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# £250m investment from Chiltern Railways creates new main line

- Journey times on M40 corridor cut by 20%
- First new rail link from London to major British city since 1910
- Chiltern line from West Midlands to London Marylebone upgraded

A £250m investment to create a new main line from London Marylebone station to Oxfordshire and the Midlands was today announced by the Chairman of Chiltern Railways, Adrian Shooter, at an event attended by the Secretary of State for Transport Andrew Adonis.

In an ambitious drive to get motorists onto trains, the Chiltern Railways route will be upgraded - resulting in faster trains and reduced journey times. Average journey times will fall by 20%, including from the M40 park and ride hubs at Warwick Parkway (J15) and Haddenham & Thame Parkway (J7).

The West Midlands will get a new main line connection to London to rival the West Coast route to Euston, with the average trains from Birmingham Moor Street to London Marylebone taking just 100 minutes against the current 128.

A new line will be built to Oxford; the first new rail link from London to a major British city since 1910. Designed explicitly to take cars off the road, the centrepiece of the Oxford link will be Water Eaton Parkway in North Oxford, a high quality integrated transport hub, linked to the A34, A40 and Oxford city centre.

Adrian Shooter, Chairman of Chiltern Railways, said: "This is the biggest passenger rail project for several generations not to call on the taxpayer for support. Working closely with Network Rail, we are going to create a new mainline 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: "This is a great scheme that will deliver huge benefits to hundreds of thousands of passengers. It also showcases how Network Rail, working in partnership with train operators, can fund and attract big improvement schemes for the benefit of everyone who uses the rail network."



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# About Evergreen 3

Evergreen 3 is the largest domestic passenger infrastructure project to be funded without recourse to taxpayer funding since before World War II. It will take the total investment made in the Chiltern Railways franchise to £600 million.

The infrastructure upgrade will be carried out by main contractor BAM Nuttall, together with partners Jarvis and Atkins, who will deliver the project under contract to Chiltern Railways. It will be paid for by Network Rail in the first instance, who will be reimbursed by Chiltern Railways over 30 years through payment of a facility charge. The Department for Transport has agreed that any future franchisee will retain this liability.

The project will be delivered in stages, with the mainline journey time improvements being delivered from 2011. The new line to Oxford, including Water Eaton Parkway, is expected to open by 2013, subject to Transport and Works Act approval.

Over 50 miles of track will be upgraded to 100mph running, with 0.5 miles of new track built to enable the Oxford connection, linking existing lines at Bicester.

The Evergreen 3 infrastructure upgrade will be supported by the introduction of main line style carriages for the Birmingham route, the opening of additional platforms at Birmingham Moor Street station and new ticketing technology. In addition, dedicated new trains designed for faster acceleration will be introduced on stopping trains between High Wycombe, London suburban stations and London Marylebone.

## Notes to editors

- Chiltern Railways is owned by Deutsche Bahn AG and is part of DB Regio, Deutsche Bahn's local and regional service provider.
- Evergreen 3 is the first new rail link to be built from London to a major British city since the Bicester cut-off created the modern Chiltern Railways route in 1910. The channel tunnel rail link, opened in 2007, will include services to Canterbury but was built for international trains to Paris and Brussels.
- Chiltern Railways is the only mainline train company to hold a 20 year franchise, and has the strongest growth record of any rail business in Europe, with passenger miles increasing threefold since the start of the franchise in 1996.
- An outstanding record of innovation includes introducing tickets by text message and opening two new "parkway" stations to attract motorists out of their cars.
- Chiltern Railways regularly tops the league tables for both reliability and passenger satisfaction and has recently won the ATOC Station Environment Award.

[www.chilternrailways.co.uk](http://www.chilternrailways.co.uk)



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# Notes to editors

- Average journey time improvements based on key Chiltern Railways stations:

Peak - Fastest			
	Now	Planned	Improvement
Birmingham	117	92	21%
Solihull	107	84	21%
Warwick Parkway	90	71	21%
Leamington	85	67	21%
Banbury	67	50	25%
Bicester North	56	44	21%
Haddenham & Thame Parkway	44	35	20%
Princes Risborough	41	32	22%
High Wycombe	34	25	26%
Beaconsfield	27	21	22%
Gerrards Cross	21	18	14%
<b>Average</b>	<b>63</b>	<b>49</b>	<b>22%</b>

