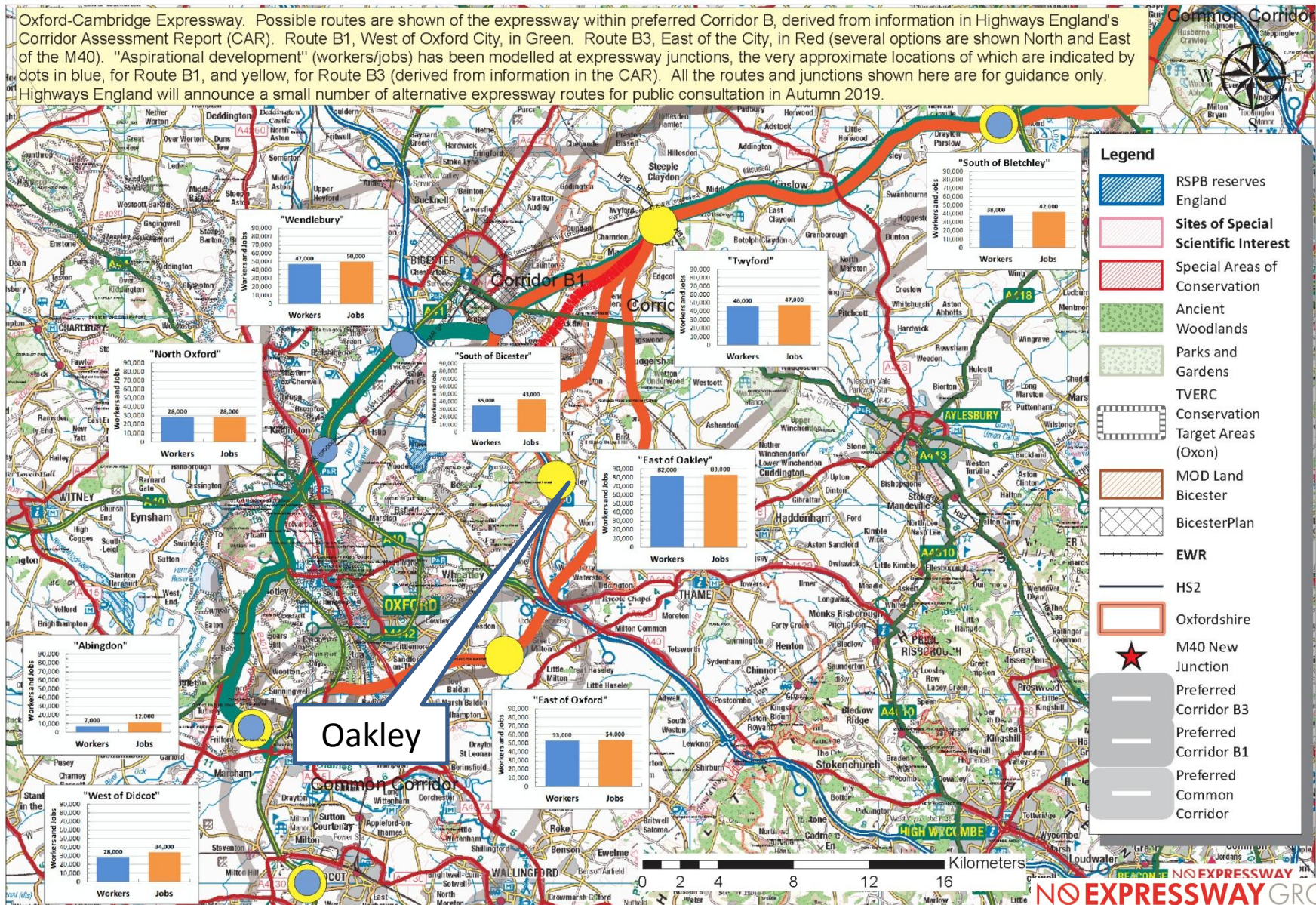
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That's 150,440 people (Oxford City has 154,600 2017 figure)

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

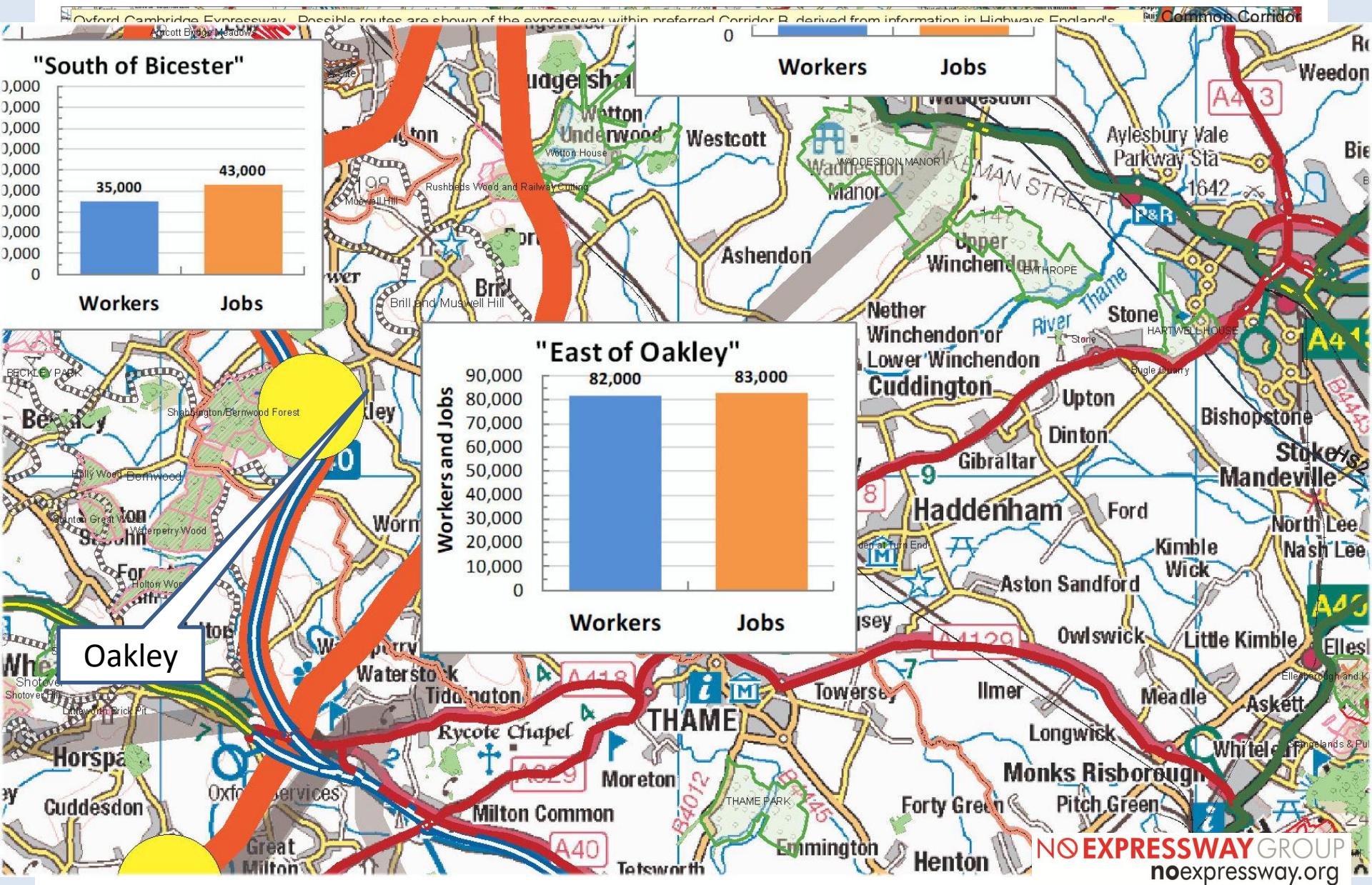
Oxford-Cambridge Expressway. Possible routes are shown of the expressway within preferred Corridor B, derived from information in Highways England's Corridor Assessment Report (CAR). Route B1, West of Oxford City, in Green. Route B3, East of the City, in Red (several options are shown North and East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



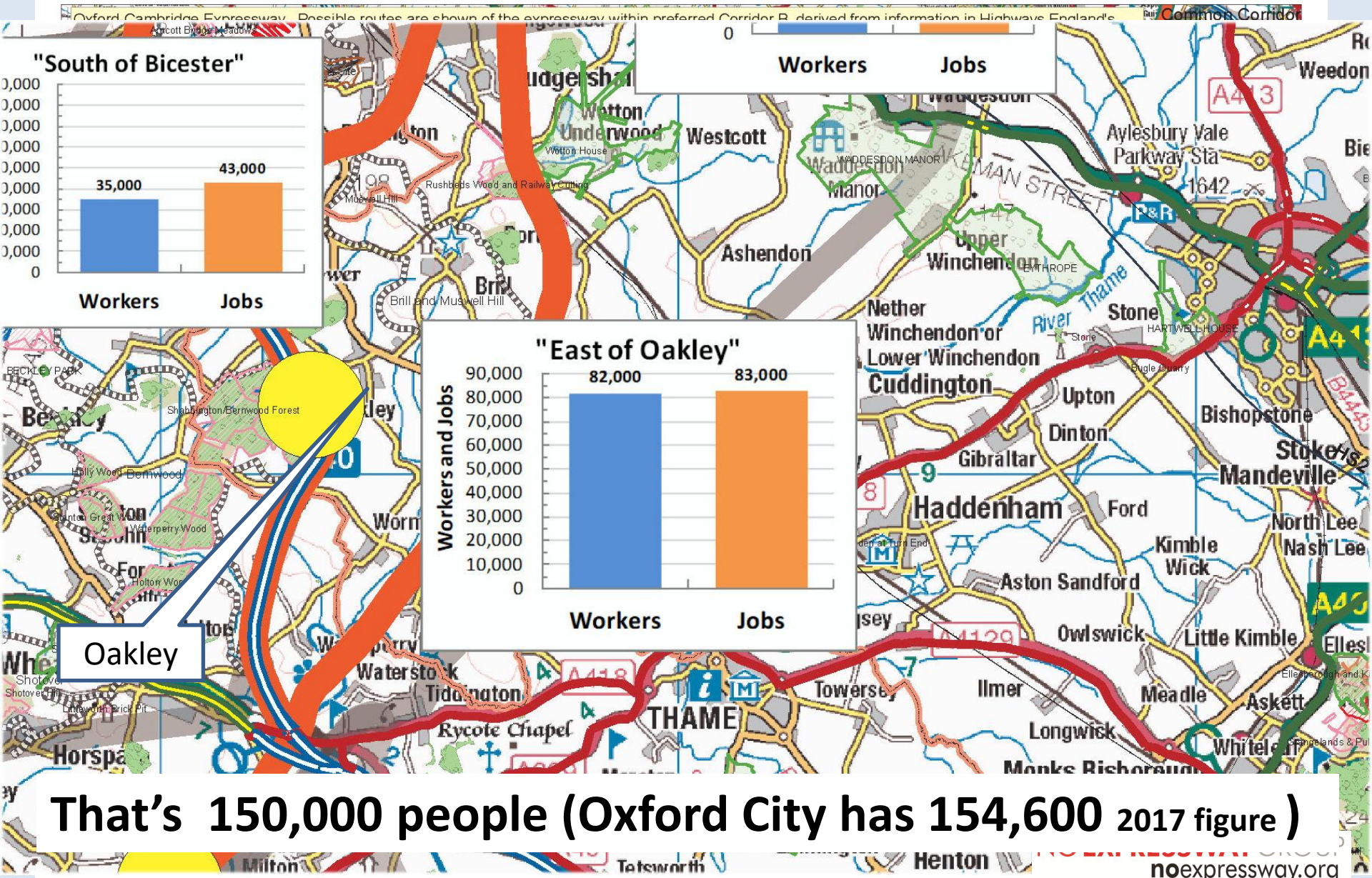
Legend

- RSPB reserves
- England
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodlands
- 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

