

Report to Stronger Place Select Committee

Date of meeting: 16 January 2023



Portfolio: Internal Resources Portfolio (Councillor S Kane)

Subject: Parking Update

Officer contact for further information: James Warwick

Democratic Services Officer: Laura Kirman

Recommendations/Decisions Required:

To consider and comment on:

- 1) the update on impact of off-street car parks tariff change.
- 2) the on-street parking update.

Report:

Update on Impact of Tariff Change

In December 2021, Cabinet agreed the report to increase tariff changes in Epping Forest District Council (EFDC) operated car parks for implementation from April 2022. The report was brought to the Select Committee before Cabinet in November 2021.

The decision was for the existing tariffs of £0.20 for 30 minutes, £0.80/£0.90 for up to 1 hour and £1.60/£1.80 for up to 2 hours to be increased to £0.30 for 30 minutes, £1.00 for up to 1 hour and £2.00 for up to 2 hours across the District. This would create uniform tariffs across the District and simplify parking tariffs. Tariffs for stays above 2 hours would be unchanged. 1 hour free parking on Sunday was extended to 2 hours across the District and increase all day £1.00 charge to £2.00.

It was also agreed to introduce business and residents permits in Cornmill car park (Waltham Abbey) and business permits in Oakwood Hill East car park (Loughton).

The changes to the off-street car parking tariffs were implemented successfully on Monday 4th April 2022. The tariff implementation project was delivered on time and on budget, with a project saving of £32,700 generated through Value Engineering.

The new tariffs are generating additional income to the Council, with a projected annual increase of approximately £150,000 in parking fees and charges, compared to the previous year (post-pandemic). However, it should be noted that pre-pandemic parking income levels have not been reached. We are seeing long-term behaviour change with regard to parking income post-pandemic, as occupancy levels have not reached pre-pandemic levels in long-stay car parks. This is assumed to be due to the prevalence of working from home.

The Council have also successfully introduced business and residents permits in Cornmill car park (Waltham Abbey) and business permits in Oakwood Hill East car park (Loughton). The introduction of these permits has generated additional income to the Council as there is local demand and sufficient capacity for the proposed permits.

Car park income and occupancy rates is continually being reviewed by EFDC officers.

Electric Vehicle (EV) Charging Points

The Council partnered with InstaVolt Ltd and have installed 2 x rapid EV charging stations in Oakwood Hill East car park, Loughton. EV charging station usage levels are high and is helping EFDC with its climate change commitments. EV charging stations have also increased car park occupancy levels and generating additional income to the Council via fees & charges and ground rent.

The Council have entered into another agreement with InstaVolt for 4 x rapid EV charging stations in Basons Lane car park, Ongar. The installation date for the chargers is to be confirmed. Further work is being done for EV charging stations in Cornmill car park, Waltham Abbey and Burton Road car park, Debden.

NEPP (North Essex Parking Partnership) On-Street Parking Update

Obstructive Parking and Enforcement

In 2019, the Department for Transport (DfT) carried out a consultation to review the laws on pavement parking and to potentially decriminalise obstructive parking offences. At present, pavement parking is not prohibited in Essex and therefore the North Essex Parking Partnership cannot enforce against obstructive parking. Obstructive parking can only be enforced by the Police; however enforcement of parking offences is not a priority for the Police. There is no further news regarding obstructive parking from Government, nor progress on any legislation. The potential decriminalisation of obstructive parking will enable NEPP officers to carry out enforcement actions, alongside the Police, where this was felt to be appropriate.

3PR Scheme

3PR is a school-led initiative offered across the North Essex Parking Partnership (NEPP) to help prevent inconsiderate and dangerous parking around schools. The initiative engages and educates pupils with the use of incentives and other means to change and influence parking behaviours of parents/guardians.

EFDC have worked with NEPP to support the 3PR initiative by providing a Park and Stride in the EFDC Traps Hill car park for Staples Road Primary School (Loughton).

Below is a list of the schools in the Epping Forest District that NEPP have worked with, or are working with at present, for the 3PR initiative.

School Name	Package level	Consists of	Launch Date
Ivy Chimneys Primary School - Epping	Bronze	Base Educational package with signage resources outside	13th January 2019
Buckhurst Hill Community Primary School – Buckhurst Hill	Bronze	Base Educational package with signage resources outside	7th March 2022
Staples Road Primary School - Loughton	Silver	Base Education package with addition of a Park and Stride	5 th September 2022
Oaklands School - Loughton	Silver	Base Education Package with Patrolled zone and token system outside the school	11th November 2022
Leverton Primary School – Waltham Abbey	Silver	Base Education Package with Patrolled zone and token system outside the school	7th November 2022

Traffic Regulation Orders (TRO)

Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984.

They help NEPP to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly.

NEPP TRO PROCESS

TRO applications need to be submitted via a formal application to North Essex Parking Partnership (NEPP) via <http://www1.parkingpartnership.org/north/technical.php>.

Please note that this process can take at least 18 months even if the request is approved. This is due to many factors which influence this process such as funding, public consultations, and as this is a necessary legal process.

TRO applications, with support, will need to be made before July 31st to allow Partner Authority members to consider all applications made. Applications made after July 31st are not considered until the following year.

The applicant would need the following:

To show:

- That there is a genuine proven parking safety, congestion or social need before the request can be considered.

To evidence local support:

- This can be from a Local Councillor, County Councillor, a Town or Parish Council.
- Failure to evidence that support for an application is in place from a councillor will result in the application not being considered.

For a new parking scheme:

- A minimum 75% support from other residents living in the street.
- Provide as much information as possible to support the application.
- Depending upon the size of the request, the timescale for implementation is 12 months from the date of approval. However, this can be exceeded due to other factors beyond NEPP's control.
- All requests will be initially considered by each individual Council in consultation with their responsible Member.

Reason for decision: For good governance.

Options considered and rejected: N/a

Consultation undertaken: None

Resource implications: There are no resourcing implications.

Legal and Governance Implications: N/a

Safer, Cleaner, Greener Implications: None

Consultation Undertaken: None

Background Papers: None

Impact Assessments: N/a

Risk Management: N/a