



Report for: ACTION	
Contains Confidential or Exempt Information	N
Cabinet Key Decision	N <i>If Yes, this process cannot be used.</i>

Title	Introduction of Parking Controls at Osterley Sports & Athletics Club, Wood Lane, Isleworth
Member Deciding	Councillor Salman Shaheen, Cabinet Member of Parking, Parks and Leisure
Contact Details	Jefferson Nwokeoma – traffic@hounslow.gov.uk 020 8583 3322
Date to be Considered	Monday, 14 November 2022
Implementation Date if Not Called In	Tuesday, 22 November 2022
Affected Wards (if more than 2 wards, this is a Key Decision and cannot use SMD process)	Osterley & Spring Grove
Keywords/Index	Parking Controls, Osterley Sports & Athletics Club, Lampton Leisure

SINGLE MEMBER DECISION

1. Details of Recommendations

This report recommends:

- That, as an extension to the Single Member Decision of [3 September 2019](#), and following satisfactory completion of formal (statutory) consultation in December 2021, Officers introduce parking charges between the hours of 8.30am-4.30pm, Monday to Friday at Osterley Sports & Athletics Centre (“the Site”) (as shown on the plan at Appendix 1) following completion of the formal (statutory) consultation process.
- The proposed parking charges replicate the approved parking charges for the leisure car parks at Hanworth Airpark, Heston and Isleworth Leisure Centres, being free parking for up to 3 hours and £3 for up to 4 hours.

- The inclusion of the enforcement of the car parking charges in the existing Council parking enforcement contract between London Borough of Hounslow and Serco.

If the recommendations are adopted, how will residents' benefit?

Benefits to residents and reasons why they will benefit, link to Values	Dates by which they can expect to notice a difference
Residents and healthy and active; People are connected and feel part of a community – the provision of dedicated parking provisions will ensure improved accessibility to leisure facilities, local sports groups and other leisure-related activities	Upon introduction of the parking controls
Residents and businesses benefit from a sustainable and green borough – the introduction of parking controls will assist in deterring unnecessary vehicle journeys and encouraging more active and sustainable modes of transport	Upon introduction of the parking controls

2. Report Summary

- 2.1 In response to complaints of obstructive parking and following the undertaking of formal (statutory) consultation, the Council is proposing to introduce controlled parking at Osterley Sports & Athletics Centre on Wood Lane during the hours of 8.30am-4.30pm, Monday-Friday. During these times, parking will be free for up to 3 hours with a £3 charge for those wishing to park for up to 4 hours.
- 2.2 The Site is currently uncontrolled and as a result is being used for long-term parking by non-leisure facility users thereby restricting the availability of parking space for visitors to the site, who are the intended beneficiaries of the parking provisions.
- 2.3 The proposed changes would bring the Site in-line with the car parks at Hanworth Airpark, Heston and Isleworth Leisure Centres following the introduction of parking controls at those sites in November 2019.
- 2.4 These recommendations are being made due to the ongoing difficulties being experienced by leisure facility users at the Site as a result of uncontrolled parking.
- 2.5 If adopted, the financial implications for the Council relate to the initial costs to undertake the statutory consultation and, if approved, implementing the scheme which would include installation of signage and any necessary road marking works. These costs are expected to be in the region of £3,000 and are currently budgeted for in the capital programme.