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

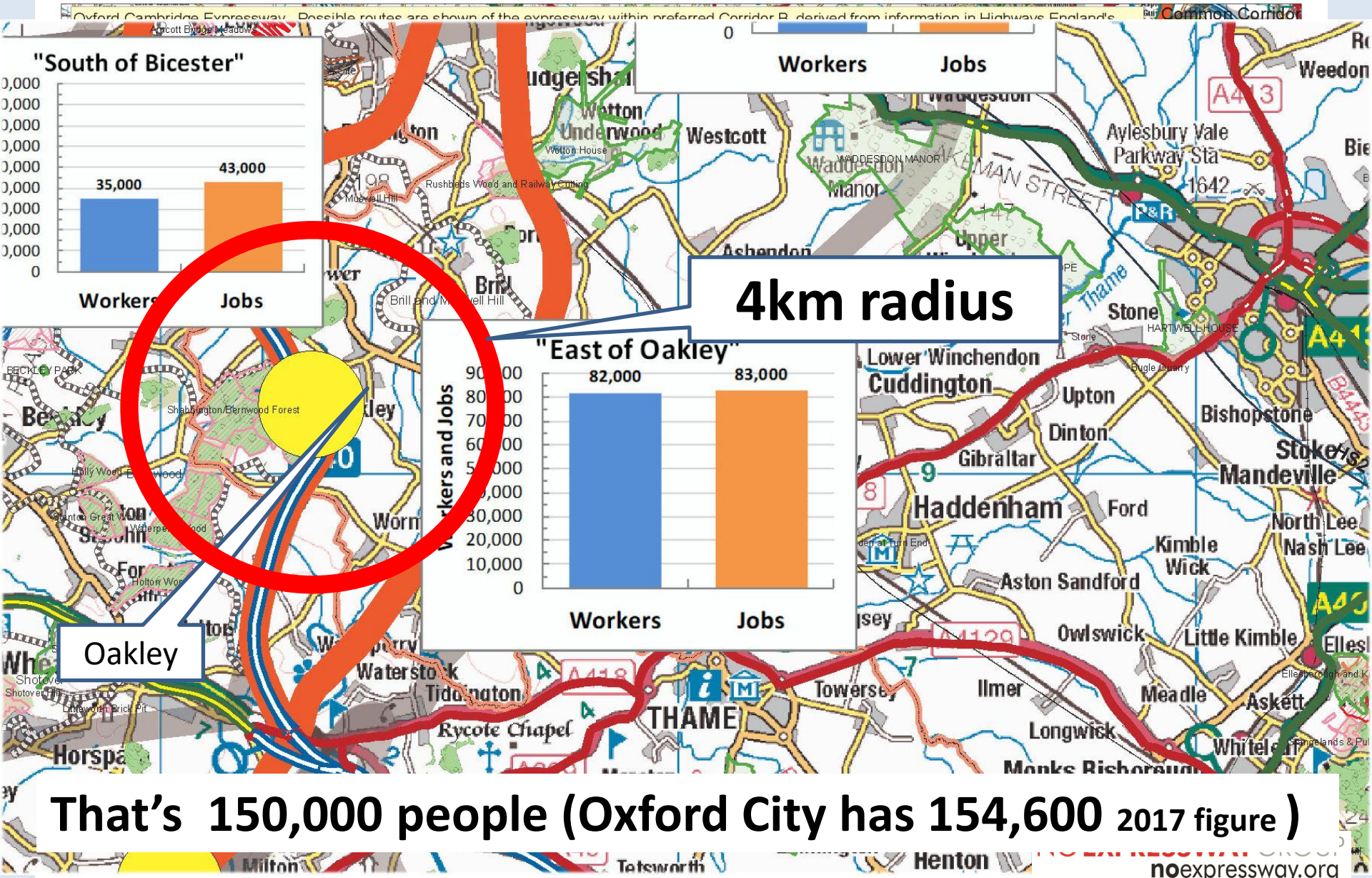


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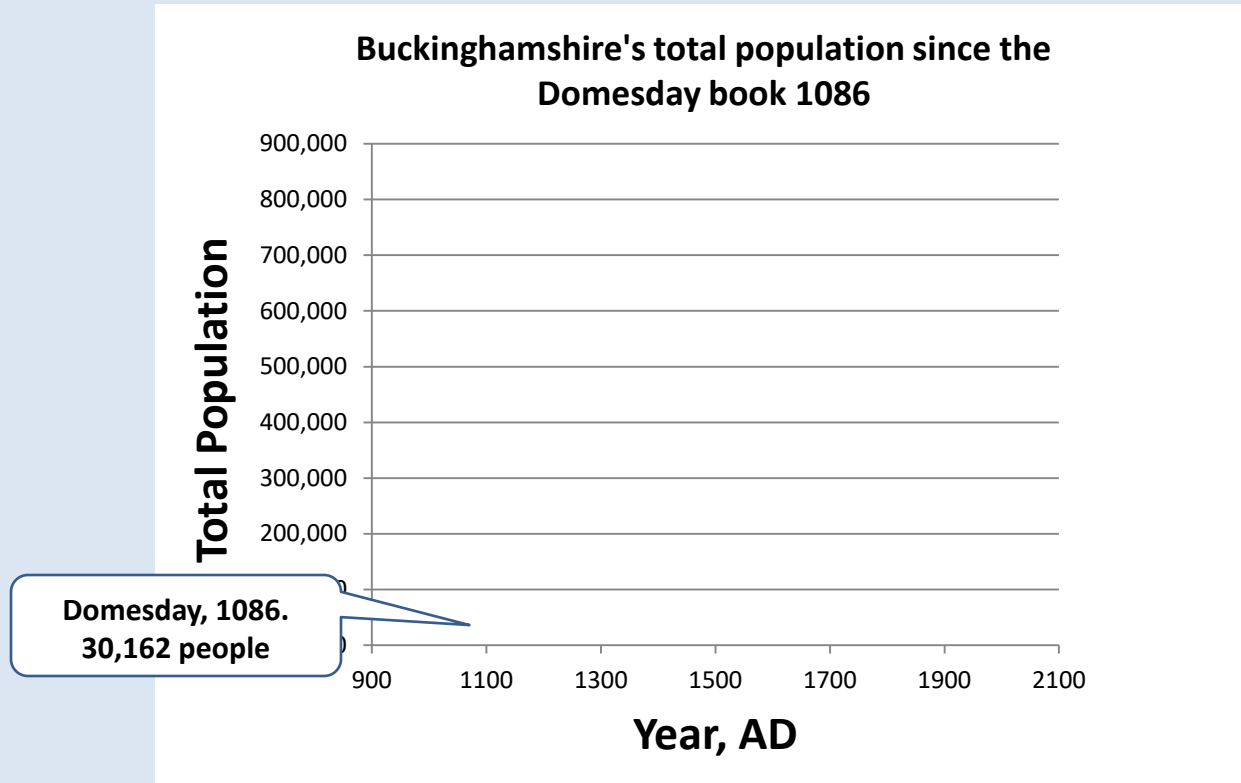
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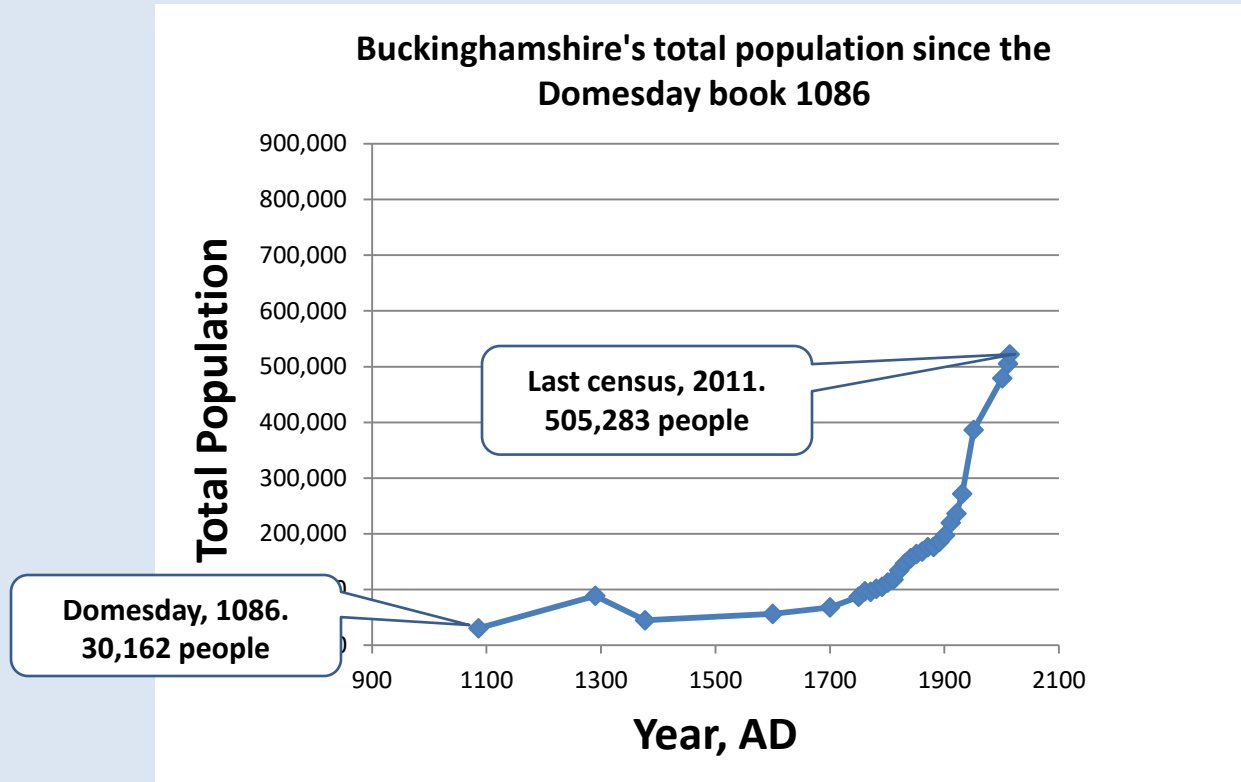


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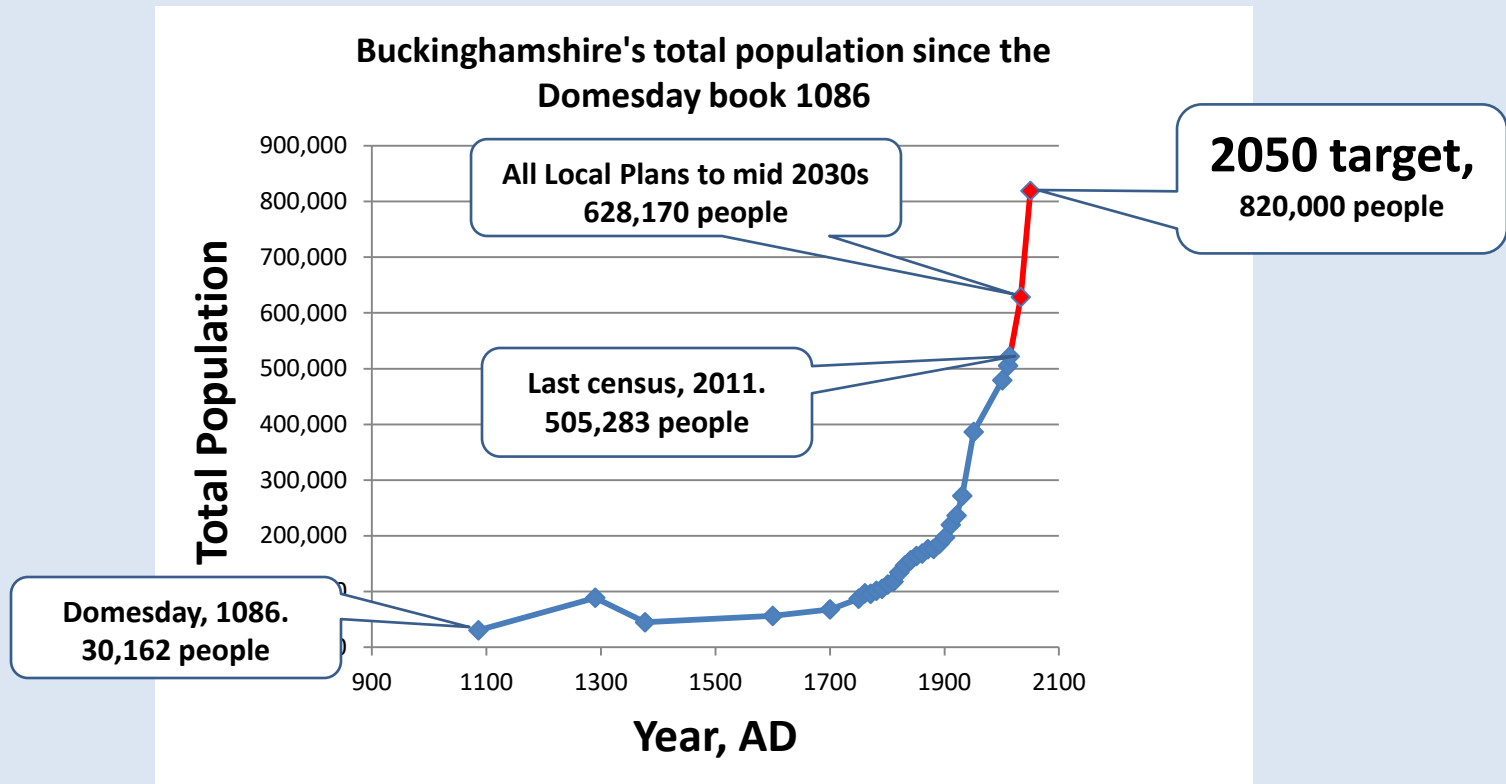
Buckinghamshire's past, and proposed growth to 2050



Buckinghamshire's past, and proposed growth to 2050

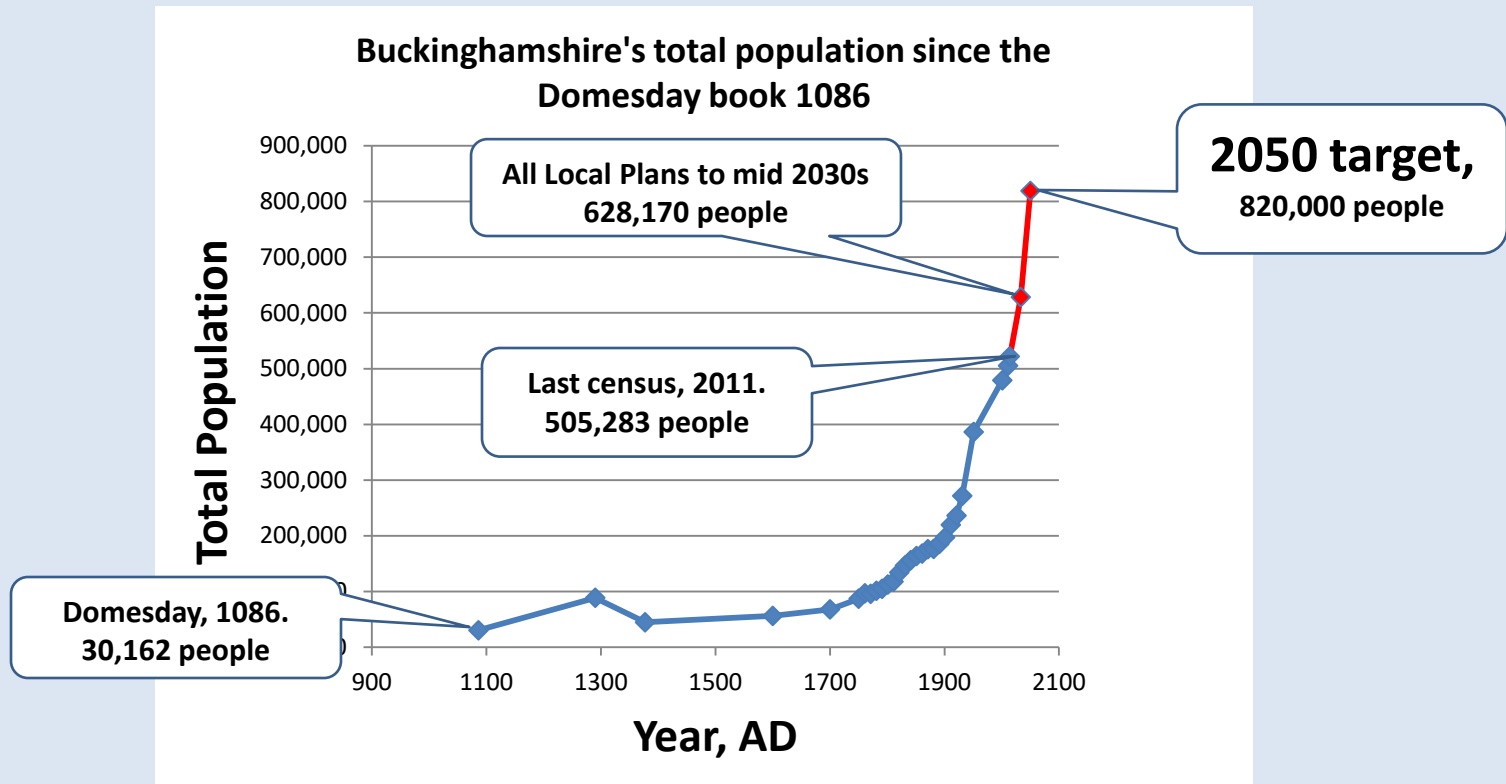


Buckinghamshire's past, and proposed growth to 2050



Buckinghamshire's share of the proposed Expressway homes is equivalent to 16 new Buckingham's (2011 figures)

