

Item No. 12	Classification: Open	Date: 31 October 2011	Meeting Name: Camberwell Community Council
Report title:		Local parking amendments and Car Club expansion	
Ward(s) or groups affected:		All wards within Camberwell Community Council	
From:		Senior Engineer, Network Development	

RECOMMENDATIONS

1. That the following local parking amendment, detailed in the appendices to this report, is approved for implementation subject to the outcome of any necessary statutory procedures:
 - Flodden Road - Remove existing Permit holders only bay and Install zone hours waiting restrictions
 - Grace's Mews - Relocate proposed Permit holders only bay from northeast side to southwest side
2. The shortlist for potential future car club locations (Table 1) be approved
3. That two of the shortlisted locations be implemented during 2011/12 (recommended: Avondale Rise and Rainbow Street)
4. That four of the shortlisted locations be implemented during 2012/13 (recommended: Councillor Street, Daneville Road, Gairloch Road and Grove Lane)
5. prior to implementation, each car club location is subject to local (informal) consultation and the completion of any necessary statutory procedures

BACKGROUND INFORMATION

6. This report presents proposals for a number of local parking amendment schemes, which are matters reserved to Community Council for decision under Part 3H of the constitution.
7. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Flodden Road - 1112Q2024

8. The public realm projects (parking design) team was asked by a local resident to remove a section of permit holders only bay and install zone hours waiting restriction (SYL) in front of an existing dropped kerb that allows access to No.15 Flodden Road.

9. An officer from the parking design team has investigated the location and notes there is an existing dropped kerb. The parking in front of the dropped kerb makes access difficult and can lead to access or egress being prevented.
10. It is recommended, as shown in Appendix 1, that 6m of permit holders only parking bay is removed and 6m of zone hours waiting restrictions (single yellow line) is introduced.

Grace's Mews - 1032_DD_LG

11. The public realm projects (parking design) team was asked by a local resident to relocate the proposed permit holder only bay from the northeast side of Grace's Mews to the southwest side.
12. This bay has been proposed as part of the Lucas Gardens (LG) controlled parking zone (CPZ) consultation.
13. During the statutory consultation a resident objected to and highlighted an access issue if the permit bay is installed as originally proposed. A senior engineer meet with a resident at the location to discuss this issue and agreed that relocating the bay to the opposite side of the highway would improve access to the gated (private) section of Grace's Mews, without any loss of proposed parking space. This resulted in the statutory objection being withdrawn.
14. It is recommended as shown in Appendix 2, that the proposed permit holders only bay is relocated from the northeast side to the southwest side of Grace's Mews

Car Club background

15. The council's Transport Plan sets out our policy to ensure that there is a car club vehicle within five to ten minutes walk of each of household by 2014.
16. Southwark commenced the introduction of car club bays in March 2010. Since then over 100 on-street car club bays have been installed providing convenient neighborhood cars to over 8,500 car club members in the borough. Figure 1 identifies all car club sites in Southwark and neighboring boroughs.
17. There are 9 existing car club bays in this community council area
18. Car clubs provide mutual benefits to residents, businesses and to the council.
19. To residents and businesses they provide the convenience of being able to use a clean, modern and reliable vehicle for those trips you cannot do by using public transport, cycling or walking. They provide a convenient alternative to using a privately owned vehicle because car club members only pay for what they use and

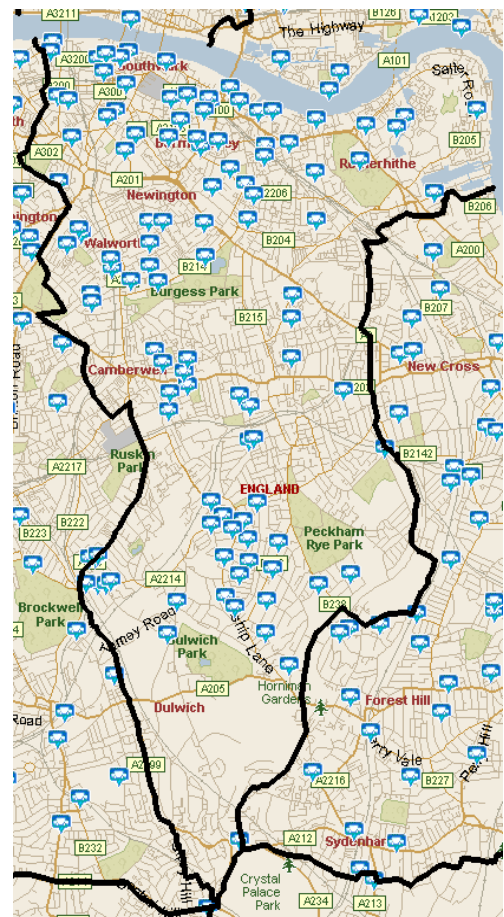


Figure 1 - Existing car club locations

therefore do not have to worry about tax, insurance, parking permits, servicing or repairs. There are none of the hassles of owning and maintaining a car.

