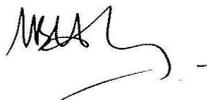




Report to:	Environment and Neighbourhood Committee	Date:	17 September 2015
Report title:	Wallington Public Hall Car Park – Options		
Report from:	Mary Morrissey, Strategic Director of Environment and Neighbourhoods		
Ward/Areas affected:	Wallington South		
Chair of Committee/Lead Member:	Councillor Jill Whitehead		
Author(s)/Contact Number(s):	Ade Adebayo, Executive Head of Asset Planning, Management & Capital Delivery, 020 8770 6128 Warren Shadbolt, Executive Head of Safer and Stronger Communities, 020 8649 0605		
Corporate Plan Priorities:	<ul style="list-style-type: none"> • A Green Council • A Smart Council 		
Open/Exempt:	Open		
Signed:		Date:	17 August 2015

1. Summary

- 1.1 This report seeks approval for closure of part of the Wallington Public Hall Car Park.
- 1.2 Following closure of the Public Hall on the 31 March 2015, the addition of part of the public car park will enable a more viable site area to be considered for redevelopment.

2. Recommendations

- 2.1 The Environment and Neighbourhood Committee is recommended to agree the closure of part of Wallington Public Hall Car Park, retaining 40 spaces to meet current and future demand.

3. Background

- 3.1 At the meeting of 4 September 2014 the Environment and Neighbourhoods Committee agreed to the closure of Wallington Public Hall on the 31 March 2015. Subsequently, at the meeting of 3 November 2015, the Council voted on and carried the minute and the hall was closed to the public on 31 March 2015.
- 3.2 The original decision taken to close the Hall did not include closing the public car park at the rear. The Executive Head of Asset Planning, Management & Capital Delivery has advised that better and more viable redevelopment options for the Hall site would require use of all or part of the public car park.
- 3.3 Following the Council decision an officer project group, chaired by the Executive Head of Asset Planning, Management & Capital Delivery, was set up to coordinate all actions required to close the Hall and establish a viable development site.

4. Issues

- 4.1 Wallington Public Hall Car Park, situated between Woodcote Road, Stafford Road (behind Wallington Public Hall) and Onslow Gardens provides short stay/long stay pay and display car parking with 82 spaces (including 7 disabled spaces).
- 4.2 Service data shows that although the car park is under utilised as a short stay car park, when the Hall is not occupied, it has a small customer base holding season tickets and overnight coach parking permits. The service also earns a small amount of income through the granting of access licences to the back of properties situated on Onslow Gardens.
- 4.3 A Neighbourhood Recycling Centre (NRC) is also situated on the furthest most boundary of the car park from Wallington Hall which was agreed to be closed in a decision made by the Environment and Neighbourhoods Committee on 18 June 2015.
- 4.4 Building upon a parking survey commissioned by Cultural Services in July 2013, as part of work exploring development options for Wallington Public Hall, an independent capacity assessment of parking in Wallington was commissioned in December 2014.
- 4.5 All the development options previously considered for Wallington Public Hall assumed the use of the whole site, including the public car park. Although the previous car parking survey established that the Wallington public hall car park was underutilised, the capacity assessment recently commissioned was designed to test the impact its closure would have on the other car parks in Wallington and on its overall economic vitality.
- 4.6 The brief, developed in partnership between Property and Asset Management, Planning, Parking and Highways Services, included the following objectives:
 - To provide a clear understanding of the level and patterns of usage of all publicly available car parking;
 - To establish how that usage might change in the future by assessing the potential demand arising from the new development identified in the development plan and possible future changes in economic growth and whether an element of spare capacity should also be provided for seasonal shopping trends;
 - To consider whether all the spaces within Wallington Public Hall car park could be removed and the impact this would have on the remaining car parks.
 - To assess the economic impact of de-commissioning the Wallington Public Hall car park on the economic vitality of Wallington Town Centre and the impact it could have on commuters, shoppers and businesses.
- 4.7 Consultancy Steer Davies Gleave (SDG) provided the most economically advantageous quote and was appointed in January 2015.



