

# Connecting Witney

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Campaign for Better Transport

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# Campaign for Better Transport

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- Charitable trust promoting sustainable transport
- Support from wide range of interests
- Co-ordinates NGOs concerned with transport
- Commissions and publishes research and now has a think tank, “Tracks”
- Conducts public campaigns
- Promotes pilot projects and good practice

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# Problems for places like Witney

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- Congestion from road traffic
- Alternatives to car travel are poor or non-existent for many journeys
- Cycling (outside Oxford) is seen as dangerous, with no effective priority over other traffic
- Buses have been cut back and fares increased
- Places people want to get to have been planned round cars and roads

All these create car dependence, where car use is a necessity not a choice

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# Car dependence is a problem for...

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- Those with cars (who have to drive more)
- Those without cars, who are excluded from society

Car dependency scorecard shows that towns and cities vary enormously



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# And this creates other problems

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- Air quality: new research shows impacts wider and worse than previously thought – and judges agree!
- Health impacts from less physical activity
- Noise from road and air travel
- Road traffic dominates landscapes and public spaces
- Road casualties
- Social exclusion: car dependence locks people without cars out of society
- Climate change: transport accounts for 25% of emissions

So we need to change the way we travel

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# Why just widening the A40 won't work

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- It will funnel even more traffic into a congested Oxford
- It will worsen public transport by lengthening bus journey times
- It will add to car dependence by investing in roads rather than a package of measures

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# Discussions about options for Witney have included...

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- Reinstated/ new rail line
- Trams
- Buses: improved bus service with priority on the A40, or new bus rapid transit

But if there is any action it will depend on wider issues



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# Funding

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- Limited government funding available
- Limited (no) local government funding

So alternative sources are needed:

- Workplace parking levy?
- Developer funding?





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# Workplace parking levy

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Nottingham's workplace parking levy:

- Paid by employers with 10+spaces
- £300 per space per year
- Raises around £9m a year for transport, including, trams and electric buses



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# Planning and development

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-Transport links can get funding from new development

-But need to decide what and where new development will be

We do have UK examples of development around public transport



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# Economic development: retail with less parking

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- Trinity Leeds
- Liverpool One
- Hull
- Media City
- Glasshoughton



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# Business parks

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- Chiswick Park
- Quorum and Cobalt



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# Housing

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- Kilnwood Vale: extension of Crawley
- Shawfair: built around station on Borders rail
- Kent Fastrack: guided buses around Ebbsfleet
- Leighton Buzzard





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# Devon County Council has done this

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- New stations serving housing and commercial development
- “Devon Metro” rail services
- Tavistock reopening
- Bus links to Cranbrook



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# Towards public transport oriented development

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- Link public transport and new development
- Joint public transport/development projects
- Use developments to fund public transport investment
- Develop stations as gateways/hubs
- Create town-wide transport partnerships



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# “Swiftrail”: an “Oxford Metro”

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- Developed by consultants including the winners of the Wolfson Prize
- 4 line “Oxford Metro” following the lead of Grenoble, Oxford’s twin city, and including an Abingdon-Witney line
- Financed by a “growth bond” and managed by a development corporation
- Development in surrounding towns and on some green belt land



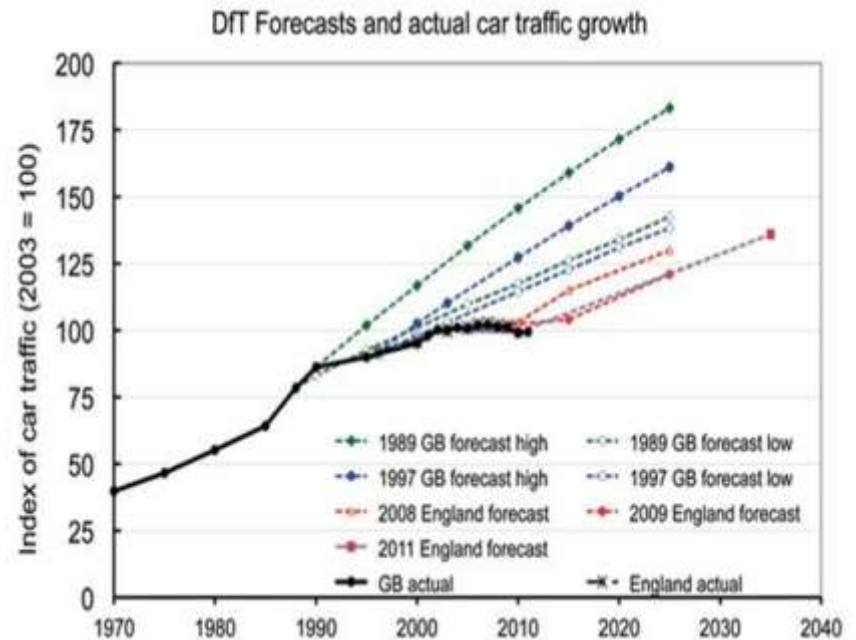


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# But conventional transport modelling and appraisal might be a barrier

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- Tends to assume past trends continue
- Gives weight to time savings by motorists
- Doesn't factor in development and changed travel
- Underestimates rail use, e.g. Swindon-Westbury rail service: 160,000 passengers in year 1 (forecast was 45,000)



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# Decision making and planning

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- Local Enterprise Partnership
  - County Council
  - District Council
- > development corporation?
- Need joint transport/ land use planning/ economic development as in London
- Note new Bus Services Bill



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# So why do this?

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- More choice
- Less congestion
- Reduced pollution
- Less social isolation
- Reduced car dependence
- Liveable places

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# And economic competitiveness: other countries do this better...

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# Smart growth not dumb growth...

Economic growth doesn't mean more and more roads and cars:

- Vienna: car use has fallen from 40% - 36%, 30% of journeys are now on foot or bike, 34% public transport
- Los Angeles: 90% car, 10% rest
- London: 1993- car 46% public transport 30%; 2010- car 34% public transport 42%



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# Conclusion

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- ▶ Proposals for Witney-Oxford connectivity need to be put in a broader context: the future of the Oxford city-region
- ▶ Just widening the A40 won't work: Witney and towns like it need a package of measures to tackle car dependence and increase choice
- ▶ There is a need to explore new funding options, such as workplace parking levies and developer funding
- ▶ There are examples showing it is possible to plan new development in the UK around public transport, not just roads and cars
- ▶ Oxford city-region needs public transport oriented development: "Oxford Metro" proposal is one idea, based on French experience, but coherent planning is needed
- ▶ Ultimately this is about "smart growth" and better transport for all

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# For more information

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Campaign for Better Transport

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