



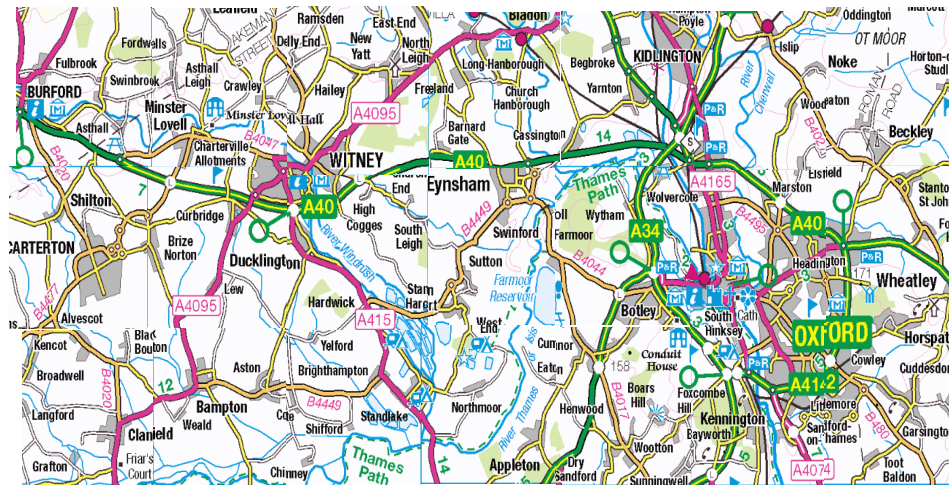
WOT

Witney Oxford Transport

**CAMPAIGN LAUNCH EVENT
WITNEY
15TH JANUARY 2014**



Campaigning for improved public transport between Carterton, Witney and Oxford



Powered by
Ordnance
Survey



Background (1)

- Branch railway closed in 1962
- Enormous population growth since then
- Local industries closed
- A40 between Eynsham and Wolvercote badly congested
- Bus services (S1 & S2) unable to regularly keep to time
- Operators want to see better infrastructure
- An additional separate “track” will free up space to achieve more reliable bus services



Background (2)

- Costly and environmentally damaging to widen A40
- Closed heavy rail track bed still available in places
- Further major housing developments planned in Witney and Carterton, but;
- Employment growth in Oxford and southern Oxfordshire, particularly in research and services



Public Support

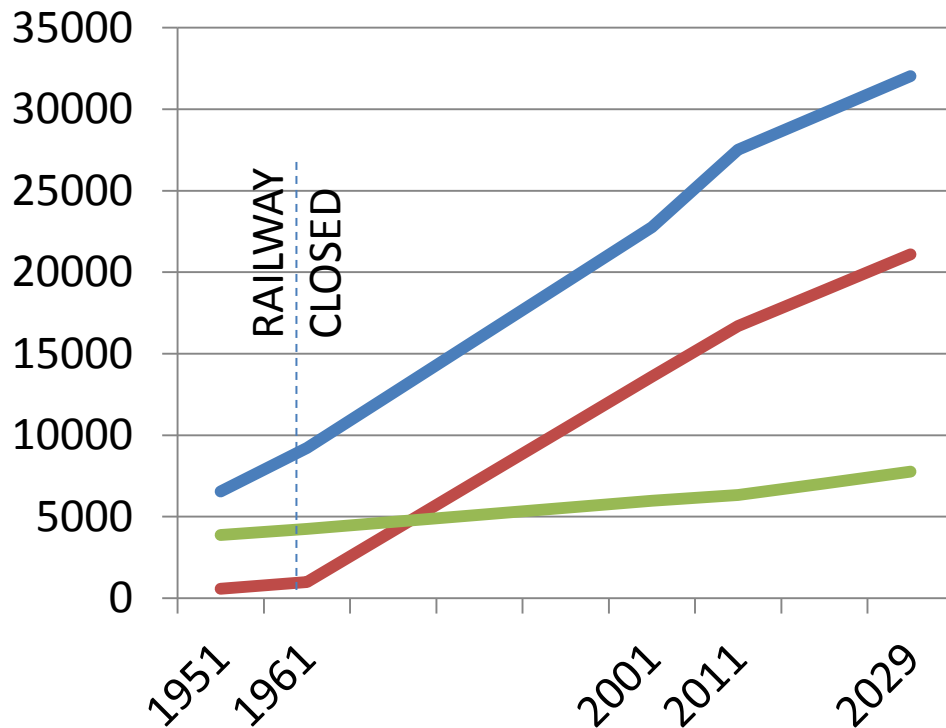
A survey by the Oxford Mail in the summer of 2013 showed 94% in favour of a new fixed link between Witney and Oxford.

