

13 Capital and Operating Budget Estimates

13.1 Individual Project Funding

13.1.1. The tables below seek to provide budget estimates for the individual projects. They have been split into 4 specific categories as summarised below,

- Additional Capacity (Weekends / Evenings)
- Additional Capacity (All times)
- Information / Publicity
- Management Initiatives

13.2 Funding Methodology

13.2.1. The funding review has been a “high” level desktop review, which has utilised a number of data sources to estimate and assess both capital and operational costs for each project where appropriate.

13.2.2. The review has utilised certain general data based on past experience or current 2008 prices associated with construction or operational elements, some of which are summarised below.

Construction	Cost per space	Comments
Surface Parking Space	£1,000 to £2,500	Temporary Gravel Construction to full road base/tarmac construction including drainage and limited lighting.
Decked Parking Space	£10,000 to £15,000	Based on a simple deck design or inclusion with a new building.
Underground Parking Space	£15,000 to £25,000	Based on ground conditions and depth of construction.

Operational Costs	Cost Per Service	Comments
Evening Extension	£15,000 per year	Based on Current Home Park Provision pro-rated (single bus)
Weekend Provision	£50,000 per year	Based on Data provided by Operator (single bus)
7 day Provision	£100,000	Based on review of current operational costs and prorata assessments based on proposed type of operation. (single bus)

13.2.3. The assessment on the individual project costings does NOT at this time include an allowance for future revenue predictions; this will need to be assessed on an individual project basis.

13.2.4. The budgets set out below are based on the likely construction costs and standard operating costs only. The budgets do not include the following,

- Planning Application
- Planning Inquiry
- Environmental Assessments (inc all elements, transport, air quality, noise etc)
- Utility Diversions
- Major Drainage Works
- Major Lighting Improvements
- Professional Fees
- Third party costs
- VAT
- Contingences and preliminaries.

Working Draft

13.3 Additional Capacity (Weekends / Evenings)

13.2.1. The following table sets out the anticipated cost profiles for the provision of spaces linked directly to weekend and evening spaces.

Additional Capacity (Weekends / Evenings)			
Solution	Capital Investment	Operational Investment	Comment
Centrica' – Park and Ride	Circa. £50k	Circa. £50k pa (weekend shuttle bus) *	Opportunity to increase capacity by circa 150 spaces at weekends with shuttle bus to town centre
King Edward VII Hospital – Park and Ride	Circa. £10k	Circa. £50k pa (weekend shuttle bus) *	Opportunity to increase capacity by circa 100 spaces at weekends with shuttle bus to town centre
Home Park Car Park – extend existing park and ride service to 21.00hrs	Nil	Circa. £15k pa	Extends benefits of existing service
King Edward Court – promote car park as key venue for evening use	£10k	Nil	Significant spare capacity exists that could serve the night-time economy
Shared use of private business parking areas	Nil	Nil	Negotiate (or secure through the planning process) use of private business parking for public use outside office hours. This could liberate significant spaces but has been difficult to deliver through a negotiated process to date
East Berkshire College	Circa. £10k	Nil *	Opportunity to increase capacity by circa 50 spaces at weekends in existing overflow car park for residents and church-goers
Budget Summary	£80K	£115K pa	

Notes:

- (i) * For each additional car park that is introduced there will be an increase in car park operational costs for patrols, enforcement and cash collection

13.4 Additional Capacity (All times)

13.4.1. The following table sets out the anticipated cost profiles for the provision of spaces for general all time usage, hence weekday, weekend and evening spaces.

Additional Capacity (All times)			
Solution	Capital Investment	Operational Investment	Comment
<i>Home Park Car Park – extend car park</i>	Circa. £150k	Nil *	Extend existing car park to increase capacity by circa. 100 spaces
On Street Parking	Circa. £30k	Nil	Remove parking restrictions to increase on-street capacity (potential to introduce one-way streets). Circa. 170 additional spaces have been created to date and a further 60 additional spaces will be available by the end of July 2008
<i>Windsor Racecourse – Park and Ride</i>	£450 – 650k (dependant upon specification / size)	£300k pa (3 no. shuttle buses operating 7 days per week) *	Opportunity to increase capacity by circa 200 –400 spaces at all times with shuttle bus to town centre. An additional £200k will be required if the junction with Vale Road is upgraded as part of the project
<i>Alexandra Gardens - build new decks over the existing surface car park</i>	£5–7m (dependant upon specification / size)	Refer to note II below	Opportunity to increase capacity by circa 200 – 400 spaces at all times
Budget Summary	£5.8 - £7.8 million	£300K pa	