3. Reason for Decision and Options Considered

- 3.1 Osterley Sports and Athletics Centre currently provides off street parking to improve access for users and reduce parking congestion on the adjacent highways. As with other leisure sites, this facility is within the vicinity of other amenities that generate parking demand and this has subsequently resulted in complaints that spaces allocated for the use of leisure facility users are often occupied by non-users. Parking charges and controls are a proven solution to effectively manage car parking in key locations such as this.
- 3.2 Following approval to progress to public consultation made by the lead member on 12 May 2017 and subsequent consideration of the consultation responses by the lead member on 3 September 2019, the introduction of parking controls were introduced at other Leisure facility sites throughout the borough.
- 3.3 As will be noted in the 3 September 2019 decision, the proposed parking charges, which operate between 8.30am-4.30pm, Monday-Friday, were amended so that for those parking longer than three hours but less than four hours a charge of £3 would still apply and there would be a four-hour maximum stay limit. These controls were deemed suitable to ensure that legitimate Leisure facility users could park for a reasonable period without charge, but the four-hour maximum stay period would deter 'all day' parking by commuters or other unpermitted users.
- 3.4 Since the introduction of those controls, general feedback indicates that the controls have had the intended outcome of removing non-Leisure related parking whilst improving the parking provisions available for visitors to the centres. In light of this and following completion of the formal (statutory) consultation process, which was carried out between 24 November and 15 December 2021 and to which no objections were received, the same controls are proposed at the Site.
- 3.5 A key stakeholder is Lampton Leisure, who currently manage the Council's leisure portfolio, fully support the need to manage parking at this Site, as the benefits of time limited free parking arrangements for customers and visitors have demonstrated at other sites.

Option	Comments
Do nothing thereby leaving parking at the Site uncontrolled.	This option has been rejected due to long-term parking difficulties reported as a result of parking by non-leisure facility users.
Implement the scheme at this Site with parking charges mirroring those applied at other Leisure car parks.	This option is supported due to the effectiveness of controls at similar leisure facilities in ensuring dedicated parking provisions for facility users.
Implement the scheme with parking charges during the opening hours of the Site, namely Monday-Friday, 9am-10pm and Saturday-Sunday, 9am-6pm.	This option has been rejected as it is considered excessive although increased operational times could be considered at a later stage if the current proposals prove to be ineffective.

4. Key Implications

- 4.1 The aim of this proposal is to reduce the number of non-leisure facility users using the car park at the Site, and to reduce the number of cars using the car park in general. This will help ensure space is available for genuine users of the facilities as well as promoting sustainable and active travel through encouraging more walking and cycling within the borough.
- 4.2 This proposal would comply with the Council's commitment to create a greener and healthier borough by deterring unnecessary vehicle journeys and encouraging more active and sustainable modes of transport.
- 4.3 The recommended measures are not expected to have a negative impact on residential streets near the affected site as controlled parking zones are operational in the surrounding area. The impact of the parking controls at the Site will be assessed via staff and visitor feedback, which in turn will determine whether further review of the controls is required.

5. Financial Details

a) Financial Impact on The Budget (Mandatory)

- 5.1 The costs to fund the advertising and making of a traffic management order, and installation of signs and road markings to delineate the bays would be in the region of £3000. These costs are currently budgeted for as part of the allocation agreed by the lead member on 12 May 2017, of which sufficient funds remain available.
- 5.2 There would be ad-hoc maintenance costs to repair the signage and road markings within the Site in future years however it is expected that this cost will be covered by income generated from charges and enforcement.
- 5.3 To ensure effective management of the parking controls, enforcement of the new controls will be incorporated into the existing enforcement contract between London Borough of Hounslow and Serco, as has been the case in other Leisure-managed facilities where parking controls have been introduced. It is anticipated that there will be no additional cost to the Council as a result of the additional enforcement requirements.

b) Comments of the Executive Director of Finance and Resources

- 5.4 This report seeks approval to introduce parking charges between the hours of 8.30am-4.30pm, Monday to Friday at Osterley Sports & Athletics Centre following completion of a formal (statutory) consultation process. The proposed parking charges replicate the approved parking charges for the leisure car parks at Hanworth Airpark, Heston and Isleworth Leisure Centres, being free parking for up to 3 hours and £3 for up to 4 hours.
- 5.5 It also recommends the inclusion of the enforcement of the car parking charges in the existing Council parking enforcement contract between the Council and Serco.

- 5.6 The cost of implementing and enforcing the parking scheme need to be met from within approved budgets.
- 5.7 Going forward the level of income generated via these parking charges needs to be monitored along with the cost of maintaining and enforcing the parking scheme at this site.

