

5. Summary

Atkins has been commissioned to consider the existing Car Park capacity at the Newbold Comyn leisure centre along with consideration of the forecast uplift in Car Parking resulting from the proposals to expand facilities at the centre.

The Leisure Centre is currently served by two Car Parking areas. One Car Park is immediately adjacent to the Leisure Centre and has capacity for 55 vehicles (including three disabled bays). The other Car Park is on the opposite side of the road and also serves the Golf Club and Public House. This Car Park is currently unmarked so is not used as efficiently as possible.

Parking surveys were undertaken on a weekday and a Saturday during the school summer holidays. The surveys were also undertaken on a fair weather day. This allowed for the likely peak occupancy of these Car Parks to be captured and a robust assessment of spare capacity to be undertaken.

The surveys highlighted there is currently spare capacity within both Car Parking areas during both survey days, even at this likely peak time of occupancy.

It is proposed to expand the existing Leisure Centre to accommodate 100 gym bays, a four court sports hall and a climbing wall. It is also proposed to enhance the changing facilities to encourage further admissions to the existing facilities.

Atkins has been provided with admission data for the existing facilities and this has been used to calculate a profile for visitor arrivals and departures associated with the new facilities. An industry standard trip generation database has been used to extract data to inform the likely number of visitors travelling by car. This has allowed the calculation of the likely Car Parking demand from these new users.

The proposals would result in the loss of Car Parking within the Leisure Centre Car Park. This can however be more than mitigated through the efficient lining of the Golf Club Car Park. This would result in a net gain of 44 spaces across the two car parks. Following this, it is forecast there would be adequate spare capacity to accommodate the additional users driving to the leisure centre with a minimum of 12 spare spaces (or 6% of capacity).

6. Summary

Atkins has been commissioned to consider the existing Car Park capacity at the St Nicholas Park Car Park along with consideration of the forecast uplift in Car Parking resulting from the proposals to expand facilities at the centre.

The Leisure Centre is currently served by the St Nicholas Park Car Park utilised by visitors to the Leisure Centre, park, town centre and castle. There is a staff parking area and disabled parking for the Leisure Centre accessed beyond a gate within the main car park.

Parking surveys were undertaken on a weekday and a Saturday during the school summer holidays. The surveys were also undertaken on a fair weather day. This allowed for the likely peak occupancy of these Car Parks to be captured and a robust assessment of spare capacity to be undertaken.

The surveys highlighted that the Car Park operated at capacity in the late morning/early afternoon (which includes the use by existing Leisure Centre users) on a weekday and a Saturday but operated below capacity outside of this period.

It is proposed to expand the existing Leisure Centre to accommodate 80 gym bays, two dance studios and a spin studio. It is also proposed to enhance the changing facilities to encourage further admissions to the existing facilities.

Atkins has been provided with admission data for the existing facilities and this has been used to calculate a profile for visitor arrivals and departures associated with the new facilities. An industry standard trip generation database has been used to extract data to inform the likely number of visitors travelling by car. This has allowed the calculation of the likely Car Parking demand from these new users.

It is forecast that, as a result of the proposals, a maximum of 34 additional vehicles would accumulate within the Car Park between 16:30 and 17:00 on a weekday and a maximum of 35 additional vehicles would accumulate within the Car Park between 08:30 and 09:00 on a Saturday.

The Car Park occupancy levels are therefore forecast to increase following the addition of new users associated with the Leisure Centre. During the periods where a shortfall of parking is forecast however, the number of vehicles associated with the Leisure Centre proposals is relatively modest.

Following the addition of the increased demand for the Leisure Centre proposals, a shortfall in parking is forecast to occur between 11:00 and 15:00 hours on a weekday and between 11:00 and 16:00 hours on a Saturday. A maximum shortfall in parking spaces for 44 vehicles is forecast, of which 19 vehicles are attributable to the proposed facilities at the Leisure Centre. Data provided by WDC for the St Nicholas Park Car Park illustrates the peak occupancy levels in the car park occur in July/August. During the rest of the year (and at times where special events are not occurring), occupancy levels are such that the increased demand for Car Parking associated with the proposals could be accommodated.

A further survey has been undertaken on a term-time weekday evening to investigate if there is a shortage of Car Parking. The survey was undertaken when the weather conditions were very good since this would likely be when the highest number of users would be accessing the Park and other nearby facilities. This survey highlighted that whilst the section of car park nearest the Leisure Centre was well occupied, there is plenty spare capacity in the Car Park to accommodate the forecast additional Leisure Centre users.

It is therefore recommended that the car park is better managed during the peak periods which occur during the school summer holidays. The following could provide possible solutions:

- Provision of additional spaces.
- Dual use of the adjacent primary school Car Park during school holidays.
- Consider allocating an optimal amount of parking for Leisure Centre use only. This would be subject to the same charging tariff as the remainder of the Car Park and would look to maximise use of the Car Park whilst ensuring Leisure Centre users are able to park. Since the issue with capacity is

seasonal this could be controlled by barriers which would only need to operate during the times of peak occupancy.

- Consider a more favourable charging schedule at the Myton Fields car park to encourage those visiting Warwick to utilise this car park instead of the St Nicholas Park car park.
- Consider amending Car Park Occupancy Signs in Warwick to direct visitors to the Myton Fields Car Park and make changes to the name of the Myton Fields Car Park to promote it as a long stay alternative to the St Nicholas Park Car Park.

Each of the above recommendations would need to be considered at the appropriate stage with WDC and other key stakeholders to determine the most feasible approach for this location. However, there should be an achievable solution and therefore the proposed expansion of the Leisure Centre and resultant forecast increase in parking demand could be accommodated.