

**THE EXECUTIVE**

**27 APRIL 2003**

**REPORT FROM THE DIRECTOR OF LEISURE AND ENVIRONMENTAL SERVICES**

<b>BARKING TOWN CENTRE PARKING ASSESSMENT</b>	<b>FOR DECISION</b>
<p data-bbox="145 533 1450 600"><i>This report concerns policy issues, and the Scheme of Delegation in the Constitution reserves such decisions to the Executive.</i></p> <p data-bbox="145 638 292 674"><b><u>Summary</u></b></p> <p data-bbox="145 707 1450 815">This report considers the impact of development on existing public car parking provided in Barking Town Centre and a car parking assessment that looks at parking provision during development, future parking demand, car park management and on-street parking.</p> <p data-bbox="145 853 1450 1014">Whilst car parking arrangements within Barking Town Centre are adequate at the present time, it is recognised that the considerable regeneration activity for the area, together with growth related to the Barking Reach and the Town Centre, is likely to produce a higher demand for car parking in the Town Centre. Surveys were carried out to ascertain current levels of demand and future projections of growth.</p> <p data-bbox="145 1052 1450 1160">A number of car parks will be closed whilst redevelopment is undertaken in the Town Centre. Depending on the phasing of this activity, this may result in a shortage of parking space(s) to meet the projected demand in 2005.</p> <p data-bbox="145 1198 1450 1339">Under the current Town Centre development proposals, long-term car parking problems will be experienced with an anticipated under capacity of 6% to 10% by 2020. This may impact on the future viability of Barking Town Centre, unless alternative provision is made, through changes to policy.</p> <p data-bbox="145 1377 1450 1444"><b><u>Wards Affected</u></b> - Longbridge, Abbey and Gascoigne Wards specifically, although the facilities are used by the public both from all over the Borough and surrounding areas.</p> <p data-bbox="145 1482 427 1518"><b><u>Recommendations</u></b></p> <p data-bbox="145 1556 938 1592">The Executive is recommended to consider the following:</p> <ol data-bbox="193 1630 1450 1944" style="list-style-type: none"><li>1. Setting a new policy which requires developers to provide a contribution towards providing a multi-storey car park elsewhere in Barking Town Centre (option 2) and to note the potential requirement for capital funding which would need to be considered in the context of the Council's overall Capital Programme.</li><li>2. To re-examine the current development programme with a view to ensuring there is sufficient car parking space available within the Town Centre and where this cannot be accommodated off-street, to introduce on-street pay and display as a temporary measure.</li></ol>	

3. Note that consultation will be undertaken with the Barking Town Centre Statutory Agencies Partnership on the Executive's preferred option, and,
4. Note that following (iii) above being completed, a further report on the results of the consultation and a comprehensive Car Parking Strategy for Barking Town Centre will be reported to the Executive in due course.
5. To agree that any potential loss of income during the development phases be considered as an unavoidable item to fund within the Medium Term Financial Strategy (MTFS).

### **Reason**

To enable the Council to consider its options in achieving its Community Priority of "Regenerating the Local Economy".

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## **1. Background**

- 1.1 Consultants were appointed on 19 November 2003 to undertake a study of existing and possible future demand for parking in Barking Town Centre. The study area covered Barking Town Centre and the Controlled Parking Zone (CPZ) that surrounds it, and also extends to the A406 to the West and the A13 to the South. This report deals with the results of the surveys.
- 1.2 Currently, car parking arrangements within Barking Town Centre are considered adequate but it is recognised that the considerable regeneration activity planned for the area together with growth related to the Barking Reach housing development is likely to lead to a requirement for more car parking and a car parking strategy for Barking Town Centre, with the aim of accommodating future parking needs in a sustainable and timely manner.
- 1.3 Surveys were carried out on a non-market day Wednesday, 19 November and a market day Thursday, 4 December 2003 to ascertain the current levels of car parking utilisation, both within the Town Centre and in the CPZ. On street parking beat surveys were carried out every hour from 9.00am until 6.00pm, and included all public Town Centre car parks. Residential parking surveys within the CPZ were carried out once on each day.
- 1.4 Over the next 15 to 20 years, substantial development is planned within Barking Town Centre and the London Riverside area. Over this period, the population is expected to grow by between 46,000 to 57,000 people, with a consequent requirement for an additional 20,000 to 25,000 dwellings.

- 1.5 If the current programme of development is assumed, a total of 107 spaces will be permanently lost within the Town Centre (assuming that developers re-provide spaces at a ratio of 1 to 1). These losses result from the closure of Wakering Road public car park (57spaces), and the relocation of the Town Hall staff overspill car park in Axe Street (50 spaces) users in London Road Multi-Storey Car Park. All other spaces will either be re-provided after a temporary closure, or remain as they are.
- 1.6 Assuming the development of the Barking and Thames Gateway areas goes to schedule, there are likely to be car parking capacity problems by 2015, although the level and quality of public transport might mitigate this impact, and by 2020 it is anticipated that demand could outstrip capacity by 6 -10%. This figure is based upon no additional parking being provided above current levels.
- 1.7 A copy of the full consultants' report, which includes the survey data, can be obtained from the author of this report.

## **2. Conclusions Based on Study**

### **2.1 Existing Car Parking**

- 2.1.1 The existing public car parking provision for Barking Town Centre is adequate to cater for current levels of demand. Both Clockhouse Avenue and Wakering Road car parks are either at or near capacity throughout the day, but there is sufficient similar provision nearby to cater for this.
- 2.1.2 If no Town Centre redevelopment is assumed, the existing parking stock would also cater for forecast future demand until 2020 (the last assessment year).