Visitors to the recent Green Fair in Oxford demonstrated overwhelming support for the idea.



Population Growth

Census Year	Witney	Carterton	Chipping Norton*
1951	6554	575	3878
1961 – railway closed in 1962	9219	984	4245
2001 – Oxfordshire CC report	22765	13598	5972
2011 – ATOC report in 2009	27522	16707	6337
2029 – projections in WODC Plan #	32025	21092	7759



likely to be higher following latest review of housing demand now in hand

* Figures for Chipping Norton give indication of pressure on rest of network

— Witney
— Carterton
— Chipping Norton



Journey Times (1)

Witney – Oxford ~ 13 miles

Bing–maps suggest 31 minutes (off-peak)

peak-time experience is 55 minutes;

not unknown to be 2½ hours!

what will it regularly be in 2025?

bus times (S1): 68 minutes (peak) plus ???

50 minutes (off-peak)

tram-train 20 minutes and reliable



Journey Times (2)

Carterton – Oxford ~ 19½ miles

Bing–maps suggest 38 minutes (off-peak)

peak-time experience can be 2½ hours!

bus times (S2): 73 minutes (peak express)
 55 minutes (express school holidays)
 70 minutes (off-peak via Witney)



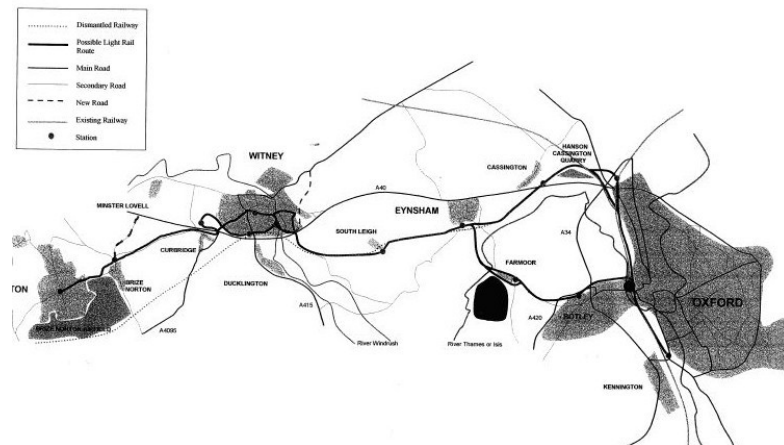
Journey Times (3)

- Uncertainty is the problem
 - missed hospital appointments
 - cost to NHS and community
 - missed job interviews
 - lateness for work – risk of dismissal
 - missed bus connections e.g. to Burford and other villages with only hourly or worse service
 - missed train and coach connections at Oxford
- Cannot plan for appointments and connections



The 2001 Mott Macdonald report

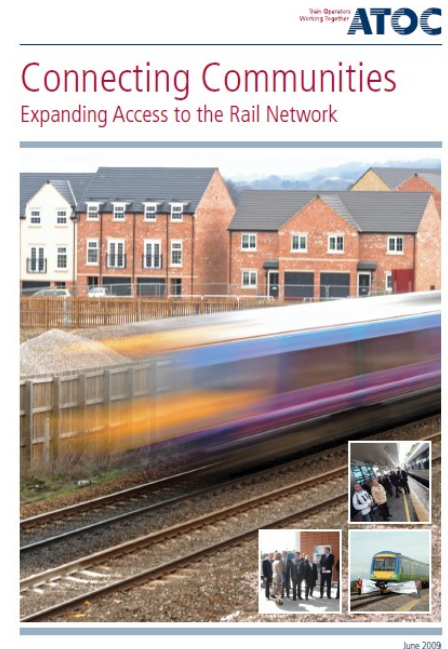
- Commissioned by Oxfordshire County Council
 - Produced at time OCC were planning express guided bus link (since abandoned)
 - Consultants asked also to cost heavy and light rail
 - Traffic projections pre-dated 25% population increases and relocation of all RAF transport to Brize Norton



ATOC Report (1)

The 2009 report by ATOC, the **Association of Train Operating Companies**, identified Witney as a town which had grown substantially since Beeching closure and where re-opening the link was justified.

