

Item No. 12	Classification: Open	Date: 7 November 2011	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments and Car Club expansion	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

1. That the following local parking amendment, detailed in the appendices to this report, be approved for implementation subject to the outcome of any necessary statutory procedures:
 - Dulwich Wood Avenue - Reduce existing "at any time" waiting restrictions (double yellow lines) at the junction with Dulwich Wood Park
 - Stradella Road - Remove bay markings and install single yellow line to provide access to No12 by recently installed dropped kerb
 - Colby Road - Install "At any time" waiting restriction (double yellow lines)
 - Cyrena Road – Relocate an existing car club bay from the east side of the road to the west side of the road
2. The shortlist for potential future car club locations (Table 1) be approved
3. That one location from the shortlist be selected for implementation during 2011/12 (recommended: Colby Road)
4. That three locations from the shortlist be selected for implementation during 2012/13 (recommended: Church Approach, Frankfurt Road and Trossachs Road)
5. That 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

Dulwich Wood Avenue 1112Q2002

8. The parking design team was asked by a local resident to investigate the possibility of reducing the “at any time” waiting restrictions (double yellow lines) on the junction with Dulwich Wood Park.
9. An officer from the parking design team evaluated the junction and it is felt that reducing the existing double yellow lines allow more parking and would not compromise sight lines or junction safety.
10. It is recommended, as shown in Appendix 1, that “at any time” waiting restrictions (double yellow lines) are modified in length.

Stradella Road 1112Q2020

11. The council’s asset management team have received, considered and approved in principal (subject to this decision and statutory consultation) the construction of a vehicle crossover leading to No. 12 Stradella Road.
12. The proposed crossover location currently has a shared-use parking bay in front of it, this bay is part of Herne Hill (HH) Controlled Parking Zone (CPZ).
13. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
14. The parking design team has been asked by asset management to progress a local parking amendment such that the parking bay is removed and a waiting restriction installed; this will result in the loss of approximately 1 parking space.
15. It is recommended, as shown in Appendix 2 that the bay marking outside No.12 is removed and 5 metres of single yellow line is installed.

Colby Road 1112Q2032

16. Councilor Robinson arranged a site meeting with local residents and council officers to discuss resident parking and traffic speeds in Colby Road on 9 September 2011.
17. Concerns were raised by residents about high levels of parking demand, about commuter parking associated with Gipsy Hill station and whether a CPZ could be considered for the area. This is outside of the scope of this report but the comments have been noted and logged.
18. In relation to other parking matters, it was noted by residents that heavy parking on both sides of the road reduced the running-width of the carriageway to a single lane. The geometry of the road near its junction with Gipsy Hill and the heaviest demand for parking is such that there is often no opportunity for vehicles to pass and vehicles entering (east bound) from Gipsy Hill sometimes have to reverse back onto the main road to allow a (west bound) vehicle to pass.
19. It was also noted that the public house’s cellar door is in Colby Road and that the dray often has to double park to make a delivery – completely obstructing the road.

Officers later spoke to the publican and this was confirmed.

20. In view of the above and in order to improve sight lines for all road users (including cyclists – a matter raised), to provide a passing space so as to avoid reversing onto the main road and to provide a gap for loading it is recommended that double yellow lines are installed along the flank of the public house.
21. The officer discussed the issue of deliveries with the landlady of The Colby Arms and she agreed that it would be helpful to have yellow lines at this location to assist with deliveries.
22. It is recommended, as shown in Appendix 3, that “at any time” waiting restrictions (double yellow lines) are installed.

Cyrena Road – Relocate an existing car club bay

23. An existing car club bay in Cyrena Road (adjacent to the junction with Rodwell Road) is causing difficulties for an elderly resident when being picked up and dropped off.
24. It is recommended that the bay be repositioned on the opposite side of the road which is not directly in front of a front door.

Car Club background

25. 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.
26. 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.
27. There are 23 existing car club bays in this community council area
28. Car clubs provide mutual benefits to residents, businesses and to the council.
29. 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 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.

