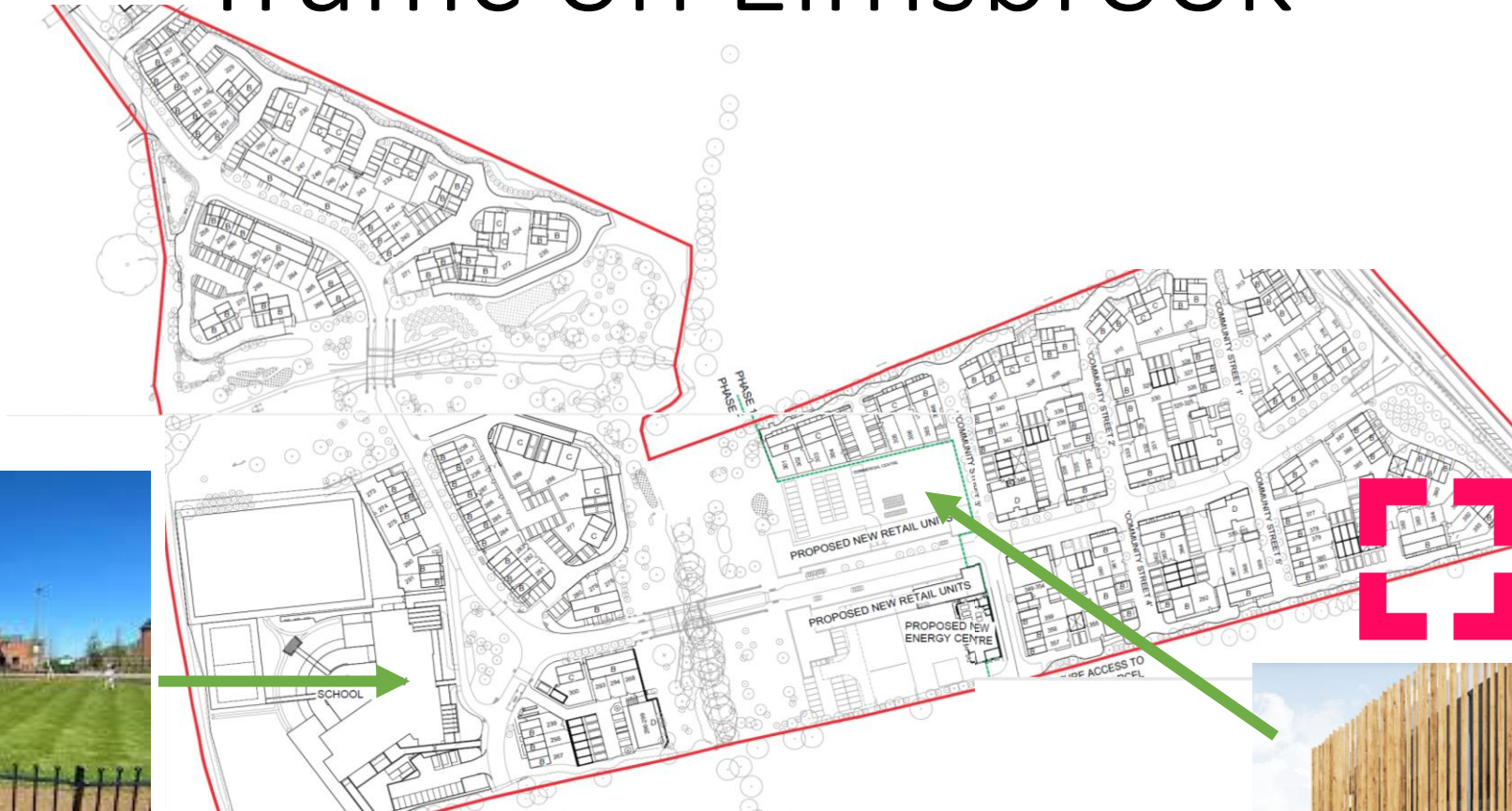


The Future of Parking & Traffic on Elmsbrook

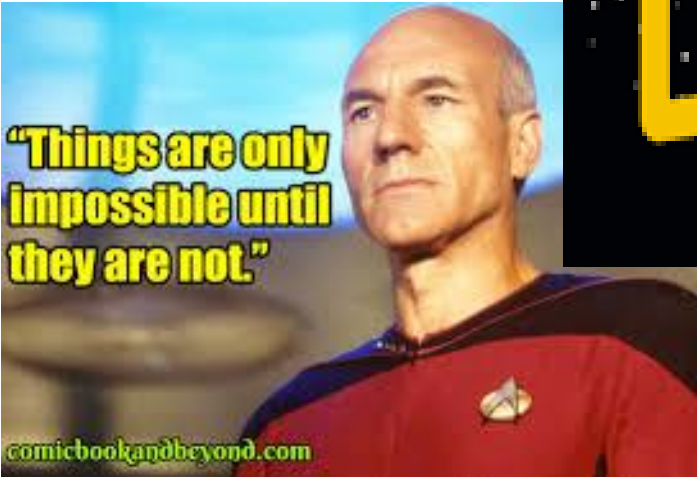


Discussion Meeting 9/9/2020

CDC, EBC, GBS, ECO, Elmsbrook Residents' Association



SPACES THE FINAL FRONTIER



No. of Spaces on Elmsbrook:

1/ For the EBC;

2/ Outside GBS;

3/ Community Hub;

4/ For Visitors.



More than enough...
Encourages people to drive due to the convenience.

“Goldilocks Zone” –
Encourages “greener” modes of travel, without causing issues.

Too few spaces...
Causes problems with the growth of the estate



Want to set our Targets *here*...

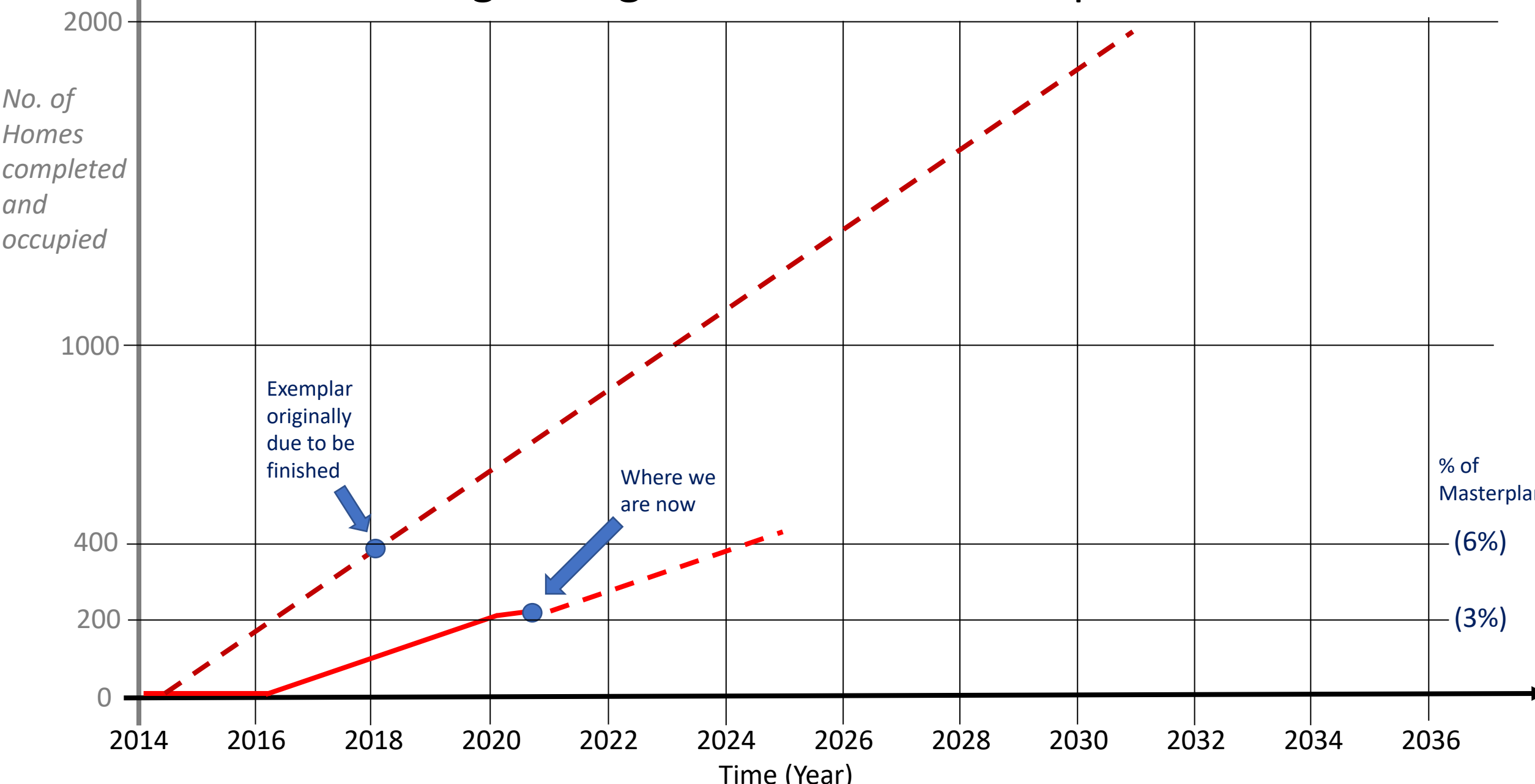
But: how do we determine where this range lies?

NB: Targets for NW Bicester are based on the complete “Masterplan” – i.e. complete population. The only consideration of the growth period – i.e. when substantially fewer homes/kids/potential workers are living here – is a 5-year interim target, mostly just set at 5% less than the 15-year.

And...how does it change with time i.e. as the wider Ecotown, EBC and GBS get more populated?

NB: Regional rules/guidelines all had no minimum levels for parking spaces. Developers had the incentive to go for as few as they could: get more homes on site.

