

A detailed site plan map of Elmsbrook, showing building footprints, parking lots, and streets. A red line outlines a large area, and a green line outlines a smaller area labeled 'PHASE 1'. Text labels on the map include 'PROPOSED NEW RETAIL UNITS', 'PROPOSED NEW SCHOOL', and 'COMMUNITY STREET 1' through 'COMMUNITY STREET 9'.

“Components to Parking and Traffic on Elmsbrook”

Discussion Meeting 29/1/19
OCC, CDC, A2Dominion, TWHF,
Gagle Brook School PTA, ECO,
Elmsbrook Residents' Association

Please Consider:

- 2 Time Frames:
 - A) The next 12+ months
 - B) 5+ years after that – e.g. School still growing, and Local Centre being built and opening.
- 3 Areas of Consideration:
 - 1) All travel to/from Gagle Brook School
 - 2) All travel to/from Local Residents' Homes
 - 3) All travel to/from Features at the Local Centre
- 1 Final note of Concern:
 - C) The proposed new scheme, not A2Dominion, for 75 homes, linking off the end of Charlotte Avenue.

Parking Components List

1. Allocated Spaces for Residents
2. Visitor Spaces/Unallocated Spaces to Phase 1&2 Residents, incl. A2D staff, Carers, etc.
3. Spaces for Parents Dropping-off/Collecting Children from Gagle Brook School (GBS), at current levels and with growth.
4. Visitor Spaces for Others using GBS, current usage and max. capacity levels, e.g. clubs/room bookings.
5. Spaces for Commuters to the Business Centre
6. Visitor Spaces for visitors to the Business Centre

Planned for the Local Centre :

38 new flats:

7. Allocated and/or unallocated spaces for New Flat Residents and (proportional) their Visitors.

0-5 yrs Nursery:

8. Spaces for Nursery Staff
9. Visitor Spaces for non-local Parents dropping off and collecting children

Shops:

10. Spaces for Staff and Visitors

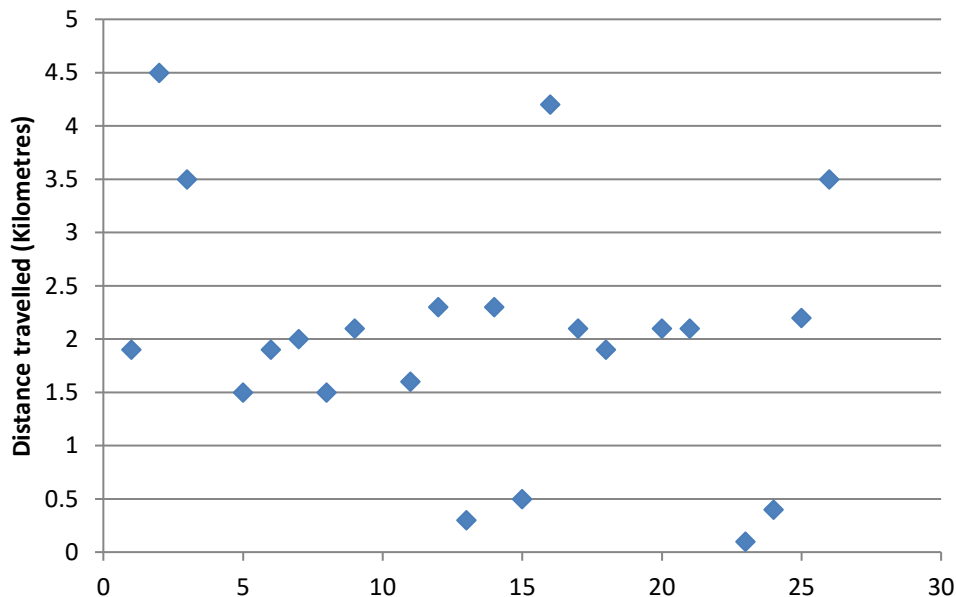
1) All travel to/from
Gagle Brook School

GB School Travel Survey: Results

Estates travelled from:	No. of Parents	Percent	Mean Distance (km)	Mean Distance (miles)
Elmsbrook	6	23	0.4	0.3
Caversfield	10	38	2.1	1.3
Bure Park	2	8	1.5	0.9
Southwold/centre	4	15	1.7	1.1
Kingsmere	2	8	4.4	2.8
Glory Farm	2	8	3.5	2.2

Survey: 30 of initial 32 parents (94%) – 8 new starters in Jan.

Average distance travelled to School = 2.0 km (1.2 miles)

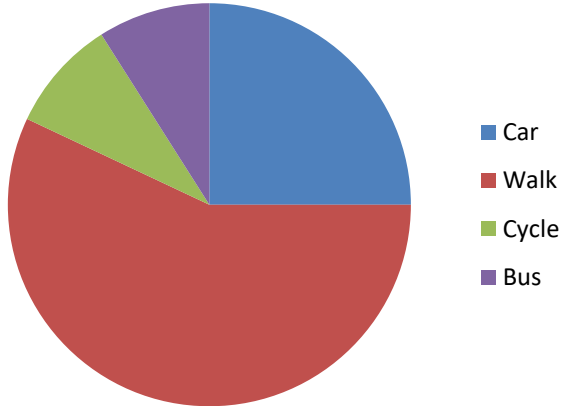


Overall % Car	56
Overall % Walk	29
Overall % Cycle	14
Overall % Bus	1

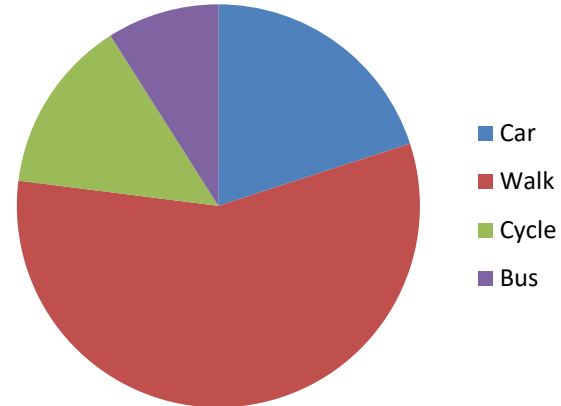
....WHY?

Bicester vs. Aim vs. Now:

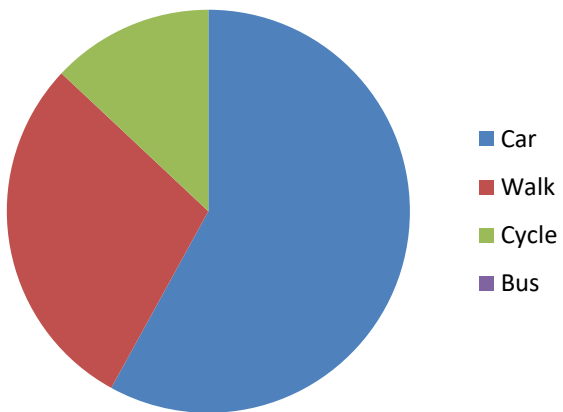
Bicester



Ideal



Now



...because only 23% live on Elmsbrook

Most live 1.9 to 4.5 km away, and kids are aged 2-5 years, so can't walk/cycle such a long way.