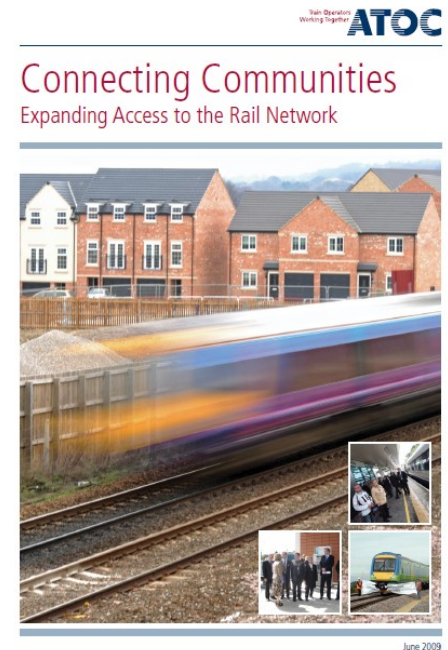
The report indicated a capital cost of £95 million and a Benefit to Cost Ratio (BCR) of 1.8.



ATOC Report (2)

Re-openings elsewhere have created passenger loadings orders of magnitude in excess of expectations:
e.g. Ebbw Vale line in S.Wales,
Airdrie-Bathgate

Borders Railway now being re-built south from Edinburgh



Options (1)

- Dual the A40
- widening and dualling roads generates traffic, building up congestion once again
- no long term gain
- moves queue into Oxford
- still only one route – no alternative
- new Chiltern Railways link to east of Oxford was shown to be better than widening the A34



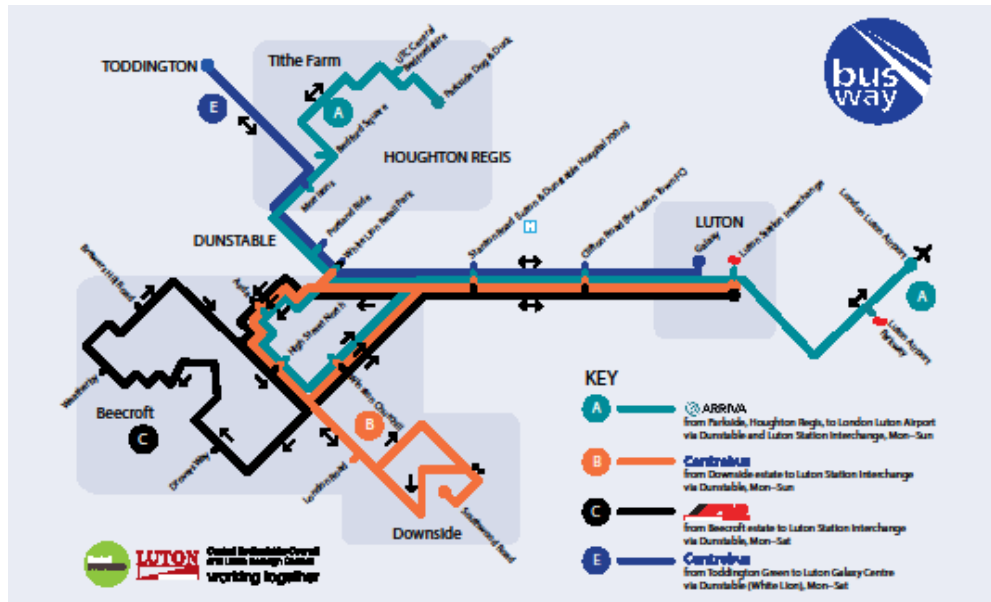
Options (2a)