Buckinghamshire's past, and proposed growth to 2050

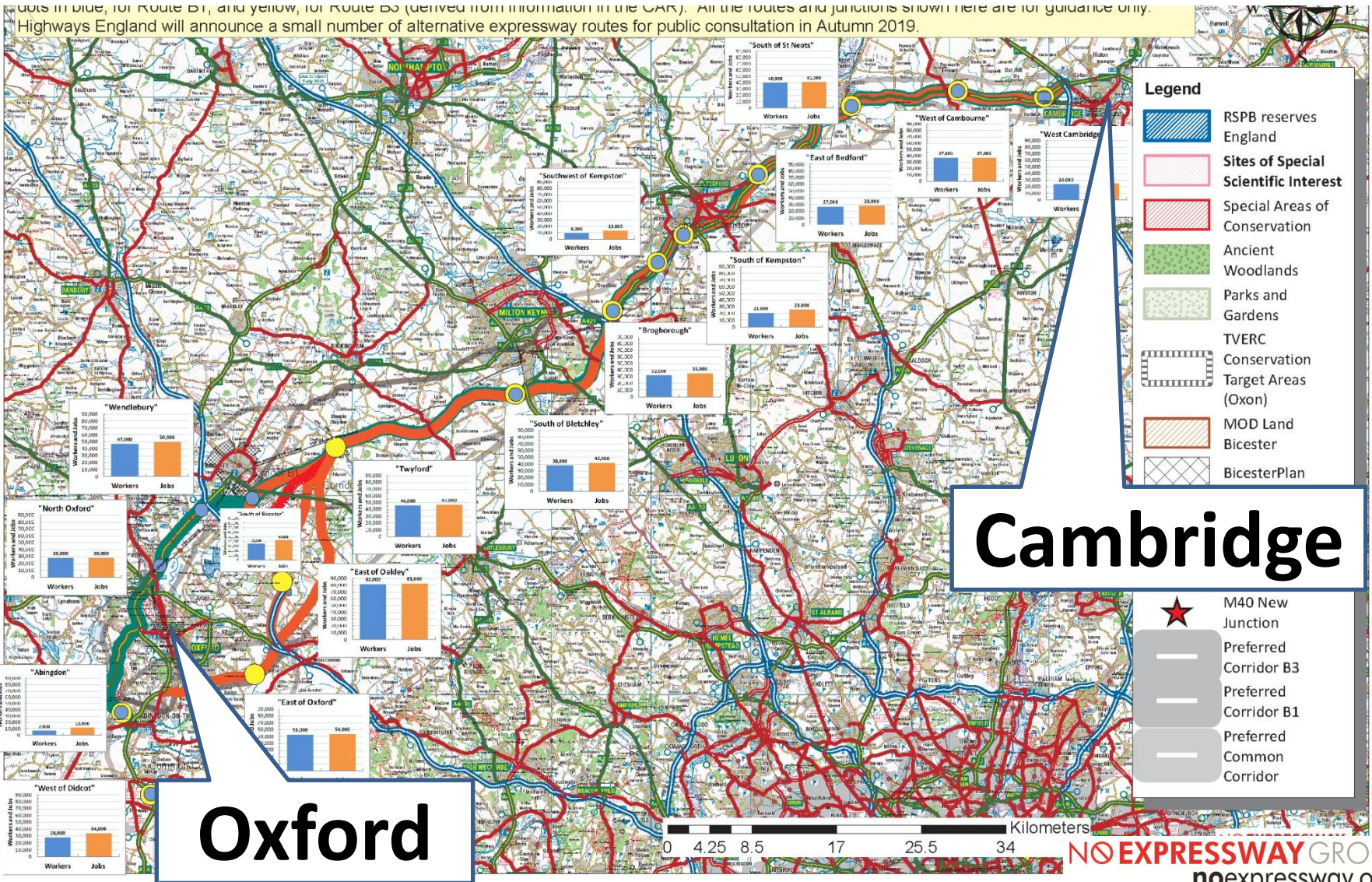


Buckinghamshire's share of the proposed Expressway homes is equivalent to 16 new Buckingham's (2011 figures)

Are there really no limits to growth?

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

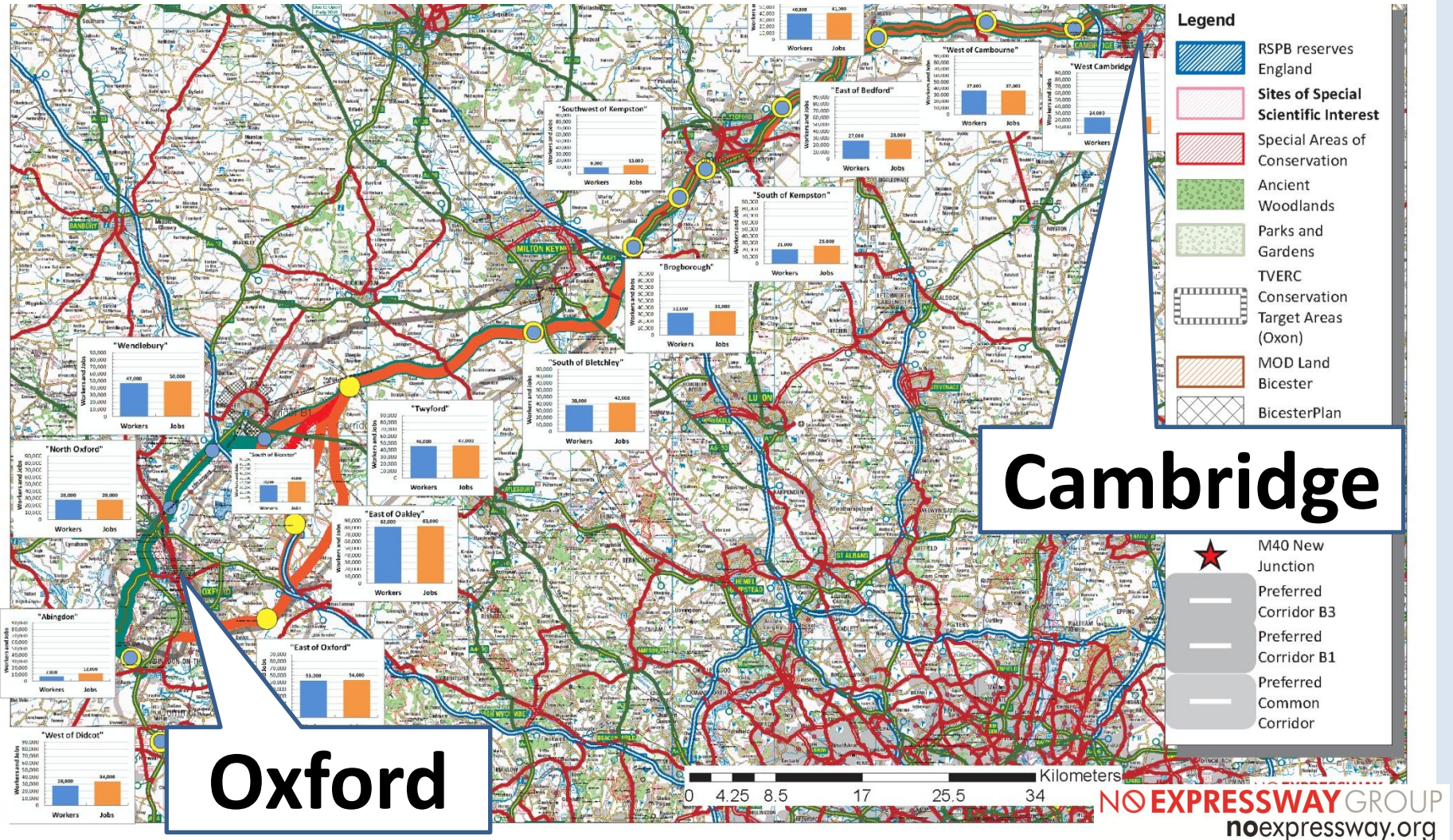
Highways England proposes 360,000 new houses enabled by the Expressway



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

Highways England proposes 360,000 new houses enabled by the Expressway

...that still leaves 193,000 new Expressway-unlocked houses elsewhere.



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

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

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

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



Oxfordshire 2050

A vision for the future

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



Ministry of Housing,
Communities &
Local Government

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

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

**Ministry of Housing, Communities & Local
Government**

Fry Building
2 Marsham Street
London
SW1P 4DF

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

www.gov.uk/mhclg

Our Ref: 4304354

29th July 2019

Dear John,

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

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



Ministry of Housing,
Communities &
Local Government

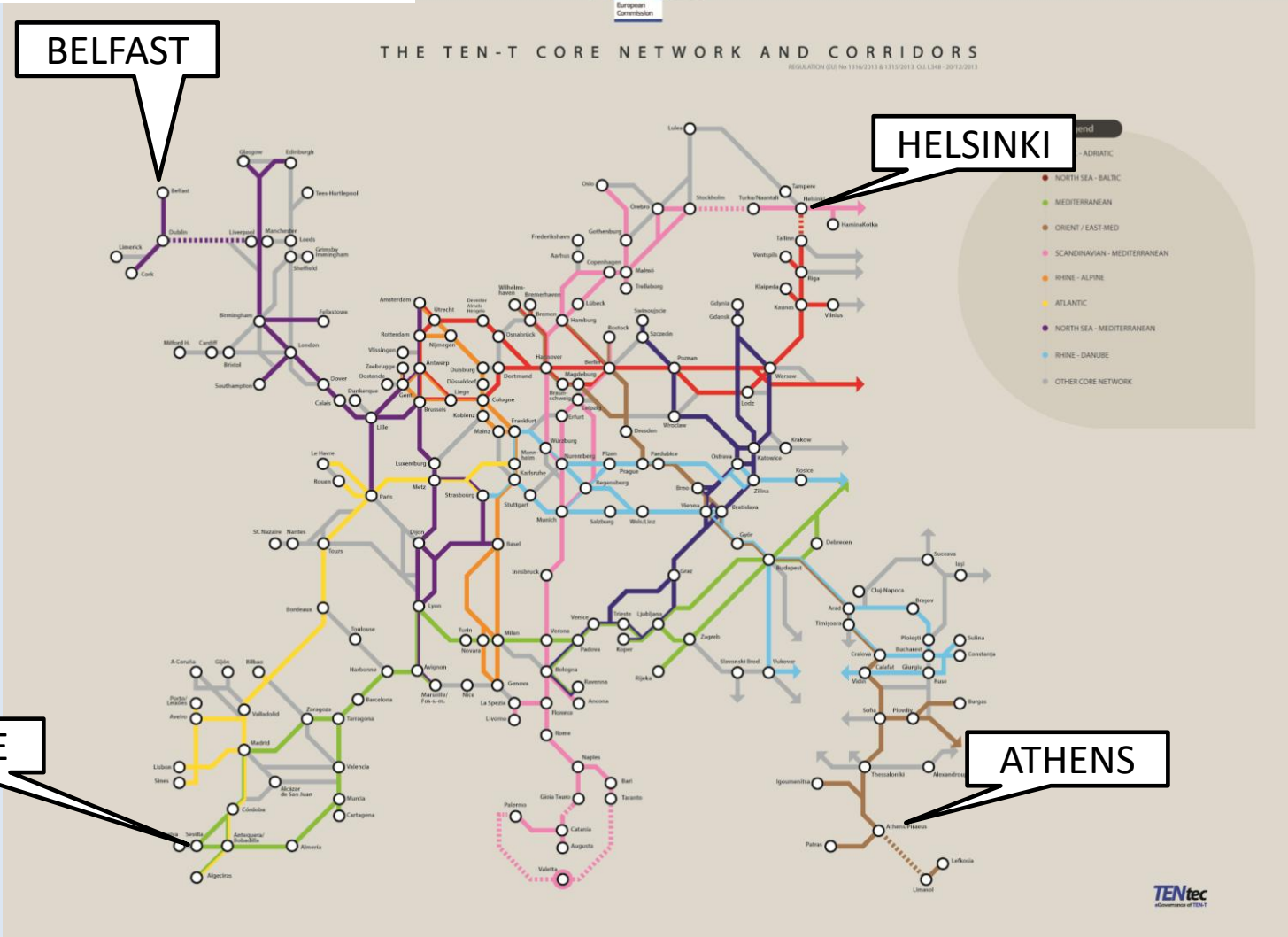
Rt Hon Robert Jenrick MP
*Secretary of State for Housing, Communities
and Local Government*

