

Chiltern set to create new £250m London-Oxford route

CHILTERN Railways is planning a new direct passenger route linking London Marylebone to Oxford. The project includes a new station at Water Eaton Parkway, and the building of a half-mile chord at Bicester to connect the Oxford line to Chiltern's London-Birmingham 'main line'.

The plan, the core of Chiltern's £250m Evergreen 3 upgrade (see panel) was announced by Chiltern Railways Chairman Adrian Shooter and Transport Secretary Andrew Adonis on January 15.

Chiltern has described it as part of the largest domestic passenger infrastructure project to be funded without recourse to taxpayer funding since before the Second World War.

The operator is to pay the contractor to build the new line, but will be reimbursed in

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stages by Network Rail, with the infrastructure owner ultimately taking ownership. The finished railway will be sold to Network Rail, which will then charge the operator, currently Chiltern, to use the tracks.

The upgrade will be delivered in two stages. The second phase (the line to Oxford including a new station at Water Eaton Parkway) is expected to open by 2013, subject to Transport and Works Act approval, which has been submitted.

The first stage is to upgrade the main line from London Marylebone to Birmingham Moor Street, with improvements to track, earthworks



and structures, and changes to stopping patterns cutting journeys at peak times by an average of 22% from 2011. Capital costs for phase one will be funded from train operating profits, with Chiltern paying for the outline design and development work. Chiltern is also to pay the contractor selected to deliver the infrastructure work and bear the resulting costs and delivery risks.

The Department for Transport confirmed that following the improvements outlined in Evergreen 3, Chiltern has secured a 7.5-year extension to its 12.5-year franchise, meaning the franchise would run for the full 20-year term.

"This is the biggest passenger rail project for several generations not to call on the taxpayer for support," said Shooter. "Working closely with Network Rail, we are going to create a new main line railway for the people of Oxfordshire and the Midlands. This deal demonstrates that real improvements to rail services can be paid for without public subsidy by attracting people out of their cars and onto trains."

Robin Gisby, Network Rail's Director of Operations and Customer Service, said the scheme

Above: Chiltern's 168108 is at Birmingham Moor Street on February 15 2007. Journey times to London Marylebone will be cut by 21% by the plans. PAUL BIGLAND.

Left: Chiltern Chairman Adrian Shooter presents the Evergreen 3 project on January 15. CHILTERN.

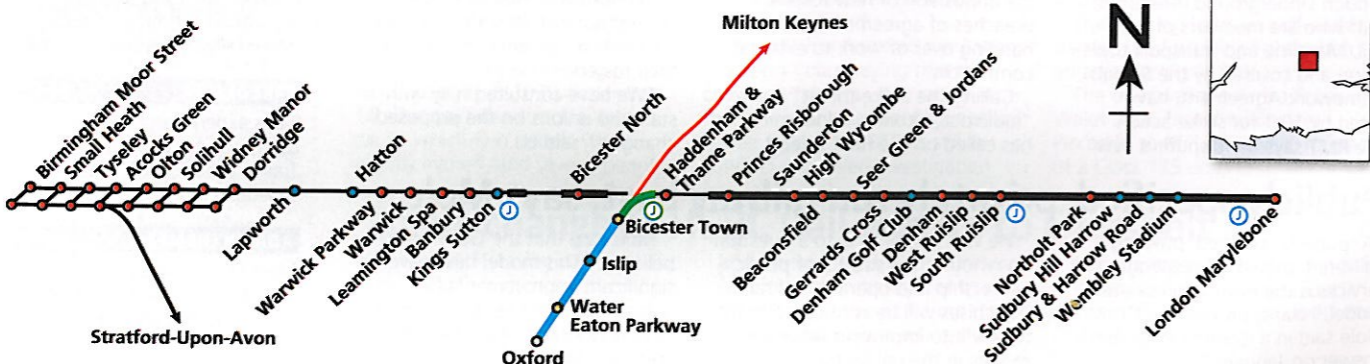
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Chiltern Railways line

- Key**
- Staffed stations
 - Unstaffed station
 - Station to be constructed
 - ⊕ Upgraded junction
 - ⊙ New junction
 - NR line
 - Upgraded Main Line
 - New Line
 - Upgraded existing line
 - Future East West line



Background Briefing

Anthony Smith
Passenger Focus
Chief Executive



This is good news for passengers who use Chiltern services and the railway generally, as it will give passengers more choice.

Passengers consistently tell us that they are happy with most aspects of Chiltern's service, and this is a good example of a train company continuing to invest in improving services for its passengers.