- 4.8 SDG have used existing service data, previous parking surveys and conducted car park usage surveys in Wallington Public Hall, Shotfield, Wallington Library, Melbourne Road, Sainsbury's, Lidl's and Wallington Station Car parks in the second week of February to carry out the work.
- 4.9 On Street parking was also surveyed to produce a draft report received in March 2015 and subsequently a final report issued in April 2015.
- 4.10 Key findings of the draft report are:
- Wallington Public Hall Car Park is an under-used resource;
 - Wallington Public Hall Car Park users would park elsewhere if it closed, however there is limited parking capacity across Wallington to accommodate that displaced demand;
 - Committed developments were identified as not having significant impact on trip generation into Wallington meaning developments currently included in the Sites Development Plan Document are not expected to increase the demand for parking in Wallington significantly; and
 - Development on allocated sites (in the Sites Development Plan Document) can accommodate demand if maximum parking standards are applied
- 4.11 The report detailed a number of options in regards to full or part closure of the car park which are explored below.

5. Options Considered

- 5.1 The report by SDG included a number of future options for the use of the car park site.

These are:

- A. Retain the car park as is.
- B. Reduce the capacity of the car park (implying sale of part of the car park)
- C. Close the entire car park and allow the site to be redeveloped with a requirement for any development to include publically available spaces as part of any redevelopment
- D. Close the car park in its entirety and redevelop the whole site

- 5.2 Option A would provide spare capacity to accommodate any increase in future parking demand in Wallington however would mean a smaller potential development site which may restrict the development potential of the site. The Council would however continue to generate income through the car park and continue to work on developing the demand to achieve required Off Street Parking service savings.



- 5.3 Option B would allow partial development of the site with the car park reducing in capacity by about half to cater for existing and some future parking demand. This allows for a larger development site to assist in realising the development potential of the site and allow the Council to continue to generate income through the car park and continue working on developing the demand to achieve required Off Street Parking service savings albeit in a reduced capacity.
- 5.4 Option C would allow development of the entire site however provide the requirement for any redevelopment to retain publically available spaces to meet current and future demand. This will mean the Council can no longer generate income and deliver required Off Street Parking service savings.
- 5.5 Option D would allow development of the entire site however would result in loss of parking capacity which may require impact mitigation such as introduction of on street pay and display parking on high demand streets, resident permit schemes and harmonising parking charges to manage demand across Council and privately managed car parks in Wallington.
- 5.6 Option B is the recommended option increasing the size of the development site, to realise development potential, whilst maintaining a public car park to meet current and future demand and preserve an Off Street Parking income stream.

6. Impacts and Implications

Financial

- 6.1 Wallington Public Hall Car Park's projected net income in 2014/15 was approximately £6k.
- 6.2 There are expected to be some reductions in operating costs if the recommended option is agreed. There is also likely to be an impact on income, although this is difficult to predict. The overall impact upon the Parking Services income and expenditure will be monitored and additional budget will be provided to the Environment, Housing and Regeneration Directorate if required. This will be contained within the Council's overall net budget allocation for 2015/16.
- 6.3 The recommended option may impact upon the service's ability to meet current savings targets and the Environment, Housing and Regeneration Directorate will need to review how to meet these should the recommended option be agreed.

Legal

- 6.4 Changes to the car park may require an amendment to the Off Street Parking Places Traffic Order. This will be undertaken in accordance with statutory processes if required.



- 6.5 To determine the legal implications of the sale and/or redevelopment of site will require a full property title investigation. Details of this will be included in any disposal report to be considered by the Strategy and Resources Committee.

Other impacts and implications

- 6.6 In considering the recommendation members must consider the public sector equality duty under Section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; to advance equality of opportunity between people who share a protected characteristic and those who do not; and foster good relations between those who share a protected characteristic and those who do not.
- 6.7 An integrated impact assessment has been completed and no impact has been identified as disabled bays would be retained in any new car park configuration.
- 6.8 Part closure of the car park may require:
- the cessation of access licenses to the rear of three properties on Onslow Gardens. Whilst we understand there is no legal requirement to continue to grant access this impact still needs to be considered.
 - the cessation of overnight coach parking which may lead to impacts on surrounding streets in terms of traffic flow and safety.
- 6.9 Should part closure of the car park be approved it is anticipated that the car park would remain operational whilst options are developed and the service will be managed to ensure expedient sale and/or redevelopment of the site.

7. Appendices and Background Documents

Appendix Letter	Title
N/A	

Background Documents

Steer Davies Gleeve - Parking Capacity Assessment for Wallington Town Centre
Integrated Impact Assessment - Wallington Public Hall Car Park – Options

Audit Trail

Version	Final	Date: 17 August 2015
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Consultation with other officers

Officer	Comments Sought	Comments checked by
Finance	Yes	Phil Butlin
Legal	Yes	David Fellows



Other Officers:	Yes	Matt Clubb
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