

**PROPOSED CHILTERN RAILWAYS (BICESTER TO OXFORD IMPROVEMENTS)
ORDER**

**LENGTH OF JOURNEYS FOLLOWING CLOSURE OF THE
LANGFORD LANE LEVEL CROSSING**

1 Introduction

- 1.1 This note has been drafted in response to the Inspector's request for clarification of the length of journeys from properties to the east of the railway with the TWA Order alignment of Langford Lane as compared to the distances with the 'Orange Route' that is being suggested as an alternative by a number of Objectors. This note replaces Tables 1 and 2 in the rebuttals **CRCL/R/OBJ189** and **CRCL/R/OBJ190** and Tables 2 and 3 in rebuttal **CRCL/R/OBJ230**.

2 Summary Distances at Langford Lane

- 2.1 *Table 1* sets out the measured distances from Merton Grounds Farm (A) and Wendlebury Gate Stables (A1) to Bicester (B) and Oxford (C) for the existing situation, with the Proposed TWA Modification of Langford Lane and using the 'Orange Route' as proposed by a number of objectors who live to the east of the railway line at Langford Lane. The routes measured in *Table 1* are shown in Figures 1 to 12 attached to this note.

Table 1: Vehicle Journey Lengths Langford Lane to Bicester and Oxford

Route	Direction	Length [kms]
Existing Langford Lane from Merton Grounds		
	A - B	3.64
	B - A	3.87
	A - C	5.21
	C - A	4.17
Existing Langford Lane from Wendlebury Gate Stables		
	A1 - B	2.42
	B - A1	2.67
	A1 - C	4.04
	C - A1	3.04

Proposed Modification of Langford Lane from Merton Grounds		
	A - B	6.05
	B - A	6.36
	A - C	7.71
	C - A	4.86
Proposed Modification of Langford Lane from Wendlebury Gate Stables		
	A1 - B	4.96
	B - A1	5.19
	A1 - C	6.53
	C - A	3.70
Orange Route with Proposed Modification of Langford Lane from Merton Grounds		
	A - B	5.30
	B - A	5.65
	A - C	7.00
	C - A	4.19
Orange Route with Proposed Modification of Langford Lane from Wendlebury Gate Stables		
	A1 - B	5.33
	B - A1	5.59
	A1 - C	6.99
	C - A1	4.10

2.2 *Table 2* compares the journey lengths for residents living at Merton Grounds and *Table 3* compares the journey lengths for residents living at Wendlebury Gate Stables. *Table 4* compares journey lengths with the revised alignment of Langford Lane and the Orange Route at Merton Grounds.

3 Conclusion

- 3.1 The changes in journey lengths inbound and outbound to Bicester and Oxford from Merton Grounds shown in this note are in general accordance with the changes in journey lengths provided by Caroline Quinn and the owners and residents of Merton Grounds Farm in their supplementary evidence **OBJ230/2** and **OBJ/191/9**. *Table 4* compares the changes in journey lengths quoted in these sources with those in *Table 3* of this note. The reference points A, A1, B and C relate to those shown on Figures 1 to 12 attached to this note.
- 3.2 It should be noted that the distances inbound and outbound to Oxford quoted in **OBJ/191/9** are for a different journey route to those shown in Figures 10 and 12 of this rebuttal.

Table 2: Length of Journeys and Changes in Length of Journeys To and From Merton Grounds