GB Parking Requirements: Analysis

- As of January 2019, 40 pupils -> worst case (=Thurs & Fri drop-off) -> **20 cars @0840.**
- BUT Max. of **12** Parking Spaces available:
 - 4 spaces in layby “bay”
 - 9 (+3 *shared*) spaces in Car Park – incl. 1-2 staff
 - 1 Visitor space (Cherry Lane) – *IF KNOWN ABOUT!*
- All spaces full, sometimes cars out on road...

WHY so few spaces for 40 pupils – when -> 140?:

- Because the original estate plans estimated most (e.g. 80%) children on Elmsbrook (i.e. walk/bike).

GP Travel Plan Measures

- Proposed solution = a “**Park & Stride**”.
- Survey found Parents fully support this /‘Walking Bus’
- NB: Must be within 5 mins walk (for small children: this is as-specified by TravelPlan@Oxfordshire.gov.uk).

So where are 8 more spaces (close enough) on Elmsbrook??

- 5-7 spaces @Marketing Suite [while this car park still exists]
- Potentially large number of spaces next to Energy Centre [until built on], and/or could use spaces at Business Centre/Community Centre (subject agreement/times).

And...how much will this number increase in Sept. 2019 /?

GB Parking: Future Years Demand

Year (Sept.)	Total #Pupils	Assumed 80% Elmsbrook: Expected #Cars	Assuming gradual increase 23-60%: Potential #Cars:	Assuming Worst Case 23% Elmsbrook: Potential #Cars:
2018	40	8	20	20
2019	70	14	25	35
2020	100	20	30	50
2021	120	24	34	60
2022	140	28	40	70

CONCLUSION: Likely to need another (40 – 12 =) **28 spaces, Min 16, Max 58.**

NB: This rough calculation doesn't take into account what might happen to the growth of numbers in the Nursery Year, which was not part of the initial estimate of ending up with 135 pupils – because no Nursery originally envisaged; and we are not aware of any dialogue yet between A2Dominion and TWHF re plans for 0-5 years Nursery at Local Centre to open e.g. Sept. 2021 – and how these interact. Also: we don't know how soon any other spaces might be available on GBS 'Pt 2!'

