TABLE SHOWING OVERALL PARKING DEMAND AND PROVISION IN 2005/11/21/31

Dec-08

FIGURE 3 (revised)

Car parking location	Existing peak usage (demand) 2005 Midweek usage Long Stay	Short stay	Sat. usage	Base - Spaces in 2008 Long stay	Short stay	Future Parking provision in 2011 Long Stay	Short Stay	Future Parking provision in 2021 Long stay	Short Stay	Future Parking provision in 2031 Long Stay	Short stay	Comments
Existing Car Parks												
Edinburgh Road ABC	288 (91%)		204 (65%)	289		289						To be reduced by redevelopment (see Park Mall) with remainder (commuted) to The Warren Park and Ride
Edinburgh Road NCP		249 (78%)	282 (90%)		307		307					To be redeveloped with extended Park Mall - remainder (commuted) to Park and ride and possibly New Street
Vicarage Lane		178 (93%)	185 (96%)		162		162					To be redeveloped once Victoria Way car park is constructed and open
Godinton Road County Square NCP		396 (99%)	390 (98%)		564		564		564		564	Extended by County Square redevelopment in 2008
Station Road	114 (97%)		75 (64%)	108		108		108				To be replaced by a new car park related to redevelopment of Station Road frontage (see below)
Flour Mills	84 (99%)		52 (61%)	79		79		79		79		Unlikely to change
New Street LIDL		115 (64%)	107 (59%)		180							To be extended by redevelopment into M/S car park (see below) - possibly linked to Park Mall extension
New Street Farm Foods		17 (33%)	49 (94%)		52		52		52			To be redeveloped in later phases
Henwood	2 (3%)		0 (0%)	61		61						To be redeveloped once Mace Lane multi-storey car park is constructed and open
Library		10 (67%)	13 (87%)		15							To be redeveloped as Library Plus
Dover Place (Temporary)				362		362						
Station (2000)												Station is neutral - more passengers will require more parking (assumed about 200 new spaces by 2014)
Stour Centre/Civic Centre (500)	192(96%)	192(96%)	119(30%)	200	285	200	285	200	285	200	285	Extended by Stour Centre redevelopment in 2007
Designer Outlet Centre (1660)												Extended centre possible as part of International Station Quarter (see Core Periphery below)
Private non-Residential sites (PNR) (1200)	1200(50%)			1200		900		800		600		Minimise new PNR within Town Centre - some new to replace lost PNR through redevelopment (ie at Charter Hse)
New Car Parks												
New PNR with development						300		400		500		Some new PNR particularly in the short term to gain development momentum (numbers balance with above)
Park and Walk Multi-storey at Victoria Way								200	600	200	600	Short/long stay split dependant on office/retail split in AAP, reducing to short stay as P+Ride develops.
Park and Walk Multi-storey at New St								100	300	100	300	To replace New Street Lidl/Farm Foods car parks and provided before redevelopment of Park Mall car parks
Park and Walk Multi-storey at Mace Lane								200	200	200	200	Mace Lane area likely to be later in the phasing - needs to provide for some long stays (Hythe Road/Willesborough)
Park and Shop at Core Periphery (SE of station)									100		200	To serve new retail (possible extension of Designer village) in International Station Quarter)
Park and Shop at Station Rd										50	150	To serve new retail/leisure frontages along Station Road (possible decking of existing site)
Park and Shop at Park Mall								100	500	100	500	Park Mall redevelopment will need to minimise on site parking - remaining demand comuted to P+Ride and New St
Park and Ride at The Warren (J9 M20)						1000		900	100	900	100	The Warren P+R shows the greatest need (some shorter stay use likely as town retail offer improves)
Park and Ride at A2070 Waterbrook								900	100	900	100	Waterbrook P+R shows the second highest need - most likely constructed in phases.
Park and Ride at A28 Chilmington								300	100	500	100	Chilmington Green P+R is unlikely to be needed or constructed until 2021 or beyond
On Street Provision (CPZ)												(Assumes that only a proportion of these on street spaces are in use by town centre visitors due to residents use)
On Street Parking zones (190 P&D; 640 Ltd wait)					830		750		600		600	Residents parking schemes to prohibit commuter parking to be extended with phases of P+R implementation
TOTAL PROVISION				2299	2395	**3299**	**2120**	**4287**	**3501**	**4329**	**3699**	
TOTAL DEMAND revised by i Transport						**3320**	**2100**	**4310**	**3480**	**4360**	**3680**	Revised i Transport demand forecast - December 08
TOTAL DEMAND in Parking Strategy	**2025**	**2100**				**3950**	**3050**	**4950**	**4000**	**5450**	**4550**	Previous parking demand forecast in Parking Strategy 2006
Shortfall of provision over demand (minus figures are surplus)						**21**	**-20**	**23**	**-21**	**31**	**-19**	**Demand for parking is met at 2011; 2021; and 2031**

New Parking Provision shown above shaded blue

Notes/assumptions

Short stay is up to 5 hrs duration (prohibits commuter parking)

Long stay is all day (allows commuter parking)

Town Centre area (in this spreadsheet) does not include the Stations and Designer Outlet Centre parking, although the figures are shown separately above, but does include Stour/Civic Centre and New Street (Lidl) car parks

Allowance is needed for short stays in long stay car park provision where charges allow this (ie rising scale)

Figures for park and ride usage allow for % of users to be short stay - this figure is higher than Maidstone but lower than Canterbury

Above figures relate to total parking demand in future years - including PNR

Demand figures for 2011; 2021 and 2031 are based on existing demand from surveys + RPS recommended restraint to make ring road work and allowance for modal shift to public transport/walking/cycling and high town centre parking charges

Unlikely that major public transport provision (SMARTLINK) will be in place until 2012 onwards - some growth in PNR is allowed in short term but only as replacement to that lost at existing sites ie Charter House

Station provision is considered to be neutral in the above table - ie increased demand generated by HS trains needs to be met by increased parking for station and use of P+R (not allowed for above). SE forecast about 200 additional spaces needed by 2014. most of this need can be met through less use of Eurostar car parks (since reduced international trains from 2007).

Demand figures shown are based on peak midweek use - (allowance needs to be made for likely increased short stay use/decrease long stay use at weekends as retail offer improves - Park and ride does this)

Implementation of the new parking provision needs to be flexible to respond to market needs as the town centre expands. The phasing strategy does this in proposing both town centre parking sites and Park and ride.