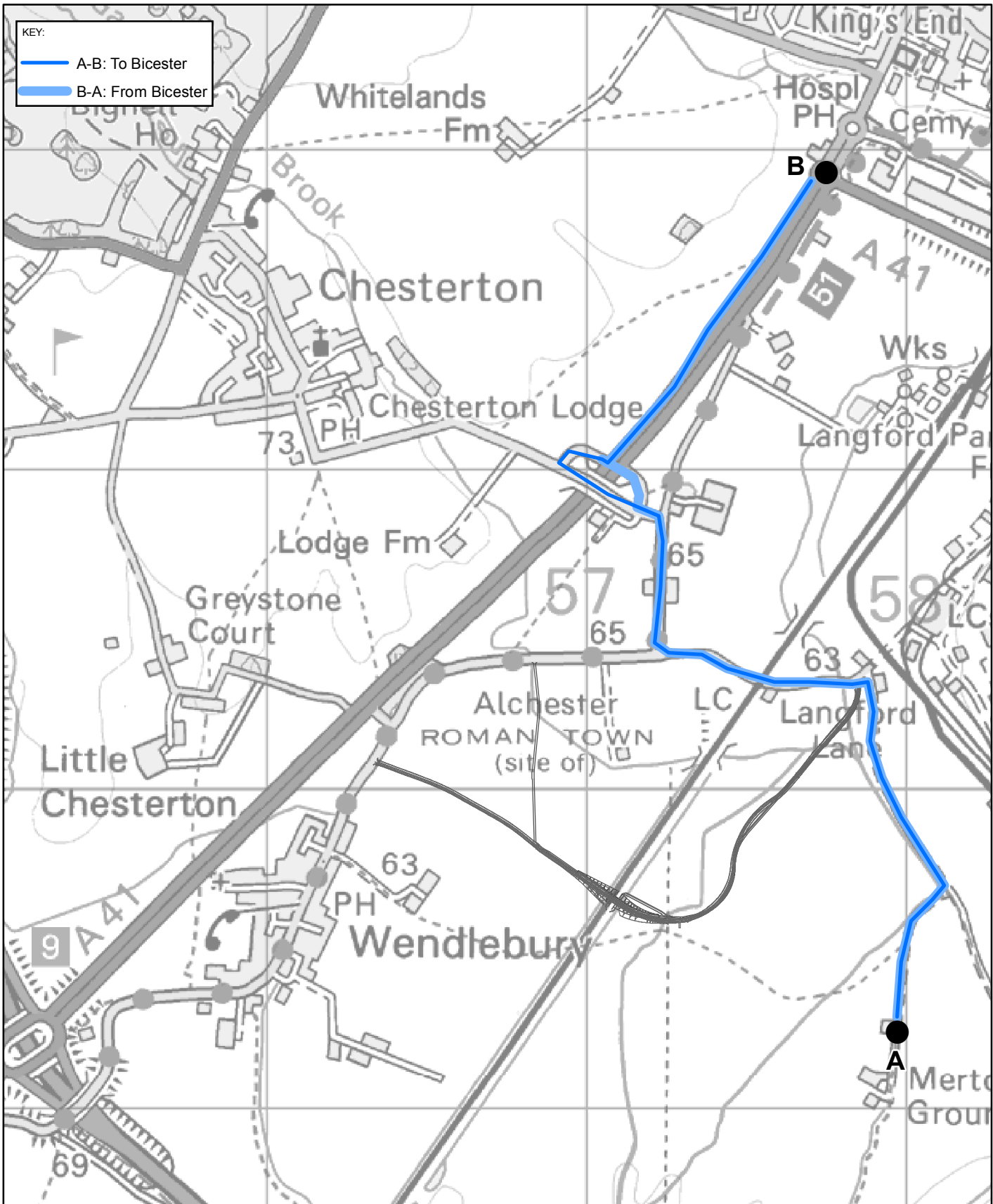
Direction	Distance				
	Existing Langford Lane to/from Merton Grounds [kms]	Proposed Modification of Langford Lane to/from Merton Grounds [kms]	Change in Distance Between Existing and Proposed Modification [kms]	Orange Route with Proposed Modification of Langford Lane to/from Merton Grounds [kms]	Change in Distance Between Existing and Orange Route [kms]
A - B	3.64	6.05	+2.41	5.30	+1.66
A - B	3.87	6.36	+2.49	5.65	+1.78
A - C	5.21	7.71	+2.50	7.00	+1.79
A - C	4.17	4.86	+0.69	4.10	-0.07

Table 3: Length of Journeys and Changes in Length of Journeys To and From Wendlebury Gate Stables

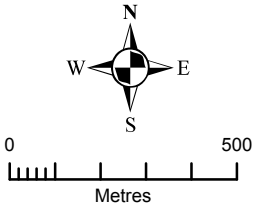
Direction	Distance				
	Existing Langford Lane to/from Wendlebury Gate Stables [kms]	Proposed Modification of Langford Lane to/from Wendlebury Gate Stables [kms]	Change in Distance Between Existing and Proposed Modification [kms]	Orange Route with Proposed Modification of Langford Lane to/from Wendlebury Gate Stables [kms]	Change in Distance Between Existing and Orange Route [kms]
A1 - B	2.42	4.96	+2.54	5.33	+2.91
B - A1	2.67	5.19	+2.52	5.59	+2.92
A1 - C	4.04	6.53	+2.49	6.99	+2.95
C - A1	3.04	3.70	+0.66	4.10	+1.06

Table 4: Changes Vehicle Journey Lengths with the Revised Alignment of Langford Lane and the Orange Route To/From Merton Grounds

Direction	Distance					
	Change in Distance Between Existing and Proposed Modification [CRCL/INQ/34] [kms]	Change in Distance Between Existing and Proposed Modification [OBJ230/2] [kms]	Change in Distance Between Existing and Proposed Modification [OBJ/191/9] [kms]	Change in Distance Between Existing and Orange Route [CRCL/INQ/34] [kms]	Change in Distance Between Existing and Orange Route [OBJ230/2] [kms]	Change in Distance Between Existing and Orange Route [OBJ/191/9] [kms]
A - B	+2.41	+2.50	+2.46	+1.66	+1.65	+1.70
B - A	+2.49	+2.50	-	+1.78	+1.65	-
A - C	+2.50	-	+2.33	+1.79	-	+1.55
C - A	+0.69	-	+0.68	-0.07	-	-0.10



KEY:
 — A-B: To Bicester
 — B-A: From Bicester



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ERM
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 33 Saint Mary Axe
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TITLE:
**Figure 1
 Existing Journey Merton Grounds
 to and from Bicester**

