

NORTH ESSEX PARKING PARTNERSHIP JOINT COMMITTEE FOR ON-STREET PARKING

**19 March 2026 at 1.00pm
Committee Room, Clacton Town Hall**

Members Present:

Councillor Mick Barry (Tendring District Council)
Councillor Graham Butland (Braintree District Council)
Councillor Paul Honeywood (Essex County Council) [Chairman]
Councillor Ken Williamson (Epping Forest District Council)

Substitutions:

None.

Apologies:

Councillor Martin Goss (Colchester City Council) [participated remotely]
Councillor Neil Hargreaves (Uttlesford District Council) [Deputy Chairman]
Councillor Nicky Purse (Harlow District Council) [participated remotely]

Also Present:

James Carstairs (Epping Forest District Council)
Trevor Degville (Parking Partnership)
Jake England (Parking Partnership)
Matthew Evans (Colchester City Council)
Jo Heynes (Essex County Council)
Amelia Hoke (Epping Forest District Council)
Esme McCambridge (Braintree District Council)
Sarah Lewin (Uttlesford District Council) [participated remotely]
Andrew Nepean (Tendring District Council)
Richard Walker (Colchester City Council)
Danielle Wood (Parking Partnership)

230. Minutes

RESOLVED that the minutes of the meeting held on 22 January 2026 be approved as an accurate record.

231. On-Street Paid Parking Update

Danielle Wood, Group Development Manager, introduced the report and recommendations, including those regarding potential on-street paid parking in the Braintree District and the North Essex Parking Partnership's [NEPP's] recommendation not to proceed with the sites relating to the proposals, as mentioned within Braintree District Council's amendment 49. This followed from consultations in the Braintree District areas affected. A further recommendation was for the Committee to note the inefficiencies of limited waiting restrictions, and that these had been agreed by the Committee to be of low enforcement priority, as part of the Parking Management Policy agreed by the Joint Committee on 22 January 2026. A holistic, NEPP-wide, review of limited waiting restrictions was also recommended, to seek investment opportunities as and when a surplus might allow for these.

Councillor Williamson, Joint Committee member representing Epping Forest District Council, described this as a significant disappointment for his local authority, describing the political difficulties experienced in Epping Forest and Colchester when those two authorities had engaged with the NEPP on seeking locations for on-street paid parking, as part of the wider plan for such charges. Councillor Williamson stated that the schemes introduced in those two Council areas had assisted the NEPP in returning itself to a healthy financial position.

Councillor Butland, Joint Committee member representing Braintree District Council, congratulated NEPP on the manner in which it had consulted in his District, venturing that there had been previously no complaints about restrictions, but that much concern had been raised by businesses and Town Councils about the impact of introducing paid on-street parking. Councillor Butland praised the NEPP's response to the consultation feedback, and the content of the resulting report.

The NEPP JOINT COMMITTEE:

- a) *AGREES* not to implement the on-street paid parking proposals for the Braintree District, as advertised under Braintree District Amendment 49.
- b) *NOTES* that limited waiting restrictions remain operationally inefficient and therefore a low-priority category for civil enforcement, as stated in the Parking Management Policy (PMP), last reviewed and approved by the Committee in January 2026.
- c) *AGREES* to add "Limited Waiting Review" to the list of areas eligible for reinvestment under Part 3 of the Joint Committee Agreement, should the Partnership achieve a surplus in excess of £400,000. This would

support a holistic, partnership-wide review of limited waiting arrangements, focused on identifying more efficient and modern, data-led compliance monitoring approaches.

232. NEPP Financial Update – 2025/26 M11 Position & 2026/27 Draft Budget

Jake England, Head of NEPP, introduced the report and explained that reference to '31 March 2025' in the Forecast Outturn column of Appendix A should instead read as '31 March 2026'. The forecast outturn was just under £310k which, combined with the almost £79k in the reserve fund, meant that a surplus for the year of around £388k was being forecast.

Joint Committee members paid tribute to significant improvements made in the financial reporting to the Joint Committee.

