

Appendix 3 - Appraisal of Shortlisted Parking Options

1. Further work has now taken place on the three sites:
 - Victoria Park
 - Warwickshire College car park
 - Covent Garden Car Park
2. In assessing each site, officers have considered how they would impact the ability to deliver the high profile annual sporting event and any associated impact they would have on the town. Each August, the National Championships draw visitors from across the country who come to play, support and officiate at the event, but also to enjoy the welcome and attractions of the district during their stay. Whilst parking provision is ancillary to the actual event, it can have a significant and lasting impact on the success of the event and the desire to return in future years. Bowls England have made their position clear; the offer of onsite parking in the WDC proposal (July 2012) was a significant factor in the decision to move the Men's National Championships to Leamington from 2014. The FoVP position is as stated in paragraph 3.2 of the main report, and they are keen to see the Council consider alternative options as detailed below. Royal Leamington Spa Bowling Club, who play a significant role in supporting the Nationals through the provision of volunteers to provide bar and catering services, have also expressed a strong view that without onsite parking for their volunteers while they are "working" at the Nationals, the club would not be able to guarantee these services.

3. Options 1a & 1b - Victoria Park

Officers have worked in partnership with CTM Event Traffic Management to develop two options that would use Victoria Park in the most effective way (Appendix 6). CTM are a company with significant experience in event management, and have worked on some of the largest outdoor events in the UK including; London 2012 Olympic Games, Bristol Balloon Festival, Global Gathering and Burghley Horse Trials. The brief to CTM was to develop options that are safe, efficient and effective, minimise visual impact on the park environment and maintain pedestrian and cycle access to the circular route around the park. Advice has included the development of detailed parking plans, marshalling arrangements, signage and recommendations on equipment within the parking area. Both options are in the area of Victoria Park that has been used for parking for the last 40 years, with a significant difference in the capacity designed into the respective options. The use of this area for parking is limited to 28 days without planning permission. Bowls England have agreed to alternative parking arrangements being made for the final weekend of the event (when the under 25's competitions take place), thus reducing the provision to 28 days.

3.1. Option 1a

The area marked in Fig 3 in Appendix 6 is designed to accommodate a maximum of 350 vehicles over a period of 28 days. Given that the average number of cars is 120, this area allows for the parking arrangements to be adjusted each day depending on the number of cars

and weather conditions in order to avoid undue damage to the grass/ground. The area required for this option equates to 10,000m², which is 9,000m² less than in previous years. The plan requires installation of a temporary "trackway" (marked A on plan) to protect the ground along the main access route. A "broken" line of Heras fencing would separate the parking area from the rest of the park which would reduce the visual impact of the parking area; obscure fence scrim could be attached to the fencing to reduce this further if required. There would be no separate area for disabled parking in this option as the advice from CTM is that this is not necessary.

3.2. Option 1b

This option shown in Fig 5 in Appendix 6 sees a reduction of 1,500 m² compared to option 1a, and a reduction in the maximum capacity of that area from 350 to 250. Visitors to the Nationals who are unable to park in Victoria Park would be required to find alternative parking in town centre car parks or on a street close to the venue thus risking a degree of displacement which will impact on other town centre visitors and residents. There is also the risk of congestion as cars are turned away from a full Victoria Park and have to find alternative parking in an unfamiliar area. This option does *not* allow for rotation of the parking area during the event. There is therefore a significantly increased risk of wear and tear to the ground and there is no opportunity for grass cutting during the Nationals.

4. Option 2 – Warwickshire College

Discussions with Warwickshire College have led to a proposal to use the main car park on the Leamington campus for the duration of the Nationals. There is parking for up to 360 cars on this site. Access to Victoria Park would be through the College grounds and out onto Riverside Walk (adjacent to the railway and road bridges on Princes Drive). Due to the distance from the greens, this option requires the provision of a shuttle bus to ferry visitors to and from Victoria Park. This would involve a circular route from the College (See Appendix 8). This option is based on a daily fee being paid to the College for use of their land.

5. Option 3 – Covent Garden

Covent Garden multi storey car park has considerable spare capacity and could accommodate up to 350 cars for the duration of the Nationals. Should this option be selected, areas of the surface car park would need to be utilised for shuttle bus pick up and drop off. Due to the distance from the greens, this option requires the provision of a shuttle bus to ferry visitors to and from Victoria Park. There is no easy vehicular route from the car park to Victoria Park taking into account the need for bus access and a drop off point close to the greens (Appendix 8).

There is a risk to committing to this option as the ongoing provision of Covent Garden car park is associated with the future redevelopment of Chandos Street/Clarendon Arcade. The risks are based on two scenarios.

Firstly, the uncertainty around the long term existence of Convent Garden car park beyond 2020 and; secondly, in the event of the development of Chandos Street car park / Clarendon Arcade the reduction in the spare capacity at Covent Garden car park to absorb the requirement linked to the Bowls Events.

