



North Essex Parking Partnership

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Bringing together the parking operations for North Essex

Introduction



History of decriminalised parking in Essex

The North Essex Parking Partnership (NEPP)

Strategic Overview & Governance

Future through to 2022

History



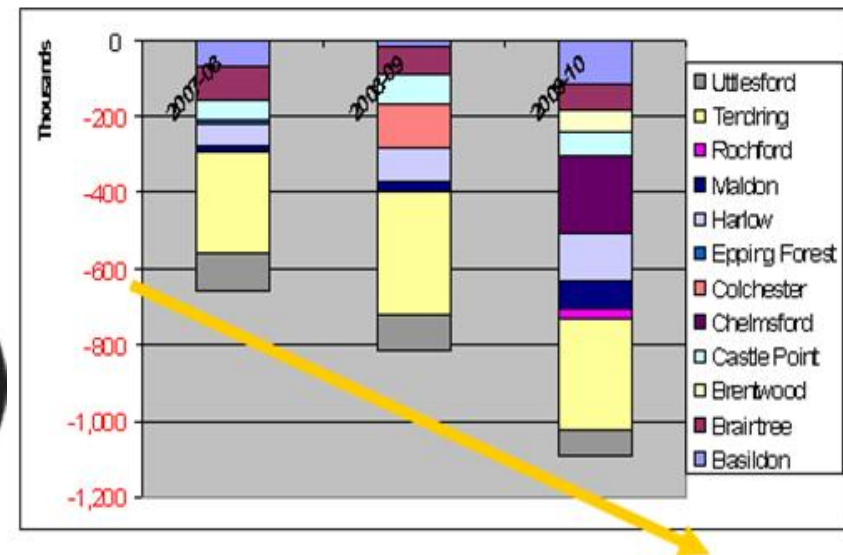
- Essex decriminalised its parking functions between 2002-4
- Essex County Council (ECC) policy-makers
- 12 Agencies in Districts and Boroughs to run parking enforcement
- 4 area offices and other agencies/contractors
- A growing deficit had reached £900,000 countywide by 10/11
- In 2009 ECC issued notice to District & Boroughs to cancel agencies

Before NEPP ...

From 2002 until March 2011 on-street parking management and enforcement was delivered separately by the 12 borough, city and district councils through ECC agency arrangements

Cost: £900k p.a.
£523k of this was in the North

12



2010 Changes set up NEPP & SEPP



- Deficit no longer be supported by ECC
- ECC gave notice to districts for arrangements to end 31/03/2011
- A project group was established
 - Borough, city and districts involved at both member and officer level
 - facilitated by independent consultants to look at the options available for delivery of the function

NEPP Business Plan



All parking matters brought into one place – single business case

Signage and restriction backlog improvement – budget agreed

Maintenance of signs and lines passed to Partnerships

Sign up to off-street services is optional

The NEPP Arrangements:

- Maintain income from PCNs (*not predicated on issuing more*)
- Provide improved enforcement and better follow-up of PCNs
- Make efficiencies in operation to eliminate deficit
- Make savings from reduced management, overheads and accommodation.