Elmsbrook is growing...but slower than expected



No. of Homes completed and occupied

% of Masterplan
(6%)
(3%)

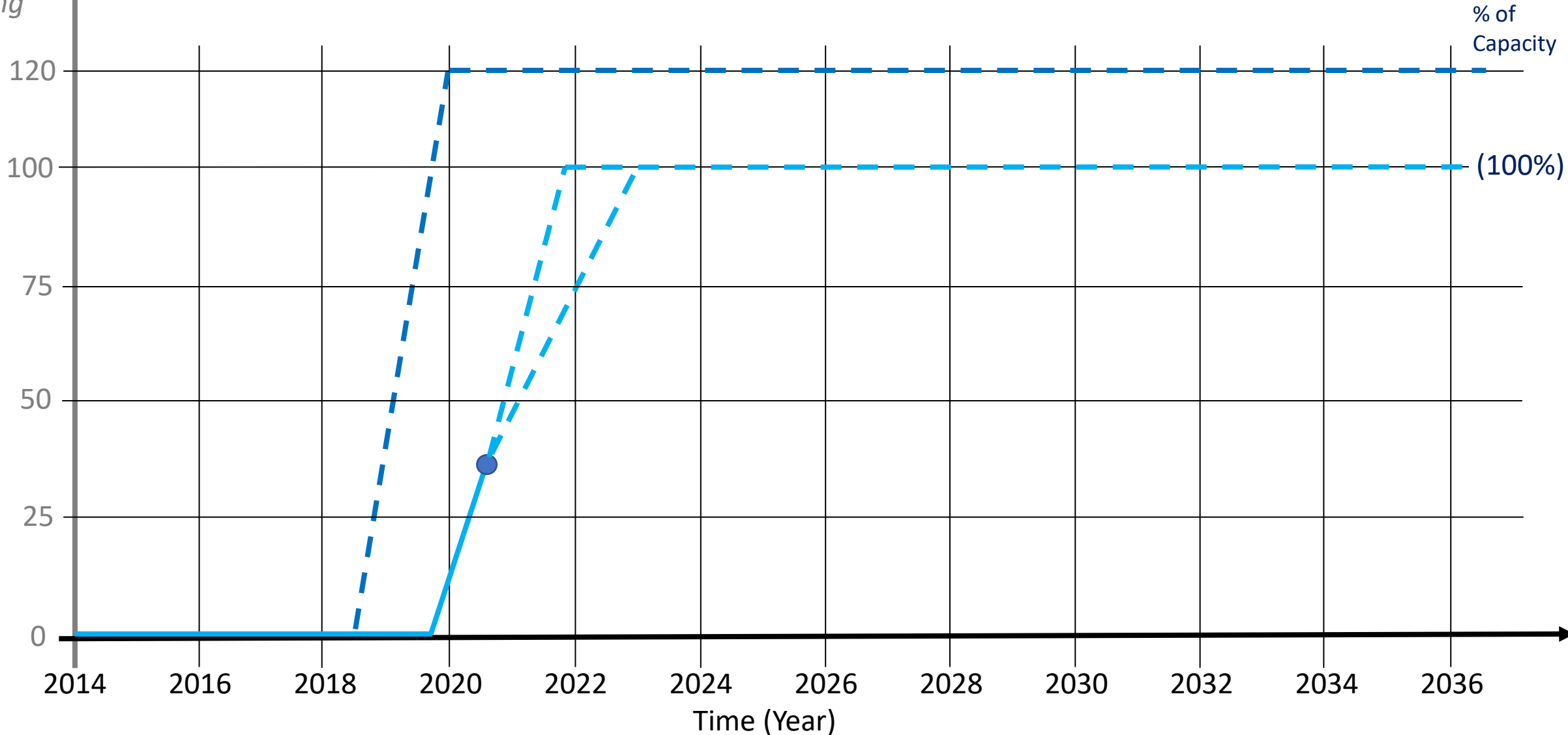
Exemplar originally due to be finished

Where we are now

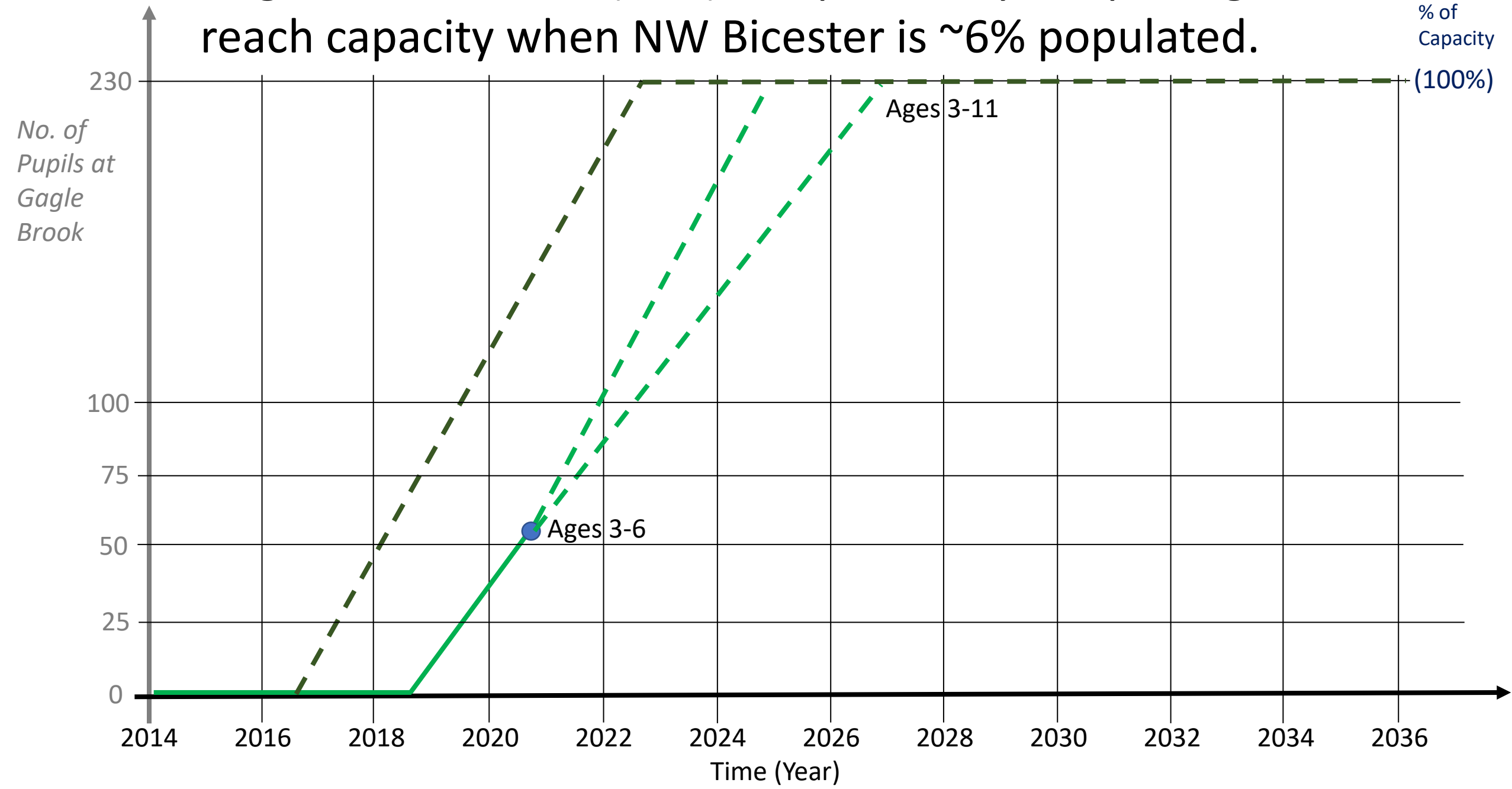
Time (Year)

The Eco Business Centre (EBC), despite delayed opening, *should* reach capacity when NW Bicester is <5% populated.

No. of
People
Working
At the
EBC



Gagle Brook School (GBS), despite delayed opening, *should* reach capacity when NW Bicester is ~6% populated.





Let's talk...
Eco Business Centre

Built: 2017-18

Opened: Sept. 2019

Passivhaus Plus +

Flexible lease offices for
up to 100 people

Co-working space for 150

Event spaces and meeting
rooms ~96

Manager: Lucy Wendon



EBC 2017 Travel Plan

Mode	% share	By Total			
		Workers...			
Car (self)	25	8	30	25	49
Car (shared)	5	2	6	5	10
Cycling	25	8	30	25	49
Walking	30	9	36	30	59
Bus	15	5	18	15	29
TOTAL	100	30	120	100	196
Requ. No. Spaces	(25+5)	9	36	30	59

BUT: only 21 spaces were provided, incl. 2 x Blue Badge, 2 x Car Share.

I.e. Having reduced Car mode target from 70% to 30%, then cut further to 21%...?!?

Also: targets ignore visitors/events; and ignore electric vehicles (c.f. EU strategy).

At minimum, to equate to the Targets above, EBC Car Park is **9-28 spaces short**.

