

CABINET

12 MARCH 2024

REPORT OF PORTFOLIO HOLDER FOR LEISURE & PUBLIC REALM

A.6 - JOINT COMMITTEE AGREEMENT OF THE NORTH ESSEX PARKING PARTNERSHIP

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

To inform Cabinet of the current reported financial position of the North Essex Parking Partnership (NEPP), the options available to Tendring District Council and seeking authority to service notice to withdraw from the Joint Committee, if required.

EXECUTIVE SUMMARY

Tendring District Council signed an Agreement (“the Agreement”) with Essex County Council and North Essex Councils to continue membership of the NEPP in June 2022. The agreement term is five years with options of a further three years at annual intervals.

Essex County Council (ECC) has the power and responsibilities under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984 and otherwise for the enforcement of on street civil parking enforcement. ECC has delegated the control of local parking policies and the management of associated functions to be delivered by a Joint Committee, through an Agreement for the combined parking service for North Essex.

The NEPP is formed of a Joint Committee made up of seven Partner Authorities, the council (ECC), the Lead Authority (Colchester), Tendring District Council, Braintree District Council, Harlow District Council, Epping Forest District Council and Uttlesford District Council. Each Partner Authority appoints an Executive Member to form the Joint Committee, The Portfolio Holder for Leisure and Public Realm is Tendring District Council’s Executive Member since June 2023. The role of the Joint Committee is to ensure effective delivery of Parking Services with responsibility for a number of functions.

The Lead Authority via its Parking Partnership Group Manager and staff deliver all aspects of on street civil parking enforcement (referred to as the Joint Parking Service”). Responsibilities for the Lead Authority are set out in the Agreement, including the role of Treasurer, to be appointed by their Section 151 Officer.

At the time of continuing the agreement (in June 2022) the financial outturn for 2021/22 was in a good position with a surplus exceeding £300k. During financial year 2022/23 the Lead Authority produced financial reports showing the partnership was running at a deficit, currently reported at £160k after using all £337k reserves in financial year 2022/23. Inflation, Covid pandemic and public parking behaviour after the pandemic are reasons given by the Lead Authority for the deficit. Problems with recruiting Civil Enforcement Officers alongside retainment has also reportedly added to reduction in Penalty Charge Notice (PCN) income.

PCN income is consistently below budgets set each financial year with this years forecast showing a £305k shortfall in income. These figures are optimistic and on current average there is a possibility of that figure exceeding a £400k shortfall. The service are having a “major push” on enforcement in the last three months of the financial year.

The Agreement contains its Financial Arrangements in Clause 22 with the Financial Provisions and the Financial Management of Deficits and Surpluses set out in Clauses 23.2 and 23.4, shown in more detail in Appendices E and F. The NEPP recently discussed that any Partnership deficit will be split equally across the Partner Authorities and amendments to the Agreement were necessary.

The NEPP has submitted a Business Plan including a Rescue Plan to bring the service back into surplus. Appendix A Rescue Plan 2023.

Main points of the plan include:

1. Downsizing the operation by restructuring the staffing numbers and not replacing natural wastage.
2. Introducing more on street charging in areas including changing limited waiting areas to pay and display and resident permit zones. Possible income of £140-190k
3. Cessation of certain schemes such as school CCTV which although has been proved to be successful in stopping parking outside schools has not provided the income to pay for the service.
4. Increases in permit fees and further annual increases up to 2026/27

The NEPP have forecast that the service will show a £76k surplus at the end of financial year 2023/24, reducing the deficit to £84k which is to be evenly split between the seven authorities (TBC). Forecasts for 2024/25 show the remainder of the deficit repaid and a surplus of £22k.

While some of the changes will reduce costs most of them are dependent on the public parking in contravention or changing habits and paying to park on street. It has been seen since the pandemic that there has been a reduction in parking on street in town centres and more out of town retail parks providing convenient free parking. This is reflected in the amount of PCN's issued which forms the majority of NEPP income.

The Portfolio Holder for Leisure and Public Realm has since his appointment continually raised concerns over the financial position and how financial information is reported to the Joint Committee. At the Joint Committee meeting in November 2023, Councillor Barry and Richard Barret, TDC's Section 151 Officer asked questions on who was acting as Treasurer for the Partnership and raised concerns regarding the information required to enable informed decision making. Questions about the finance and the NEPP Agreement included questions as to how the NEPP and its partners discharged their functions, with partners needing to decide what funding to set. The Lead Authority were asked to confirm whether there was confidence in the financial position being presented to the Joint Committee. Further information is set out in the Finance Section within the body of this Report.