The JOINT COMMITTEE:

- a) *NOTES* the Month 11 2025/26 year-to-date (YTD) financial position, the expected full year outturn for 2025/26, and the impact of the Parking Reserve balance;
- b) *APPROVES* the emerging draft budget for the 2026/27 financial year.

233. NEPP Joint Committee Agreement Extension Report

Jake England, Head of NEPP, summarised the wish of Essex County Council [ECC] to extend the length of the NEPP Agreement for a year, to run until 31 March 2028 and to align with the timeline set out for local government reorganisation [LGR] in Essex.

Written consent had been received from Uttlesford, Epping Forest and Harlow District Councils. Written consent had also now been received from Braintree District Council, with Tendring District Council having just published their decision on this, and the call-in period for Colchester's decision due to expire at 5pm on the day of this meeting. Jo Heynes, Head of Network and Safety at Essex Highways thanked the Partners and explained that having these written consents would help with the process of guiding the extension request through ECC's governance process.

A Committee member asked for an update as to the progress of gaining agreement for the proposed amendments to the NEPP Agreement's wording. These still sat with ECC's Legal Department. The Head of Network and Safety at Essex Highways stated that it would have been problematic to try to process these in the same timescale as the extension work but offered to seek information as to the timescale expected for the proposed amendments to be considered by ECC Legal.

The JOINT COMMITTEE *NOTES*:

- a) The decisions and written consent given by the NEPP Joint Committee Partner Authorities to ECC's proposed 12-month extension of the NEPP Joint Committee to 31 March 2028 under The North Essex Parking Partnership Joint Committee Agreement 2022.
- b) The action in paragraph 7.8 of this report, whereby a letter will be written to formally respond to ECC's proposal but only when a written decision is received from all partner authorities, and to note the time-sensitive nature of this action in that this response must be sent by 31 March 2026.

234. NEPP Service Strategy & Plan

Jake England, Head of NEPP, outlined the Strategy and Plan, developed against a backdrop of evolving customer expectations and technology, with growing need for integrated public services. A response was needed to the current business environment, affected by LGR, and the proposed Strategy and Plan offered a transparent approach to this.

The JOINT COMMITTEE *RESOLVES* to:

- a) Approve and implement the new NEPP Service Strategy 2026-2030;
- b) Approve and implement the new NEPP Service Plan 2026-27.

235. Forward Plan 2026-27

A Committee member asked whether a change in meeting start times could be considered, moving away from the current start time of 1pm. A number of Committee members agreed that the current start time was inconvenient, especially for those members who worked during the day. The Joint Committee discussed possibilities, including the setting of a 10am start time for their next meeting, leaving the membership of the NEPP Joint Committee for 2026-27 to decide if they wished to set a different start time for their meetings.

RESOLVED that the JOINT COMMITTEE: -

- a) Directs that an online pre-meeting session be scheduled for the 2026-27 membership of the Joint Committee, to brief those members on roles and responsibilities of the NEPP and to include a discussion on members' preferred start time for Joint Committee meetings;
- b) Notes and approve the North Essex Parking Partnership Forward Plan for 2026-27.

236. The future of Park Safe Schools Cameras (PSSC)

Trevor Degville, Interim Group Operating Manager, explained that the Park Safe operation had been put into hibernation in 2024, due to the financial situation of the NEPP at the time. It had been agreed that a report would be brought to the

Joint Committee in 2026-27 to allow consideration as to the scheme's future. The data showed that the Park Safe scheme had seen success in stopping people from parking on zig-zag markings outside schools. The financial costs had been prohibitive, however, and the situation regarding local government reorganisation [LGR] meant that there would only be a limited time for any new Park Safe scheme to operate, once tendering had been completed, and the view put forward was that it would be better to wait for the new unitary authorities to be constituted and then make their own strategic decisions on such matters.

The JOINT COMMITTEE *RESOLVES* to maintain the hibernation of the PSSC until 2028, allowing the new unitary authorities to consider a revised business case. Static camera enforcement around schools is effective but financially high-risk. Maintaining hibernation helps to ensure the NEPP's financial viability until the unitary authorities can evaluate a long-term, holistic approach to camera enforcement of various motoring contraventions, rather than only parking.