2) All travel to/from
Local Residents' homes

5 Not enough Visitor /unallocated Spaces

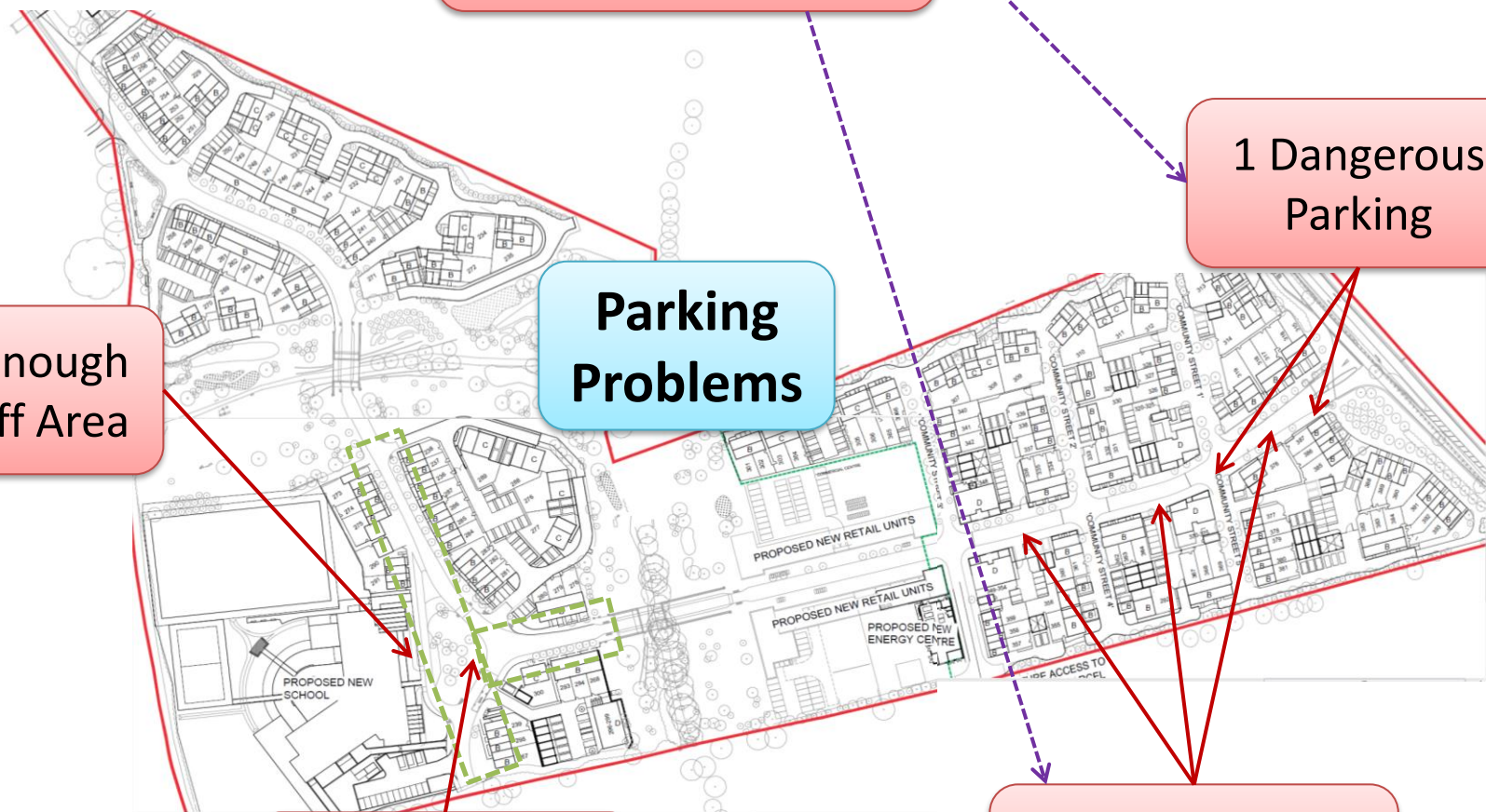
1 Dangerous Parking

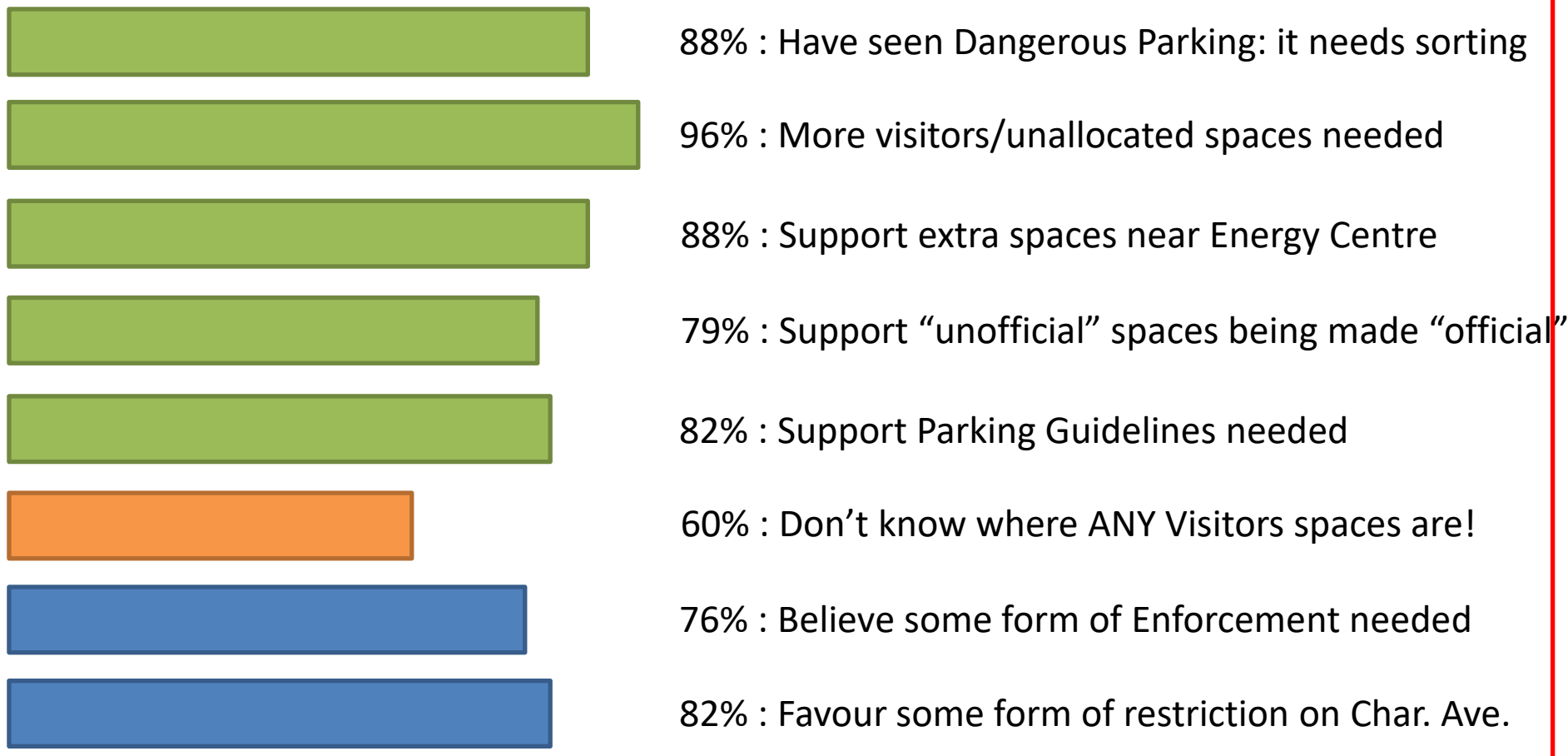
4 Not enough Drop-off Area

Parking Problems

2 Inconsiderate Parking

3 Enforcement Under-spec'd





30% : Visitor parking matches what we were told

20% : Were sold "It's fine to park on the roads"

MAJORITY TOLD: "Visitors can park at the Shops."

Asked Residents how many Visitors per day, incl. carers:
Extrapolate (Phases 1&2):
50 during day, 25 overnight.
NOT including A2D, DW...
Peak coinciding unknown...

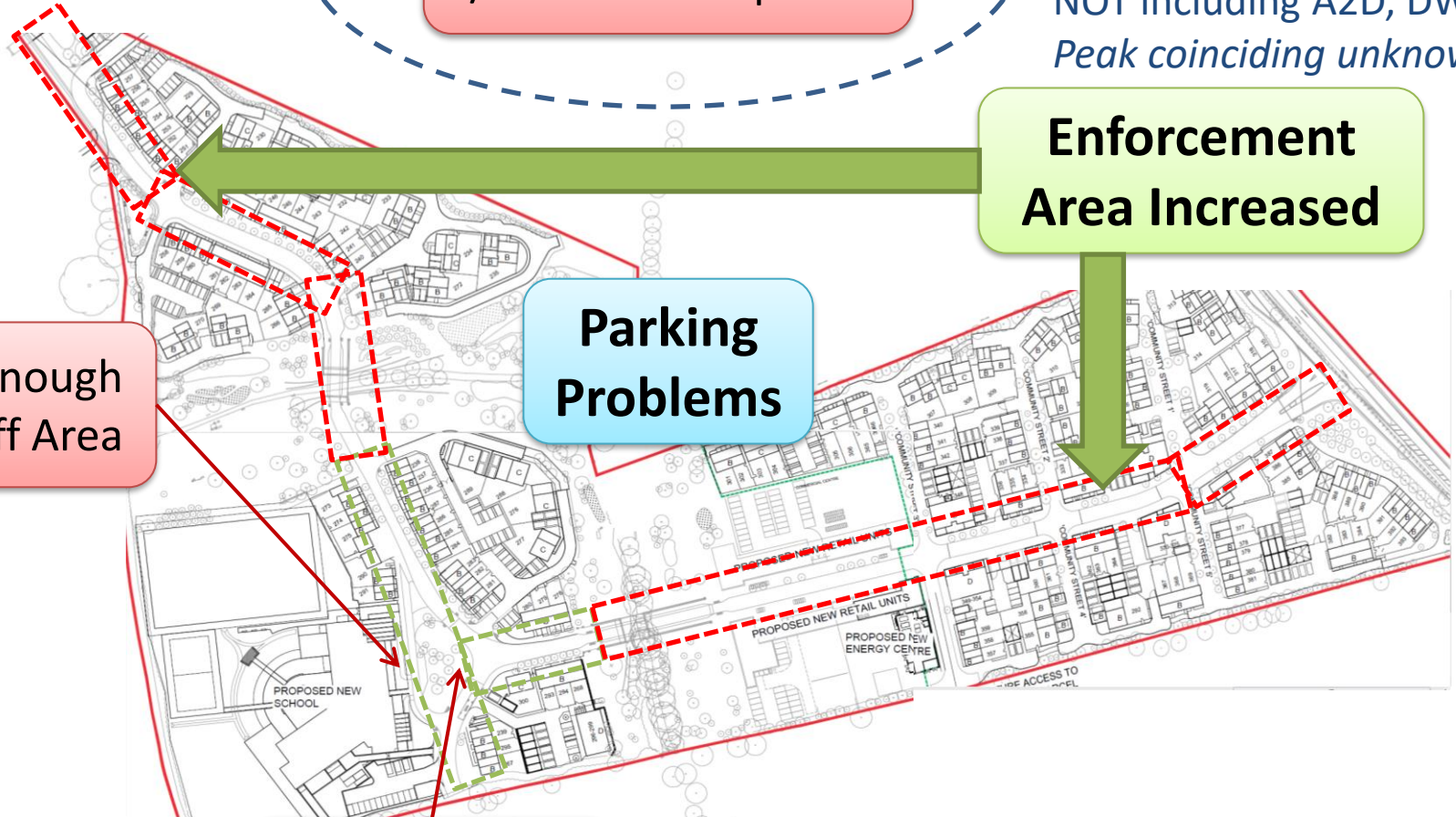
5 Not enough Visitor /unallocated Spaces

Enforcement Area Increased

Parking Problems

4 Not enough Drop-off Area

3 Enforcement Under-spec'd



TRANSPORT FOR NEW DEVELOPMENTS

PARKING STANDARDS FOR NEW RESIDENTIAL DEVELOPMENTS

(Oxfordshire: Published Dec. 2011; copy taken 2016.)