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

Regarding the proposed 'East of Oakley' development identified by the National Infrastructure Commission, who act as impartial advisors to Government, no decisions have been taken by Government on the locations for new settlements beyond local plans. The allocation of sites remains subject to the planning process, including any proposed new developments within the Oxford-Cambridge Arc. We are committed to providing the infrastructure that will help unlock the economic potential of the Oxford- Cambridge Arc. Better connected towns and villages will support prosperous communities, and

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

TENtec Freight Network



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

TENtec Freight Network





Southampton

Felixstowe

London

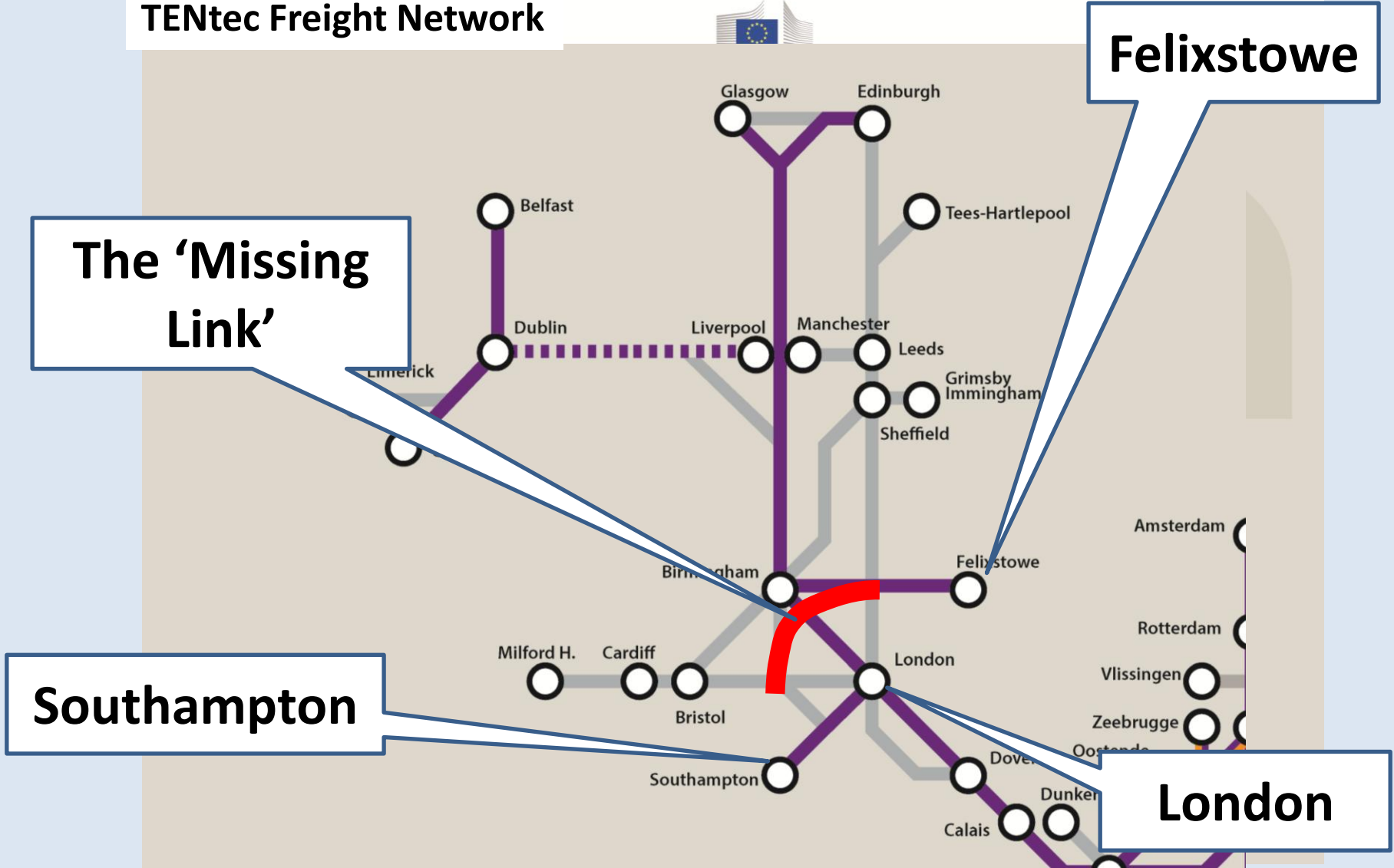
TENtec Trans European Transport Network

 = North Sea – Mediterranean
 = Other Core Network

 noexpressway.org

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

