

Thurrock: An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Local Development Plan Task Force

The meeting will be held at 7.00 pm on 8 March 2021

Due to government guidance on social-distancing and COVID-19 virus the Local Development Plan Task Force on 8 March 2021 will be held virtually online. The press and public will be able to watch the meeting live online at the following link: www.thurrock.gov.uk/webcast

Membership:

Councillors Joycelyn Redsell (Chair), Martin Kerin (Vice-Chair), Alex Anderson, Andrew Jefferies, Gerard Rice and Luke Spillman

Substitutes:

Councillors

Agenda

Open to Public and Press

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Queries regarding this Agenda or notification of apologies:

Please contact Wendy Le, Senior Democratic Services Officer by sending an email to direct.democracy@thurrock.gov.uk

Agenda published on: **1 March 2021**

Information for members of the public and councillors

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest at a meeting?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- **Not participate or participate further in any discussion of the matter at a meeting;**
- **Not participate in any vote or further vote taken at the meeting; and**
- **leave the room while the item is being considered/voted upon**

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Local Development Plan Task Force held on 11 January 2021 at 7.00 pm

Present: Councillors Joycelyn Redsell (Chair), Martin Kerin (Vice-Chair), Alex Anderson, Andrew Jefferies and Gerard Rice

Apologies: Councillors Luke Spillman

In attendance: Ben Smith, Arup Representative
Lizzey Williams, Arup Representative
Leigh Nicholson, Assistant Director of Planning, Transport and Public Protection
Sean Nethercott, Strategic Lead of Strategic Services
Wendy Le, Senior Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

17. Minutes

The minutes of the Local Development Plan Task Force held on 2 November 2020 were approved as a true and correct record.

18. Items of Urgent Business

There were no items of urgent business.

19. Declaration of Interests

There were no declarations of interest.

20. Thurrock Climate Change Strategy

A presentation was given by Ben Smith.

The Chair sought more detail on the organisations 'Drax', 'SSE Thermal' and 'Uni Per'. Ben Smith explained that Arup was working on energy strategies in Thurrock and also on Project Cavendish which brought all these organisations together. These organisations were investing into proposals of blue hydrogen and had brought it to Members' attention so it could be considered how this would form part of Thurrock's Local Plan process.

Going through the presentation, the Chair commented that the reduction of carbon emissions needed to be considered such as using the river for

transport. She went on to say that trees had been planted around the Borough and that developers needed to incorporate more green spaces into plans. She mentioned flooding issues in Tilbury and wondered whether this was due to overdevelopment in the area. Ben Smith commented that current lockdown restrictions had highlighted the importance of green spaces and that the right data helped in the Local Plan process.

Councillor Rice said that he sat on the Flood Risk Committee and that flood gates had been improved so Tilbury was well protected. Same as Purfleet-on-Thames which had new flood barriers installed. He commented on central government's requirement that domestic homes to remove gas central heating and combination boilers by a certain date. He pointed out that some people would not be able to afford to do this. Ben Smith said that central government's recent plans showed an emphasis on removing residual gases from homes as part of their plans to decarbonise the country but there were other things that could be done in the home before that to make it more energy efficient. He went on to say that Arup was working on a government pilot scheme 'High for Heat' for hydrogen homes.

Leigh Nicholson commented that climate change needed to be embedded in the Local Plan process as it was about conscious decision making. The Local Plan was the blueprint for sustainable growth and ensuring the right infrastructure was in place through the location of homes, businesses, green spaces and other assets such as electric vehicle charging points. Strategies worked together which formed part of the Local Plan process and could not be seen in isolation.

The Task Force discussed electric vehicles and noted that central government aimed to stop the use of internal combustion vehicles by 2030. It was said that these were not affordable for some people so it was important that people were not overcharged for these. It was highlighted that Thurrock needed strategic electric vehicle charging points to ensure it was accessible and that new developments should incorporate these into their plans. Ben Smith highlighted the importance of cycling and walking where possible and that the use of cars should be reduced. He said that electric vehicles still had some environmental impacts. Leigh Nicholson said that a report on electric vehicle charging points had been brought to the Planning, Transport, Regeneration Overview and Scrutiny Committee in December 2020 and would be circulated to Members. He said that the Planning Department had been imposing electric vehicle charging points in planning conditions for new developments and that there was a positive shifting change in developer's attitudes towards these.

21. Work Programme

Members asked for a further update report on the White Paper Planning Reforms for the next meeting. Officers explained that this would depend on when the response from government was received. Members would be updated as soon a response was received.

The Chair questioned on when the Sports Facilities – Grays Athletic FC report would come. This would be discussed with Officers.

The following reports were added for the next meeting on 8 March 2021:

1. Overview of the Local Plan work programme
2. Update on Design Charrettes
3. Transport Strategy Update
4. Parking Strategy and Parking Standards

The meeting finished at 7.58 pm

Approved as a true and correct record

CHAIR

DATE

**Any queries regarding these Minutes, please contact
Democratic Services at Direct.Democracy@thurrock.gov.uk**

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8 March 2021

Local Development Plan Task Force

Thurrock Local Plan – Next Steps

This report is Public

Executive Summary

This report summarises the steps that the Council proposes to take to prepare a sound Local Plan in accordance with all relevant legal and procedural requirements and consistent with national policy. It provides an update to the previous Thurrock Local Plan - Next Steps Report which the Task Force considered at its meeting on 16th July 2020.

1. Introduction and Background.

- 1.1 Following the Taskforce meeting in July 2020 when the last update was provided, work has continued in preparing the new Local Plan for Thurrock (the 'Thurrock Plan') against the background of the Covid-19 Pandemic and a series of ongoing local and national lockdowns. This has required the Council to develop new ways of working with stakeholders and the local community in producing the Plan. Despite some early disruption to the plan-making process, significant progress has been made in moving forward with the Plan over the intervening months, as the move towards a greater use of virtual communication platforms has facilitated effective joint working with scheme promoters, landowners and developers as time has gone on.
- 1.2 The impact of the Covid-19 pandemic will have significant and potentially long lasting economic, social and environmental impacts all of which could have profound impacts on how we live, work and travel in the future. Notwithstanding the inherent difficulties this poses for the plan-making process terms of in trying to predict what this all means in relation to the demand for and use of land and infrastructure, the Government still requires that all local authorities to have an adopted Local Plan in place by December 2023.
- 1.3 A further notable event in 2020 which will have an impact on the plan-making process in any part of the country (not just Thurrock), was the publication on 6th August 2020 of the Planning White Paper – *Planning for the Future*. This sets out a wide range of radical proposals for transforming the planning system and the heart of the Governments proposed reforms are a number of major changes to not only the way in which plans are prepared but also in respect of the nature and content of Plans. Although consultation on the White Paper closed on 31st

October 2020, the Government has yet to formally respond on how it intends to take forward the proposed reforms or the timescales for their implementation.

- 1.4 The recent announcement of further delays to the Lower Thames Crossing Development Consent Order (DCO) process will only serve to further prolong the uncertainty over its impact on the Plan process, including the potential need for the plan to accommodate future changes in its route and design which could impact on the availability of sites for development and the timing of their delivery.
- 1.5 However, while all these factors represent challenges in their own right, proactive steps are being taken to help reduce or minimise their potential long term impact on the plan-making process. This includes the further development of innovative approaches to collaborative working using digital platforms; ongoing dialogue with the Ministry of Housing, Communities and Local Government (MHCLG) to gain a better understanding of the nature and timing of any changes to the plan-making process; enhanced project management capabilities; and the development of a Local Plan spatial strategy which is not reliant on the delivery of housing and employment uses along the axis of the LTC in the early years of the Local Plan.

2 Thurrock Plan – current position and next steps

Publication of a new Local Development Scheme (LDS)

- 2.1 In February 2021, the Council published an updated Local Development Scheme (LDS) which sets out revised timescales for the production of our Plan. Based on the timetable set out in the LDS, the key milestones in preparing the Thurrock Plan are as follows:
 - Consultation on a draft Regulation 18 Local Plan – Quarter 2 2022
 - Consultation on a draft Regulation 19 Local Plan – Quarter 4 2022
 - Submission of Local Plan - Quarter 2 2023
- 2.2 Further work is now being undertaken to develop a more detailed project plan to underpin the production of the Plan. The Planning Advisory Service (PAS) is supporting the Council with the project plan and is reviewing the timetable, and resources available to deliver the plan as a 'critical friend'. Members will be updated on this work at the next Taskforce meeting.

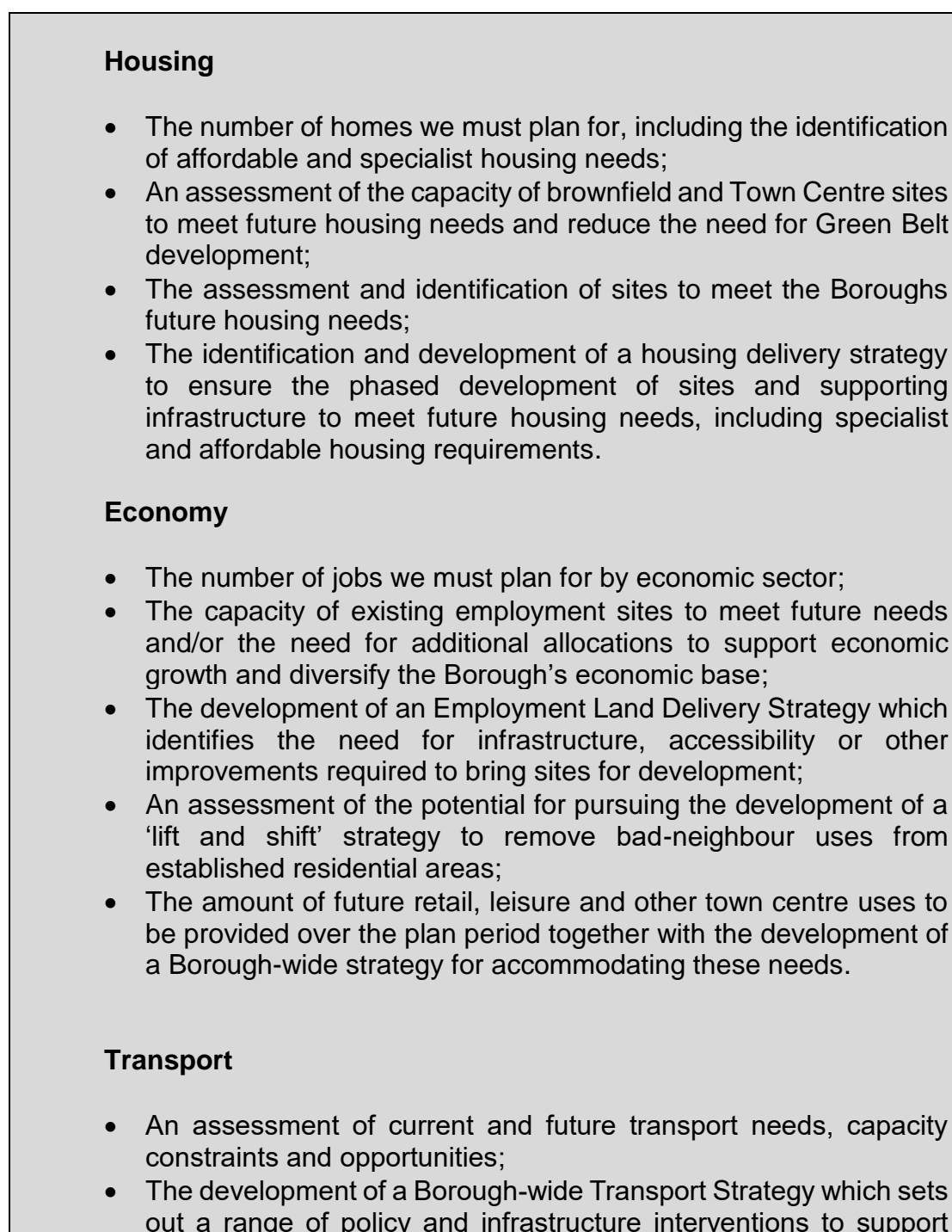
Local Plan Work Programme and Key Deliverables

- 2.3 The draft Project Plan for the production of the Plan sets out a programme for the commissioning and procurement of a significant number of new technical studies over the next 12 months, together with work starting on the production of the plan itself. The key technical studies and the information that they will provide to inform the plan-making process are set out in presentation slides

“2021 - The Year of the Local Plan” which is included as Appendix 1 to this Report.

- 2.4 In summary, by March 2022 the Council will be in a position to understand and articulate the scale and spatial distribution of its future development needs with regard to the following considerations set out in Figure 1.

Figure 1 - Key Local Plan Deliverables 2021



growth, and meet the Council's other key policy priorities in respect of Climate Change, Air Quality and Health and Well-Being;

- The ongoing development of costed proposals to support the future development of the Boroughs strategic growth areas and the promotion of sustainable transport modes such as walking, cycling and rail freight as a means of reducing car use and freight movements by road;
- The development of a range of transport models to test the effectiveness of a range of transport interventions in terms of capacity, safety and air quality considerations.

Community Infrastructure

- The identification of current and future community infrastructure needs, deficiencies and opportunities at a Borough-wide and Ward based level;
- The production of place - based Infrastructure Delivery Plans for each strategic growth location which identifies the required Community, Transport, Utilities, Green and Blue infrastructure, together with proposed funding and delivery mechanisms;
- The production of a Borough-wide Infrastructure Delivery Plan underpinned by funding agreements with key delivery partners, including Government, infrastructure providers and service providers, and land owners and developers;
- A CIL Charging Schedule which sets out a strategy and priorities for delivery to be funded by landowners and developer through the capture of a CIL.

Environment

- A full and transparent assessment of the environmental, sustainability and health impacts of the emerging development plan (policies and proposals);
- The identification of required mitigation strategies and proposals to address the impacts of the Plan on a range of key environmental considerations including, Climate Change, Flood Risk, Energy, Water resources, Landscape and Green Belt, Air Quality and, Health and Well-Being.

Place

- Place based Regeneration and Development Strategies for key growth locations across the Borough;
- Inset Plans for Strategic Growth Areas;
- Area Development Frameworks and Master Plans;
- A new Borough-wide Design Strategy and supporting Design Guides and Codes

- 2.5 It should be noted that progress on completing the work streams identified above will be largely dependent on the availability of resources and the ability of the Council to manage and mitigate the impact of outside influences on the plan-making process. These include Covid-19, Government Policy, Local Government reorganisation, the Lower Thames Crossing and the availability of scarce technical and professional resources.

Member Engagement

- 2.6 In view of the importance of achieving effective Member engagement in the Plan process, work is underway in preparing a Member Engagement Strategy which will mirror the staged preparation of the Thurrock Plan and provide an opportunity for all Members to engage fully with the process. It is therefore proposed to bring the Member Engagement Strategy to the next meeting of the Taskforce for review and comment. Although, the detailed staging of activities has yet to be worked up, it is envisaged that the programme for engaging with Members should be integrated and be delivered at the following levels:
- Leaders Group
 - All Member Briefings – Evidence and Strategy Development
 - Planning, Transport and Regeneration Overview and Scrutiny
 - Local Development Plan Taskforce
- 2.7 It is hoped that by adopting a front-loading approach towards engaging Members in the plan-making process, it will be possible to achieve broad and early support for the Plan which will assist the process move forward quickly through the various statutory stages toward submission and adoption.
- 2.8 The Planning Practice Guidance (PPG) on Plan-making has been updated setting out how local authorities can review and update their Statements of Community Involvement (SCI) to reflect the difficulties involved in consulting with stakeholders and the local community in a Covid-19 world. The PPG states that where *“any of the policies in the Statement of Community Involvement cannot be complied with due to current guidance to help combat the spread of coronavirus (COVID-19), the local planning authority is encouraged to undertake an immediate review and update the policies where necessary so that plan-making can continue.”* The PPG states that any temporary amendments should promote effective community engagement *“by means which are reasonably practicable”*. Various online engagement methods are suggested, including virtual exhibitions, digital consultations, video conferencing, social media, whilst requirements for physical documents to be publicly available for inspection, may be satisfied through online publication. To ensure accessibility for those without internet access, authorities are advised to consider engaging directly with representative groups, focusing on those in areas specifically affected by proposals, whilst allowing individuals to nominate others to represent their views on their behalf. It also suggests that

representations may be made by telephone or in writing where alternatives cannot be identified.

- 2.9 In order that the Council's approach to Community Engagement complies with Government Guidance, it is proposed to review the Local Plan Statement of Community Involvement (SCI) and to identify any necessary amendments which are required to ensure that the process of community engagement can be undertaken in a safe and effective manner. A further report on the matter will be submitted to the Taskforce for consideration in due course once more is known about the efficacy of the Governments vaccination programme and any changes in national policy which might arise from this through any future revisions to the PPG.

Thurrock Design Charrettes – Progress Update

- 2.10 The roll out of the Thurrock Design Charrette process commenced in December 2020 with the launch of an online Consultation Portal. This was quickly followed by a series of 8 Design Charrette Workshops across the Borough involving landowners, scheme promoters and developers who are currently promoting sites for allocation through the Local Plan. A note summarising progress on the Charrette process to date is attached as Appendix 2 to this paper.
- 2.11 The Design Charrette workshops have been very well attended and have been invaluable in deepening and developing a shared understanding of the issues and opportunities associated in taking for the future development of 8 areas under consideration (Bulphan, Chadwell St Mary, Corringham, East Tilbury, Horndon on the Hill, South Ockendon, Orsett and Stanford-le-Hope).
- 2.12 The information obtained from these discussions will now be used to help inform the wider plan-making process including the nature and scope of the evidence needed to support the production of the Local Plan. The information generated will also be used to help inform the Community Design Charrette Workshops which will now be held in early summer 2021. Further progress reports on the roll out of the Design Charrette process will be provided to the Taskforce over the course of the year as work progresses over the summer and into the autumn.
- 2.13 Following the conclusion of the public consultation process work will then begin on the production of a series of reports and Development Frameworks which will establish a vision and guiding principles to steer the future development of the Charrette areas. It is intended that the place based Development Frameworks will sit alongside the formal Local Plan assessment of individual sites and their suitability for allocation in the Plan, with both processes being combined to produce a Housing Supply Topic Paper which will give an early indication of how the scale and distribution of Thurrock's future housing needs will be met.
- 2.14 It is proposed to bring the Draft Housing Supply Topic Paper to Members in

autumn 2021 and to then publish the Topic Paper in early 2022 as part of the emerging Local Plan evidence base in order to both solicit feedback from the public and stakeholders, but also to assist in giving further confidence to landowners, scheme promoters, delivery partners and Government on the direction and progress being made in preparing the Thurrock Plan

- 2.15 The emerging Local Plan also has a significant role to play in delivering a wide range of Council priorities and its production will be informed by on-going work in preparing or updating a number of other Corporate Strategies. These include updates to the Councils Economic, Housing and Health and Well-being Strategies, as well as the preparation of 'new' strategies in relation to Climate Change, Energy and Design. Of major importance to the Local Plan process is the need to prepare a new Thurrock Transport Strategy (TTS) which fully supports the delivery of the Local Plan as well as the Council's wider transport, economic, health and environmental objectives. A further report setting out progress in preparing the Transport Strategy is also included on the Agenda for this evenings Taskforce Meeting.
- 2.16 In view of the significant inter-relationships that exist between the strategies highlighted above, consideration will be given as to whether there is merit in co-consulting on their development in parallel with the continued roll out of the Thurrock Design Charrette process during summer 2021. The benefits of merging or aligning any future engagement processes would greatly assist the Community in influencing the wider place-making process as well as making effective and efficient use of the Design Charrette public consultation infrastructure.
- 2.17 Alongside the statutory plan-making process, the Council will also seek to further develop and strengthen its relationships with Government and in particular with the Ministry for Housing, Communities and Local Government (MHCLG), the Department for Transport (DfT), the Department for Business Energy and Industrial Strategy (BEIS), together with key delivery partners such as Homes England (HE), Highways England (HE) and the Environment Agency (EA) to ensure that the delivery of the Local Plan is not compromised by a lack of funding for the delivery of strategic infrastructure interventions required to support the Councils growth aspirations and meet community needs.

Report Author:

Sean Nethercott

Strategic Lead – Strategic Services

Place

Appendices to the report

Appendix 1 “2021 - The Year of the Local Plan” Slide Pack

Appendix 2 Design Charrettes - Thurrock Members Briefing Note

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2021

The Year of the Local Plan

Thurrock Local Plan Project Timeline and Deliverables

Purpose of the Presentation

- To set out the key evidence by thematic area being prepared in 2021
- To identify the key deliverables from this work and to illustrate how it will inform the plan-making process
- To set out how Members will be engaged in the preparation of the Local Plan
- To set out the overall timeline for producing the Local Plan (the Thurrock Plan).

Housing

- **KEY STUDIES AND TECHNICAL WORK**

- Government review of the Standard Housing Methodology
- South Essex Strategic Housing Market Assessment – Local Housing Needs Review
- Thurrock Housing Strategy Update
- Thurrock Urban Capacity Study
- Thurrock Housing Sites Assessment Study/Site Selection Study
- Thurrock Local Plan Housing Delivery Strategy
- Thurrock Gypsy and Travelers Needs Assessment & Sites Assessment

- **KEY OUTPUTS**

- The number of homes we must plan for, including the identification of affordable and specialist housing needs
- An assessment of the capacity of brownfield and Town Centre sites to meet future housing needs and reduce the need for Green Belt development
- The assessment and identification of sites to meet the Boroughs future housing needs
- Member and public consultation on the Boroughs emerging housing supply
- The identification and development of a housing delivery strategy to ensure the phased development of sites and supporting infrastructure to meet future housing needs, including specialist and affordable housing requirements



Economy

- **KEY STUDIES AND TECHNICAL WORK**

- Thurrock Economic Development Strategy
- Employment Land Availability Assessment Update
- Thurrock Economic Developments Needs Assessment update
- Employment Land Delivery Strategy
- Thurrock Retail and Town Centres Study
- Grays and Tilbury Towns Fund Bids

- **KEY OUTPUTS**

- The number of jobs we must plan for by economic sector
- The capacity of existing employment sites to meet future needs and/or the need for additional allocations to support economic growth and diversify the Borough's economic base.
- The development of an Employment Land delivery strategy which identifies the need for infrastructure, accessibility or other improvements required to bring sites for development.
- An assessment of the potential for pursuing the development of a 'lift and shift' strategy to remove bad-neighbour uses from established residential areas.
- The amount of future retail, leisure and other town centre uses to be provided over the plan period and the development of a Borough-wide strategy for accommodating these needs.



