

## **Parking design report**

**National Bowls Championship  
Victoria Park  
Leamington Spa**

**Report Produced by:**

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## Summary

CTM have been appointed to by Warwick District Council to provide a parking plan, which minimizes the impact to users use of Victoria Park during the National Bowls Championships.

The Championships will take place between the 2<sup>nd</sup> August and 31<sup>st</sup> August 2014 with parking required each day for up to 350 vehicles.

## Possible parking areas

A site visit was made on the 6th November, during the visit alternative areas of the park were considered which may have provide which would provide the least impact to the park and its users.

The image below shows the previous area of the park used for the National Bowls Championships. The previous parking area was approximately 19,000 sq./m and included an allocation of space for caravans of approximately 4000sq./m, which is no longer required.

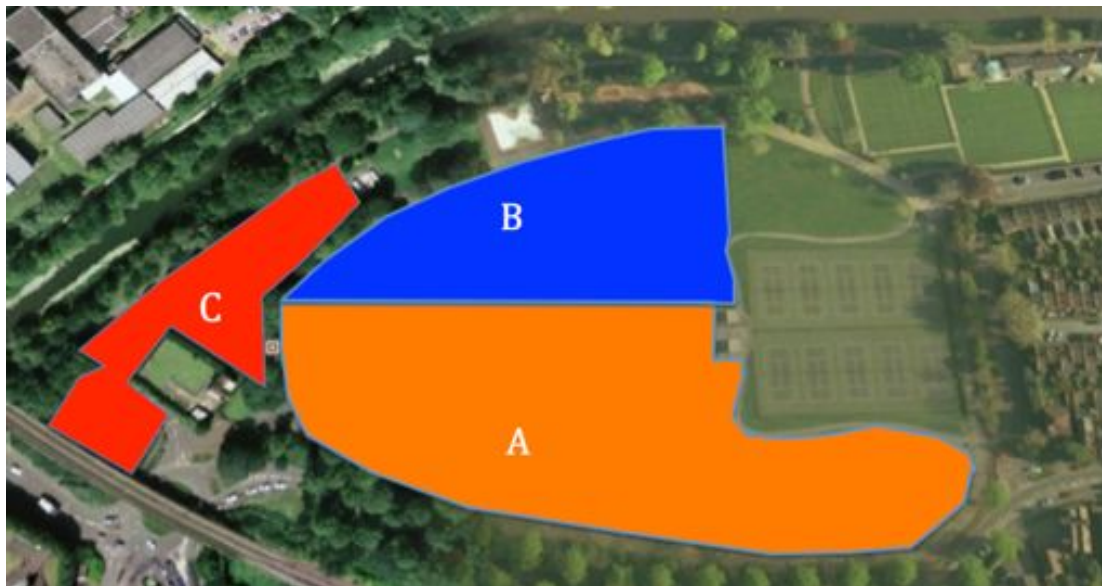


**Fig 1. Previous Parking Area**

Usage figures for the previous 4 years are shown in appendix 1.

## Alternative Parking Areas

The areas considered have been highlighted on the image below.



**Fig. 2. Possible Parking Areas**

An area at the western end of the park (Area C) was considered. However, it was felt that using the existing car park would prove to be detrimental to those people visiting the park.

In addition the grass area situated below the children's playground is prone to water logging which would result in a large percentage of the area becoming unusable in the event of inclement weather. With this in mind this area was not able to satisfy the requirement for the number of parking spaces required.

The area marked as, Area B, is suitable in terms of offering the required space and good ground conditions and the best pedestrian access to the bowling greens, but using this area would cut the remaining usable areas of the park in half and require park users to have to walk around the car park to access either side of the park.

The area marked as, A, is the same area as used previously and was viewed to be the most suitable area of the park both in terms of providing a feasible parking area and in minimizing the impact of the parking area to park users.