Parking Partnership

....achievements

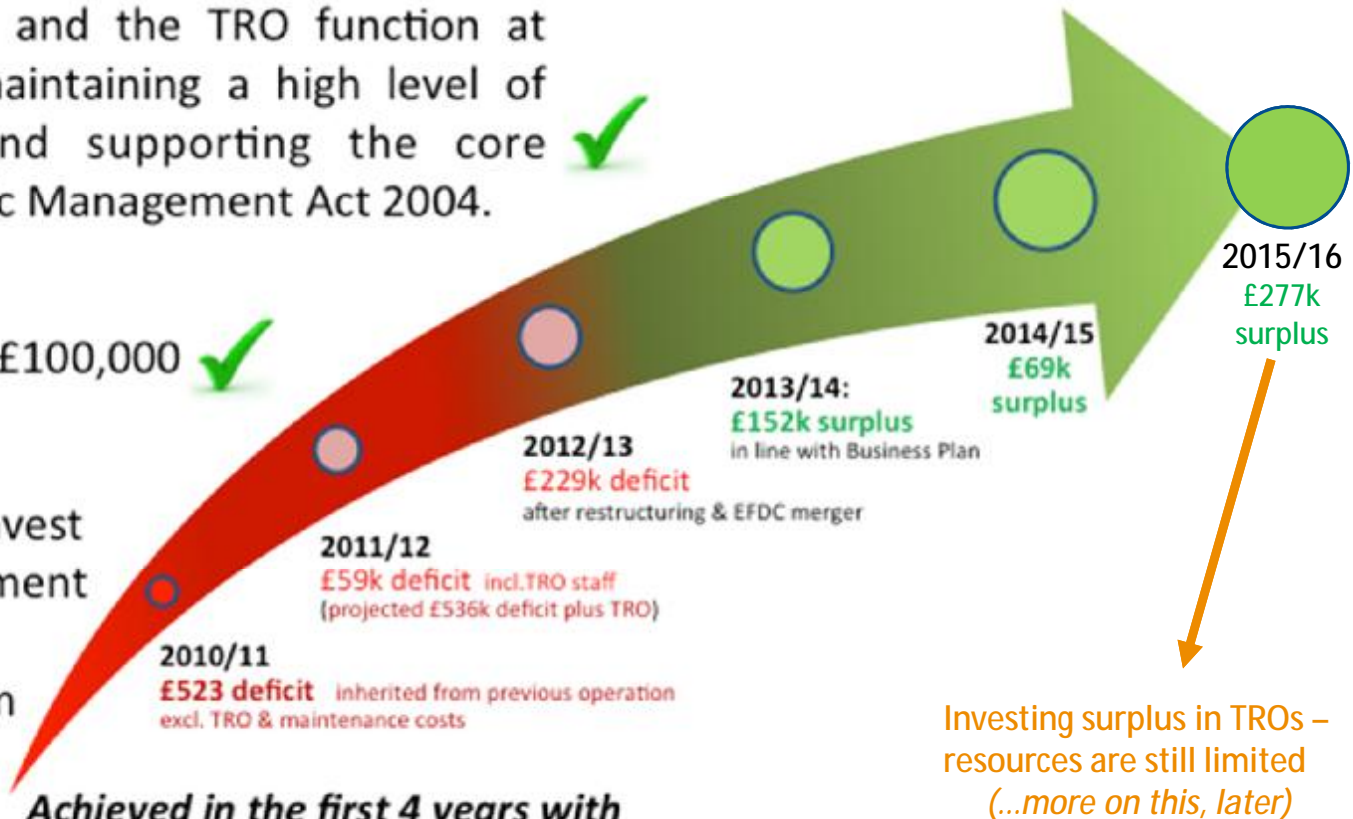


- Efficiencies made by authorities working together
- Lead Authority and Joint Committee
- Improvements:
 - “back office” efficiency
 - resilience for service
 - clarity of policy
 - consistency of approach
- **Single point of delivery** for **new schemes, maintenance** and **enforcement**

- Achieve an overall financial account to operate parking enforcement and the TRO function at zero deficit, while maintaining a high level of service provision and supporting the core principles of the Traffic Management Act 2004. ✓

- Maintain a reserve of £100,000 ✓

- Provide a surplus to invest back into the enforcement and TRO function and maintain the long term business plan. ✓



Achieved in the first 4 years with

- Better case/debt management
- Smarter patrol coverage
- Structured fees
- Harmonised cost and policy across areas

Governance

JOINT COMMITTEE supporting the Operation

On-Street and Off-Street arrangements are separate

– Membership:

- One member from each borough/city/district
- County member representation

– Officers:

- Managers report to Joint Committee
- Lead authority employer

NB – member representation has to be an executive member to be able to vote



The Parking function covers two distinct elements:

Off- street parking *(car parks)*

This is the responsibility of borough, city and district authorities – in this case, Epping Forest DC

On-street parking

This is the responsibility of Essex County Council as Highway Authority

(this may also be known as Civil Parking Enforcement)

} NEPP

JOINT COMMITTEE – On Street (roadside parking)



- Delegated highway function
- General Operational Policy
- One vote per member at Joint Parking Committee (JPC)
- JPC can decide on Parking Schemes
- Budget *expands or contracts to suit income*
- Income is to the ring-fenced fund
- Sets Fees & Charges *(resident permits etc.)*

Member authorities would take share of any deficit

Legislation Bookshelf

Restrictions

- **Road Traffic Regulation Act 1984**
- Traffic Regulation Orders (TROs) made under RTRA1984 (yellow lines, bays)
- The Essex Act 1987 (verges etc.)
- Bus Stop Clearway Circular & SI
- Decriminalised Parking SI
- Circular 1/95 (superseded)
- Dropped Kerb Enforcement Circular/SI
- ECC-NEPP Agreement
- NEPP TRO Policy
- Traffic Signs Manual (Ch3, Ch5)
- Traffic Signs Regulations & General Directions (TSRGD)
- The Traffic Signs (Amendment) (No. 2) Regulations and General Directions 2011 No. 3041
- Right to challenge parking policies Traffic Management Act 2004: Network Management Duty Guidance
- The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1990/2489)



Enforcement

- **Traffic Management Act 2004**
- General Regulations, Representation & Appeal Regulations, Uniform Regulations, (made under TMA2004)
- The Civil Enforcement of Parking Contraventions Regulations (England) General (Use of Approved Devices Amendment) Regulations 2015
- The Civil Enforcement of Parking Contraventions (England) General (Amendment) Regulations 2015
- Statutory Guidance
- Operational Guidance
- ECC-NEPP Agreement
- NEPP Parking Enforcement Policy
- NEPP Parking Operational Protocol
- NEPP Parking Policies (Discretion, Cancellation, etc.)

