

Item No. 13	Classification: Open	Date: 31 October 2011	Meeting Name: Peckham Community Council
Report title:		Local parking amendments and Car Club expansion	
Ward(s) or groups affected:		All wards within Peckham Community Council	
From:		Senior Engineer, Public Realm Projects (Parking Design)	

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:
 - Meeting House Lane - Reduce the length of existing “at any time” waiting restrictions (double yellow lines) at the junctions with Springall Street/Montpelier Road and Naylor Road/Carlton Grove
2. The shortlist for potential future car club locations (Table 1) be approved
3. That three of the shortlisted locations for implementation during 2012/13 be prioritised (recommended: Sumner Road, Geldart Road and Peckham Grove)
4. That prior to implementation, each location is subject to local (informal) consultation and the completion of any necessary statutory procedures

BACKGROUND INFORMATION

5. 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.
6. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Meeting House Lane 1011Q4027

7. The network development team was asked by Peckham Community Council to monitor and investigate the possibility of reducing the “at any time” waiting restrictions (double yellow lines) on Meeting House Lane at the junctions with Naylor Road/Carlton Grove and Springall Street/Montpelier Road.
8. These restrictions were introduced by the public realm projects team as part of an improvement scheme for Meeting House Lane commissioned by the Housing Renewal Team.
9. The team carried out a consultation between 8th May and the 22nd May 2009 which showed 84% of respondents in favour of the improvement scheme.

10. However once the restrictions were installed residents raised concern that the yellow lines were too long and should be reduced to provide more parking availability.
11. Parking Design officers have evaluated the two junctions and are of the opinion that the double yellow lines could be reduced to in length only to extend to the limit of the raised table (currently they extend beyond that point on some junction arms).
12. Under the Traffic Management Act, 2004, it became an offence to park on a raised table (*parked on part of the carriageway raised to meet the level of a footway, cycle track or verge*). In view of this, it would be misleading to reduce the length of the yellow lines any further than the extent of the raised junction tables.
13. It is recommended, as shown in Appendix 1, that the waiting restrictions (double yellow lines) are modified in length so that all arms of both junctions match the extent limits of the raised entry tables.

Car Club background

14. 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.
15. 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.
16. There are 3 existing car club bays in this community council area
17. Car clubs provide mutual benefits to residents, businesses and to the council.
18. 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.
19. 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

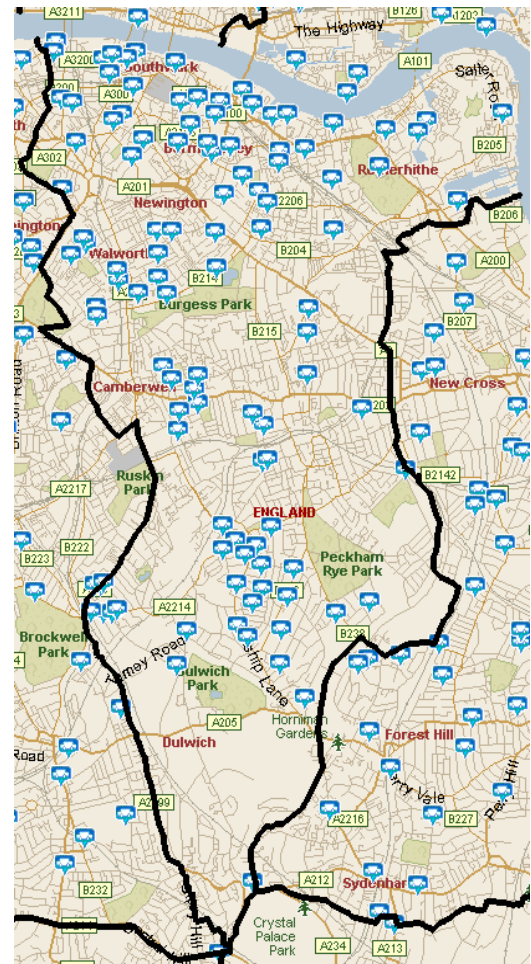


Figure 1 - Existing car club locations

clean, efficient vehicle fleet and the fact¹ 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.

- 20. An extensive range of vehicles are available to Southwark members, including small cars, medium cars, premium cars and vans.
- 21. 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.
- 22. 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

- 23. 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.
- 24. 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 2.
- 25. 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.
- 26. The prioritised locations have been identified jointly between officers and Zipcar and are strongly recommended for their potential as a successful site.
- 27. The locations are expected to be successful based upon projected vehicle use, usage of existing nearby bays and demand analysis (Appendix 3). Delivery of these bays will also help achieve the stated policy objective.

TABLE 1		RECOMMENDED
SITE_ID	STREET	PRIORITY
S-162	GELDART ROAD	2012/13
S-190	PECKHAM GROVE	2012/13
S-123	SUMNER ROAD	2012/13
S-154	BLAKES ROAD	2013/14 onwards (or before, if demand increases)
S-173	GLENGALL ROAD	2013/14 onwards (or before, if demand increases)

- 28. A similar short listing process is being conducted with each community council and

¹ Car Plus, 2011, the national charity promoting responsible car use. carplus.org.uk/car-clubs/benefits/

a full list of bays can be found in Appendix 4.

29. 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

30. 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

31. 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).

32. 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

33. 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

34. No informal consultation has been carried out.

35. 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.

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

37. 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	Meeting House Lane - Proposed reduction in length of "at any time" waiting restrictions
Appendix 2	Map of shortlisted car club locations for community council
Appendix 3	Map of car club demand
Appendix 4	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/Community Council/Scrutiny Team	20 October 2011	