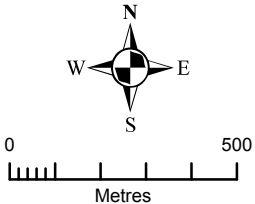
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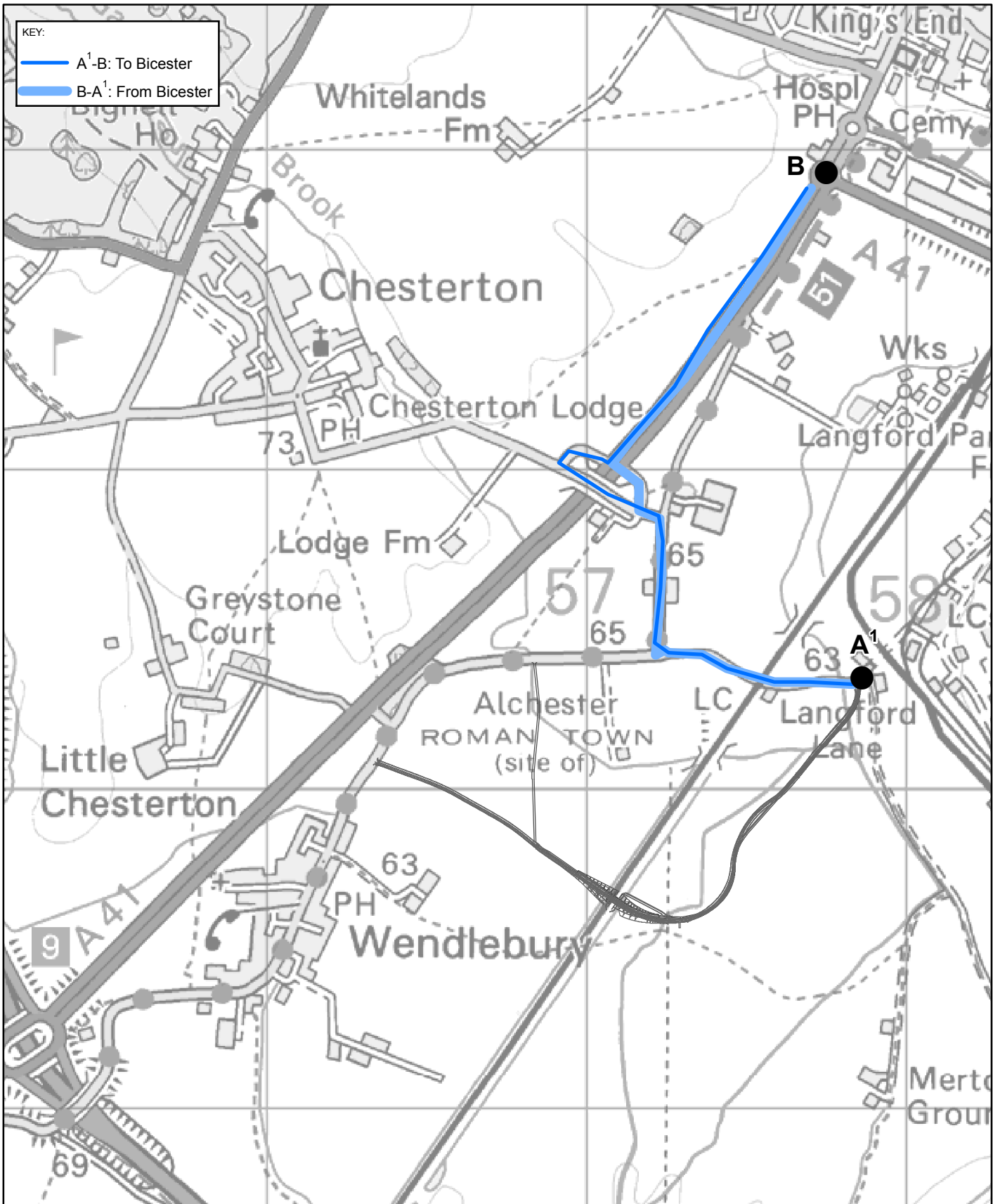
KEY:
 — A-C: To Oxford
 — C-A: From Oxford



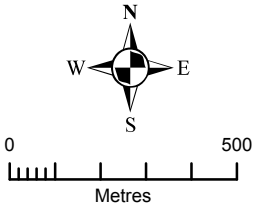
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TITLE: **Figure 2
 Existing Journey Merton Grounds
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Fig. 0110147ChilternRailways_IG_MapWork\Working\Planning\Footpaths\Footpath_Existing_MertonGrounds_AC.mxd



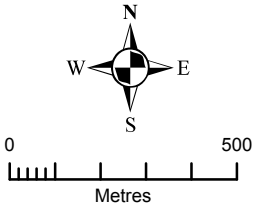
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 — A¹-B: To Bicester
 — B-A¹: From Bicester



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TITLE: **Figure 3
 Existing Journey Wendlebury Gate
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 DATE: 03/12/2010 CHECKED: SLG PROJECT: 0110147
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 DRAWING: Footpath_Existing_Wendlebury_AB.mxd REV: 0

Fig. 0110147ChilternRailways_IG_MapWork\Working\Planning\Footpaths\Footpath_Existing_Wendlebury_AB.mxd