## **Proposed parking arrangements 2014 –**

Based on the review of the site and merits of using other areas of the park it was felt that the least obtrusive area of the park to allocate parking would be area C (As indicated in Fig.2), which is the same area as used in previous years.

In order to reduce the effect for park users we have proposed re-considering how this area is organized in order to minimize the amount of the park it takes up for the duration of the championships.

N.B – Please note that in both options the actual area used for parking could be reduced to accommodate fewer vehicles but in both the options shown the access and egress arrangements would remain the same.

### **Option 1**

In order to reduce the space required it is proposed that a main avenue using temporary roadway is installed along the northern edge of the parking area. This will reduce the need to have a larger area, which would predominantly not be used (See appendix 1 – Historical usage).

It is proposed that the access arrangements will be reversed from the arrangement used in 2013. The image below shows the inbound and outbound direction of traffic. We would recommend that the outbound running lane (Used for inbound traffic in 2013) should be swapped to the northern edge of the perimeter road which will reduce the number of pedestrian crossing points from two to one and further contain the parking and it's operational area to a single area of the park.

The use of temporary roadway is essential to reduce the space required for parking as this will facilitate the highest traffic volumes throughout the period and remain usable regardless of the weather. The total area suggested is approximately 10,000sq/m, a reduction of approximately 9,000sq/m from the area allocated for use in 2012.



**Fig.3 - Option 1 drawing**

A screen using herras fence (6ft high wire fence) should be installed along the edge of the temporary roadway. A mesh screening can be attached to the length of the herras fence line to reduce the visual impact of the parking area on to the rest of the park.

Pedestrian access and egress from the parking area will be via the eastern edge of the park at the front of the parking area. This will then allow users to utilize the existing park pathway to walk to the bowling greens and minimize any pedestrian and vehicle conflict in the parking area.





**Fig. 4 Pedestrian & Vehicle Crossing Point**

A line of barrier will also be required to delineate the vehicle lane and pedestrian lane on the exiting park pathway.

## Option 2

The image below shows an alternative use of the space. This configuration would reduce the amount of the park used as parking to approximately 8,500sq/m.

As previously mentioned it is not seen to be acceptable to prevent park users using the southern edge of the park pathway for the duration of the championships. By reducing the total area of the park used for parking there is a reduced capability to rotate the areas of the parking area used each day and the main avenue used for vehicle movement through the parking area, in the event of wet weather. It is essential that the main avenue used by vehicles through the parking area is usable for the duration of the championships. Therefore temporary roadway is required to facilitate the movement of vehicles for the duration due to limiting the areas size.

In this configuration a section of the western area of the park is not used, in order to 'give this back' to park users an additional 50m of temporary roadway would be required.

The access would remain the same as per 2012 but vehicles would exit via a temporary road running parallel to the existing park track.



**Fig.5 Option 2 Drawing**

### Anticipated Infrastructure Costs

Item	Installation Date	Removal Date	Quantity	Cost
Temporary road way	Friday 1 <sup>st</sup> August	Monday 1 <sup>st</sup> September	180m	£4,950.00
Herras Fence*	Friday 1 <sup>st</sup> August	Monday 1 <sup>st</sup> September	180m	£562.00
Scrim*	Friday 1 <sup>st</sup> August	N/A	180m	£300.00
Crowd Barrier*	Friday 1 <sup>st</sup> August	Monday 1 <sup>st</sup> September	300m	£1,236.00
Vehicle and Pedestrian Signage*	Friday 1 <sup>st</sup> August	Monday 1 <sup>st</sup> September	20 (Inc. 5mph signs)	£450.00
<b>Total</b>	<b>£7,498.00</b>			

### Additional Infrastructure required for Option 2

Item	Installation Date	Removal Date	Quantity	Cost
Temporary road way	Friday 1 <sup>st</sup> August	Monday 1 <sup>st</sup> September	50m	£1,386.00
<b>Total Inc. Option 1 Total</b>	<b>£8,884.00</b>			

\*Does not include labour costs for installation or dismantling.



