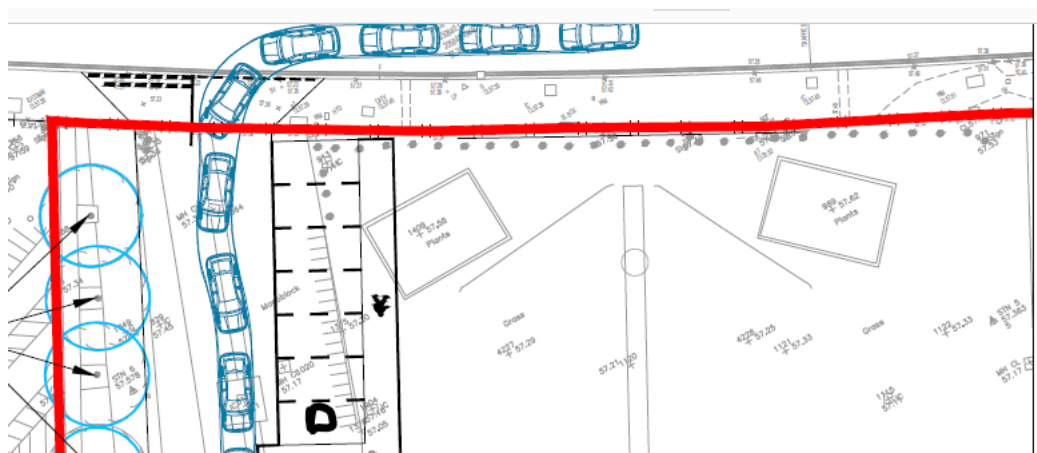


Appendix 2 Car Parking Options

OPTION 1- Formalise existing on-site parking (7 spaces will be less with 3 DDA spaces)

Description of option

1. This option would involve a rationalisation of the existing car parking which exists on site. The parking is currently unmarked and haphazard with no marking and has been observed to accommodate staff cars by the staff managing the single locked access gate. Some minor works could be undertaken to improve the surface and marking out the spaces to formalise the space. The spaces are currently accessed by staff using a key operated gate. According to our highway consultants, this option is likely to be acceptable to the County Council, but, this has not yet been confirmed with them.



Number of spaces

2. The maximum number of spaces is 7 but we have not yet drawn in the DDA spaces. So if DDA needs to be accommodated in this location the number would reduce.

Estimated cost

3. Approximately £85,000-£90,000..

Risks

4. Interrogation of underground services and ground conditions is required to check this is deliverable.

OPTION 1A - Option 1 plus spill over close to the ice rink

Description of option

5. As above plus spill over nearby. Suggestions have been made of potential parking nearby such as at the College or on nearby streets. These options are being explored further but there is a risk that any such spaces could be outside the Council's control and therefore may not be available for the user groups identified.