CLIENT: **Chiltern Railways**

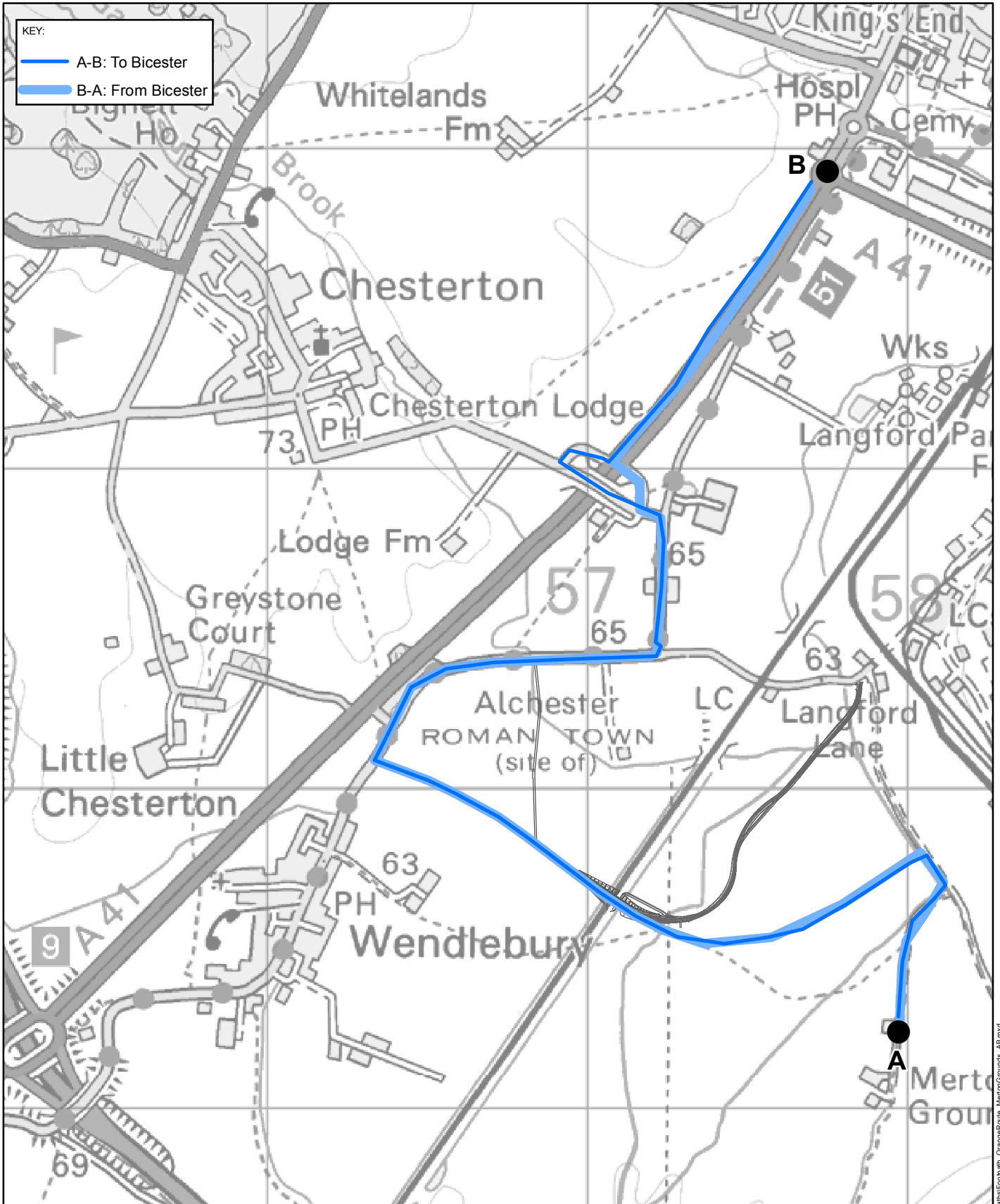
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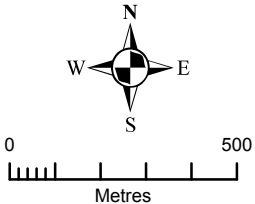
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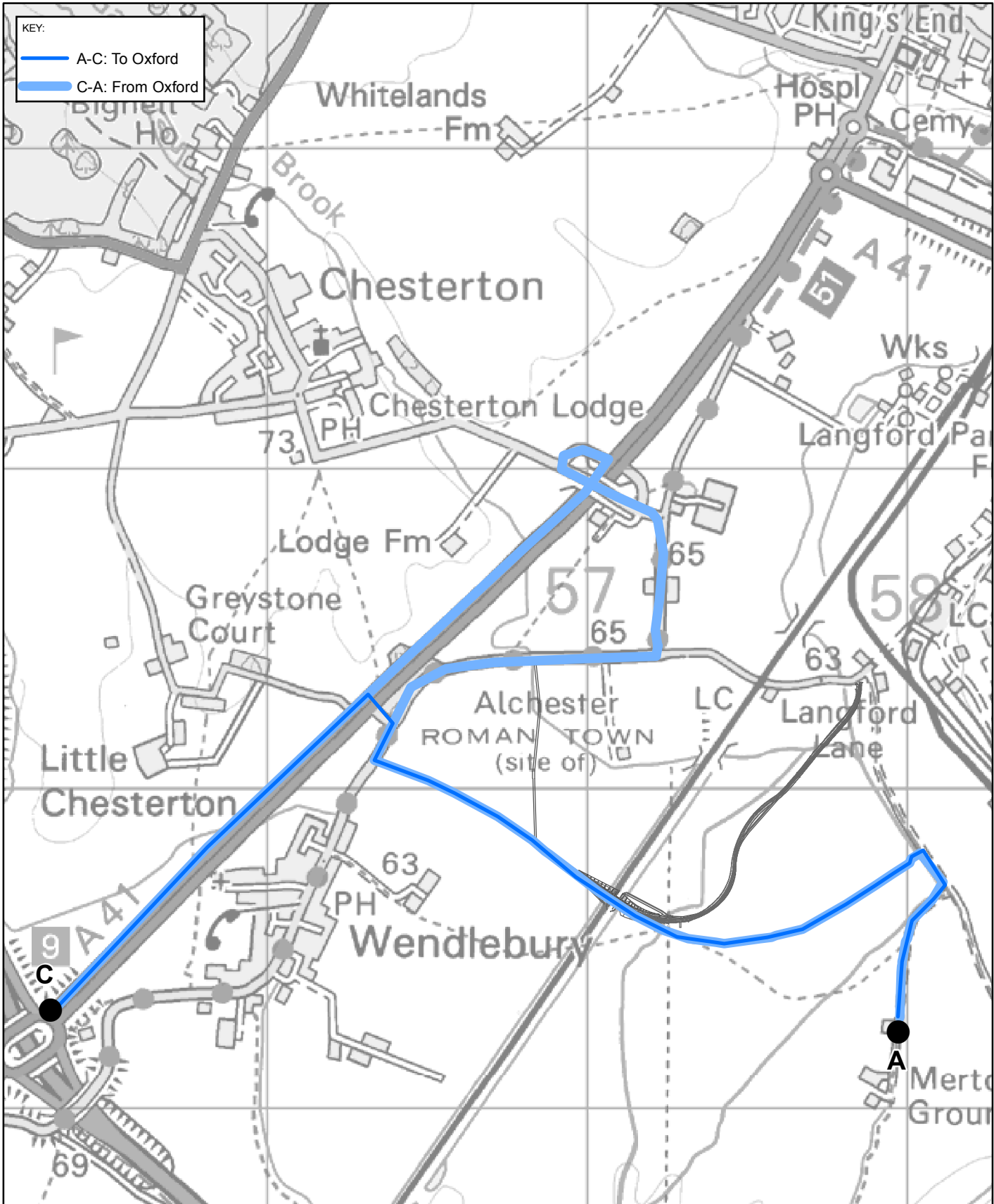