Reports validated by the Lead Authority's Section 151 Officer have only been available since February 2024 with past financial reports have been supplied by the Group Manager/Head of Parking. At its meeting on 1st February 2024, an NEPP Financial Update (including the Month 9 forecast for 2023/24 and the draft budget 2024/25) was presented by the Lead Authority's Deputy Section 151 Officer and Section 151 Officer. **The Recommended Decisions were:**

- 1.1 to note the forecast outturn for 2023/24 as of 31st December 2023 (Period 9); and
- 1.2 to approve the draft Budget for 2024/25, including the projected impact on the Parking Reserve balance.

Further progress is being made by the Lead Authority's Finance team on the Financial Review, taking full account of the detailed outcome of the service restructure as it emerges. This will result in further clarity in financial reporting (including analyses of the finances broken down by partner districts) and a longer-term (5-year) financial view in the form of a Medium-Term Financial Plan (MTFP); it is anticipated that both elements will be reflected in an updated Financial Report to the Joint Committee at its meeting on 21st March 2024.

The NEPP Business Case for 2024-25 was presented to the Joint Committee at its meeting on 2nd February 2024, with some reliance on new Traffic Regulation Orders, which are due to be consulted upon before they can be approved. It is understood that some of these proposals are already receiving opposition from both members of the public and Councillors in areas impacted and requests for decisions to be called in for scrutiny. None of these additional schemes are within the district of Tendring.

Under the Terms of the Agreement (clause 37) a Partner Authority may serve notice in writing ("Notice of Withdrawal") to the Lead Authority at least twelve (12) months before the date on which it is to take effect, that they will be withdrawing from the Joint Committee, provided that any such notice is co-terminus with the end of the financial year. Consequently, should any Partner Authority wish to protect itself from escalating unknown deficits without a robust Business Case in place with financial information in support, it is left in a position of having to service a Withdrawal Notice by 31st March in any year. Tendring District Council, at this current time is still unclear on the financial sustainability of the NEPP, as an updated Financial Report is expected to be produced at the next meeting of the Joint Committee, scheduled for 21 March 2024. Therefore, it is considered appropriate, acting in accordance with the Agreement, to provide authority for a Withdrawal Notice to be served, if deemed necessary by the Leader and Portfolio Holder by the end of March 2024 or later (to provide maximum flexibility over this period).

The current position remains that the Partnership is in deficit with financial forecasts changing monthly and predictions based on uncertainties. While these forecasts are showing some improvement it is still concerning that Tendring District Council, as a Partner Authority and others within North Essex, may be liable for substantial costs at the end of this financial year and beyond. It is acknowledged that the withdrawal clause has been in place for some time, however, in the current circumstances, it feels unreasonable that Partners Authorities should have to consider activating this clause without vital financial information being produced in time to feed into budgetary timetables. Past financial end of year reports have not been available until as late as July. It is also considered reasonable to propose to other Partner Authorities that the Joint Committee Agreement is varied to enable serving a Withdrawal Notice on the Partnership, within a timely manner, upon receipt of:

- a. full end of year financial reports being produced by the Lead Authority's S151 Officer; and
- b. the financial impact of any restructures and Rescue Plan are made available to all Partners Authorities.

An alternative option or parallel action is proposing a variation allowing a Notice of Withdrawal

to be rescinded, should the appropriate financial information be provided and a Partner Authority has received assurances on the financial sustainability of the Partnership.

Cabinet should note that at its meeting scheduled for 5th March 2023, the Resources and Services Overview and Scrutiny Committee has Agenda Item (no. 8) an enquiry scope into “On street parking arrangements in the District – and parking PCNs, Permits, Traffic Regulation and enforcement. The Council's participation in the North Essex Parking Partnership (NEPP), the work and business model of the Partnership.” In respect of the NEPP, the enquiry will consider the role of the Council within the Partnership, the overall financial risks to the Council amongst road safety matters. The outcome of this enquiry will be presented to Cabinet at its meeting.

The recommendations set out below seek Cabinet’s approval to allow decisions to be made and actions taken to protect the Council’s financial position, whilst variations to the Partnership Agreement are negotiated or reassurances are provided with later robust financial information being supplied to enable informed decisions to be made. These actions are considered to be of last resort.

