

		AGENDA ITEM 5
		PSEG/08/13
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 October 2013	
PARKING PARTNERSHIPS		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

A scrutiny review of the Parking Partnerships is identified as a project in the Committee's work programme.

The former Economic Development, Environment and Highways Policy and Scrutiny Committee agreed when the Parking Partnerships were established originally that it would be more appropriate to undertake a scrutiny review after sufficient time had elapsed to investigate the effectiveness of their operation in practice.

It is now proposed that this Committee set up of a Task and Finish Group to conduct an in depth scrutiny investigation with the following terms of reference:

‘Are the original objectives of the Parking Partnerships being delivered, and what lessons have been learned to inform more effective partnership working in the future?’

By way of introduction to the subject, the Committee will receive a presentation at this meeting designed to provide Members with an overview of the Parking Partnerships prior to establishing a task and finish group to take forward the review in more depth. A briefing note is attached at the Appendix to this report.

Action required by the Committee:

To receive an overview of the Parking Partnerships, and consider the establishment of a Task and Finish Group to investigate the Parking Partnerships along the lines of the terms of reference set out in this report.

Essex Parking Partnerships – Scrutiny Committee Briefing Note
October 2013

Background

- Under the Traffic Management Act (2004) Essex County Council (ECC) is responsible for the enforcement of **on-street** parking (Civil Parking Enforcement). ECC has no responsibility for **off-street** parking (car parks).
- Between 2002 and 2004 ECC passed operational responsibility for Civil Parking Enforcement (CPE) to the 12 district and borough councils via a series of agency agreements, with the liability for any deficits being met by ECC.
- In 2009 ECC served the required two years notice to cancel all 12 agency agreements. This decision was made due to the escalating deficit support that ECC was required to pay to the district and borough councils (as below)

Total deficit payments made by ECC to district and borough councils in respect of on- street parking

2003 / 2004	2004 / 2005	2005 / 2006	2006 / 2007	2007 / 2008	2008 / 2009
£88,350	£170,676	£754,302	£567,625	£657,510	£814,580

Following notice, a project was set up to review the function and investigate options for improved, more cost efficient service delivery. The objectives were to develop and implement an operating model to provide:

- 1. Improved financial sustainability**
- 2. County-wide Parking Policy**
- 3. Improvements in enforceability**
- 4. Improved Management Information**

The outcome of this review was to recommend the establishment of a new partnership operating model with local authority partners.

Current Operation

From 1 April 2011, two Parking Partnerships were established via a formal **Joint Committee Agreement** for a period of 7 years with a possible extension for a further 4 years

- North Essex Parking Partnership (NEPP) – Colchester, Uttlesford, Braintree, Harlow, Tending and Epping Forest.(Lead Authority – Colchester)
- South Essex Parking Partnership (SEPP) – Chelmsford, Basildon, Brentwood, Castle Point, Maldon and Rochford.(Lead Authority – Chelmsford)

Both Parking Partnerships use a common website: www.parkingpartnership.org

The Joint Committee Agreements

Each Joint Committee Agreement has been made under Section 20 of the Local Government Act 2000. Through this ECC has delegated the following responsibilities for on-street parking to the Parking Partnerships:

- On street civil parking enforcement and charging
- Relevant signs and lines maintenance
- The power to make relevant traffic regulation orders in accordance with the provisions contained within the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984

Governance

Each Joint Committee meets on a quarterly basis. Each authority is represented by a Councillor and an officer. In order to vote, the Councillor must be an Executive member or a member of the Policy Committee with responsibility for parking.

Both Partnerships have also established Traffic Regulation Order Sub-Committees that agree expenditure relating to the implementation of new restrictions in the partnership area.

Funding

Each Parking Partnership prepared a business plan, which demonstrated how each would move to a non-deficit position within a 2 year period. In turn, ECC committed to providing specific levels of funding to the Partnerships (including transition costs and on-going maintenance funding).

North EPP:

- One-off Implementation Costs of £99,000 and Transitional Costs of £25,000 incurred by the Joint Committee

- A one off payment of £100,000 cash flow assistance, which will be repaid to ECC at the end of the agreement period
- A one-off payment of £250,000 for the backlog of signs and lines work
- An on-going annual payment of £150,000 for maintenance of signs and lines
- Any deficit incurred during the first and second year, provided all reasonable efforts have been made to secure income levels in line with or exceeding the Annual Business Plan expectations.

Total:

One off costs (paid in 2011/12): £474,000 (Including £100,000 refundable on termination)

On-going costs: £150,000 per annum maintenance

South EPP:

- One-off Implementation Costs of £100,000 and Transitional Costs of £75,000
- A one-off payment of £100,000 cash flow assistance which will be repaid at the end of the agreement period
- A one-off payment of £250,000 for the backlog of signs and lines work
- An On-going annual payment of £150,000 for maintenance of signs and lines
- Any deficit incurred during the first and second year, provided all reasonable efforts have been made to secure income levels in line with or exceeding the Annual Business Plan expectations
- A sum of £52,940 for 1.7 staffing posts for relevant traffic regulation orders within the Borough of Chelmsford during the first year of the Operational Period only
- In addition, a further arrangement has been made with the SEPP to undertake the traffic regulation order function from 1 April 2012. ECC is providing financial support of £144,000 in the financial year 2012/13 for this; funding will also be provided in 2013/14 and 2014/15, not exceeding £144,000 pa.

Total:

One-off costs (paid in 2011/12):£577,940 (£100,000 refundable on termination)

On-going costs: £150,000 pa maintenance plus £144,000 for 3 years support for the traffic regulation order function

Policy

Waiting restrictions may be required for a variety of reasons. In general, these will fall into 4 categories

- Safety - required as part of a scheme to reduce known personal injury collisions (defined as (4 injury accidents in 3 years in a 100 metre radius).
- Congestion – required in situations where the flow of traffic is impaired by parked vehicles (defined as the PR1 &PR2 network or a bus route)
- New development/improvement schemes
- Local concerns – e.g. commuter/shopper/residents parking

ECC will fund schemes required for safety and congestion as defined above, via the Local Highway Panels, subject to availability of funds.

Schemes required as part of a new development will be funded via the Section 106 process.

The Parking Partnership will fund schemes addressing local concerns or those that do not meet the defined ECC criteria, subject to funding.

The Parking Partnership will be able to implement any traffic regulation orders required to address local residents concerns, either as a self-funding scheme or funded by the parking partnership or the district / borough / parish requiring the restriction. Each Parking Partnership has established and agreed its own criteria and scoring/prioritisation system for such requests.