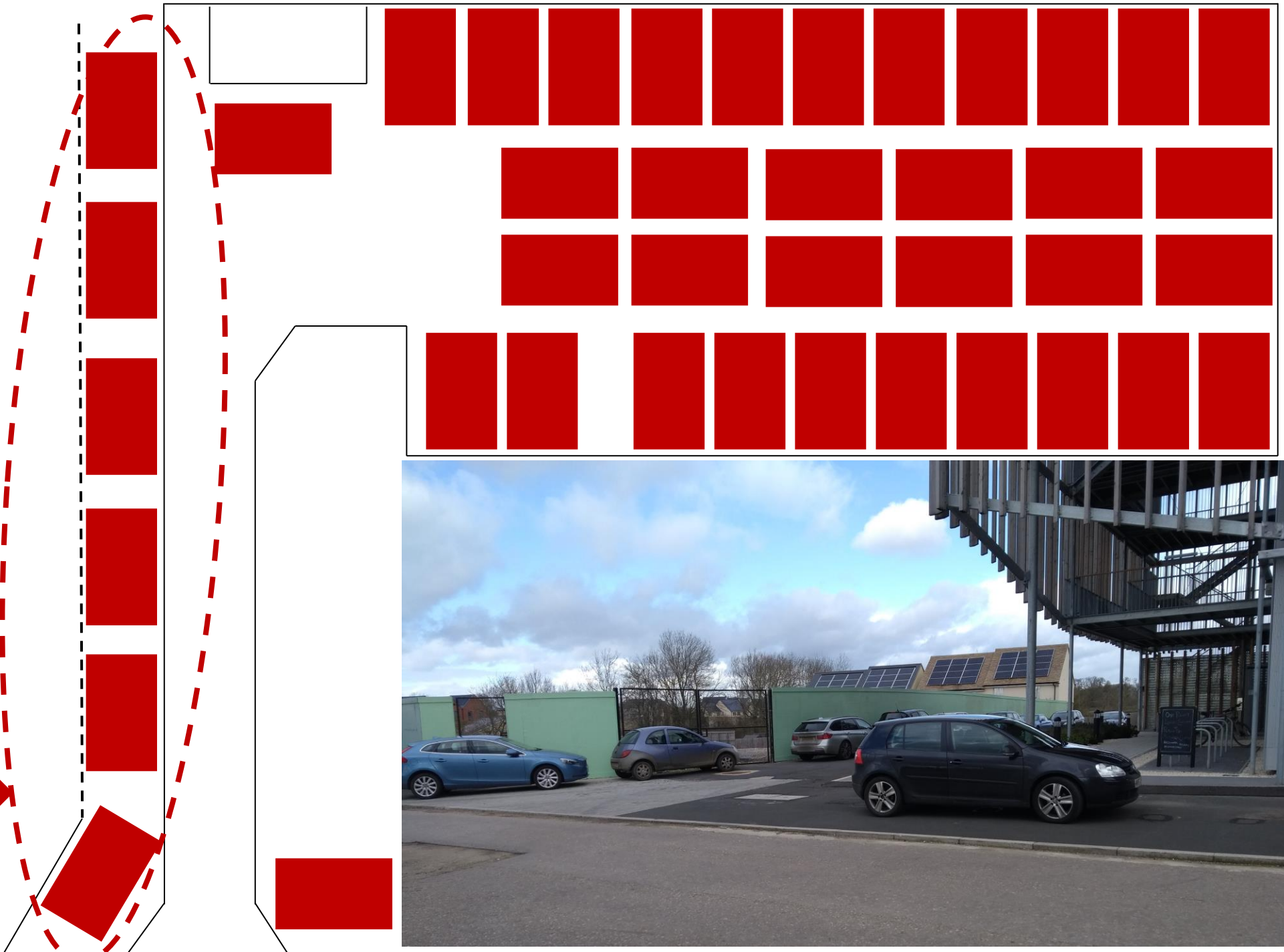
(Add 2 to get **11-30 spaces**, if you assume case of zero Blue Badge holder attendees.)

Here are the 21 spaces...

Here are max. possible now for an event: 40 spaces....

(And here's a photo to show!)

NB: this row of 6 won't be possible once Hub built.



What are the impacts, right now/future?

- The EBC is almost 40% utilised; the car park is already full.
- At 3% populated, NW Bicester is not able to provide enough “local people” for the EBC to reach full potential, and viable operation.
- If it cannot be viable, i.e. grow to >>50% full, **it will Fail.**
- For the foreseeable future, i.e. until NW Bicester is much more populated (many years ahead), the EBC will have people travel from further afield. In lockdown, car sharing is not allowed.
- Lucy, with Angela’s support/Casey running it, is organising the “Boot the Commute” scheme to encourage more Bicester-based people to move to the EBC – i.e. walk/cycle/bus commutes. *Will it be enough?*
- And there’s still the issue of *visitors to events/meetings.*

Let's talk...
Gagle Brook
Primary School

Built: 2015-16

Opened: Sept. 2018

Sept. 2020: Reception, Years 1
& 2, + Nursery

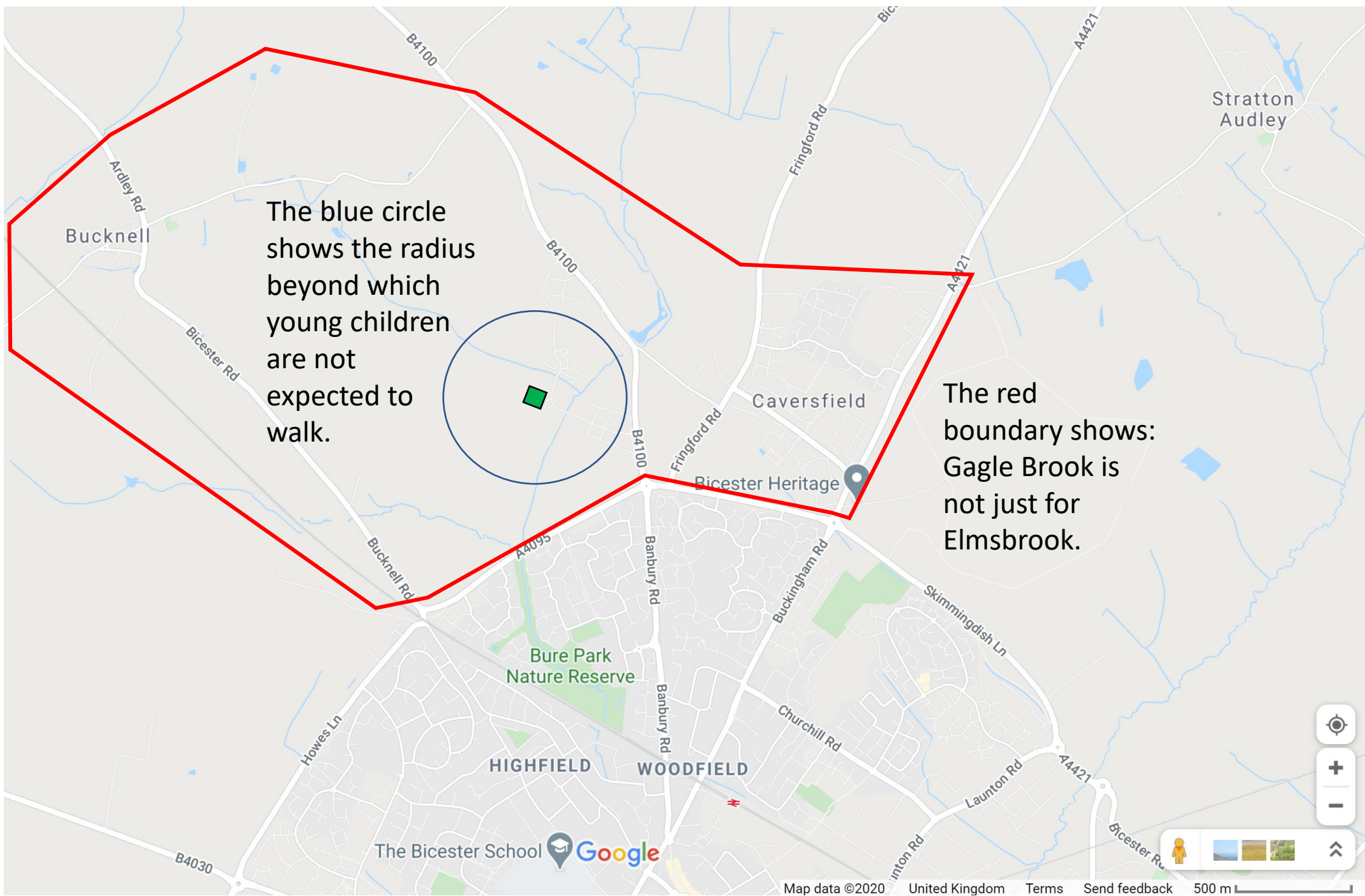
One Planet school

(Forest School currently being
planned.)

Headmaster: Drew Price

B. Services Mgr: Lucy Sullivan






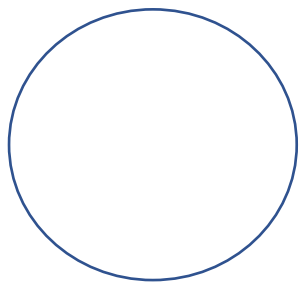
The blue circle shows the radius beyond which young children are not expected to walk.

The red boundary shows: Gagle Brook is not just for Elmsbrook.

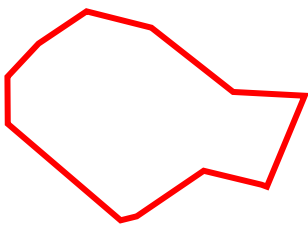
LEGEND:

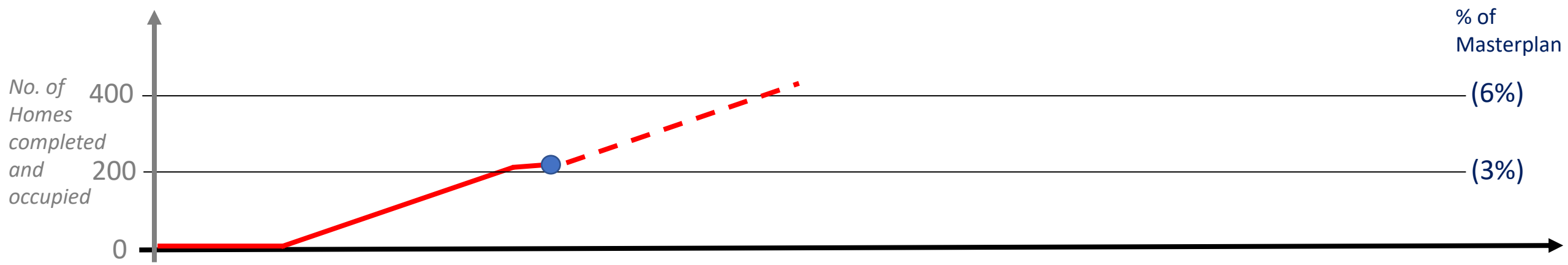
Gagle Brook School


Radius 400 m

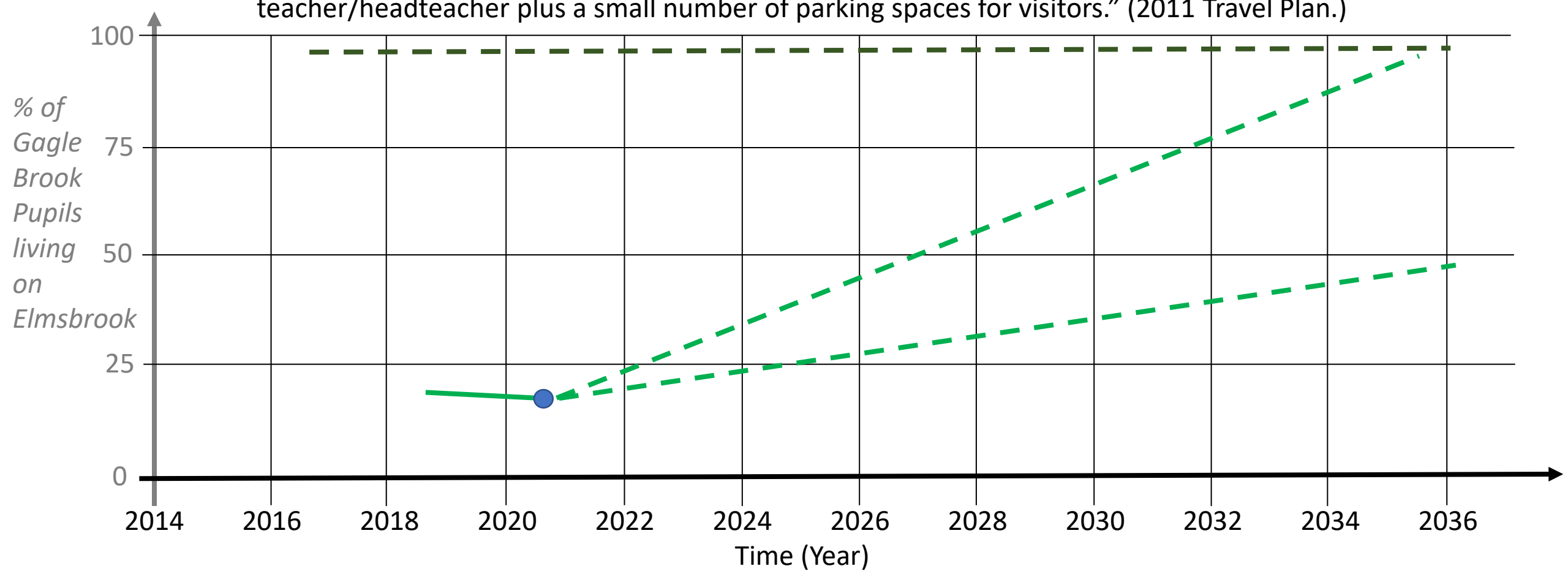


Catchment Area incl. Caversfield, Bucknell





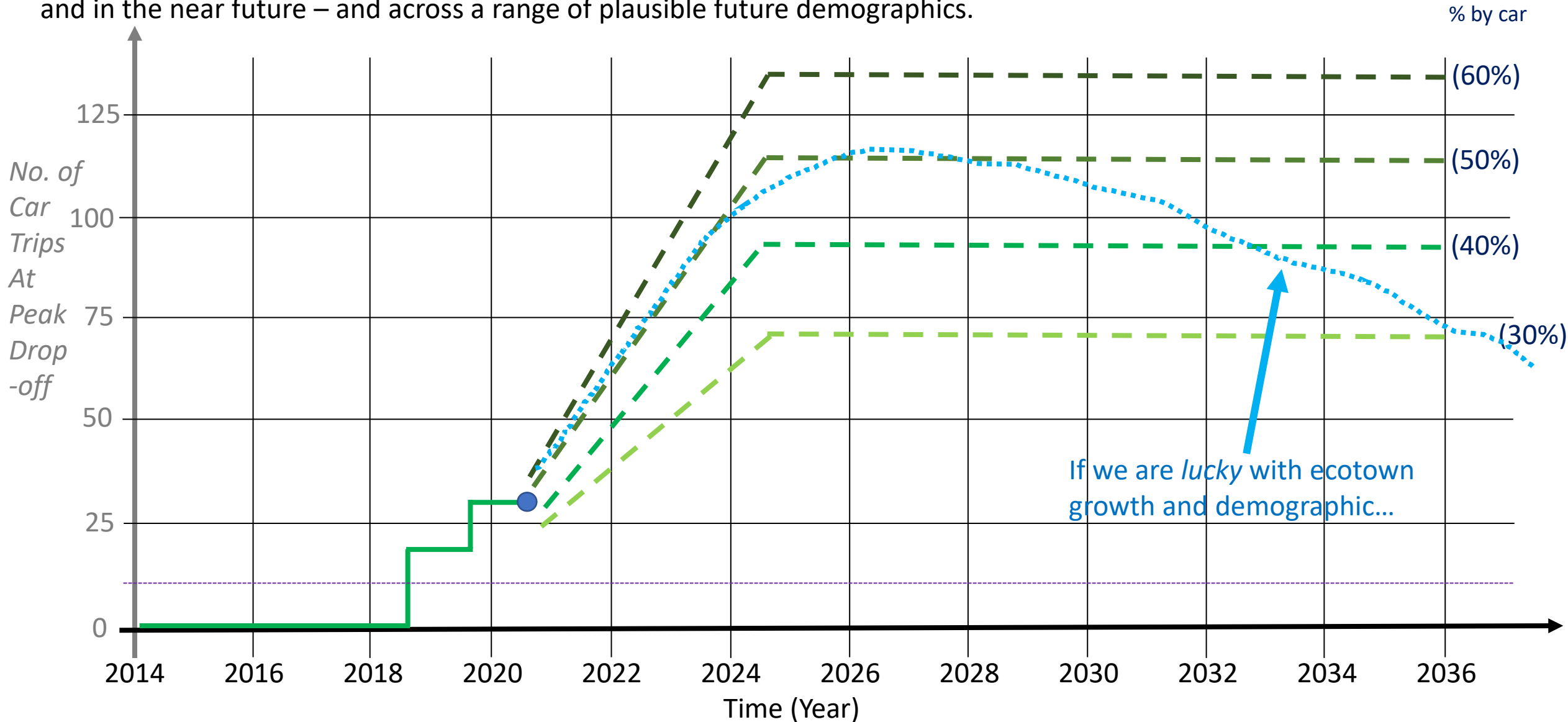
“Discussions have confirmed that OCC expect school parking provision to be only one space per teacher/headteacher plus a small number of parking spaces for visitors.” (2011 Travel Plan.)



The original traffic modelling for NW Bicester suggested 6 cars travelling to Gagle Brook at 8-9am peak times (staff?). For Sept. 2019 data, this is a **417% underestimate**.

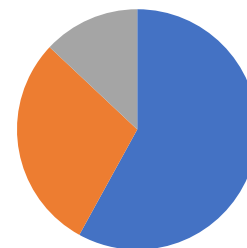
(And that statistic...is with the school only 20% filled.....)

We now need to consider the actual potential range of trips to/from Gagle Brook, now and in the near future – and across a range of plausible future demographics.



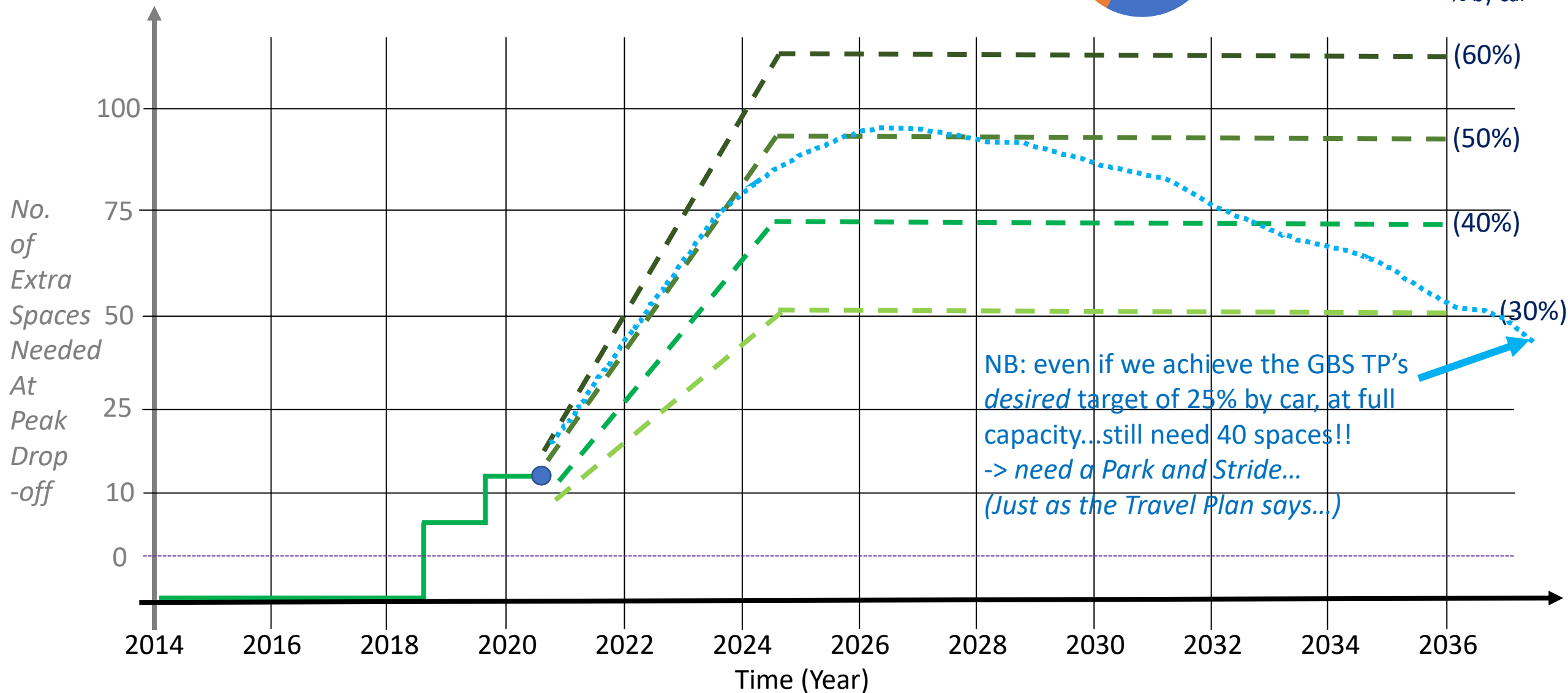
NB: Despite the average travel distance being 2.1 km, and 80% of parents bringing pupils from outside Elmsbrook, the School has only 56% of its trips by Car (*data from GBS travel surveys*; i.e. much less than 80%!). This is partly because so many parents are signed up to the School's "One Planet" principles: many cycle with child seats, extended buggies, etc.