Off-Peak - Fastest			
	Now	Planned	Improvement
Birmingham	128	100	22%
Solihull	117	92	21%
Warwick Parkway	98	75	23%
Leamington	90	71	21%
Banbury	71	53	25%
Bicester North	54	49	9%
Haddenham & Thame Parkway	49	36	27%
Princes Risborough	42	42	0%
High Wycombe	32	22	31%
Beaconsfield	27	26	4%
Gerrards Cross	21	18	14%
<b>Average</b>	<b>66</b>	<b>53</b>	<b>20%</b>



## History

The last time a new railway was built from London to a major British city, Edward VII was King, Herbert Asquith was Prime Minister and sales of Henry Ford's new model T had just hit 10,000.

That route was the "Bicester Cut Off" which opened on 1st July, 1910 and created today's Chiltern line.

99 years later, Bicester will again make history as a new route is created from London Marylebone to Oxford via a new chord in Bicester.

Evergreen 3 marks an astonishing revival for a railway once listed for closure and conversion into an inter-urban bus lane. In the British Rail rationalisations of the 1960s, this high speed main line was downgraded to a secondary route, with services progressively cut back. By the 1980s, slow and ageing diesels ran an unreliable commuter service from the home counties. Proposals were even put forward to close the railway and replace Marylebone station with a long distance bus terminus.

However, fortunes changed in the dying days of British Rail, and the line was used as a testbed for the concept of total route modernisation – new trains, track and signals all put in place at the same time. However, at this stage services were still largely restricted to Buckinghamshire commuter shuttles.

It was rail privatisation that provided the key to the future of the Chiltern line. An ambitious Management Buy Out team introduced frequent direct trains to Birmingham and set about the line upgrade that will culminate in Evergreen 3.

Project Evergreen 1, completed in 2002, reinstated the double track that had been torn up by British Rail, while Evergreen 2 added new platforms at Marylebone and new signals along the route to enable more frequent trains from 2006.

Under two franchises (the original Chiltern Railways franchise was replaced by the 20 year franchise in 2002) and under several owners (the MBO team sold the business in 2002, and it is now owned by Deutsche Bahn), the same Chiltern Railways management team put in place the building blocks for today's announcement.

Chiltern Railways was the first company to order new trains after privatisation (new "Clubman" trains that did away with the concept of first and standard class delivered in 1998), a new depot was built at Wembley to cope with the additional carriages and the old Moor Street station in Birmingham was brought back to life to coincide with the opening of the new Bullring.



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## History

Gradually the service expanded. In December 2004, the service to Birmingham became half-hourly, and in 2004 direct services to Stratford-upon-Avon were launched. In 2008, Marylebone gained its first truly long distance trains since the 1970s when Shrewsbury and Wrexham were plugged back into the national railway map.

However, it is Evergreen 3 that will restore the Chiltern line to something like its former glory. It will be a very modern incarnation, with fast trains geared for acceleration and park and ride hubs the length of the M40 motorway.

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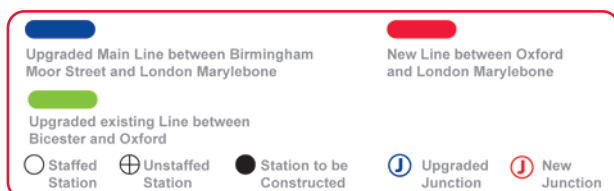




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## The Project

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## Funding

Evergreen 3 is the largest rail passenger project since before World War II to be delivered without recourse to taxpayer funds in one form or another. This is achieved through a unique and innovative funding arrangement.

The key to the project is the 20 year franchise under which Chiltern Railways operates. The company is able to invest for the long term, knowing that the costs of the project will be more than covered by the extra patronage it will generate. This is an approach familiar to most sectors of the economy, but still relatively novel in the public-private hybrid of rail where long-term planning is traditionally the preserve of Network Rail and Department for Transport.

Evergreen 3 has been specified by Chiltern Railways and will be delivered by BAM Nuttall, with partners Jarvis and Atkins, under contract to Chiltern Railways. However, the improved infrastructure will be owned by Network Rail. The capital for the upgrade will be raised by Network Rail against the resulting assets; with Network Rail reimbursed over 30 years by Chiltern Railways through payment of a facility charge.

The Department for Transport has agreed to ensure that all future Chiltern Railways franchisees are obliged to continue paying this facility charge. The existing Chiltern Railways franchise will expire on December 31st 2021.