KEY:
 — A-B: To Bicester
 — B-A: From Bicester

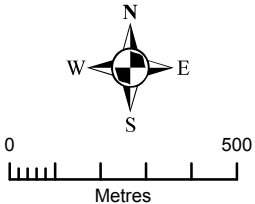


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TITLE: **Figure 5
 Orange Route Merton Grounds to
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 DRAWN: IG APPROVED: SCALE: As Scale Bar
 DRAWING: Footpath_OrangeRoute_MertonGrounds_AB.mxd REV: 0



KEY:
 — A-C: To Oxford
 — C-A: From Oxford



CLIENT: **Chiltern Railways**

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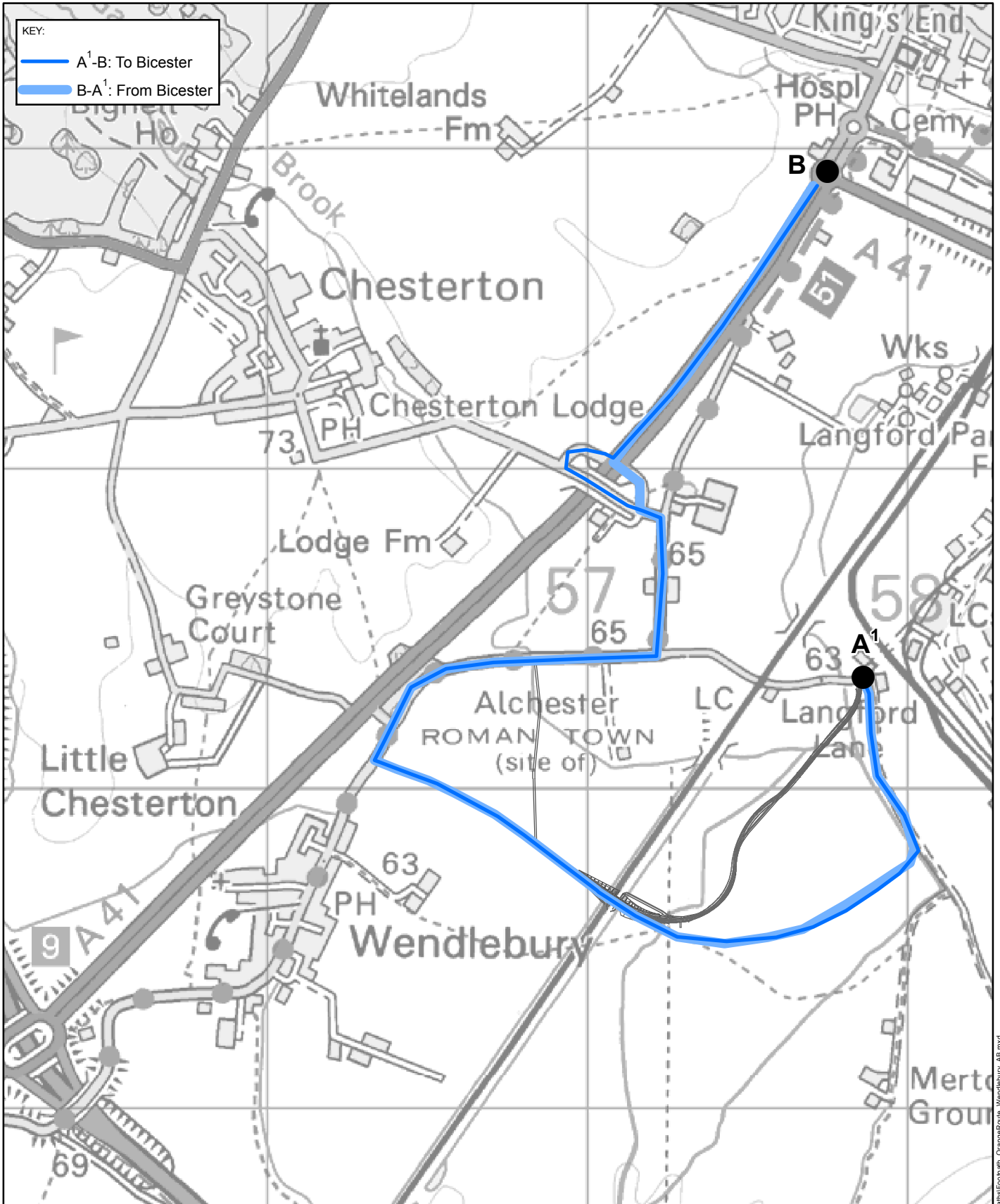