20. To the council they help improve traffic and parking conditions, reduce carbon emissions and improve air quality. Car clubs achieve this through the use of a clean, efficient vehicle fleet and the fact that each car club car replaces around 24 private cars (through members choosing to sell their own private car or deferring purchase of a new one). This, in turn, benefits residents.
21. An extensive range of vehicles are available to Southwark members, including small cars, medium cars, premium cars and vans.
22. Cars are reserved online or by phone, and can be collected and returned 24/7 using a high-tech smartcard. You can use a car for as little as 30 minutes or as long as six months.
23. Each car has its own dedicated bay where you will pick-up and return your vehicle. They are placed in areas where they are easily accessible for residents and businesses.

Car Club expansion

24. Southwark has a contractual partnership with Zipcar (after Streetcar and Zipcar recently merged). Zipcar, a multinational car club company, populate the bays with their vehicles and manage the membership and operation of the club. Southwark provide dedicated car club bays on the public highway for each vehicle to park.
25. Officers have been working closely with Zipcar to identify potential locations for new car club bays. Table 1 shortlists locations that are suitable (from a traffic and parking perspective) for a new car club bay in this community council area. The locations are shown on a map in Appendix 3.
26. Officers have identified more potential locations than we can install during 2011/12 and 12/13 (for market reasons) so the shortlist must be prioritised. Remaining sites on the shortlist will be delivered as growth of the car club further increases.
27. The prioritised locations have been identified jointly between officers and Zipcar and are strongly recommended for their potential as a successful site.
28. The locations are expected to be successful based upon projected vehicle use, usage of existing nearby bays and demand analysis (Appendix 4). Delivery of these 11/12 and 12/13 bays will also help achieve the stated policy objective.

TABLE 1		RECOMMENDED
SITE_ID	STREET	PRIORITY
S-140	AVONDALE RISE	2011/12
S-110	RAINBOW STREET	2011/12
S-164	COUNCILLOR STREET	2012/13
S-111	DANEVILLE ROAD	2012/13
S-119	GAIRLOCH ROAD	2012/13
S-115	GROVE LANE	2012/13
S-138	BALDWIN CRESCENT	2013/14 onwards (or before, if demand increases)
S-142	BLANCHEDOWNE	2013/14 onwards (or before, if demand increases)
S-139	GROVE PARK	2013/14 onwards (or before, if demand increases)
S-122	LOMOND GROVE	2013/14 onwards (or before, if demand increases)

29. A similar short listing process is being conducted with each community council and a full list of bays can be found in Appendix 5.

30. Local, informal, consultation will be carried out prior to implementation; this will include information about how car clubs work and their benefits to the neighbourhood.

POLICY IMPLICATIONS

31. The recommendations contained within this report are consistent with the policies of the council's Transport Plan and the Parking and Enforcement Plan, particularly:

- Policy 1.1 – pursue overall traffic reduction
- Policy 1.5 – ensure that there is a car club bay within five to ten minutes walk of each household in the borough by 2014
- Policy 2.3 – promote and encourage sustainable travel choices in the borough
- Policy 4.2 – create places that people can enjoy
- Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

COMMUNITY IMPACT STATEMENT

32. The policies within the Transport Plan and Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

33. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:

- Providing increased availability of access to a car club, as a shared local resource with economic and environmental benefits to the community.

RESOURCE IMPLICATIONS

34. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget and funding from Transport for London specifically for car club expansion.

CONSULTATION

35. No informal consultation has been carried out.

36. Should the community council approve the item, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

37. The road network and parking manager has been consulted on the proposals and has no objections.

38. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan Parking and Enforcement Plan	Parking Design Public Realm 160 Tooley Street	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Flodden Road - Remove existing Permit holders only bay and Install zone hours waiting restrictions
Appendix 2	Grace's Mews - Relocate proposed Permit holders only bay from northeast side to southwest side.
Appendix 3	Map of shortlisted car club locations for community council
Appendix 4	Map of car club demand
Appendix 5	Borough-wide shortlist of car club locations

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Michael Herd, Transport and Projects Officer	
Version	Final	
Dated	20 October 2011	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	20 October 2011	