- “1.1 The standards were revised as it is now generally accepted that, while constraining parking provision at the journey destination (such as town centres) limits private vehicle trips, it is not necessarily the case at the journey origin (residential properties). **In recent years there has been a growing feeling that there is insufficient parking provided in new residential developments.**”
- “1.5 This policy is not intended to be construed as “anti-car” but reflects the need to control parking levels according to need without creating over provision nor creating indiscriminate parking.”
- *i.e. Add in our Ecotown status...clearly, the Right Balance must be achieved. Enough to encourage Green transport, but not so far from commute/visitor reality to cause issues.*

**TRANSPORT FOR NEW DEVELOPMENTS
PARKING STANDARDS FOR NEW RESIDENTIAL DEVELOPMENTS**

B. APPENDIX B – Parking Standards for Cherwell Urban Areas

B.1. The parishes which define the urban areas in Cherwell are: Banbury, Bicester, Kidlington, Bloxham, Bodicote, Adderbury, Yarnton and Gosford and Water Eaton.

B.2. The car parking provision in new developments for the urban areas in Cherwell area are set out in Table B1.

Table B1: Car parking provision in new developments for urban areas in Cherwell						
Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Notes under Table B1:

- Note 1: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.
- Note 2: The Council will consider North West Bicester Ecotown as a special case provided that certain minimum criteria are met. If there is a **full range of every day services** provided within easy walking or cycling distance of the dwelling and convenient access to an **efficient public transport system accessing a wider range of services including employment**, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. **Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling.** A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

From Exemplar TP:

With the anticipated mix of properties, the (Council specified) maximum would give rise to an average of **2 spaces** per property plus garages. For the exemplar site, it is proposed that there is an average of **1.51 spaces** per property plus garages at a ratio of **0.53** per property. The parking for residential accommodation is as follows:

PRIVATE ACCOMMODATION:

- 2b housing: 2 parking spaces, one allocated, one unallocated (where possible);
- 3b housing: 2 parking spaces, or one space and a single garage;
- 4b detached housing: 1 parking space and 1 single garage or 2 parking spaces;
- 5b detached housing: 2 parking spaces and 1 double sized garage, half of which will be storage area.

SOCIAL ACCOMMODATION:

- 1 parking space to 1b and 2b flats;
- 2b housing: 2 parking spaces, one allocated, one unallocated (where possible);
- 3b housing: 2 parking spaces or one space and a single garage;
- 2 parking spaces to disabled bungalows. Bungalows to have on plot parking
- 4b detached housing: 1 parking spaces and 1 single garage or 2 parking spaces.

CONCLUSION: Numbers match up, but in practice, 2b houses are mostly 2x “allocated” – because in most cases *one space blocks up the other*, so can’t act as wider Visitor/Other Resident Spaces.

Example Calc shown: Phase 1

1	ROAD	2B	2BBun	3B	4B	5B	Flats	Totals/Rd		ROAD	2B	2BBun	3B	4B	5B	Flats	Totals/Rd
2	Charlotte	9	0	2	1	0	24	36		Charlotte	9	0	2	1	0	24	36
3	Orchard	4	0	5	0	0	0	9		Orchard	4	0	5	0	0	0	9
4	Morello	1	0	2	0	1	0	4		Morello	1	0	2	0	1	0	4
5	Tayberry	0	0	3	0	5	0	8		Tayberry	0	0	3	0	5	0	8
6	Portobello	0	3	0	0	0	0	3		Portobello	0	3	0	0	0	0	3
7	Pippin	5	0	6	0	2	0	13		Pippin	5	0	6	0	2	0	13
8	Bramley	2	0	1	0	0	0	3		Bramley	2	0	1	0	0	0	3
9	Chantenay	5	0	6	0	0	0	11		Chantenay	5	0	6	0	0	0	11
10	Totals per Type	26	3	25	1	8	24	87		Totals per Type	26	3	25	1	8	24	87
11																	
12	Spaces Allocated per Type	1	1	2	2	3	1	TOTAL:		Spaces Allocated per Type	2	2	2	2	3	1	TOTAL:
13	Total Spaces per Type	26	3	50	2	24	24	129		Total Spaces per Type	40	6	50	2	24	24	146
14																	
15	Spaces Unallocated per Type	1	1	0	0	0	0			Spaces Unallocated per Type	1	0	0	0	0	0	
16	Total Spaces per Type	26	3	0	0	0	0	29		Total Spaces per Type	6	0	0	0	0	0	6
17																	
18		0.3	0.3	0.3	0.5	0.5	0.4	TOTAL:			0.3	0.3	0.3	0.5	0.5	0.4	TOTAL:
19	Total Unal. Spaces per Type	7.8	0.9	7.5	0.5	4	9.6	30		Total Unal. Spaces per Type	7.8	0.9	7.5	0.5	4	9.6	30
20																	
21		NB: these all meet min. requ.									NB: these all meet min. requ.						
22							Difference: 2BBun = Portobello = Allocated on diagrams.										
23	If >50% allocated, Phil Jones..	18% is:	28				Other 2Beds: Pippin Close (end) = only difference.										NB: ABOVE = BEST CASE...

“Urban designer Phil Jones found that if more than 50% of parking spaces are allocated, an additional 18% of total spaces are required to accommodate both resident and visitor parking.”
NB: This is built into the requirements for Unallocated – the ‘30’ figure is from the Standard.

CONCLUSION: The Design (LEFT) meets this (29 > 28)...but as “blocked in” Unallocated Spaces are effectively Allocated, it can be seen that there is significantly less (6 << 28 !).

From Exemplar TP:

- “Visitor spaces are to be provided in parking bays within the street design, primarily in Home Zone B (access streets) or using unallocated spaces within the development, with a maximum of 87 spaces provided across the development, representing one space per 4.5 residential units.”
- So Phases 1+2 = $166/4.5 = \mathbf{37}$ Visitor Spaces.
- [NB: a considerable “eco” reduction compared to the Parking Standards: calc’s as: 30 (Ph. 1) + 24 (Ph. 2) = **54** Visitors Spaces.]
- From the above, Design argument could be made: “**29** Unallocated Spaces counts towards this, so only need **8** Visitors Spaces.”