6. Legal

a) Legal Details

- 6.1 Under section 32(1)(a) of the Road Traffic Regulation Act 1984 ('the RTRA'), 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 may by order provide off-street parking places.
- 6.2 As respects any off-street parking places provided by a local authority under s.32(1)(a) of the RTRA, the local authority may, by order made under section 35 of the Act, make provision as to:
- (i) the use of the parking place, and in particular the vehicles or class of vehicles which may be entitled to use it,
 - (ii) the conditions on which it may be used,
 - (iii) the charges to be paid in connection with its use, and
 - (iv) the removal from it of a vehicle left there in contravention of the order and the safe custody of the vehicle.
- 6.3 Section 122 of the RTRA places the Council under a general duty when exercising functions under the Act to, so far as practicable, secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 6.4 The power to make an order as respects any parking place includes the power to make an order varying or revoking any previous order as respects that parking place: paragraph 27(1) of Schedule 9 to the RTRA.
- 6.5 Before making an order under section 32(1)(a), a local authority must consult the chief officer of police for the police area to which the order is to relate is situated: paragraph 20(1) of Schedule 9 to the RTRA.
- 6.6 Any person who wishes to question the validity of, or any provision contained in, an order made under s.32(1)(a) on the grounds:
- (a) that it is not within the relevant powers, or
 - (b) that any of the relevant requirements has not been complied with in relation to the order,
- may, within 6 weeks from the date on which the order is made, make an application to the High Court to quash the order or any provision of the order: Part VI of Schedule 9 to the RTRA.
- 6.7 Part 6 of the Traffic Management Act 2004 governs civil enforcement of traffic contraventions and paragraph 2 of Schedule 7 to the TMA extends civil

enforcement in Greater London to parking contraventions in relation to off-street parking places provided under section 32(1)(a) of the RTRA where:

- (a) the vehicle has been left—
 - (i) otherwise than as authorised by or under any order relating to the parking place, or
 - (ii) beyond the period of parking that has been paid for,
- (b) no parking charge payable with respect to the vehicle has been paid, or
- (c) there has been, with respect to the vehicle, a contravention of any provision made by or under any order relating to the parking place.

b) Comments of the Assistant Director of Governance

6.8 This report seeks to:

- introduce parking charges between the hours of 8.30am-4.30pm, Monday to Friday at Osterley Sports & Athletics Centre following completion of the formal (statutory) consultation process.
- replicate the approved parking charges for the leisure car parks at Hanworth Airpark, Heston and Isleworth Leisure Centres, being free parking for up to 3 hours and £3 for up to 4 hours.
- include the enforcement of the car parking charges in the existing Council parking enforcement contract between London Borough of Hounslow and Serco.

6.9 Paragraph 16 of the Finance Regulations set out in Part 4G-1 of the Constitution require any new fee introduced for any new service to be approved by Cabinet and noted by Borough Council. As this Single Member Decision is being proposed by the Cabinet Member for Parking, Parks and Leisure, this constitutes a Cabinet level decision and therefore meets the requirements of Paragraph 16, provided it is noted by Borough Council, along with any supporting documentation.

7. Equalities, Human Rights and Community Cohesion

7.1 The Council has to give due regard to its equalities duties and in particular with respect to public sector equality duty as provided in Equality Act 2010, section 149 and, for the purposes of this report, Section 20, Part 2 of the Equality Act.

7.2 The Council's public sector equality duty has informed the design of the proposed parking controls and the effects of the report's recommendation have been screened for whether they may have a disproportionately negative effect on people with one or more of the protected characteristics. This screening concluded that they do not, and that the changes are sufficiently remote or peripheral to the substance of the equality duty as to not necessitate an Equalities Impact Assessment. Accordingly, in approving this proposal the Council will be acting in compliance with its duties under the Equality Act 2010. A particular point to note is that blue badge holders can park for free within any pay & display ("pay to park") parking bay whilst there will also be two dedicated blue badge holder parking spaces within the Site.

8. Climate Emergency Considerations

- 8.1 It is anticipated that by deterring unnecessary vehicle journeys and encouraging more active and sustainable modes of transport, this decision will be complying with the Council's commitment to create a sustainable and green borough.

9. Value For Money

- 9.1 The proposed measures are expected to provide the stated benefits at neutral cost to the council, with the possibility of surplus revenue to further benefit site maintenance.