Notes:

- (ii) The construction and operation of a significant new car park will incur annual operational, maintenance and running costs. At a preliminary stage this cannot be quantified
- (iii) Additional expenditure will be partly offset by additional generated through increased capacity. This will be quantified as part of the business case currently being developed to be reported to Cabinet in January 2009

13.4.2. The Windsor Race Course site has a budget range which is dependent on the nature of construction, with an option to either have a longer life span facility with a permanent tarmac surface or a more short term scheme which utilises a gravel/membrane based option.

13.4.3. Coupled with the options for type of parking surface, there are a number of other specific issues which have a cost impact on the race course scheme and programme. The race course has historically proposed to redevelop the site and as such any P&R scheme will need to consider any future application proposals and as such tie into their programme.

13.4.4. The historical work previously undertaken by the Race Course has determined that the current ghost island T-junction which acts as the main entrance may need to be replaced with a new roundabout incorporating Vale Road as well.

13.4.5. The proposed car park at Alexandra Gardens has been determined based on a basic cost per space ratio for surface parking and a cost per Space for a Deck/multi storey car park.

13.5 Information / Publicity

13.5.1. The following elements, do not provide additional spaces, but could still significantly influence the management of the parking stock and improve the visit to Windsor by all types of visitors or locals.

Information / Publicity			
Solution	Capital Investment	Operational Investment	Comment
<i>Travel Information Signs (Windsor & Eton Relief Road)</i>	Circa. £80k	£5k per annum maintenance	Opportunity to display travel information and influence routes and parking patterns
<i>Car Park Variable Message signs</i>	Circa. £100k (including upgrade of management system)	£10k per annum maintenance	Improve effectiveness of existing signage and include King Edward Court car park in system
<i>Publicity and promotion</i>	Circa. £50k	£5k per annum – updates - reprints	Rebrand parking information and effectively market
Technology Solutions	Unknown	Unknown	Technology solutions (e.g. text alerts and links to satellite navigations systems) to advise motorists of available parking spaces are currently being explored with IT specialists and are at an early development stage
Budget Summary	£230K	£20K per Annum	

13.5.2. These elements of the strategy are of equal importance to these that actually provide additional spaces. The provision of information to drivers either prior to their journey or on their approach which can influence their choice of location to park is critical to managing the stock of parking and making sure that the correct users who will receive the maximum benefit from that car park in that location are given the first opportunity to utilise it.

13.6 Management Initiatives

13.6.1. The following table seeks to provide a mixture of additional spaces and through better facilities an improved usage of these that already exist.

Management Initiatives			
Solution	Operational Investment	Comment	
Windsor Dials car park – bridge link	£200k (unless developer funding can be secured)	£2k per annum inspection / maintenance	Complete bridge link between car park and Windsor Royal Station to greatly improve access and attractiveness of car park
Flexible management of coach park	Nil	Nil	Continue flexible coach park management to ensure balance of cars / coaches is appropriate
Planning process for on-street parking	Nil	Nil	Introduce a new planning process that limits the number of residents parking permits for properties that are sub-divided or converted from business to residential
Maximise use of spare capacity (e.g. York House)	£50k	Nil	Introduce a package of promotion and signing to ensure motorists are aware of all car parks and where spare capacity may exist
Budget Summary	£250K	£2K per Annum	