BUT: (1) There are only **6 V spaces** (5 on Ph1, 1 on Ph2)

(2) As noted, 23 of the 29 spaces stated in the TP to be Unallocated CANNOT be counted as such. CONCLUSION: Actually have 6 Unallocated and 6 Visitors Spaces. Add in a few “unofficial spaces” (Dan Simpson looking at this). **BUT: THIS IS STILL ~20 SHORT.**

Solution options considerations

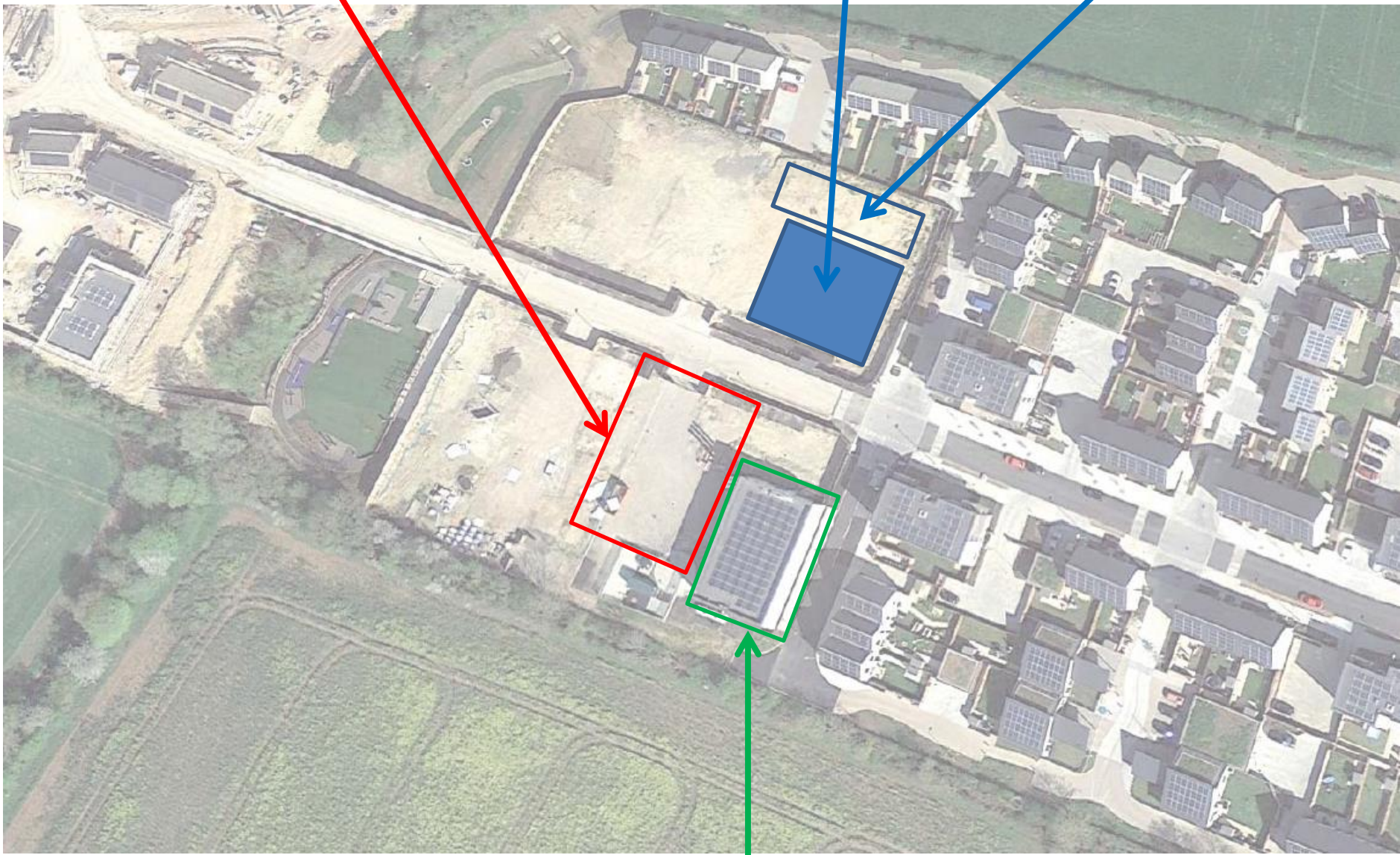
So...IF enforcement throughout, recommend:

1. PCM Enforcement amended to allow drop-off
 - Working on this with PCM via Dan Simpson
2. Create parking by Energy Centre for residents & School Park & Stride (>12 months...)
 - See next slides.
3. Fix the 'individual issues' asap.
4. Mark and identify all spaces.
 - NB: this would highlight Unallocated spaces...
5. *Full communication of rules/where: Parking FAQ.*
 - *Rob will complete this once decisions are made on...*

Suggested area for Temporary V. Parking

Business Centre (EBC)

EBC Parking



Energy Centre

Arguments For/Against This

FOR

- Enough space to solve GBS “Park & Stride” and local Visitor/Resident parking requirements at once.
- No additional planning consent needed, as spaces are specified on the land, and tarmac already down.
- A2D have already opened it on a few occasions for parking for events.
- No other solution seems viable for the School...

AGAINST

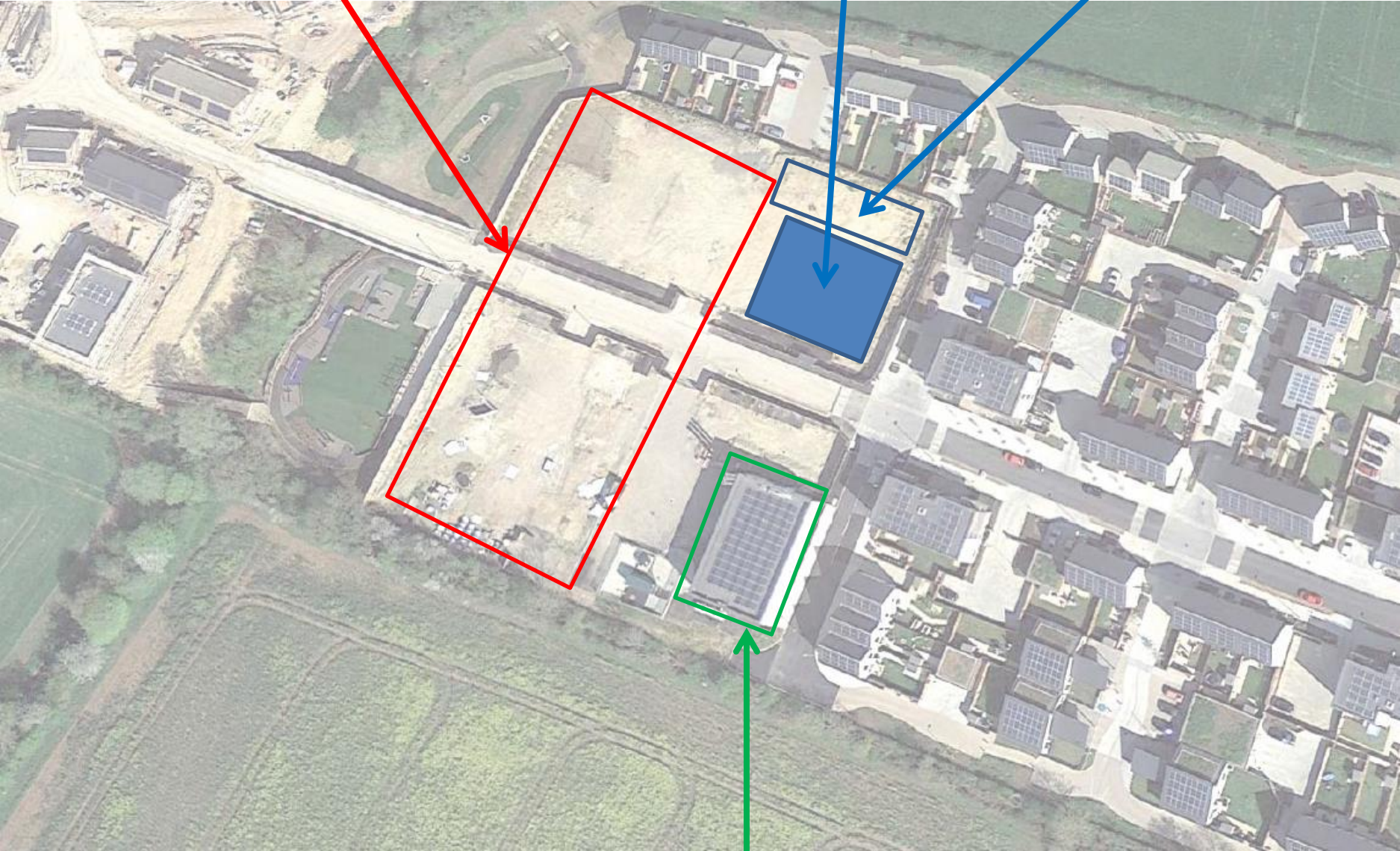
- Unsafe due to exposed man holes. *(These are ~1”, less than potholes in Charlotte Avenue! And putting a sign or cones up solves this.)*
- Unsafe due to not enough lighting at night. *(There are floodlights on the Energy Centre and Charlotte Ave. See Rob’s midnight photo!)*
- Only temporary: 12+ months, before built on.