## Operation

The personnel numbers would remain the same for each configuration. The table below shows the numbers, roles and working hours proposed for the duration of the championships.

In either of the recommended options the levels of personnel would remain the same.

Grade	No.	Position	Sat	Hrs	Sun	Hrs	Mon	Hrs	Tue	Hrs	Wed	Hrs	Thu	Hrs	Fri	Hrs
Traffic Supervisor	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Ticket Seller	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Week 2																
Traffic Supervisor	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Ticket Seller	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Week 3																
Traffic Supervisor	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Ticket Seller	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Week 4																
Traffic Supervisor	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12	0700 1830	12
Traffic Marshal	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Ticket Seller	1		0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7	0800 1500	7
Week 5																
Traffic Supervisor	1		0700 1830	12	0700 1830	12										
Traffic Marshal	1		0700 1830	12	0700 1830	12										
Traffic Marshal	1		0800 1500	7	0800 1500	7										
Ticket Seller	1		0800 1500	7	0800 1500	7										

## Appendix 1.

**Nationals Parking – Victoria Park 2010-13**

	2010			2011				2012			2013			
		Ind	Season		Ind	Season			Ind	Season		Ind	Season	
Sat	31/07/10	99	12	30/07/11	97	12	Sat	28/07/2012	89	11	27/07/2013	98	12	Sat
Sun	01/08/10	236	25	31/07/11	234	20	Sun	29/07/2012	193	16	28/07/2013	202	14	Sun
Mon	02/08/10	137	8	01/08/11	148	5	Mon	30/07/2012	131	5	29/07/2013	147	4	Mon
Tue	03/08/10	96	6	02/08/11	126	0	Tue	31/07/2012	75	3	30/07/2013	113	2	Tue
Wed	04/08/10	90	3	03/08/11	132	2	Wed	01/08/2012	144	0	31/07/2013	99	1	Wed
Thu	05/08/10	70	3	04/08/11	117	1	Thu	02/08/2012	108	2	01/08/2013	121	1	Thu
Fri	06/08/10	161	3	05/08/11	245	4	Fri	03/08/2012	181	1	02/08/2013	184	1	Fri
Sat	07/08/10	223	2	06/08/11	185	0	Sat	04/08/2012	174	2	03/08/2013	169	1	Sat
Sun	08/08/10	201	1	07/08/11	152	1	Sun	05/08/2012	122	0	04/08/2013	127	2	Sun
Mon	09/08/10	147	0	08/08/11	175	1	Mon	06/08/2012	159	0	05/08/2013	121	0	Mon
Tue	10/08/10	110	1	09/08/11	81	0	Tue	07/08/2012	82	0	06/08/2013	71	0	Tue
Wed	11/08/10	61	0	10/08/11	106	0	Wed	08/08/2012	102	0	07/08/2013	95	0	Wed
Thu	12/08/10	112	0	11/08/11	56	0	Thu	09/08/2012	60	0	08/08/2013	64	0	Thu
Fri	13/08/10	77	0	12/08/11	90	0	Fri	10/08/2012	89	0	09/08/2013	98	0	Fri
Sat	14/08/10	56	0	13/08/11	101	0	Sat	11/08/2012	94	0	10/08/2013	107	0	Sat
Sun	15/08/10	41	0	14/08/11	47	0	Sun	12/08/2012	27	0	11/08/2013	51	0	Sun
TOTALS		1917	64		2092	46			1830	40		1867	38	
AVERAGE		120			131				114			117		

NB Above numbers do not include:

Blue Badge Holders; numbers range between 30-50 per day (based on 2013 counts)

Tennis Players; on Saturdays and Sundays numbering 10-15 per day attending morning tournaments

Umpires and Bowls Officials; estimated at approx 30 per day – free passes more restricted in 2013 than previous years