

12 Demand versus Provision

12.1 Background

- 12.1.1. The previous sections sought to establish the current provision for parking both on and off street and the future demand profiles for the same areas in the short to long term.
- 12.1.2. This section seeks to bring that information together to assess if the proposed schemes set out previously to increase/manage the current and future car parking provision are sufficient to match/support the potential future demand.
- 12.1.3. The review has been broken down into not only short, medium and long terms, but also Weekday, Evening, and Weekend, seeking to address the specific issues of the town at key periods of the day and the week.
- 12.1.4. The following section sets out a number of tables and graphs which seek to equate the perceived demand and match it to the possible provision from the schemes set out previously, to clarify this the following summarises the headings utilised.
- Provision – this relates to the additional spaces created by the new measures or schemes for each period as such this is shown as plus
 - Demand – this equates to the predicted future demand in number of spaces created by all users as such is shown as a negative
 - Difference – this simply seeks to combine the negative demand against the positive provision and demonstrate the proposed measures will provide sufficient spaces to accommodate the future demand.

12.2 Weekday

- 12.2.1. The ability to provide additional spaces during the weekdays is predominantly focused on the provision of new facilities either linked to Park and Ride or new build car park, with the exception of the Coach Park which offers a current facility which could be implemented within a short period of time.

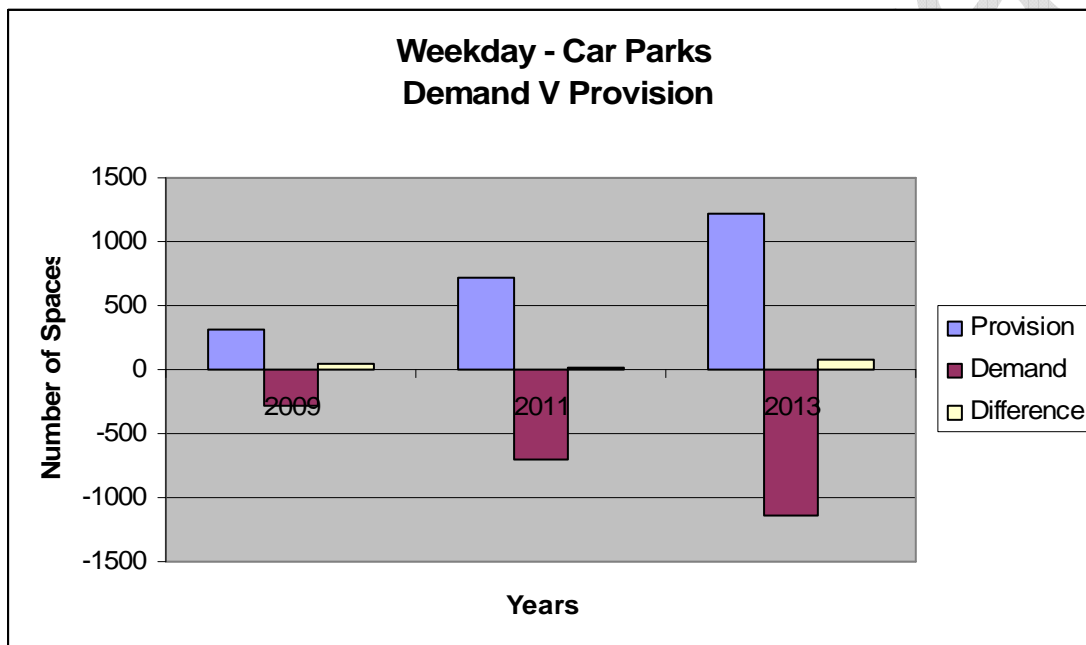
Measure	Weekday
Increased on-street provision	170
Management of Coach Park	150
Windsor Race Course	300
Home Park (car park extension)	100
Alexandra gardens new car park (net increase)	200 – 400
River Street/Castle redevelopment	To be confirmed

- 12.2.2. The number of spaces set out below would offer not only an additional provision of spaces, but the opportunities to better manage the current spaces. The surveys have established that the current car parks during the week are heavily occupied by employees or business linked drivers, with some 22% of the car park spaces occupied throughout the day.

12.2.3. The provision of a number of the measures such as Home Park extension could relocate a number of these business related trips, hence freeing up spaces for other users in the central car parks. In principle this means that there could be an element of surplus demand, with a space vacated then occupied by other users, but for this high level review this has been overlooked at this time.

12.2.4. The table and graph, show that the demand and provision for weekdays are almost in parallel suggesting that all the schemes set out above will be needed in the long term to cater for the likely demand.

Year	2009	2011	2013
Provision	320	720	1020
Demand	-280	-706	-1144
Difference	40	14	124



12.2.5. This has to be seen in the context of restraint. The current predictions do not account for other sustainable measures, enhanced bus routes, planning restraint on parking spaces, an enhanced rail service, the promotion of walking and cycling, all of which will influence and seek to reduce the demand for parking spaces.

12.2.6. In addition as stated previously a number of new builds or extensions could offer a double benefit, in that the new spaces could be allocated to season ticket holders, as in the case of the Home Park extension, this in turn could remove a further 100 drivers from the town centre car parks, therefore freeing up further spaces and in affect one scheme of 100 spaces, actually provides for an additional 200 spaces.