3) All travel to/from
the (Future) Local Centre

Area of Local Centre and its Parking

Business Centre (EBC)

EBC Parking



Energy Centre

From signed off Exemplar Phase TP

Table 5.2: Non Residential Parking Provision

Land Use	Pupils/ Floorspace	Parking Provision	Maximum Provision in CDC Standards
Primary School	135	9* see note	9
Eco Business Centre	1,800 m2	20	60
Community Centre	550 m2	14	26
Children's Nursery	350 m2	Shared with above	Unspecified
Co-operative Foodstore	550m2	22	39
Non Food Shops	370 m2	Shared with above	19
Offices	1,100 m2 offices	Shared with above	37
Eco Pub	190 m2	5	18
Total		70	206

Note: for phase one [of school]. Additional 14 spaces are shown for phase two [of school] expansion.

From Exemplar TP:

- It can be seen that the overall provision is well below the maximum standards with the aim of **discouraging car use to the non-residential elements of the development.**
- A parking accumulation analysis based on trip profiles to the development land uses (shown in **Figures 5.1** and **5.2**) shows that the parking provision should accommodate demand for the majority of uses in 2016 and 2026.
- The parking supply for the office uses is below that for maximum demand, thus demonstrating that **there will be a need for a strict parking management regime** for the site as the development opens ...
- **The relatively low number of parking spaces may lead to overspill parking in the residential streets.** It is envisaged that initial strong enforcement of such inappropriate parking would assist in establishing appropriate behaviour.