Gagle Brook School



- Car
- Walk
- Cycle
- Bus

% by car



NB: even if we achieve the GBS TP's desired target of 25% by car, at full capacity...still need 40 spaces!!
 -> need a Park and Stride...
 (Just as the Travel Plan says...)



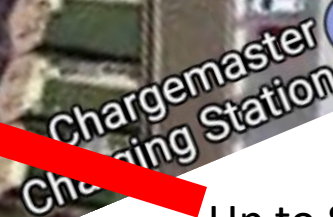
Up to 6 cars seen parking here

4 "Drop-off" spaces
- can fit 5 cars here



3 Blue-badge
6 Staff

-> 3 free spaces

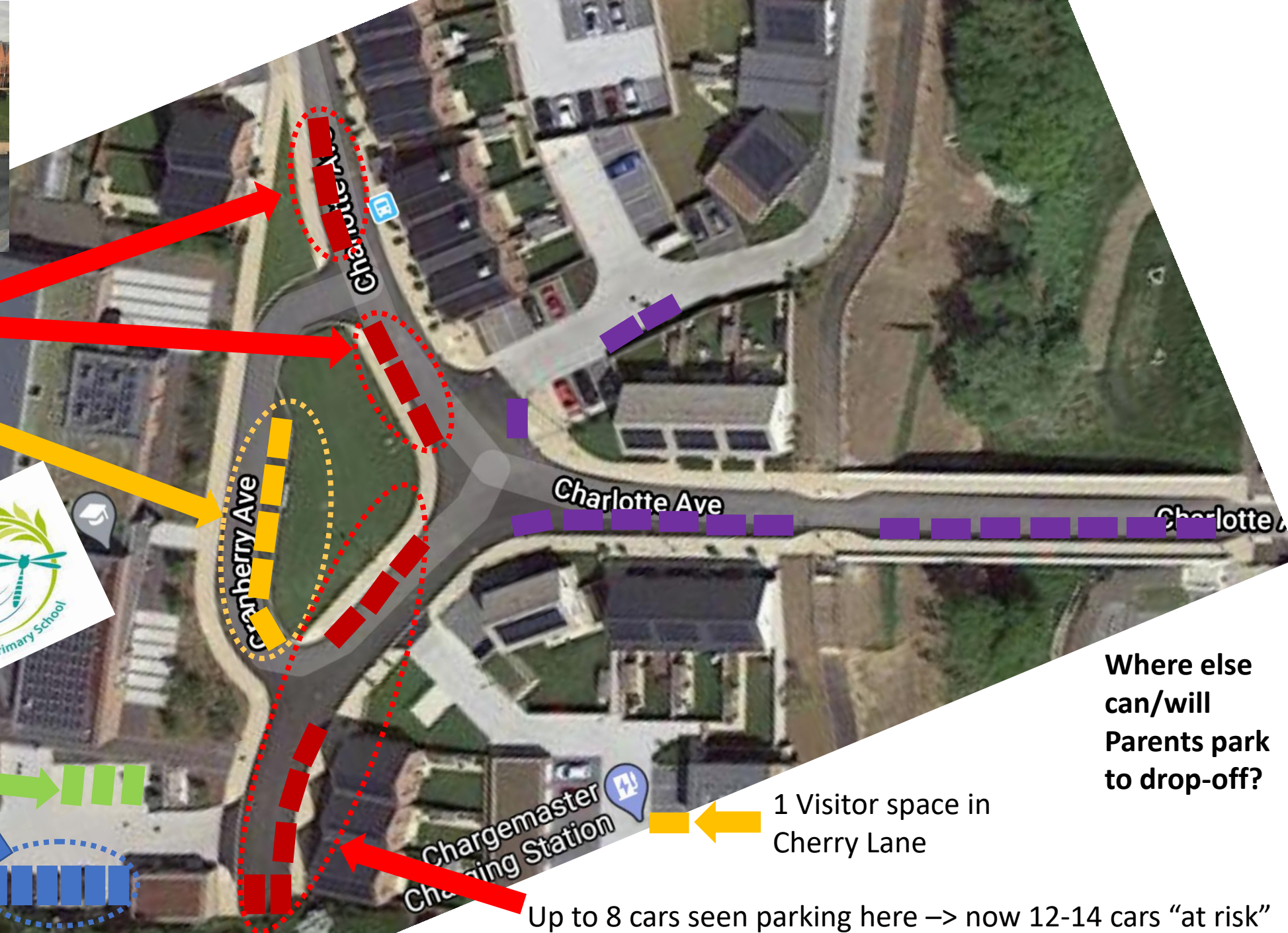


1 Visitor space in
Cherry Lane



Up to 8 cars seen parking here -> now 12-14 cars "at risk"

Where else
can/will
Parents park
to drop-off?



“Why should we do anything?”

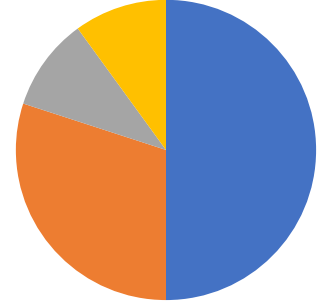
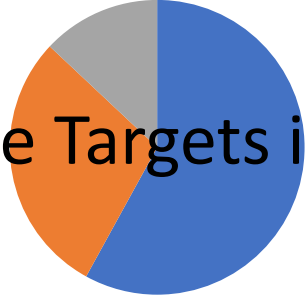
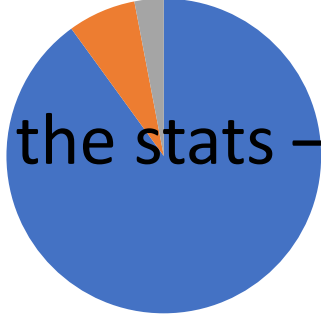
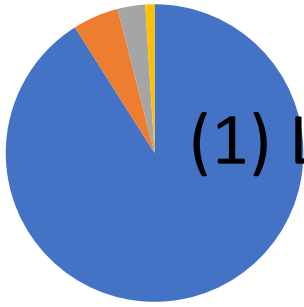
- The targets are based on erroneous assumptions, and may be miscalculated in the first place. Now we’ve built Phases 1 & 2, and the EBC and GBS, *we understand what the real data is.*
- The right thing to do is to *refresh* based on what we now know.
- We all want both the EBC and GBS to succeed – to thrive, indeed!
- A2D/Laura (TPC @Mode) are supportive, but response has been largely: (1) *“We can’t possibly allow more trips to/from the EBC or GBS – it’ll increase traffic counts!!”* (2) *“CDC said...”*
- However: (1) Let’s look at the stats... (2) Let’s look at what was not considered in the original transport assessments:

Elmsbrook (Overall, 24/7)

Eco Business Centre

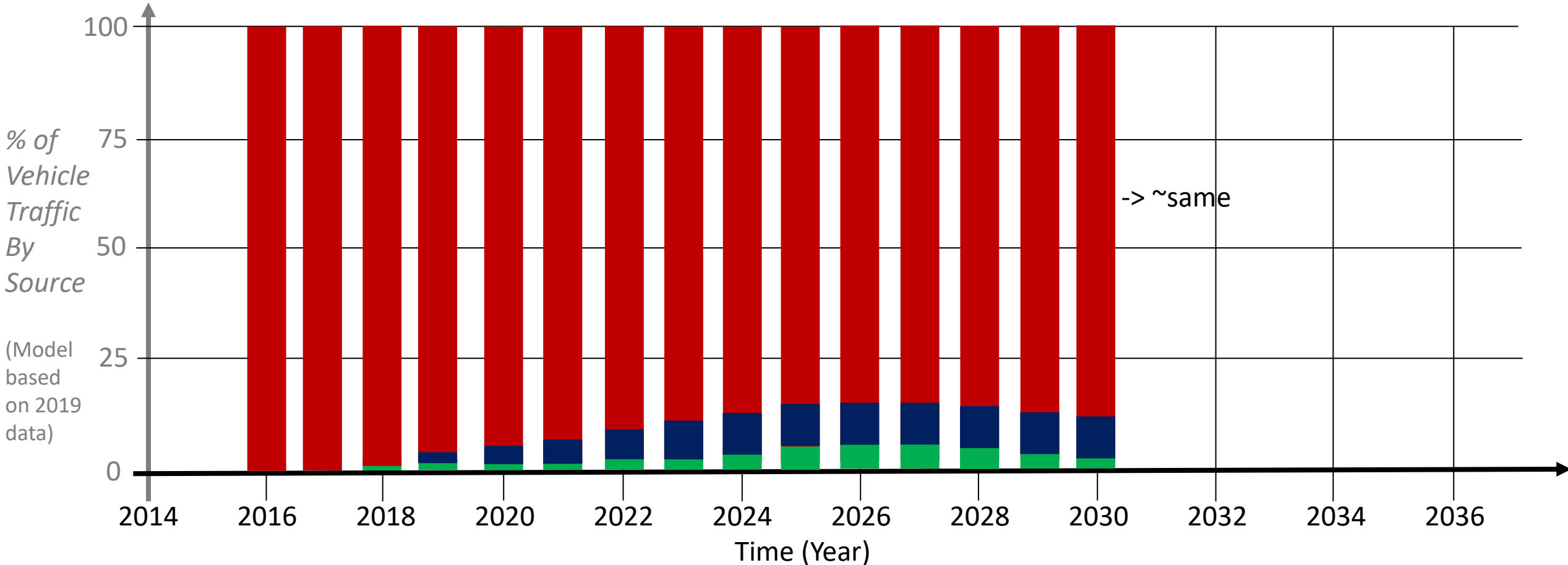
Gagle Brook School

Elmsbrook Target (2031)