RECOMMENDATION(S):

It is recommended that Cabinet:

- (a) in consideration of the lack of financial information on the level of deficits for 2023/24 and future longer term financial sustainability of the North Essex Parking Partnership (NEPP), notes the options available to protect the Council’s position;**
- (b) takes into consideration the feedback from the Resources and Services Overview and Scrutiny Committee’s enquiry at its meeting on 5th March 2023;**
- (c) delegates authority to the Leader and Portfolio Holder for Leisure and Public Realm, in discussion and consultation with Cabinet Members to decide whether to service a Notice of Withdrawal from the NEPP following the meeting of the Joint Committee on 21st March 2024;**
- (d) subject to (c) approves such decision being taken up to 31st March 2025, being supported with a detailed report on the updated position and the assessment of risk to the Council;**
- (e) authorises the Portfolio Holder for Leisure and Public Realm, in consultation with the relevant Officers, to seek a variation to the Partnership Agreement to allow a Notice of Withdrawal to be served coinciding in a timely manner with the receipt and consideration of financial information certified by the NEPP Treasurer and/or allows a Notice of Withdrawal to be rescinded upon receipt of such information being provided; and**
- (f) delegates authority to the Leader and Portfolio Holder for Leisure and Public Realm in consultation with the relevant Officers to finalise and request any additional information in respect of financial and governance matters required to support c) and d) above.**

REASON(S) FOR THE RECOMMENDATION(S)

The current Joint Committee agreement states that any partner wishing to leave the partnership is required to give 12 months’ notice from the end of any financial year. Consequently, the Council only has 10 calendar days from the Joint Committee’s scheduled meeting on 21st March 2024, whereby further financial information is expected to be provided, to decide whether to give such notice.

OPTIONS TO BE CONSIDERED

1. Remain as we are and allow the partnership to operate as per the new Business Plan.
2. Serve notice on the NEPP before the end of the financial year.
3. Submit a request to the Partner Authorities to vary the Partnership Agreement that the deadline for serving notice on the partnership is extended from the end of the financial year until such a time that the full end of year accounts are available and the restructure of the NEPP is completed.

PART 2 – IMPLICATIONS OF THE DECISION

DELIVERING PRIORITIES

Corporate Plan “Our Vision”, approved and adopted at Full Council in November 2023, contains the theme - Financial Sustainability and openness - *To continue to deliver effective services and get things done we must look after the public purse; that means carefully planning what we do, managing capacity, and prioritising what we focus our time, money and assets on. Tough decisions will not be shied away from, but will be taken transparently, be well-informed, and based upon engagement with our residents.*

OUTCOME OF CONSULTATION AND ENGAGEMENT (including with the relevant Overview and Scrutiny Committee and other stakeholders where the item concerns proposals relating to the Budget and Policy Framework)

Feedback from the Resources and Services Overview and Scrutiny Committee’s enquiry at its meeting on 5th March 2024, will be reported to Cabinet.

LEGAL REQUIREMENTS (including legislation & constitutional powers)

Is the recommendation a Key Decision (see the criteria stated here)	NO	If Yes, indicate which by which criteria it is a Key Decision	<input type="checkbox"/> Significant effect on two or more wards <input type="checkbox"/> Involves £100,000 expenditure/income <input type="checkbox"/> Is otherwise significant for the service budget
		And when was the proposed decision published in the Notice of forthcoming decisions for the Council (must be 28 days at the latest prior to the meeting date)	

Essex County Council (ECC) has the power and responsibilities under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984 and otherwise for the enforcement of on street civil parking enforcement. ECC has delegated the control of local parking policies and the management of associated functions (*) to be delivered by a Joint Committee, through an Agreement for the combined parking service for North Essex.

The Partner Authorities previously agreed to form a Joint Committee to manage the North Essex Parking Partnership in accordance with the provisions contained in sections 101 and 102 of the Local Government Act 1972, section 9EB (previously quoted as section 20) of the

Local Government Act 2000, the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 and The Local Authorities (Alternative Arrangements) (England) Regulations 2001 (as amended) and any other enabling legislation.

(* the specific responsibilities include responsibilities for on street civil parking enforcement and charging, relevant signs and lines maintenance and the power to make relevant traffic regulation orders in accordance with the 2004 and 1984 Acts.

