

# 12 Parking Restrictions





## 1. Introduction

### Essex Parking Partnerships

The Parking Partnerships are council-run organisations which bring together on-street and some council-owned off-street parking services in Essex. The aim is to administer parking management in a fair, proportionate and consistent way.

The service is a partnership between Essex County Council and twelve Borough, City and District Councils, and is divided into two areas: the North Essex Parking Partnership (NEPP), led by Colchester District Council and the South Essex Parking Partnership (SEPP), led by Chelmsford City Council.

NEPP covers Braintree, Colchester, Epping Forest, Harlow, Tendring and Uttlesford.

SEPP covers Basildon, Brentwood, Castle Point, Chelmsford, Maldon and Rochford.

Each partnership is responsible for the following: .

- Parking enforcement, which is administered by Civil Enforcement Officers (traffic wardens)
- Processing challenges to, and payments of, parking penalties
- Implementing, amending and maintaining parking restrictions
- Administering and managing parking permit schemes

Legislation requires that any operational surplus made through on-street parking services must be reinvested into the delivery of the service or the introduction of new parking restrictions. This surplus is the only funding that the Parking Partnerships have available for the introduction of new on-street restrictions.

## 2. Typical Problems

We need short-term parking near the shops

Commuters are parking all day outside my house

We need disabled parking facilities

I can't see due to parked cars when I turn out of my road

Cars are parked all over the verge/footway

It is chaos outside the school in the morning and afternoon

- Requests for parking restrictions can be extremely contentious and can divide communities.
- Displacement parking has to be considered, especially when tackling commuter parking issues. Many commuters will walk up to 1 mile to park for free so the wider knock-on implications need to be considered.
- School gate parking issues are for a limited time in the morning and afternoon and are generally term time only.
  - They are created by the parents/guardians who may themselves live within close proximity of the school.
  - They are difficult to enforce and are widely ignored.
- Timed restrictions (single yellow line) restrictions are extremely difficult to enforce effectively and allow for passengers to be set down and picked up.
- Footway/verge parking.
  - This is extremely difficult to enforce unless there are yellow line restrictions in place. .
  - The issue is often the result of limited off-street parking available to residents and the narrow width of the carriageway within residential areas.
  - Requests for on-street disabled parking bays are managed separately by Essex County Council (ECC) and should be made via the website. Information can be found via the following link [Disabled Parking Bays](#)



## 3. Things to Consider

### Essex Parking Partnerships Schemes

The on-street operational surplus made by the parking partnerships is published annually. Each Partnership has a prioritised list of schemes for new or amended Traffic Regulation Orders (TROs) that it is managing.

In the first instance, all requests for new parking schemes should be made to the individual Parking Partnerships.

## 3. Things to Consider continued

### Local Highway Panel Parking Schemes

ECC will only directly implement parking schemes that meet one or more of the following criteria:

- They have been identified as necessary to tackle congestion.
- They reduce road traffic casualties in line with the ECC collision Safety Scheme criteria.
- Are funded through developer contributions that have been identified as a requirement for the planning approval of a local development.

The Local Highways Panels can only become involved in funding parking restrictions which are required as part of an LHP scheme.

### Parking on Verges

Parking on grass verges can create significant problems and any remedial action to prevent parking on verges needs careful consideration. Any action taken may result in additional unwanted parking in surrounding areas.



### Managing parking around schools

Safety and congestion are the main concerns of both parents and residents but it is important to remember that for school gate parking concerns, this is a very difficult matter to mitigate and additional waiting restrictions are rarely an effective solution.

- Child casualties around schools are thankfully very rare in Essex.
- The congestion slows the traffic and makes serious injury to children less likely.
- This issue is not generally experienced outside of term time, and is only apparent during the beginning and end of the school day.
- Zig-zags have to be signed and backed with a TRO to be enforceable.
- If Zig-zags are enforceable then there is **no stopping or dropping off in any circumstances**. That includes the parents.
- Double or single yellow line restrictions allow dropping off and picking up and will not resolve the school gate congestion issue.

Parking issues are a common factor affecting those traveling to and from school by any mode of transport; however, the problems they create can be reduced through methods geared specifically to the school and its local environment. These methods are coordinated into a strategic School Travel Plan, which is owned by the school community. The plan outlines the various issues faced by pupils, parents and staff, as well as producing a cohesive package of measures to improve the journeys made.

Actions could include infrastructure, such as bike and scooter storage on site, pedestrian entrances away from the traffic, agreements with neighbors for cars to park further away from the school and safety education for walkers, scooters and cyclists. For free support and advice to produce a School Travel Plan, schools can contact the [Travel Plan Team](#).

Another option is the School Parking Initiative, or Three Parking Rules (3PR). The aim of 3PR is to engage with the school, children, parents and local residents to promote a good working relationship and understanding of the needs of everyone. This is achieved through:

- Engagement with the pupils providing education, learning activities and reward schemes for good parking practices
- Distribution of educational material to parents and residents on considerate parking and the impact of inconsiderate parking on the local area
- An understanding from residents that cars will need to be accommodated on the highway at peak school times and that provided the cars park sensibly, this should be encourage.
- An understanding from parents that inconsiderate parking is discouraged and not supported by the school
- Alternative travel to school schemes



The purpose of the School Parking Initiative is to change behaviors around school parking through education. Although this initiative will not instantly solve all the problems associated with school parking, it is hoped that over time, the percentage of parents that adopt a considerate approach to parking in, and around, schools will increase.