Transport

- **KEY STUDIES AND TECHNICAL WORK**

- Transport Baseline Study and Vision for Movement
- Thurrock Freight Strategy and HGV Parking Study
- Interim Transport Strategy
- Thurrock Transport Strategy
- Thurrock Strategic Transport Model
- Growth Area Transport Access Strategies/Local Area Transport Models

- **KEY OUTPUTS**

- An assessment of current and future transport needs, capacity constraints and opportunities
- The development of a Borough-wide Transport Strategy which sets out a range of policy and infrastructure interventions to support growth, and meet the Council's other key policy priorities in respect of Climate Change, Air Quality and Health and Well-Being
- Costed transport delivery strategies to support the future development of the Boroughs strategic growth areas and the promotion of sustainable transport modes such as walking, cycling and rail freight as a means of reducing car use and freight movements by road
- The development of a range of transport models to test the effectiveness of a range of transport interventions in terms of capacity, safety and air quality considerations.



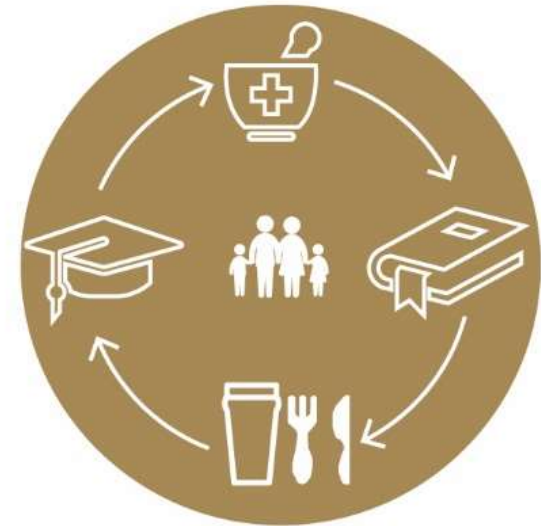
Community Infrastructure

- **KEY STUDIES AND TECHNICAL WORK**

- Thurrock Infrastructure Baseline Study
- Thurrock Strategic Growth Locations Infrastructure Delivery Plans
- Thurrock Borough-wide Infrastructure Delivery Plan
- Thurrock Community Infrastructure Levy Charging Schedule
- Whole of Plan Viability Study

- **KEY OUTPUTS**

- The identification of current and future community infrastructure needs, deficiencies and opportunities at a Borough-wide and Ward based level.
- The production of place –based Infrastructure Delivery Plans for each strategic growth location which identifies the required Community , Transport, Utilities, Green and Blue infrastructure, together with proposed funding and delivery mechanisms.
- The production of a Borough-wide Infrastructure Delivery Plan underpinned by funding agreements with key delivery partners, including Government, infrastructure providers and service providers, and land owners and developers
- A CIL Charging Schedule which sets out a strategy and priorities for delivery to be funded by landowners and developer through the capture of a CIL.



Environment

- **KEY STUDIES AND TECHNICAL WORK**

- Thurrock Capacity Study
- Thurrock Green Belt Study Stage 2 Report
- Thurrock Landscape and Character Areas Assessment Stage 2 Report
- Thurrock Green and Blue Infrastructure Study
- Thurrock Strategic Flood Risk Assessment Stage 2 Report
- Thurrock Local Plan Climate Change Strategy
- Thurrock Energy Strategy
- Thurrock Air Quality Strategy
- Thurrock Local Plan Integrated Assessment

- **KEY OUTPUTS**

- A full and transparent assessment of the environmental, sustainability and health impacts of the emerging development plan (policies and proposals)
- The identification of required mitigation strategies and proposals across each of the study areas.



Place making

- **KEY STUDIES AND TECHNICAL WORK**

- Design Charrettes & Report Production
- Strategic Growth Locations Master Plans/Development Frameworks

(Housing, Town and Local Centres and key Regeneration priorities)

- Thurrock Character Area Development Frameworks (Thurrock Urban Area; Aveley&Ockendon; Chadwell St Mary-Tilbury and East Tilbury; Stanford-le-Hope – Corringham – London Gateway/TEP; and the Fens.

- Village Settlement Studies (Bulphan, Orsett, Horndon, North Stifford)
- Design Strategy Review
- Design SPDs/Codes
- Conservation Area Appraisals (consultation and review for further CAAs)
- Scheduled Ancient Monument Baseline Review (consultation)

- **KEY OUTPUTS**

- Place based Regeneration and Development Strategies for key locations across the Borough
- Local Plan Inset Plans
- A new Borough-wide Design Strategy and supporting Design Guides and Codes



Engagement

- **Public**

- Roll out of Borough Wide Design Charrettes
- Strategic Growth Location Master Planning and Infrastructure Delivery -
Ongoing Public Consultation via YPYV engagement and Community Forums Master Plans

- Regulation 18 Draft Plan – Public Consultation
- Regulation 19 Submission Plan – Public Consultation
- More sophisticated communications strategy – enhanced use of virtual media and proactive attendance at
Community Forum Meetings

- Local Plan Developers Forum- Transport Infrastructure Providers Reference Group- Ports and Logistics Operators Reference Group –Other.

- **Member**

- Local Plan Engagement Programme
- Leaders Group
- All Member Briefings – Evidence and Strategy Development
- Planning, Transport and Regeneration Overview and Scrutiny
- Local Development Plan Taskforce



Year of the Local Plan Timeline – Key Events

- 2021 – Evidence Base Development - ongoing
- Design Charrettes
 - Developer Workshops: January-March
 - Public Consultation : May –July
 - Final Reports: Autumn 2021
- Commence Local Plan Housing Sites Assessment Work – January 2021
- Complete Draft Housing Sites Assessment Report & Member Consultation – November 2021
- Housing Sites Assessment Report – Public Consultation – January/February 2022.
- Completion and Consultation on Interim Thurrock Transport Strategy – November 2021
- Completion of Local Plan Climate Change and Energy Strategies– November 2021

APPENDIX 2

Thurrock Local Plan consultation – BIMBY process

Briefing for Members

In December 2020 we briefed members on the approach being taken towards developing aspects of the Local Plan, moving on from the Your Place Your Voice consultations which took place in 2019. The BIMBY (Beauty in My Back Yard) process was launched in December 2020. Due to the implementation of Tier 4 restrictions and subsequently, lockdown 3, the launch of the BIMBY survey through social media was delayed until early 2021 and is currently being stepped up through an intensive social media campaign.

Landowner Charrette sessions

In January of this year, we commenced the landowner Charette sessions. These are a series of full day site promoter workshops, designed to bring together the core team of Thurrock Borough Council and landowners. The workshops are taking place through to March 2021.

Focused around eight individual charrette areas they have, to date, proved extremely insightful in terms of establishing the opportunities, constraints, and requirements of each area and the development potential of various sites. The intention is not for landowners to promote individual sites but to have an open and balanced discussion in which valuable technical information is shared by both sides and a common vision for sustainable development can take shape.

The Charette sessions are as follows:

- Bulphan, 12 January 2021
- Chadwell St Mary, 19 January 2021
- Corringham, 27 January 2021
- Stanford Le Hope, 1 February 2021
- South Ockendon, 8 February 2021
- Orsett, 15 February 2021
- Horndon on the Hill, 22 February 2021
- East Tilbury, 1 March 2021

To date, key insights have included:

- Major road infrastructure has severed original movement patterns, undermining the logic of the settlements and their relationship to the landscape.
- Post-war developments/extensions are often divorced from the original historic settlement.
- There is valuable green infrastructure, but a lack of continuity between its elements, particularly concerning the Mardyke.
- There is a feeling that large scale infrastructure has been imposed on Thurrock, without it reaping the benefit, and that this could happen again with the Lower Thames Crossing (LTC).
- What architectural heritage there is has often not been well-maintained and is outbalanced by poor 20th century development.
 - Heritage assets should be better maintained and highlighted.
 - Local listings need to be documented; conservation areas reviewed.

- The building stock owned by the local authority needs to be better understood, as well as its potential for development/regeneration.
- Employment provision and needs was a missing component, and so we have set up a workshop to engage Thurrock's business groups, leaders, and Commerce Forum.
- It is clear that the council needs to encourage landowners to work together and deliver mixed-use, walkable places.
- In certain areas of post-war suburban development, roads do not seem to be adopted, leading to a poor quality public realm.
- Reinforced awareness that Call for Sites process does not naturally engender forward-thinking planning and is reactive rather than proactive.
- There is a perceived low expectation of what is possible amongst the landowners/agents.

BIMBY survey – public consultation

As previously highlighted, we are keen to take a full, rounded approach to consultation and are committed to reaching everyone in communities to ensure that views are heard from a cross section of residents. The BIMBY survey will run until late spring to give maximum opportunities for communities and individuals to be involved.

We are in the process of launching a comprehensive social media strategy which is tailored to appeal to different demographics and age groups. Since December, we have also issued announcements in Council newsletters, sent information to local press, and reached out to local community groups to try and encourage more people to get involved in our survey, and have their voice heard for the future of Thurrock.

As discussed, we are keen to 'tap into' the knowledge of members and would welcome any suggestions on local community groups, sports clubs, care groups, or vulnerable residents who are potentially harder to reach, perhaps as a result of the current lockdown, for us to reach out to.

We have enclosed for your reference a leaflet which was recently distributed to local communities in the key identified growth areas (named above in the Landowner charrette section) and would be grateful if Members could, where possible, share the attached leaflet with their communities and encourage residents to get involved in the survey and have their voices and opinions heard. We are committed to boosting the number of residents engaging with the process.

To date, key feedback has included:

Bulphan

- Concerns about industrial areas and more commercial development;
- The need for affordable housing;
- The need for improved transport services;
- Concern over reducing carbon footprint .

Chadwell St Mary

- The need for greater diversity in shops;
- More GPs for the area;

- Need for affordable housing;
- Development to lessen the impact of the Lower Thames Crossing.

Corringham

- The new port will be important for employment;
- Area needs more independent shops;
- More affordable housing needed;
- Infill housing can be delivered to protect other sites.

Stanford Le Hope

- People have to travel out of the area for key services, such as banks;
- DP World is a big employer that benefits the community;
- Need more affordable housing;
- More diversity in shopping choices needed.

South Ockendon

- Better public transport needed that is affordable and frequent ;
- Make paved area outside shops more amenable by addressing anti-social behaviour;
- More affordable homes needed;
- Need more bars and restaurants.

Orsett

- Orsett doesn't need any more development – it has grown enough with the development of the hospital estate;
- Speeding is an issue;
- Fields surrounding Orsett give a rural feel;
- More facilities for young adults and teenagers are needed.

Horndon on the Hill

- Historic character needs to be preserved and enhanced
- Village character needs to be maintained
- No need for any more development in Horndon on the Hill
- Slowly becoming industrialised, which is not popular

East Tilbury

- Need for better transport infrastructure and a crossing over the railway line;
- East Tilbury club should be tidied up and provide a youth club;
- Too many new houses have been built in the area;
- Coalhouse Fort is an important community asset which is falling into disrepair.

Next steps

The Council and the Prince's Foundation will take all of the feedback received from public consultation (BIMBY survey) and the landowner charrettes and start developing an idea of the key elements of importance for each of the character areas. The public and landowners / agents will then be reconsulted on these to help develop the emerging themes in more detail.

We hope that you have found this briefing helpful and we would be grateful if any ideas could be sent through to Snapdragon at PLMR. Please do also get in touch should you have any questions on any of the information contained in this update.

8 March 2021

Local Development Plan Task Force

Thurrock Transport Strategy Refresh update

This report is Public

1. Summary

- 1.1 Thurrock has one of the most significant growth-led regeneration agendas in the country and it is vital to ensure that future growth is supported by the right transport infrastructure, providing sustainable travel options for our communities and businesses whilst reducing congestion and improving air quality as the Council brings forward the emerging Local Plan.
- 1.2 This paper provides Task Force Members with an update on the steps taken to develop the Interim Transport Strategy that will lead on to the development of a refreshed Thurrock Transport Strategy (TTS).
- 1.3 The paper details work that is currently underway and future work packages and technical studies needed to be progress and deliver the TTS and to support the development of the new Local Plan.

2. Introduction and Background

- 2.1 There are a number of steps in the process of preparing the updated Transport Strategy, including technical baseline assessments, strategic transport visioning and engagement with statutory consultees, partner agencies, businesses and community groups.
- 2.2 There will be a suite of supporting strategies and plans that accompany the Transport Strategy, including but not limited to work streams including Active Travel, Parking (which is subject of a separate report on this agenda), Freight, Air Quality and Health.
- 2.3 The TTS work and supporting strategies require additional resource to complete. Latcham Consultants and Mott MacDonald have been procured to provide the required level of support and expertise to ensure that these areas of work can be progressed to support the Local Plan timescale.

A summary of the identified studies is provided in Appendix A.

3. Work to date

Scoping the interim strategy- Strategic Aims

3.1 The work in scoping the Interim Transport Strategy has outlined twelve strategic aims which are as follows:

- Safer Roads;
- Delivering accessibility- walking and cycling and access for all;
- Tackling congestion by changing the transport mix;
- Improving air quality and helping to address climate change;
- Connecting and integrating housing growth and regeneration areas;
- Facilitating employment regeneration including business and employment, freight and logistics;
- Securing local benefits and opportunities offered by the Lower Thames Crossing;
- Town and Village centres and large-scale retail districts;
- A fully integrated sub-regional Mass Rapid Transit System with high quality interchange points;
- An efficient, integrated and high-quality bus network;
- Breaking down the barrier of the river;
- Sub-regional rail connectivity

High-level vision

3.2 Early work to date has focused on defining the scope and content of the Interim Transport Strategy, particularly the production of a high-level strategic transport vision for future transport in Thurrock. This work, alongside other baseline studies will be critical in the development of the Interim Transport Strategy. Initial thoughts have identified the high level elements of the transport vision to include the following:

- A vision for transport in Thurrock up to 2050, identifying what success looks like for different types of travel;
- Key strategic principles and policies;
- Explain how the various parts of the transport plan (vision; strategy; action/ implementation plan) will make up a whole strategy for growth and development;
- Wider policy linkages and likely drivers of future travel needs;
- Indicative delivery timelines;
- Alignment with the Council's wider corporate objectives and the views of local communities;
- Refer to (but not necessarily try to resolve) emerging spatial options to planned transport infrastructure;
- Support wider sustainable development objectives;

- Align with the published and emerging transport and local plans of neighbouring authorities, county and regional/sub regional transport planning bodies.

Baseline studies

- 3.3 A baseline study to identify the challenges and opportunities that exist for transport and movement is being undertaken and will provide key evidence for the Local Plan. This work has included a series of stakeholder workshops which were undertaken in November 2020 to engage with key operators, transport providers, neighbouring authorities, Transport East (sub-national Transport Body) and officers involved in various elements that feed into the Local Plan and TTS.
- 3.4 These sessions enabled the Council to gain a greater understanding of the issues and ‘asks’ presented by various network operators and users and to understand how this work will need to take account of the work produced by other bodies.
- 3.5 It was also a valuable process in terms of gaining valuable data from the stakeholder groups to gain a greater understanding of the existing network, barriers presented to those who use it and what they see as the key issues going forward as increased growth is planned and delivered.
- 3.6 The baseline study and associated engagement work, including focussed Design Charettes, has played a key role in identifying how the existing network operates and where existing and future issues / pinch points may occur.
- 3.7 A list of all relevant transport baseline studies, planned and committed infrastructure projects and strategies underway or proposed to be undertaken was submitted to O&S in September 2020. A more detailed appraisal will be brought to Members later this year alongside updates on progress of the Local Plan.

Infrastructure map and ‘sieved’ project list

- 3.8 An initial sieving exercise has identified known proposed and potential major, local and site-specific transport infrastructure that maybe required to deliver the growth and development within the Local Plan. Officers are sharing the results of this initial mapping exercise (Appendix B – Core Projects and Sieved Projects). This work will evolve over the next 12 months.
- 3.9 A ‘long list’ of current, proposed and possible future transport infrastructure projects and programmes and packages is being devised. The next stage of this work involves/sieving’ these projects in order to identify which projects

should form the core of the emerging strategy. The result of this exercise will be discussed in more detail as this work is developed.

Development capacity and frameworks

- 3.10 A Thurrock-wide development capacity study is to be undertaken which examines the likely scale of growth in a number of locations across the Borough and the infrastructure necessary to support this growth. The work has a close relationship with the emerging Transport Strategy and Transport Officers will be working with planning colleagues to ensure strategies fit together.
- 3.11 In addition to the development capacity study the Council has commissioned a series of development frameworks for key growth areas and a town centre framework for the Lakeside Basin. These detailed planning and master planning studies will be used in the preparation of the Interim Transport Strategy.

Transport Modelling

- 3.12 The provision of accurate traffic modelling will play an important role in understanding the impact that growth will have on the transport network over the coming years. The ability to model and understand these impacts will help to inform how and where growth can be accommodated in Thurrock. These are two distinct areas of work that need to be taken forward. Officers have prepared a consultant brief for the Transport Modelling work and this is to be used to ‘test the market’ within the coming weeks to ensure that our ‘ask’ is relevant and robust and to understand the costs associated with developing and maintaining the transport model.

TTS Programme and next steps

Draft Transport Vision	June 2021
Consultation	July - September 2021
Transport Vision Approved and adopted	September 2021
Draft Transport Strategy	October 2021
Consultation	November/ December 2021
Transport Strategy Approved and adopted	January 2022
Draft Action/ Implementation Plan	February 2022
Stakeholder engagement	March - May 2022
Draft Action/ Implementation Plan Approved and adopted	June 2022

Appendices to the report

- Appendix A – Updated Transport work stream programme
- Appendix B – Infrastructure Plans – Core Projects and Sieved Projects

Appendix A – Updated Transport work stream programme




WORKSTREAM	Anticipated TIMESCALES
Transport Evidence Base - Baseline Positioning and Visioning for Movement and Transport Strategy	Resume Q2 2020 Complete Q4 2020 Complete Q1 2021
Thurrock Vision for Movement – A strategic transport perspective	Start Q2 2020 Interim Q3 2020 Complete Q1 2021 Start Q1 2021 Complete Q2 2021
Call for Sites Transport Connectivity Site Assessments	Start Q3 2020 Complete Report Q3 2021 Update Report Q2 2022 Start Q1 2021
Thurrock Transport Strategy	Start Q4 2020 Complete Interim Strategy Q4 2022 Complete Final Strategy Q3 2023
Development of Thurrock Strategic Transport Model	Procure Model Development Q3 2020 Q2 2021
Active Travel Strategy and LCWIP	Complete Q3 2020 Update Q4 2021
Thurrock Freight Strategy	Start Q3 2020 Draft Q2 2021 Final Q4 2021 Start Q1 2021
Car Parking Strategy (enforcement; policy and strategy)	Complete Q3 2020 Refresh Q4 2021
Growth Area Transport Access Strategies	Start Q3 2020 produce detailed project specification for roll out on a consistent basis across the Borough. Start Q1 2021

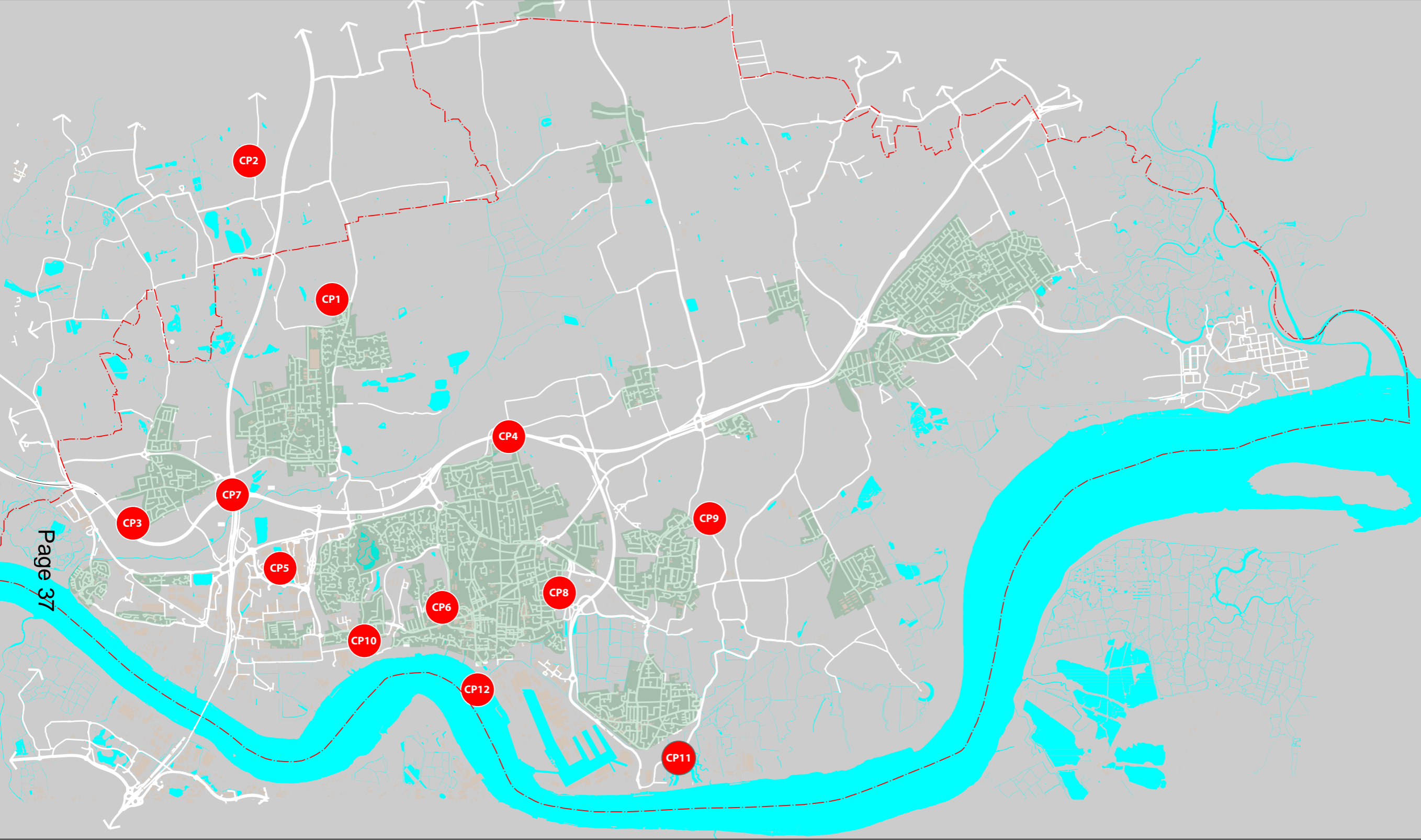
Development of Local Area Transport Models	Start Q3 2020 produce detailed project specification for roll out on a consistent basis across the Borough. Q1 2021
Grays Town Centre Transport and Access Strategy	Start Q4 2020 – Q3 2021 Q1 2021]
Lakeside Transport Strategy	Start Refresh Q1 2021 Complete Q3 2021
Strategic Transport Scheme Business Case Development	To be agreed and commissioned on a rolling/staged basis commencing Q1 2021
Policy Development & Site Allocations	Start Q4 2021 Complete Q2 2022

