

Proposals for renewed NEPP agreement to take effect from 01 April 2022

1. Colchester Borough Council would continue as the Lead Authority; the Partner Authorities will remain the same; a Joint Committee Partnership Agreement would detail the financial and operational arrangements for the service. The Joint Committee would consist of one Executive Member from each Partner Authority, with a rotating chairmanship and a casting vote for the Lead Authority, if required.
2. The Joint Committee would continue to be responsible for all the functions involved in providing a joint parking service including:-
 - Back-office operations.
 - Parking enforcement.
 - Strategy and policy development.
 - Signage and Lines, Traffic Regulation Orders [TROs] (this function to be transferred over time, as agreed with Essex County Council).
 - On-street charging policy insofar as this falls within the remit of local authorities (certain fees and charges being set out in Regulations);
 - Considering objections made to advertised TROs (as part of a sub-committee of participating councils).
3. The Joint Committee would agree a Business Plan and a medium-term Work Plan to form the framework for delivery and development of the service. They will review proposals and options for strategic issues, such as levels of service provision, parking restrictions and general operational policy.
4. The Joint Committee would be responsible for providing guidance and support to Officers as required facilitating effective service delivery. It will review regular reports on performance and progress in fulfilling the approved plans, culminating in the publication of an Annual Report for the Service.
5. No significant change in the budgetary requirements for off street parking is envisaged. The Council has a flexible arrangement with the NEPP that allows for variations in the service requirements which will be reviewed annually.
6. Operational arrangements for the NEPP would remain broadly unchanged; however, a percentage of any unallocated surpluses would be used for strategic highway priorities rather than TROs and other parking related activities within the remit of the Joint Committee.
7. Unlike the pre-existing arrangements which accrued a deficit NEPP has generated a surplus. Current unallocated NEPP reserves with a £100,000 contribution from ECC would be transferred to the NEPP as a buffer to minimise the risk of any deficit to the Joint Committee.

8. Going forward any surplus after Joint Committee costs will be split 55%/45% between the NEPP and ECC, respectively. The NEPP's 55% will cover the operational costs. The cost of TROs, road lining signage and maintenance will be agreed on an annual basis between the Joint Committee and ECC.
9. ECC propose to use the 45% allocated to them for strategic highway projects, for example Electric Vehicle charging points, that would not otherwise be funded. Partner Authorities will be able to petition regarding how ECC use the funds. It may be considered appropriate that the Local Highway Panels [LHPs] determine how the full amount of any surplus is allocated and spent within the respective Partner Authorities areas.
10. On-street parking provisions under the Joint Committee would be provided at no cost to the Council being supported by ECC and income from any Fixed Penalty Charge Notices (PCN) issued as part of the enforcement work.