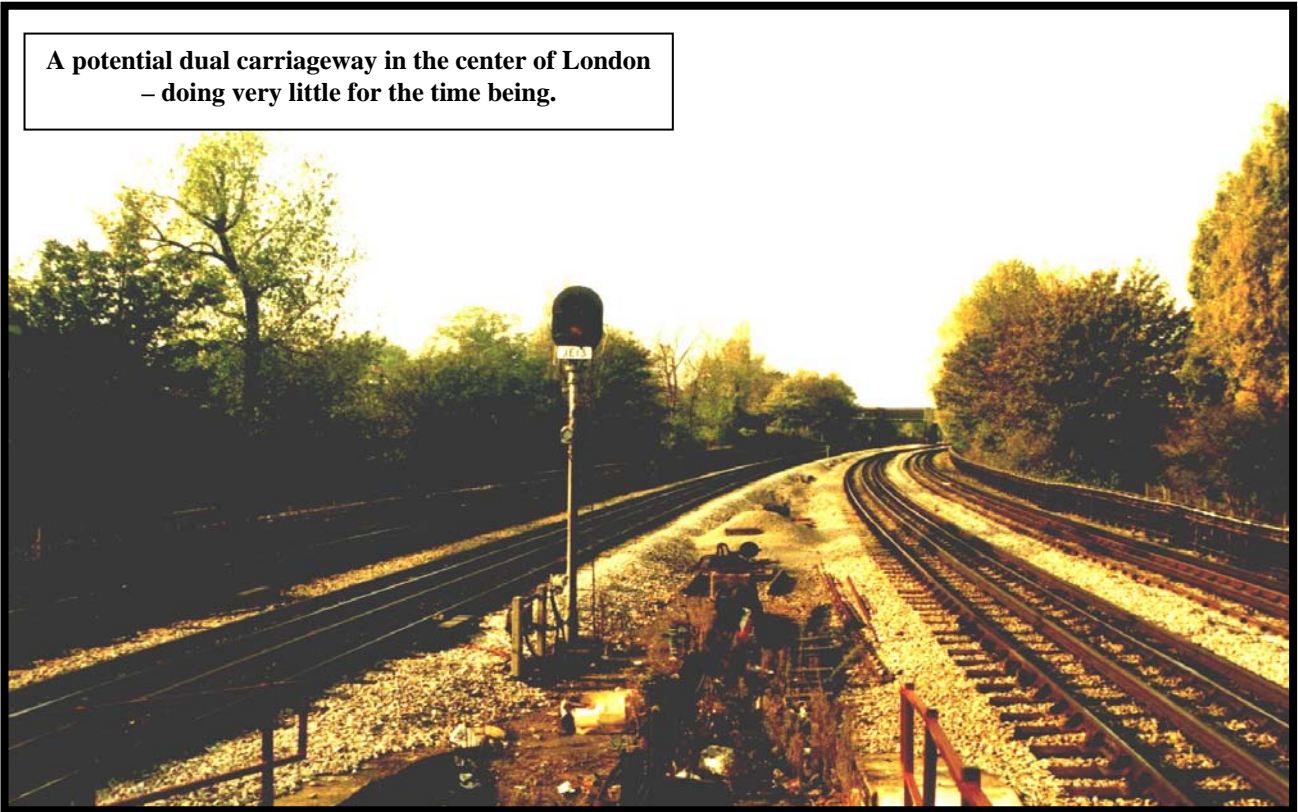


North of Marylebone

A potential dual carriageway in the center of London
– doing very little for the time being.



The **£BILLIONS** to be made... let alone the fame

- In the 3 hours 7am to 10 am some 500,000 passengers enter central London by surface rail (Transport Statistics Great Britain 2009) suggesting, at most, 250,000 in the peak hour. There are 25 pairs of tracks. Hence the average peak hour flow amounts to only 10,000 passengers - sufficient to fill 200 50-seat coaches. Those coaches would occupy only one fifth of the capacity available if the rights of way were paved.
- The flow on the national rail network amounts to the equivalent of only some 300 buses plus lorries per day per track.
- The annualised cost of a seat on an express coach is 2.5 to 3 times less than the corresponding cost of a seat on a train. The calculation proving that is simple and impossible to overturn.
- Track maintenance for rail per unit carried is 6-9 times as expensive as for road
- The capital cost of rail track is several times that for road.
- Given rail's rights of way express coaches and lorries could discharge the national rail function using 20-25% less fuel than the train.
- The system wide death rate by rail, including trespassers, but not suicides, is at least 50% above that for the comparable motorway and trunk road network.
- Subsidy to national rail may average £5 billion per year for the two decades to 2015. That is equivalent to £200 per year for every household in the land at a time when half the population uses a train less than once a year and when those from households in the top quintile of income travel five times as far by rail as do those from either of the bottom two quintiles. In contrast, the excess of tax over expenditure from the strategic road network is circa £13 billion annually, or £500 per household.
- Every track-km of National Rail is likely to have cost the taxpayer £150,000 per year, every year, for the current decade. Every lane-km of the Motorway and Trunk road network will have contributed, net of expenditure, £250,000 per year to the exchequer.

For the detail see www.Transport-Watch.co.uk
or phone 01604 847438.