The Joint Committee also includes the following functions:

- Strategic Planning
- Committee Operating Arrangements
- Service Delivery (providing guidance and support to Officers as required to facilitate effective service delivery)
- Monitoring (regular reports on performance and an Annual Report for the Service)
- Decision Making:
 - Managing the provision of Baseline Services
 - Agreeing Business Plans
 - Agreeing new or revised strategies and processes
 - Agreeing levels of service provision
 - Recommending levels of fees and charges
 - Recommending budget proposals
 - Deciding on the use of end-year surpluses or deficits
 - Determining membership of the British Parking Association or other bodies
 - Approving the Annual Report
 - Fulfilling obligations under the Traffic Management Act and other legislation
 - Delegating functions.

- Accountability & Governance

Government Statutory Guidance sets out the way local authorities must operate Civil Parking Enforcement (CPE) with other legislation and regulations made under those Acts. Under sections 45 and 46 of the Road Traffic Regulation Act 1984 local authorities can make a charge for parking at on-street parking spaces. On-street paid parking is a common method of managing the turnover of parking spaces, often in areas where there is a draw for motorists to park nearby such as rail stations, shops or tourist attractions. The NEPP Business Plan and Rescue Plan for 23/24 and 24/25 was approved and adopted at the meeting of the Joint Committee in February. The operational and business Aims and Objectives of CPE are set out in the Parking Management Policy and referenced in the NEPP Business Plan.

<input type="checkbox"/>	The Monitoring Officer confirms they have been made aware of the above and any additional comments from them are below:
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Any proposed recommended changes to a Partnership Agreement would require negotiation with the Partner Authorities and variations can be made through agreement. This process will take some time, but it is understood that at the last meeting of the Joint Committee, concerns were raised over the NEPP Agreement and officers were directed to provide recommendations as to amendments, which would remove any contradictions in content, and add clarity regarding the division of any deficit between the partner local authorities of the NEPP. Therefore, any proposals TDC wishes to make could be picked up through this process.

FINANCE AND OTHER RESOURCE IMPLICATIONS

At its meeting in November 2023, the Joint Committee resolved that a meeting be set up for the NEPP partners' Section 151 Officers to meet, to discuss and gain assurances regarding the questions and concerns raised as to the financial position and accounting of the NEPP, and relevant parts of the NEPP Agreement.

At its meeting on 1st February 2024, an NEPP Financial Update (including the Month 9 forecast for 2023/24 and the draft budget 2024/25) was presented by the Lead Authority's Deputy Section 151 Officer and Section 151 Officer. **The Recommended Decisions were:**

- 1.3 to note the forecast outturn for 2023/24 as of 31st December 2023 (Period 9); and
- 1.4 to approve the draft Budget for 2024/25, including the projected impact on the Parking Reserve balance.

Reasons for the Recommended Decisions were stated as:

"To achieve good practice governance in terms of monitoring and controlling in-year expenditure and setting a sustainable budget for the year ahead that supports the future delivery of the Partnership's objectives, whilst balancing the long-term financial sustainability of the NEPP and mitigating the financial risk exposure of partner councils."

It is important to note the contents of the Report to the Joint committee, and extracts are included:

3. Background and Introduction:

- 3.1. The 2022/23 financial year proved extremely challenging for the NEPP with a budget overspend eventually resulting in a year-end deficit of £160,000 on the NEPP Reserve, which is £560,000 short of the recommended minimum Reserve balance of £400,000 contained within the adopted NEPP Agreement.
- 3.2. This report updates the Committee on:
 - The outcome of a first stage review by the NEPP Treasurer (Section 151 Officer) in response to uncertainties and requested clarifications raised by the Committee on the NEPP financial position.
 - Progress against the 2023/24 budget, including the projected year end position for 31st March 2024; and
 - The proposed draft Budget for 2024/25.

4. First Stage Financial Review Outcomes:

- 4.1. A detailed review of the NEPP finances, including its long-term financial sustainability is in progress. However, it is a relatively large and iterative process; the full outcome of that review, which is interlinked with the completion of a staff restructuring exercise, will not be available for some weeks. However, a 'first stage review' has been completed by the Colchester City Council (Section 151) Finance team, which has successfully established a robust forecast outturn for 2023/24 and a sustainable draft budget for 2024/25.
- 4.2. The review has so far resulted in the reset of some previous financial assumptions, most notably:
 - **Management Time Allocations** – these have been reviewed in the light of

managerial changes within Colchester City Council that have taken effect in 2023/24. This has altered NEPP management time allocations between On-Street and Off-Street Parking (specifically, the time spent by the Head of Service on On-Street activities has reduced from 95% to 55%, similarly with the time allocations of his direct reports reducing from 95% to 75%; this improves the financial position of the NEPP in both cases and applies to both financial years presented).