Figure 5.1: Maximum Parking Accumulation, 2016

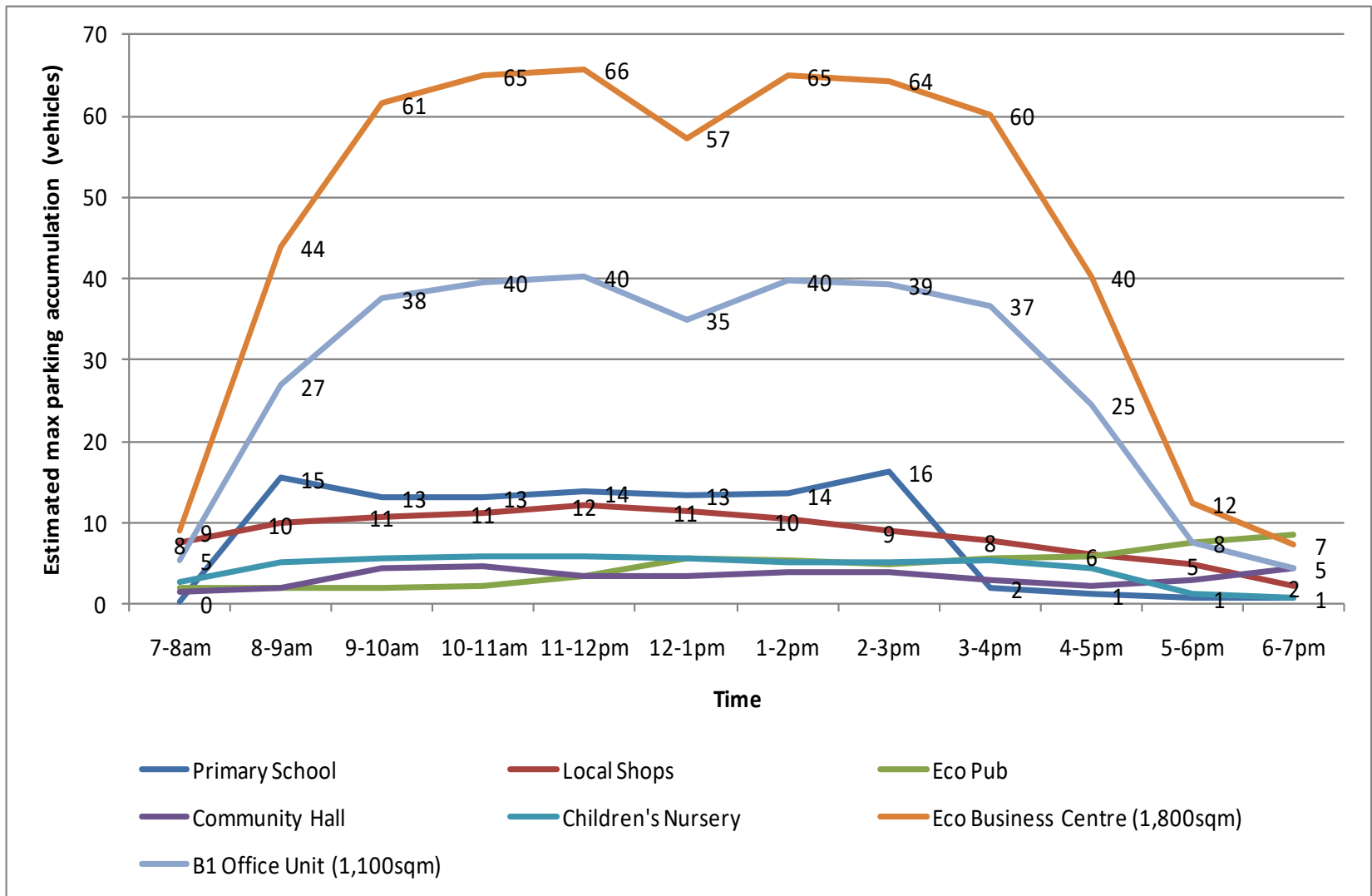
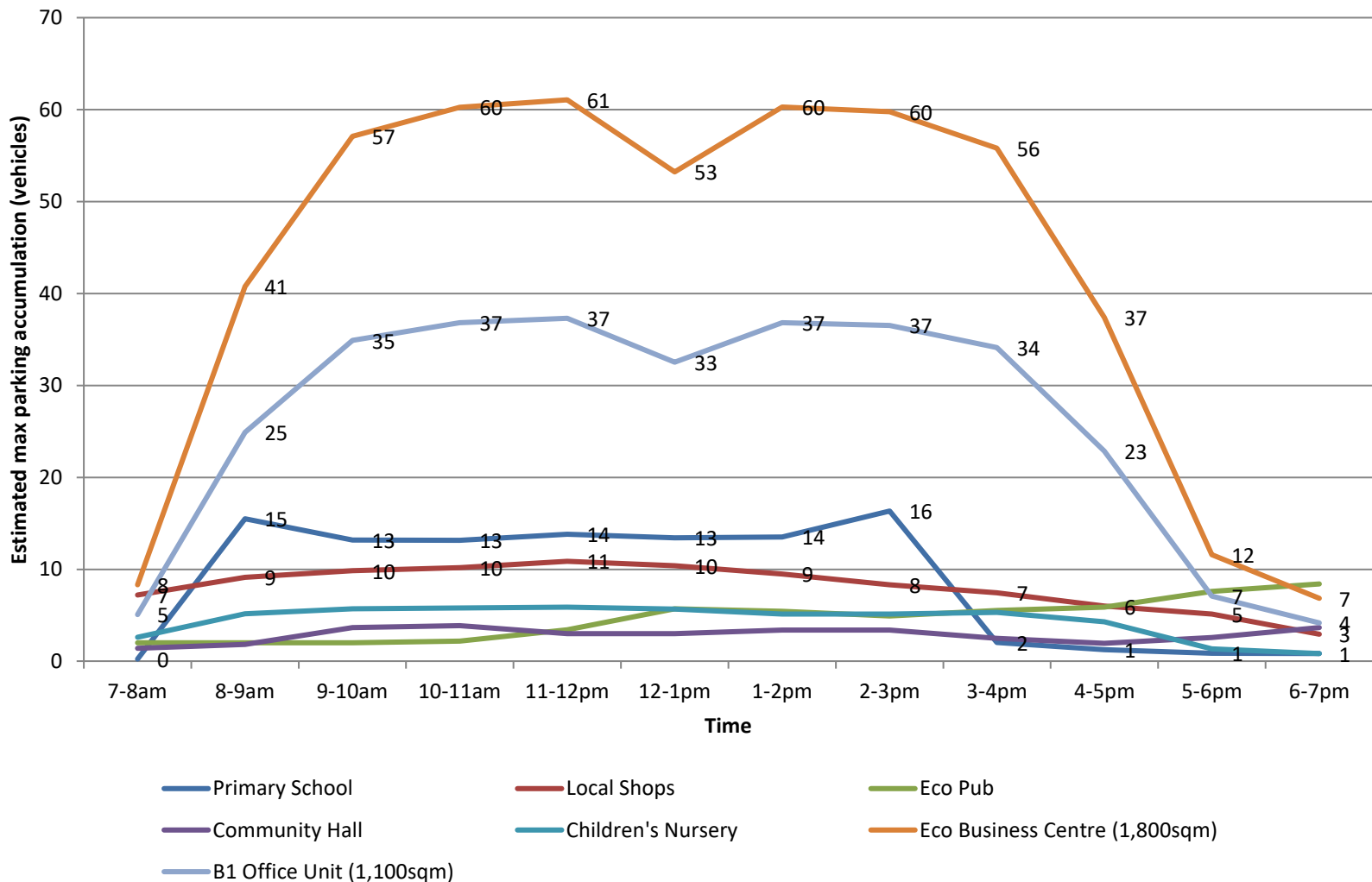
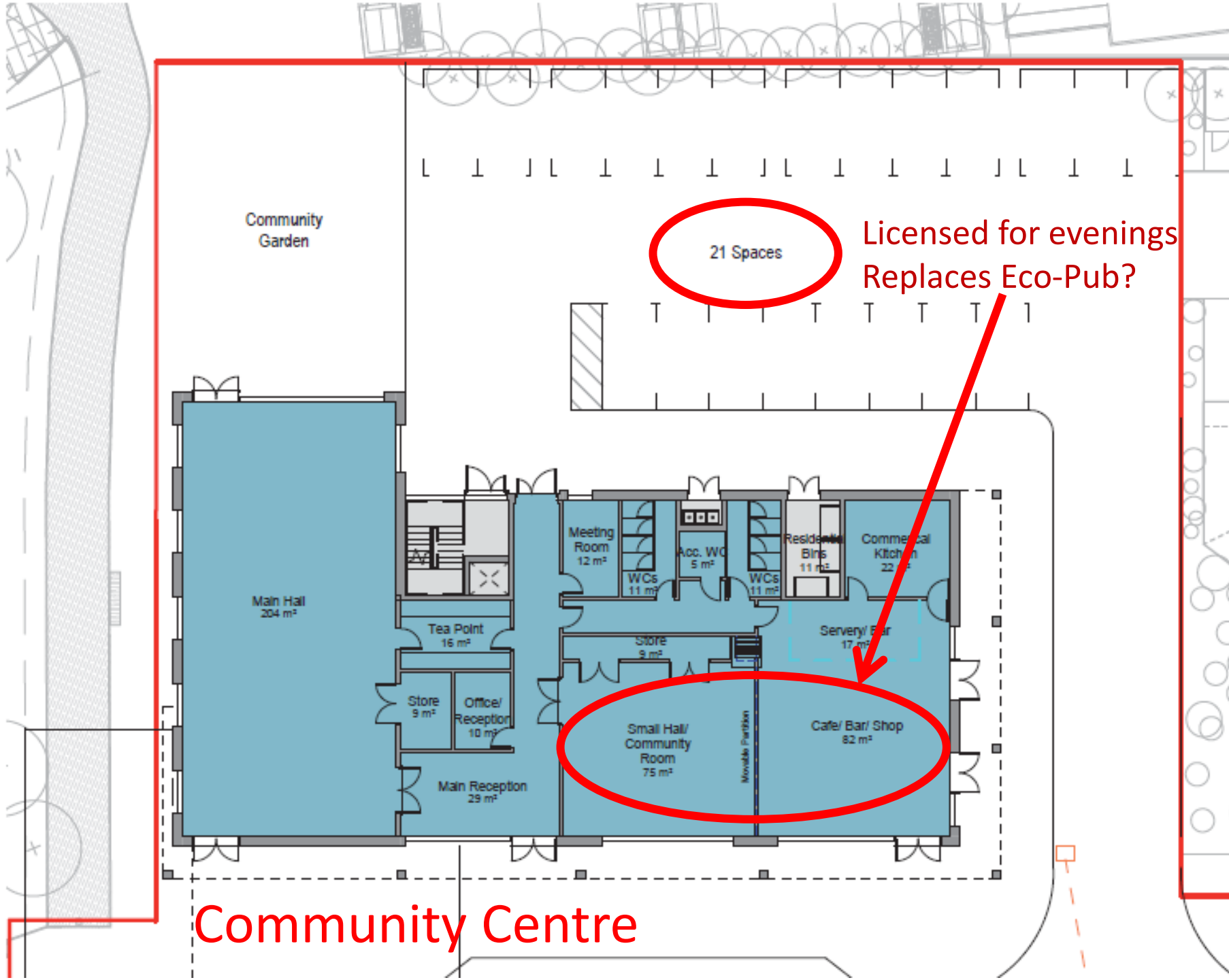