Number of spaces

6. As Option 1 plus undefined amount; targeting a total of 25.

Estimated cost

7. As above. Additional costs associated with use unknown

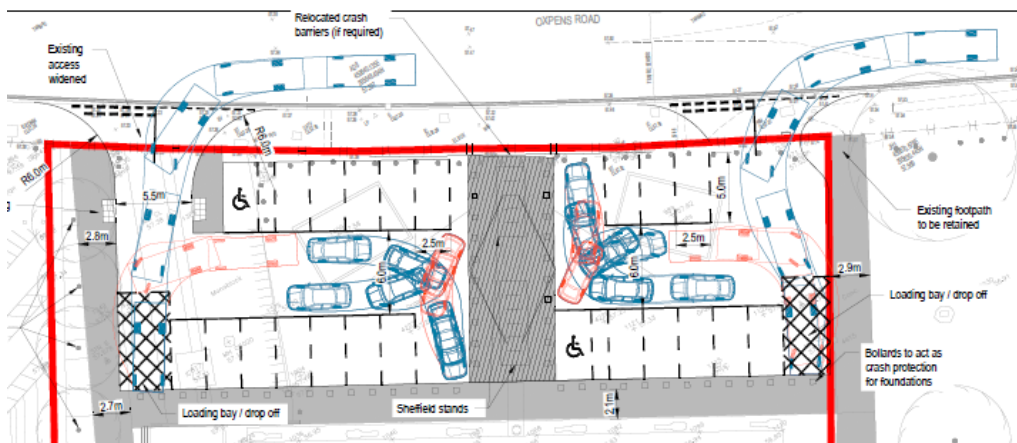
Risks

8. The risks to date have been identified as:
- Considered high risk as there is no clarity if this is a feasible or deliverable option.
 - There is no guarantee that if these car parking spaces are delivered, that they would not be used by others.
 - Terms for securing spaces are unknown
 - In the long term the spaces may not be available
 - They may not be any more convenient than Westgate and therefore only beneficial when Westgate is full

Option 2 – Provide car parking at the front of the Ice rink (12 spaces, possible expand to 21)

Description of option

9. There are two available areas to place car parking to the North, at the front of the Ice rink. The west area is partially used for uncontrolled parking, the east area is currently, mostly grassed with a low level planter. The areas are separated by the building's anchor and steel structure, at high level, which form part of the structural frame for the ice rink.



Number of spaces

10. Approximately 12 to 21 spaces. If 3 x DDA needs to be accommodated in this location the number would reduce.

11. There are 2 sub-options we were investigating. This includes the possibility of two car parks with separate accesses at the front of the ice rink:
- 2A – west only off existing access - 12 spaces &
 - 2B – west plus east of mast, requires acceptable second access being reformed - creates 9 additional spaces to 2A

12. The mast anchor and structure restrict access from a single entrance.
13. The 2B option to the east could be explored as a “low turnover” car park as it would require additional management by staff in terms of locking etc.
14. Drop off in both scenarios would be difficult to accommodate due the more restricted space and the risks that it would create queues.
15. The second access would make coach drop off more difficult in front of the ice rink

Risks

16. The east car park has highway concerns, planning concerns, technical unknowns about foundations of the ice rink.
17. Therefore option 2B carries more risk and would need further work. 2A would also need to undergo planning pre-app and highway pre-app.
18. The issues relating to unknowns of foundations apply to 2A as well therefore further work would be needed to explore this and assess the capacity more fully.
19. If drop off is desired this would also need further consideration, both in design but operational consideration.

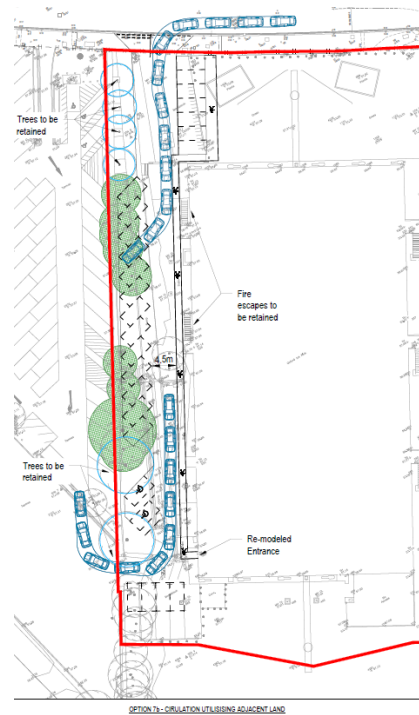
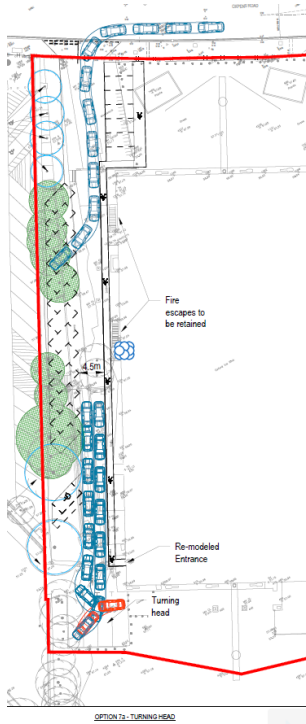
Estimated cost

20. Option 2A is estimated at around £190,000; Options 2A & Option 2B together would be around £305,000.

Option 3 – Remove ramp & provide car parking at the west of the Ice rink (up to 25 spaces).