TRO Function

- New/existing parking restrictions
- £210,000 p.a. to fund in future
- New schemes agreed against TRO policy
- Maintaining local influence on parking decisions
- Technical Function
e.g. Machine Maintenance



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New schemes



1. Torrington Drive
2. The Broadway
3. Torrington Gardens
4. Ladyfields, Loughton
5. Forest View Road
6. Connaught Avenue
7. Connaught Hill, Loughton
8. High Beech Road, Loughton
9. Ladyfields Close, Loughton
10. Borders Lane, Loughton
11. Lushes Road, Loughton
12. Oakwood Hill, Loughton
13. Forest View Road, Loughton
14. Centre Avenue
15. Centre Green
16. Bower Vale
17. Ashlyns Road
18. St Johns Road

£150k p.a. ECC funding received 2011 to 2016 for maintenance of signs and lines and new TROs, plus one-off £250k backlog fund

By 2016:

- Total £1m funds over 5 years approved and allocated by Joint Committee Members
- 432 sign and line maintenance schemes completed
- 163 new TROs completed
- 2 major scheme reviews completed
- 46 Schemes in current programme
- 154 further requests pending

19. Chapel Road
20. Staples Road, Loughton
21. Queens Road, Loughton
22. Pump Hill, Loughton
23. Forest Way, Loughton

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Enforcement

- 3 Areas in NEPP – all *very* rural
- Operationally split into beats and shifts
- Some repetition of duties
- All information via Handheld Computers
increasingly digital via MiPermit
- Yellow lines, resident zones, parking bays, public car parks

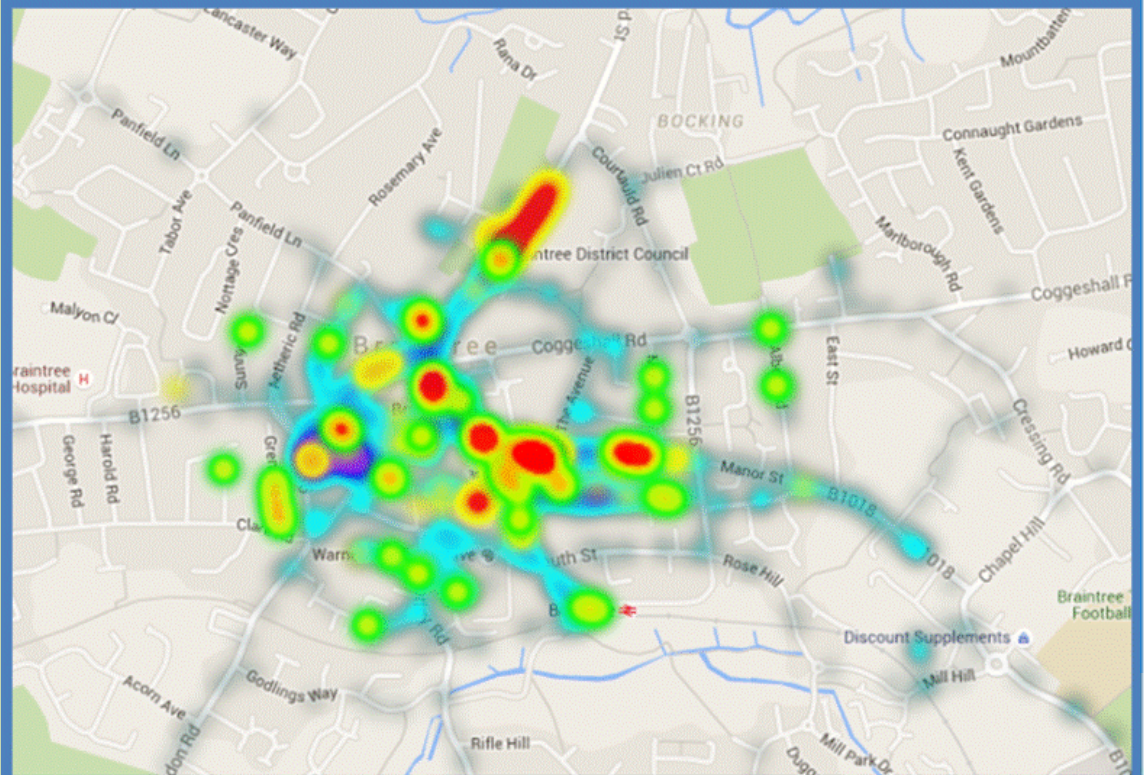


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Business Unit

- National Guidance; Operational Policy
- Single Back Office administers:
 - 60,000+ PCN
 - 5,100 resident permits
 - 90,000 visitor permits p.a.
 - 4 Joint Committee Meetings p.a.