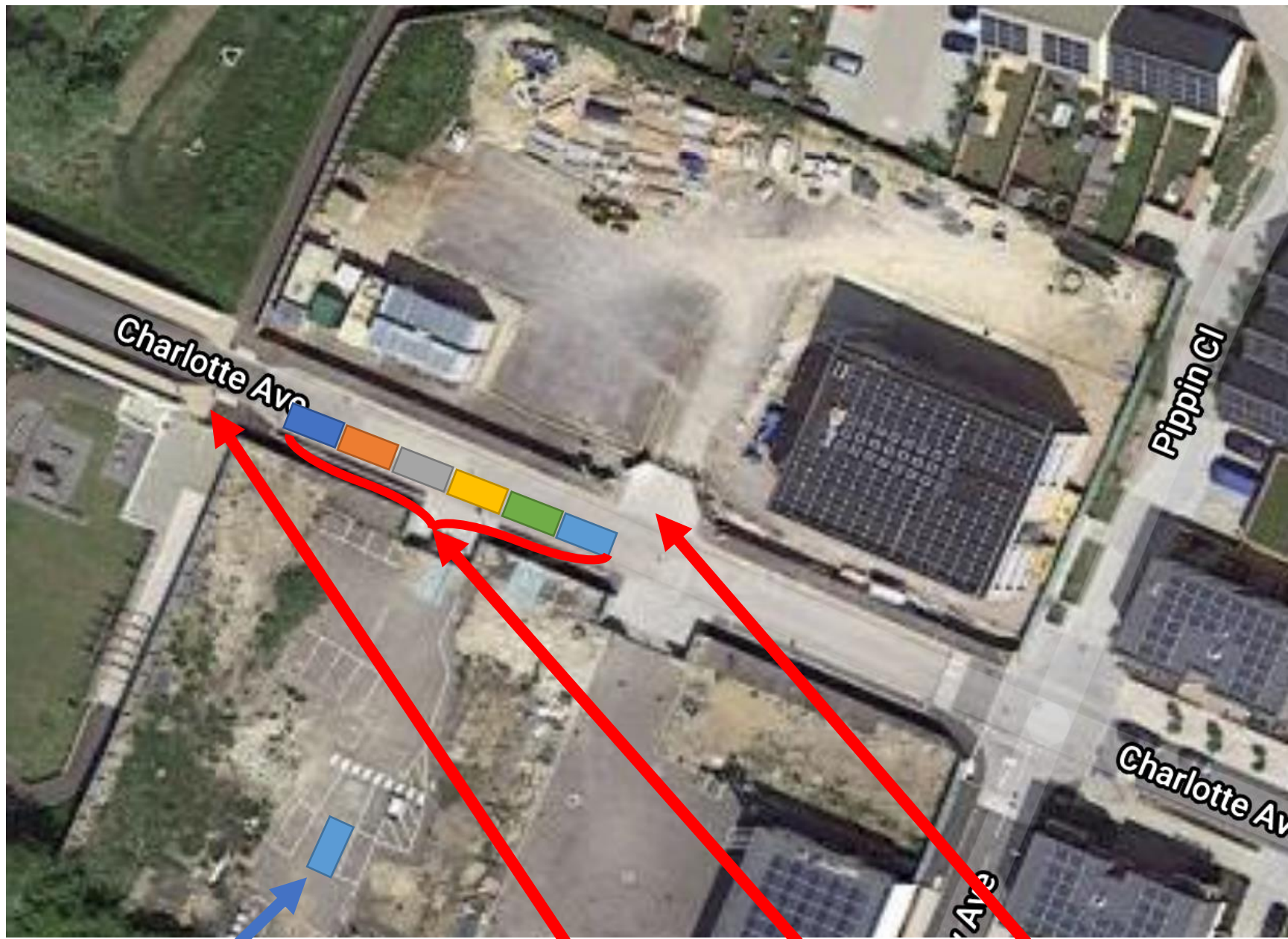
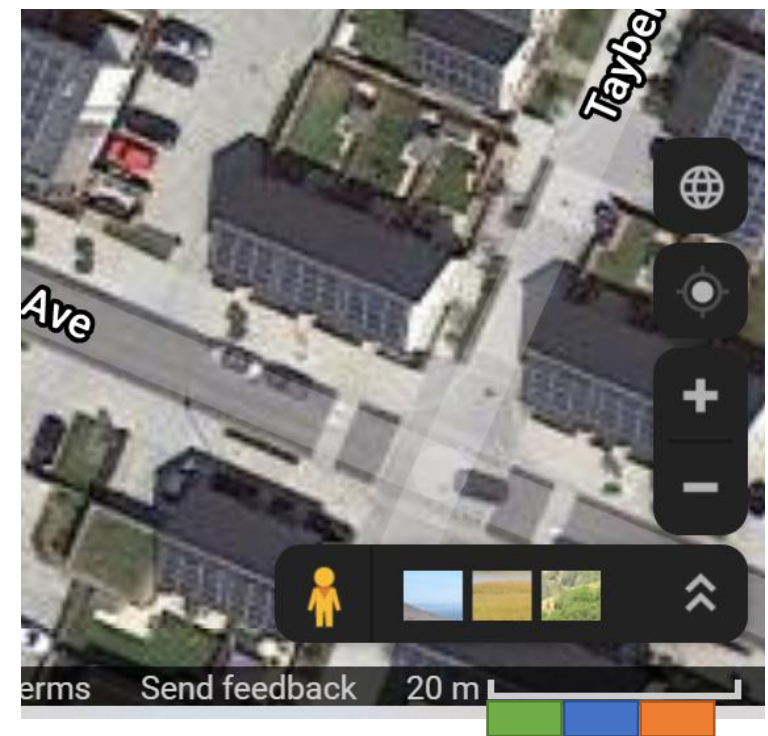


(1) Let's look at the stats – keep these Targets in mind:

■ Residents, Deliveries, A2/contractors
 ■ Eco Business Centre
 ■ Gagle Brook School



Using coloured oblongs to show the space of a single vehicle, this (2) There's something "zoom in" to the Google scale the original transport assessments may have missed, before the bridge, and EBC/Hub entrance.



Comparison with marked space size

First bottleneck

6 cars

EBC and Community Hub parking entrance

But... What CAN Be Done??

Well... What do we believe is required?

1. Adjust the strategy: redesign, and vary transport mode targets, based on *what we know now in 2020*, to deliver something which is (a) actually achievable now, and (b) “moves the Goldilocks Zone” as NW Bicester grows, thus meeting the long-term targets.
2. Provide solutions to the additional parking – *temporarily* – and the Park & Stride required, i.e. so that the targets can be met.
3. Identify and remove any other barriers/risks to the short and long term successes of the EBC and GBS, and thus the Ecotown.

1. Adjust strategy / move Goldilocks Zone

Existing parts of strategy – carry out as planned:

- New travel survey of GBS parents in Oct-Nov, once ‘settled’ – what is their home location, commute distance, travel times?
- Identify potential value of Caversfield bus route – i.e. would it be used by enough pupils? -> talk to Paul @Grayline re route change.
- EBC does ‘personalised travel plans’ per member/worker.
- EBC has “Boot the Commute” campaign: optimise near-future worker non-car travel mode potential. *Can’t do better than this.*

How do we ‘identify and move the Goldilocks Zone’ ?

- *What is likely ‘reality’ of transport modes?*
- *What trip/space targets are fair/realistic?*



No. of Spaces on Elmsbrook:

1/ For the EBC

2/ Outside GBS

3/ Community Hub

4/ For Visitors.

More than enough...
Encourages people to drive due to the convenience.

“Goldilocks Zone” –
Encourages “greener” modes of travel, without causing issues.

Too few spaces...
Causes problems with the growth of the estate



Want to set our Targets *here*...

But: how do we determine where this range lies?

And...how does it change with time i.e. as the wider Ecotown, EBC and GBS get more populated?

What we've got now.....

Design interim best-fit to "encourage but not risk chaos"