Thurrock Strategic Transport Vision

Core Projects

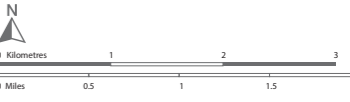
Key

-  Core projects
-  Existing Urban Areas
-  Borough Boundary



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Date:	October 2020
Dwg ref.:	TTS/111/A
Scale:	1:2,500@A1 or 1,250@A3
Drawn by:	RL/MD
Approved by:	RL

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CORE TRANSPORT STRATEGY PROJECTS

- CP1 Upgrade/relocation of South Ockendon Station.
- CP2 Rail Capacity Enhancements for single-track Ockendon Line (possible twin-tracking).
- CP3 Aveley Access Package.
- CP4 North Grays Connections.
- CP5 Lakeside Transport Package.
- CP6 Grays Transport Package (including rail-crossing enhancements).
- CP7 M25 Junction 30 Improvements.
- CP8 KenEx Tram.
- CP9 Chadwell St Mary's By-pass.
- CP10 Thurrock Rail Capacity.
- CP11 Park and Ride (London Resort).
- CP12 Thames Rive Services (i.e Thames Clipper)

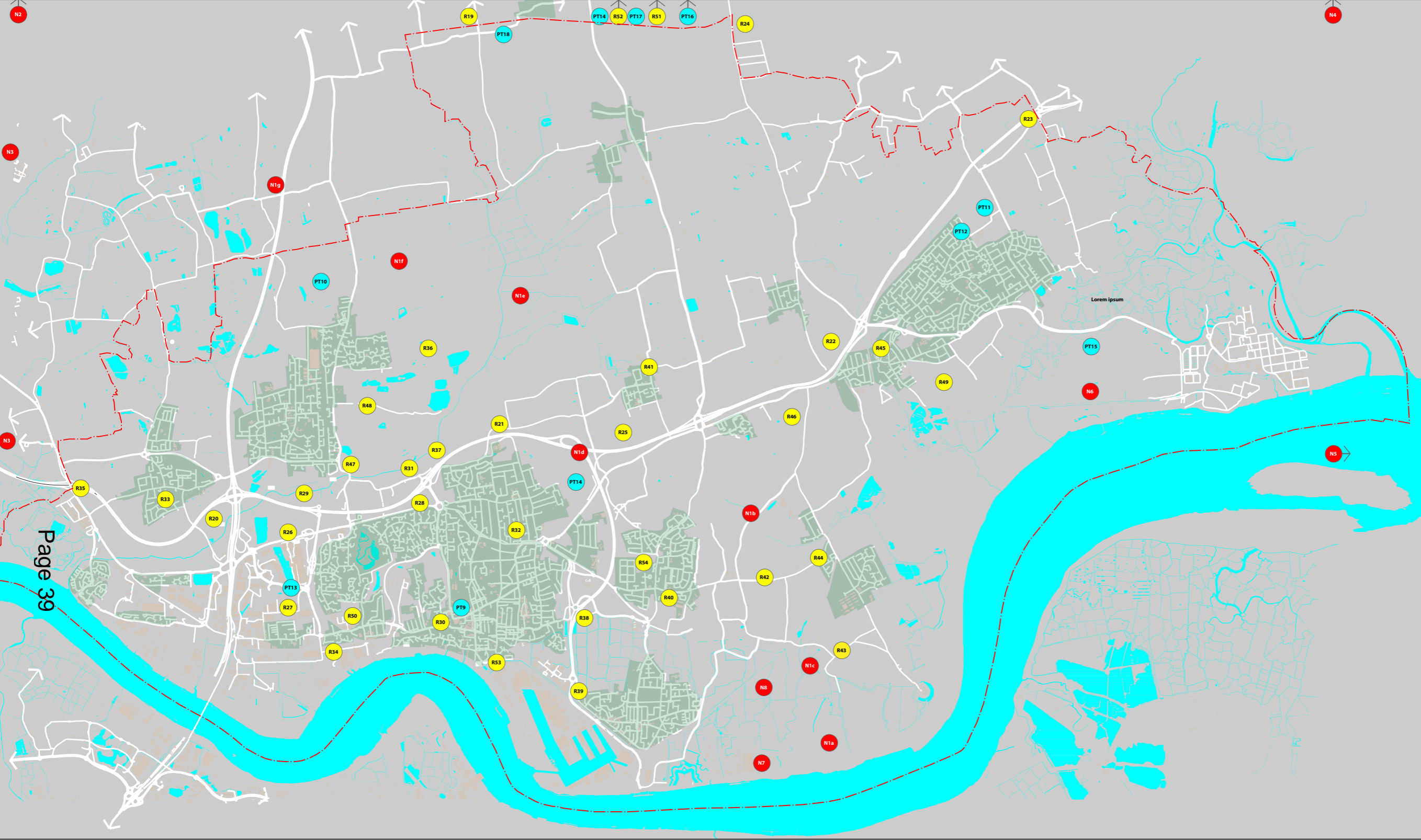
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Thurrock Strategic Transport Vision

Project Sieve Mapping

Key

- N1-N5 National Transport Projects
- PT1-PT18 Thurrock Transport Projects
- R1-R54 Active Travel and Integrated Public Transport Projects
- R1-R54 Road/Other Projects
- Existing Urban Areas
- Borough Boundary



NATIONAL TRANSPORT PROJECTS

Road

- N1 Lower Thames Crossing (LTC)
- N1a LTC Tunnel Portal
- N1b LTC Tunnel Portal to A13 Link Road
- N1c LTC Tilbury Link Road Junction
- N1d LTC A13 Junction
- N1e LTC A13 to M25 Link Road
- N1f LTC South Ockendon Universal Road Junction
- N1g LTC/ M25 Junction

Rail

- N2 London Fenchurch Street - Line Improvements
- N3 London Liverpool Street - Line Improvements
- N4 Elizabeth Line Future Extension to Southend Victoria
- N5 New Thames Railway Crossing Thames to the West of Southend

Port

- N6 London Gateway (DP World) Expansion
- N7 Tilbury 2
- N8 Tilbury Link Road

THURROCK LOCAL TRANSPORT PROJECTS

Active Travel and Integrated Public Transport Projects

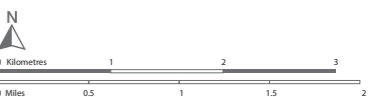
- PT9 South Essex Rapid Transit Scheme/ Rapid Connectivity System
- PT10 South Ockendon Growth and Connectivity
- PT11 Corringham parkway rail provision
- PT12 Corringham access package
- PT13 B186 West Thurrock Way
- PT14 A1089 Slips (Near J22) - New Bus/Cycle Link
- PT15 Sustainable Access to London Gateway and Surrounding Area
- PT16 Public Transport Link Between Laindon Railway Station and Dunton Hills Garden Village and West of Basildon
- PT17 Dunton Garden Village Enabling Public transport infrastructure
- PT18 West Horndon New Transport Interchange

Road/ Other Projects

- R19 A127 Growth Corridor improvements, Thames (Southeast)
- R20 M25 J30/31 Long-Term Improvements
- R21 A13 Route Based Strategy Improvements
- R22 Widening of A13 Between A128 and A1014
- R23 A13 Five Bells to Pitsea Route Improvement
- R24 Dunton Link Road
- R25 A13 Adaptation
- R26 A1306 Arterial Road Widening
- R27 A1306 London Road Widening
- R28 A1306 capacity enhancements
- R29 A13/A126 east facing slips
- R30 Thurrock Rail Study
- R31 A13 new junction
- R32 A1013 Lodge lane capacity imp's
- R33 Ship Lane, Aveley
- R34 West Thurrock Marshes Relief Rd (Phase 2)
- R35 Wennington Interchange
- R36 South Ockendon Relief Road

- R37 Stifford Interchange
- R38 A1089 Marshfoot Rd junction imp's
- R39 A1089 Asda roundabout junction imp's
- R40 Cross Keys junction improvements
- R41 A128 Safety & Capacity Scheme
- R42 Linford bypass
- R43 Tilbury link road (and supporting infrastructure)
- R44 East Tilbury eastern bypass and rail crossing
- R45 Stanford le Hope town centre access improvements
- R46 East Tilbury northern bypass
- R47 Ford place junction imp's
- R48 Buckles lane upgrade
- R49 Stanford-le-Hope southern access
- R50 London Rd, South Stifford
- R51 A127 / A128 Brentwood Road / A128 Tilbury Road
- R52 Junction 27 A128 - Tilbury Road / Station Road
- R53 Manor Way Upgrade
- R54 Chadwell St Mary's Link Road

DRAFT FOR COMMENT



Date: October 2020

Dwg ref. TTS/110/A

Scale: 1:2,500@A1 or 1,250@A3

Drawn by: RL/MD

Approved by: RL

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8 March 2021

Local Development Plan Task Force

Parking Policy and Strategy, Parking Design & Development Standards, and Parking Enforcement Strategy

This report is Public

1. Introduction

- 1.1. The Council is developing a new suite of parking related policy documents in order to support of the new Local Plan. It is necessary to develop an up-to-date Parking Policy and Strategy document with supporting new parking standards for new developments and an overarching enforcement proposal to provide an updated, high-level framework against which strategic, tactical and operational decisions on parking arrangements can be taken across Thurrock
- 1.2. The **Parking Policy and Strategy** document has been developed to assist the Council to oversee the provision of parking across the borough now and in the future, as the borough looks to accommodate growth and to incorporate emerging vehicle technologies and infrastructure (namely electric vehicles and charging requirements). It includes a number of overarching objectives and principles covering how the Council will manage parking demand in the future and how decisions on parking arrangements can be taken across Thurrock.
- 1.3. The **Parking Design & Development Standards** document has been developed to clearly set out the parking requirements for new developments. It provides detail on the design and standards that will be applicable throughout the Borough. These provide clear guidance for developers and the Council's Development Management team when making decisions and recommendations on planning proposals. This includes details such as the number, size and location of parking stock for all types of vehicle.
- 1.4. The **Parking Enforcement Strategy** document has been developed to set out the processes and procedures for undertaking enforcement of inappropriate and illegal parking across on roads under the responsibility of the Council across the borough.
- 1.5. These documents were published for public consultation between November 2020 and December 2020, and have been updated to reflect comments received.

2. Issues, Options and Analysis

- 2.1. It is important that the Council has an up-to-date Parking Policy and Strategy which is cognisant of current key transport trends (such as car, cycle and lorry ownership and usage) and anticipated growth in the borough. The proposed Parking Policy and Strategy has been prepared against the backdrop of the most up to date data available and sets high level principles to positively respond to the current situation in Thurrock. In particular, the Strategy has been developed to align with the Council's future Transport Strategy and seeks to help tackle congestion, deliver accessibility, and improve air quality, making Thurrock's roads safer, and supporting sustainable growth and regeneration in the Borough.
- 2.2. The Parking Design & Development Standards document seeks to not only set numerical standards for car parking, but to also inform the design and layout of parking within development proposals; it is vitally important that new or extended developments incorporate good design for the layout, landscaping, and lighting of parking.
- 2.3. The design document sets out criteria and guidance for parking bays, blue badge parking bay dimensions, Powered Two-Wheeler (P2W) parking and cycle and pedestrian facilities in new developments. Additional guidance is provided in relation to the calculation of parking requirements, planning obligations, transport assessments and travel plans.
- 2.4. The Parking Policy and Strategy and the Parking Design & Development Standards should be seen as part of the Council's emerging Local Plan. It is important that new developments coming forward as part of the Local Plan are supported by the right level of car parking for the location, that parking facilities are well designed and integrated within development as a whole rather than it being viewed as a numerical calculation or tick box / afterthought. These documents will help influence and shape development proposals and by having up-to-date standards, will greatly improve the likelihood of high quality and comprehensive development coming forward. In practical terms, the standards could either be included in the Local Plan document, either in its entirety or by extracting relevant sections as appropriate.
- 2.5. The Parking Enforcement Strategy rounds off the suite of documents, by informing of the legislative powers by which the authority is able to undertake enforcement action across the borough, and any current and future actions the Council will take to enable the goals of the Transport Strategy being achieved. The document also provides an opportunity for the Council to set out operational processes under which enforcement takes place in Thurrock.

3. **Consultation**

- 3.1. These documents were published for consultation via the Thurrock Council consultation portal on 2 November 2020 and ran for a period of six weeks, closing on 14 December 2020. The consultation page with supporting documents was published, and remains available, via the following web address - <https://consult.thurrock.gov.uk/parking-strategy-2020>.

- 3.2. The consultation comprised of two different opportunities for respondents to offer feedback – the first, an eighteen question survey with a mix of pre-populated and free choice options.
- 3.3. Based on the responses received, where questions asked whether respondents supported or opposed the documents, these was generally in favour of the documents.
- 3.4. When reviewing the open text questions, there is, as expected, a wide variety of answers and priorities for respondents. The mix of responses do not sway support for nor against the policies and documents. However, there is a predominant ask for greater level of enforcement against poor parking, parking on verges and the blocking of footpaths, as well as more enforcement within residential areas and those areas outside town centres.
- 3.5. In total, there were 358 visits to the Parking Strategy consultation page, which resulted in 31 individuals responding to the page via the survey. The survey consisted of 18 questions, with a mix of pre-populated (e.g. yes/no) and open ended/free choice questions. Appendix D identifies details about the survey, including comments and responses that were received as part of the consultation.

4. Document Revisions

- 4.1. Following the completion of the consultation, there has been no identified changes to the policies or standards themselves, but it has been necessary to amend the structure and information within the documents following further internal engagement. The changes are not material to the nature or purpose of the documents and would not invalidate the outcome of the public consultation, but they are considered necessary to make the documents more easily accessible. These updated documents are provided as appendices to this paper.

5. Next Steps

- 5.1. It is proposed that the Parking Policy and Strategy, the Parking Design & Development Standards and Parking Enforcement Strategy are to be progressed for adoption by the Council. As part of this process, the papers will be taken through Overview and Scrutiny and if endorsed, then taken forward for approval at Cabinet. Approval will allow the Council to implement the policies contained within these documents to support the Council's planning and enforcement processes.
- 5.2. The Parking Policy and Strategy and Parking Design & Development Standards documents will have an impact upon communities, business and individuals in Thurrock. An EQIA assessment has been undertaken to identify the impacts and any mitigating measures that should be considered to manage and guide parking provision across the borough making it safer, less congested and more

accessible to local people thereby promoting and supporting People, Place and Prosperity within Thurrock.

6. **Background papers used in preparing the report** (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- Thurrock Transport Strategy 2013 - 2026 - <https://www.thurrock.gov.uk/travel-strategies/strategy-documents>
- Thurrock Draft Parking Standards (2012) (not published)
- Thurrock Parking strategy and policies 2016 to 2021 - <https://www.thurrock.gov.uk/parking-enforcement/parking-documents-reports-and-auditing>

7. **Appendices to the report**

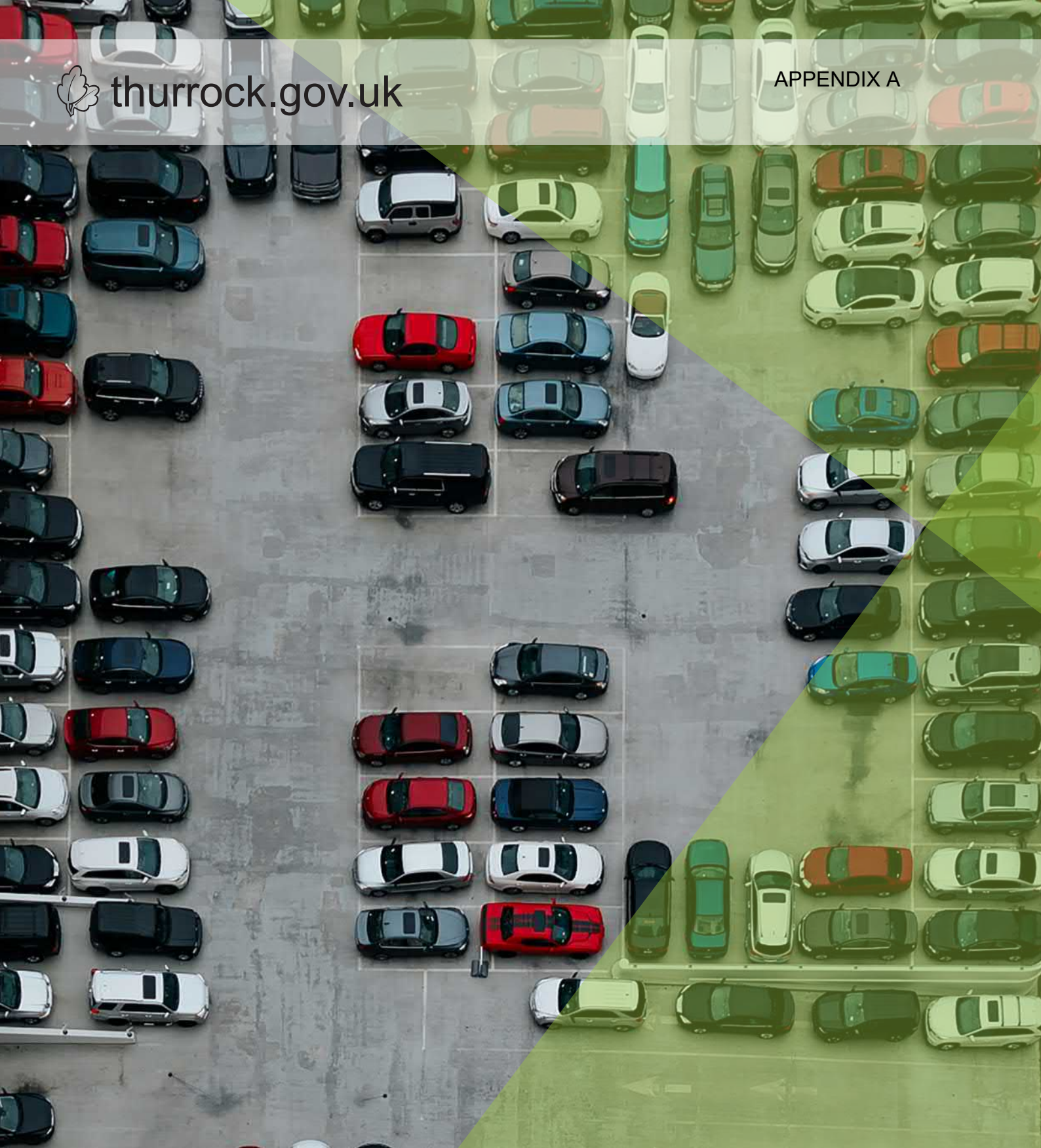
- Appendix A – Parking Policy and Strategy;
- Appendix B – Parking Design & Development Standards;
- Appendix C – Parking Enforcement Strategy
- Appendix D – Consultation Survey and Responses

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Transport Development



PARKING POLICY AND STRATEGY

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1. INTRODUCTION AND CONTEXT

We are pleased to introduce this new Parking Policy and Strategy for Thurrock. It represents a significant step in creating a safe and inclusive environment for Thurrock residents and businesses.

The Parking Policy and Strategy aims to create a high-level framework against which strategic, tactical and operational decisions on parking arrangements can be taken across Thurrock. It is intended that this will become an invaluable tool for Council officers and members to use when discussing schemes internally or with members of the public.

This document has been prepared to support the delivery of the emerging Local Plan and Transport Strategy by helping tackle congestion, deliver accessibility, improving air quality, and making Thurrock's roads safer to support growth and regeneration in the Borough.

The Parking Policy and Strategy document should be read in conjunction with the separate **Parking Design and Development Standards and Parking Enforcement Strategy**.

- **The Parking Policy and Strategy** document sets out a review of existing national legislation and polices; consideration of proposals for an update of local parking policies, the current parking situation, managing future demand, next steps and (in Appendix A) a proposed parking strategy action plan;
- **The Parking Design and Development Standards** sets out the parking design standards and the parking development standards that are applicable throughout the Borough; and
- **The Parking Enforcement Strategy** sets out the strategies for enforcing parking policies within the Borough.





WHY DEVELOP A PARKING STRATEGY?

According to the 2011 census, Thurrock has a population of 157,705 residents, with 87% living in urban areas and 13% in rural locations. The Unitary Authority area covers 64 square miles and is bounded by Havering to the west, Brentwood and Basildon to the north, Castle Point to the east, and the River Thames to the south.

