

The Parking Partnerships

Essex Highways | Network and Safety

Liz Burr



The Parking function covers two distinct elements:

Off-street parking (car parks)

This is the responsibility of **borough, city and district** authorities.



On-street parking

This is the responsibility of **Essex County Council** as Highway Authority (this may also be known as **Civil Parking Enforcement**).



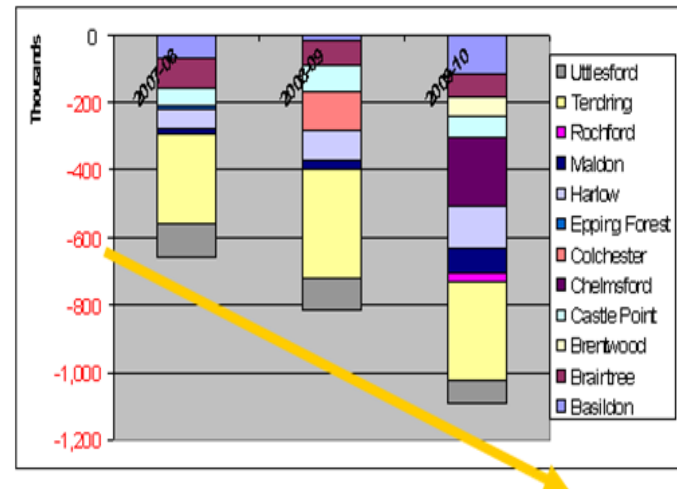
Previous Arrangements

12

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

All deficit was funded by ECC –
in 2008/9 this was over £800k and was
projected to increase

Any surpluses made were used within
the authority where they arose



Changes to Arrangements

Deficit could no longer be supported via 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



Project Group Findings

There was scope to **IMPROVE**

Efficiencies could be made to the on-street parking service **if groups of authorities worked together**

- Improved **'back office' efficiency**
- Improved **resilience** for service
- Improved **clarity of policy** – better **consistency of approach**
- **Single point of delivery** for new schemes, maintenance and enforcement



1 April 2011:
Two new
Parking Partnerships
were established



New Style of Governance

Joint Committee supporting the operation

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 in order to vote



Strategic Priorities

- ✓ **Safety:** For drivers and pedestrians
- ✓ **Business:** Clear short term parking, increases potential for local trade; commuters encouraged to use long stay car parks freeing up spaces shoppers;
- ✓ **Residents:** Discouraging commuters from parking in permit only areas;
- ✓ **Blue Badges:** Increased enforcement improving availability for Badge holders.



Strategic Priorities

- ✓ **Environmentally efficient:** Reducing congestion;
- ✓ **Better traffic flow and accessibility:** By reducing inconsiderate and dangerous illegal parking
- ✓ **Improved safety:** Better Emergency service access; low floor buses will be able to reach the kerb at bus stops
- ✓ **Responsive to the public's needs:** The local Council through the Joint Parking Committee controls both provision and management of parking;



Strategic Priorities

- ✓ **Clarity:** Single responsibility for parking means greater clarity to the public;
- ✓ **Town Centres:** Supporting town centre vitality and renaissance;
- ✓ **Efficient:** Supporting the increasing costs of running the parking operation;
- ✓ **Supporting the Local Travel Plan:** Encouraging travel outside peak hours; Influence supply, demand and congestion;
- ✓ **Fit for purpose:** Managing price elasticity and resistance; best mix.



Parking Policies

ECC has established a Parking Policies Framework with the two partnerships

ECC will continue to fund any parking schemes (via the LHP) that:

- Are required to address a safety issue meeting ECC criteria of four accidents in three years in 100m... or...
- Are required to address a congestion issue on a PR1 or PR2 route (as defined in the functional route hierarchy)

ECC will secure funding via a section 106 or planning agreement for restrictions required for new developments

The parking partnerships have established local policies to prioritise requests to address local issues



SEPP

2015/16 Business Plan includes funding of Traffic Regulation Order operational costs (£165,000)

Future outturns, including TRO operational costs, estimated to achieve a modest surplus in the region of £50,000 - £80,000

Operational enforcement costs are self –sufficient requiring no support from the Partnership local authority general funds



Any surplus generated will be invested into the operation without the need for capital funding



NEPP

2015/16 Business Plan includes funding of Traffic Regulation Order operational costs (£60,000)

Future outturns, estimated to achieve a break-even position

Operational enforcement costs are self –sufficient requiring no support from the Partnership local authority general funds

Any surplus generated will be invested into the operation without the need for capital funding



Essex Highways

Investment



MIPERMIT



TRO, sign and lines review

Response Master

an award-winning breakthrough
for parking correspondence teams



Wireless Mobile Computer
Honeywell Dolphin®99EX

Tough and Ready
Rated IP67, the device can
endure exposure to dust, dirt
and splashing water. It is
resistant to drops from
heights as high as 1.8

Ergonomics
The strengthened 3.7"
active active
display with
tactile and numeric



Windows Embedded
Handheld 6.5
Professional or Classic

Long Lasting Battery
Integrated Shift-PLUS
technology provides all day
battery life, minimising
downtime

Data Collection
SR, ER and HD
available reading
1D and 2D Symbols



SOUTH ESSEX



NORTH ESSEX



School Parking Initiative



TRO Function

- New parking restrictions
- Existing parking restrictions
- New schemes agreed against TRO policy
- Maintaining local influence on parking decisions



SEPP



- £150k p.a. ECC funding received 2011 to 2016 for maintenance of signs and lines and new TROs, plus one-off £250k backlog fund
- £848,500 approved and allocated by Joint Committee Members
- 593 sign and line maintenance schemes finished or near completion
- 96 new TROs completed or near completion.
- 770 requests for new parking restrictions received
- 10,855 residents informally consulted on new proposals



NEPP



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



Review Context and Requirement

Parking partnerships established 1 April 2011

11-year overall term:

- 7 Year initial term ending 31 March 2018
- Four Year extension available to 31 March 2022



Agreement for four year extension required - not less than 15 months before end of 7 year term (i.e. December 2016).





Approach and Starting Point

Jointly led review, scope and governance

Cllr Johnson (ECC),
Cllr Mitchell (NEPP chair)
and Cllr Pratt (SEPP Chair)

Collaborative and consultative process

Core review group of lead officers across
each partnership and ECC

Key points of consensus:

The Parking Partnerships are
working well

Original objectives are being met

We want the Partnerships to
continue to succeed

We want to help the Partnerships
to achieve more

We are seeking agreement to
take up the 4 year extension. The
'all in' area principle still applies

Agreed approach:

To decide on the extension via a
joint review focused on looking at
opportunities for further
collaboration, innovation and
improvements



Strategic Focus

Areas for the review to address

- Future Financial model
- Synergies with related areas (e.g. Highways Panels)
- Commonalities between partnerships
- Operational innovation
- Diversification opportunities





integrated expertise



Essex County Council