TENtec Freight Network



TENtec Trans European Transport Network

= North Sea – Mediterranean
 = Other Core Network

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

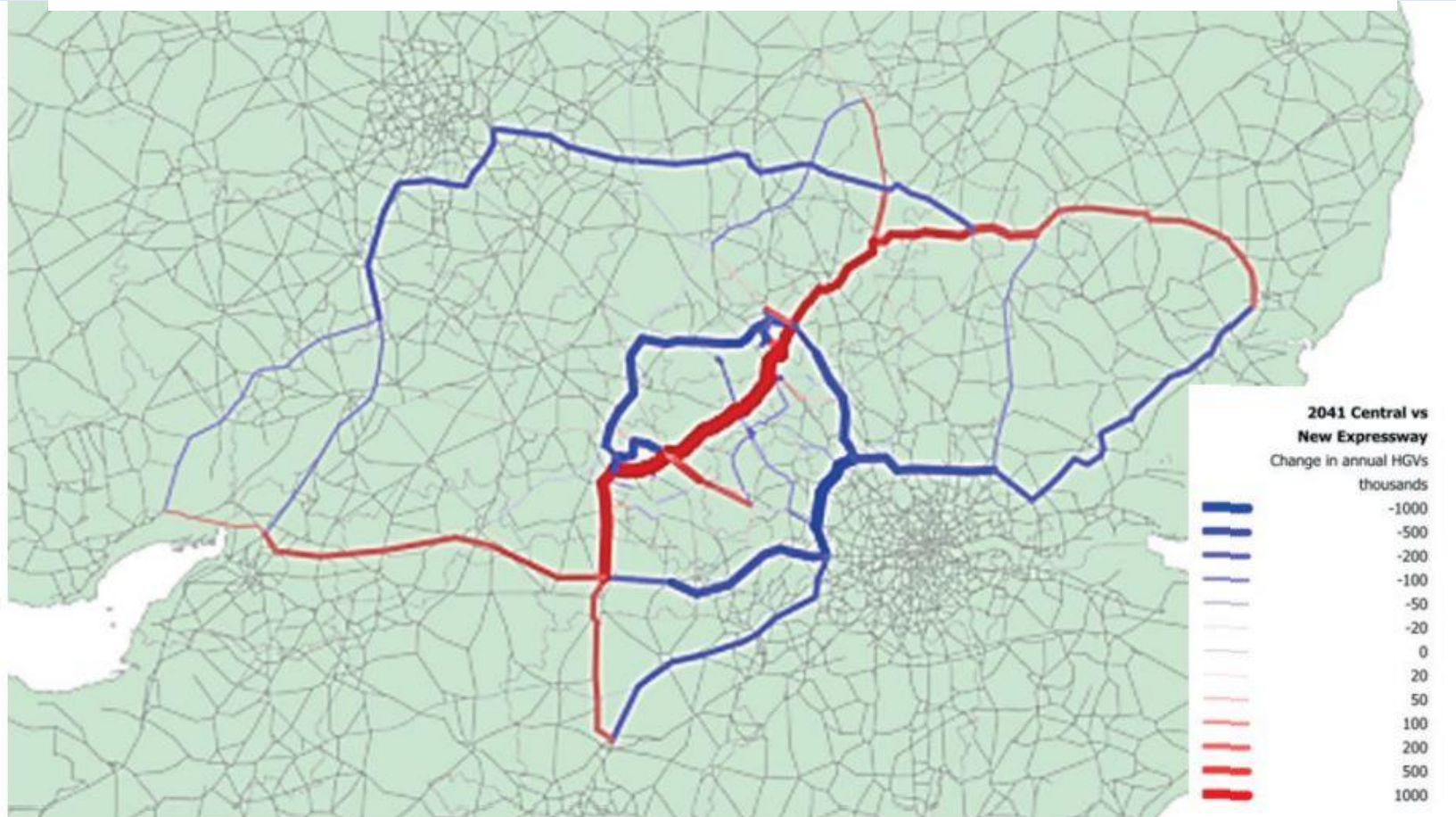


Figure 6-1: Change in 2041 HGV Movements due to Expressway Intervention

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

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

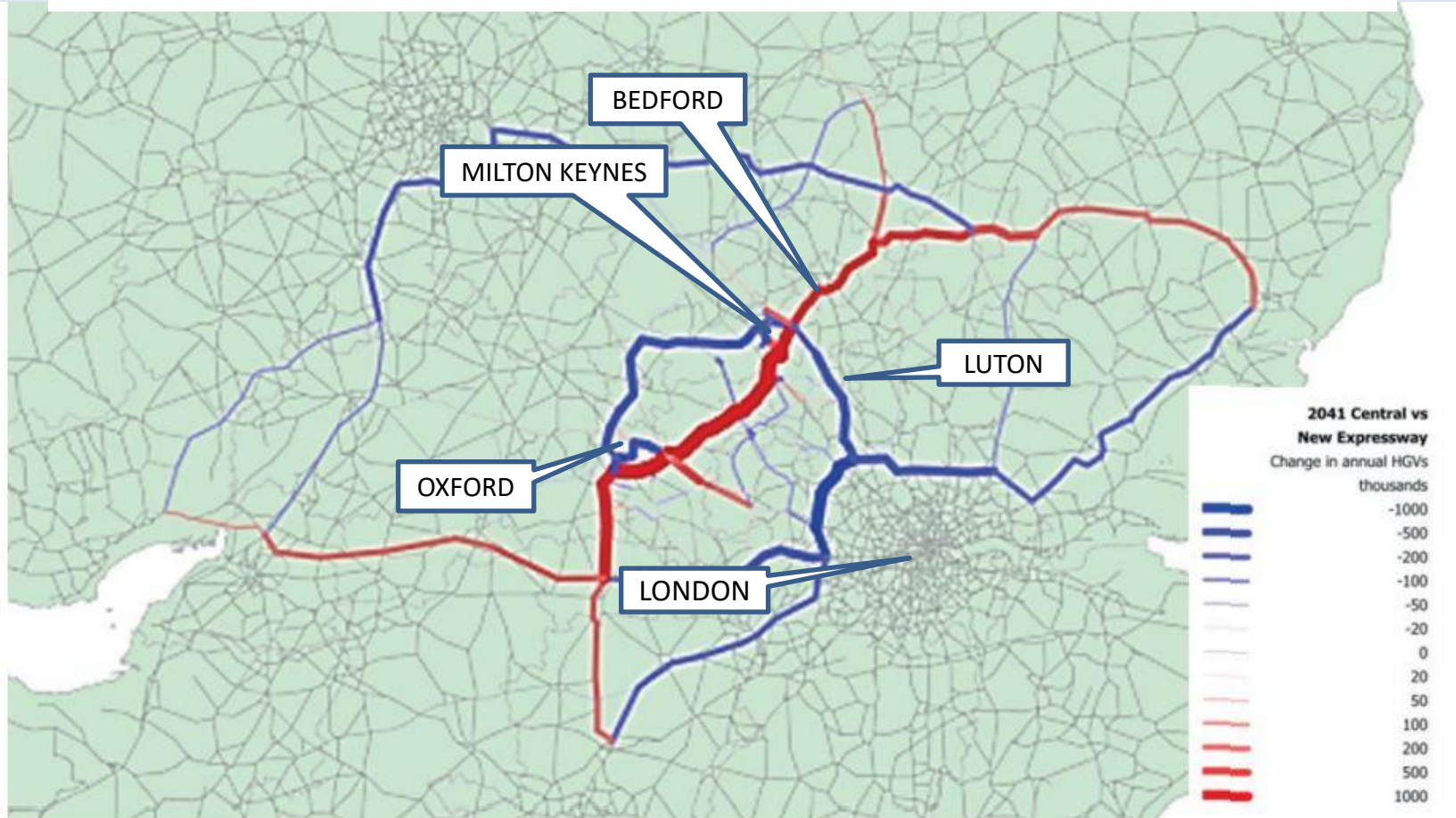


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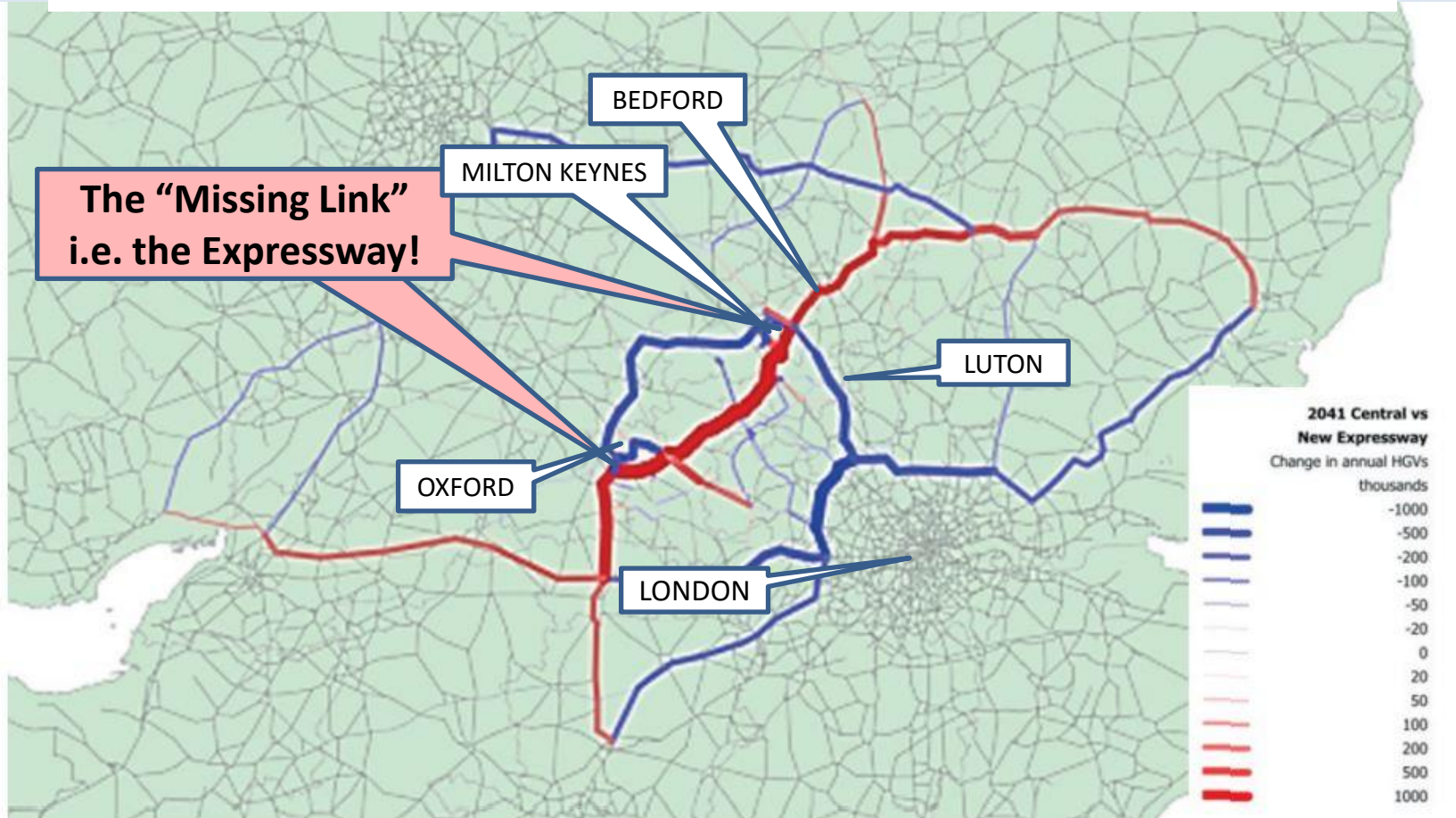
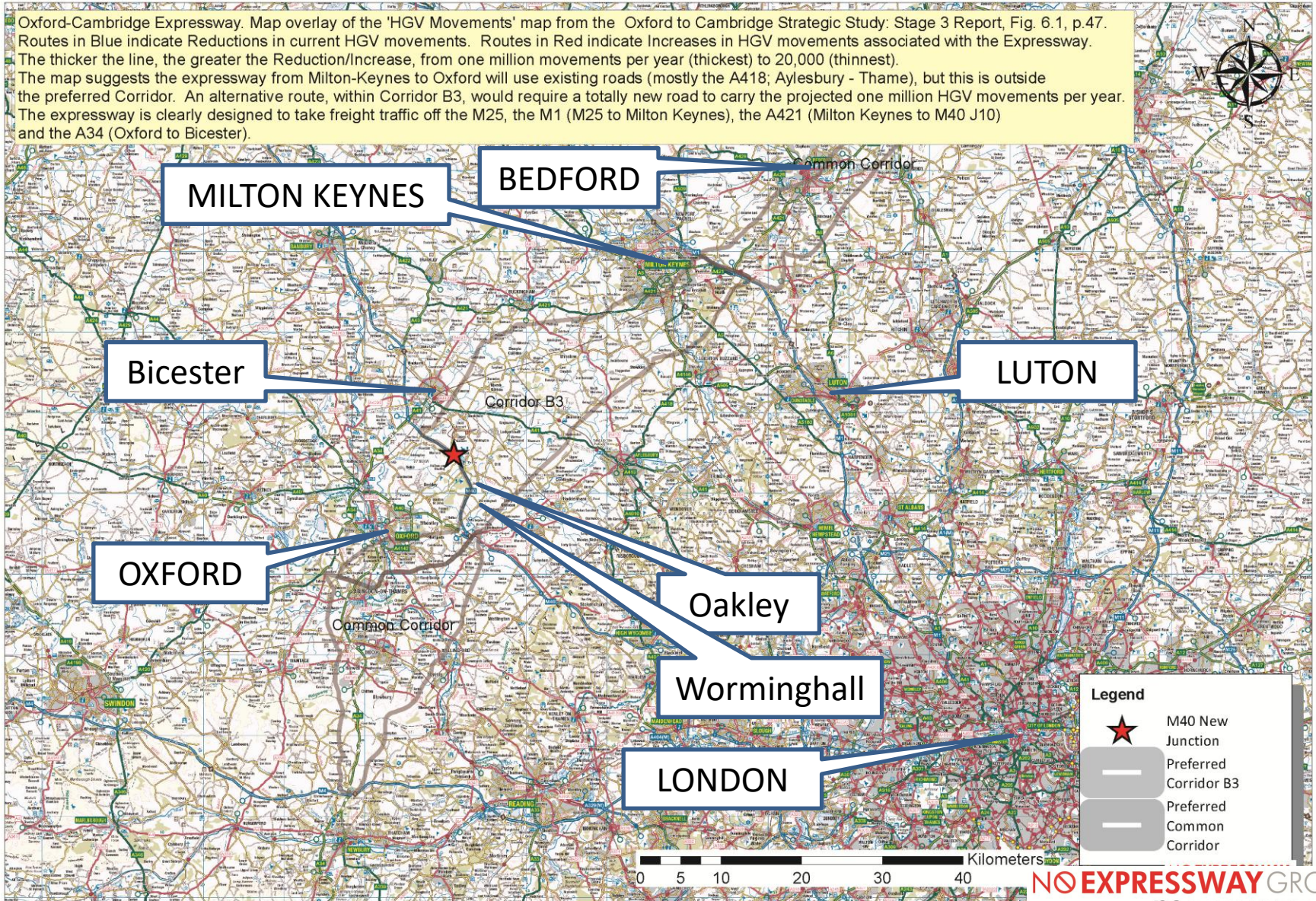


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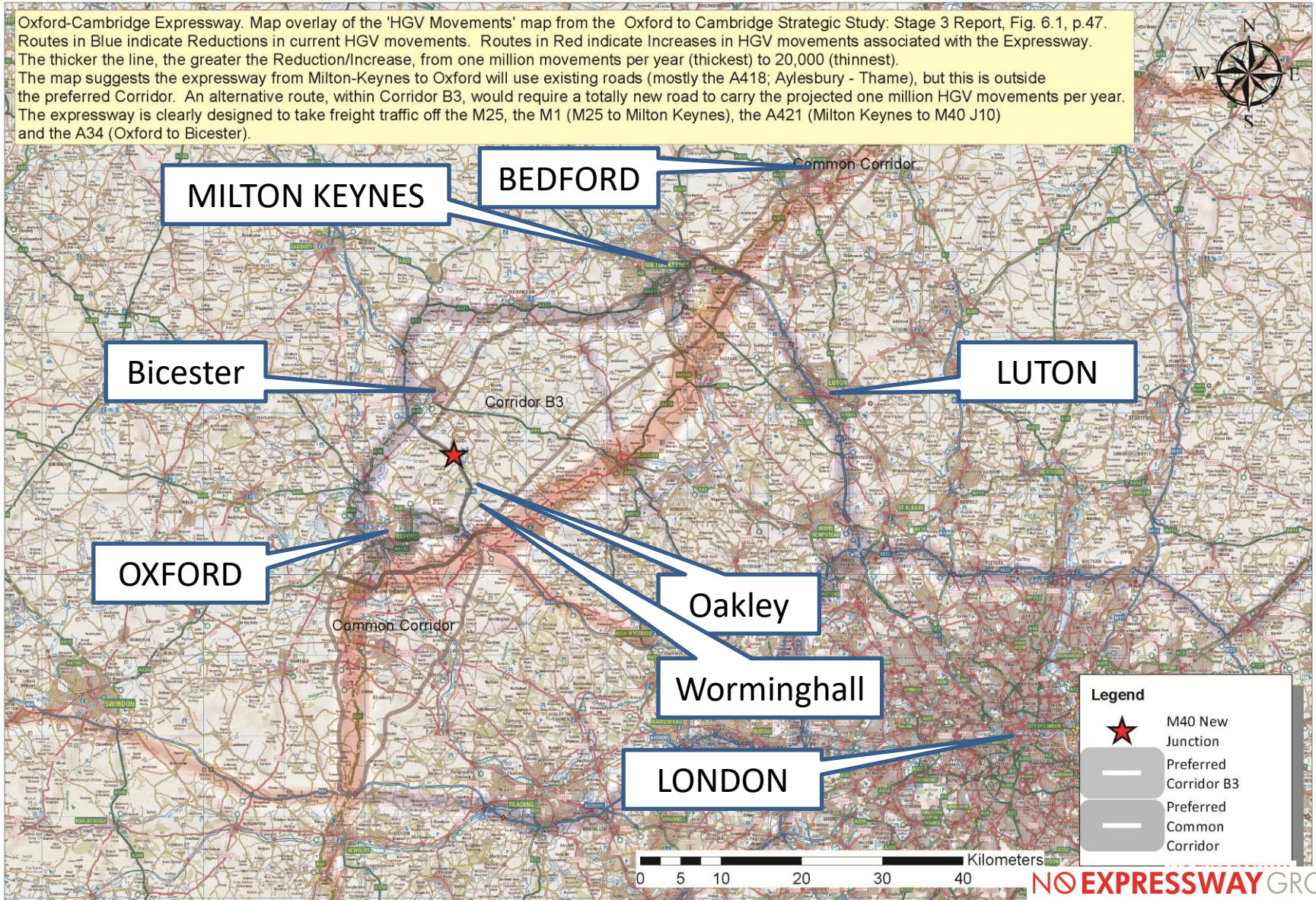
Cars, Houses, People..... and Freight

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).



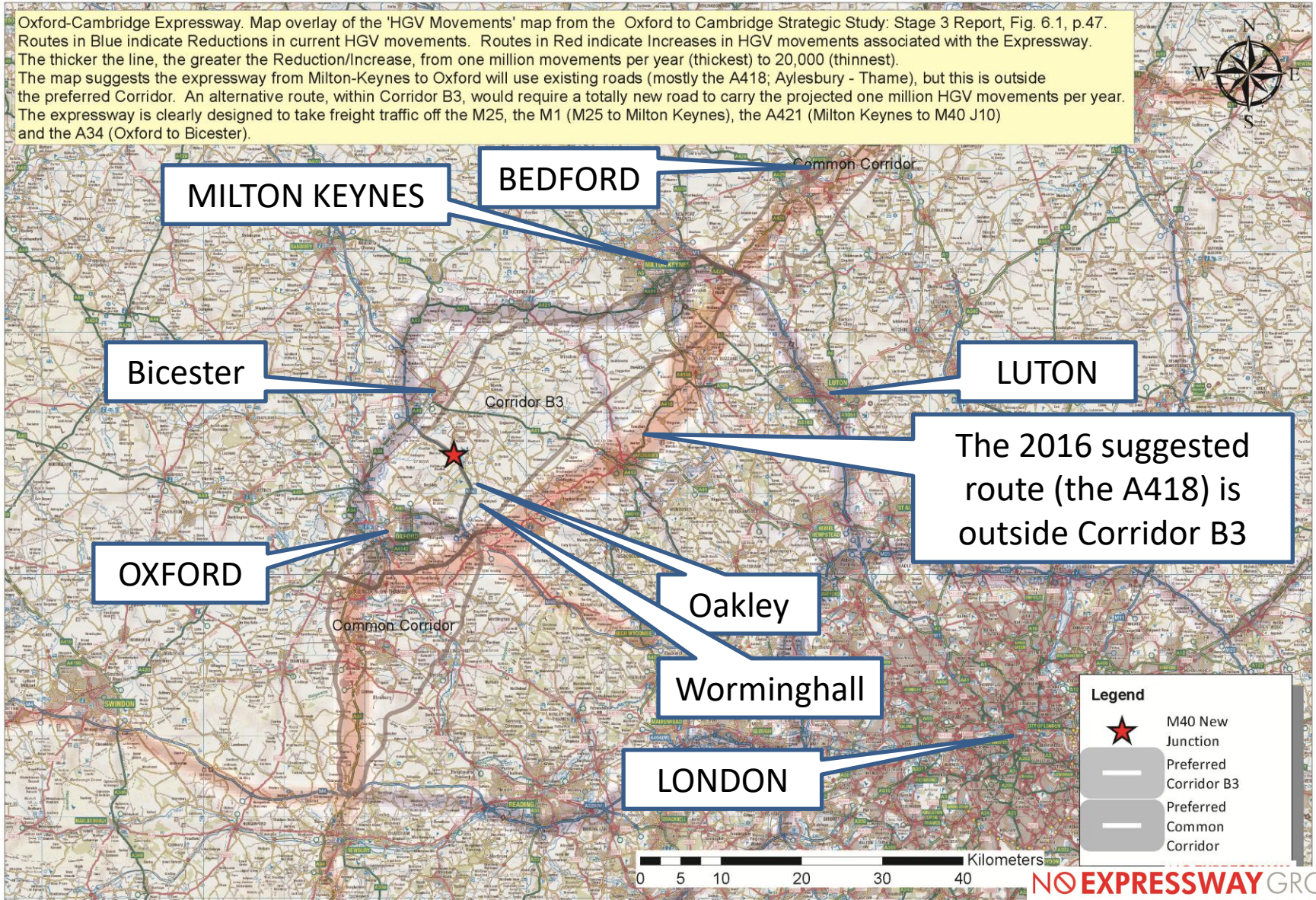
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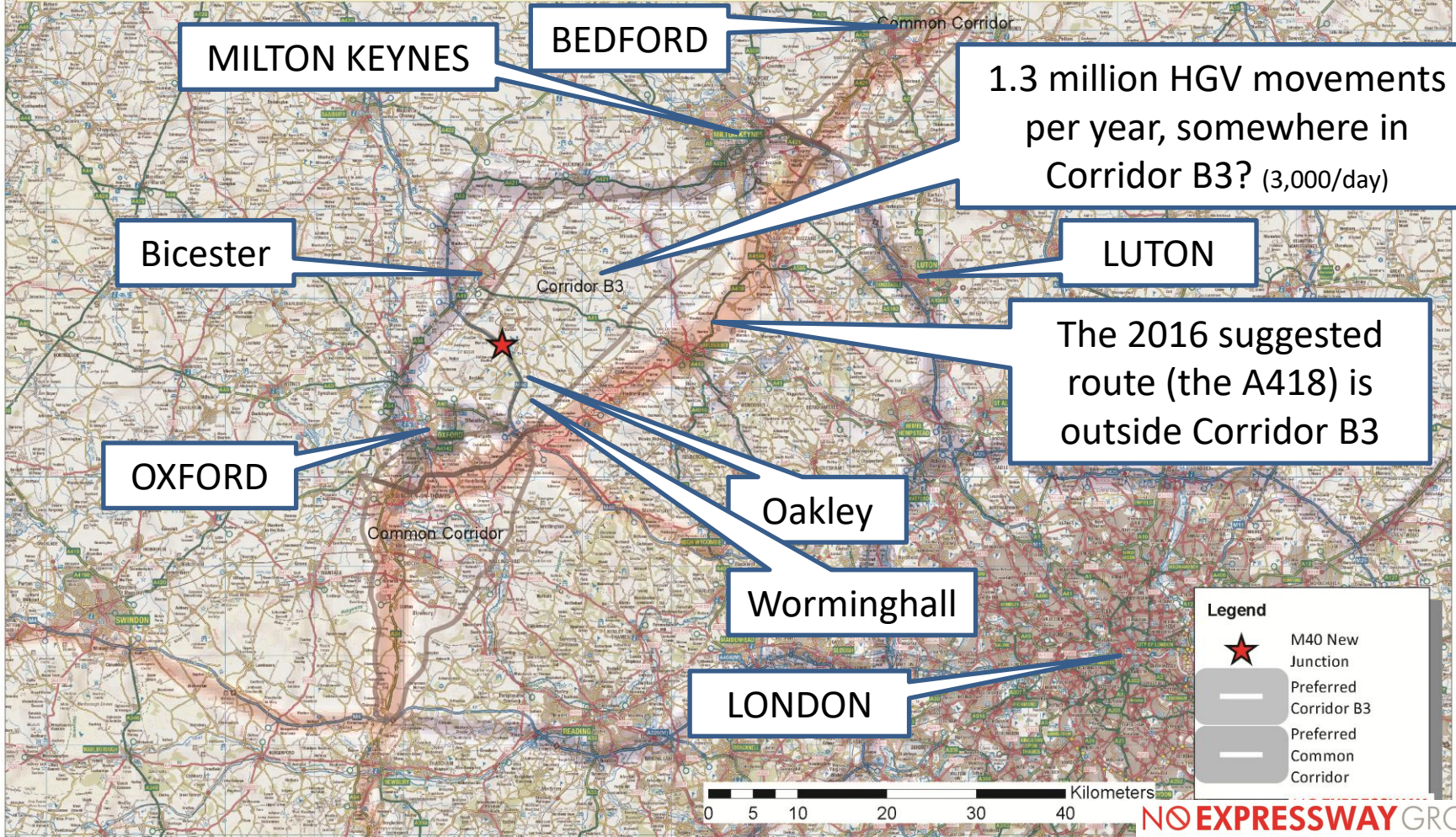
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The 2016 suggested route (the A418) is outside Corridor B3