Thurrock is one of the largest regeneration areas in the UK with major changes planned to take place over the next decade. Significant growth is planned to take place in seven focus areas:-

- **Purfleet-on-Thames** - home of High House Production Park and has received planning consent for revisioning of the town centre with investment in enhanced retail and leisure developments, TV studios, significantly enhanced transport investment with a new railway station and new residential accommodation of up to 3000 dwellings;
- **Lakeside and West Thurrock** - already a major regional retail destination, with significant investment in new leisure facilities to increase visitor numbers to the area;
- **Grays** - the administrative hub of Thurrock will build upon current projects to improve economic growth and enhance the public realm;
- **Tilbury** - a new vision will build on the strengths of the close community and nationally significant infrastructure projects (NSIP) for expansion of the port and power generation;
- **London Gateway** - the largest inward investment project in the UK saw DP World's high-tech deep-sea container port open in 2013 and become home to a high-tech logistics business park, creating thousands of new jobs;
- **Thames Enterprise Park** - Up to 1.4m cubic square metres of employment space to boost investment in the logistics industry within Thurrock in the far east of the Borough along the Thames Estuary; and
- **Arena Essex** – 3,500 new homes. The development of the Arena Essex site as a sustainable community would contribute towards meeting Thurrock's future housing needs as well as complimenting the adjacent development of Lakeside as a new Regional Town Centre.

These major projects, amongst many others throughout the Borough, require parking policies, strategies and standards that support and manage the increased traffic and demand for parking that will arise from this planned growth.

A further strategic consideration is the location in Thurrock of the nationally important Dartford Crossing linking the M25 to the north and south of the Thames. This road carries a very high volume and proportion of freight traffic, much of which accesses the strategic ports in Thurrock, with a consequent higher than usual demand for lorry parking in the area.

Additionally, consideration needs to be given to the potential impact of the Government's proposed Lower Thames Crossing which, if built, would link the A2 in Kent to the A13 and M25 in Thurrock.



PURPOSE OF THIS PARKING STRATEGY

The purpose of this Parking Strategy is to:

1. Assist planning officers in determining appropriate standards for new developments;
2. Advise members of the public in a readily comprehensible manner;
3. Assist intending developers in preparing plans for the development of land;
4. Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level and location of car parking provision that also complements good place-making including public realm; and
5. Ensure new developments incorporate seamlessly emerging vehicle technologies, such as electric vehicle charging facilities and car clubs.

The lack of a formally adopted Parking Strategy can lead to confusion and inconsistency in the application of standards relating to planning applications, parking controls and enforcement. It is, therefore, important to ensure that a Parking Strategy is up to date and relevant in terms of overall National and Council policy and objectives.

This document sets out an initial draft of a Parking Strategy for Thurrock for consultation and subsequent and eventual formal adoption by the Council. This strategy can then be included as part of the relevant section of the emerging Local Plan document, either in its entirety or by extracting relevant sections as appropriate.

Throughout this plan some text is highlighted as follows:

Text in hollow framed boxes contains key information that may be useful when planning or reviewing parking controls.

Text in shaded boxes contain Thurrock Council's proposed/ adopted Local Parking Policies.

These may be:

Thurrock's Transport Strategy (TTS Ref. No.)
Thurrock's Traffic Management Strategy (TTM Ref. No.)

or

TPP00 (Local Parking Policy Ref. No.)

The policies in these boxes found throughout this Strategy document are collated in **Appendix A**.

2. CURRENT SITUATION

This section presents the current situation with regards to parking within Thurrock, discussing the local pressures and demand areas and current parking controls.

EXISTING PARKING PRESSURES IN THE BOROUGH

To help manage parking control reviews effectively a number of key parking attractors and generators have been identified throughout the Borough. These include the following:

- Lakeside Shopping Centre, High Streets and Superstores;
- Arena Essex;
- Railway stations and ports;
- Educational establishments;
- Major developments identified in the emerging Local Plan;
- Places of work, such as the council offices, the port, logistics warehouses where a large number of employees drive;
- Parks and leisure facilities, such as Grays Beach; and
- Hospitals and health facilities, such as Orsett Hospital.

CAR OWNERSHIP IN THURROCK

Based on Government census data, car ownership in Thurrock has steadily increased from 2001 to 2011, as detailed in **Table 1**. In particular, the number of households with two cars / vans has increased. This increase is in line with national trends identified in research undertaken by the Department for Transport (DfT) in 2016, in which the average growth in vehicles has been 680,000 per year since 2012. The East of England had the second highest number of vehicles in the United Kingdom and the third highest number of vehicles per 1,000 people.

Table 1: Historical Car Ownership in Thurrock (Extracted from UK Census Data)

Census Year	2001	2011	Difference
No cars / vans in household	12,472	12,527	+55 (+0.44%)
1 car / van in household	26,467	27,384	+917 (+3.46%)
2 cars / vans in household	15,610	17,007	+1,397 (+8.95%)
3 cars / vans in household	3,040	3,973	+933 (+30.69%)
4 cars / vans in household	896	1,462	+566 (+63.17%)
Total	58,482	62,353	+3,868 (+6.61%)

Source: Nomis Census Data

The 2011 census data was analysed further at ward level to determine differences in the levels of car ownership in Thurrock, as shown in **Table 2**. Grays Riverside; West Thurrock and South Stifford; and Ockendon have the highest ownership of cars / vans, whilst Corringham and Fobbing; and Tilbury St Chads have the lowest levels at almost half the number of the aforementioned wards.

Future development in Thurrock is expected to exacerbate the pressure on parking in certain areas, in particular Purfleet-on-Thames; Lakeside and West Thurrock and Grays.



Table 2: 2011 Car Ownership Figures for Thurrock

Wards	Cars / Vans					
	Owned	No car %	1 car %	2 cars %	3 cars %	4 cars %
Aveley and Uplands	3,674	20%	44%	27%	6%	2%
Belhus	3,866	26%	44%	23%	5%	2%
Chadwell St Mary	3,935	23%	43%	25%	6%	2%
Chafford and North Stifford	2,841	7%	44%	38%	8%	3%
Corringham and Fobbing	2,240	13%	38%	34%	10%	5%
East Tilbury	2,447	13%	43%	32%	9%	3%
Grays Riverside	4,914	29%	50%	18%	3%	1%
Grays Thurrock	3,489	25%	43%	24%	6%	2%
Little Thurrock Blackshots	2,319	17%	39%	33%	8%	4%
Little Thurrock Rectory	2,455	17%	45%	30%	7%	2%
Ockendon	4,043	24%	44%	25%	5%	2%
Orsett	2,370	7%	32%	42%	14%	5%
South Chafford	2,680	10%	54%	30%	4%	1%
Stanford East and Corringham Town	3,554	22%	43%	26%	7%	2%
Stanford-le-Hope West	2,622	19%	44%	27%	8%	3%
Stifford Clays	2,526	22%	38%	29%	8%	3%
The Homesteads	3,222	8%	40%	38%	10%	4%
Tilbury Riverside and Thurrock Park	2,652	34%	43%	19%	4%	1%
Tilbury St Chads	2,269	29%	44%	22%	5%	1%
West Thurrock and South Stifford	4,235	22%	52%	22%	4%	1%

Source: Nomis Census Data



EXISTING PUBLIC TRANSPORT PROVISION

When setting parking controls, the availability of public transport as an alternative to private vehicle usage and the level of parking around transport interchanges needs to be assessed. Thurrock is served by C2C rail services between Southend Central and London Fenchurch Street, with services stopping at the following stations in Thurrock:

- Purfleet-on-Thames Station;
- Ockendon Station;
- Chafford Hundred Station;
- Grays Station;
- Tilbury Town Station;
- East Tilbury Station; and
- Stanford-le-Hope Station.

Further to this, there are many bus routes serving Thurrock, terminating at either Grays bus station or Lakeside bus station. Routes are concentrated in the south and west of the Borough, with only one to two services per hour. There is also a ferry service from Tilbury to Gravesend.

CYCLE PARKING PROVISION

There is no readily up-to-date record of on-street cycle parking locations within Thurrock. However, Sheffield style parking stands are used as standard at various locations in the Borough, in particular near visitor attractors such as shops, offices, stations etc. Similarly, new developments are required to provide cycle parking spaces, with larger sites being required to provide secure, covered parking spaces.

PARKING CAPACITY

Table 3 details the number of both on-street and off-street parking spaces in Thurrock, whilst **Table 4** lists the car parks in Grays and **Table 5** list those outside Grays.

Table 3: Total On-Street and Off-Street Spaces (2021)

Location	Number of spaces
Marked bays for off-street parking	1,280
Marked bays for on-street parking	1,250
Off-street parking spaces not marked out as individual bays - approximate	78
On-street parking spaces not marked out as individual bays - approximate	195
Total	2,803

Source: Thurrock Council

Table 4: Car Parks in Grays (2021)

Location	Number of spaces
Darnley Road (off-street short stay)	30
Argent Street (off-street long stay)	42
Cromwell Road (off-street long stay)	60
Crown Road (off-street long stay)	96
Station House, opposite rail station main entrance (off-street long stay)	10
Grays Beach, Thames Road (off-street long stay)	182
Multi-storey car park	700
Morrisons supermarket	540
Grays Station	168
Total	1,828

Source: Thurrock Council

Table 5: Car Parks Outside Grays (2021)

Car park location	Spaces	Charges
Gordon Road (Grover Walk), Corringham	112	Free
Gordon Road (Police station), Corringham	53	Free
Giffords Cross, Corringham	78	Free
Defore Parade, Chadwell St Mary	56	Free
Lodge Lane, Grays (Socketts Heath)	56	Free
Canterbury Parade, South Ockendon	100	Pay
Total	455	

Source: Thurrock Council



Three of the Council car parks currently have electric vehicle charging bays:

- Argent Street, Grays;
- Crown Road, Grays; and
- Canterbury Parade, South Ockendon.

Additionally, there are electric vehicle charging points at several large shops / shopping centres and car dealers.

PARKING ENFORCEMENT

The **Parking Enforcement Strategy** is a supplementary document to this policy and should be viewed for further information on our enforcement policies. The Council's separate Annual Parking Reports provide information on parking management, operations, income and enforcement in Thurrock.

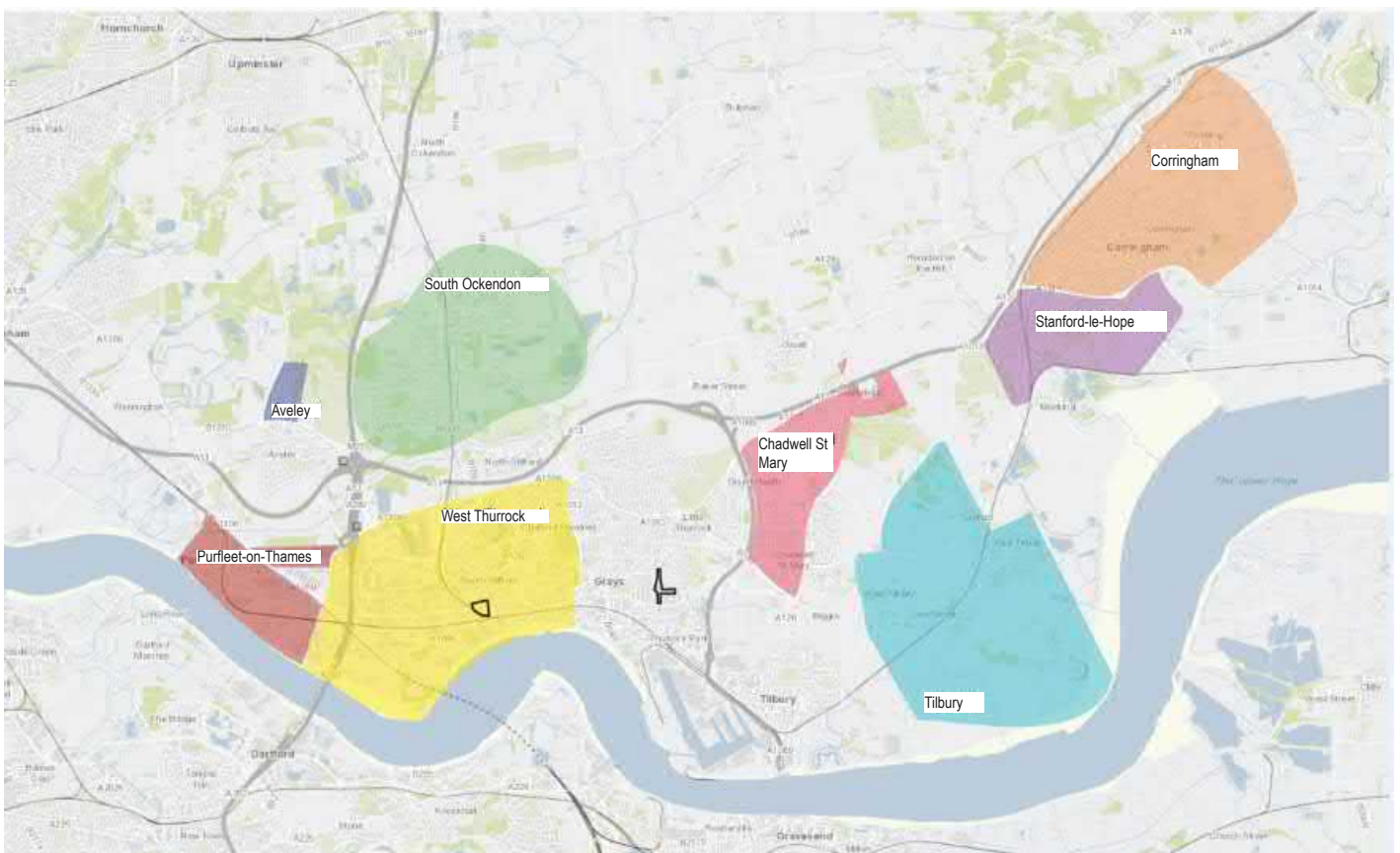
CURRENT PARKING CONTROLS

The number and extents of Controlled Parking Zones (CPZs) and Permitted Parking Areas (PPAs) in Thurrock are subject to ongoing review, depending upon demand, consultation and priorities. Current CPZs and PPAs include:

- Grays Town Centre CPZ and PPA – split into 8 sub-zones;
- Stanford-le-Hope PPA – split into 3 sub-zones;
- Tilbury CPZ and PPA;
- Purfleet-on-Thames PPA; and
- South Ockendon PPA.

Other restrictions have been put in place to improve the environment of an area by controlling the size of vehicles that can park in certain areas. These areas are illustrated in the **Figure 1** below.

Figure 1: 7.5T Parking Ban Areas Across the Borough



Source: Thurrock Council



3. KEY LEGISLATION, POLICY REVIEW AND STRATEGIC PARKING OBJECTIVES

This section of the strategy identifies parking legislation policies and standards at a regional and local level. The policy review identifies key focus areas to ensure the Parking Strategy aligns with regional and local transport aims and objectives.

NATIONAL POLICY

The proposed parking strategy is intended to fully comply with National Policies set out below.

Key National Legislation

There are a number of items of UK legislation that allow local authorities to introduce parking management controls and undertake enforcement, as listed below:

- **The Highways Act 1980** deals with the management and operation of the road network in England and Wales. It consolidated, with amendments, several earlier pieces of legislation. An important aspect of this legislation is that it defines the rights the public as to their use of Public Highways. Definitions include:

- Carriageway means a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles; and
- Footway means a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only.

The rights of the public as to their use of a Public Highway are commonly misunderstood.

These legal definitions mean that the public have no "right" to park a vehicle anywhere on the highway. The only rights conferred are to enable the public to have free and unobstructed access to and passage along the highway.

- **The Road Traffic Regulation Act 1984** is legislation that allows local authorities to manage parking demand within their area. The legislation affords authorities powers to restrict traffic and parking on adopted highway in the interest of safety.
- **Road Traffic Act 1991 (RTA91) - Decriminalised Parking Enforcement** – Prior to September 1993, the enforcement of prohibited parking was carried out by police traffic wardens. Permitted parking was enforced under criminal legislation and non-payment pursued through Magistrates Courts. As a result of legislation in the RTA91, Decriminalised Parking Enforcement (DPE) was introduced in Thurrock in 2005. Under the RTA91, parking contraventions are dealt with as a civil offence and notice of a contravention is issued in the form of a Penalty Charge Notice (PCN) to the motorist.

- **The Traffic Management Act (TMA) 2004** is the key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency, and transparency. The associated guidance requires authorities to design arrangements regarding:

 - Managing the expeditious movement of traffic;
 - Improving the local environment;
 - Improving road safety;
 - Improving the quality & accessibility of public transport;
 - Meeting the needs of disabled people;
 - Managing & reconciling the competing demands for kerb space; and
 - Further information on the **Traffic Management Act 2004** can be found in the **Enforcement Strategy**.
- **Traffic Signs Regulations and General Direction 2016** details the regulations of all road signs and markings that should be implemented to allow the enforcement of any parking controls they wish to introduce. Failure to adhere to the regulations could result in PCNs being invalid.
- **The Civil Enforcement of Parking of Contraventions (England) General Regulations 2007** is legislation that permits authorities to issue PCNs by means other than on a vehicle directly and gives authorities the power to immobilise vehicles should they wish to adopt this practice. Most importantly it sets out the requirements for allowing PCNs to be appealed, requirement for evidence to be produced and details all aspects of independent adjudication.



National Planning Policy Framework (March 2012) and NPPF Update (February 2019)

The National Planning Policy Framework (NPPF) was published by the UK Central Government in March 2012 with an overarching theme of sustainable development. It details the planning policies for England and how they are expected to be applied. This was subsequently updated in June 2019. The Planning Practice Guidance which supports the NPPF was also updated in October 2019.

Thurrock Council will take account of the updated NPPF guidance regarding parking standards highlighted below:

In setting local parking standards for residential and non-residential development, the Council, as local planning authority, will take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Further to this the NPPF outlines the following aspirations which Thurrock Council follows:

- Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network;
- In town centres, the Council will seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists;
- The Council will set appropriate parking charges that do not undermine the vitality of town centres;
- Parking enforcement will be proportionate; and
- The Council, as the local planning authority, will identify and protect where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Traffic Management Act 2004 Parking Policy and Enforcement

The Department for Transport's "Traffic Management Act – Operational Guidance to Local Authorities: Parking Policy and Enforcement" (updated March 2015 but withdrawn from publication in 2018) provides guidance which local authorities should apply to their own parking policies. Based upon the requirements of this document, when setting and appraising parking policy the Council should take account of:

- Existing and projected levels of parking demand;
- Availability and pricing of on and off-street parking;
- Justification for and accuracy of traffic signs and road markings that restrict or permit parking; and
- Accuracy and quality of traffic signs and road markings that restrict or permit parking.

Additionally, the Council sets and appraises the following:

- Level of compliance with parking controls that they want to achieve;
- Level of enforcement necessary to get such compliance;
- Penalty charge bands; and
- Resourcing and training of parking staff.

The document provides design guidance for parking policies, and the Council pays particular regard to:

- Managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the TMA Network Management Duty;
- Improving road safety;
- Improving the local environment;
- Improving the quality and accessibility of public transport;
- Meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car;
- Managing and reconciling the competing demands for kerb space;
- The impact on the local economy and the viability of local shops and high streets;
- The justification for, and accuracy of, existing traffic orders;
- The adequacy, accuracy and quality of traffic signing and road markings which restrict or permit parking within or outside a Controlled Parking Zone;
- The levels of penalty charges;
- The need to resource the operation effectively and ensure that all parking staff are appropriately trained; and
- Impact on traffic flow, i.e. traffic or congestion outcomes.

REGIONAL POLICY

Thurrock is a Unitary Authority within the County of Essex, located immediately to the east of London.

The East of England Plan (Revoked in January 2013)

The East of England Plan – The Revision to the Regional Spatial Strategy for the East of England was adopted in May 2008 and was inclusive of the Unitary Authority of Thurrock. This Strategy was revoked in January 2013 as part of the Government’s strategy to devolve power to elected Local Authorities and to local communities. However, a number of the Regional Policies contained therein provide a useful backdrop and remain relevant to the introduction of local policy.

The standards in PPG13 should be treated as maximums, but local authorities may adopt more rigorous standards to reinforce the effects of other measures particularly in regional transport nodes and key centres for development and change.



The following points are taken into account:

- Parking standards should take account of three key parameters: location, land use and accessibility;
- More rigorous standards should be set in those parts of the region where, and as, the levels of public transport accessibility are good or improving; and
- Should take into account the economic buoyancy of the area and pressures on historic centres.

Essex Parking Standards: Design and Good Practice (September 2009)

Thurrock Council is a Unitary Authority within the County of Essex and was part of the working group that helped to develop the Essex Parking Standards: Design and Good Practice document. This document is currently under review .

Thurrock has introduced parking standards that are in line with Essex’s guidance:

- In urban areas, reduced vehicle parking provision may be considered, especially for residential development;
- Parking provision can be shared with other uses, in particular in urban areas, providing this works without conflict;
- Off-street coach parking should be provided when developments are likely to generate coach traffic;
- Cycle parking standards should be applied by Local Authorities to all applications for new or extended development, expressed as minimum standards to reflect the sustainable nature of this mode of travel;
- Parking standards for powered two-wheelers (P2Ws) are detailed as the minimum provision required; and
- Disabled parking will be required for disabled users’ exclusive access at all sites.

LOCAL POLICY

The proposed parking strategy and standards comply with the aspirations and policies identified in Thurrock policy documents, as detailed further below.

Thurrock Transport Strategy (2013-26)

The Thurrock Transport Strategy sets out the aims and objectives for delivering transport improvements. Congestion and air quality are noted as key problems across the Borough and the following points in relation to parking are noted:

- Provide additional car parking at railway stations and transport interchanges to encourage a shift to public transport in addition to cycle hire and storage, and priority parking spaces for car sharers and short-term drop off;
- Reallocate car parking from long stay to short stay to promote sustainable travel for peak travel, such as journeys to work and school;
- Reduce parking in new developments where accessibility is high;
- Provide for 24-hour lorry parking; and
- School Travel Plans should include measures to encourage a mode shift with the enforcement of parking restrictions around schools.