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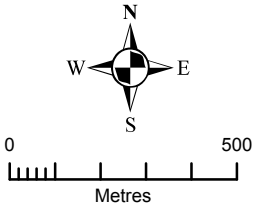
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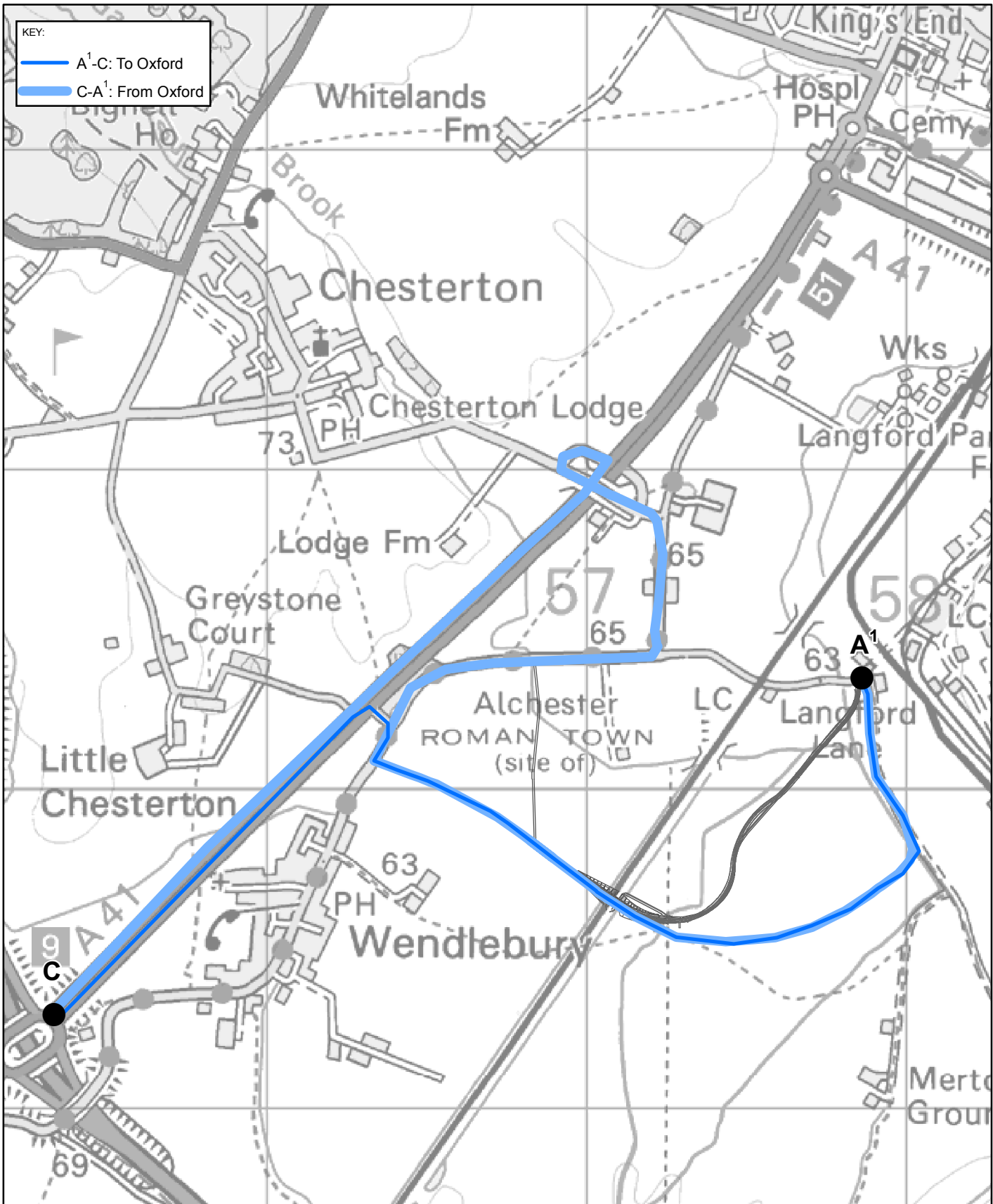
KEY:
 — A¹-B: To Bicester
 — B-A¹: From Bicester



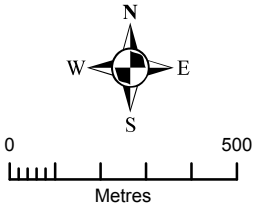
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TITLE: **Figure 7
 Orange Route Wendlebury Gate
 Stables to and from Bicester**
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 DRAWN: IG APPROVED: SCALE: As Scale Bar
 DRAWING: Footpath_OrangeRoute_Wendlebury_AB.mxd REV: 0