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

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Legend

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



So, why haven't we been consulted so far?

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**



no EXPRESSWAY GROUP
noexpressway.org

AstraZeneca 



BRITISH AMERICAN
TOBACCO

centrica

DIAGEO



Hilton

HOTELS & RESORTS



**INLAND
WATERWAYS
ASSOCIATION**



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



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Borough Council

LONDON LUTON
AIRPORT



NO EXPRESSWAY GROUP
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AstraZeneca



Berkshire
Buckinghamshire
Oxfordshire



TOBACCO



Campaign to Protect
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DIAGEO



East of England
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Friends of
the Earth



GlaxoSmithKline



Hilton

HOTELS & RESORTS



INLAND
WATERWAYS
ASSOCIATION



Kettering
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.....

- 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



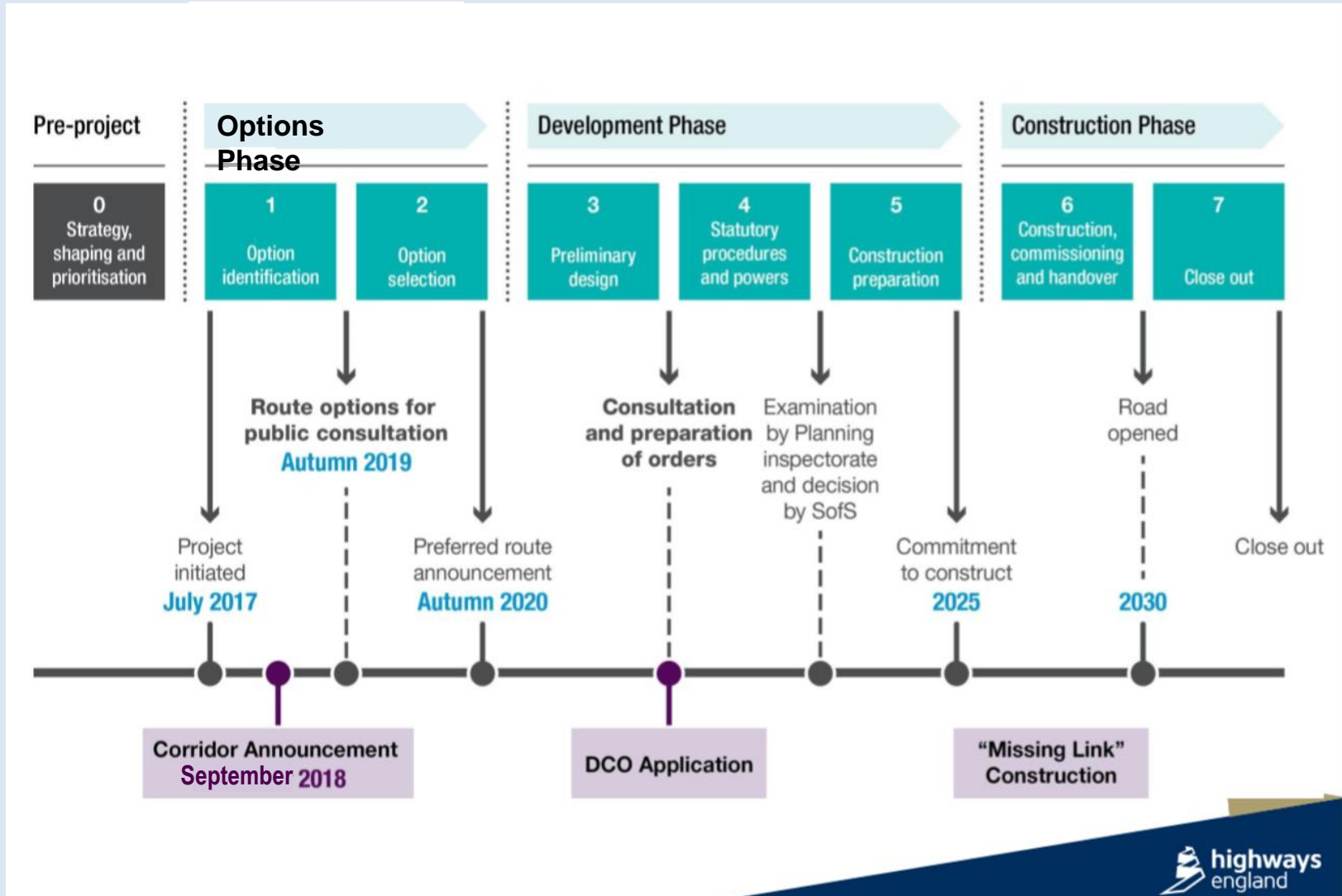
What's Next? How Can We Influence?



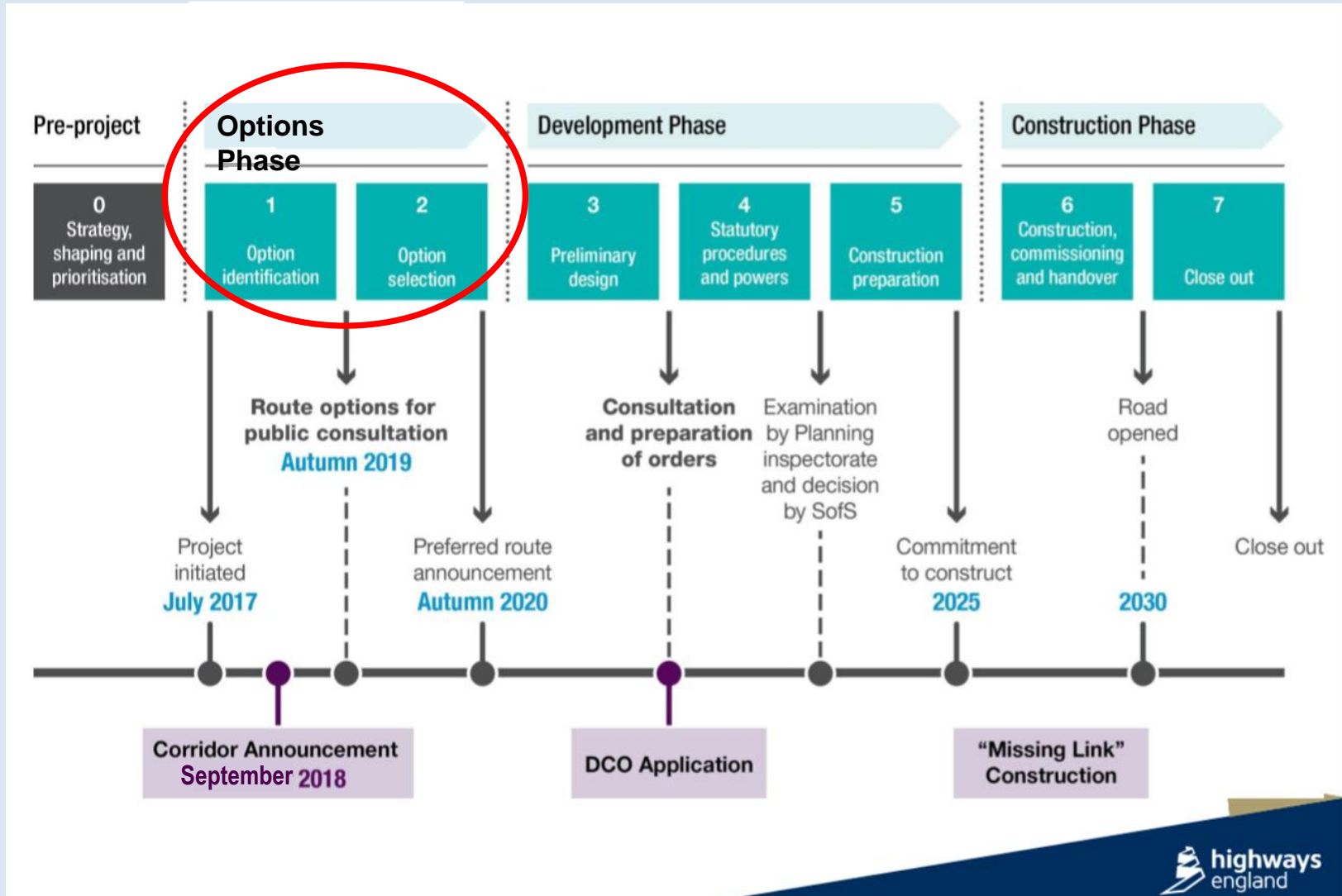
Olivia Field

NO EXPRESSWAY GROUP
noexpressway.org

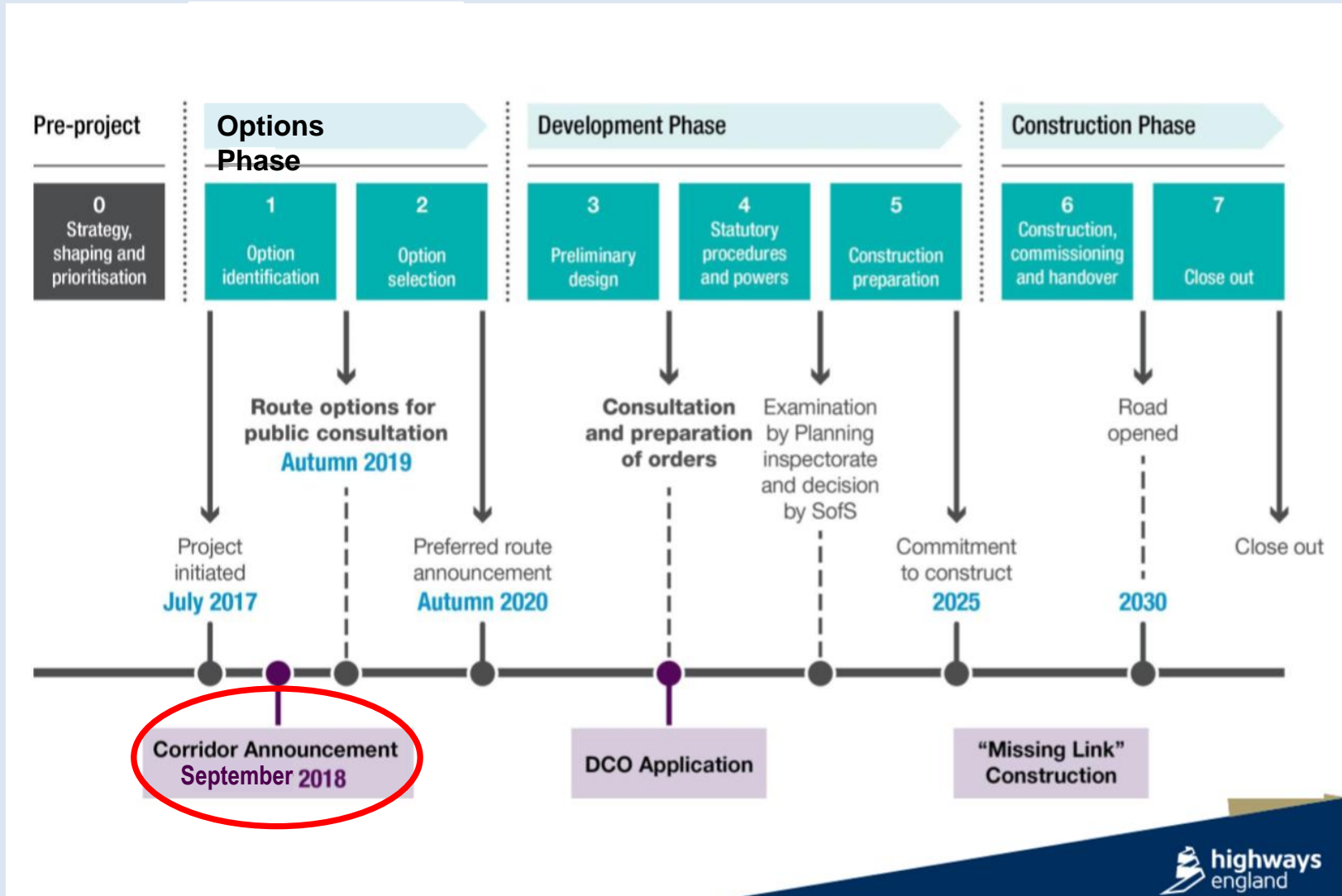
What's Next - Highways England Project Milestones