TTS15 - Thurrock's Transport Strategy Policy

- Short and medium stay car parking provision will be favoured in urban areas, and will be limited to the current number of car parking spaces;
- Additional parking provision may be appropriate at rail stations and other public transport interchanges to facilitate travel by sustainable modes; and
- Parking will be increased at rail stations where Station Travel Plans are implemented.

Thurrock Traffic Management Plan 2012-2016

Thurrock's Traffic Management Plan aims to produce an effective network management regime which reduces the number of congestion related incidents and disruption related to parking.

TMP6 - Thurrock's Traffic Management Plan Policy: Parking Enforcement

- The Council will work to minimise disruptions / delays resulting from parking, loading and waiting;
- The Council will prioritise enforcement on traffic sensitive streets, bus and cycle lanes, known areas of congestion, where persistent contraventions exist; and
- Increased parking at rail stations will be supported by stronger parking controls to mitigate potential traffic increases around stations.

Thurrock Local Plan

The Council are currently progressing the preparation of a new Local Plan (expected to be adopted and published no sooner than 2022) which will set out the amount of development in Thurrock, and its distribution across the Borough.

It is critical that there is alignment with this and other transport documents with the emerging Local Plan and new transport strategy to support overarching aims of tackling congestion, delivering accessibility, improvements to air quality, and making Thurrock's roads safer and supporting sustainable growth and regeneration in the Borough. While these documents remain in development, there will be a need to ensure parking policies support and align with these documents, and there may be a need to review this strategy following their publication.

The Core Strategy and Policies for Management of Development, updated in 2015, is currently the main Local Plan document and includes policy PMD8 Parking Standards. The Core Strategy will remain our adopted statutory planning document for the borough until the new Local Plan is adopted.



4. PROPOSED PARKING POLICY



This section considers the key parking policy measures Thurrock Council should adopt in order to comply with the wider policies and objectives discussed previously. The policies detailed below directly input to the Parking Policy and Strategy document.

STRATEGIC PARKING OBJECTIVES

Following a review of national and local policy and guidance (as set out in Section 3) the Council's strategic parking objectives are summarised as follows:

- On and off-street parking should be provided and managed to accommodate the needs of residents and local businesses, encourage modal shift and support future growth in the Borough;
- Parking management tools and policies should maintain and improve road safety for pedestrians, cyclists and motor users;
- Parking management tools and policies should reduce congestion and encourage smooth traffic flow, improving the local environment and air quality;
- Enforcement policies should be fair, robust, and proportionate but should also balance demand and supply across the Borough;
- Parking charges should be fair and proportionate but should also balance demand and supply across the Borough;
- Additional parking pressures generated by new development should be identified at the planning stage. Suitable mitigation agreed should also balance demand and supply across the Borough;
- Local residents should be fully involved in, and consulted on, proposed changes to parking arrangements but minority opposition should not prevent proposals being introduced for wider benefit; and
- Innovative ideas and trial proposals will be welcomed where appropriate.



The proposed Thurrock Parking Policies (TPP) recommended for adoption by the Council are set out below and in Appendix A.

CONTROLLED PARKING ZONES, PARKING PERMIT AREAS

Controlled Parking Zones (CPZs) and Permitted Parking Areas (PPAs) are generally put in place where there is heavy pressure on parking space covering a relatively large area, such as in residential areas near railway stations, town centres, hospitals, colleges and sports and leisure centres. Their main use is to manage over-saturation of on-street parking spaces by controlling or removing intrusive, potentially obstructive and dangerous parking. Permitted parking within these CPZs and PPAs generally gives priority to residents and provides short-term parking for shoppers and visitors. In commercial areas permit eligibility may be given to businesses who demonstrate an essential business need.

Regular and visible enforcement is required in these areas to ensure compliance and effectiveness of the parking controls.

TPP01: Controlled Parking Zones (CPZs) and Permitted Parking Area (PPAs)

Developers will be required to contribute to the cost of surveys, design, consultation and implementation of new or extended CPZs or PPAs proposed or required as mitigation to an anticipated parking demand issue generated by a new development.

They will also be required to produce a parking management plan as part of any new development proposals.

Controlled Parking Zones (CPZs)

A Controlled Parking Zone (CPZ) is an area in which all kerb-side space is controlled either by waiting and / or loading restrictions indicated by signs at each entrance to the zone and by yellow lines at the edge of the carriageway and kerb markings. Within this zone there may also be permitted parking bays, generally indicated by signs adjacent to each bay and white carriageway markings designating the parking bay areas.

Permitted parking bays may be designated for use by:

- Permit holders only;
- Pay and display / pay by phone only;
- Shared use (for use by both permit holders and pay and display); or
- Free parking.

Note: The provision of a parking permit does not guarantee availability of a parking space.

Permit Parking Areas (PPAs)

A Permit Parking Area (PPA) generally consists of residential streets that are reserved for permit holder parking only. These PPAs are often cul-de-sacs or a small, localised group of streets. These areas are generally indicated by a sign at the entrance(s) to the street showing that parking is for permit holders, usually residents, only. PPAs generally do not have signs or white parking bay markings within them, but sometimes there may be small signs to remind motorists of the controls that are in place. Signs to indicate drivers are leaving the PPA may be erected where it is considered confusion may arise. These simple measures are the Council's currently preferred approach to on-street parking controls within Thurrock.

PARKING PERMITS

Based on the Government Census Data, in the 10 years from 2001 to 2011, car ownership in Thurrock increased by almost 7%. In 2011 some 43% of Thurrock households owned a car and 37% owned two or more cars. (See Section 2). The availability and cost of parking permits for on-street parking within CPZs provides a means to encourage a switch from the car to more sustainable forms of transport, with potential benefits in terms of reductions in traffic congestion and environmental air quality improvements.

General parking permits for permitted parking bays may be issued to eligible residents, visitors and essential business users within a CPZ or a PPA, so they can park in them, usually for an unlimited amount of time. Other parking may be permitted for a limited time via a pay-and-display ticket or via pay-by-phone methodology.

A number of factors are taken into account when considering the issue of parking permits as follows:

- The Council's objectives for encouraging a change to more sustainable forms of transport and reduced air pollution;
- The range of permits to offer;
- Who is eligible for the various permits;
- The application process for obtaining a permit; and
- The forfeiture processes.

This will be most relevant in residential and town centre areas where providing parking controls with some forms of permits could help to resolve parking demand issues. A range of parking permits are available to users of on-street and off-street permitted parking places as set out below. The types of permits, the eligibility criteria, and the cost of purchase will be subject to annual review by the Council.

Table 6: Permit Types

Permit	Description
Resident	Upon proof that their main residence is within a CPZ or PPA boundary residents are able to apply for an annual permit for vehicles that they own, up to a maximum of three per household. The first two permits are currently free of charge and the third is at a cost that is reviewed annually. To encourage a reduction in car ownership across Thurrock, in line with sustainability policies, the Council will consider introducing a charge for the first and second permit. In addition households with off-street parking will be restricted to one resident permit only at the cost of the first permit (or third permit if additional charges are not introduced).
Visitor	Residents and businesses within CPZs/ PPAs are also able to purchase Visitors' Permits – up to five strips of permits, each of which allows 20 short stay visits in any one calendar month.
Carer	There is a £10 administration fee, with a maximum of one per household, subject to assessment.
Business	Currently, business owners with premises or working within a CPZ or PPA may be eligible to purchase a six month or 12-month essential business user permit for one vehicle which allows them to park within permit holder and shared use bays within the relevant CPZ or PPA. Subject to review, businesses may be able to purchase additional permits, at higher charges, up to a maximum of three per business. Some businesses may also have a business need to apply for a permit which allows them to park in permitted bays across CPZs/ PPAs, at a higher range of charges.
Temporary Business	These are valid for one month and may be purchased for vehicles owned, managed or used by a business undertaking temporary work on properties within a CPZ or PPA. Permit costs are reviewed annually.
Healthcare Specialist	Healthcare specialists, working for the NHS, who need to park within CPZs or PPAs while carrying out their duties, may be eligible for a NHS parking permit. This allows them to park their vehicle for up to 3 hours in a permitted parking bay across multiple CPZs or PPAs.
Blue Badge	Blue Badges are available for people with a disability or having special needs that affect their mobility. These allow parking in some otherwise restricted areas and provide some dispensation from parking charges. An application may be made for a Blue Badges and this will be issued, subject to an assessment of need.

TPP02: Parking Permits

The Council will make a charge for the provision of parking permits. The range of parking permits offered, the eligibility criteria and the charges will be subject to review, benchmarking and adjustment, as appropriate.

PAY-AND-DISPLAY / PAY-BY-MOBILE AND OTHER NEW TECHNOLOGY

All parking in Thurrock (other than by pre-paid permits) is currently paid for by means of pay-and-display machines. As the name implies, they also require a ticket to be displayed on the windscreen of the vehicle that has been parked, indicating the length of parking time purchased and the time by which it must depart from the bay.

The machines only accept payment by debit card or credit card following problems with theft and vandalism and no longer accept or contain cash. Additionally, the way in which people pay for services is changing as technology is evolving and we are gradually moving towards a cashless society, with most payments being made via cards or cashless mobile phone transactions.

In order to deal with these changes alternative systems have been and are being developed which allow motorists to pay for parking by means other than cash. For example, using their mobile phone to contact a central number, advertised on signage at each parking place. Once a payment has been made, a computer record is generated indicating the vehicle registration, location and length of stay / time of departure paid for. This record is automatically and immediately transmitted to enforcement officers on street.

TPP03: Pay By Mobile and Other New Technology

The Council will investigate the introduction of pay by mobile and other upcoming new technology for paying for parking across the Borough.



PARKING CHARGES AND TARIFF STRUCTURE

Tariffs should be implemented that ensure consistent pricing, alignment with charges in other similar Local Authority areas, and cost-incentivising off-street parking over on-street.

Parking charges, however, are one of a very few “commercial” income streams, subject to commercial type supply and demand pressures, that are generated by Councils.

Whilst on and off-street parking charges will be reviewed annually by the Council, they will be looked at on a more commercial, demand driven review basis, rather than simply as a regular price increase.

A key consideration when setting parking charges is that, in some instances, reducing parking charges may increase parking demand and turnover, benefitting the local economy and, at the same time, increasing, rather than reducing, parking income.

In contrast, higher charges can result in less demand which, with less turnover may, counter-intuitively, generate less income than a lower charge.

The principles for the Councils charging structure are as follows:

- Areas of greatest demand (town centres, stations, and university premises) should be subject to highest pricing;
- Prices should reduce as walking distance to the attractor increases;
- Tariffs for long stay parking should encourage the use of off-street car parks where available; and
- Linked to DVLA vehicle type / vehicle emissions.

TPP04: On-Street and Off-Street Parking Charges

The Council will set charges for on-street parking and for off-street parking in Council car parks. A set structure of parking charges and tariffs for both on-street and off-street environments will be set by the Council and reviewed, benchmarked and adjusted, as appropriate.

WAITING RESTRICTIONS

Waiting restrictions, indicated by yellow lines at the edge of the carriageway and by signs, are generally introduced to prevent obstructive parking at certain times of day, often on main strategic and distributor roads and in specific locations where parking may be dangerous e.g. at road junctions.

Waiting on a yellow line waiting restriction is permitted under some circumstances during the controlled hours as follows:

- For the purpose of loading and unloading, as long as that is a continuous process and unless indicated by loading restrictions (see below);
- For Blue Badge holders for a limited period; and
- For picking up and setting down passengers, where this is a continuous process.

TPP05: Waiting Restrictions

The Council will introduce waiting restrictions in locations and at times where dangerous and or obstructive parking takes place.





STOPPING RESTRICTIONS (CLEARWAYS)

Some roads are designated as Clearways, indicated by signs at the entry and exit and at regular intervals along them. These may or may not be indicated by yellow lines. Vehicles are not permitted to stop on these roads except in an emergency or in specially designated areas.

In London and some other cities, special stopping restrictions apply on "Red Routes", indicated by red line markings. There are no "Red Routes" in Thurrock.

TPP07: Stopping Restrictions (Clearways)

The Council will introduce clearways on higher speed roads where vehicles stopping would be dangerous and / or obstructive to other road users.

LOADING RESTRICTIONS

Loading restrictions indicated by yellow stripe markings on kerbs and by signs, are generally introduced to prevent loading and unloading from causing an obstruction to the passage of vehicles locations at certain times of day. These are often located on main strategic and distributor roads and in specific locations where parking may be dangerous e.g. at road junctions.

It is understood that these restrictions can impact on local businesses who, following implementation, can have difficulty loading and unloading affecting the operation of their business. For this reason, loading restrictions will be carefully considered and consulted before implementation.

TPP06: Loading Restrictions

The Council will introduce loading restrictions in locations and at times where parking for the purposes of loading / unloading is dangerous and or obstructive and where this type of parking takes place.





SCHOOL PARKING

Where a school is located within a wider CPZ or PPA it is considered that these controls will be sufficient to regulate the traffic generated from the school. If additional measures are required, the following will be considered:

- Additional pay and display restrictions / limited waiting on streets in close proximity to schools;
- Extending the operational period of existing parking controls where appropriate;
- Alternatively set hours of control so as not to overlap peak school drop off and pick-up periods, thus avoiding impact on parents / guardians;
- Road closures during school drop off and pick-up periods;
- Implementation of new School Keep Clear Markings to prohibit parking outside school entrances;
- Parents' permits for use during school term time (defined by the published school term dates) and between specific school arrival and dispersal times e.g. 8.30am to 9.30am and 3.00pm to 4.00pm, Monday to Friday; and
- Where appropriate, schools may be asked to revisit and implement changes to their School Travel Plan.

TPP08: School Parking Controls

Measures will be introduced to manage parking and stopping associated with the drop-off and pick-up of children in the vicinity of schools, during term time, at the beginning and end of the school day.

PARKING FOR NEW DEVELOPMENTS

To mitigate the impact of traffic growth on congestion, air quality and local parking demand, developers are required to provide information detailing the proposed parking provision. This should meet the requirements of the Council's parking standards, set out in the Council's separate **Parking Design and Development Standards** document.

TPP09: Parking for New Developments

The Council will operate a set structure of car parking standards and requirements for new developments. These include:

- A range of car parking standards that encourage sustainable travel choices and minimise the impact of parking in adjacent areas; and
- Developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for parking management strategies; new parking controls associated with managing the parking demand generated by developments; and the impact of new developments on parking control of access and/ or road safety.

BLUE BADGE PARKING

Off-Street Blue Badge Parking

The number of spaces required for blue badge holders varies between use classes and the standards have been based on the Department for Transport’s (DfT’s) Traffic Advisory Leaflet 5/95: ‘Parking for Disabled People’. See also the separate **Parking Design and Development Standards** document.

Table 7: Car Park Allocations for Blue Badge Car Parking

Car Park Used for	Number of spaces	
	200 bays or fewer	Over 200 bays
Employees and visitors to business premises	(Individual bays for each blue badge holding employee plus) 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity
Shopping, recreation, and leisure	3 bays or 6% of total capacity, whichever is greater	4 bays plus 4% total capacity
Educational establishments	1 bay or 5% of total capacity, whichever is greater	

Note: Blue Badge parking provision to be included in the overall vehicle parking standard provision. In circumstances where the number of vehicle parking bays are less than 10, the Council will consider the proportion of Blue Badge Parking provision on a case by case basis, taking into account the quantity of available Blue Badge Parking in the vicinity.

If it is known that there will be an employee with a blue badge, then their space should be in addition to the required blue badge parking standard required.

It should be noted that a larger proportion of spaces may be required by the Council at facilities where a higher proportion of users/ visitors with blue badges will be expected, for example medical, health and care facilities.

The provision at the above levels or any required by the Council does not guarantee that the requirements of the Equalities Act will be met; this is the responsibility of the developer, building occupier and / or service provider. There are numerous sources of advice available for guidance on blue badge parking and it is advised that these documents are considered at the design / development / planning stage. Documents include:

- Inclusive Mobility, a guide to best practice on / access to pedestrian and transport infrastructure;
- BSI British Standards BS 8300:2009 Design of buildings and their approaches to meet the needs of disabled people – Code of practice; and
- Traffic Advisory Leaflet (TAL) 5/95.

TPP10: Blue Badge Parking for New Developments

Developers will be required to demonstrate that their proposals adequately provide for the needs of people with disabilities, in line with the requirements of the Equalities Act 2010.

Parking for people with disabilities will be required for their exclusive use at all times. Use of these spaces will usually require a Blue Badge to be displayed.



On-Street “Blue Badge Holder” Parking

Blue Badge holders may park in locations at times not permitted to other motorists, subject to certain conditions set out below.

Note: *Whilst parking is, under some circumstances, permitted on yellow lines, Blue Badge holders should always seek to park in a permitted parking bay first, if one is convenient and available.*

Permitted Blue Badge Holder Parking - Unlimited Time

- A vehicle displaying a valid blue badge can park free, for an unlimited time, in:

- Any Thurrock Council off-street pay and display car park bay, except at Cromwell Road in Grays;
- A free short stay parking bay;
- A pay and display parking bay;
- A permit holder bay - resident, business, visitor permits;
- A shared use parking bay - permit holders and pay and display / pay by phone; and
- A blue badge holder’s parking bay that does not have a maximum stay time.

Permitted Blue Badge Holder Parking - Limited Time -

If a valid Blue Badge is clearly displayed with clock showing arrival time a blue badge holder can park:

- On single or double yellow lines for up to 3 hours, when there are no loading restrictions; and
- In a disabled persons’ parking bay that has a maximum stay time shown on an adjacent sign.



Blue Badge Holder Parking – Not Permitted – a blue badge does not entitle holders to park in contravention of restrictions:

- On a single or double yellow line when there are loading restrictions;
- In a suspended parking bay;
- In a loading bay;
- In a bus parking bay;
- In a motorcycle bay;
- In a doctor parking bay;
- In a police vehicle bay;
- In an electric vehicle bay;
- When there are school ‘keep clear’ restrictions in place;
- On a bus stop or taxi rank clearways where a yellow ‘no stopping’ sign is displayed;
- Within 10m of a junction; and
- On or within 10m of a bend.

Blue badge holder parking bays may be provided in residential areas outside or close to the houses of blue badge holders on request and subject to an assessment. The assessment will be carried out by the blue badge holder’s occupational therapist.

TPP11: Blue Badge Parking Bays in Controlled Parking Areas

On-street Blue Badge holder parking bays will be provided in convenient locations e.g. close to shops, stations, doctors’ surgeries etc in all town or district centre areas that fall within controlled parking areas.

TPP12: Blue Badge Residential Parking Bays

On-street Blue Badge holder parking bays will be provided in residential areas, subject to application and assessment, when the badge holder:

- Lives in a dwelling that has no off-street parking;
- Where on-street parking problems occur on a regular basis;
- Bays will normally operate 24 hours a day, 7 days a week, although there will be only limited enforcement outside the working day; and
- Bays are not reserved for an individual and may be used by any vehicle displaying a valid Blue Badge.



CYCLE PARKING

The provision of convenient secure parking and related facilities are fundamental to encouraging a modal shift to cycling, particularly from single occupancy motorised journeys made over shorter distances on a regular basis. It is acknowledged that cycle parking demand varies greatly between use classes and a straight ratio of car to cycle trips cannot be used to define the Cycle Parking Standard. Therefore, current Cycle Parking Standards have been looked at on an individual class basis. The standards represent a basis for helping to provide sufficient cycle parking throughout Thurrock.

In addition to the provision of cycle parking, developers will be required to demonstrate that they have considered additional needs for cyclists, such as locker, changing and shower facilities.

In exceptional circumstances, where it is not possible to provide cycle parking spaces on-site, developers will be expected to make a financial contribution towards public provision of such facilities.

At large development sites, the exact number of cycle parking spaces will depend on the individual characteristics of the site and its surrounding area. Where a travel plan exists, cycle parking provision should be reviewed annually to ensure there are adequate spaces to meet demand. If there proves insufficient allocation, increased parking should be provided as agreed with the Council.

Cycle Parking Provision Standards can be found under the individual Use Classes in the separate **Parking Design and Development Standards** document.

TPP13: Cycle Parking Provision

Cycle Parking Standards will be applied to all applications for new or extended development. They are expressed as minimum standards to reflect the sustainable nature of this mode of travel. It is essential that secure, covered cycle parking with Sheffield or similar parking stands is designed into employee and residential type developments at an early stage, prior to the granting of planning permission to ensure it relates well to the development and provides suitable links / access to nearby cycle routes.

PROVISION FOR POWERED TWO-WHEELER PARKING

The use of powered two-wheeled vehicles (P2W) for short regular journeys can create significant benefits, most notably in the form of reduced congestion and reduced land use for parking. Parking standards for P2Ws are represented as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular.

As with cycle parking, these standards represent a basis for helping to provide sufficient P2W parking facilities throughout Thurrock. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for P2W users, such as locker and changing facilities.

Government transport statistics show that the ratio between car and P2W ownership is 25:1. However, with regard to the congestion benefits that the P2W provides, a varied ratio parking standard linked to car parking spaces should be applied.

Table 8: Ratio of Car Parking Spaces to P2W Spaces

Car spaces	P2W spaces
For the first 0-100 spaces	1 space, plus 1 space per 20 car park spaces
Additional spaces over 100	1 per 30 car park spaces

Example: a development that proposes a car park of 130 spaces should calculate their P2W requirement as follows:

1 P2W space provided regardless of car park size	= 1
1 P2W space per 20 car parking spaces for first 100 spaces	= 5
1 P2W space for the remaining 30 car parking spaces	= 1
Total P2W spaces	= 7

The separate **Parking Design and Development Standards** document discusses some of the key items that make good P2W parking.

