

Myth	Winning Arguments	Resources
<p style="text-align: center; color: red; font-size: 2em;"><b>1</b></p> <p><b>Roadbuilding gets rid of congestion.</b></p> <p><b>Road building works!</b></p>	<p style="text-align: center;"><b>“We cannot build our way out of congestion”</b></p> <p><b>1.1 Road building generates more traffic growth</b> – induced traffic. People make new trips and release ‘suppressed demand’. Traffic also relocates.</p> <p>Traffic generation from new roads was studied for years and resulted in a landmark report by the Standing Advisory Committee on Trunk Road Assessment – the SACTRA report – in 1994. This is the only major study into this and concluded that new roads generate new traffic growth.</p> <p><b>1.2</b> A major independent study (Beyond Transport Infrastructure) into the impact of the Newbury bypass and 2 other road schemes showed that <b>traffic levels predicted for 2010 in Newbury were already reached by 2003</b> – and that traffic had increased by almost 50% in that period. New development around the road was partially to blame for the increases.</p>	<p><b>SACTRA report</b> – Trunk Roads and the Generation of Traffic, December 1994 ISBN 0-11-55 1613 – 1 No longer in print and disappointingly not available on the DfT website!</p> <p>The conclusion was: "An average road improvement, for which traffic growth due to all other factors is forecast correctly, will see an additional [i.e. induced] 10% of base traffic in the short term and 20% in the long term."</p> <p><b>Beyond Transport Infrastructure</b>, Lessons for the future from recent road projects – report by Dr Ian Taylor, Lilli Matson, John Elliott and Lyn Sloman for Countryside Agency and CPRE, July 2006. See <a href="http://www.cpre.org.uk/library/results/roads">http://www.cpre.org.uk/library/results/roads</a></p> <p>See also power point presentation by Transport for Quality of Life – available from Campaign for Better Transport on the results of the Newbury Bypass</p>

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<p style="text-align: center;"><b>2</b></p> <p style="text-align: center;"><b>There is no point protesting, it is going to happen</b></p> <p style="text-align: center;"><b>(hopelessness)</b></p>	<p><b>2.1</b> But <b>many road schemes have been stopped</b>, including at the last hour as the government realises they are not good value for money and too damaging.</p> <p><b>2.2</b> Recently the <b>Inspector for the Thames Gateway Bridge ruled against the scheme for many reasons, but also as it went against PPG13</b> – the government’s national transport policy – which says we must reduce the need to travel and discourage car dependency.</p> <p><b>2.3</b> Climate change means we must do all we can to <b>reduce carbon emissions</b>, not increase them!</p> <p><b>2.4</b> <b>Alternatives are cheaper</b> and the government will want to fund them.</p>	<p>The Inspector’s report for the Thames Gateway Bridge public inquiry is here:  <a href="http://www.gos.gov.uk/nestore/docs/transport/laos/thames_gateway_insp.pdf">http://www.gos.gov.uk/nestore/docs/transport/laos/thames_gateway_insp.pdf</a> (Conclusions are just in Chapter 9)  although a summary of his key findings is available from Campaign for Better Transport .</p> <p>PPG13 is available here:  <a href="http://www.communities.gov.uk/publications/planningandbuilding/planningpolicyguidance6">http://www.communities.gov.uk/publications/planningandbuilding/planningpolicyguidance6</a></p>
<p style="text-align: center;"><b>3</b></p> <p style="text-align: center;"><b>But we have to use our cars</b></p>	<p><b>3.1 Not all car journeys are essential.</b> Work by Transport for Quality of Life shows that 40% of journeys could be done by other means, another 40% could be changed if there was a small amount of investment, whilst only a ‘stubborn’ 20% can only be done by car</p> <p><b>3.2 Most journeys are short</b>, even in rural areas, and could be done by cycling or walking.</p> <p><b>3.3 Running a car is expensive</b>, and will become more so as fuel becomes more scarce – we have to look at alternatives</p>	<p>40:40:20 power point presentation by Transport for Quality of Life – available from Campaign for Better Transport</p> <p>Short journeys in power point presentation by Transport for Quality of Life – available from Campaign for Better Transport</p> <p><a href="http://www.cuttingyourcaruse.co.uk/costs.htm">http://www.cuttingyourcaruse.co.uk/costs.htm</a></p>

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<p style="text-align: center;"><b>4</b></p> <p><b>The British have a love affair with the car – people will never give it up</b></p>	<p><b>4.1</b> Evidence shows this is not true for everyone. <b>About half of drivers are willing to cut their car use.</b></p> <p><b>4.2</b> But this level of car ownership is relatively recent. <b>We managed before without cars.</b></p> <p><b>4.3</b> Increased levels of car usage have other <b>knock-on social problems – obesity, respiratory diseases.</b></p> <p><b>4.4</b> Quitting the car for short journeys and taking up walking and cycling can have enormous <b>health benefits</b>, especially losing weight.</p>	<p>Jillian Annable research in power point presentation by Transport for Quality of Life – available from Campaign for Better Transport</p>
<p style="text-align: center;"><b>5</b></p> <p><b>There are no alternatives</b></p> <p><b>The alternatives don't work</b></p>	<p><b>5.1</b> We need more <b>investment in the alternatives, but that won't happen if we pour money into roadbuilding</b></p> <p><b>5.2</b> The recent results of the <b>Sustainable Travel Towns</b> run by the government and Sustrans have been a <b>complete success</b> – reducing car use by over 10% and increasing levels of public transport use, walking and cycling. This is at a <b>fraction of the cost of roadbuilding.</b></p> <p><b>5.3</b> Car clubs can reduce car use by over 60%</p> <p><b>5.4</b> Trains are becoming more reliable, and faster, and you can use broadband wireless and get a lot of work done. Coaches offer this comfort and reliability too nowadays.</p>	<p>See work on DfT and Sustrans websites on Personalised Travel Planning (PTP), Sustainable Travel Towns, Individualised Travel Marketing (ITM)</p> <p><a href="http://www.carplus.org.uk/Resources/index.html">http://www.carplus.org.uk/Resources/index.html</a></p>

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<p style="text-align: center;"><b>6</b></p> <p><b>More road capacity is essential for the economy</b></p>	<p><b>6.1</b> The impact of transport on the economy was studied by the Standing Advisory Committee on Trunk Road Assessment who reported in their 1999 SACTRA report – This is the only major study into this and concluded that new roads generate new traffic growth.</p> <p><b>6.2</b> SACTRA – <b>extra roads can make poor areas worse</b> as people and businesses use the new link to relocate or commute out.</p>	<p>Transport and the Economy, published on August 1999 ISBN 0-11-753507-9 The 1999 SACTRA report is published on the DfT website: <a href="http://www.dft.gov.uk/pgr/economics/sactra/transp ortandtheeconomyfullre3148">http://www.dft.gov.uk/pgr/economics/sactra/transp ortandtheeconomyfullre3148</a></p> <p>Key quote: “the available evidence does not support arguments that new transport investment, in general, has a major impact on economic growth in a country with a well-developed infrastructure”</p>
<p style="text-align: center;"><b>7</b></p> <p><b>The poor old motorist is getting hammered already</b></p>	<p><b>7.1</b> Actually the <b>cost of motoring has plummeted</b> since Labour came to power whilst the cost of public transport has risen.</p>	<p>Frequent Parliamentary Questions reveal the cost of motoring going down, while public transport costs go up. Latest was 17 July 2007 by Susan Kramer MP</p>