

1 INTRODUCTION

- 1.1 I am Ellie Evans, Senior Partner at Volterra. I gave evidence to the Rother Valley Railway inquiry on 21st July 2021, on behalf of The Hoad family of Parsonage Farm, and the Trustees and Executors of the Noel de Quincey Estate and Mrs Emma Ainslie of Moat Farm.
- 1.2 My evidence includes a 90-minute public transport catchment around various heritage railway sites.
- 1.3 In my evidence, the figure notes under Figure 4 and the explanation in Footnote 15 explain that the public transport catchment around the existing KESR includes rail, buses, and 'rail alternatives', where 'rail alternatives' comprises a rail journey to the nearest railway station (Headcorn and Ashford) and then a taxi from the nearest railway station to the KESR.
- 1.4 This was included because the KESR website notes the nearest railway stations as Headcorn and Ashford. Whilst not a form of public transport, taxis are an accepted additional mode of access for those without a car. Taxi use is mentioned as an option for accessing from nearest railways on some of the heritage railway sites, which was the reason for its inclusion within the modelling. Similarly to KESR, 75 minute public transport catchments around the nearest stations to the Lavender Line and Spa Valley Line were calculated, to account for a 15 minute taxi required to the heritage railways.
- 1.5 During cross-examination, I was asked by Mr Turney whether, in the same way, the public transport catchment allowed for a 15 minute taxi from a place of residence (for example, in south London) to a rail station (for example, Orpington), to be followed by a rail journey to a heritage railway.

2 CLARIFICATION

- 2.1 I have checked the model assumptions and can confirm that the same taxi assumption was not applied for the beginning of a journey from London or any other origin to the heritage railways.

3 IMPLICATION

- 3.1 The omission of the taxi assumption for the beginning of a journey to a heritage railway will have underestimated the potential public transport catchment slightly (both pre and post RVR extension).
- 3.2 I reiterate that the purpose of my catchments analysis was to demonstrate the overlap between various railways, and so consistency of assumptions across each is the most important thing. I do not rely on the catchments themselves for my assessment and so this has no impact upon my conclusions.