TPP14: Powered Two-Wheeler Parking for New Developments

To mitigate the impact of traffic growth on congestion, air quality and local parking demand, the Council will operate a set structure of P2W parking standards for new developments. These include:

- A range of P2W parking standards, with secure, anchored locking points, that encourage sustainable travel choices and minimise the impact of parking in adjacent areas;
- Developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for parking management strategies; new parking controls associated with managing the parking demand generated by developments; and the impact of new developments on parking control of access and/ or road safety; and
- Where a travel plan exists, P2W parking provision should be reviewed annually to ensure there are adequate spaces to fulfilled demand. If there proves insufficient allocation, increased parking should be provided.



EMISSION BASED VEHICLES AND ELECTRIC VEHICLES

Emission Based Permit Charges

Thurrock currently has 16 Air Quality Management Areas (AQMAs) where high levels of pollution have been recorded and are being monitored.

To mitigate this Thurrock Council should look to implement a permit charging strategy related to vehicle emissions and Electric Vehicles (EVs) as the ownership and use of these vehicles is increasing. Introducing a permit charging structure that is seen to penalise higher emission vehicles will encourage either a modal shift to sustainable travel modes or encourage a shift to lower polluting / electric vehicles, benefitting both congestion and air quality.

Permits would be divided into Groups, based on the vehicle Taxation Classes and CO2 Emissions, with different charges for each Group. **Table 9** sets out the potential permit groups.

Table 9: Possible Structure for Emission Based Permit Charges

Permit Group	Taxation Class	CO2 emission (g/km)
1	A-C	Up to 120
2	D-G	121-165
3	H-K	166-225
4	L-M	Over 225

These permit groups will be available for vehicle types L1 to L7 inclusive, (motorised vehicles less than 4 wheels including motorcycles) and M1 only (vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat), as outlined by the DVLA vehicle type approval. For clarity, this will not include vehicles defined by the DVLA as 'special purpose vehicles'.

If there is no CO2 output data available, in general due to a vehicle's age, permit group 3 charges shall apply. EV or emission free vehicles could, at least initially, be exempt from permit charges.

TPP15: Emissions Based Parking Permit Charges

As part of its review process, the Council will consider basing parking permit charges on vehicle emissions, with lower charges for lower emission / electric vehicles, so as to encourage a change to less polluting vehicles.

Electric Charging Points in Off-Street Car Parks and New Developments

Chapter 9 of the National Planning Policy Framework (NPPF) states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests a number of means to achieve this.

In particular paragraph 110 (e) of the NPPF states that developments should be 'designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

Further support is provided under paragraph 181 of the NPPF which states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

There are currently three Council run car parks with electric vehicle charging bays in Thurrock:

- Argent Street, Grays;
- Crown Road, Grays; and
- Canterbury Parade, South Ockendon.

Additionally, several large retail car parks and some car dealers in Thurrock have electric vehicle charging points. In order to promote a greater role for plug-in vehicles the Council will support development proposals which seek to encourage the use of electric vehicles. To assist understanding on how this could be achieved in new developments the table below sets out how infrastructure could be provided in new development. See separate **Parking Design and Development Standards** document.

Table 10: Recommended Approach Toward Promoting ULEVs Within New Developments

Provision of Parking Bays & Charging Points for ULEV in New Development (including Conversions)	
Houses ¹	One charging point per house with garage or driveway
Flats (<50 units) ²	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Flats (>50 units) ²	Further dedicated charging bays totalling 2% of the total provision.
Other Development (<50 Bays) ²	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays) ²	Further dedicated charging bays totalling 2% of the total provision.
Phasing	Standard provision (as set out above) could be supplemented by the installation of groundwork / passive wiring at the commencement of development in order to enable further installation to match demand.

1. Recommended installation of 16A or higher Type 2 charger (minimum requirement standard 3 pin 13A charger),
2. Dedicated free standing weatherproof chargers

Source: Lancaster City Council / Mott MacDonald

It should be noted that, where charging facilities are shared (e.g. through the development of flats), any provision of infrastructure should also include arrangements for the future operation and maintenance of the facility.

TPP16: Off-Street Charging Points for Electric Vehicles

The Council actively promotes a shift towards Ultra Low Emission Vehicles (ULEVs) / Electric Vehicles (EVs) in order to help meet pollution targets. Provision of parking spaces and infrastructure for ULEVs / EVs should be included as a fundamental aspect of new developments.

To mitigate the impact of ULEV / EV traffic growth on demand for electric vehicle charging points, the Council's parking standards for new developments will include:

- A range of car parking standards for the provision of electric vehicle charging points and associated dedicated parking spaces; and
- Developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact on electric vehicle charging points.



On-Street Electric Charging Points

One of the biggest issues slowing the switch from petrol and diesel cars to electric vehicles is the lack of infrastructure in the UK.

Evidence indicates that most plug-in vehicle owners will wish to do the largest proportion of their charging at home. The availability of affordable and accessible domestic charging options is, therefore, key to increasing the uptake of plug in vehicles in the UK. To this end the Government currently offers the Electric Vehicle Homecharge Scheme (EVHS), for residents to receive a grant towards the installation of domestic charge-points at their homes. However, to be eligible they must have dedicated off-street parking in the form of a garage or driveway.

Many areas of the UK, including Thurrock, have residential areas where off-street parking is not an option, presenting a barrier to plug-in vehicle adoption.

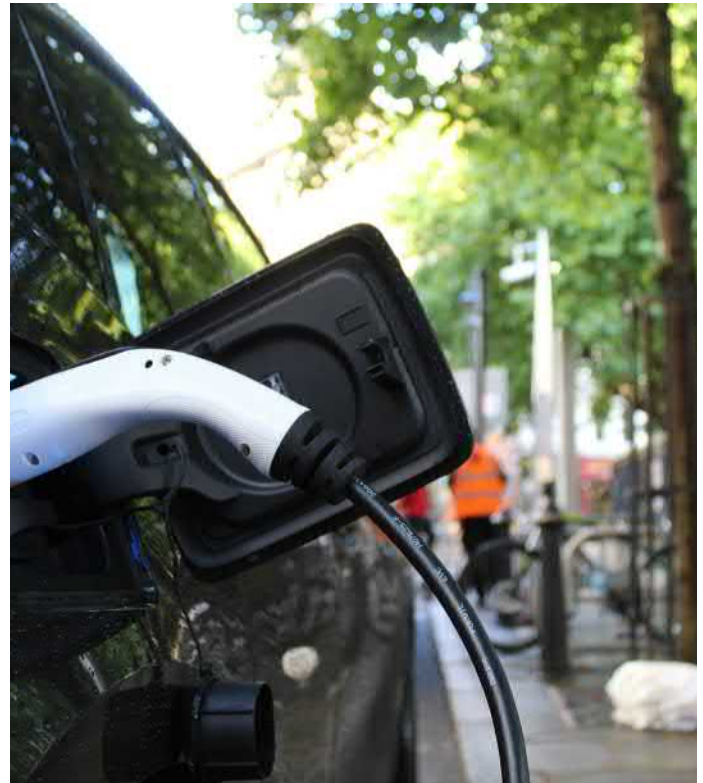
In order to help residents overcome this barrier, and prepare for the future, the Government's Office for Low Emission Vehicles (OLEV) has invited Local Authorities to submit applications for an On-Street Residential Grant Scheme. The Scheme funding is aimed at increasing the availability of plug-in vehicle charging infrastructure for those who do not have access to off-street parking, thereby ensuring that off-street parking is not a pre-requisite for realising the benefits of owning a plug-in electric vehicle.

The OLEV scheme has an allocated funding level of £4.5m for 2018/19 and 2019/20 for on-street residential projects. This funding (which is available to Local Authority eligible projects, on a first come, first-served basis) is for 75% of the capital costs of procuring and installing the charge-point and an associated dedicated parking bay (where applicable), in line with OLEV technical specifications.

The Council's annual review of controlled parking demand and charges should include a review of the usage, demand, numbers and locations of on-street electric charging points within CPZs and other areas.

TPP17: On-Street Charging Points for Electric Vehicles

The Council will seek to increase, and annually review the provision of, on-street electric vehicle charging points within residential, town centre, commercial and industrial areas.



FOOTWAY AND VERGE PARKING

Parking on the footway causes an obstruction for pedestrians with wheelchairs and buggies, sometimes forcing them into the carriageway and creating a road safety issue. Where parking occurs on footways that have not been appropriately constructed or amended to accommodate appropriate vehicle weight this can result in broken paving surfaces, which can become a trip hazard and lead to serious injury to pedestrians.

Footway parking however is not generally banned outside London. Rule 244 of the Highway Code states you:

“should not do so elsewhere unless signs permit it”.

The wording “should not” is an advisory statement only. However, footway parking can be prohibited by:

- A Traffic Regulation Order (TRO) prohibiting footway parking made under the Road Traffic Regulation Act 2006.
- A prohibition of waiting, during the days / hours over which this prohibition applies, made under the Road Traffic Regulation Act 2006. A waiting restriction normally applies from the centre of carriageway to back of highway, which is normally the back of footway.
- A combination of both.

Traffic Signs and Regulations General Directions sets out standard signs which are required to indicate where footway parking has been prohibited / is permitted through a TRO.

See the Council’s separate **Verge and Footway Parking** document.



TPP18: Footway Parking

The Council will undertake a comprehensive review of the extent of footway parking and will consider the introduction of targeted bans on parking on the footway and verges in identified locations as appropriate, with exemptions being specifically signed and marked.



COMMERCIAL VEHICLES

Loading / Unloading at Premises

Commercial vehicles are regarded as those vehicles delivering goods to or removing goods from premises. It is recognised that servicing requirements may be unique to a particular site. Commercial traffic varies with the type of enterprise within a given use class (e.g. the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket).

Developers should analyse their development's own requirements in terms of the numbers and types of commercial vehicles visiting their premises and should demonstrate to Thurrock Council, as Local Planning Authority, that any development proposal includes sufficient dedicated commercial vehicle provision within the site to meet normal requirements such as provision for loading, unloading, and turning. Such commercial provision should be clearly signed and marked to avoid being utilised as an overflow parking area for cars.

Consideration should also be given to operational periods for loading/ unloading to ensure that areas that are dedicated to loading / unloading can also be used, outside of those operational hours, for car parking.

TPP19: Commercial Vehicle Parking/ Loading/ Unloading to New Developments

To mitigate the impact of loading / unloading of commercial vehicles the Council's parking standards includes the requirement for developers of new developments to provide:

- Detailed numbers and frequencies of commercial vehicles requiring loading / unloading, including refuse collections;
- The operational hours of loading unloading;
- The numbers, location and layout of dedicated loading / unloading bays;
- The layout of vehicle turning areas, with vehicle swept paths; and
- Details of facilities for commercial vehicle drivers.

To mitigate the impact of new developments on the public highway contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact of commercial vehicle parking, loading and unloading.

Lorry / Commercial Vehicle Parking

Legally, Heavy Goods Vehicle (HGV) drivers are required to rest for 11 hours between working days (with certain exceptions) and they are also required to take a 45-minute break after a period of 4.5 hours of driving / working.

Common practice is to aim to park up by about 6.00pm - 7.00pm, which after an 11-hour rest, would permit an onward journey from 5.00am-6.00am the next morning. Because of traffic, ferries, opening times at depots / distribution centres etc., there is a degree of flexibility over the start and end times of these rest periods.

Lorry / commercial vehicle parks are important in aiding safe and efficient freight movements and their provision should be related to development contributions via planning agreements.

An internet application called "Truck Parking Europe" provides an interactive map with lorry parking locations across Europe. These locations are added to and rated by the lorry drivers themselves. In Thurrock there are a number of locations highlighted with the indicated number of lorry parking places as set out in below:

Designated Lorry Parks

- 30 places at Esso Services, Purfleet-on-Thames Bypass
- 40 places at London Gateway Truck Park
- 40 places at Truckpark, Botany Way
- 50 places at M25, Thurrock Services
- 100 places at Titan Truck Stop, Stoneness Road
- 50 places at M25, Thurrock Services

Source: Truck Parking Europe

Thurrock has a significant level of roadside overnight parking due to:

- Thurrock's location in relation to the main crossings to Europe. HGV drivers leaving the ferry ports in Kent and heading to the Midlands or the North of England and vice versa may, due to the time taken driving to Thurrock via the motorway network and Dartford Crossing, be forced to take a break or overnight stop around the area of the Crossing. Inevitably, therefore, drivers may be looking to stop in and around Thurrock.
- There is a concentration of depots and industrial sites and port-related businesses in the Borough. HGV drivers plan to be as close to their destinations the night before to ensure they are at the front of the queue to deliver or pick up their loads the following morning.
- Limited availability of low-cost HGV parking. Some companies will pay drivers overnight expenses but accept that if they choose to sleep in the cab they are perfectly entitled to keep the money. Other companies and owner-drivers do not have any financial support for overnight parking. Regardless, HGV parking has to be reasonably priced and available if it is to be used. Thurrock does not have a large supply of specific low-cost HGV parking.
- Good parking locations (either in lorry parks or on-street) are broadcast via social networking. The result being that where one truck parks, others follow.

Many drivers prefer to save the cost of using a lorry park and prefer to “cab over” (sleeping overnight in the lorry cab) elsewhere for free. They also have a natural preference to congregate together in the interests of their safety and security, including lessening the risk of theft from their vehicles.

In general, because of the air pressure / wind effects and noise from passing trucks, they will often try to avoid parking in lay-bys next to busy roads so as to avoid having their sleep disturbed. These drivers prefer to park, at no cost, in offset lay-bys or in quieter roads, ideally close to a burger van, cafe, takeaway, pub, or local shops and services.

The shortfall of cheap, secure, clean off-street places to stop, eat, wash and rest in Thurrock means that a significant number of lorries are regularly parking in environmentally inappropriate places within the Borough, leading to complaints from local residents.

In some places lorry access restrictions have been put in place to improve the environment of an area by controlling the size of vehicles that can enter it. These are generally 7.5T maximum gross vehicle weight access bans (apart from vehicles seeking access for the purpose of loading / unloading within the area). These restrictions apply “at any time”.

As well as limiting access, this restriction also has the effect of preventing parking within the area. However, such a restriction is only enforceable by the Police. If lorries are found parking in the area, then Thurrock’s own enforcement officers are unable to take any direct action other than to contact the Police.

TPP20: Lorry / Commercial Vehicle Permitted Parking

Thurrock will seek support from the Department for Transport and other Local Authorities, in the context of national legal restrictions on drivers’ hours and Thurrock’s proximity to Channel ports, to help to facilitate the development of freight infrastructure that provides rest facilities for long-haul freight movements which arrive at ports in the East and South East of England.

To mitigate the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock, the Council’s parking standards for new developments require:

- Developments under Use Class E(g), B2 and / or B8 in excess of 30,000 square metres will only be permitted where adequate overnight commercial vehicle parking and driver facilities are provided. See separate Parking Design and Development Standards document;
- Provision to be made for overnight parking for lorries/ commercial goods vehicles where 24-hour operations are permitted. Developers will be required to demonstrate that the provision within the site is sufficient to cater for the demand generated by the development;
- Secure, safe facilities to be provided for lorry / commercial vehicle drivers to rest, cook, shower, change and sleep, including ongoing cleaning and maintenance of the facilities; and
- Contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of new, off-site, lorry / commercial vehicle parking and driver facilities to manage the increased demand generated by new developments; and under Section 38 and Section 278 (Highways Act 1980) for managing the increased volume of lorries / commercial vehicles generated by new developments parking within Thurrock and impacting on access, the local environment and road safety.

TPP21: On-Street Overnight Lorry Parking Ban

To mitigate the impact of lorries and large vehicles parking on-street, the Council will investigate the possibility of introducing area wide overnight parking bans for vehicles over 7.5T, enforceable by Council Enforcement Officers.

COACH PARKING

Developments likely to generate coach traffic should provide appropriate off-street facilities for coaches stopping, setting down passengers, parking whilst waiting, picking up passengers and appropriate turning facilities (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration pedestrian safety).

TPP22: Coach Parking

To mitigate the impact on local parking demand from coaches seeking to park within Thurrock, the Council's parking standards for new developments require:

- Provision to be made for coaches to set down and pick up passengers, to park and to turn safely. Developers will be required to demonstrate that the provision within the site is sufficient to cater for the demand generated by the development;
- Provision to be made for secure, safe rest facilities for coach drivers; and
- Contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of new, off-site, coach parking and driver facilities to manage the increased demand generated by new developments; and under Section 38 and Section 278 (Highways Act 1980) for managing the increased volume of coaches generated by new developments parking within Thurrock and impacting on access, the local environment and road safety.



PARKING AT RAILWAY STATIONS

Parking at railway stations is a contentious issue. Use of rail for journeys that might otherwise be undertaken by car must be encouraged. Increasing capacity at stations, however, discourages use of sustainable modes to access interchanges. Consequently, decisions on station parking issues will be taken on their respective merits.

CAR CLUBS

Car clubs work by providing members access to a car on a short-term rental basis, charging by the hour or the day. Cars are booked online or by phone and then unlocked from a designated bay in the local neighbourhood.

A car club offers the convenience of being able to use a car for trips that cannot easily be made by public transport, cycling or walking. Car clubs provide access to a car without the need to own one and members consequently benefit from cost savings in terms of car tax, fuel, MOT, car servicing etc.

Car club cars are more environmentally friendly, emitting over 20% less CO₂ per kilometre than the average car, as they are used more efficiently. It is estimated that one car club car replaces over 20 private cars, helping to reduce congestion and free up parking spaces.

Car club bays should be introduced close to railway stations, public transport interchanges, major retail car parks within five years.



TPP23: Car Clubs

Where large new developments are proposed, requiring the provision of >50 car parking spaces, developers will be required to provide a minimum of 2 car club vehicles per 50 car parking spaces as well as associated operational infrastructure with one parking space to potentially be reserved for each car club vehicle. This also includes the possibility that these may require electric charging points which will be in addition to charging points required for other vehicles.

Developers will be required to demonstrate to Thurrock the results of engagement with car club operators and set out proposals for car club provision within the development.

To mitigate the impact on local parking demand of growth in the numbers of vehicles seeking to park within Thurrock, the Council's parking standards for new developments require

- Developers to demonstrate whether complementary measures can be put in place to make it more convenient for residents not to own a car, for example car sharing or pooling arrangements, including access to a car club scheme.
- Developers to demonstrate that, where car club spaces are proposed, the provision of car club spaces within the site is sufficient to cater for the demand generated by the development.
- Contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of car club vehicles, parking spaces and physical and operational infrastructure; and under Section 38 and Section 278 (Highways Act 1980) contributions will be sought for managing the increased demand for car club parking bays and infrastructure generated by new developments.

PUBLIC CONSULTATION FOR NEW PARKING CONTROLS

As required by the Road Traffic Regulation Act 1984 (RTRA84), all restrictions on kerbside parking have to be introduced by making a permanent or experimental Traffic Regulation Order. As part of the order-making process, local authorities are required to carry out statutory consultations that last at least 21 days with defined stakeholders. These include:

- the emergency services;
- adjoining authorities if affected;
- representatives of freight transport operators; and
- other known stakeholders who would be materially affected by the proposals.

As part of the formal statutory order-making consultation the Council will advertise the proposals via Public Notices which will be placed in the local press, on lamp columns in the area and on the Council's web site. In addition, the Council will undertake informal consultation with residents and elected Ward Members. The scale of this informal consultation will be appropriate to the scale of change proposed.

For example, where the proposal is a large CPZ or PPA a detailed informal public consultation will take place. This consultation enables residents and businesses to view the proposed parking layout, understand the financial implications and be able to query how the scheme will affect them. Depending upon the consultation strategy adopted, a statutory consultation phase, in accordance with the RTRA84, may either take place in parallel or after the informal consultation is completed.

For small scale proposals, such as amendments to existing parking bay layouts, a separate informal consultation may be omitted, but the required statutory consultation phase may be expanded to provide more detail on the proposals to affected residents and local businesses. A supplementary letter-drop to immediately affected persons making them aware of the proposals and the statutory consultation may also be undertaken to increase the level of awareness of the statutory consultation.

For each approach, maximising the level of responses to both informal and statutory consultations is crucial to allowing the Council and Ward Members to make informed decisions on behalf of local residents and businesses.

The Council will utilise online consultations and questionnaires. This approach allows for greater flexibility in reaching and responding to consultees and potentially opens access to decision-making to a broader spectrum of the population. Through this process, stakeholders in the community can play a part in developing schemes that provide solutions which address specific local issues. Encouraging on-line responses is also an effective way of reducing Council costs by decreasing postage costs and allows responses to be analysed more efficiently.

PERFORMANCE MONITORING AND ANNUAL REPORTING

The routine management and operation of parking controls requires there to be a regular review process. This will include examination of:

- the performance of existing controls in terms of compliance and impact;
- the need for updated / new measures to be introduced;
- the costs of operations;
- innovations in parking control technology;
- the balance between supply and demand for parking spaces; and
- the charges for parking.

Key Performance Indicators (KPIs) will be used to monitor the performance of the management of parking demand and enforcement.

5. MANAGING FUTURE DEMAND

Thurrock is likely to face a series of future challenges and opportunities which are reflected in the Parking Strategy to ensure it is fit for the future.

Key considerations include:



Future development across the Borough and the associated growth in vehicles



Uncertainty in car ownership levels



Major transport infrastructure schemes such as the proposed Lower Thames Crossing



Expected growth in cycling trips



Growth in the use of new trends such as car clubs and electric vehicles

Future development, as set out in the paragraphs below, has the potential to significantly increase parking pressures in the Borough. Additionally, increased parking demand at these locations could adversely impact safety on the highway network if not managed properly.

The parking strategy provides a framework to restrict on-street parking in locations with good public transport access and ensure that future growth does not exacerbate existing parking stress and associated issues. It will also ensure that sufficient on-street provision is provided for Blue Badge vehicles, car clubs and electric vehicles to accommodate future demand.

As noted in the Local Development Framework, Thurrock is a designated growth area within the Thames Gateway. There are five key regeneration areas, as further detailed below.