We will work with both Chiltern and Network Rail to ensure that passenger needs during the development of the line are to the fore, with measures in place to minimise disruption to passengers while works happen."

Costs of Evergreen 3, as detailed in the Transport & Works Act application

Purpose	Amount £
GENERAL	
1. Surveying, drilling and soil sampling	118,171
2. Acquisition of land and rights over land	11,100,000
3. Earthworks (including land reclamation and landscaping)	10,765,485
4. Fees of professional and other advisers, in connection with the implementation of the project once authorised	12,378,692
TRANSPORT SYSTEMS	
5. Tunnels and bridges	23,349,570
6. Highway works, including alterations to and relocation of existing services and statutory undertakers' apparatus	3,650,194
7. Permanent way and other supporting/guiding structures	50,892,720
8. Workshops, depots, stations and other buildings	25,989,305
9. Electrical plant and equipment	6,023,672
10. Signalling and communications	36,812,004
11. Alteration, modification and removal of existing works	3,944,165
Total	185,023,978

"clearly demonstrates how Network Rail is working in partnership with train operators to continue to fund and attract big improvement schemes for the benefit of everyone who uses the rail network."

Adonis said: "The Government is committed to improving our railways, and this upgrade scheme is a powerful testament to the remarkable renaissance that rail has undergone in recent years."

Michael Roberts, Chief Executive of the Association of Train Operating Companies, said the project was a good example of

what a private train operating company can achieve under the right conditions.

"Franchises which run for 15 years or more, as with the case of Chiltern Railways, provide incentives for train companies to invest in upgrading their services and to focus ever harder on meeting passengers' needs," he said. "We want to move to more widespread use of longer franchises, together with other smart franchise reforms, to free train companies to provide passengers and taxpayers with a better deal."

Evergreen Projects

Evergreen

Track doubling from Banbury to Princes Risborough (£66m)

In 1998 the franchise completed a project with Railtrack to double the 18-mile single-track section from Bicester North to Princes Risborough, including provision of a new second platform and footbridge at Haddenham & Thame Parkway station. In 2001 the second stage of track doubling was carried out, covering a further ten miles from Aynho Junction, south of Banbury, to Bicester North.

Evergreen II

Line upgrade between Bicester North and London Marylebone (£70m)

Evergreen II involved the expansion of Marylebone station with two new platforms, the first new platforms to be installed at a London terminus since privatisation.

It also included extra signals on the stretch of line between Bicester and London, and an increase in line speed at Beaconsfield. The project was procured by Chiltern Railways using the DBFT (design, build, finance and transfer) model, the first time the model has been used for a capital works project in the rail industry.

Evergreen III

Upgrade and new line between Oxford and Bicester (£250m)

Investment to upgrade the line from London Marylebone station to Birmingham Moor Street, including creating a line connecting Oxford to Bicester, to provide services between Marylebone and Oxford.

"Quote..."

"The guard told them to get off the train and refused to let it leave. The train driver even offered to have the men travel at the front of the train with him. No one on the train could understand why the ticket inspector was being so inflexible."

MINISTRY OF DEFENCE

A source talks to the Daily Mail after three soldiers are told by a ticket inspector to get off an EMT train at East Midlands Parkway. (See page 21).

"We will make the people who run our railways more accountable to passengers. So we will give the Rail Regulator the power it needs to get tough on Network Rail when it fails its customers - by confiscating or cutting the bonuses of senior management."



THERESA VILLIERS
Shadow Transport Minister threatens Network Rail management

"It's simply not fit for purpose in 21st century Scotland. We, the travelling public, expect something an awful lot better now than an old and somewhat tired station with limited facilities and a pretty cramped area in which to wait for trains."

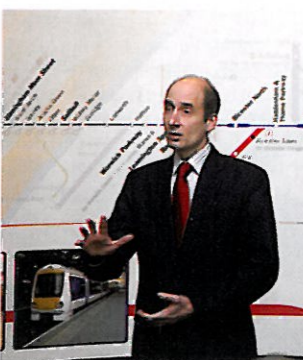
TAVISH SCOTT

Scottish Lib Dem leader on Dundee station

"Whether it be £13 or £13.50 to park at York rather misses the point. Many passengers will find either sum an extraordinary amount to pay to park and catch a train."

PASSENGER FOCUS

A spokesman reacts to car park price increases at York.



Lord Adonis speaks at the event launching Chiltern's investment plans. CHILTERN.