Tend towards Long term Target

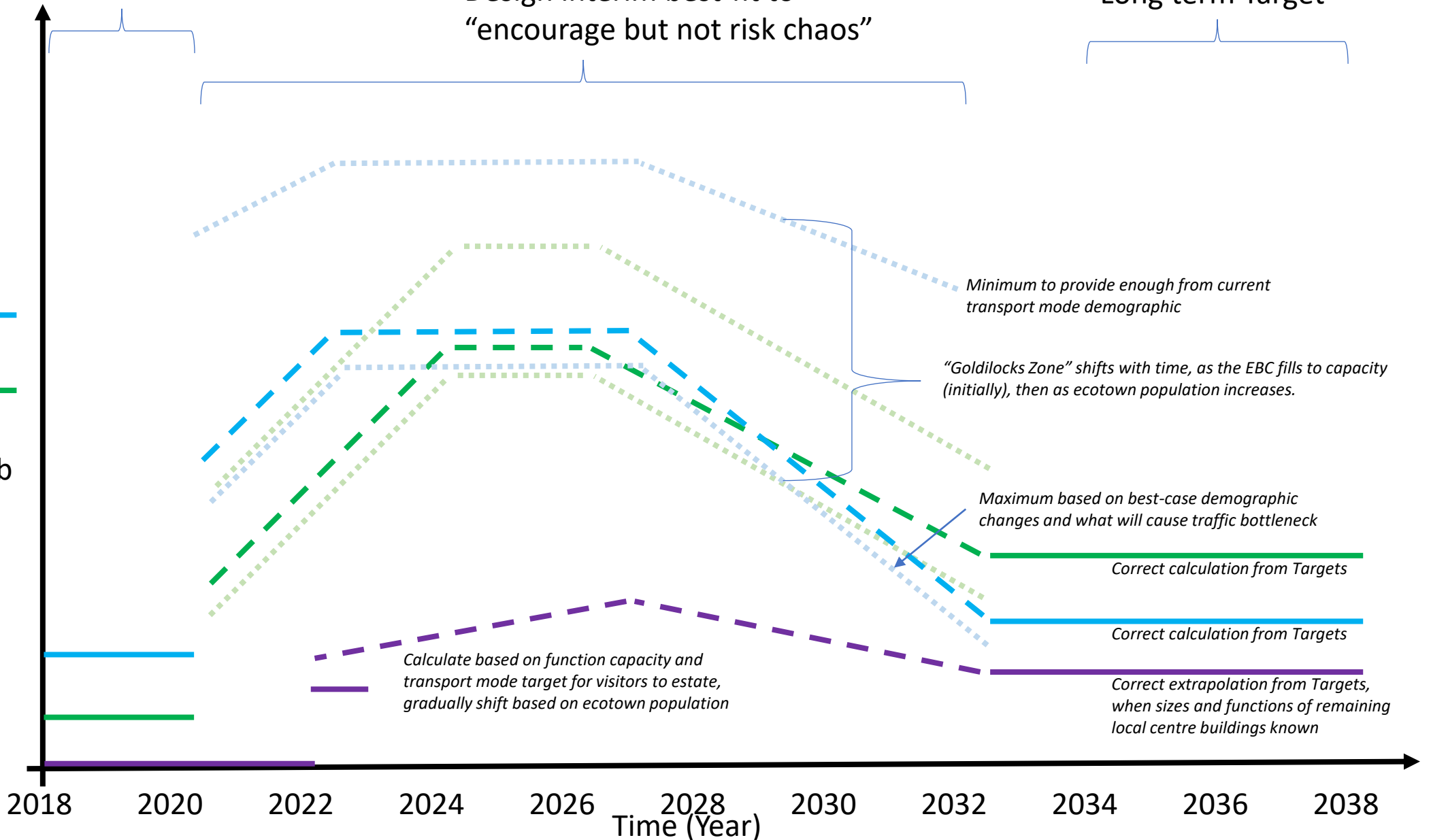
No. of Spaces on Elmsbrook:

1/ For the EBC

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3/ Community Hub

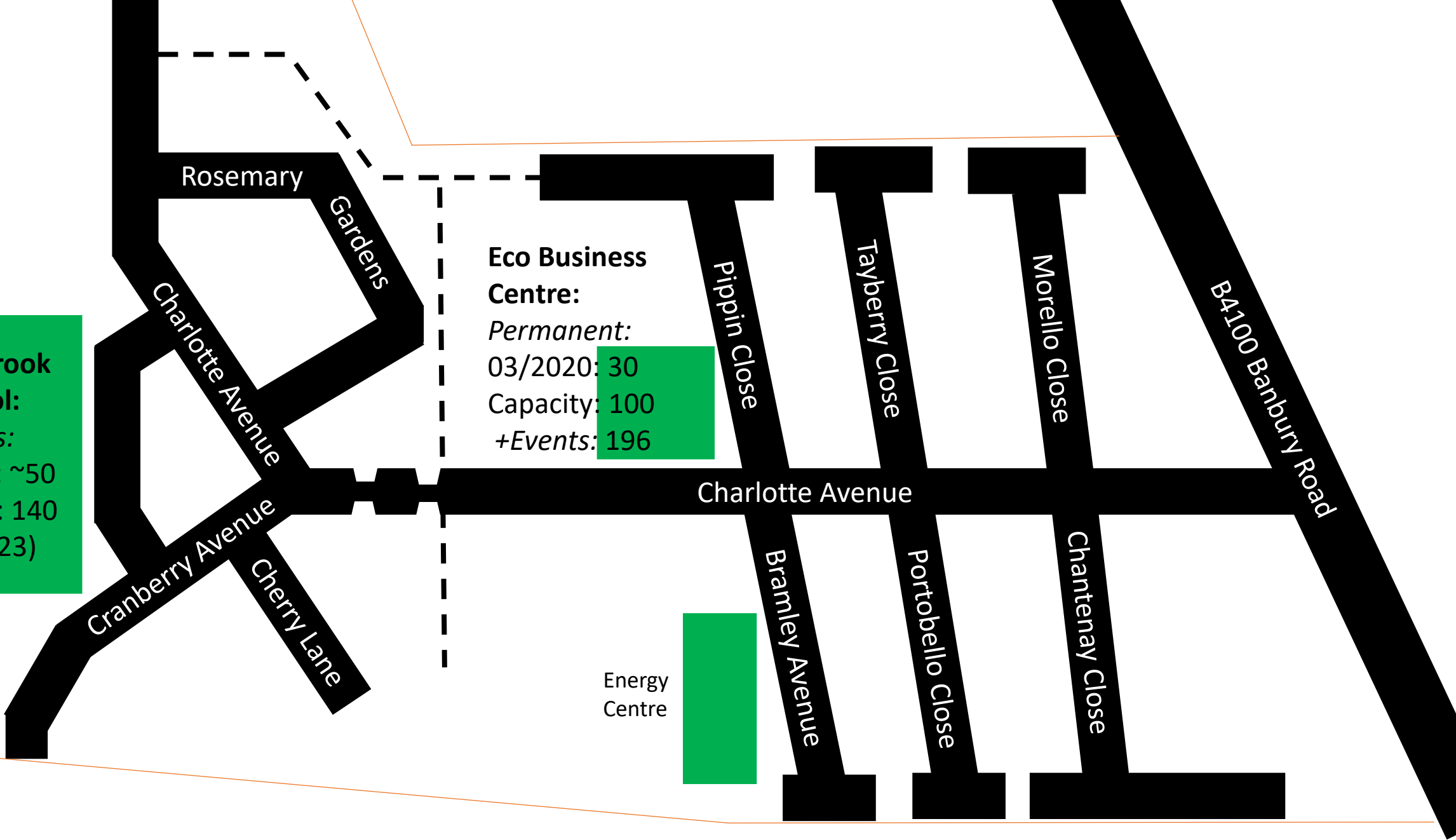
4/ For Visitors.

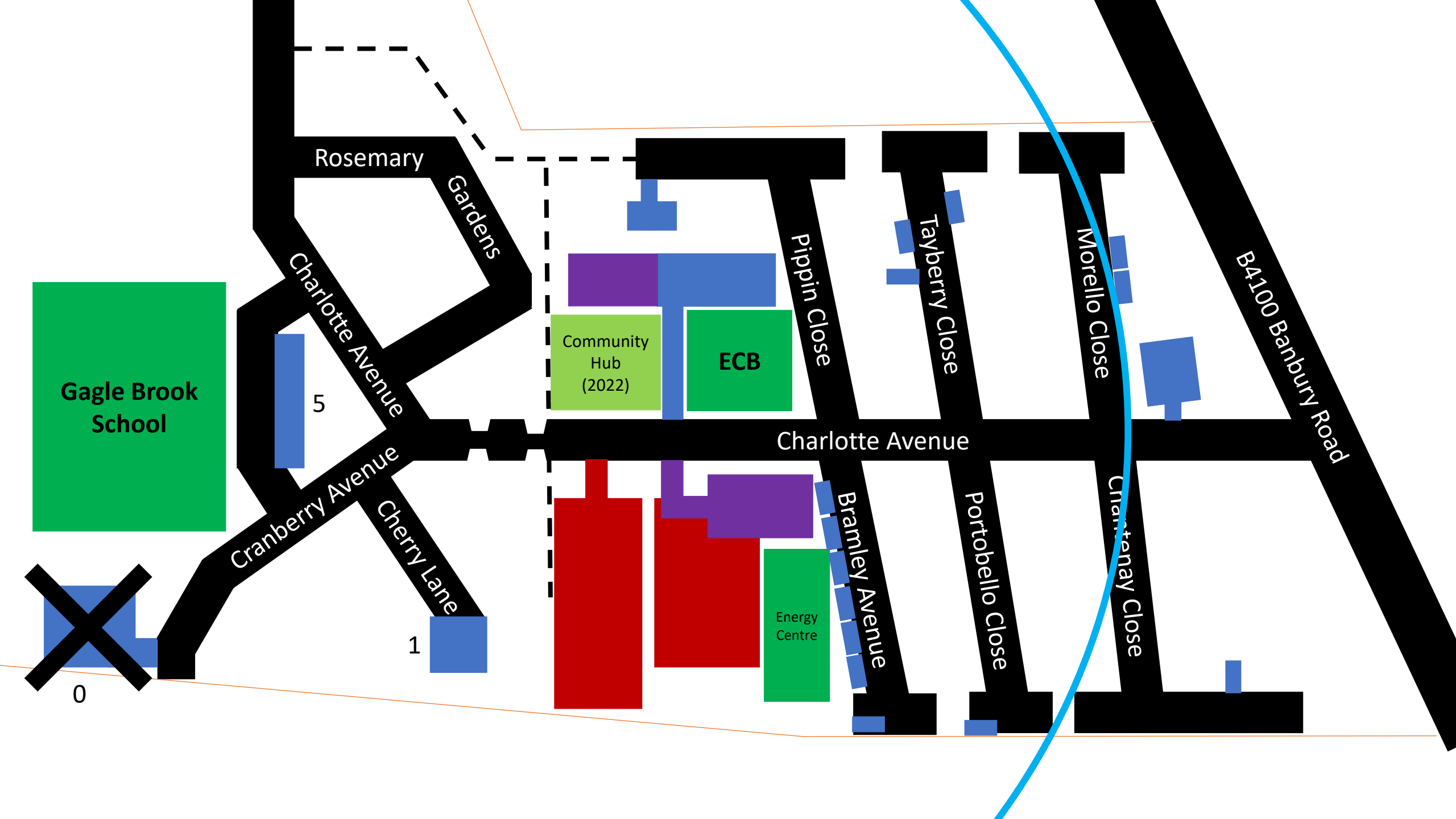


2. Provide solutions = spaces *in the short term*...



Gagle Brook School:
Pupils:
2019-20: ~50
Capacity: 140
(in ~2023)





