

OBJ/063/2

Name John Nichols
No: 1
Filed on behalf of South Central Ambulance Service NHS Trust
Dated 28th September 2010
No of Exhibits: 1

**IN THE MATTER OF THE TRANSPORT AND WORKS ACT 1992: APPLICATION FOR THE
PROPOSED CHILTERN RAILWAYS (BICESTER TO OXFORD IMPROVEMENTS) ORDER**

INQUIRY DATED 2ND NOVEMBER 2010 AT THE OXFORD CONFERENCE CENTRE

CHILTERN RAILWAY COMPANY LIMITED

Applicant

-and-

SOUTH CENTRAL AMBULANCE SERVICE NHS TRUST

Objector

STATEMENT OF JOHN NICHOLS

1. I have worked for South Central Ambulance Service NHS Trust ('the Trust') since its creation four years ago and am currently Divisional Director of the Oxfordshire and Buckinghamshire Division of the Trust. Prior to this I was the Chief Executive Officer of the Oxfordshire Ambulance NHS Trust for twelve years and prior to this I have held various roles Paramedic and managerial roles since joining the NHS in 1984.
2. On 1st April 2008 the Trust was granted a Lease of Units 7 and 8 Talisman Business Centre, London Road, Bicester ('the Premises'), to expire on 31st January 2028.

3. The Trust provides emergency response to 999 calls and provides medical help to patients who have serious or life threatening injuries or illnesses as quickly as possible. The Trust also provides extensive patient transport services for patients with pre-arranged hospital appointments or between Health Care facilities such as from one hospital to another. The Premises also provides the control point for major incidents and acts as a community and rapid response centre for Bicester and surrounding villages.

4. The Trust covers four counties and eight primary Care Trusts, the Premises provides emergency operational control for ambulances in Oxfordshire and Buckinghamshire counties. The Oxfordshire and Buckinghamshire counties deal with in excess of 12,500, 999 calls per month. The Trust is now exceeding the Department of Health response times for category A incidents for the year 2010/11. Category A incidents require attendance within the eight minute performance target window. The Premises provide accommodation for community responder and paramedics that complement the operational and ambulance stations and stand by points around the two counties. The Trust have only occupied the Premises for a relatively short period of time and great care was taken to select a property that satisfied the Trust requirement for excellent transport links around the county. The Premises, as well as being an emergency control centre receiving and handling all emergency calls across the counties of Oxfordshire and Buckinghamshire, also takes overflow emergency calls from both Berkshire and Hampshire. The Premises also houses the control centre for both the non emergency patient transport services across Oxfordshire and Buckinghamshire and the single call centre for all GP out of hours calls for every GP across Oxfordshire.

5. The Trust has endeavoured to enter into a meaningful dialogue with Chiltern Railways to obtain assurances that emergency vehicle access and egress from the Premises will not be impeded. Regrettably Chiltern Railways have not been willing to provide any assurance with regards to unimpeded access and egress and therefore in the interests of safety and well being the Trust was left with no choice but to make a formal objection to the proposed scheme.

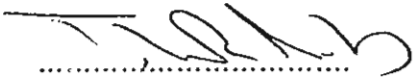
6. The Trust notes that the works proposed by Chiltern Railways also include the desire to gain control over London Road - B1400 between the A41 roundabout and 19 London Road. In addition the Trust note that Chiltern Railways also seek to control the A41 whilst the existing road bridge is reconstructed and a new bridge is constructed which will enable the railway company to expand the network. The reconstruction of the existing bridge and the construction of the tunnel and bridge over will, by design, necessitate, albeit temporary, road closure, whilst this work is undertaken. Any road closure would have a detrimental effect on the number of incidents that the Trust will be able to respond to within national guidelines. This will have an effect on patients' safety and is therefore not something that the Trust is able to support.
7. The Trust has carried out detailed analysis of the various scenarios that were provided by the works. Isochrone plotting of Category A emergency incidents that have occurred over the proceeding 12 months against the standard six minute drive time are now shown as exhibit 'JN1'.
8. The analysis shows that if access were not available via London Road and the A41 there would be a significant reduction in the number of incidents that could be responded to. This reduction of some 1,297 incidents or 60% is unacceptable. Isochrone mapping also indicates that if the standard drive time was delayed by two minutes even if all roads remained open, almost 9% of patients would be placed a risk.
9. In simple terms the outline villages of Western-on-the-Green, Merton, Middleton Stoney, Arcott, Bucknell, Stratton, Audley and Fringford would be outside of the standard drive time and anybody living in these areas would be at serious risk.
10. Consequently it is clear that patients in Bicester and the outline villages could be at serious risk if prompt emergency response were to be delayed or restricted due to road closures during the works proposed by Chiltern Railways. Consequently we do not believe that the proposals in their

current form can be supported by the Trust and we would ask that the Secretary of State modify the order such that clear and unequivocal instructions are provided to Chiltern Railways to maintain emergency vehicular access at all times.

11. In addition the Trust wishes to express concern about the possibility that the Works may cause damage to the electricity sub station serving the estate which is situated close to the railway line within the land sought by Chiltern Railways. Any interruption of the electricity supply to the premises would compromise the emergency control centre.

STATEMENT OF TRUTH

I believe the facts contained in this Statement are true.



John Nichols

Dated 28th day of September 2010

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EXHIBIT 'JN1'

This is the exhibit referred to in the statement of John Nichols dated 28th September 2010

	B4100 Open & A41 Open	B4100 Closed & A41 Closed	Reduction in 999 call responses	Percentage Reduction
Standard Drive Time	2,392	2,015	377	16%
Effect of a two minute delay to Standard Drive Time	2,177	880	1,297	60%
Reduction in number of Incidents that could be responded to if Drive time delayed by 2 minutes	215	1,135	1,512	63%
	9%	56%		