

COMMUNITY & HOUSING OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Wednesday 10 th January 2024
Report Subject	Car Parking Provision – Council owned properties
Cabinet Member	Cabinet Member for Housing and Regeneration
Report Author	Chief Officer (Housing and Communities)
Type of Report	Operational

EXECUTIVE SUMMARY

In 2001 the National Assembly of Wales approved the National Housing Strategy for Wales 'Better Homes for People in Wales'. The strategy set out Welsh Assembly Governments long-term vision for housing in Wales.

Central to that vision was the expectation that all households in Wales have the opportunity to live in good quality homes. To achieve this, the physical standard and condition of existing housing must be maintained and improved to the Welsh Housing Quality Standard.

This report focusses on the works which have been completed and continues to be delivered through the Council's Environmental Programme which includes the provision of car parking. The report also details the scoring matrix, which is used by officers for prioritising scheme requests, along with our proposals to review and implement contract holder permit controlled parking to our council owned stock.

RECOMMENDATIONS

1	To support the proposed actions relating to car parking permit schemes.
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REPORT DETAILS

1.00	THE WELSH HOUSING QUALITY STANDARD & ENVIRONMENTAL WORKS
1.01	<p>In the context of the Welsh Housing Quality Standards, the following Council Housing owned areas are assessed, considered, and reviewed in order to remain compliant:</p> <ul style="list-style-type: none">• Roads and footpaths.• Soft and hard landscaping with planting.• Street lighting (adequate).• Adequate and safe play space.• Adequate and practical and maintainable communal areas.• Dwellings clearly identifiable with definable boundaries.• Utility services practically located and well identified.• Adequate and practically located parking clearly visible.
1.02	<p>When undertaking an evaluation of environmental works in a specific area there needs to be an objective base and criteria with which to make decisions.</p> <p>The document included at appendix 1 is the matrix used by officers when assessing schemes, this criterion has been used successfully for a number of years.</p> <p>The officer will assess the feasibility of any proposed schemes, usually recommending several options that could meet the needs of its council owned homes whilst considering congestion risks along with access / egress provisions for emergency and service vehicles.</p> <p>Any proposals are scored through the matrix which assesses and evaluates a schemes feasibility, costs and priority.</p>
1.03	<p>From this, any schemes that are feasible and are of the highest priority are progressed through to the capital programme for inclusion. All schemes are subject to budget availability and resources.</p>
1.04	<p>Over the years, congestion levels have increased along with complaints associated to contract holder assigned car parking.</p> <p>Many schemes have been subject to vehicles parking in Council owned housing complexes or estates, which are not in the ownership of any contract holders (Council tenants).</p> <p>As many of the Council's car parking areas within its housing complexes are not permit controlled, there is no associated enforcement action or measures that can be implemented to deter from unauthorised vehicle parking.</p>
1.05	<p>It is proposed that the Council progresses with a review of all housing estates and complexes to ascertain if a permit-controlled parking scheme would be beneficial.</p>

	<p>Officers would review any previous requests or complaints relating to parking issues or concerns and complete feasibility studies and consultations with Members and contract holders to ascertain if a contract holder permit scheme would be beneficial and required.</p> <p>Costs associated to a permit-controlled parking order would need to be assessed on a scheme-by-scheme basis, with plans drawn up to identify which areas of Council housing owned areas of land would be included or excluded along with conditions of any parking orders placed upon these areas.</p> <p>Housing Management Teams would complete consultation meetings / events and directly contact contract holders (tenants) to ascertain the number of any vehicles that are registered to the housing estates/ complexes (contract holders) in relation to the scheme and would discuss the permit conditions and costs both in group meetings and on an individual basis. The Council would not be able to guarantee parking availability or allocate / designate contract holders with individual parking bays as this would not be feasible or viable. This may be due to existing parking capacity onsite or the limited available land areas that could be converted in the future. In certain schemes there are disabled car parking bays which must be provided, again these could not be designated to contract holders.</p> <p>Contract holder parking permits will only be allocated to new applicants as and when there is parking availability/ capacity.</p>
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2.00	RESOURCE IMPLICATIONS
2.01	<p>Staff - There are concerns relating to staff retention. Given that the construction industry is an ever-changing sector, staff may seek opportunities elsewhere i.e., new build, private sector etc.</p> <p>The Assets Teams have adjusted the team's structure to incorporate a degree of resilience, succession planning and robustness to the delivery model and departments risk register.</p> <p>The Housing Management Team will be required to administer the permit schemes and organise consultation meetings with local Members and contract holders to ascertain demand and requirements etc.</p> <p>Colleagues in Streetscene would manage the enforcement responsibilities of any permit-controlled areas.</p>

3.00	IMPACT ASSESSMENT AND RISK MANAGEMENT
3.01	As per paragraph 2.01, the Council has commenced with a full review of the Councils resources, budget requirements and procurement challenges.

	The Housing and Assets service are in the process of procuring a framework of contractors and suppliers to mitigate risks in terms of contractor resource and material supply and to also provide assurance with regards to associated costs, which impact upon our budgets etc.
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4.00	CONSULTATIONS REQUIRED/CARRIED OUT
4.01	As and when scheme requests are raised, consultation will commence with Members and contract holders as detailed.

5.00	APPENDICES
5.01	Appendix 1 – Scoring Matrix.

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	https://www.gov.wales/welsh-housing-quality-standard

7.00	CONTACT OFFICER DETAILS
7.01	Contact Officer: Sean O'Donnell, Service Manager - Housing Assets Telephone: 01352 701642 E-mail: Sean.O'Donnell@flintshire.gov.uk

8.00	GLOSSARY OF TERMS
8.01	Capital Programme: The Council's financial plan covering capital schemes and expenditure proposals for the current year and a number of future years. It also includes estimates of the capital resources available to finance the programme.
8.02	The Welsh Housing Quality Standard (WHQS): is a national standard of quality for homes. This is set by the Welsh Government. It means that all tenants in Wales should have the opportunity to live in good quality homes which meet the requirements of that household.
8.03	Financial Year: the period of 12 months commencing on 1 April.
8.04	Budget: a statement expressing the Council's policies and service levels in financial terms for a particular financial year. In its broadest sense it includes both the revenue budget and capital programme and any authorised amendments to them.