**Appendix 5**

**Parking Space Analysis**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Redbridge – Impact of Westgate Development** | | | | | | |
|  | Weekday | | | Weekend | | |
| Total Spaces | Additional Demand Peak per Hr | Existing | Spare | Additional Demand Peak per Hr | Existing | Spare |
| 1389 | 35 | 762 | 627 | 464 | 524 | 865 |
| 1409\* | 35 | 762 | 647 | 464 | 524 | 885 |

\*O/a number based on reference in the Westgate ES Transport Chapter (as amended). The City considers that 1412 spaces are available.

**Impact of WTS on Parking Spaces.**

1412 less 270 for WTS = 1142 available

Coaches – off peak: 35 coaches take up 250 spaces

Coaches – Peak: 72 coaches take up 360 spaces.

|  |  |  |
| --- | --- | --- |
|  | Weekday | Weekend |
|  |  |  |
| Available Spaces | 1142 | 1142 |
| Current Occ. | 762 | 524 |
| Westgate Demand | 35 | 464 |
| Total Req. for cars | 797 | 988 |
| Available spaces for coaches in future | 345 | 154 |
| Approx. number of coaches that could be accommodated in future | c.67 | c.15-17 |

Alternative site(s) would need to be identified to meet peak demand for coaches. Alternatively, some car parking demand could be met by Seacourt (in its existing form) or as expanded. The current layout has spare capacity of 501 spaces on weekends with an expected demand from Westgate of 244 leaving 257 available. This capacity could free up sufficient space at Redbridge to accommodate coaches if an alternative location could not be delivered.