6. Comparative Assessment of each site. Please note that all financial projections are estimates only.

Site/Option	Option 1a, Victoria Park (28 days parking)	Option 1b, Victoria Park (28 days parking)	Option 2, Warwickshire College (30 days parking)	Option 3, Covent Garden(30 days parking)
Financial Considerations	Based on charge of £5 per car per day: Net annual cost to Council £8,498 Based on charge of £6 per car per day: Net annual cost to Council £5,698	Based on charge of £5 per car per day: Net annual cost to Council £11,051 Based on charge of £6 per car per day: Net annual cost to Council £8,484	Based on charge of £5 per car per day: Net annual cost to Council £17,040 Based on charge of £6 per car per day: Net annual cost to Council £14,040 Risk of the net cost to the Council increasing if fewer cars park in this location	Based on charge of £3 per car per day: Net annual cost to Council £12,800 The £3 charge is the only option available for Covent Garden. Risk of the net cost to the Council increasing if fewer cars park in this location
Proximity to Greens	On site – approx. 200 – 500m from parking area to greens	On site – approx. 200 - 500m from parking area to greens	970m Route through college campus, onto rough ground at rear of College, then pavement and into park.	870m Route on pavements, across Warwick Street, Dale Street/Adelaide Road then into park.
Economic Impact				Car parking in town centre may result in greater business for shops, cafes, etc.
Accessibility/ Disabled Access	Location close to greens for ease of access for those with disabilities Route to greens on grass and tarmac paths. Disabled provision on Day	Location close to greens for ease of access for those with disabilities Route to greens on grass and tarmac paths. Disabled provision on Day	No specific advanced disabled bays, although an area could be reserved Parking on hard standing. Pedestrian route comprises mainly tarmac with some	Allocated disabled bays only on surface car park Parking on hard standing. Pedestrian route on tarmac. Crossing of major roads required for

	29 and 30 in Archery Road	29 and 30 in Archery Road	rough ground at the rear of the College Would require disabled parking provision on Archery Road for those who cannot use shuttle bus	pedestrians Would require disabled parking provision on Archery Road for those who cannot use shuttle bus
Wet Weather Considerations	<p>Potential damage to grass in the event of prolonged wet weather. Options to rotate parking layout to "rest sections" within the area which would limit the wear and tear on the grass/ground and allow maintenance.</p> <p>Temporary trackway to protect main vehicle route across grass.</p> <p>Extreme wet weather option – move to Warwickshire College/ Riverside House</p>	<p>Potential damage to grass in the event of prolonged wet weather. Limited potential to rotate parking areas and "rest" areas during tournament or allow maintenance</p> <p>Temporary trackway to protect main vehicle route across grass.</p> <p>Extreme wet weather option – move to Warwickshire College/ Riverside House</p>	<p>Car park surface unaffected by wet weather.</p> <p>Riverside Walk section of pedestrian route with potential to become wet and slippery in wet weather</p>	Car park surface unaffected by wet weather.
Traffic Management Issues	Sufficient capacity anticipated with minimal displacement of public parking demands	<p>Some potential displacement of public parking in car park at end of park (impact on other park users)</p> <p>Some displacement of cars would be caused elsewhere in town by those not able to park on Victoria Park on peak days</p>	<p>This option relies on provision of shuttle bus – visitors not wishing to use the service may look for alternative parking in town/on street resulting in displacement of regular parkers.</p> <p>Shuttle bus requires parking bay suspensions on Adelaide Road to allow passenger drop off.</p> <p>The further the car park is from the greens, the more cars we will</p>	<p>This option relies on provision of shuttle bus – visitors not wishing to use the service may look for alternative parking in town/on street resulting in displacement of regular parkers.</p> <p>Shuttle bus route from Covent Garden to greens is not short or straightforward. Requires circuitous route to drop off on York Road then pedestrians crossing main road to greens.</p>

			'lose' to on street parking. This will have an effect on traffic management and availability of space to other park users and residents (especially those near to the park).	The further the car park is from the greens, the more cars we will 'lose' to on street parking. This will have an effect on traffic management and availability of space to other park users and residents (especially those near to the park).
Bowls England Views	<p>Preferred site – onsite parking was a key factor in the decision taken by BE to move to Leamington Spa and is considered indispensable.</p> <p>Concerns raised about loss of attendees and the impact on the economy should onsite parking not be provided.</p>	<p>This option is acceptable to Bowls England.</p> <p>Concerns raised about loss of attendees and the impact on the economy should onsite parking not be provided.</p>	<p>Distance from greens too far for visitors to walk.</p> <p>Reliance on shuttle bus not desirable.</p>	<p>Distance from greens too far for visitors to walk.</p> <p>Reliance on shuttle bus not desirable.</p>
FoVP Views	<p>Opposed to the park being used for parking as a long term solution. Concern about loss of green space and the shared use of the perimeter road for car and other park users.</p>	<p>Whilst opposed to Victoria Park being used in any form, of the two Park options, this is the preferred due to the reduced area of green space being used and the reduced visible impact for other park users</p>	<p>This option is preferred to Victoria Park due to being a purpose built car park but lacks some of the advantages of Covent Garden. Agree that the costs and location away from the town centre detract from this option.</p>	<p>This is the favoured option of FoVP due to its location in the heart of the town and the commercial benefit to businesses.</p>