Gagle Brook School

5

Community Hub (2022)

ECB

Charlotte Avenue

Energy Centre

Rosemary Gardens

Pippin Close

Tayberry Close

Morello Close

B4100 Banbury Road

Cranberry Avenue

Cherry Lane

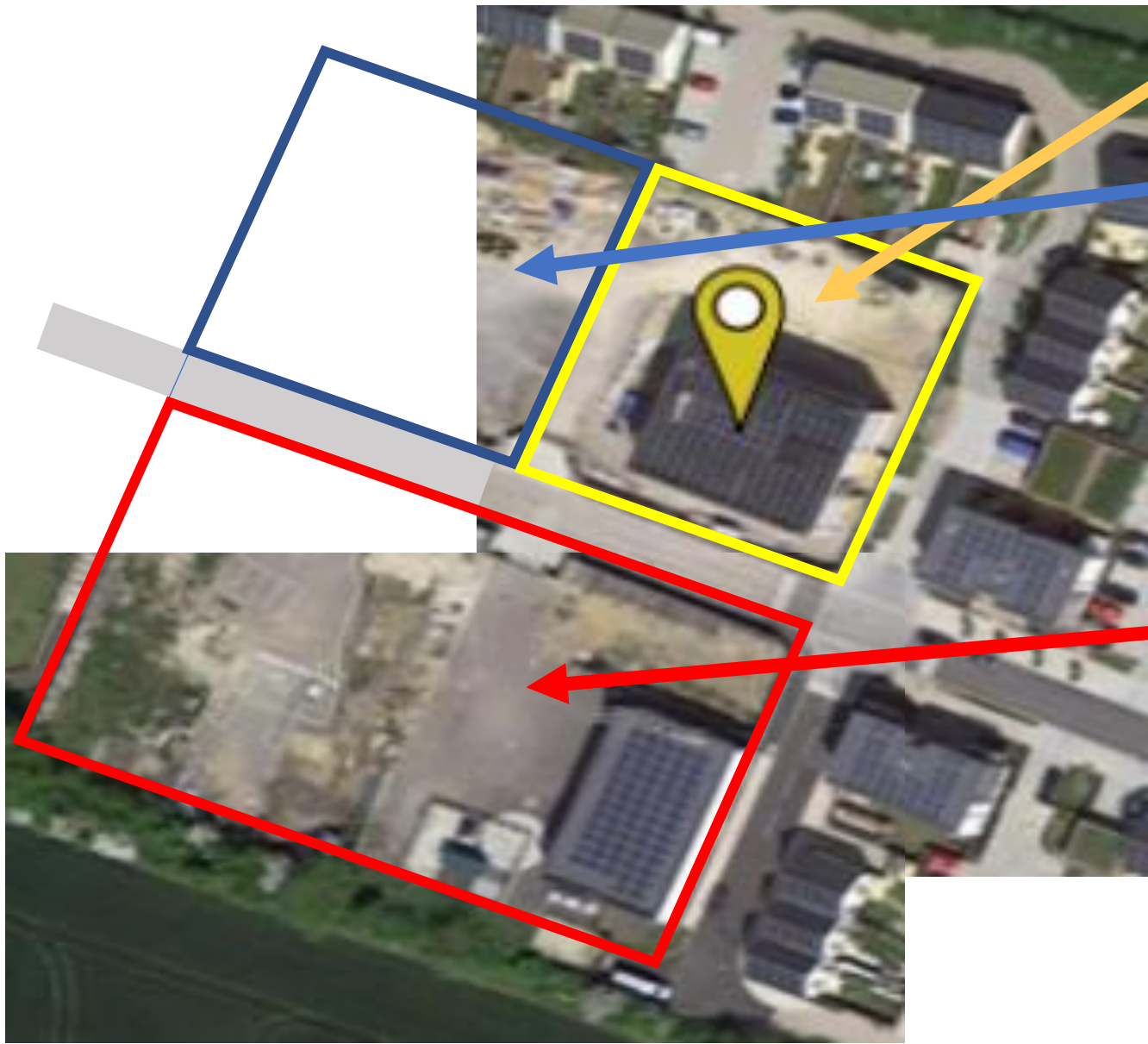
Bramley Avenue

Portobello Close

Charatenay Close

0

1



Eco Business Centre and Car Park (21 spaces)

Location of Community Hub building.
Construction currently set to begin Spring 2021, completing in Spring 2022.
Parking here will be 16 spaces, but these are for the 16 flats above the Hub, 1 space per flat.

This is the only remaining undeveloped land on Elmsbrook. Rashid Bbosa (OCC's Senior Travel Assessor) noted: "This is the last piece of the jigsaw puzzle. If we don't get the use of this land correct, with respect to parking, we could break the whole of phases 1 & 2." This is a huge area, used by A2 staff and contractors regularly, and sometimes opened for visitor parking to events. It is also where Hub construction huts and vehicle/material storage will need to be. It will also have a temporary 16 space car park for the Community Hub.

Notes, Components, Calculations:

- We can allow for Covid-19 Lockdown rules changing in our calculations – e.g. from travel surveys of EBC and GBS, we can calculate how many spaces can be ‘saved’ when car-sharing is fully allowed again.
- ‘Park on my drive’ scheme: it’s in the 2017 TP, it will get businesses in sooner, and it’s a small finite pool of extra spaces – which also will help encourage those using it to move closer, perhaps to Elmsbrook, so as not to need to drive to work. *A2D recently “panicked” at suggestion Lucy would survey – but the other cited solutions in the 2017 TP involve lift-sharing & bus options... Suggest min. 9, max. 16 spaces to be set up using this : will cover numbers for regular workers, leaving only event/guest requirements.*
- Making buses more ‘eco’ and extending routes to be more useful *are the only other public transport mechanisms available for both commuters and guests.* New company in Banbury is making “green buses” – *we should investigate this as a possibility, and work with Grayline – how can it be encouraged/incentivised?*
- Route extension calculations can be done using EBC and GBS travel survey data: where/when could it prove to be worthwhile to do so? Another option would be to investigate more use of the P&R on the corner of Vendee Drive, for guests coming from further afield (i.e. A34, M40): it exists, hardly used!

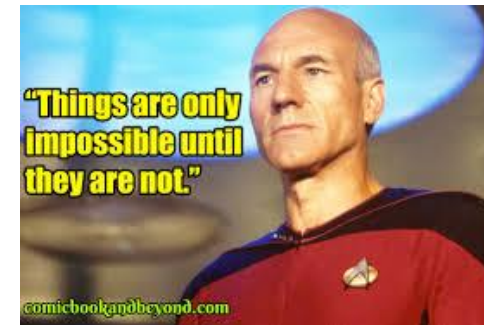
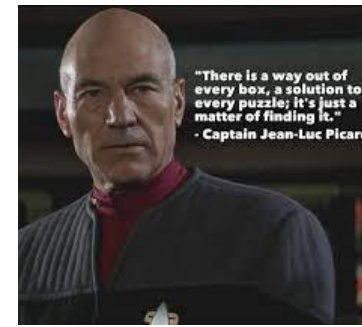
Notes, Components, Calculations (pt.2)

- GBS needs the spaces for ~8.20 to 9.00 am and ~3.00 to 3.30 pm time slots.
- EBC's requirements, however, time-wise, will depend on *when* meetings and events begin. For example, if a large event (e.g. the Lloyds /Google example) starts 10am, finished 2pm, then tell guests by car not to arrive before 9/leave after 3.
- The Community Hub's need will be relatively small before 4pm, and then increase after – for after-school clubs/Scouts/Guides etc. in the early evening, then residents' groups or hire in the later evening (based on current understanding of Hub use cases, from August 2020 survey).
- We're STILL going to need more spaces on site, and they need to be within Park & Stride acceptable walking distance for 3-year olds. The ONLY remaining land is the Local Centre site. We wrote to A2; they wrote back with inaccurate/erroneous claims regarding reasons they couldn't allow it (e.g. safety and monitoring: precedence/law examples we quoted were ignored!)
- How can we make a deal with A2D, or leverage honesty in their response, even get a proper conversation with the right person, to get them to open *some of the land* in a controlled way?

3. Identify/remove all other barriers...

- Parking Enforcement
 - Need to engage with PCM (Ltd.) where A2 “failed” – to get them to alter their enforcement rules to be realistic, fair and consistent.
- “Bottleneck(s)” by the Park
 - This needs to be rigorously simulated/assessed – incl. the Hub construction traffic – to determine traffic levels at which snarl-ups become significant.
- Non-alignment of targets
 - Because of the way the existing Travel Plan and other Targets are set, we are seeing the A2D estate management (including TPC) “pull in a different direction” to the EBC’s requirements to ensure viable success.
 - We MUST see the bigger picture, and see it together, with as much accuracy as we can; and we must discuss the ideas openly and respectfully, to reach a fair, valid and shared assessment of the impacts of different options.

Conclusions & Discussion



For the foreseeable future, we must anticipate a much greater proportion of workers and pupils to be commuting/travelling from outside NW Bicester – for EBC members, actually from outside Bicester town, also.

If we don't set realistic targets to reflect this, and provide short-term solutions to help meet them - based on analysis of the true demographic of worker/visitor home locations w.r.t. Elmsbrook - then we are setting the EBC up to fail, and causing Gagle Brook parents risk of financial penalties, stresses and hassles which are not their fault.

The balance will shift in the long-term, but we need to give it time to happen – this might be 10-15 years.

IF the EBC were to fail, and lie empty again, then, as NW Bicester grows, potential EBC workers would end up working for more distant companies, and travel (non-sustainably) to other places.

We need ALL of Elmsbrook to succeed: the EBC, GBS, houses, energy, community: how else can it become the (one remaining!) ecotown 'beacon' to persuade the rest of the building industry to design all their future projects/estates with all the optimal 'green' options?

Do you agree with all of this? Discuss!

Could you help us to persuade A2Dominion to aid/facilitate some of the solution?? Discuss!

Thank You! 😊