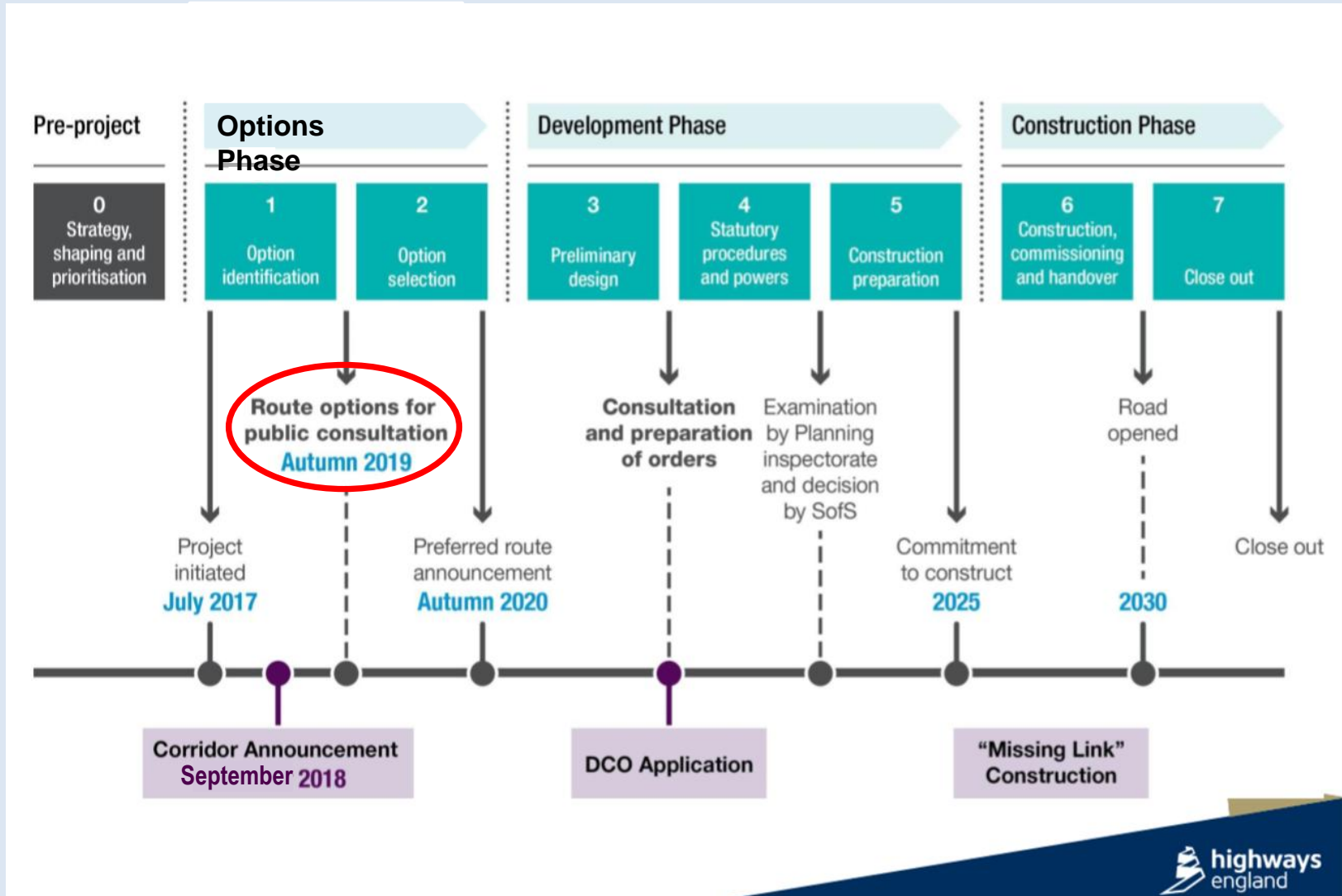
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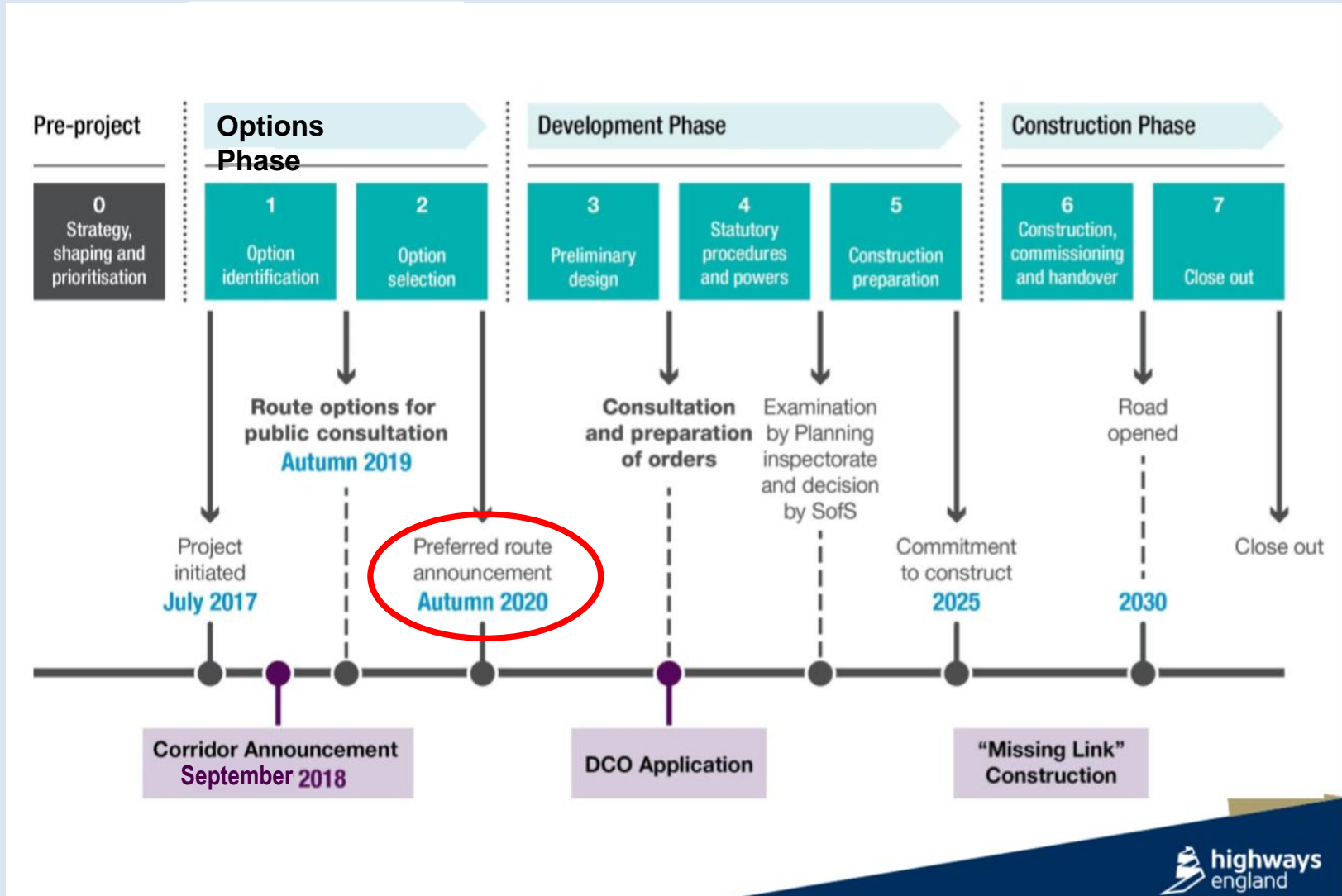
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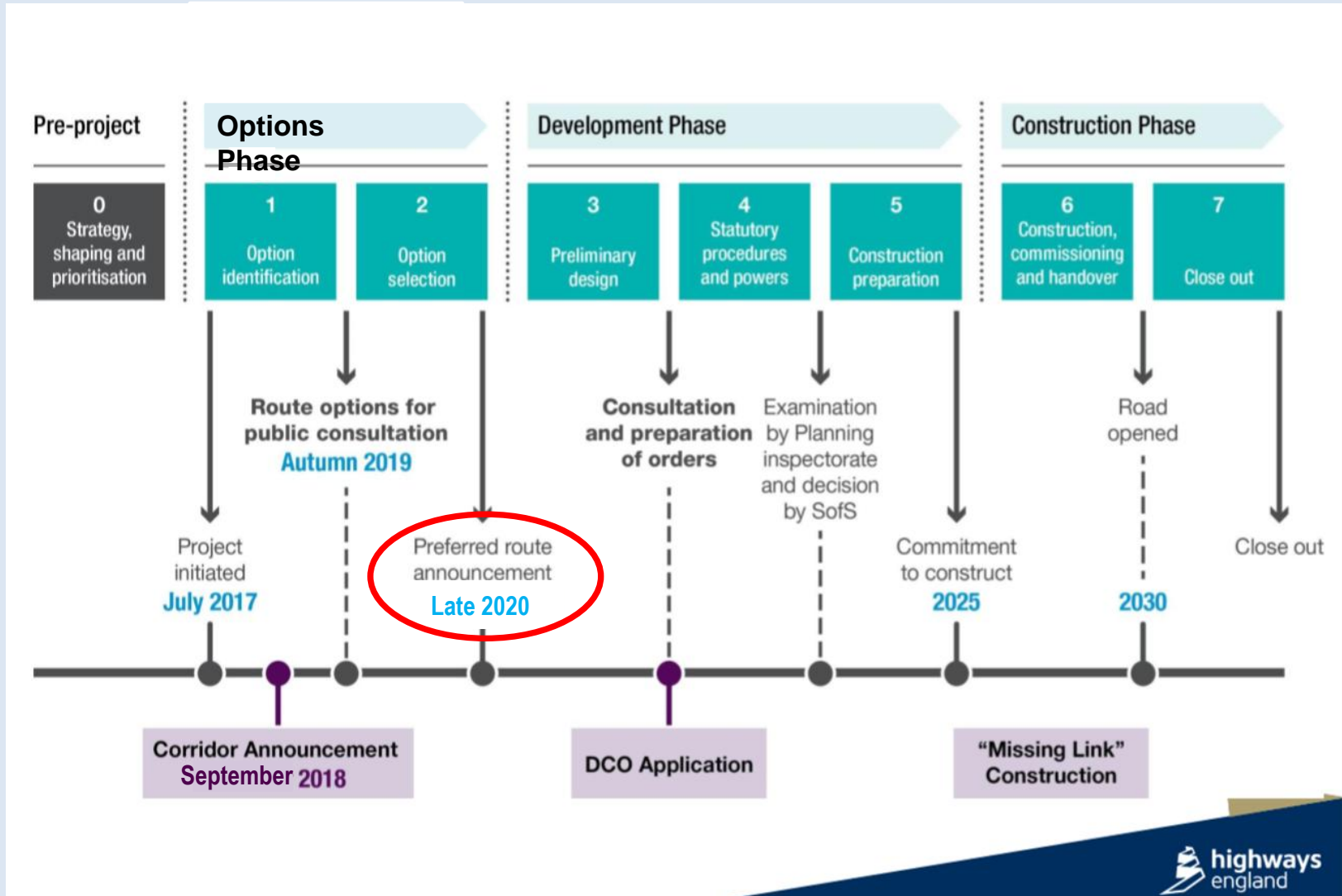
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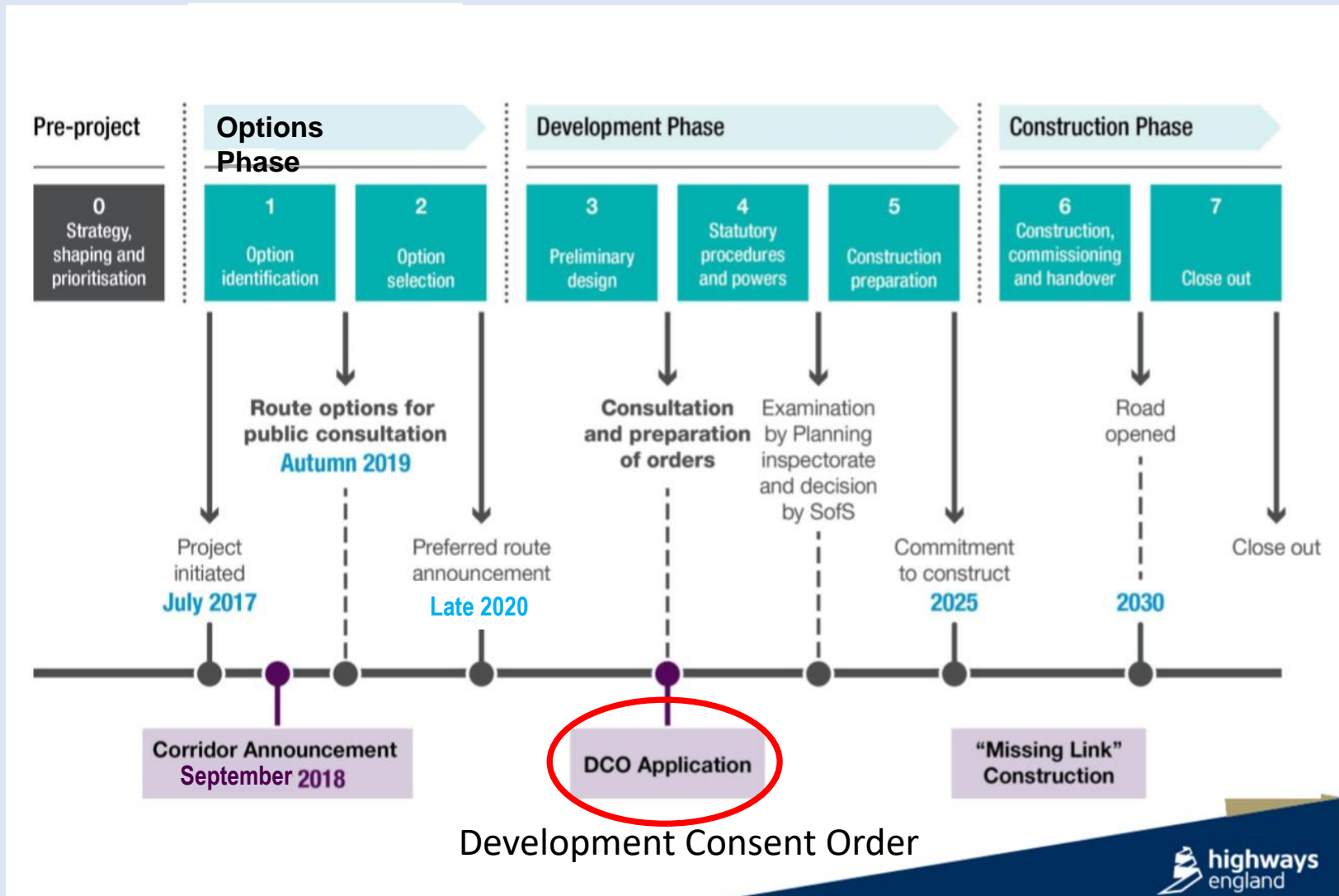
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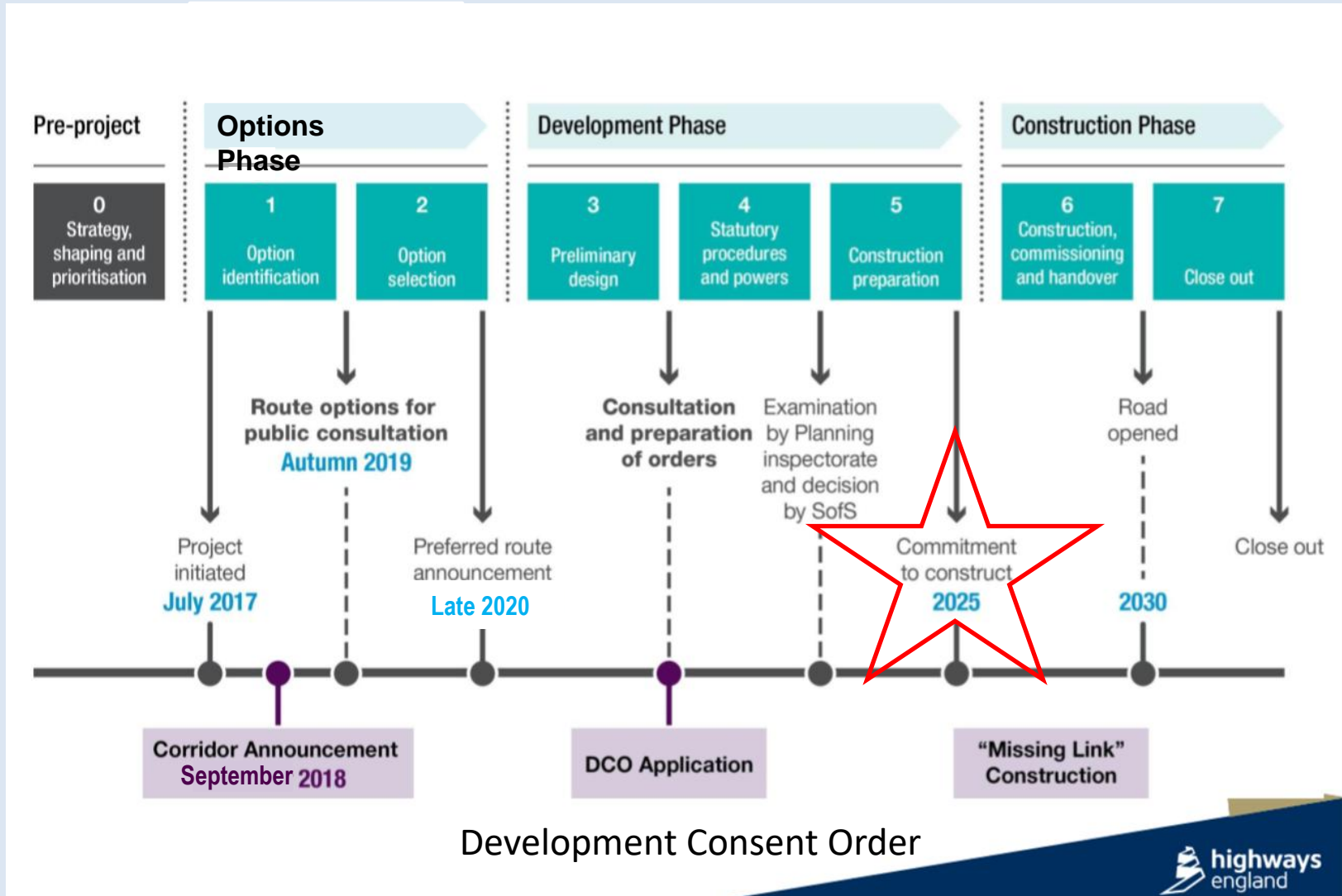
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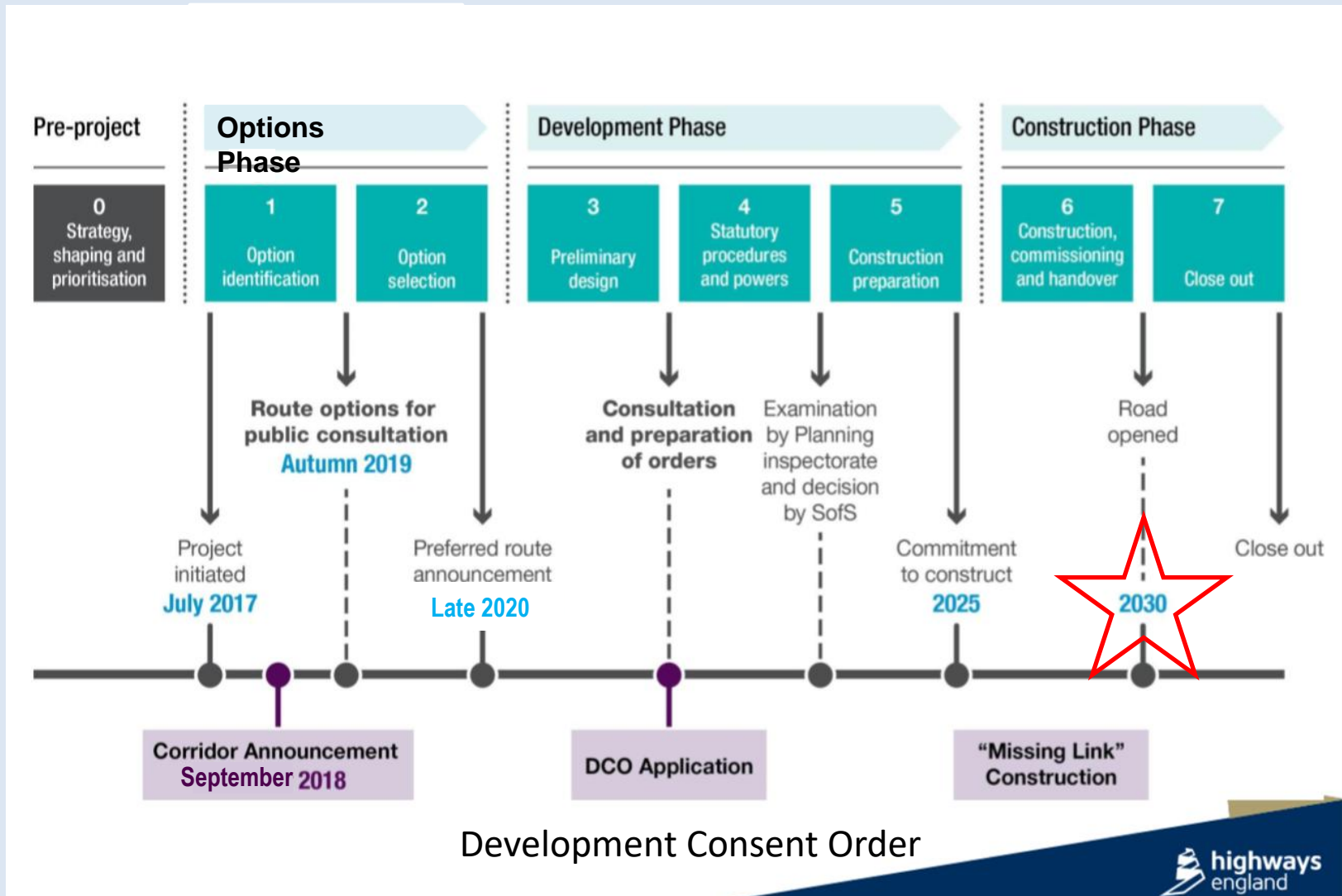
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What's Next - Highways England Project Milestones