☐ Guided busway

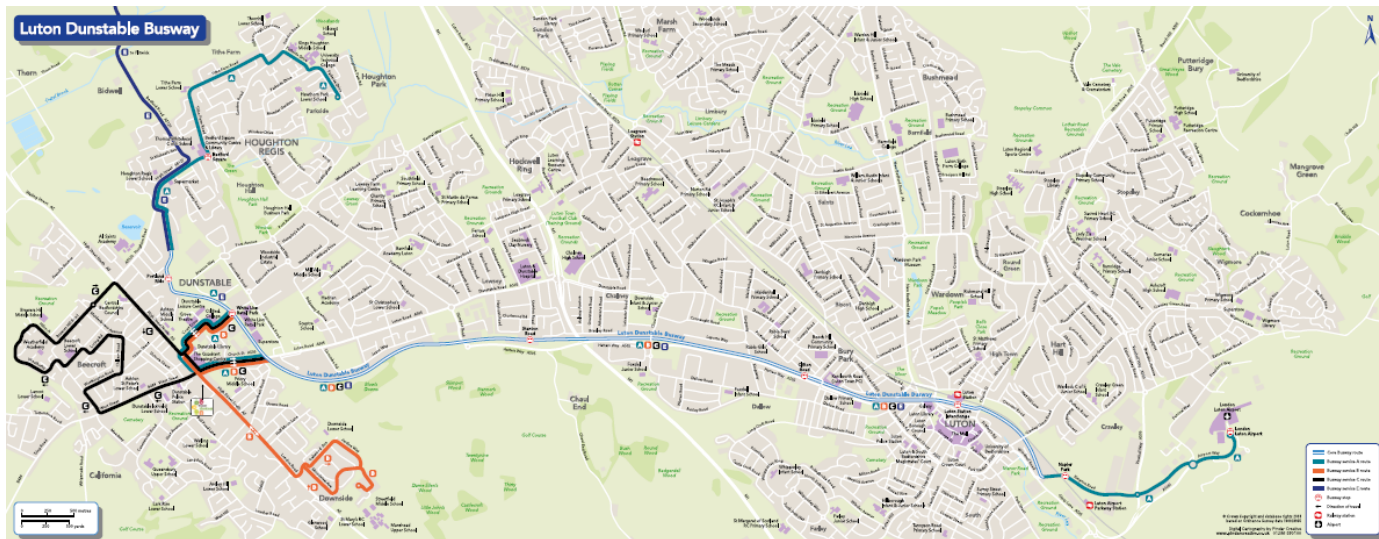
- ☐ (hybrid) diesel powered
- ☐ lower energy efficiency and higher carbon footprint than rail systems
- ☐ but could new remotely charged (MK) electric buses make a difference?
- ☐ concrete trackways
- ☐ flexible routing into urban areas but subject to same urban congestion
- ☐ Cambridge and Luton have systems
- ☐ Greater Manchester planning one towards west of city



Options (2b)



LUTON – DUNSTABLE BUSWAY



Options (3)

- ❖ Re-open heavy rail branch line
- ❖ Routing problems in Witney and Carterton
- ❖ Easy to integrate with existing Network Rail lines
- ❖ Difficult to access parts of Oxford e.g. hospitals
- ❖ Tram-trains – see later slides



Options (4)

➤ **Doing nothing
is not an option!**



Tram-trains?(1)

- ✓ Infrastructure substantially cheaper than heavy rail
 - steep gradients and curves possible
- ✓ Can now share heavy rail (Network Rail) tracks
- ✓ Easier access to urban areas
- ✓ Geared at people, not goods
- ✓ Powerful environmental and economic benefits
- ✓ Powered by electricity – less dependent on oil costs
- ✓ Cleaner and less noisy than diesel engines
- ✓ Lower carbon footprint
- ✓ Surveys indicate more attractive to passengers
 - the “sparks effect”



Tram-trains?(2)

- ✓ Technologies used on the Continent for years
- ✓ Sheffield supertram extending from city streets to Rotherham over Network Rail
- ✓ Nottingham Express Transit extending to the south using part of track bed of old Great Central Railway
- ✓ Transport for Greater Manchester planning tram-train network starting with Marple line
- ✓ OCC considering use of Cowley branch for passengers – access to new housing – link with Witney line?