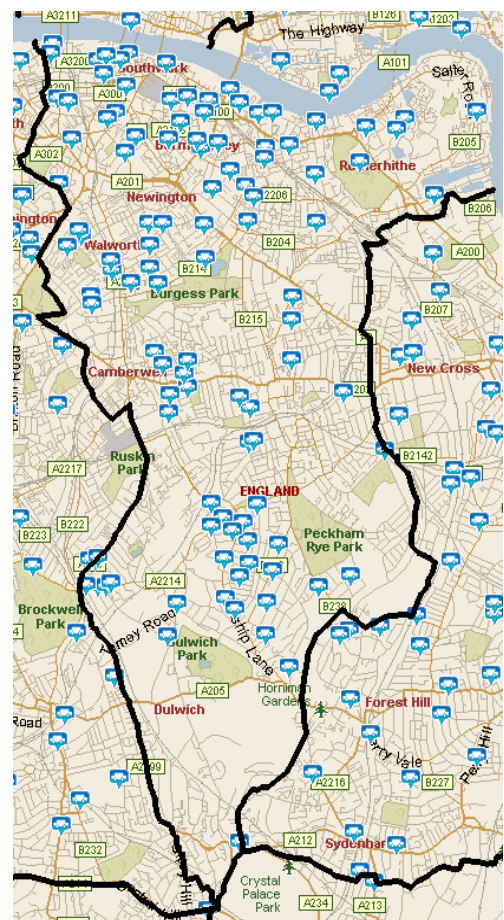


Figure 1 - Existing car club locations

30. 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.
31. An extensive range of vehicles are available to Southwark members, including small cars, medium cars, premium cars and vans.
32. 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.
33. 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

34. 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.
35. 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 4.
36. 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.
37. The prioritised locations have been identified jointly between officers and Zipcar and are strongly recommended for their potential as a successful site.
38. The locations are expected to be successful based upon projected vehicle use, usage of existing nearby bays and demand analysis (Appendix 5). 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-186	COLBY ROAD	2011/12
S-183	CHURCH APPROACH	2012/13
S-127	FRANKFURT ROAD	2012/13
S-120	TROSSACHS ROAD	2012/13
S-151	ALLEYN PARK	2013/14 onwards (or before, if demand increases)
S-182	ALLEYN PARK	2013/14 onwards (or before, if demand increases)
S-157	BASSANO STREET	2013/14 onwards (or before, if demand increases)
S-176	BOWEN DRIVE	2013/14 onwards (or before, if demand increases)
S-152	CRESCENT WOOD ROAD	2013/14 onwards (or before, if demand increases)
S-117	CROXTED ROAD	2013/14 onwards (or before, if demand increases)
S-128	DESENFANS ROAD	2013/14 onwards (or before, if demand increases)
S-118	DULWICH WOOD AVENUE	2013/14 onwards (or before, if demand increases)
S-185	EASTLANDS CRESCENT	2013/14 onwards (or before, if demand increases)
S-184	GILKES CRESCENT	2013/14 onwards (or before, if demand increases)
S-150	HITHERWOOD DRIVE	2013/14 onwards (or before, if demand increases)
S-143	RED POST HILL	2013/14 onwards (or before, if demand increases)
S-149	STRADELLA ROAD	2013/14 onwards (or before, if demand increases)
S-148	THOMPSON ROAD	2013/14 onwards (or before, if demand increases)

39. A similar short listing process is being conducted with each community council and a full list of bays can be found in Appendix 6.

40. 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

41. 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

42. 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).

43. 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

44. 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

45. No informal consultation has been carried out.

46. 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.

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

48. No consultation or comment has been sought from the Strategic Director for Communities, Law and Governance or the Finance Director..

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix 1	Dulwich Wood Avenue - Reduce "at any time" waiting restrictions (double yellow lines) at the junction with Dulwich Wood Park
Appendix 2	Stradella Road - zone hours waiting restriction (single yellow line) outside No.12
Appendix 3	Colby Road - At any time waiting restriction (double yellow lines) side of The Colby Arms public house
Appendix 4	Map of shortlisted car club locations for community council
Appendix 5	Map of car club demand
Appendix 6	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	26 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
Parking operations and development manager	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	26 October 2011	