Fig. 0110147ChilternRailways_IG_MapasWorkingPlanningFootpathsFootpath_OrangeRoute_Wendlebury_AB.mxd



KEY:
 — A¹-C: To Oxford
 — C-A¹: From Oxford



CLIENT: **Chiltern Railways**

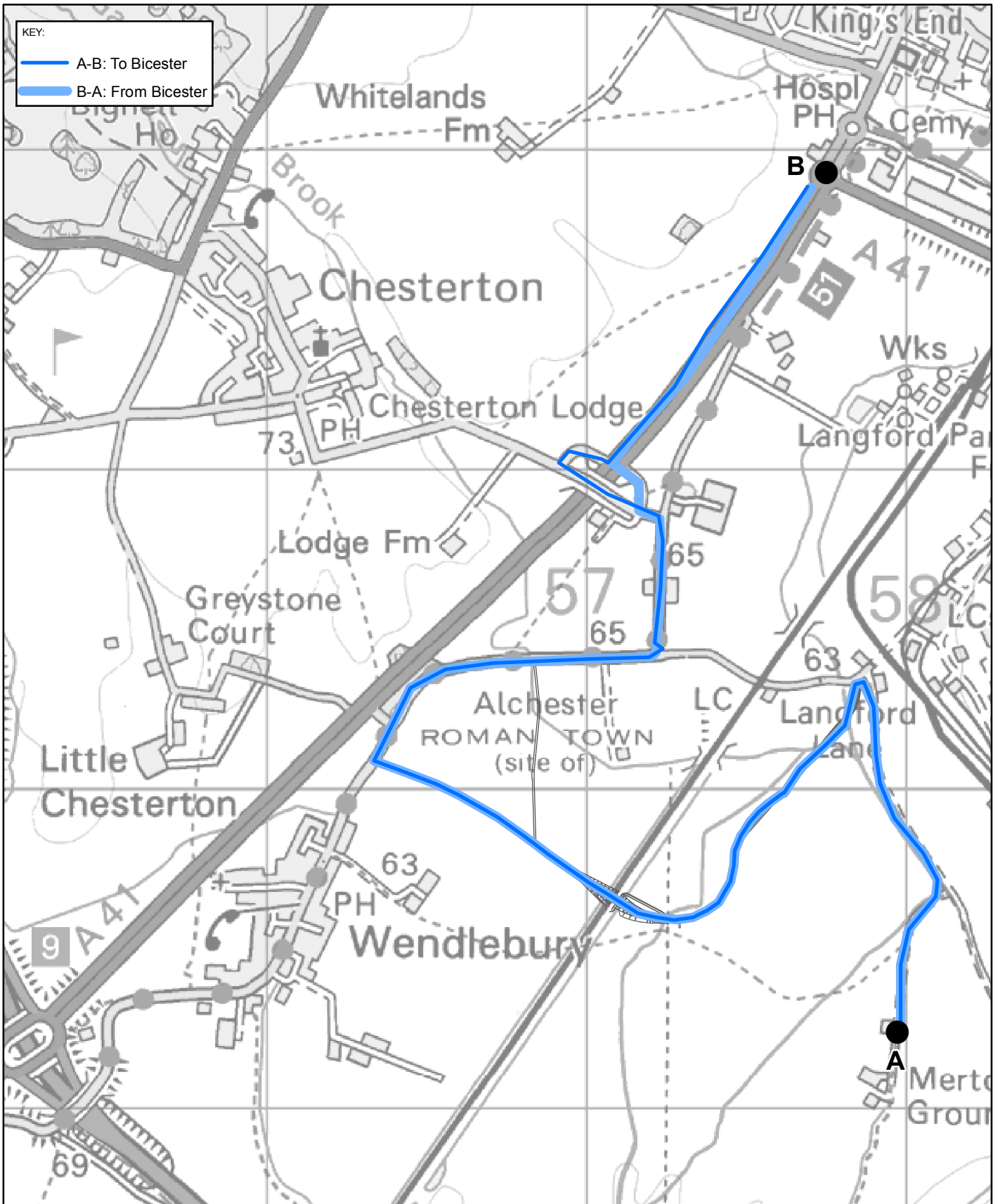
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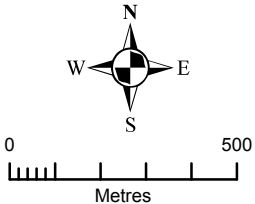
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TITLE: **Figure 8
 Orange Route Wendlebury Gate
 Stables to and from Oxford**

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KEY:
 — A-B: To Bicester
 - - B-A: From Bicester



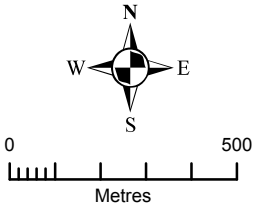
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TITLE: **Figure 9
 Proposed Modification Merton
 Grounds to and from Bicester**
 DATE: 03/12/2010 CHECKED: SLG PROJECT: 0110147
 DRAWN: IG APPROVED: SCALE: As Scale Bar
 DRAWING: Footpath_TWA_MertonGrounds_AB.mxd REV: 0

