

OBJ319/11

**SUPPLEMENTARY EVIDENCE
TRAIN TIMES
IN PREPARATION FOR CLOSING.**

PAUL WITHRINGTON

BUSINESS CASE AND STRATEGIC ISSUES

In relation to the Transport and Works Act 1992

**Transport and Works Act (Applications and objections
Procedure)**

England and Wales Rules 2006

**Chiltern Railways TWA Application 2010 to the Secretary of
State**

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TRAIN TIMES TO PADDINGTON AND MARYLEBONE

This note is to secure the data for use in closing.

The present timetable shows that the journey from Oxford to Paddington is served by two through trains per hour, providing a mean journey time of 58 minutes, and two trains requiring one change. The mean time for all four trains is 59.5 minutes, rather than the 61 cited by Chiltern in its Table 2 of CRCL/4/OBJ319 reproduced below.

If we ignore the non-through trains, the nominal journey times from Witney to the two competing terminals would be in favour of Marylebone by 5 minutes. That would be due solely to the difference in the driving times to Oxford and Water Eaton. However the generalised cost would widen in favour of Marylebone upon the (insupportable) multiplication of the driving times by four.

The five minutes could well be eroded if the traffic management in Oxford were improved so as to reduce delay, or if parking at the larger car park associated with Water Eaton takes longer etc.

Table 2. As provided by Chiltern.

From Witney	Using WEP		Using Oxford	
	Journey time	Generalised Time	Journey time	Generalised Time
Drive time	20	80	25	100
Journey time	58	58	61	61
Frequency	2tph	25	4tph	14
Interchange	None	0	Some	5
Total time	78	163	86	180