

Report of Director

VICTORIA WARD CAR PARKS

1 Purpose of report

To consider the future of two car parks in Victoria Ward.

2 Executive summary

To consider whether two car parks – which had been identified for sale previously – would still be required as car parks for properties in the local area or whether they could be disposed of.

3 Appendices

Appendix: Results of parking survey – July 2017

4 Proposed action:

- 4.1 The committee is invited to determine the future of the two car parks identified as 7 and 8 in the Victoria Ward, either to**
- a. RESOLVE that planning permission be sought for housing development and the land sold at best consideration; or**
 - b. RESOLVE that the land be retained as car parks and a sum be included in revenue budgets for day-to-day and planned preventative maintenance.**

5 Background

- 5.1** In 2012 the council identified that car parks numbered 2, 7 and 8 in the ward were underused and sought approval to dispose of these. Approval was given at Resources Committee on 30 May 2012 for the land identified as car parks 2, 7 and 8 to be closed and offered for sale as social housing sites, with phased closure delegated to the Director of Resources.
- 5.2** Work was ongoing at this time with the county council in relation to parking, which is still unresolved.
- 5.3** At the same time the Head of Community was asked to look at potential enhancement to three amenity areas in the (then) Castle Ward, and added to the schedule of projects approved for consideration to be funded from S106 agreements. To date this has not been carried out because no further developments, which will generate S106 funding have been put forward in the area. Enhancement of the amenity areas was carried out, but was minimal and included fence repairs around the play area, bulb planting and additional waste

bins.

- 5.4 Planning applications were submitted and further information requested on the impact of removing these car parks. Working in conjunction with the county council a car parking survey was undertaken and this identified that the impact of removing numbers 7 and 8 car parks was very small. Car park 2 remained as a car park.
- 5.5 The planning applications were put on hold in 2014 following concerns from members. Since then the council has continued to maintain the car parks on a fairly minimal basis pending a decision.
- 5.6 Surveys on use have been carried out several times. In 2014 the following was observed:
- a. Car Park 7 – (12 spaces) - is on average occupied 60% of the time, but this can be accommodated on the road if the car park is removed.
 - b. Car Park 8 – (7 spaces) - is on average occupied 40% of the time, but this can be accommodated on the road if the car park is removed.
- 5.7 At Resources Committee on 28 June members determined that “an update of the car parking survey for car parks 7 and 8 (as detailed on the plan attached to the appendix) in Winstanley Road would take place, and a further report submitted on the findings before planning permission could be considered for residential development.”
- 5.8 A further survey was therefore commissioned and a summary of the survey, which was carried out on 21 and 22 July 2017 is attached as an appendix, together with location plans.
- 5.9 The Car Parking Advisory Group considered the car parks on 18 April 2016, when it was noted that the group made the following recommendation: “Following a discussion councillors agreed that car parks 7 and 8 be sold and the Head of Resources would take the proposal for this ... back to committee.”
- 5.10 The implications of both options – retention or disposal – are set out below.

6 Discussion

- 6.1 Disposal: if the two car parks were to be disposed of they would not realise a significant amount in terms of capital receipt (between £100k - £200k), but would accommodate approximately nine houses.
- 6.2 Retention: if the car parks were retained as car parks they would provide an amenity for nearby properties but incur revenue expenditure by the council.
- 6.3 The debate in relation to the car parks has been ongoing for some years so the maintenance regime has been limited. Wellingborough Norse has been asked to supply a cost for bringing the car parks up to a good standard and for ongoing maintenance. This amounts to an estimated £60k for each car park over a ten year period to bring them up to a good standard (£23.4k in year one for each),

and this would include ongoing maintenance for sweeping, litter picking, weed spraying and checks of white lines, barriers and tarmac surfaces. It is possible that some of this work may be funded by the capital budget, but the majority will need to come from revenue.

7 Legal powers

Local Government Acts 1972 and 2003.

8 Financial and value for money implications

8.1 The financial implications are outlined above. In simple terms the council will need to set aside a relatively small revenue sum to maintain and improve the car parks for the next few years, but if they are sold this will achieve a modest capital receipt.

9 Risk analysis

9.1 There are few risks associated with the retention of the car parks, because they are already in place, albeit in a fairly poor state. There is the possibility of inappropriate use (eg. storage of "off road" cars or vehicles for sale), but these would be picked up by Wellingborough Norse as part of their maintenance patrols.

9.2 The key risk for the disposal of the car parks is that of loss of 19 car parking spaces. Members will need to balance this loss with the gain of a modest capital receipt and nine houses.

10 Implications for resources, equalities, and stronger and safer communities

If the car parks are retained there is the potential for increased road safety if the number of parked cars on roads is reduced, but also the potential for increased anti-social behaviour in the car parks. The car parks may be used more readily by the community if improvements are made. If the car parks are disposed of the community will benefit from additional housing. There are no overt implications for equalities.