- **Provision for Bad Debts** – an annual contribution is made to the Bad Debt Provision that is set aside for the non-payment of Penalty Charge Notices (PCNs). However, the review has identified that this has been undertaken as a year-end exercise without any budget provision provided. This makes it more difficult for the Committee to gauge the in-year financial position. Based on outstanding PCNs on 31st December 2023, a budget estimate for the contribution to bad debts has now been included. This improves in-year transparency and applies to both financial years presented); and
- **2024/25 Budget Assumptions** – the assumptions within the emerging 2024/25 draft budget have been reviewed to ensure their robustness and consistency with the Colchester City Council draft budget. This includes all relevant inflationary assumptions and a Pay Award of 3.0% for 2024/25. The budget also reflects the estimated cost reductions achievable from a planned service restructure, effective from 2024/25.

4.3. Further progress is being made by the Finance team on the Financial Review, taking full account of the detailed outcome of the service restructure as it emerges. This will result in further clarity in financial reporting (including analyses of the finances broken down by partner districts) and a longer-term (5-year) financial view in the form of a Medium-Term Financial Plan (MTFP); it is anticipated that both elements will be reflected in an updated Financial Report to the Committee at its meeting on 21st March 2024.

In terms of Tendring District Council's budgetary position, as part of agreeing the budget at Full Council on 13 February 2024, it was highlighted that an initial sum of £100k is proposed to be set aside in 2023/24 to meet this Council's partnership share of potential deficits that could emerge.

In terms of supporting the decision required, alongside the additional financial information requested as set out elsewhere in this report, it will be important to also obtain the following from the Lead Authority / Partnership:

- Written confirmation that any deficit shown within the relevant outturn account will be shared across the 7 partner authorities rather than any partitioned deficit for TDC.
- The items that will be included within the relevant outturn account that would be payable by the TDC e.g. any partner contribution to meet deficits carried forward or for the maintenance of the deficit reserve fund and that no additional funding requests such as those under para 26.1 of the agreement are required.
- Assurance that the Lead Authority will undertake all necessary actions in accordance with the various steps set out within Appendix F of the NEPP Joint Committee Agreement to minimise the risk and potential contribution from TDC as part of finalising the relevant outturn account.

In addition to the above, and in support of any request to seek a variation to the current agreement as set out earlier in this report and recommendations, the Lead Authority should also be asked to comment / provide further information on key financial and governance matters such as the items set out in the agreement that have previously been requested and includes the following:

- The provision of latest full audited accounts for the Partnership
- The basis on which the lead authority charges overheads to the account
- A detailed explanation of the separation of the NEPP on street and off street function including supporting information to evidence that the on street and off street functions are robustly ring fenced from each other.

The Section 151 Officer confirms they have been made aware of the above and any additional comments from them are below:

There are no additional comments over and above those set out elsewhere in the report. However it is worth highlighting the various requests for additional financial / governance information set out in the report which are an import value for money element of demonstrating informed decision making supported by appropriate evidence.

USE OF RESOURCES AND VALUE FOR MONEY

The following are submitted in respect of the indicated use of resources and value for money indicators:

A) Financial sustainability: how the body plans and manages its resources to ensure it can continue to deliver its services;	Addressed elsewhere throughout the report.
B) Governance: how the body ensures that it makes informed decisions and properly manages its risks, including; and	The Council must be able to make informed decisions and has expressed some frustration over 2023/24 with regards to the lateness and robustness of the financial information being provided for the NEPP. Tendring District Council feels that the recommendations being proposed within this report are actions of last resort to protect the Council's position whilst further information is received and the Partnership Agreement is reviewed.
C) Improving economy, efficiency and effectiveness: how the body uses information about its costs and performance to improve the way it manages and delivers its services.	Addressed elsewhere throughout the report.

