

**SUPPLEMENTARY EVIDENCE
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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19th January 2011
Wp Ref, Response 04

SCOPE

1. This proof illustrates the pathetic use that Chiltern makes of its tracks. Some of the text repeats previous. The purpose is to secure the use of the whole for the closing statement.

THE BICESTER TO OXFORD RAILWAY

2. Chiltern's line between Bicester and Oxford lies within a stone's throw of the A34 trunk road, a dual carriageway with two lanes in each direction. Both the road and the railway lie in a corridor of intense demand.
3. Between Islip and Bicester the railway currently carries circa 90,000 passengers per year¹, equivalent to 300 per day. There are 11 trains per day each way. Hence each train carries less than 15 passengers. Consequently each "train" needs only one carriage.
4. The passenger forecast for this £200m order scheme provides one million passengers **per track** in the year 2016². In comparison, the A34, to the south of the M40, carries 57,800 vehicles per day, of which 10% are goods vehicles. That equates to an annual passenger flow **per lane** that is 7.5 times the one million for the railway.³
5. As to the freight, if Chiltern's line carries 25 freight trains per day⁴, each with 30 wagons, then we have 375 wagons per day per track. Alternatively, if we look to the middle part of Table 3 in CRCL/P/2/A we have 10 freight trains per day (5 each way) providing 150 wagons per day per track. In comparison 6.5% of the traffic on the A34 will be goods vehicles with three or more axels. They equate to 940 lorries per lane, 2.5 to 6 times as many as the railway wagons.
6. Furthermore, most of the rail freight will be low value bulk material. Hence, in terms of the value carried, the A34 will probably be out-performing the railway by a factor in the range 5 to 10.

CHILTERN'S OPERATION AS A WHOLE

7. Chiltern carried 945 million passenger-km in 2009/10 on 341 km of right of way. The 945 million passenger-km divided by the 341 route-km divided by the 300 days in the year provides a passenger flow of 9,200 per day, or 4,600 per day per track.
8. In comparison, a two-way trunk road may carry in excess of 15,000 vehicles per day. If all those vehicles were cars with the national average of 1.6 people aboard then the passenger flow would be 24,000 per day, 2.6 times that carried by Chiltern's lines. Worse still, if we conceive of Chiltern's passengers as all seated in express coaches, each with as few as 20 people aboard, then the **one way** coach flow would be a trivial 230 **per day**. Such a flow would be entirely lost on a motor road.
9. The picture on the front on Chiltern's evidence is telling. **Averaged over the network**, three such trains per hour each way, each with 20 people per carriage, would satisfy the off-peak flow. Subject to that, and some freight, the track is disused.

¹ Flow diagrams attached to CRCL/R/OBJ319

² As above

³ Calculated as follows: 57,800 vehicles (AADT) x 0.9 (the proportion of the flow that is cars) x 365 days x 1.6 persons per car divided by the 4 lanes provides over 7.5 million passengers per lane per year.

⁴ See Table D5.3 in CD/1.18