



ADUR & WORTHING
COUNCILS

Adur Executive Member for
Environment and Worthing Executive
Member for Regeneration
30 November 2018

Decision to be taken on or after
10 December 2018

Key Decision Yes/No

Impulse Leisure, Old Barn Way, Southwick - Car Parking Review

Report by the Director for Communities

Executive Summary

1. Purpose

- This report sets out current issues with parking controls around The Impulse Leisure, Old Barn Way, Southwick Car Park and recommendations to resolve them.
- If implemented it is considered that the recommendations will be beneficial to Impulse Leisure Centre users, recreation ground users, footballers and the bowls club and bring part of the Leisure Centres car park parking management in line with other areas of the Adur District

2. Recommendations

2.1 Recommendation One

- In consultation with the relevant Service Director, under Scheme of Delegations, to authorise Officers to amend the existing Parking Order to include the Car Park via Legal Services/Parking Services
- To note the costs outlined in Paragraph 6 and approve the necessary expenditure to be made in order to amend the existing Parking Order and for the District Council and or it's contractors to be able to enforce the area under Part 6 of The Traffic Management Act 2004

3. Context

- 3.1. The Council has a long term lease agreement with Impulse Leisure which covers the building and the car park. The car park is used by leisure centre users, recreation ground users, footballers, the bowls club and visitors to the centre.
- 3.2. Currently the areas cannot be enforced by the council's parking enforcement contractor, NSL as the areas are not covered by an Off-Street Parking Order. Currently users to the site who have high sided vehicles are unable to gain access to the main car park due to the height barrier, in addition the bays immediately outside of the main car park are often taken up by non leisure centre, recreation ground or bowls club users or non visitors to the centre, this prevents genuine users from using the spaces. Uncontrolled parking causes problems for centre users and their visitors and the existing arrangement is not consistent.
- 3.5 To address the concerns it is proposed to amend the existing Off-Street Parking Order to enable the bays immediate outside of the main car park and the area before the height barrier to be enforced by the Council's parking contractors (NSL) under Part 6 of The Traffic Management Act 2004 which would ensure a more consistent enforcement process. It will also provide an appeals process and any income generated from Penalty Charge Notices will be paid to the District Council.
- 3.6 The areas that would be covered by these proposals are shown on the plans attached as Appendix 1. The proposed restrictions would be limited waiting for the bays for a period of 3 hours with a no return of 3 hours within the same calendar day. In addition there will be double yellow lines with double kerb markings along the road opposite the bays to prevent vehicles from parking there and causing an obstruction.
- 3.7 The restrictions would be enforced by the Council's contractor NSL.

4. Issues for consideration

- 4.1 The car park at Impulse Leisure, Old Barn Way , Southwick requires parking to be managed effectively for the benefit of all users. Minimising anti-social parking problems is extremely important and the limited spaces need to be managed for the users and visitors to the centre in a fair and consistent way.

- 4.2 The risks associated with the proposals are low and would be beneficial to the centre users. There would be greater risk if the proposals were not adopted as there would not be any enforcement carried out in the area.

5. Engagement and Communication

- 5.1 The proposals will be subject to consultation with key stakeholders including West Sussex County Council and the police. In line with the statutory process the proposals will be advertised in the local media, in the car park and on the Council's website prior to coming into force.
- 5.2 The proposals will also need to be considered by the Adur Local Committee (CLC).
- 5.3 The Management team at Impulse Leisure have been consulted and are supportive of the proposals.

6. Financial Implications

- The cost of implementing the controls, will be up to £2,500. It is anticipated that these costs will be recovered through PCN income within a 18-24 month period.
- The time scale for implementation will be approximately 6 months from the date of the Executive Member Decision. This is subject on the availability of the Adur CLC.

7. Legal Implications

- 7.1 The land in question belongs to the Council (relevant enquiries having been conducted), and could be made subject to an off-street parking order pursuant to section 32 Road Traffic Regulations Act 1984, which states

“(1)Where for the purpose of relieving or preventing congestion of traffic it appears to a local authority to be necessary to provide within their area suitable parking places for vehicles, the local authority, subject to Parts I to III of Schedule 9 to this Act—

(a) may provide off-street parking places (whether above or below ground and whether or not consisting of or including buildings) together with means of entrance to and egress from them, or

(b) may by order authorise the use as a parking place of any part of a road within their area, not being a road the whole or part of the width of which is within Greater London”

7.2 The Adur District (Off Street Parking Places) (Civil Enforcement and Consolidation) Order 2011 (“the Order”) provides the legal framework as to the charges that the Council may apply including those to season ticket holders as well as introducing a maximum stay period and a no waiting and no loading/unloading at any time area.