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Changing Focus: 2018 to 2022

- Future Financial model *including* TRO function
- Links with related areas (e.g. Highways Panels) & Communication
- Common working between partnerships Website, TRO Database
- Operational innovation
- Diversification/investment opportunities



Our Challenges:

- Innovation
- Communication
- Efficiency
- Education



Innovation



MIPERMIT

We might be able to:

- Replace limited waiting with bay sensors
- Other uses for the ParkSafe car
- Use ParkSafe cars to carry out surveys
- Aggregate data, things we collect in any event, to help TRO production
- Technology is fast-moving

Communication



We need to look at:

- Internal – throughout the group
- External – with LHP; with county councillors; districts; town and parishes
- Routes in: How do people contact us?
- Information flow across boundaries

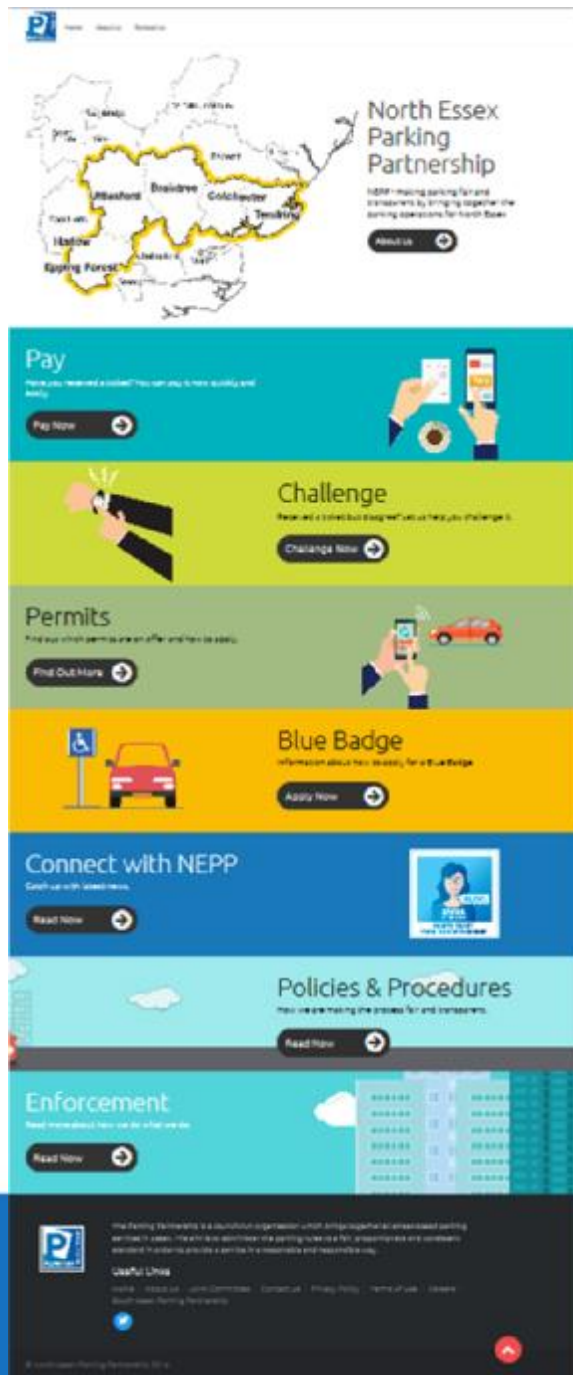
Efficiency



Opportunities for:

- different ways of enforcing limited waiting
- more ParkSafe cars
- looking to remove duplication and inefficiency, and
- modernising processes
- Make technical service a full part of NEPP
- More pay & display (and converting this to wave & pay)
- Find the required £210k p.a. for TRO function from re-organisation

Education



We might be able to:

- Make better use of the website
- Cut down on what people ask
- we have started work on updating the website...
- we have asked Chipside to develop the TRO module
- Blog & Twitter social media feeds
- How can we develop better links to LHP & local councillors?



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