Purfleet-on-Thames

- Development of a mix of dwellings, employment and community facilities focused around a new centre adjoining the railway station and riverside;
- New dwellings and retail and leisure and arts permitted as part of regeneration of area.;
- New neighbourhood area at the southern end of Botany Way adjoining the station, with a Community Hub Centre, a Health Centre, schools, and shopping facilities;
- High quality mixed-use and small business development will be encouraged at Botany Way and west of the railway station;
- Cultural industries, including the Royal Opera House project, will be located on a site at High House Farm.
- Additional employment sites at the northern and eastern ends of Purfleet-on-Thames;
- Public access along the riverfront will be improved with new urban open spaces; and
- New road link connecting London Road and the Purfleet-on-Thames by-pass to improve access and traffic flow.

Tilbury

- Jobs in logistics, port and riverside industries;
- New dwellings over the longer term, with improved health and community facilities;
- Major renewal of housing and local facilities in the centre to create an eco-quarter;
- Land between Tilbury and the riverside will be enhanced and opportunities for appropriate re-use
- Further development of cultural facilities and industry based upon the riverside development; and
- Improvements to transport links. A Strategic Lorry Park will be developed on Tilbury Marshes.



Grays

- Regenerated as the key Civic, Cultural and Education centre in the Borough;
- Additional dwellings and jobs including commercial offices;
- New commercial and residential quarter will be developed to the south of the railway;
- Higher Education / Further Education Open Learning Campus in the town centre and new schools around the town centre;
- New community hospital and further community facilities will be retained and improved;
- New transport zone will be developed around the station; and
- New housing-led development in Titan Pit area with community facilities, sports hub area in North East.

Lakeside / West Thurrock

- New housing, employment and associated development the Lakeside / West Thurrock Regeneration area;
- New dwellings to the south and east of Lakeside
- New neighbourhood areas will be developed at West Thurrock and South Stifford including community and health facilities, primary schools, and shopping facilities; and
- Improved accessibility east and west to Lakeside Shopping Centre from A13, relocated bus station, road and parking alterations.

London Gateway / Corringham and Stanford-Le-Hope

- 11,000-13,000 jobs created in import-export based employment at London Gateway;
- Strategic lorry park;
- New homes at Corringham and Stanford-le-Hope, with some green belt land release; and
- Improved community facilities including refreshed schools and an improved and enhance town centre of Stanford-le-Hope.

Outlying Settlements

- Limited housing development at East Tilbury and Chadwell St Mary together with some improved local facilities;
- Mixed use development within East Tilbury; and
- South Ockendon / Aveley will be a focus for regeneration.

FUTURE CONTROLLED ZONES

Whilst Thurrock has no current proposals for the introduction of new CPZs or PPAs, this will be kept under review and, depending upon the changing circumstances, proposals may be brought forward for implementation, subject to detailed discussion and consultation with Members, local residents and businesses.

6. SUMMARY

This document sets out the draft Thurrock Council's Parking Policy and Strategy. The Parking Policy and Strategy, along with the Parking Design and Development Standards and the Parking Enforcement Strategy aims to inform decision-making on parking across the Borough.

Thurrock is one of the largest regeneration areas in the UK, and large-scale change in the provision of housing and industry is expected to take place over the next decade. In order to manage some of the impacts of this change, a Parking Strategy is required.

The purpose of the Parking Strategy is to;

1. Assist planning officers in determining appropriate standards for new developments;
2. Advise members of the public in a readily comprehensible manner;
3. Assist intending developers in preparing plans for the development of land;
4. Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level and location of car parking provision that also complements good place-making including public realm; and
5. Ensure new developments incorporate seamlessly emerging vehicle technologies, such as electric vehicle charging facilities.

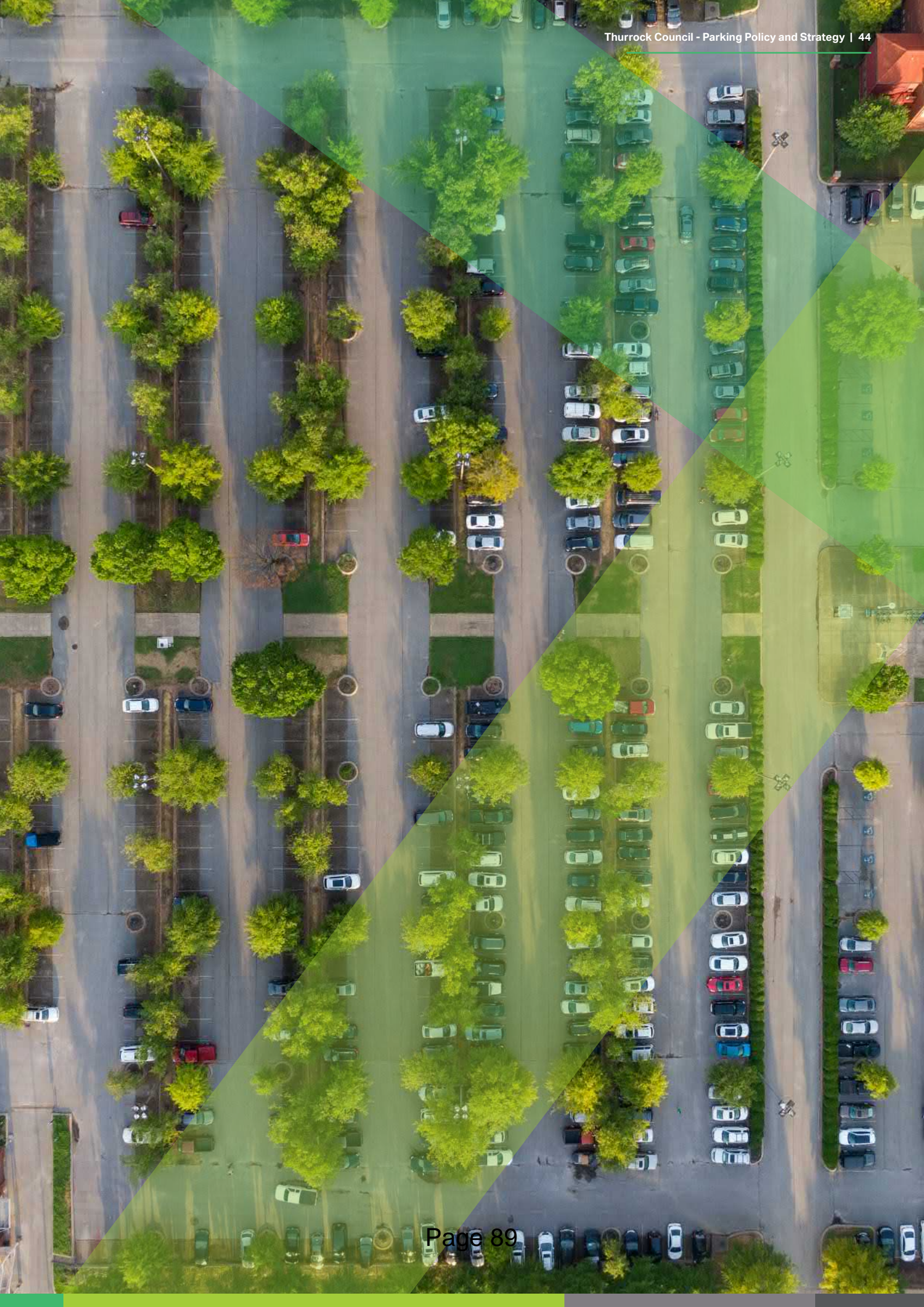
A review of national and local policy and guidance was undertaken, and is summarised in Section 3. This has informed the development of a series of strategic parking objectives for Thurrock;

- On and off-street parking should be provided and managed to accommodate the needs of residents and local businesses, encourage modal shift and support future growth in the Borough;
- Parking management tools and policies should maintain and improve road safety;

- Parking management tools and policies should reduce congestion and encourage smooth traffic flow, improving the local environment and air quality;
- Enforcement policies should be fair, robust, and proportionate but should also balance demand and supply across the Borough;
- Parking charges should be fair and proportionate but should also balance demand and supply across the Borough;
- Additional parking pressures generated by new development should be identified at the planning stage. Suitable mitigation agreed should also balance demand and supply across the Borough; and
- Local residents should be fully involved in, and consulted on, proposed changes to parking arrangements but minority opposition should not prevent proposals being introduced for wider benefit.

Policies to achieve these objectives across all areas of parking are set out in Section 4 of this document, covering parking permits and payment, on-street restrictions, parking for new developments, Blue Badge parking, cycle and powered two-wheeler parking, electric vehicle charging, footway parking, coach and lorry parking, car clubs, parking enforcement and regular reviews of parking measures.

The Parking Policy and Strategy represents a significant step in creating a safe and inclusive environment for Thurrock residents and businesses.



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A. PARKING STRATEGY ACTION PLAN

Action Plan for the Future of Parking in Thurrock

Policy	Key measures	Outcome
TTS15: Thurrock's Transport Strategy Policy	<ul style="list-style-type: none"> Short and medium stay car parking provision will be favoured in urban areas, and will be limited to the current number of car parking spaces; Additional parking provision may be appropriate at rail stations and other public transport interchanges to facilitate travel by sustainable modes; and Parking will be increased at rail stations where Station Travel Plans are implemented. 	<ul style="list-style-type: none"> Reduced congestion Improved air quality
TMP6: Thurrock's Traffic Management Plan Policy: Parking Enforcement	<ul style="list-style-type: none"> The Council will work to minimise disruptions / delays resulting from parking, loading and waiting; The Council will prioritise enforcement on traffic sensitive streets, bus and cycle lanes, known areas of congestion, where persistent contraventions exist; and Increased parking at rail stations will be supported by stronger parking controls to mitigate potential traffic increases around stations. 	<ul style="list-style-type: none"> Reduced congestion and delay Improved environment Encouraging sustainable travel choices
TPP01: Controlled Parking Zones (CPZs) and Permitted Parking Areas (PPAs)	<ul style="list-style-type: none"> Developers will be required to contribute to the cost of surveys, design, consultation and implementation of new or extended CPZs or PPAs proposed or required as mitigation to an anticipated parking demand issue generated by a new development; and They will also be required to produce a parking management plan as part of any new development proposals. 	<ul style="list-style-type: none"> Mitigation of parking demand issues generated by a new development
TPP02: Parking Permits	<ul style="list-style-type: none"> The Council will make a charge for the provision of parking permits. The range of parking permits offered, the eligibility criteria and the charges will be subject to review, benchmarking and adjustment, as appropriate. 	<ul style="list-style-type: none"> Improved customer convenience Improved accessibility Encouraging sustainable travel choices
TPP03: Pay By Mobile and Other New Technology	<ul style="list-style-type: none"> The Council will investigate the introduction of pay by phone and other upcoming new technology for paying for parking across the Borough. 	<ul style="list-style-type: none"> Improved customer convenience Improved compliance with controls Reduced cost of dealing with cash and improved security Simplified finance and accounting

Policy	Key measures	Outcome
TPP04: On-Street and Off-Street Parking Charges	<ul style="list-style-type: none"> The Council will set charges for on-street parking and for off-street parking in Council car parks. A set structure of parking charges and tariffs for both on-street and off-street environments will be set by the Council and reviewed, benchmarked and adjusted, as appropriate. 	<ul style="list-style-type: none"> Fair and equitable balancing supply and demand of parking space Encouraging sustainable travel choices
TPP05: Waiting Restrictions	<ul style="list-style-type: none"> The Council will introduce waiting restrictions in locations and at times where dangerous and / or obstructive parking takes place. 	<ul style="list-style-type: none"> Reduced congestion Improved road safety
TPP06: Loading Restrictions	<ul style="list-style-type: none"> The Council will introduce loading restrictions in locations and at times where parking for the purposes of loading / unloading is dangerous and / or obstructive and where this type of parking takes place 	<ul style="list-style-type: none"> Reduced congestion Improved road safety
TPP07: Stopping Restrictions (Clearways)	<ul style="list-style-type: none"> The Council will introduce clearways on higher speed roads where vehicles stopping would be dangerous and / or obstructive to other road users. 	<ul style="list-style-type: none"> Reduced congestion Improved road safety
TPP08: School Parking Controls	<ul style="list-style-type: none"> Measures will be introduced to manage parking and stopping associated with the drop-off and pick-up of children in the vicinity of schools, during term time, at the beginning and end of the school day. 	<ul style="list-style-type: none"> Improved accessibility Reduced congestion Improved road safety
TPP09: Parking for New Developments	<ul style="list-style-type: none"> The Council will operate a set structure of car parking standards and requirements for new developments. These include: <ul style="list-style-type: none"> a range of car parking standards that encourage sustainable travel choices and minimise the impact of parking in adjacent areas; and developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for parking management strategies; new parking controls associated with managing the parking demand generated by developments; and the impact of new developments on parking control of access and/ or road safety. 	<ul style="list-style-type: none"> Encourage sustainable travel choices Minimise the impact of parking in adjacent areas
TPP10: Blue Badge Parking for New Developments	<ul style="list-style-type: none"> Developers will be required to demonstrate that their proposals adequately provide for the needs of people with disabilities, in line with the requirements of the Equalities Act 2010; and Parking for people with disabilities will be required for their exclusive use at all times. Use of these spaces will usually require a Blue Badge to be displayed. 	<ul style="list-style-type: none"> Increased accessibility for people with mobility issues
TPP11: Blue Badge Parking Bays in Controlled Parking Areas	<ul style="list-style-type: none"> On-street Blue Badge holder, parking bays will be provided in convenient locations e.g. close to shops, stations, doctors' surgeries etc in all town or district centre areas that fall within controlled parking areas. 	<ul style="list-style-type: none"> Increased accessibility for people with mobility issues
TPP12: Blue Badge Residential Parking Bays	<ul style="list-style-type: none"> On-street Blue Badge holder parking bays will be provided in residential areas, subject to application and assessment, when the badge holder: <ul style="list-style-type: none"> lives in a dwelling that has no off-street parking; and where on-street parking problems occur on a regular basis. Bays will normally operate 24 hours a day, 7 days a week, although there will be only limited enforcement outside the working day; and Bays are not reserved for an individual and may be used by any vehicle displaying a valid Blue Badge. 	<ul style="list-style-type: none"> Increased accessibility for people with mobility issues

Policy	Key measures	Outcome
TPP13: Cycle Parking Provision	<ul style="list-style-type: none"> • Cycle Parking Standards will be applied to all applications for new or extended development. They are expressed as minimum standards to reflect the sustainable nature of this mode of travel; and • It is essential that secure, covered cycle parking with Sheffield or similar parking stands is designed into employee and residential type developments at an early stage, prior to the granting of planning permission to ensure it relates well to the development and provides suitable links / access to nearby cycle routes. 	<ul style="list-style-type: none"> • Increased usage of sustainable travel modes • Improved air quality and congestion • Health benefits
TPP14: Powered Two Wheeler (P2W) Parking for New Developments	<ul style="list-style-type: none"> • To mitigate the impact of traffic growth on congestion, air quality and local parking demand, the Council will operate a set structure of P2W parking standards for new developments. These include: <ul style="list-style-type: none"> • a range of P2W parking standards, with secure, anchored locking points, that encourage sustainable travel choices and minimise the impact of parking in adjacent areas; • developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for parking management strategies; new parking controls associated with managing the parking demand generated by developments; and the impact of new developments on parking control of access and/ or road safety; and • where a travel plan exists, P2W parking provision should be reviewed annually to ensure there are adequate spaces to fulfilled demand. If there proves insufficient allocation, increased parking should be provided. 	<ul style="list-style-type: none"> • Mitigation of the impact of traffic growth on congestion, air quality and local parking demand
TPP15: Emissions Based Parking Permit Charges	<ul style="list-style-type: none"> • As part of its review process, the Council will consider basing parking permit charges on vehicle emissions, with lower charges for lower emission/ electric vehicles, so as to encourage a change to less polluting vehicles. 	<ul style="list-style-type: none"> • Encouraging sustainable travel choices
TPP16: Off-Street Charging Points for Electric Vehicles	<ul style="list-style-type: none"> • The Council actively promotes a shift towards Ultra Low Emission Vehicles (ULEVs) / Electric Vehicles (EVs) in order to help meet pollution targets. Provision of parking spaces and infrastructure for ULEVs / EVs should be included as a fundamental aspect of new developments; and • To mitigate the impact of ULEV / EV traffic growth on demand for electric vehicle charging points, the Council's parking standards for new developments will include: <ul style="list-style-type: none"> • a range of car parking standards for the provision of electric vehicle charging points and associated dedicated parking spaces. • Developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact on electric vehicle charging points. 	<ul style="list-style-type: none"> • Encouraging sustainable travel choices

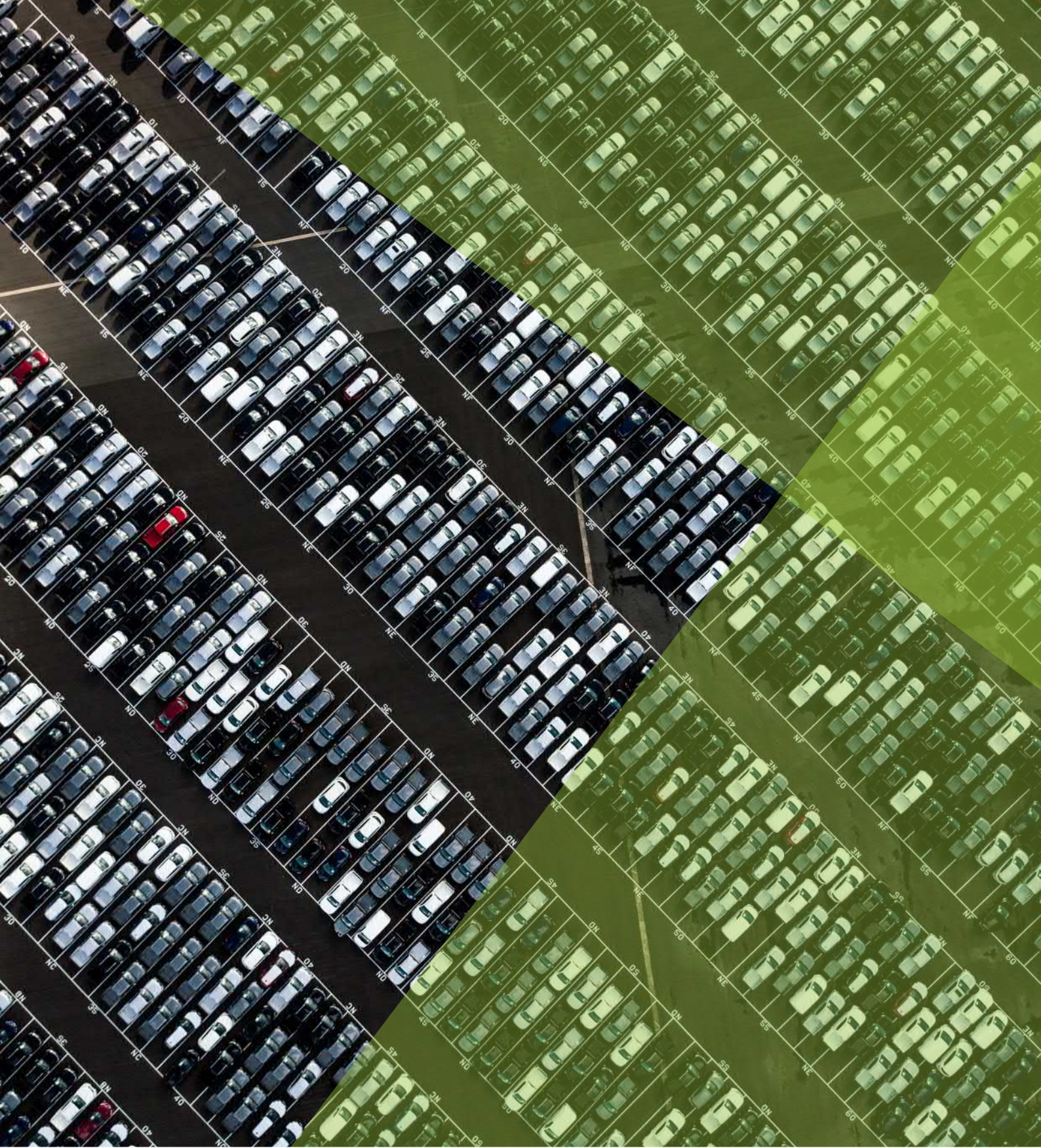
Policy	Key measures	Outcome
TPP17: On-Street Charging Points for Electric Vehicles	<ul style="list-style-type: none"> The Council will seek to increase, and annually review the provision of, on-street electric vehicle charging points within residential, town centre, commercial and industrial areas. 	<ul style="list-style-type: none"> Encouraging sustainable travel choices
TPP18: Footway Parking	<ul style="list-style-type: none"> The Council will undertake a comprehensive review of the extent of footway parking and will consider the introduction of targeted bans on parking on the footway and verges in identified locations as appropriate, with exemptions being specifically signed and marked. 	<ul style="list-style-type: none"> Improving accessibility for pedestrians Reducing footway and verge maintenance costs Reducing congestion
TPP19: Commercial Vehicle Loading/ Unloading to New Developments	<ul style="list-style-type: none"> To mitigate the impact of loading / unloading of commercial vehicles the Council's parking standards includes the requirement for developers of new developments to provide: <ul style="list-style-type: none"> detailed numbers and frequencies of commercial vehicles requiring loading / unloading, including refuse collections; the operational hours of loading unloading; the numbers, location and layout of dedicated loading / unloading bays; the layout of vehicle turning areas, with vehicle swept paths; and details of facilities for commercial vehicle drivers. To mitigate the impact of new developments on the public highway contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact of commercial vehicle parking, loading and unloading. 	<ul style="list-style-type: none"> Mitigation of the impact of growth in commercial vehicles loading, unloading and parking