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

The Oxford Cambridge Expressway is a....

Nationally Significant Infrastructure Project (NSIP)

1. Public Inquiries of the sort used for the M40 in the 1970s/80s are no longer held

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2. **NSIPs** are examined by an Independent Inspector appointed by the Planning Inspectorate

The Oxford Cambridge Expressway is a....

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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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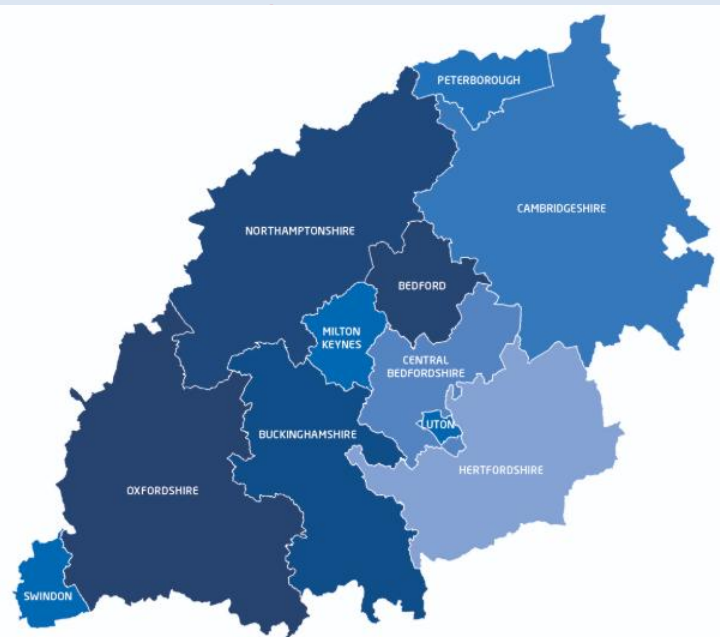
1. Highways England

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"?

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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- 5. Other Gov. Depts**
 - Dept Business, Energy & Industrial Strategy (LEP's; Strategy)**
 - Dept. Environment, Food & Rural Affairs (Env. Agency)**
 - Dept. International Trade**

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

- 1. Highways England**
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 - **Dept. International Trade**

Q – Who's in charge?

How can we Influence?

How can we Influence?



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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- EEH Outline Transport Strategy engagement - now to 31st Oct

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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How can we Influence?



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- Hold Councillors and MPs to account
- **Consultations**
- “The Arc” Plan community engagement - Summer 2019 ?
- EEH Outline Transport Strategy engagement - now to 31st Oct
- HE Route options consultation - Autumn 2019
Register as a stakeholder (group or individual)
- HE Preferred route consultation - Late 2020

No dates known

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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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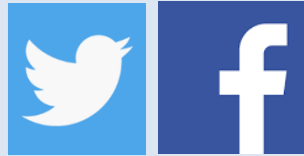


How can we Influence?

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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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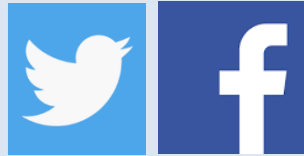
How can we Influence?

The Challenge

1. Have our say!

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

2. Spread the word



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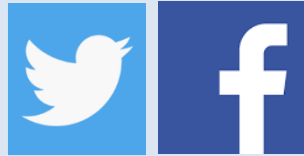
3. Submit Environment, Heritage, Wildlife info to HE

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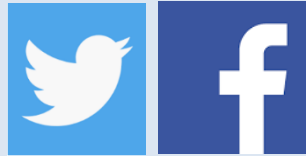
4. Work together to make this “scary” - elections

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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?

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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

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

[MAKE YOUR VOICE HEARD](#)

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