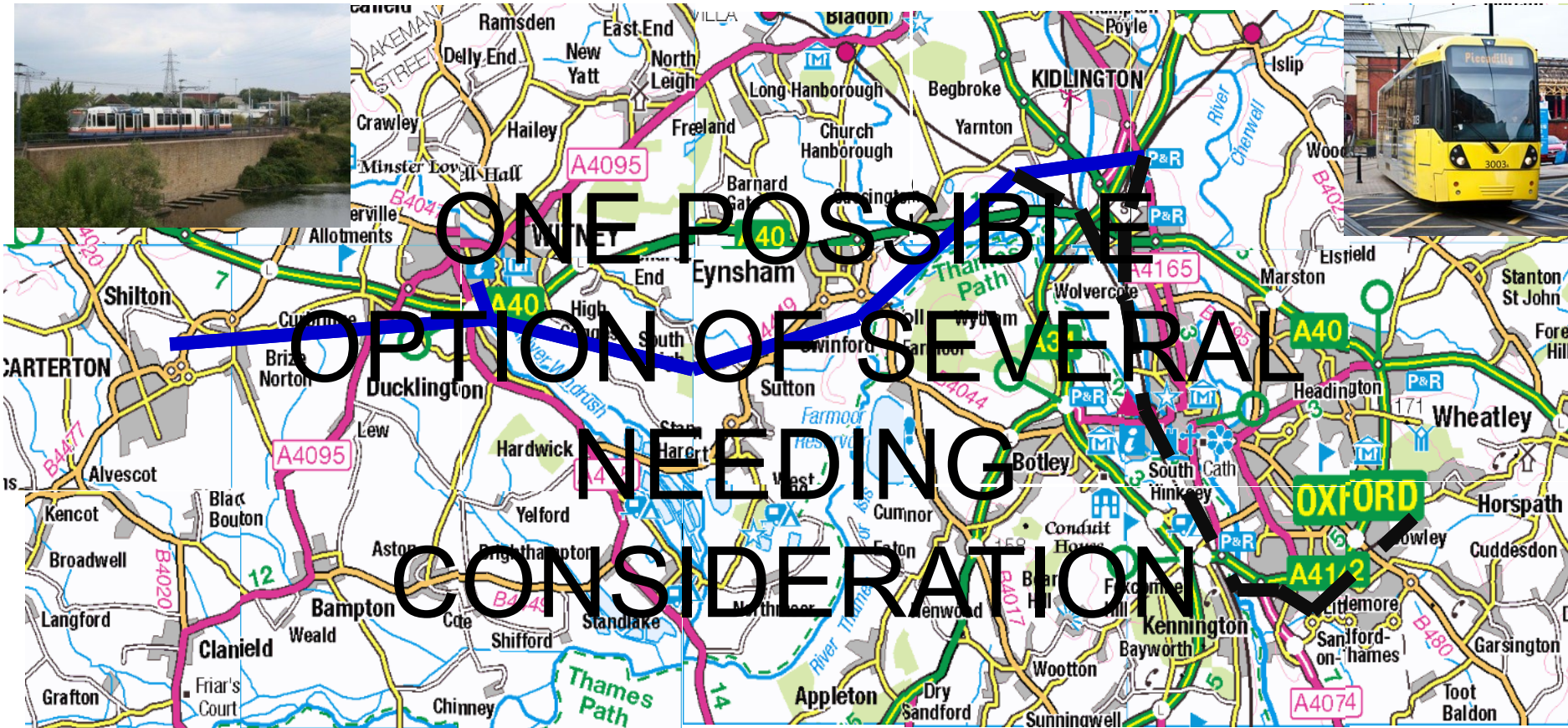


MANCHESTER METROLINK



Originally mainly on heavy rail lines (Bury-Altrincham) with cross city tramway, but now extending into suburbs on streets and old rail lines and to Manchester Airport





DIAGRAMMATIC ROUTE OF POSSIBLE TRAM-TRAIN FROM CARTERTON & WITNEY TO OXFORD & COWLEY



Further Discussion Points:

- link to Oxford Parkway (Water Eaton) station and bus P+R and thence to Oxford main station
- extension to John Radcliffe Hospital via Marston housing estate

How could old track bed be used?

- Oxford Railway station to Witney P&R interchange
- Possible link via new Oxford Parkway station on Chiltern Railways and East-West Rail and associated P&R
- Possible integration with OCC plans for Cowley branch
- No use for Carterton as old railway ran south of Brize Norton Airfield



Other considerations for a Study

- New P&R facilities with local bus interchanges:
 - Witney (Cogges Road interchange)
 - Eynsham
 - West Witney (for Carterton and beyond)
- Street running through Witney?
- Link to Carterton/Brize Norton along new dedicated route
- New dedicated “tracks” alongside A40
- Links to hospitals and university campuses
- Final selection of recommended route and mode



What is WOT for?

Our Campaign objectives are:

- ✓ Obtain support for an updated feasibility study, based on the stated objectives
- ✓ Take account of population growth and location of new employment
- ✓ Assess and evaluate findings
- ✓ Learn from other campaign experiences
e.g. East West Rail, Lewes-Uckfield, Borders, Sheffield
- ✓ Raise awareness
- ✓ Create partnership opportunities
- ✓ Take forward to implementation



Sources of Information + Data

- Slide 4
Average daily flow for 2012 = 24379 (DfT AADF stats)
- Slide 5
Estimate for A40 northern connection is £150M
(OCC report - March ;
Approx $\frac{2}{3}$ of the old rail track has not been built
over (MottMacdonald 2001 report)
- Slide 7
population figures from Vision of Britain
(1951/61) and WODC census report (2001/11)



How to Contact WOT



WOT

Witney Oxford Transport

Web: www.witneyoxfordtransport.org.uk

Facebook: www.facebook.com/witneyoxfordtransport

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This presentation will be uploaded to the website



Support & Sponsorship

Thanks go to the Organisations who have contributed to this launch of WOT, including:



campaigning by
The Railway Development
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Royal Society for the encouragement
of Arts, Manufactures and Commerce



Bus Users UK Oxford



QUESTIONS?



YOUR VIEWS?

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