7.3 In order to add the car park or part of the car park into the Order, the Order would need to be amended and published following the procedures outlined in The Local Authorities’ Traffic Orders Regulations 1996 as amended.

7.4 If the recommendation is implemented, this report indicates that Officers will amend the existing Parking Order to include the Car Park via Legal Services/Parking Services. In considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

7.5 Decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Background Papers

None

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Sustainability & Risk Assessment

1. Economic

- Parking controls are essential to support businesses in the area

2. Social

2.1 Social Value

- The proposals will improve the situation for Leisure Centre, recreational ground users, footballers, bowls club users and will also support all users by ensuring the bays are enforceable and used by genuine users/visitors to the centre.

2.2 Equality Issues

- Matter considered and no issues identified

2.3 Community Safety Issues (Section 17)

- Matter considered and no issues identified

2.4 Human Rights Issues

- Matter considered and no issues identified

3. Environmental

- Matter considered and no issues identified

4. Governance

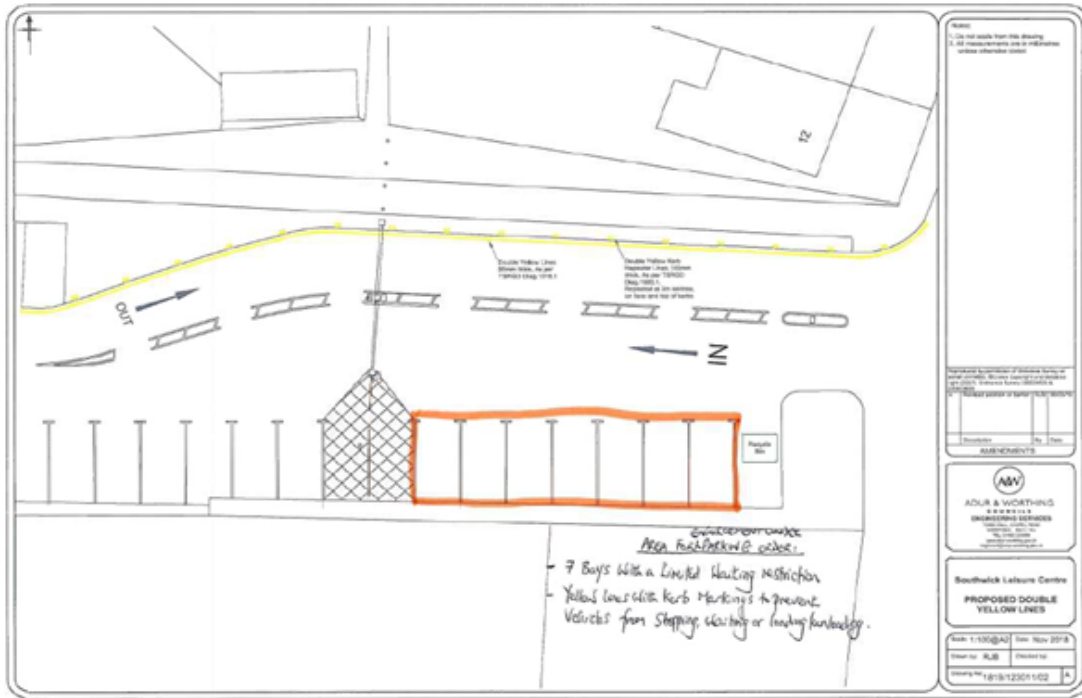
- The proposal would enhance the reputation of the Council by providing consistent enforcement and an effective appeals procedure, this will also help the users of the facilities to park whilst using the facilities..

Area to be included in the Off-Street Parking Order

ADDRESS
Impulse Leisure Southwick
Old Barn Way
Southwick
West Sussex
BN42 4NT



The below plan shows the area where there will be parking restrictions within the Car Park that will be enforceable, the rest of the Car Park will remain unrestricted but will also be in the Parking Order.



The above plan shows the area marked with outline that needs to be managed.

The Parking bays would be limited to a maximum stay of 3 hours with a no return of 3 hours. In addition there will be double yellow lines and kerb markings to prevent vehicles parking opposite the bays, shown in yellow on the plan.