



ENVIRONMENT & COMMUNITY SUPPORT SCRUTINY SUB-COMMITTEE

MINUTES of the meeting of the ENVIRONMENT & COMMUNITY SUPPORT SCRUTINY SUB-COMMITTEE held on WEDNESDAY 11 MAY 2005 at 7.00 PM at the Town Hall, Peckham Road, London SE5 8UB

PRESENT: Councillor Barrie Hargrove (Chair)
Councillor Beverley Bassom

OFFICERS: Stephen Chorley – Transport Consultant
Nick Costin – Parking Manager
Harry Marshall – Divisional Housing Manager
Peter Roberts – Scrutiny Team

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors David Bradbury, Mark Glover, David Hubber, Lisa Rajan and Dominic Thorncroft.

NOTIFICATION OF ANY OTHER ITEMS WHICH THE CHAIR DEEMED URGENT

There were no urgent items.

DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were no disclosures of interests or dispensations.

RECORDING OF MEMBERS' VOTES

Council Procedure Rule 1.17(5) allows a Member to record her/his vote in respect of any motions and amendments. Such requests are detailed in the following Minutes. Should a Member's vote be recorded in respect of an amendment, a copy of the amendment may be found in the Minute file and is available for public inspection.

The Sub-Committee considered the items set out on the agenda, a copy of which has been incorporated in the Minute File. Each of the following paragraphs relates to the item bearing the same number on the agenda.

MINUTES

RESOLVED: That the Minutes of the meeting held on Wednesday 9 February 2005 be agreed and signed by the Chair as a correct record.

1. PARKING ENFORCEMENT PLAN [see pages 1 – 42]

- 1.1 Members raised concerns about consultation undertaken in respect of the Trafalgar Avenue controlled parking zone (CPZ). Stephen Chorley, Transport Consultant, emphasised that other methods of determining local views would be used in addition to responses received to the consultation. He explained that the current perception was that the public were generally in favour of rolling out CPZs. If a CPZ was introduced on one street, residents on the next street often wanted one. However, it was possible that in some areas CPZs had been pushed beyond what residents wanted. Stephen Chorley clarified that a range of influences impacted on parking in an area, including residential and commuter parking, and parking associated with particular developments, schools and hospitals.
- 1.2 Harry Marshall, Divisional Housing Manager, outlined the varied parking provision on Southwark's housing estates. Pre second world war estates were on a courtyard design with no car parking. Post war estates were built around small service roads. Large estates built in the 1960s provided one parking space per property. Due to management problems, many such spaces had not been let. Parking permit schemes began to be introduced on estates in the late 1990s. Permits were offered to residents without charge and with the option of buying visitor tickets and permits for carer or business use. Many estates now had parking schemes, often prompted by either adjoining CPZs or the existence of parking schemes on neighbouring estates. The Housing Department worked closely with Environment & Leisure on joint issues such as enforcement and problems around refuse collection, fire paths and means of entry. Neither department undertook any parking initiative in isolation.
- 1.3 Harry Marshall explained that the wording of the tenancy agreement had been changed in respect of parking – in order to allow Officers to deal with issues such as abandoned vehicles, cars without MOT and cars parked in front of garages. However there were still a lot of estates without parking schemes. In response to Members' questions on the possibility of introducing a borough-wide resident parking scheme on estates, Harry Marshall explained that it was obligatory to consult residents on the introduction of schemes and that often it was necessary to win people over. The existence of leaseholders introduced another issue in terms of service charges.
- 1.4 In response to further questions from Members, Nick Costin and Stephen Chorley reported that there was no intention to introduce new CPZs. Currently, existing CPZs were being reviewed and this process might identify problems or gaps, which might be the result of displacement of parking from CPZs. Redevelopments of areas might also produce pressure points in terms of parking. Some current schemes needed to be adjusted to facilitate enforcement. Officers also confirmed details in respect of clamping on estates, the blue badge scheme and the system of appeals against parking notices.

The Sub-Committee thanked Officers for their presentations.

The meeting finished at 8.55 pm.

CHAIR:

DATE: