

**SUMMARY PROOF OF EVIDENCE OF PAUL TREGEAR
ROAD TRANSPORT IMPACTS AND MANAGEMENT**



THE CHILTERN RAILWAYS (BICESTER TO OXFORD IMPROVEMENTS) ORDER

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006**



SEPTEMBER 2010

**THE CHILTERN RAILWAYS
(BICESTER TO OXFORD
IMPROVEMENTS) ORDER**

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EVIDENCE OF
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1. INTRODUCTION

- 1.1. My name is Paul James Tregear. I am a Director of PFA Consulting, an engineering and transport planning consultancy. I am a Chartered Engineer and a Chartered Town Planner and a member of both the Institution of Civil Engineers and the Royal Town Planning Institute. I hold a Bachelor of Science degree in civil engineering and a Bachelor of Philosophy degree in town and country planning. I have over 30 years experience in the civil engineering and transport planning profession and I have been employed in both the private and public sectors.
- 1.2. PFA Consulting is commissioned as a specialist sub-consultant to ERM providing expert advice and assistance on the highway traffic elements of the Order Scheme. As PFA Consulting's Project Director I am responsible for all aspects of my Company's work on this project. I confirm that I am familiar with the transportation network in the locality of the Order Scheme and that I have been involved with PFA Consulting's inputs from the commencement of our appointment in December 2008.
- 1.3. In my Proof of Evidence I address, where relevant to my evidence, the Statement of Matters issued by the Secretary of State for Transport, namely items 2, 4, 6 (a), 6 (b) and in part 6 (c), and also relevant objections outstanding at the time of writing.

2. LOCAL TRANSPORT NETWORK

- 2.1. In section 3 of my Proof of Evidence I summarise the existing local transport network in the vicinity of each the stations of the Order Scheme to provide a context to the Scheme proposals.
- 2.2. I conclude that Oxford, Bicester Town and the proposed new Water Eaton Parkway station all have good accessibility by walking, cycling, bus and car, although access by car to Oxford Station is via heavily congested roads, particularly during peak periods. Only Islip station is not well served by existing bus services.

3. TRANSPORT POLICY CONTEXT

- 3.1. In my main Proof at section 4 I consider how the Order Scheme conforms to existing and emerging policy guidance on sustainable transport which addresses Statement of Matters item 4.
- 3.2. My conclusion is that the Order Scheme is wholly consistent with European, national and local transport planning policies. In particular, the Order Scheme is in accordance with OCC's transport vision for Oxfordshire and in relation to the County's priorities for improving Oxfordshire's railways, the scheme will:
- deliver new rail infrastructure between Oxford and Bicester including a new parkway station at Water Eaton;
 - promote increased use of the railway between Bicester and Oxford and onto London and other intermediate destinations.
 - assist the delivery of the western end of the East-West Rail proposals;
 - improve facilities and access to Bicester Town Station, creating a new public transport interchange;
 - provide improvements to Islip Station;

- assist with longer term improvements to Oxford Station as part of the 'Access to Oxford' project.

4. TECHNICAL ASSESSMENT

4.1. I summarise in section 5 of my evidence the approach and methodology of the assessment of road transport impacts (as agreed with Oxfordshire County Council and the Highways Agency) undertaken at each key stage of the project, that is:

- Options appraisal;
- Technical assessment of road traffic effects for the Environmental Statement; and
- Further technical assessment of road traffic effects following submission of the Order Application.

4.2. I then go on to summarise and discuss the technical assessment results in section 6 of my evidence.

4.3. I conclude that the results show that the Order Scheme will provide overall transport benefits in terms of:

- reductions in highway journey times
- reductions in traffic queues
- an increase in overall average traffic speeds through the network
- increase in overall average traffic speeds
- an associated reduction in CO₂ emissions.

4.4. My evidence in section 6 of my main Proof relates to Statement of Matters items 2 (part), 6 (a) and 6(b).

5. STATION LAYOUT, ACCESS, PARKING AND DROP-OFF ARRANGEMENTS

5.1. In my main evidence at section 7 I set out and explain the rationale for the proposed access, parking and drop-off/pick-up arrangements at each of the stations.

5.2. I conclude that the proposals are appropriate to accommodate the forecast rail passenger requirements, including the predicted demand for the parking of cycles, motor cycles and cars. I also conclude that the proposals are in conformity with local transport planning policies and are reasonable and justified. The evidence addresses Statement of Matters items 2 (part) and 6 (b).

6. PUBLIC HIGHWAY CROSSING CLOSURES

6.1. I address in my main evidence at section 8 the highway implications of the proposed permanent closures of public highway crossings (public roads only) along the route of the Order Scheme, namely Islip, Mill Lane level crossing and Langford Lane level crossing.

6.2. I conclude that the proposals are reasonable and justified. The evidence addresses Statement of Matters item 6 (c).

- 7. SUSTAINABLE TRANSPORT, INTEGRATION WITH PEDESTRIANS, CYCLISTS AND BUSES AT AND IN THE VICINITY OF STATIONS**
- 7.1. In my main evidence at section 9, I describe the relevant sustainable transport matters at and in the vicinity of the stations, including the integration with pedestrians, cyclists and buses.
- 7.2. I conclude that the Order Scheme proposals will enhance the accessibility of the existing stations and provide increased opportunities for passengers to use sustainable modes of transport to travel to the stations.
- 7.3. At the proposed Water Eaton Parkway Station site accessibility by bus is already excellent and off-carriageway cycle routes exist. The opportunities for passengers to use sustainable modes of transport are already available and with the operation of the new rail services the opportunities are significantly increased. In addition there will be considerable scope for passengers to interchange with the existing bus P&R services and with regular services operating along the Banbury Road.
- 7.4. At Bicester Town Station the creation of a public transport interchange and the improvement of pedestrian and cyclist accessibility will also increase opportunities for passengers to use sustainable modes of transport to access the station.
- 7.5. My evidence in section 9 addresses Statement of Matters item 2.
- 8. OVERALL CONCLUSIONS**
- 8.1. My evidence concentrates on the Order Scheme road transport impacts and its effect on the management of road traffic and other transport modes particularly in the areas around the stations.
- 8.2. My company has completed a considerable amount of detailed technical assessment of the Order Scheme and I draw the following overall conclusions.
- (1) The Order Scheme is wholly consistent with European, national and local transport planning policies and will assist with the achievement of the key transport planning goal of allowing people to make journeys by sustainable transport modes.
 - (2) A new major public transport interchange will be created at the proposed Water Eaton Parkway Station site creating significant opportunities for people to access the station by sustainable transport modes and interchange between rail, public bus and P & R buses.
 - (3) A public transport interchange will be created at Bicester Town Station increasing the opportunities for people to use sustainable modes of transport to access the station and to interchange between rail and public bus.
 - (4) Following implementation of the Order Scheme the following road transport benefits are predicted to occur:
 - reduction in journey time
 - reduction in journey distance
 - reduction in traffic queues
 - increase in overall average traffic speeds

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- associated reduction in CO₂ emissions.

8.3. In my main evidence I have also addressed outstanding objections (at the time of writing my Proof) which relate to my areas of expertise. Many of these objections can be resolved by agreements and/or by the proposed planning conditions [CD/1.12] and the Code of Construction Practice [CD/1.24].