

OBRAG meeting with Alan Dare & John Horsman of Chiltern Railways

19th April 2010, St. Peters' College

The following summarizes Chiltern's comments and responses to questions, unless o'wise noted

General

- Public Inquiry announced, expected October 2010
- decision expected summer 2011
- DfT have funded lowering of track through Wolvercote tunnel to permit both new containers and reinstatement of twin track

Stations

Bicester

- ~320 parking places
- access both sides of line
- improved access, bus turning circle
- manned + ticket machines
- CCTV security on platform and car park

Islip

- restored to twin track + dual platform IF EWR goes ahead
- dep. screen, bike parking, ticket machine
- CCTV security on platform and car park

Water Eaton

- grain silo demolished
- aggregate depot moved
- waste management proposal unlikely to go ahead

Service

in interim

– still in negotiation with OCC over payment to secure 'enhanced' service (11, rather than 7tpd)

IRE: OBRAG will object publicly if this is not forthcoming (as it was with FGW);
BV planning gain was tied to Oxf-Bic rail service

at Islip

– 8tpd proposed (PSR currently 7, OBRAG holding for current 11 to be maintained)

IRE: footfall risen 40%+ with extra 4tpd; expect much more with new destinations, and few to migrate to WE

- agreed to meet OBRAG at later date to discuss service timing

during construction

- demise of Jarvis will have no effect (they were only a subcontractor)
 - still expect completion within 12m
 - bus service at Islip and Bicester will be independent (one bus each)
- IRE: please time buses to match ARRIVAL time of train, not departure
- rail option via Banbury dismissed as too slow

on new line

- existing freight usage will continue BUT interference with passenger service dramatically reduced via extra capacity (new signalling) and new MoD passing loop

Bikes on trains

- will accommodate as many as possible within reason, and constraints due to safety and comfort

IRE: believe cyclists would prefer to pay than lose opportunity; cycling to complete journey is particularly attractive in Oxford, given peripheral site of station and congestion in city

Fares & ticketing

- fares will not continue as low as they currently are, and will be dictated by national standards

IRE: please may we see Carnet tickets: this was met with support but uncertainty