MILESTONES AND DELIVERY

- Feedback from Resources and Services Overview and Scrutiny Committee – 5th March – enquiry into NEPP
- TDC Cabinet meeting – 12th March – consider the recommendations set out within this report and take into account any further updates received since publication of the agenda.
- NEPP Joint Committee meeting – 21st March 2024
- 31st March 2024 - Deadline for a Partner Authority to service notice to withdraw from the Joint Committee to take effect on 31st March 2025

ASSOCIATED RISKS AND MITIGATION

Option 1. To remain could see the risk of TDC responsible for further deficit payments. If we remain in the partnership past the end of financial year 2023/24 TDC could not leave until end of financial year 2025/26 according to the terms of the Agreement. Forecasts have been made showing a surplus after financial year 2024/25 but are only forecasts and based, in part on the introduction of new Traffic Regulation Orders, subject to a consultation process before being approved.

Option 2. If TDC decide to leave the partnership we would not have a voice at the Joint Committee after March 2025. ECC have previously indicated they would want to introduce on street charging to the Tendring area, focusing on the seafront areas in Clacton, Holland and Frinton.

This scheme could be reintroduced into ECC's forward plan and would be more difficult to defend if we are not in the partnership. That said, terms in the Agreement state, any on street charging schemes are decided by the Lead Authority and the Chairman and do not have to be voted on by the Joint Committee. The introduction of on street charging in these areas would see the partnership make a substantial surplus. The effect on visitor numbers is unknown but effect on residential side streets would have an impact with public seeking free parking areas.

Careful adjustments of TDC off street parking charges could see an increase in TDC income if tariffs are made cheaper than on street tariffs.

Any surplus made within the partnership is to be equally shared with each partner authority for schemes such as Traffic Regulation Orders (TRO) or traffic management. Not being part of the NEPP would mean Tendring not benefitting from the surplus and becoming reliant on the NEPP approving any TRO requests made from the area

Currently, the Partnership Agreement states, upon a Partner Authority serving written notice (at least twelve (12) months before the date on which it is to take effect) that they will be withdrawing from the Joint Committee, the Lead Authority shall as soon as practical, draw up accounts showing the financial out turn of the Joint Parking Accounts which will be dealt with in accordance with the process set out in Appendix E of the Partnership Agreement.

- **APPENDIX E: North Essex Parking Partnership Provisions**

Financial Provisions

1. Further to paragraph 22.6, and subject to the provisions combined within paragraph 9 below, each Partner Authority shall be responsible for any deficit shown in the Partner Authority's partitioned account and shall be required to meet such deficit from their respective General Fund.

There have been discussions at the Joint Committee regarding the deficit being met on an equal basis however, the absolute position with regards to withdrawing from the Partnership is unclear and requires further information being sought and provided (as referenced in the Finance section above).

Option 3. The extended time for serving notice will allow an informed decision to be made once all financial reports and outcome of any staffing restructure are available. However the

request for extension will need to be made formally by the TDC Member and agreed by all members of the Joint Committee. This could be put onto the agenda of the next JPC meeting in March but is after full Cabinet.

EQUALITY IMPLICATIONS

N/A

SOCIAL VALUE CONSIDERATIONS

IMPLICATIONS FOR THE COUNCIL'S AIM TO BE NET ZERO BY 2030

N/A

OTHER RELEVANT CONSIDERATIONS OR IMPLICATIONS

Consideration has been given to the implications of the proposed decision in respect of the following and any significant issues are set out below.

Crime and Disorder

N/A

Health Inequalities

N/A

Subsidy Control (the requirements of the Subsidy Control Act 2022 and the related Statutory Guidance)

Area or Ward affected

All

PART 3 – SUPPORTING INFORMATION

BACKGROUND

The Executive Summary sets out the relevant background for the purposes of this report.

PREVIOUS RELEVANT DECISIONS

Decision of the Leader of the Council taken on 30 June 2022 (and published on the 4 July 2022) to sign up to the new Joint Committee Agreement of the North Essex Parking Partnership.

Cabinet meeting 15th July 2022 - minute no. 38 – Renewal of the North Essex Parking Partnership Agreement – endorsement of the Leader’s urgent decision on 30 June 2022.

BACKGROUND PAPERS AND PUBLISHED REFERENCE MATERIAL

North Essex Parking Partnership – Joint Committee On-Street Parking agenda 1 February 2024 (Colchester City Council’s website) includes minutes of meeting 9 November 2023.

APPENDICES

Appendix A Rescue Plan 2023

REPORT CONTACT OFFICER(S)

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