Fig. 0110147ChilternRGS_IG_HFMapaWorkingPlanningFootpathTWA_MertonGrounds_AB.mxd



KEY:
 — A-C: To Oxford
 — C-A: From Oxford



CLIENT: **Chiltern Railways** SIZE: **A4**

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 Exchequer Court
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 London, EC3A 8LL
 Tel: 020 3206 5200
 Fax: 020 3206 5440

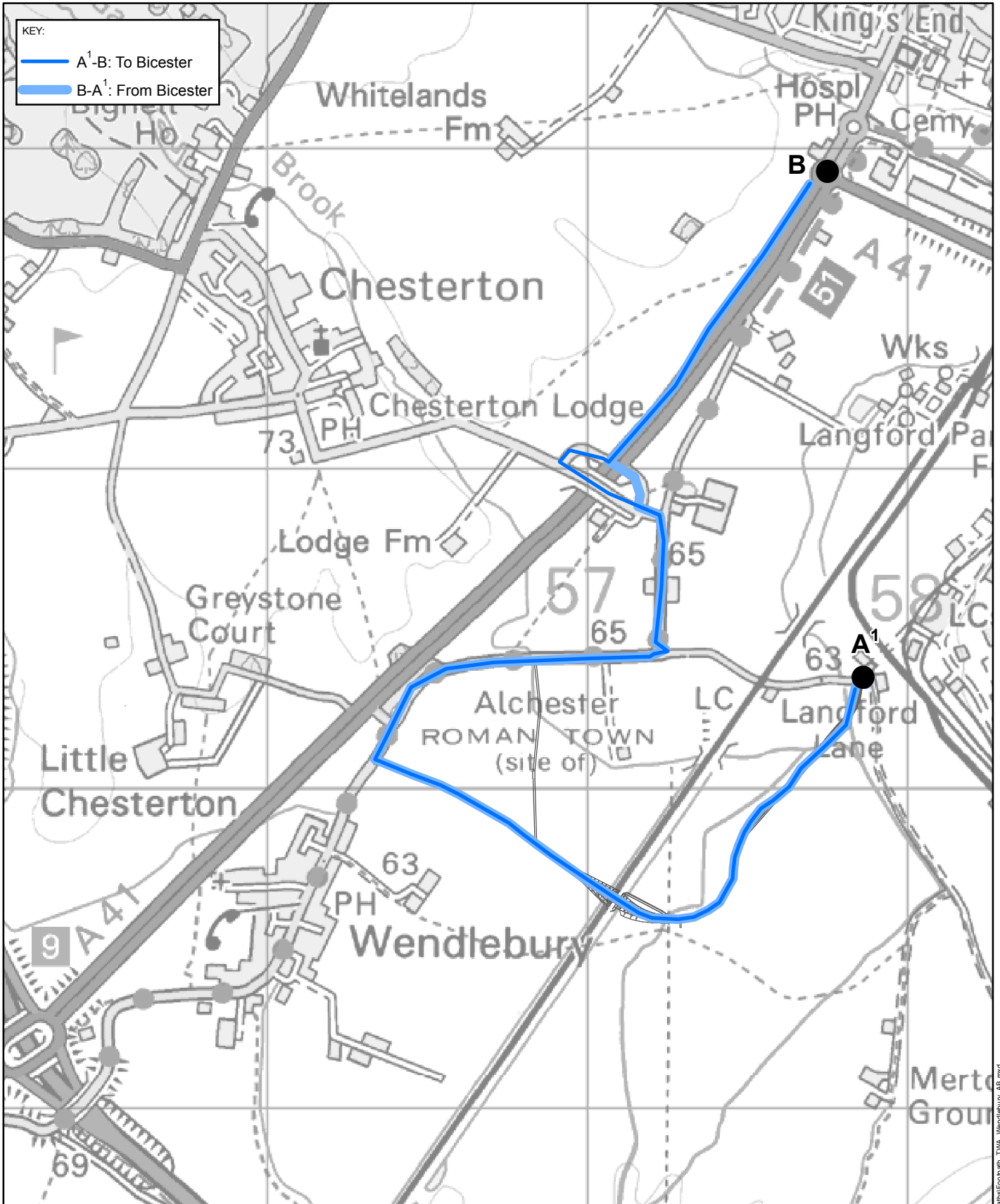


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Proposed Modification Merton
Grounds to and from Oxford

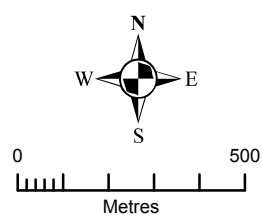
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KEY:
 — A¹-B: To Bicester
 — B-A¹: From Bicester



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TITLE:
**Figure 11
 Proposed Modification Wendlebury
 Gate Stables to and from Bicester**

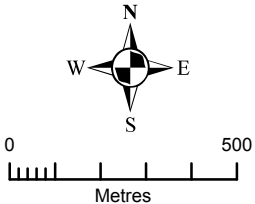
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DRAWING: Footpath_TWA_Wendlebury_AB.mxd	REV: 0
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Fig. 0110147ChilternRailways_IG_HRMMapaWorkingPlanningFootpathsFootpath_TWA_Wendlebury_AB.mxd



KEY:
 — A¹-C: To Oxford
 — C-A¹: From Oxford



CLIENT: **Chiltern Railways**
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TITLE: **Figure 12
 Proposed Modification Wendlebury
 Gate Stables to and from Oxford**
 DATE: 03/12/2010 CHECKED: SLG PROJECT: 0110147
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