

Bicester Gateway Phase 1b RMA Car Parking Accumulation Assessment

Project: 226701

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Introduction

1. Vectos has been commissioned by Bicester Gateway Ltd to provide transport planning and highway support to the proposed development of the Phase 1b site at Bicester Gateway. This Technical Note provides the outcome of a car parking accumulation exercise for the proposed development at Bicester Gateway Phase 1b, as requested by Oxfordshire County Council as part of the determination of Reserved Matters Application 22/02025/REM (Cherwell District Council). The development site benefits from an Outline Planning Consent (Cherwell DC ref:16/02586/OUT).
2. The proposed development at Bicester Gateway Phase 1b would comprise of:
 - 11,745sqm GIA of flexible employment falling under the now superseded B1 use class, and aimed at accommodating higher end production and research and development activities,
 - Supported by 335 car parking spaces.
3. The proposed car parking provision would equate to a ratio of 1 space per 35 sqm GIA, in line with the Outline Planning Consent on the site. OCC in their initial response to the Reserved matters Application suggested that car parking on site should be provided at a ration of 1 space per 40sqm GIA.
4. This Technical Note provides further evidence through a car parking accumulation exercise to demonstrate that the level of provision applied for (at 1 per 35 sqm GIA) is adequate to serve the needs of the proposed development and ensure no overspill car parking outside of the proposed development while limiting car trip generation.

TRICS Site Selection

5. In order to derive a predicted car parking accumulation at the site, trip generation assumptions across the day have been reviewed using the TRICS database. The following criteria have been used when selecting sites within the data that are most likely to form a sample representative of the type of employment activities proposed at the site:
 - Business Park sites to represent a robust basis when it comes to trip generation
 - Sites located in England, except in Greater London
 - Excluding sites in a 'Town Centre' location

- Selecting sites with parking provision of between 1 space per 30sqm and 1 space per 40sqm to reflect the proposed 1 space per 35sqm proposed
- Selecting sites with an employee density reflecting the proposed employment activities on site, i.e. excluding high employee density sites.

6. Based on the above criteria, the following TRICS sites were selected for assessment:

- CA-02-B-03 – Science Park, Cambridge
- DV-02-B-01 – Business Park, Exeter
- GM-02-B-04 – Business Park, Oldham
- SC-02-B-03 – Business Park, Frimley
- TW-02-B-05 – Business Park, Newcastle.

TRICS Car Parking Accumulation

7. Based on the site selection above, a set of trip generation rates across the day have been derived, and then applied to the proposed development to derive predicted arrivals and departures across the day from which to derive a predicted car parking accumulation. Table 1 provides the details of the assessment carried out.

Table 1 – Car Parking Accumulation – Bicester Gateway Phase 1b

Time	Rates (veh trips/100sqm GIA)		Vehicle Trips (11,745sqm GIA)		Car Parking Accumulation
	Arrivals	Departures	Arrivals	Departures	
					15
07.00-07.30	0.199	0.040	23	5	34
07.30-08.00	0.333	0.020	39	2	71
08.00-08.30	0.577	0.077	68	9	129
08.30-09.00	0.982	0.108	115	13	232
09.00-09.30	0.536	0.200	63	23	271
09.30-10.00	0.251	0.119	30	14	287
10.00-10.30	0.203	0.125	24	15	296
10.30-11.00	0.133	0.135	16	16	296
11.00-11.30	0.098	0.066	12	8	300
11.30-12.00	0.170	0.153	20	18	302
12.00-12.30	0.131	0.214	15	25	292
12.30-13.00	0.216	0.293	25	34	283
13.00-13.30	0.178	0.198	21	23	280
13.30-14.00	0.182	0.144	21	17	285
14.00-14.30	0.237	0.161	28	19	294
14.30-15.00	0.141	0.264	17	31	279
15.00-15.30	0.122	0.185	14	22	272
15.30-16.00	0.045	0.228	5	27	251
16.00-16.30	0.078	0.322	9	38	222
16.30-17.00	0.087	0.291	10	34	198
17.00-17.30	0.072	0.707	8	83	123
17.30-18.00	0.050	0.555	6	65	64
18.00-18.30	0.038	0.255	5	30	39
18.30-19.00	0.035	0.202	4	24	19
				Maximum	302

8. The TRICS surveys considered in this analysis provide a number of cars parked at each of the select site’s car park before 07.00. These have been averaged to provide an estimate of the number of cars parked at the development site before 07.00 (15 cars).
9. As can be seen in Table 1, the predicted car parking accumulation at the Bicester Gateway Phase 1b site would reach a maximum of 302 cars. Allowing for a 10% uplift, as is typical to accommodate any day-to-day fluctuations and therefore avoid any potential car parking overspill from the site, the derived car parking provision for the development should be 332 car parking spaces.
10. The proposals would include the provision of 335 car parking spaces, which is in line with the predicted demand as set out above.

11. Details of the calculations undertaken can be found in **Appendix A**.

Conclusion

12. This Technical Note presents a car parking accumulation assessment undertaken in order to confirm the adequacy of the level of car parking proposed at the Bicester Gateway Phase 1b site. It demonstrates that the proposed 335 car parking spaces proposed at the site, supporting 11,745sqm GIA of employment floorspace aimed at high end production and research activities, represents a suitable provision meeting the predicted car parking demand at the site.

APPENDIX A – CAR PARKING ACCUMULATION CALCULATIONS