Figure 5.2: Maximum Parking Accumulation, 2026





Community Garden

21 Spaces

Licensed for evenings
Replaces Eco-Pub?

Main Hall
204 m²

Meeting Room
12 m²

Acc. WC
5 m²

Resident Blinds
11 m²

Commercial Kitchen
22 m²

WCs
11 m²

WCs
11 m²

Tea Point
16 m²

Store
9 m²

Servery/ Bar
17 m²

Store
9 m²

Office/
Reception
10 m²

Small Hall/
Community Room
75 m²

Cafe/ Bar/ Shop
82 m²

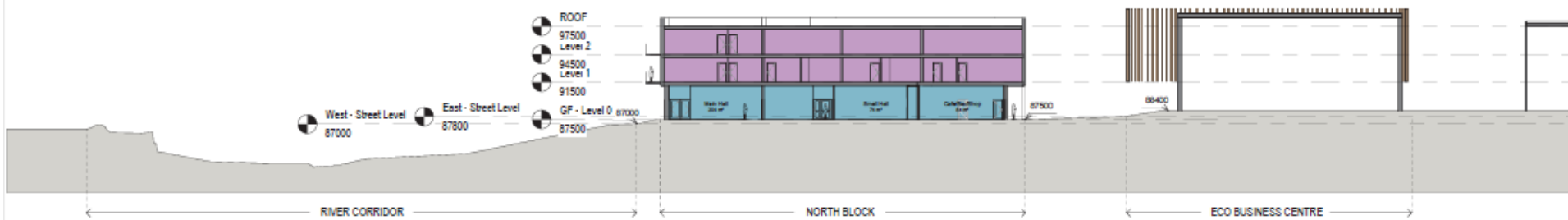
Main Reception
29 m²

Community Centre

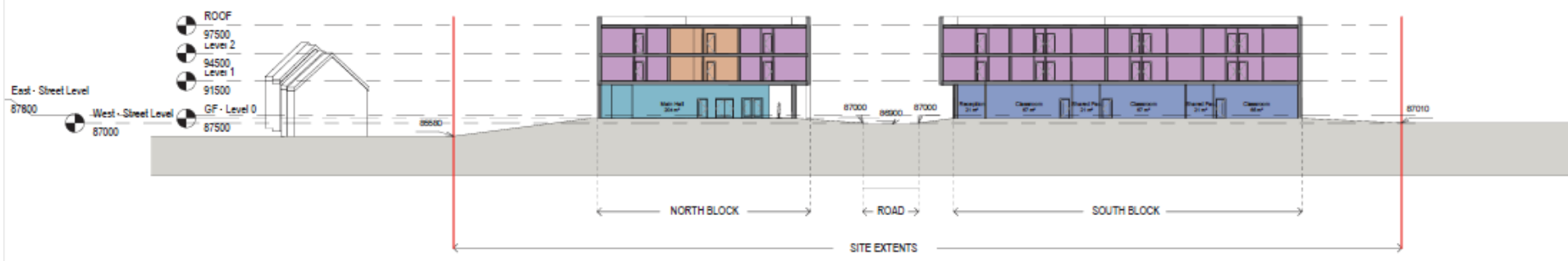


Smaller Shops,
No Convenience Store

Large
Nursery



Section A-A



Section B-B

So Now Let's Recalculate:

- Parking at Eco Business Centre: 16 + 2 disabled
 - Parking at Community Centre: 21
 - Parking at Shops/Nursery: 37 + 5 hashed/bin access.
- TOTAL = 54 + 2 disabled + 5?? (61 total...NB: + 9 school = 70)

To cover *requirements*:

- EBC: ~100 seats.
- Flats: 38 (one and two bedroom); 1 (un)allocated space each?
- Nursery: 3 rooms -> > 18 staff, + drop-off/collect – assume e.g. 80-90% non-Elmsbrook children
- Shops: 3 smaller shop, -> > 9 staff, non-Elmsbrook?
- Community Centre: Spaces for visitors attending events.
- *And also include School & Visitors to Phase 1/2 excess?*

Reminder: Components List...:

- ~~1. Allocated Spaces for Residents~~
2. Visitor Spaces/Unallocated Spaces to Phase 1&2 Residents, incl. A2D staff, Carers, etc.
3. Spaces for Parents Dropping-off/Collecting Children from Gagle Brook School (GBS), at current levels and with growth.
4. Visitor Spaces for Others using GBS, current usage and max. capacity levels, e.g. clubs/room bookings.
5. Spaces for Commuters to the Business Centre
6. Visitor Spaces for visitors to the Business Centre

IF the following are built at Local Centre :

38 new flats:

7. Allocated and/or unallocated spaces for New Flat Residents and (proportional) their Visitors.

0-5 yrs Nursery:

8. Spaces for Nursery Staff

9. Visitor Spaces for non-local Parents dropping off and collecting children

Shops:

10. Spaces for Staff and Visitors

Rough Spaces Needed @ Peak

Comp#	Description	Min.	Likely	Max.
2	Visitors/Unallocated Spaces Ph1/2	16	21	31
3&4	GB School Drop-off & Collect/Users	16	28	58
5&6	EBC Commuters/Visitors	?	23	?
7	38 New Flats: Residents/Visitors	38	44	?
8&9	Nursery Staff & Drop-off/Collect	?	15	?
10	Shops: Staff & Visitors	?	19	57
	TOTAL:	127	150	228

NB: The above assumes PEAK is early AM, and thus the number of Visitors to the Community Centre does not appear in the calculations.

Final Slide!: Questions...

1. What is the Parking Solution For the School?
2. What is a justifiable % reduction in required spaces to discourage cars but not cause new issues?
3. Will the plans for the Local Centre meet this “Goldilocks Zone” – *or will issues compound?*
4. What is the case for having the 0-5 years Nursery? – *given that 80%+ of children will probably be non-local i.e. most by cars!*
5. Why argue “must have Nursery because the Original Plan says so...” – *when getting rid of the Convenience Store and Pub in that same plan?!*
6. What is the future of the GB School Nursery, if the Local Centre Nursery goes ahead? *The Nursery at the School works really well...*