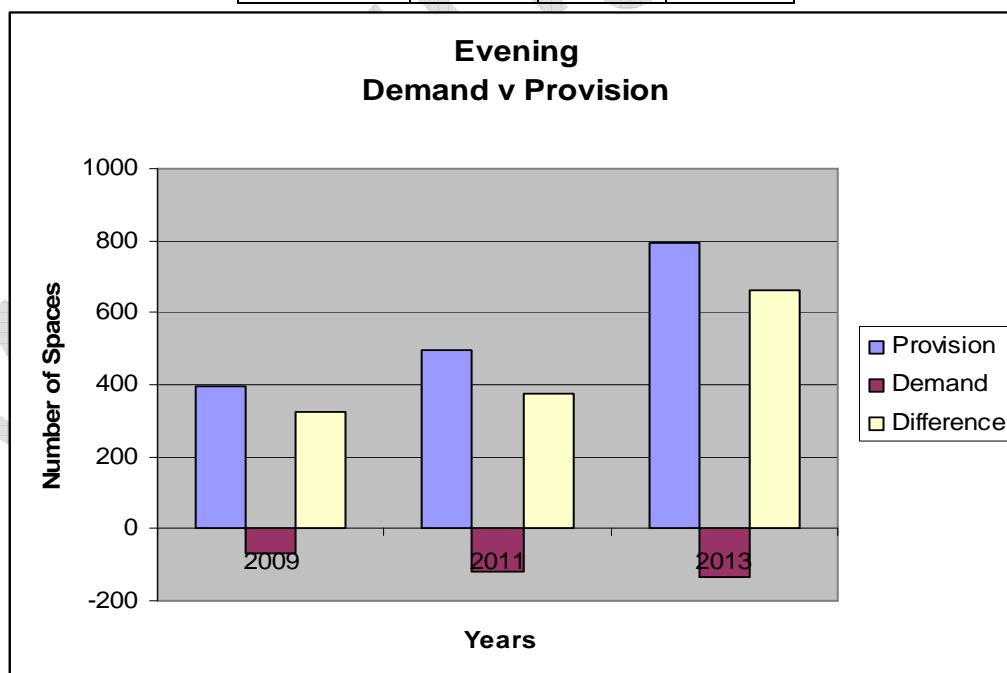
12.3 Evening

12.3.1. The review below assesses the opportunities for utilising either new on street spaces or providing spaces in a range of public or private car parks, as shown below.

Measure	Evening
Home Park Car Park (extended evening shuttle bus service)	145
Increased on-street provision	100
East Berks College	50
Home Park (car park extension)	100
King Edward Court	100
Alexandra gardens new car park (net increase)	200 - 400
River Street/Castle redevelopment	To be confirmed

12.3.2. As can be seen, if all the measures were implemented or permitted by landowners, then there would be a potential surplus of spaces for residential evening use. However, it is noted that in terms of the long-term objectives, this relies on a number of new builds and also the requirement to share these facilities with the general public; hence the number of spaces may be reduced.

Year	2009	2011	2013
Provision	395	495	795
Demand	-69	-119	-133
Difference	326	376	662



12.3.3. This could allow the Council to focus on the key areas where the short falls occur, while seeking to manage the other possible provisions, such as Alexandra Gardens, likely to be a more attractive location for residents, compared to River Street/Castle.

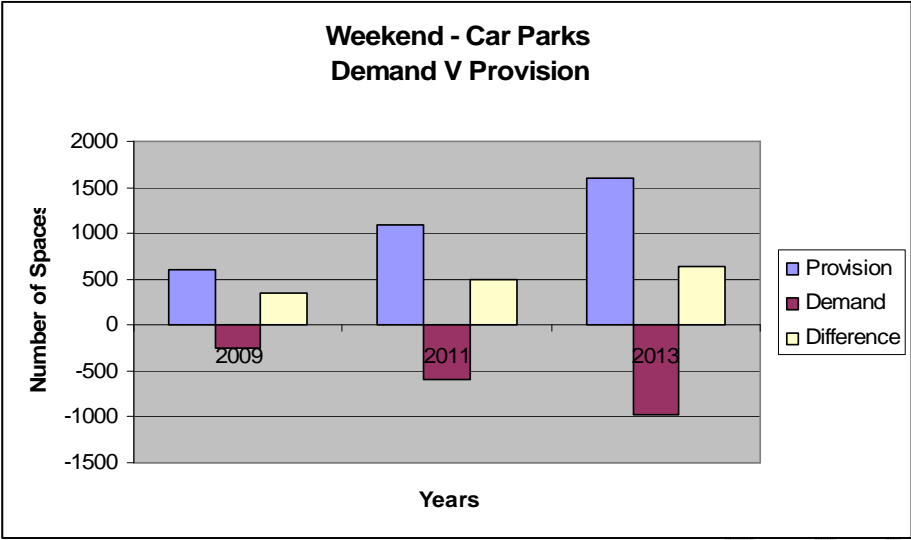
12.4 Weekend

12.4.1. The table below sets out all the potential future provisions, which could be considered. One of the key issues relates to the inclusion of both the Centrica and Race Course P&R sites and the question as to whether the two would be operated simultaneously. In principle the Centrica site will be the initial scheme and would be utilised for weekends only, the racecourse offers the ability to expand this to weekdays, hence is a natural progression.

Measure	Weekend
Centrica	150
King Edward VII Hospital	100
King Edward Court	100
Increased on-street provision	100
East Berks College	50
Management of Coach Park	150
Windsor Race Course	300
Home Park	100
Private Business (100 spaces Assumed)	100
Alexandra gardens new car park (net increase)	200 - 400
River Street/Castle redevelopment	To be confirmed

12.4.2. The data below suggests that the level of provision, if all the schemes were implemented in their allotted timeframe would be sufficient to match demand, therefore a single P&R scheme the A308 would be sufficient. However if there was a delay in any of the new builds or for major events/retail peaks the Centrica site should be retained as an over flow facility, if not simply due to the generally perceived low cost of running the facility.

Year	2009	2011	2013
Provision	550	1050	1350
Demand	-409	-563	-721
Difference	141	485	629



Working Draft