

Permit Parking Scheme overview

Thurrock Council manages Parking Permit Areas (PPAs) where approved restrictions have been introduced in streets and areas which prioritise parking for residents, local businesses and their visitors.

Parking Permit Areas operate at different times depending on local parking pressures.

What are the benefits of Permit Parking?

Permit Parking allows Thurrock Council to prioritise parking for people at local addresses, who want/need to be able to park close to their home or business, particularly where roads are affected by commuter parking, it is a huge benefit to the resident to enable them to have priority parking within their parking permit area. It is important to note that this only effects on-street parked vehicles and does not affect cars parked on a drive/garage.

Permits prevent parking by non-residents who could park elsewhere, for example in dedicated off-street car parks, Parking Permits reduce and/or enforce instances including but limited to;

- Resident not being able to park due to - commuters parking near stations
- Resident not being able to park due to - parents parking near schools
- Resident not being able to park due to – individuals parking near hospitals
- Resident not being able to park due to – blocked dropped kerb access

Why charge Residents for Parking Permits?

Like many other Boroughs, we aim to charge for Residents permits to enable us to continue to provide this service to residents, costs to the council to manage & enforce the scheme have increased and to enable us to maintain the high level of service we need to recover an element of our costs.

We aim to use parking prices as a tool to influence parking space turnover, to regulate the supply and demand of parking spaces and ultimately car ownership.

This is important as the demand for parking in Thurrock is greater than the amount of space available. By discouraging unnecessary car use, parking prices help to:

- Improve emergency vehicle response times, ambulance, Fire, Police
- Improve accessibility for key service providers, e.g.: Waste Collection crew / vehicles which in turn reduce missed bin collections.
- Support priority parking for residents
- Reduce congestion
- Improve road safety
- Improve local air quality
- Reduce carbon dioxide emissions
- Improve the quality of the local street environment
- Shorten bus journey times
- Cover costs of the maintenance and enforcement of the scheme
- Ensure the charging policy is fair i.e.: only the residents that benefit from the scheme pay for the scheme

We aim to set prices at a level that encourages motorists to reconsider whether they can travel by more sustainable means of transportation such as walking, cycling and public transport, but also not be unaffordable for those that do use a vehicle.

Covering the cost of the Parking Scheme

Providing parking services and provisions comes at a cost to the Council as parking needs to be managed and administered.

It is a fact that residents have been afforded 2 x FREE permits for each household since the introduction of their PPA. However, since the schemes were first introduced, the costs associated with supporting the scheme have been subject to annual inflation year on year.

The continued increase in service and maintenance related costs is causing budget pressures making it very difficult to deliver and support the schemes on a cost neutral basis.

We believe that it is fairer if the costs of running parking services are met by the motorists benefiting from the scheme, rather than being subsidised using council tax or another general fund.

The Department for Transport (DFT) guidance strongly recommends that the costs of parking controls are met using income from parking fees and charges.

Fees and charges include the costs of parking permits as well as the money generated by issuing penalty charge notices to motorists parked in breach of parking rules.

The cost of managing parking includes:

- Maintaining signs, lines, and posts
- Implementing traffic management orders (local bylaws setting out the rules for parking)
- Parking enforcement
- Issuing permits
- Considering appeals against fines
- Back-office support
- Hardware and Software support and annual maintenance costs

Permit Pricing

The Department for Transport (DFT) guidance explains that setting prices too high would encourage drivers to risk a penalty charge notice by parking in contravention and setting them too low would attract traffic and encourage unnecessary car use.

Thurrock are therefore going against the DFT guidance by enabling free permits.

Therefore, we have tried to set prices that reflect the cost of managing the service we provide. Prices are also used to encourage the use of sustainable transport and consider the context of the charges for off-street parking and those set by surrounding boroughs.

The proposal to introduce a small charge of £10 for the 1st Resident Permit and £20 for the 2nd Permit is deemed a very small proportion of the cost of running a car. As mentioned above this does not apply to any cars parked on a driveway.

Therefore, the fee equates to 0.19 pence a week (1st Permit) and 0.38 pence a week (2nd permit) and is far less than the local price of on and off-street Pay and Display parking or the commercial value of the equivalent road space.

The proposed permit fee is considerably less than charges applied by neighbouring Boroughs and is deemed a token contribution towards the management of the Parking Scheme in support of priority parking for the resident permit holder.

The table below shows a comparison of Thurrock's proposed charges compared to that of our neighbouring boroughs and surrounding areas, as you will see Thurrock are still drastically lower than any of our neighbouring boroughs.

Residents Permits 22/23	1st	2nd	3rd	Rank	% > TC
Thurrock (Proposed 23/24)	£10	£20	£80	1st	0%
Southend	£15	£25	£50	2nd	50%
Chelmsford	£26	£26	£26	3rd	160%
Medway	£31	£31	£31	4th	210%
Basildon	£34	£34	£34	5th	235%
Brentwood	£34	£34	£34	6th	235%
Havering	£35	£60	£85	7th	250%
Rochford	£50	£50	£50	8th	400%
Castle Point	£52	£52	£52	9th	420%
Maldon	£54	£54	£54	10th	440%
<i>Ranking based off 1st permit pricing</i>					

Residents Permits	1st	2nd	3rd	4th	5th+
Barking & Dagenham	Table - Emissions (CO2) g/km				
Band 1: 0 to 50*	£0 - Up to 2	£45	£45	£45	£45
Band 2: 50 to 100	£18 - Up to 2	£45	£45	£45	£45
Band 3: 101 to 140	£36 - Up to 2	£45	£54	£63	£63
Band 4: 141 to 160	£45 - Up to 2	£56.25	£67.50	£78.75	£78.75
Band 5: 161 to 180	£51 - Up to 2	£63.75	£76.50	£89.25	£89.25
Band 6: 181 to 255	£80 - Up to 2	£100	£120	£140	£140
Band 7: Over 256	£140 - Up to 2	£175	£210	£245	£245
<i>* Hybrid or Electric vehicle</i>					

Barking & Dagenham offer a reduced rate for permits to residents driving low emission vehicles to help reduce their carbon footprint, this was an option that Thurrock proposed in 2021 but was not taken forward at that time