

This amendment list relates to the statement of case sent on 5th December The amendments lead to re-paging from page 11 to 15 inclusive but paragraph numbering is unchanged. Note; the statement of 5th December, was replaced by a corrected version sent on 6th. That had an amendment list associated with it which is incorporated below. Hence, if the reader is using the document sent on 6th many of the amendments listed here will already be incorporated.

Cover page, Date “31st December” and file reference added.

Contents – References added to the list

Paragraph 2, “our web site attracts thousands of visits daily” replaced with “we have a significant web presence.

Paragraph 13, replace “DRCL” with “CRCL” and comma added after “Hence”.

Paragraph 15, – reference 2 added to first sentence, old reference 2 becomes reference 3

Paragraph 16, in the fourth line, replace “5 trains per day” with “one train per hour” and in the fifth line the numbers “10-15” with “30” and “four the coaches” with “four coaches”.

Paragraph 18, fourth line Phase **2A**

Paragraph 19, reference 3 becomes 4

Paragraph 20, insert “Mr Cross’s” before “Table 1”.

Paragraph 25, reference 4 becomes 5

Paragraph 26, delete the words “which supposedly incorporates these costs”.

Paragraph 27, add the word “be” before the “£17m”

Heading above para 29, replace “ref” with “reference the”

Paragraph 29, “As demonstrated above, *reference paragraph 9*, – add the italicised words

Paragraph 30, replace “On one” with “On the one” at the start of the second sentence

Paragraph 31, in the table replace “320%” with “32%”.

Paragraph 34, replace “£20” with “£20m”.

Paragraph 41, Second to last line, delete “rail deaths”

Paragraph 44, at the start of the para replace “This conclusion,” with “The conclusion”.

Paragraph 46, delete the space in “abs tract”

Previously advised paras 47 to 49– see detail overleaf

Paragraph 64, – at lines 4 and 5 replace “freght” with “freight” and “mow” with “now”

Paragraph 66, in the third line replace, “as demanded by the DfT, rather than” with “rather than, as demanded by the DfT, **That change alters the sense.**

Paragraph 68, replace “Reduction” with “Reductio”.

Paragraph 78, strike out the comma in £222.3,m

Paragraph 81, recast as overleaf

Paragraph 85, change the heading from “Subsidy” to “Subsidy to rail profits from roads”. In the table replace “ms” with “million” and “1590” with “159” and in the text below the table add “(in brackets)” before the word “are”

Paragraph 86, change reference 5 to 6 and delete the second reference.

Paragraph 96, 1st line - replace “that this” with “the”.

Paragraph 100, delete reference 8

Paragraph 102, replace “coaches” with “coach”

Page 22/23 Appendix 1: Headings to columns changed as follows:

Table 1: last heading changed from “Total” to “Total less Grant”

Table 4: Headings “Creditors” changed to “Creditors 1yr”, “Creditors 5yr” and “Creditor’s total”

Table 5: Heading, “Number of” changed to “Number of Employees”

Also Table 6: last two rows previously not separated by a line are now so separated.

Page 24, the replace “(1590” with “(159)” – second from bottom of first column of numbers.

At second bullet point of second set of bullet points “8” should read “6”

Page 25 change reference 9, near the top of the page, to 8 and at the second para from the bottom replace “£3m” with “£37m”

Page 29, under the heading Milton Keynes, replace “tow” with “two”

Page 41, heading in table at bottom replace “42%” with “39%”

Page 51 at item 9 replace “pager 17” with “page 11”

Paragraphs 47 to 49 recast as follows.

47 At Table 3 Mr Dare provides estimates of the passenger and freight trains per hour. These presume Phases 1 and 2A (the works to gauge enhance Wolvercote Tunnel and the new connection with the Chiltern line via the Bicester Chord) do not attract any new freight services. Instead it is the EWR, Phase 2B works that increased the freight.

48 However, the data is inconsistent with Chiltern’s own documents. Table D5.3 of CD/1.18 provides 185 passenger trains per day compared with 10 per hour for 16 hours, a total of 160 from Mr Dare’s Table 3. Further the Appendix provides 25 freight trains per day compared with up to 48 from Mr Dare. Even worse if the market demands it freight trains could use any unallocated passenger train slots at night. Residents could then suffer a freight train every 6 minutes.

49 In any event as few as two loud freight trains at 3 am would be enough to destroy the enjoyment of hitherto quiet properties. The prospect of four or 12 is overwhelming to residents. We say Mr Dare’s evidence does not properly represent that reality.

Paragraph 81 recast as follows

81 Hence, the solution to exorbitant rail fares is staring us in the face. Sell the tracks and trains to China, pave the right of way and run express coaches, see Appendix 11. All London’s crushed surface rail commuters would then have seats at a fraction of the cost of the crushed conditions that they now endure.

The new reference list follows.

1. Links to closing statements to the inquiry into the West Coast Main Line Modernisation Programme: <http://www.transport-watch.co.uk/transport-pdfs/west-coast-main-line.pdf> and <http://www.transport-watch.co.uk/transport-pdfs/railtrack-closing-statement.pdf>
2. The reference to CD/1.7 is as cited in CD/2.27. However it should probably read CD/1.8 which provides a schedule of cost totaling £185 million. That total omits optimism bias of 6% and contingencies of 10% which would bring the whole to £215 million.
3. Table 3.13 of the 2009 National Travel Survey – 44% of people in 2009 used a surface rail train less than once a year or never.
4. Chiltern’s Annual Report and Accounts
5. DfT New Line Capacity Study – cost estimate London, July 2007 R00851900 Submitted to Great Minster House 76 Marsham Street London SW1P 4DR by Booz Allen Hamilton Ltd. 7, Savoy Court, Strand London WC2R 0JP, 1 July 2007
6. Item TE 11 within:
<http://www.publications.parliament.uk/pa/cm201011/cmselect/cmtran/writev/economy/contents.htm> or in the Transport-watch web site at <http://www.transport-watch.co.uk/transport-pdfs/transport-and-the-economy.pdf>,
7. Press release available here:
<http://www.networkrailmediacentre.co.uk/content/Detail.aspx?ReleaseID=4946&NewsAreaID=2>
8. Reference 5 above.