

The transport question Demands many answers

Last week's edition, with its strong contemporary theme of local transport issues, reminded me of the great H L Menken, who once wrote, '*To every complex question, there is a simple answer: and it's wrong.*'

Why did Dr Bartington (p1) '... I work on ... research ...' naively buy an electric car without first researching the availability of charging points?

Why is James Mills (p2) '... putting aside £250,000 ... to **look at** installing electric vehicle charging points.?'

When the proposed Oxford ban (p1) '... on petrol and diesel vehicles ...' is introduced in 2020, does that mean my wife, who has motor neurone disease, and needs a car with a large boot to accommodate her wheelchair, cannot visit unless we change the car?

Liz Leffman (p10) highlighted yet again, the ongoing problems of the A40 congestion - which were being discussed in 1982 when we first came to Oxfordshire - and that of the dualing and electrification of the Cotswold line. And the Leader (p10) advocated relegating diesel and petrol cars to the history books.

Derek West (p12) reminded us of Lord Beeching, and the demise of the Oxford to Fairford via Witney line.

Aged 10, a boy named Andreas Adonis, in the care of Camden Council, was sent to Kingham Hill school, travelling on the Cotswold line. Aged 13, having heard of its proposed closure, he correctly challenged BR's incorrect figures. Was he responsible for it remaining open, or as *he* asks, was it Sir Peter Parker the Chair of BR, who used the line to commute from Charlbury to London. And there he was (p20) Lord Andrew Adonis, one-time Secretary of State for Transport and Chair of the National Infrastructure Commission until December 2017.

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