

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

**NOTE IN RESPONSE TO AIR QUALITY QUESTION RAISED BY DR S. YOUNG
(OBJ95)**

1. **Introduction**

- 1.1 Chiltern Railways agreed to provide additional information regarding the traffic assessment and air quality in response to questions raised by Dr S. Young (**OBJ95**). Chiltern Railways evidence in rebuttal to Dr Young is set out in **CRCL/R/OBJ95** in paragraphs 3.26 to 3.30. This request is included in **X/8/3** as reference **7/4**.

2. **Response**

- 2.1 The road traffic assessment for vehicles travelling to and from Water Eaton Parkway has been modelled in detail, as reported in **CD/2.23** and **CD/2.25**. On the wider network, this assessment relied on the County Council's COTM, which is a SATURN model. This assigns peak hour traffic to those routes which are quickest (or more accurately, have the lowest generalised cost). The operation of the A4165 in the vicinity of the station was also modelled in detail using S-Parameters.
- 2.2 This modelling demonstrates that, at almost all locations on the road network, there will be no increase in peak hour vehicle flows and existing congestion at the Water Eaton Parkway station junction will be removed, by the redesign of the junction.
- 2.3 Because the predicted changes in peak hour vehicle flows are so small, there will be no measurable changes to the vehicle emissions at the junctions modelled. Road traffic emissions have not generally been modelled in the Environmental Statement or in evidence.