10. Sustainability Impact Appraisal

- 10.1 The scheme is already in operation at Heston Pools & Fitness, Hanworth Air Park and Isleworth Leisure Centres and it has shown to be sustainable in relation to charges, enforcement and maintenance. Additionally, it does not appear to have had an impact on the number of users accessing these sites.

11. Risk Management

Risks	Uncontrolled Risk	Controls	Controlled Risk
Limited, or lack of, parking provisions	Permitted users unable to park on site are displaced into surrounding residential roads	Introduction of parking controls to limit use and maximum stay period	Parking for permitted users is more accessible thereby reducing the displacement effect in surrounding roads
Lack of parking provisions for blue badge holders	Increased difficulties for blue badge holders to park and/or access the site	Introduction of designated 'blue badge holder' parking bays	Blue badge holders will have allocated parking spaces thereby ensuring accessibility is improved
Exceeding budget allocation	Risk of overspending thereby impacting progression of other programmed works	Analysis of estimated costs prior to works advancing	Ensure works are completed within budget thereby reducing impact on future programmed works

12. Links to Council Priorities

- 12.1 It is anticipated that the provision of dedicated parking provisions for leisure facility users will ensure improved accessibility to leisure facilities, local sports groups and other leisure-related activities thereby supporting the Council's commitments to promoting healthy and active residents who are connected and feel part of the community.
- 12.2 It is further anticipated that the introduction of car parking charges at this site would help the Council to support its aspirations to create a greener and healthier borough by deterring unnecessary vehicle journeys and encouraging more active and sustainable modes of transport.

13. Staffing/Workforce and Accommodation implications:

- 13.1 The proposal will not have an adverse effect on staffing or workforce as they would be permitted to park in the Site during the operational times of the proposed parking controls.

14. Property and Assets

- 14.1 There will be some minor capital improvements of the car parking facilities, as previously stated in the Financial Details section of this report.

15. Any Other Implications

- 15.1 It is recommended to adopt a cashless technology as this is being implemented throughout the Borough to allow a more efficient administration and reduce risk of vandalism. There may be additional administration fees to consider but they have demonstrated not to impact on the sustainability of the site in other areas where the controls have already been implemented.

16. Consultation

- 16.1 As with other leisure centres in the borough that have parking charges in place, formal statutory consultation identifying the Council's proposals to introduce parking controls has been carried out. As part of this process, notices identifying the proposals were placed within the leisure facility and car park, on the Council's website and The London Gazette. During the process, which took place between 24 November and 15 December 2021, no objections were received.
- 16.2 It is further noted that Lampton Leisure, who currently manage the Council's leisure portfolio, fully support the need to manage parking at this site, as the benefits of time limited free parking arrangements for customers and visitors have demonstrated at other sites.

17. Timetable for Implementation

- 17.1 The scheme can be implemented during Autumn 2022.

18. Appendices

- 18.1 Appendix A – Osterley Sports & Athletics Centre, Site Parking Layout

19. Background Information

- 19.1 The Single Member Decision of 12 May 2017 approving progression of the public consultation on possible parking controls at other Leisure facilities and the subsequent Single Member Decision of 3 September 2019 approving the introduction of parking controls at those sites.

SIGNATURES AND AGREEMENT

Using the authority delegated to me as the relevant Cabinet Member, I agree to the recommendations.

.....
State the Name and Title of the Cabinet Member Here

Dated:

Notes:

This decision cannot be implemented until after five clear working days have elapsed from the publication of the decision to allow for the decision to be called in for consideration by the Overview and Scrutiny Committee. It may only be exempted from this using the appropriate process as detailed in the Constitution.

If this is a key decision, this process cannot be used. If it is not a key decision, it is good practice to send a copy of this document to Democratic Services in advance of the decision to be taken, so that it can be published five clear working days beforehand in accordance with legal requirements on access to information. Please liaise with Democratic Services to alert them to the fact this decision is to be made and will need to be published.

If the decision is exempt from publication, you will still need to provide a copy but clearly marked that it is exempt and the legal reasons for exemption as set out in the constitution.

You will also need to speak to your Forward Plan Co-ordinator to ensure that this decision has a directorate report number. It will also need to be listed in the Forward Plan for 28 days if it relates to a key decision.

REPORT ENDS