

GROWTH AND THE CORRIDORS

THE NIC'S GROWTH PLAN

- A million new houses across the Oxford-Cambridge Corridor
- 320,000 for Oxfordshire against our present housing stock of 280,000 (that is, more than double) plus an equivalent increase in population by 2050.
- That is each settlement growing 114% in size; or six new Oxfords, or almost two Liverpools in our County.
- At least 25% London commuters serviced by new railways - the new Chiltern Line to Oxford; a new line to Cowley; doubling of Didcot to Oxford; doubling of capacity London to Aylesbury; new line to Bletchley.

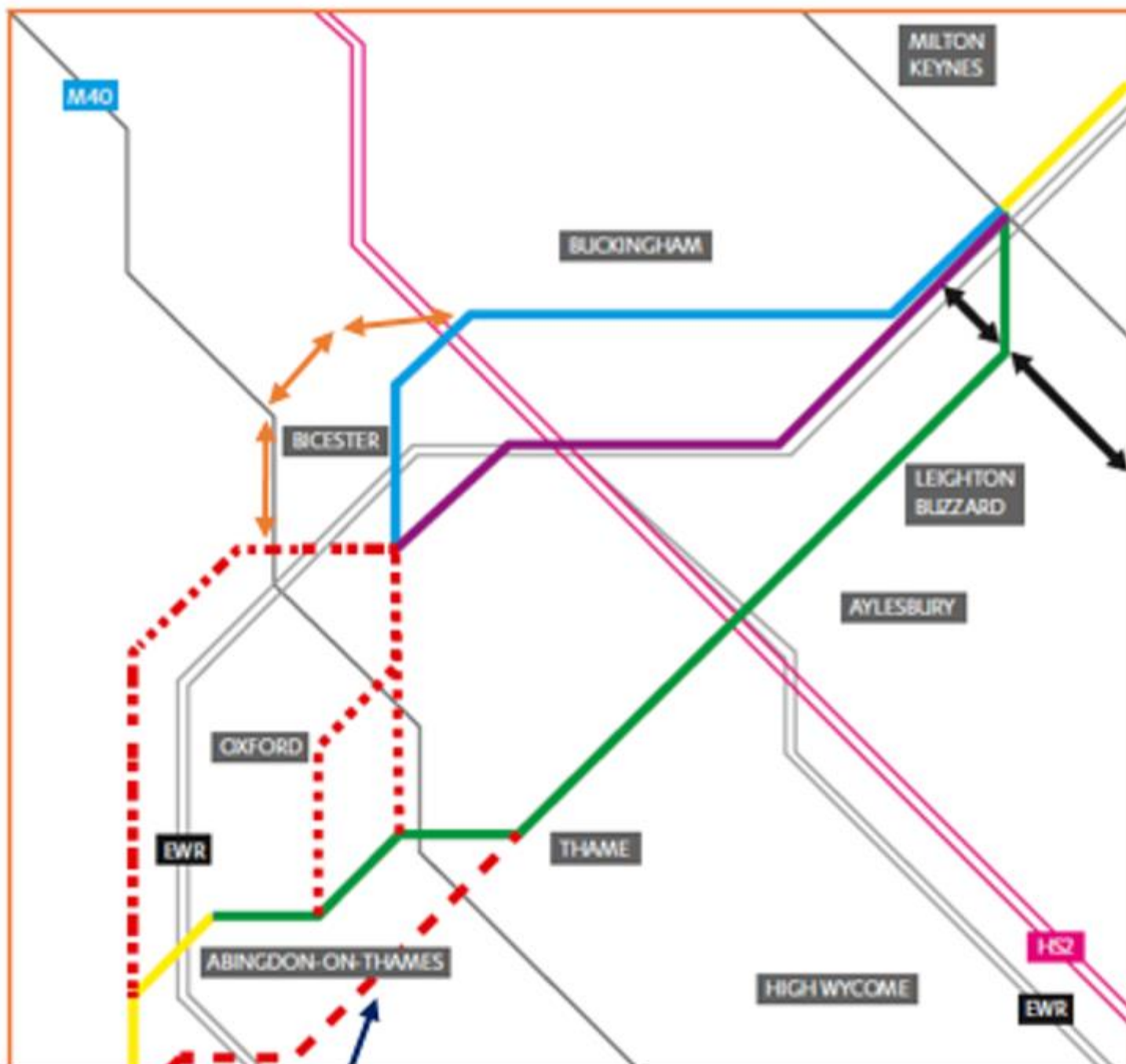
PLUS AN EXPRESSWAY

This is partly to service businesses along the corridor

Partly as an outer *M25* to link the various North South motorways

But around Oxford is specifically intended by the NIC to open up land for development.

Highways England won't say what the
"corridors" they have in mind might be
But they are not hard to guess.