11 Author and contact officer

Bridget Gamble, Director

12 Consultees

Liz Elliott, Managing Director

Julie Thomas, Director

Paul Burnett, Principal Property and Facilities Manager

Samantha Knowles, Principal Finance Manager

Victoria Phillipson, Principal Planning Policy and Regeneration Manager

Gill Chapman, Principal Community Support Manager

Vicki Jessop, Principal Housing Manager

13 Background papers

Parking surveys

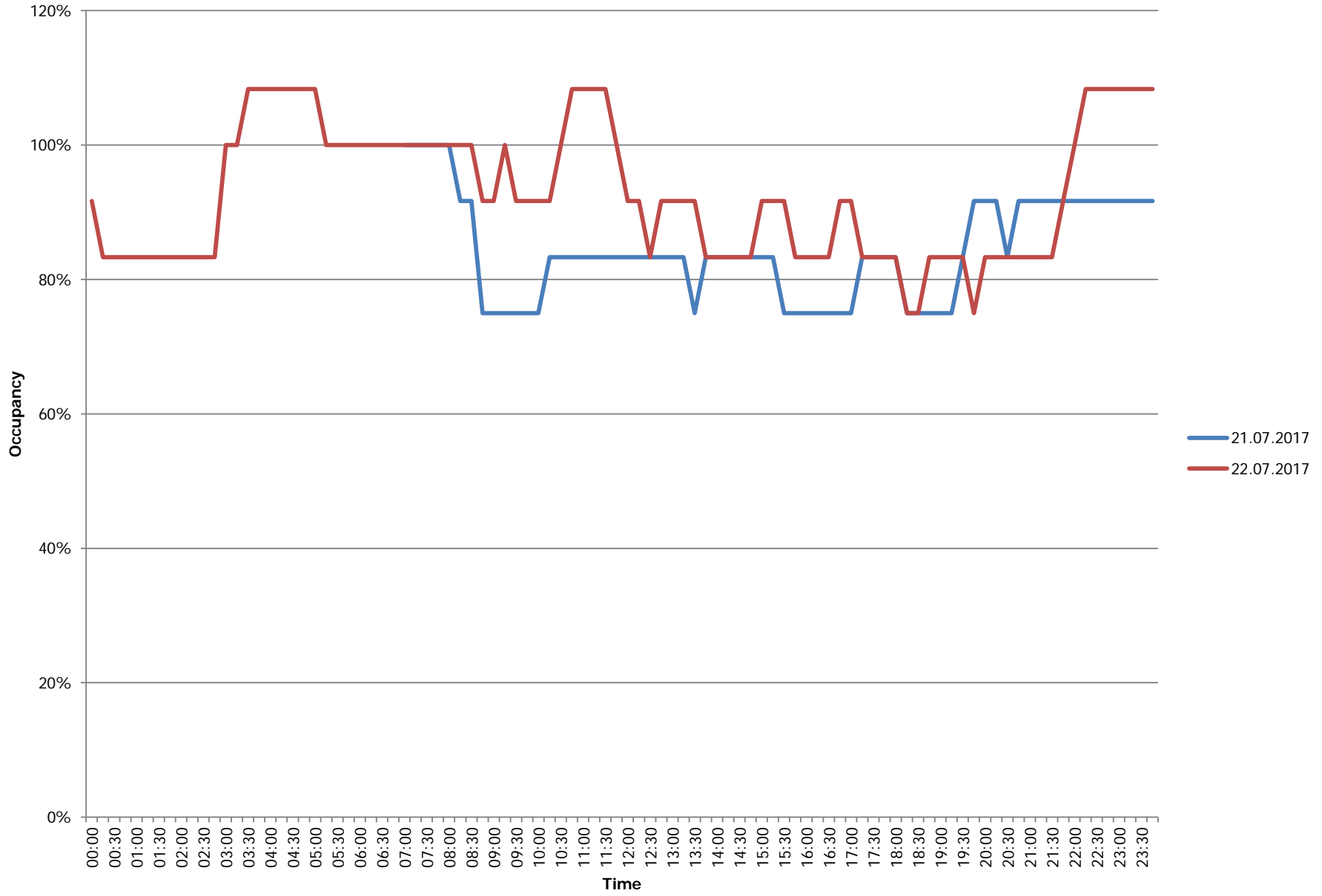
Draft planning schemes for the car park

AGENDA ITEM 6

VICTORIA WARD CAR PARKS

APPENDIX 1 – Site 7

Occupancy Summary Graph



AGENDA ITEM 6

VICTORIA WARD CAR PARKS

APPENDIX 2 – Site 8

Occupancy Summary Graph