### **2.2 Impact of Town Centre and Thames Gateway developments**

- 2.2.1 The timing of new developments may result in significant parking demand problems during 2005/ 2006. This is because of temporary closure of car parks before they are re-provided. A minimum of 366 spaces will be temporarily lost if the Axe Street, Clockhouse Avenue and Vicarage Field car parks are all closed at the same time. If this cannot be resolved by reprogramming the stages of development, consideration should be given to the introduction (on a temporary basis) of short-term pay and display parking in residential streets within the Town Centre. Sections of Broadway, Ripple Road, Wakering Road, Clockhouse Avenue, Axe Street, Longbridge Road and the top end of Salisbury Road (on the non-residential side) will be investigated to ascertain if they are suitability for this.
- 2.2.2 It is recognised that in order to ensure economic viability of the Town Centre, some level of car parking is required. The challenge facing the Council is to identify the balance between car and other modes of travel to ensure that both environmental sustainability and economic viability objectives are met. If the public have problems in accessing and finding a parking space they

may be discouraged from returning to the Town Centre and once lost to another shopping / entertainment area they may be less inclined to return.

### 2.3 Car Park Management

- 2.3.1 The current car park management system gives the Council full control over policy and charging and it can decide on the number of car parking spaces and level of charges. Management of car parking can be used to aid the delivery of the Barking Town Centre strategy.
- 2.3.2 As existing car parks are made available for development, the Council will receive a one off payment for the sale price of the land, but lose any future revenue and ability to set policy with regard to commuter / shopper provision and car parking charges.
- 2.3.3 With this loss of control, the Council will find it more difficult to use car parking to deliver the Town Centre policy and to support the Town Centre so that it can compete with neighbouring centres.
- 2.3.4 An alternative to this loss of control is that the Council considers a new policy which requires developers to provide a contribution towards the cost of building a car park elsewhere in Barking, on a one-for-one replacement, plus 10%, basis. This new car park would remain under the control of the Council. Due to the lack of space it is likely that a new car park would need to be multi-storey and it would also need to be designed as part of a mixed use scheme to lessen the impact. The Council could then become responsible for its management and maintenance, either in-house or externally.
- 2.4.5 Plans showing the existing public car parks and their parking space capacity is attached as Figure 1 and a plan showing planned development sites is attached as Figure 2. Developers are now also showing interest in the Linton Road/Cambridge Road Car Park, although this is not shown in Figure 2.

### 3. Financial Implications

#### 3.1 Option 1

Based on current income from the existing Council run car parks Option 1 will result in an annual loss of income to the parking account of £243,610, (this figure has already allowed for £28,000 reduction in management costs to the Council). The Council's estimates would need to be adjusted down accordingly as this income could not be recovered from elsewhere.

#### 3.2 Option 2

##### Capital Cost

Developers would be required to make payment to the Council to cover the full Capital Cost of providing a new 350/400 space multi-story car park. This would equate to approximately £10,000 to £15,000 per parking space. To enable the parking capacity to be maintained Capital funding will be needed to construct the

multi-storey car park, before the existing car parks are lost to development. This will need further detailed consideration in terms of site location, timescales and funding opportunities and will be the subject of a further report to the Executive in due course. It may be necessary to consider the Council contributing Capital resources while developers contributions are being received i.e. to bridge any timing differences.

#### Revenue Cost

During development phases there will be a reduction in income as car parks are taken out of use and developed. Income will not be regenerated until car park places are replaced.

Income from charging for parking would be set to cover all Revenue costs for the new facility and should also provide additional income similar to that already occurring for existing car parks (£243,000 per year) for the Council's general fund.

### 3.3. Effect on LESD and EPCS budgets

3.3.1 The potential loss of £243,610 from car parking income will impact on Leisure and Environmental Services Department's (LESD) budgets and on the Environmental, Protective and Cultural Services (EPCS) block as a whole. This loss of income needs to be considered in relation to the Council's Budget Strategy and the Medium Term Financial Strategy approved by Assembly on 3 March 2004.

3.3.2 The impact on this potential loss of income will occur in 2005/06 onwards. For the construction of the 2005/06 budgets, a decision is required as to how this potential loss of income is to be funded. This could be achieved by the following options:

- (i) The Director of Leisure and Environmental Services being required to identify compensatory savings from existing budgets in 2005/06.
- (ii) This being considered as an item of unavoidable growth in the Budget Strategy for 2005/06.

### 4. Passenger Transport Improvements

4.1 The implementation of Park and Ride is a possible option to assist in meeting increased demand in the long-term, but needs to be considered in conjunction with East London Transit, Barking Reach and South Dagenham Developments. Any scheme would need detailed study and planning; which is separate from this strategy.

## **5. Consultation**

- 5.1 The following people have been consulted during the preparation of this report and comments received have been incorporated.

### Councillors

Portfolio Holders:

Councillors Kallar (Regeneration), Geddes (Property Services and Financial Planning and Strategy), McKenzie (Street Scene).

The Ward Councillors below have also been advised of the issues:

Abbey Ward, Councillors Alexander, Bramley and Fani

Gascoigne Ward, Councillors Flint, Rush and McKenzie (also Portfolio Holder)

Longbridge Ward, Councillors Baker, Clark and Cook

### Officers

Bob Cooper, Interim Head of Finance, LESD

Jeremy Grint, Head of Regeneration

Peter Wright, Head of Planning and Transport

Julie Davis, Regeneration Manager

Ralph Cook, Town Centres Manager

## **Background Papers**

- Car Parking Strategy for Barking Town Centre – Volume 1: Car Parking Assessment (Hyder Consulting for LBBD 19 January 2004)
- Executive Report and Minute 73, 12 August 2003 re: Best Value Review of Street Safe Services - Final Report
- Barking Town Centre Strategy.