Description of option

21. An alternative solution could be to removing the pedestrian ramp to the 1st floor entrance creating space for parking down the western side of the ice rink. This would involve the reconfiguration of the ice rink main entrance, moving the reception and café to the ground floor. It would also involve the loss of some trees alongside the existing ramp. The management of these spaces would still need to be addressed, but there would be more spaces and it would be less obtrusive from Oxpens Road. There are 2 sub options, depending on use of adjacent OxWED land:



3a All on our own land and a turning head

3b Using OxWED land for exit only

22. This option 3b using OxWED land for exit only, and is the preferred option of the 2. This option is agreed in principle by OxWED, subject to agreement, and would also combine the servicing to the plant at the rear of the ice rink from the OxWED infrastructure, again agreed in principle by OxWED, subject to agreement.
23. This would involve the reconfiguration of the entrance to the ice rink by moving the reception from the first floor to the ground floor. This would provide a number of benefits, accessibility etc. more attractive to users after initial disruption. Community Services are generally supportive of this option, subject to approving the detail. This would take approximately 6 months to construct, causing disruption to the operation of the Ice rink. Detailed design will need to ensure pedestrian safety from reversing vehicles, ameliorated by “echelon” parking rather than “square”.

Key Risks

24. Need to confirm through rights of access across OxWED land.
25. Only initial work undertaken to date for feasibility and indicative costings. It would require further work to refine costings.
26. Mitigation is likely to be required for the loss of trees and there is very limited room for replacement planting

Estimated cost

27. Approximately £725,000-750,000.

Option 4 - Provide car parking on the OxWED site (up to 25 spaces, 50 previously allowed for)

Description of option

28. To provide car parking on the OxWED site. As part of the sale of land to OxWED, the right for Oxford City Council to buy or lease land for up to 25 car parking spaces for the Ice Rink from OxWED is included.

Number of spaces

29. Assumed 25 spaces based on need analysis but originally had an allowance for 50 spaces.

Estimated cost

30. To understand the opportunity cost of providing these spaces, an appraisal has been undertaken. This identifies the area that would be required to accommodate 50 car parking spaces and indicates the residual value if it had been used for commercial space as currently planned. This forms the cost of the land to the council if it sought to purchase it for car parking. This is estimated as £7.3m. Using pro-rata for 25 spaces, half this would give a cost estimate to the City Council of circa £3.7m (subject to negotiation) plus construction costs. This cost may be able to be partially mitigated by constructing commercial space above the car parking. However, this may not be acceptable given the scheme is to be car free and could require changes to the scheme road layouts at additional cost. It could also compromise the ability to activate the ground floor.

31. External advice has not yet been sought in respect of the detail of the site appraisal leading to the residual land value of £7.3M, however officers consider that the inputs appear sensible. If this option were to be pursued, external advice would be required and there is a risk that the current appraisal has not adequately accounted for knock on costs such as road layouts further impacting the masterplan. The £3.7 Million cost should be taken as a sensible estimate at this stage but further works and negotiation would be required.

Key Risks

32. Key risks include:

- Very high cost – this is just an initial estimate and could be higher. Ability to mitigate these costs through commercial development above car parking uncertain and high risk.
- Not currently accommodated in the OxWED masterplan so could cause further delays to the planning application and therefore the returns to the council.
- Not in line with the car free aspirations for city centre development.
- Could damage the relationship with the LLP partners at OxWED.

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