

THE CHILTERN RAILWAYS (BICESTER – OXFORD) IMPROVEMENTS ORDER

TRANSPORT AND WORKS ACT

RESPONSE TO INSPECTOR'S QUESTION ON BICESTER STATION CAR PARKING

1 Introduction

- 1.1 This note provides clarification on Chiltern Railway's position in relation to the existing 'Station Car Park' on Bicester Outlet Village land. I also set out in broad terms Chiltern Railway's reasons for seeking the compulsory purchase of land under the TWAO from McKay Securities rather than the 'Station Car Park' land in the ownership of Bicester Outlet Village.
- 1.2 All the figures in this note are quoted exactly based on illustrative plans but may change marginally following detailed design.

2 Bicester Outlet Village Existing Car Park for Rail Passengers

- 2.1 I describe in my Proof of Evidence (paragraphs 7.19 to 7.22) **[CRCL/P/8/A]** the existing car park which is signposted as a 'Station Car Park' at Bicester Outlet Village. I have included photographs of the car park at Appendix PJT 20 **[CRCL/P/8/B]**.
- 2.2 In summary, the ground level car park to the south of the existing station and adjacent to the railway was recently constructed on land previously in the ownership of the British Rail Residuary Body (BRRB). There is a total of 367 spaces in this car park.
- 2.3 I understand that as a condition of the sale of this land to Bicester Outlet Village, a confidential agreement was signed by both parties stipulating that:
- During weekdays 220 spaces be provided for rail passengers' use only.
 - During weekends both customers of Bicester Outlet Village and rail passengers would share the car park.
- 2.4 I would highlight that CRCL has no influence over this agreement and is not a party to it.

2.5 That part of the car park presently signposted as a 'Station Car Park' is delineated by removable bollards and is currently marked out with 213 spaces. Under the TWAO at least 37 spaces will be permanently removed from the Bicester Outlet Village 'Station Car Park' because of the construction of the new station, leaving a total of 176 spaces within the 'Station Car Park'.

3 Summary of Parking Forecasts

3.1 CRCL's objective at Bicester Town Station is to create a high quality urban transport interchange which is consistent with local transport policy and to provide adequate car parking to accommodate forecast demand. The provision of adequate parking will avoid on-street parking by rail passengers in the vicinity of the station which could create highway safety issues.

3.2 The predicted parking demand has been forecast by Leo Eyles [CRCL/P/5/A] and is summarised in Table 5, page 35, of my Proof of Evidence [CRCL/P/8/A].

3.3 I reproduce the demand part of the table below together with the forecast demand in 2017 when EWR is expected to become operational.

		Demand	
		Weekday	Weekend
2016	CRCL	254	147
2017	CRCL	260	150
	EWR	50	25
	TOTAL	310	175
2026	CRCL	327	189
	EWR	145	67
	TOTAL	472	256

4 Reasons for Inclusion of McKay Securities Land in the TWAO

4.1 At most a total of 124 spaces can be provided on land adjacent to the station but outside McKay Securities land.

4.2 This number of spaces is substantially less than the weekday and weekend forecast demand in 2016 when only the CRCL Phase 1 Scheme will be operational.

4.3 CRCL's options in promoting the TWAO were therefore one of the following:

- a) Rely on the Bicester Outlet Village 'Station Car Park' continuing to be available for rail passengers during weekdays.
- b) Include Bicester Outlet Village 'Station Car Park' within the TWAO.
- c) Include land from McKay Securities Trading Estate within the TWAO.

- 4.4 Option (a) was not pursued because it relies on the confidential agreement that could be terminated without notice and over which CRCL has no control.
- 4.5 In addition, 310 spaces is more than the likely maximum which could be provided on the Bicester Outlet Village 'Station Car Park' plus the land adjacent to the station but outside McKay Securities land (i.e. $176 + 124 = 300$ spaces). Consequently, by 2017 additional land would be required from Bicester Outlet Village to the serious detriment of the Bicester Outlet Village business.
- 4.6 Option (b) would have meant CRCL promoting all or part of the recently completed Bicester Outlet Village car park but this was not pursued because:
- The provision of adequate car parking is fundamental to the business of Bicester Outlet Village in that:
 - customer parking needs to be located close to the business
 - as a sub-regional shopping centre the majority of customers inherently travel by car.
- 4.7 In contrast the units on the McKay Securities trading estate are not tied to a particular location.
- 4.8 During busy shopping periods at Bicester Outlet Village, which include school holidays, and the 4 to 6 weeks before Christmas, the demand for parking is high. If parking provision for Bicester Outlet Village was permanently reduced this would lead to a serious under provision of parking for customers of the outlet shopping centre.
- 4.9 During such times, the likelihood would be serious traffic management difficulties on the roads in and around Bicester from customers parking on the streets around the Outlet Village.
- 4.10 The success of Bicester Outlet Village means that the demand for parking is significantly increasing annually.
- 4.11 Following rejection of Options (a) and (b), Option (c) has been pursued through the Order application. The outcomes of this will be:
- A high quality transport interchange layout with the bus interchange facility ideally located in relation to the station.
 - As long as the Bicester Village Station Car Park continues to be available, there will be 467 spaces available on weekdays. This is almost sufficient to meet 2026 demand. CRCL cannot guarantee that the agreement will remain in force and if, for whatever reason, the agreement was terminated CRCL would have secured permission for a decked car park providing sufficient spaces for the forecast 2026 demand.