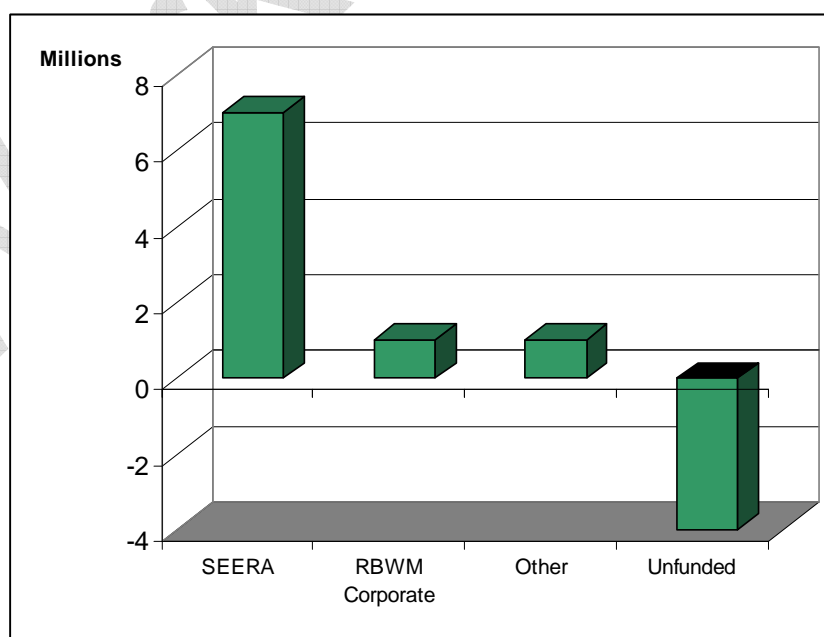
13.7 Budget Estimates Summary

13.7.1. The summary table below sets out the spend profile for the next 5 years inline with the short, medium and long terms possible objectives and projects. This profile is inevitably subject to the ability to secure certain projects and relevant funding.

Year	Costs	
	Capital Investment	Operational Investment
2008-2009	325,000	34,000
2009-2010	1,000,000	195,000
2010 / 2011	970,000	437,000
2011 / 2012	5,000,000	437,000
2012 / 2013	1,000,000	437,000
Budget Total	8,295,000	1,540,000

13.8 Financial

- 13.8.1. The current approved capital programme includes £900,000 for 'Additional Parking Provision for Windsor' (ref. CE64) in the financial year 2008/09.
- 13.8.2. The current approved capital programme also includes £ 300,000 for 'Intelligent Transport Systems' (ref. CG08) in the financial year 2008/09. An element of this total budget (£100,000) has been allocated for Travel Information Signs (Windsor and Eton Relief Road) and Windsor Variable Message Sign upgrade.
- 13.8.3. The current approved capital also includes £ 125,000 for 'St. Leonards Road / Imperial Road - junction improvements' (ref. CE31) in the financial year 2008/09.
- 13.8.4. The Council have sought to propose a comprehensive package of works to cover Windsor as summarised below, including the elements of the Parking Strategy set out above. This package is estimated to require in the region of £13 million to facilitate all the elements proposed.
- Developing and promoting new and existing local park and ride sites
 - Package of roadside motorist information, VMS and static signing
 - Provision of increasing parking capacity for the town
 - Clarence Road Roundabout redesign
 - New River Bridge link across the River Thames to Dorney Lake
 - Supporting Policies and Strategies to deliver the above packages
- 13.8.5. The Royal Borough previously submitted a major scheme bid to 'SEERA' for £7m, which was successful in securing provisional approval from the 'Regional Transport Board'. As can be seen from the graph below, this would leave a shortfall in the region of £4million, if the SEERA funding was still secure.



- 13.8.6. As the previous 'Park and Ride' proposal (on which approval from SEERA was based) is no longer being pursued 'SEERA' have been approached to consider whether the funding could support the alternative package of parking and transport initiatives that benefit Windsor and the surrounding area set out above.
- 13.8.7. A 'refresh' of the original bid has been submitted to 'SEERA' and a formal response is expected in Autumn 2008. The bid increases the original bid from £7 million to around £11.8 million, which allowing for match funding of around £1.2 million would support the package set out above.
- 13.8.8. In addition to the capital investment costs a number of solutions will require ongoing revenue support that is not currently funded. This will be partly offset by additional generated through increased capacity. This will be quantified as part of the business case currently being developed to be reported to Cabinet in January 2009.
- 13.8.9. Cabinet will receive a further report in January 2009 to consider the business case for implementation of the longer-term elements of the strategy. This is timed to compliment the formal budget setting process that will be considered by Cabinet / Council in February 2009.