More information is available for parents, children, schools and residents via the 3PR website – [www.schoolparking.org.uk](http://www.schoolparking.org.uk)

## 3. Things to Consider continued

### Enforceability of Restrictions

The enforceability of restrictions depends on a number of things

- The availability of civil enforcement officers (CEO)
  - There are only a limited number of CEOs and they cannot be everywhere at once. If there is a particular issue that requires enforcement, the Parking Partnership should be contacted directly
- The type of restrictions.
  - Limited waiting restrictions require two separate visits from a CEO. The first identifies the vehicles parked at the time of the visit. The second visit must then be made after the posted time period allowed for parking. Any vehicles still there can be issued with a Penalty Charge Notice (PCN).  
*The first visit will usually trigger people to alert each other and remove the vehicles. The second visit rarely finds any people overstaying the time limit.*
- Local circumstances.
  - A common enforcement issue in some locations is that as soon as the CEO leaves the area, the parkers will return. Schools, cash points and food takeaway locations are the most difficult to enforce.



## 4. Typical Measures

There are two main types of enforceable waiting restrictions; Prohibitive Waiting Restrictions and Permissive Waiting Restrictions.

### Prohibitive Waiting Restrictions

Generally, these are indicated by yellow road marking and the times of the control will be indicated by accompanying signs (except double yellow lines, which apply 24 hours per day and no longer have supporting signs).

### Permissive Waiting Restrictions

These are usually indicated by white parking bays and the times of the control are also indicated by accompanying signs. The signs will indicate who can use the parking bay and any limits on its use, such as length of stay or day/s of use.

Sometimes Designated use of the bays may also be identified on the carriageway in white lettering, such as 'disabled', 'doctors', 'loading' or 'permit holders only'. The benefit of permissive bays are as follows:

- They manage the demand for parking.
- Encourage turnover of vehicles.
- Remove conflicts for parking in areas of high demand.
- Provide a turnover of parking in locations such as outside shopping areas.
- Overcome problems where residents have little or no available parking.

### Advisory Parking restrictions

There are some waiting restriction signs that can be installed without a Traffic Regulation Order. These are advisory only and are not enforceable. Examples of 'advisory only' restrictions include residents' disabled parking bays and school keep clear markings. These are not enforceable unless accompanied by the appropriate signage and Traffic Regulation Order. Advisory disabled bays can only be placed where there are no parking restrictions, otherwise the Traffic Regulation Order would become technically unenforceable.

- Advisory Disabled Parking Bays.
  - An application should be made to ECC directly via the website or by contacting the Contact Centre.
- School Keep Clear markings (zig zags)
  - These have been implemented at most schools in the County. It should be noted that some School Keep Clear markings do have a Traffic Regulation Order and can be enforced.

## 4. Typical Measures

### Verge Parking

- Bollards and verge marker posts
  - These are only effective when their need is respected by local residents. Once installed, they create a maintenance burden for the County as well as making grass cutting more difficult.
- Converting Grass Verges to a Hard Surface
  - It is possible to convert a grass verge to a hard standing surface, such as block paving or “grasscrete” (concrete mesh with grass growing through the gaps); however, the cost can be high and can urbanise residential areas.
  - In reality, it rarely provides the amount of parking required to meet demand and it also increases the amount of non-permeable surface, which can increase the risk of ground water flooding.





## 5. Scheme Investigation

All parking restrictions must be consulted on. This is a legal requirement and all road users are entitled to comment on proposals and object to them or support them. The proposed Traffic Regulation Order must be accompanied by a Statement of Reasons which **must** show that it addresses one or more of the following factors:

- Safety
- Congestion
- Environment

When objections are received, they need to be formally considered. This could involve modifying a proposal or, in some cases, abandoning it completely. The outcome of any public consultation can never be accurately predicted and can be a lengthy process.

## 6. Costs and Timescales

Part of the Essex County Council contract with Ringway Jacobs is a target cost And not typically a fixed price contract. The contract also allows for a direct delivery Method for small highway improvement schemes on a fixed cost basis.

Schemes will be delivered through our Supply Chain Partner (SCP) tender process, or via our Direct Delivery service.

An explanation of the target costing, SCP and Direct Delivery processes, including costs and timescales for typical schemes, can be found in [Appendix 1](#)

## 7. Glossary of Terms

<b>AVL</b>	Automatic Vehicle Location (similar to RTPI)
<b>CMA</b>	Cabinet Member Action
<b>CMB</b>	Cabinet Member Briefing
<b>EA</b>	Environment Agency
<b>ECC</b>	Essex County Council
<b>EH</b>	Essex Highways
<b>LHP</b>	Local Highways Panel
<b>NEPP</b>	North Essex Parking Partnership
<b>PP</b>	Parking Partnership
<b>RTPI</b>	Real Time Passenger Information
<b>S106</b>	Section 106 (Money provided by a Developer to County Council to implement infrastructure as an obligation of the planning permission)
<b>S278</b>	Section 278 (Infrastructure required to be implemented by the Developer as an obligation of the planning permission)
<b>SERP</b>	Safer Essex Roads Partnership
<b>SID</b>	Speed Indicating Device
<b>SEPP</b>	South Essex Parking Partnership
<b>SLO</b>	Speed Limit Order
<b>SSSI</b>	Site of Special Scientific Interest
<b>TRO</b>	Traffic Regulation Order
<b>TSRGD</b>	Traffic Signs Regulations and General Directions
<b>VAS</b>	Vehicle Activated Sign