Key

- Current Route Improvement (on and off-line)
- East West Rail
- Core Route Options HS2
- Road Option A
- Road Option B
- Road Option C

Local Access Routes

- Possible Local Access Roads

Bicester to Abingdon Route Options

- Oxford Sub Option S1
- Oxford Sub Option S2
- Oxford Sub Option S3
- Oxford Sub Option S4



**A, B and C are the main corridors
WEST-EAST**

**The “S” Corridors are the routings
round Oxford.**

S1 is the line of the existing A34 to the West of the City. It joins either main corridor C or B

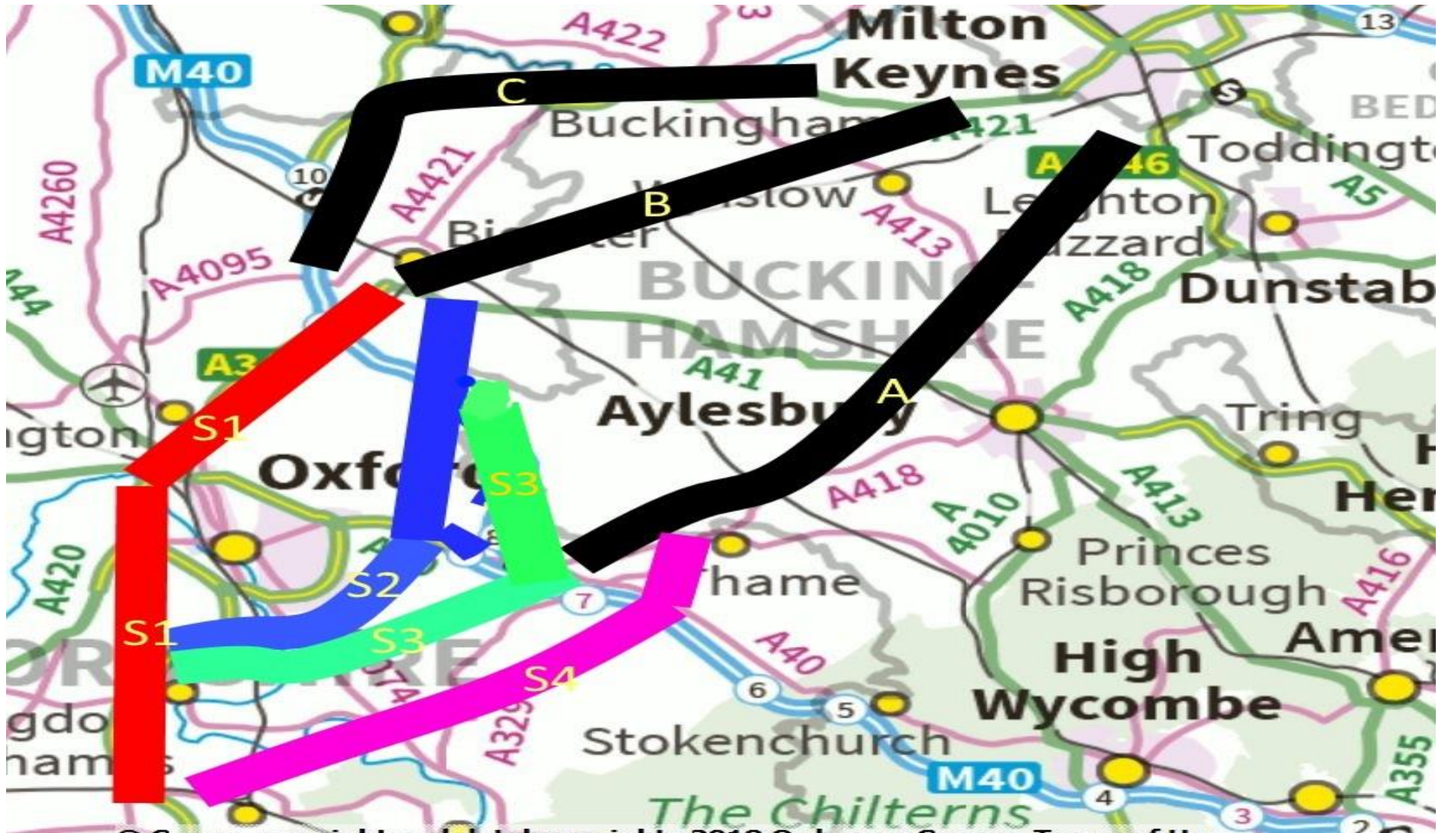
S2 goes South and East of the City then North to Bicester through/near Otmoor.

It joins Corridor B

S3 goes South and East of the City through the Green Belt then North to Bicester via M40 OR

joins main corridor A to Thame, Aylesbury and MK

S4 goes further South beyond the Green Belt to Thame and then joins main corridor A.



CPRE are opposed to new roads altogether as they just create more traffic.

If there have to be new roads they should be “on-line” that is improvements of existing not new build (off-line) AND avoid Green Belt AONB and environmental assets.

On that basis they look least/worst in this order:

S1 (West of Oxford) is easily least/worst

S4 (across South of Oxford but below the Green Belt

S3a (South of Oxford but then up the M40 to Bicester

S3b (across South of Oxford through the Green Belt to Thame and Aylesbury

S2 (across South of Oxford then North through/near Otmoor to Bicester).

UNFORTUNATELY the Growth Board and Local Authorities will also be ranking the choices very likely in exactly the opposite order!

HORTON CUM STUDLEY?

1. On one of the most likely preferred corridors for development because:

Opens up South and East of Oxford

AND

Joins to NIC preferred main corridor B

BUT Near Otmoor and Wild life reserve

The decision on corridor is to be made THIS SUMMER

Last date for responding to Highways consultation is

April 12th

What to do?

The NIC says the routing round Oxford should be chosen for the amount of development it would create above all other considerations.

The Growth Board and the Local Councils will recommend where that should be (almost certainly in the Green Belt)

- Therefore putting pressure on Local Councils and Councillors and on MPs is one of the the most important steps.
- Signs in gardens and along roads will influence decision makers.
- Also respond to Highways Consultation identifying your parish's environmental assets (via EAG)
- and write to Chris Grayling, Transport Minister who will make the summer decision on corridors.