Policy	Key measures	Outcome
TPP20: Lorry / Commercial Vehicle Permitted Parking	<ul style="list-style-type: none"> • Thurrock will seek support from the Department for Transport and other Local Authorities, in the context of national legal restrictions on drivers' hours and Thurrock's proximity to Channel ports, to help to facilitate the development of freight infrastructure that provides rest facilities for long-haul freight movements which arrive at ports in the East and South East of England; and • To mitigate the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock, the Council's parking standards for new developments require: <ul style="list-style-type: none"> • developments under Use Class E(g), B2 and / or B8 in excess of 30,000 square metres will only be permitted where adequate overnight commercial vehicle parking and driver facilities are provided. See separate Parking Design and Development Standards document; • provision to be made for overnight parking for lorries/ commercial goods vehicles where 24-hour operations are permitted. Developers will be required to demonstrate that the provision within the site is sufficient to cater for the demand generated by the development; • secure, safe facilities to be provided for lorry / commercial vehicle drivers to rest, cook, shower, change and sleep, including ongoing cleaning and maintenance of the facilities; and • contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of new, off-site, lorry / commercial vehicle parking and driver facilities to manage the increased demand generated by new developments; and under Section 38 and Section 278 (Highways Act 1980) for managing the increased volume of lorries/ commercial vehicles generated by new developments parking within Thurrock and impacting on access, the local environment and road safety. 	<ul style="list-style-type: none"> • Mitigation of the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock • Ensuring the safety of HGV drivers and greater security for their vehicle and loads at cost-effective locations in Thurrock
TPP21: On-Street Overnight Lorry Parking Ban	<ul style="list-style-type: none"> • The Council will investigate the possibility of introducing area wide overnight parking bans for vehicles over 7.5T, enforceable by Council Enforcement Officers. 	<ul style="list-style-type: none"> • Mitigation of the impact of lorries and large vehicles parking on-street

Policy	Key measures	Outcome
TPP22: Coach Parking	<ul style="list-style-type: none"> • To mitigate the impact on local parking demand from coaches seeking to park within Thurrock, the Council's parking standards for new developments require: <ul style="list-style-type: none"> • provision to be made for coaches to set down and pick up passengers, to park and to turn safely. Developers will be required to demonstrate that the provision within the site is sufficient to cater for the demand generated by the development; • provision to be made for secure, safe rest facilities for coach drivers; and • contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of new, off-site, coach parking and driver facilities to manage the increased demand generated by new developments; and under Section 38 and Section 278 (Highways Act 1980) for managing the increased volume of coaches generated by new developments parking within Thurrock and impacting on access, the local environment and road safety. 	<ul style="list-style-type: none"> • Mitigation of the impact on local parking demand from coaches seeking to park within Thurrock
TPP23: Car Clubs	<ul style="list-style-type: none"> • Where large new developments are proposed, requiring the provision of >50 car parking spaces, developers will be required to provide a minimum of 2 car club vehicles per 50 car parking spaces as well as associated operational infrastructure with one parking space to potentially be reserved for each car club vehicle. This also includes the possibility that these may require electric charging points which will be in addition to charging points required for other vehicles; • Developers will be required to demonstrate to Thurrock the results of engagement with car club operators and set out proposals for car club provision within the development; and • To mitigate the impact on local parking demand of growth in the numbers of vehicles seeking to park within Thurrock, the Council's parking standards for new developments require: <ul style="list-style-type: none"> • developers to demonstrate whether complementary measures can be put in place to make it more convenient for residents not to own a car, for example car sharing or pooling arrangements, including access to a car club scheme; • developers to demonstrate that, where car club spaces are proposed, the provision of car club spaces within the site is sufficient to cater for the demand generated by the development; and • section 106 funding for provision of car club cars, spaces and physical and operational infrastructure within CPZ's/ PPAs and elsewhere on the local road network as appropriate, to mitigate the growth in car traffic generated by new developments. • Contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of car club vehicles, parking spaces and physical and operational infrastructure; and under Section 38 and Section 278 (Highways Act 1980) contributions will be sought for managing the increased demand for car club parking bays and infrastructure generated by new developments. 	<ul style="list-style-type: none"> • Encouraging sustainable travel choices

Policy	Key measures	Outcome
TPP24: Parking Review	<ul style="list-style-type: none"> • The Council will undertake regular reviews of parking operations and control measures. Reviews will include: <ul style="list-style-type: none"> • ensuring that new parking controls are provided in areas where they are needed. This will include a reviewing the potential for and prioritising the need for new CPZs, PPAs, waiting and loading restrictions; • ensuring that existing parking controls are appropriate to the area in which they are applied including identifying changes necessary to controls, hours of operation, signs, markings, parking charges; and • ensuring that appropriate Pay & Display machines are provided including reviewing numbers, locations and type of Pay & Display machines, taking account of potential for changing to solar powered machines. 	<ul style="list-style-type: none"> • Improved environment • Reduced street clutter • Reduced energy consumption • Reduced costs

Source: Parking Policy and Strategy, Thurrock Council





PARKING DESIGN AND DEVELOPMENT STANDARDS

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1. INTRODUCTION AND CONTEXT

The Parking Design and Development Standards document is based on an understanding of key transport trends such as car, cycle and lorry ownership, usage and anticipated growth and supports the principles and policies set out in the Parking Policy and Strategy document.

THURROCK PARKING POLICY AND STRATEGY

The **Parking Design and Development Standards** should be read in conjunction with the overarching **Parking Policy and Strategy** and the **Parking Enforcement Strategy** which are components of the suite of documents.

- The **Parking Policy and Strategy** document sets out a review of existing national legislation and policies; consideration of proposals for an update of local parking policies, the current parking situation, managing future demand, next steps and (in Appendix A) a proposed parking strategy action plan;
- The **Parking Design and Development Standards** sets out the parking design standards and the parking development standards that are applicable throughout the Borough; and
- The **Parking Enforcement Strategy** sets out the strategies for enforcing parking policies within the borough.



2. CURRENT SITUATION

As well as providing an appropriate level of car parking, it is important that new or extended developments incorporate good design for the layout, landscaping, and lighting of parking. This should be user friendly, and not interfere with the public highway or access adjacent to the parking area and retain the possibility for future repurposing. Further advice can be sought from the British Parking Association (www.britishparking.co.uk).

VEHICLES - PARKING BAY SIZE

When designing new parking spaces the preferred bay size detailed in Table 1 should be used. The minimum bay size may only be used in exceptional circumstances as determined by the Council.

Table 1: Minimum Vehicle Parking Bay Dimensions

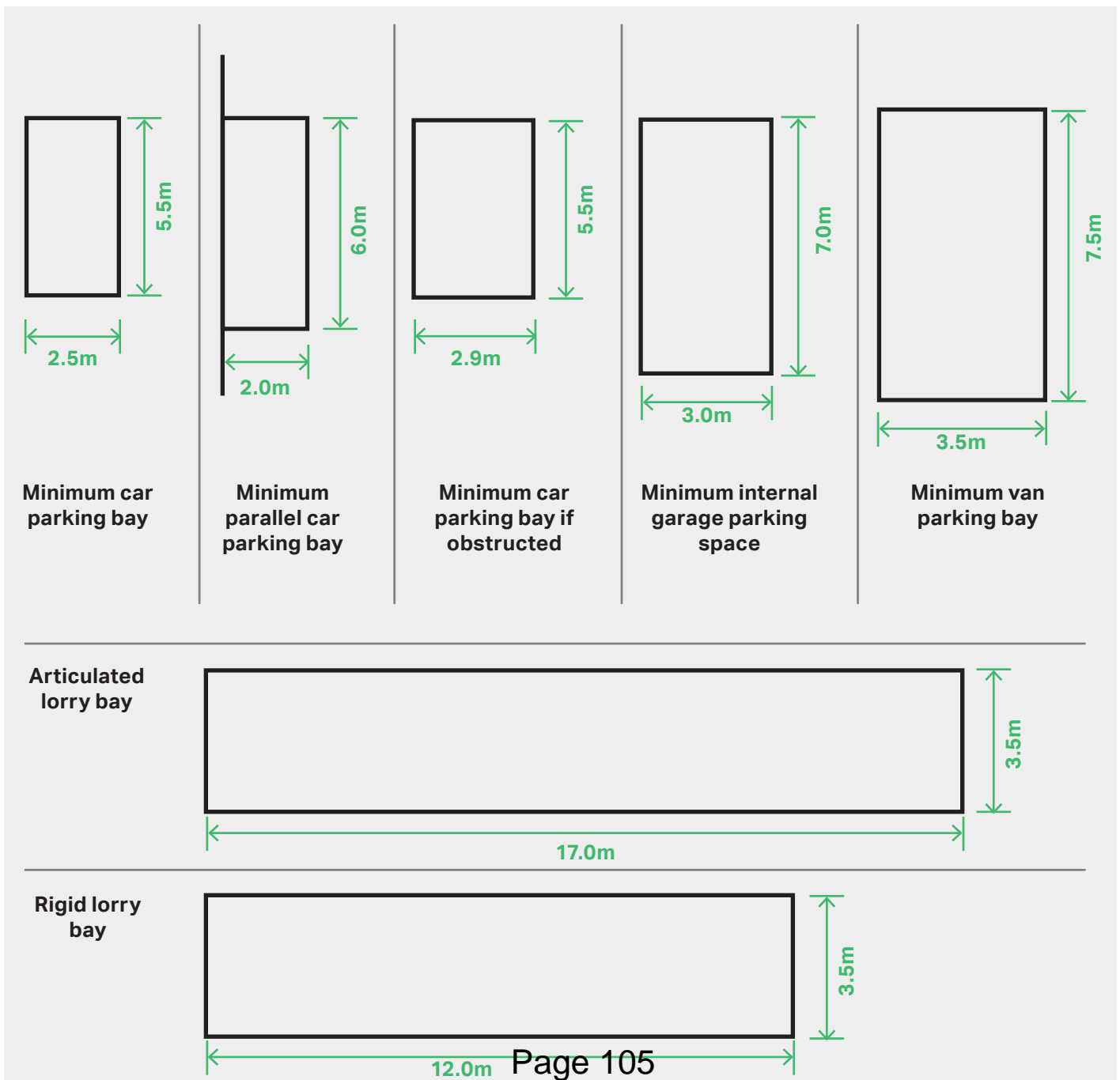
Vehicle Type	Parking Bay Dimensions
Off-street bay size for cars	5.5m x 2.5m
Parallel parking bay for cars	6.0m x 2.0m
Bay size for cars (only use in exceptional circumstances, such as extra space needed due to obstructions)	5.5m x 2.9m
Minimum internal garage parking space for cars	7.0m x 3.0m
Minimum bay size for vans (to allow for the trend of increasingly long vans (e.g. Mercedes-Benz Sprinter, up to 7.3m, Fort Transit, up to 6.4m))	7.5m x 3.5m
Articulated lorry bay	17.0m x 3.5m
Rigid lorry bay	12.0m x 3.5m

Bays designed smaller than minimum bay size and an occupant might be unable to get in or out of an average sized family car parked in the bay with cars parked adjacent and consequently bay sizes smaller than the minimum stated above will not be considered a usable parking space.

New driveway or off-street parking at private residences a vehicle must be able to park without overhanging the footway.



Figure 1: Minimum Parking Bay Dimensions



BLUE BADGE PARKING BAY DIMENSIONS

Parking spaces for people with a blue badge should be designed so that drivers and passengers, either of whom may have a mobility impairment, can get in and out of the car easily and safely. Bays should be longer and wider than a standard car parking bay. This ensures easy access from the side and the rear for those with wheelchairs and protects people with mobility impairments from moving traffic when they cannot get in or out of their car on the footway side of a bay on the highway.

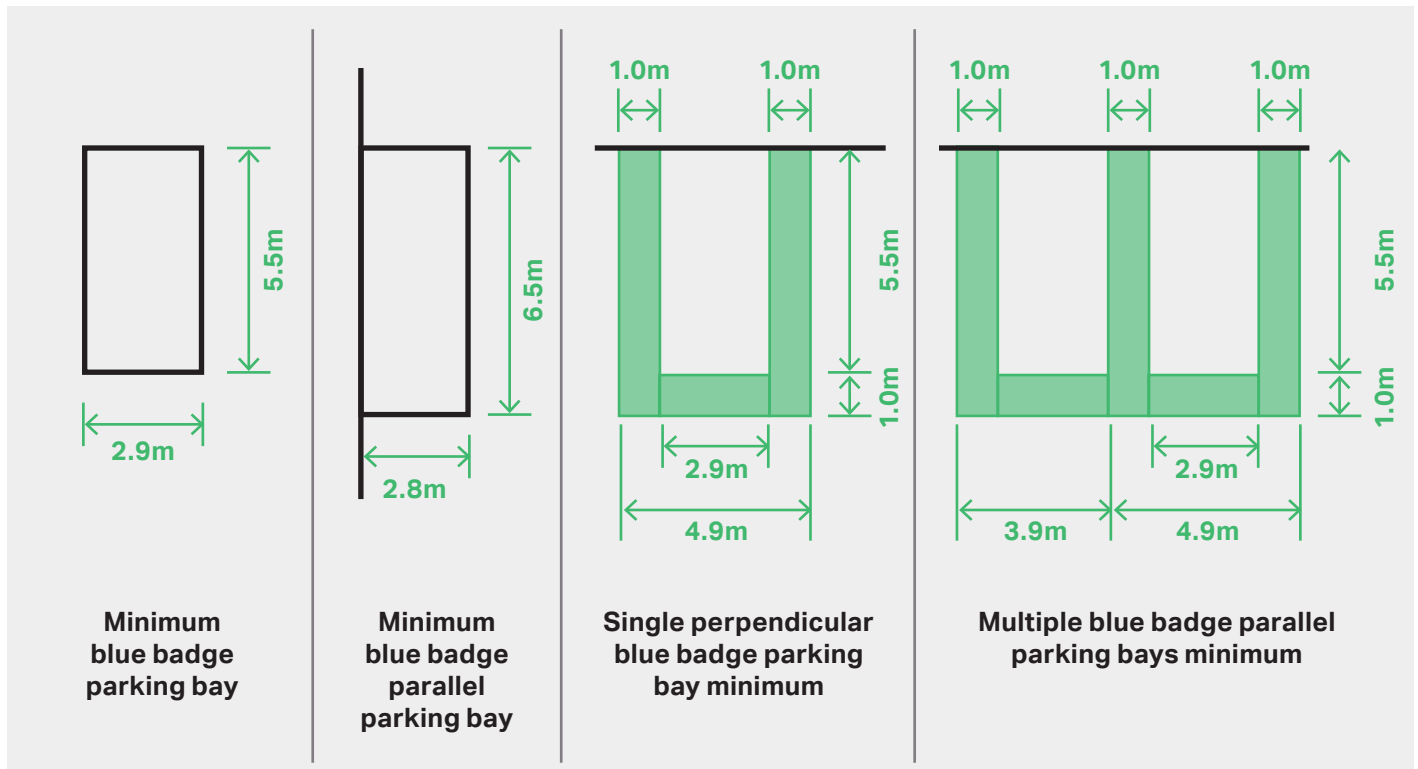
There is much advice available with regards to blue badge bay sizes, all differing slightly. The dimensions given in this document take account of increased vehicle size with an increased preferred bay size, consequently it is not necessary to increase the blue badge bay size by the same amount DfT guidance advocates. The dimensions given in this document are over and above that in any national guidance and is supported by disability groups. Off-street blue badge parking bays should be at least 5.5m long by 2.9m wide with additional space as follows:

- Where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1.0m and an extra 1.0m wide (minimum) safety zone to the (roadway) side to enable the driver or passenger to alight on the side where traffic might be passing; or
- Where bays are marked perpendicularly to the access aisle, an additional width of at least 1.0m along each side. Where bays are adjacent, space can be saved by using 1.0m "side" area to serve the space either side. A buffer of at least 1.0 should be provided between the parking space and the roadway (without reducing the width of the roadway) to allow safe access to the boot of the vehicle.

Table 2: Minimum Blue Badge Parking Bay Dimensions

Vehicle Type	Parking Bay Dimensions
Minimum bay size	5.5m x 2.9m
Parallel parking bay minimum size	6.5m x 2.8m
Single perpendicular parking bay minimum	6.5m x 4.9m
<p>The minimum additional 1m buffer between parking space and roadway, without reducing width of road, is to allow safe access to boot space.</p>	
Multiple adjacent perpendicular parking bays minimum	6.5m x 3.9m
<p><i>Assumes 1m buffer between cars is shared by both sides.</i></p> <p><i>The minimum additional 1m buffer between parking space and roadway, without reducing width of road, is to allow safe access to boot space.</i></p>	

Source: Thurrock Council

Figure 2: Minimum Blue Badge Parking Bay Dimensions

Bays should be marked with lines and the International Symbol for Access with the safety zone / aisle between the bays marked with hatchings.

Dropped kerbs must be provided where necessary and pedestrian routes to and from car parks for people with disabilities must be free from steps, bollards, and steep slopes. Further guidance can be sought from "Guidance on the Use of Tactile Paving Surfaces" DETR.

Further guidance can be obtained from the DfT's Traffic Advisory Leaflet 05/95 (although it should be noted that this information is somewhat out of date), the DfT's Inclusive Mobility document and the BSI BS8300:2009.

POWERED TWO-WHEELER (P2W) PARKING DESIGN

P2W parking should be clearly signposted from the highway and signed in situ, indicating that it is reserved for P2Ws only. Sites should have dropped kerb access, anchor points, quality, level, solid surfacing, be located away from drain gratings, manhole covers, studs, cats-eyes, cobbles and gravel to ensure keys and loose items are not lost. They should also be protected from the elements as well as having good lighting. They should be located in a place where they are naturally surveyed and in view, with CCTV cover in addition.

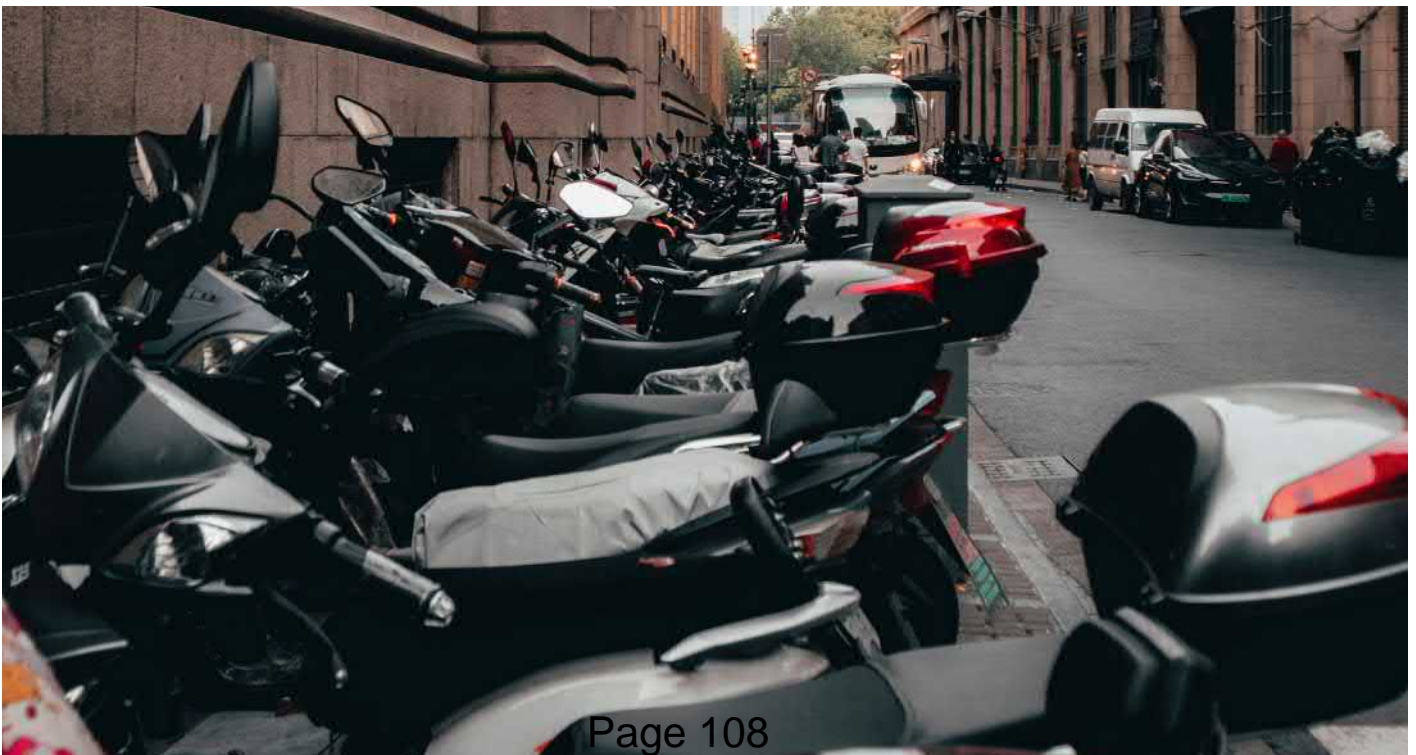
P2W parking can be vulnerable personal security locations, particularly long stay parking. Ideally there should only be access for P2W's, not vehicles, which can be created by using a causeway or pinch point. The parking area should be in a wide-open location, not in an isolated, secluded place. For long stay parking, such as workplaces, lockers to allow storage of clothing and equipment including crash helmet and changing facilities should be provided.

Motorcycle parking bays are generally not marked out for individual bikes, allowing flexible and efficient use of limited space by bikes of different sizes. Consideration should also be given to height clearance, with many bikes measuring upwards of 1.5m not including the rider.

Provision should be made in which to secure P2W's. There are two basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:

- **Ground Level** – An anchor-point below the surface, with a loop allowing the user's own lock to be passed through. Anchor points require regular maintenance and can be dirty to use.
- **Raised** – A horizontal bar is provided at a height of approximately 400-600 mm and requires the user to use their own lock. The continuous rail allows for efficient use by bikes of varying style and size, is well understood by users and is compatible with most types of shackling devices. Raised horizontal hatchings are the preferred method of security chains. Horizontal bars should be welded and not screwed into place.

Further information can be obtained from the DfT's Traffic Advisory Leaflet 2/02 and from Motorcycle Industry Groups.



CYCLE PARKING DESIGN

Providing well-located, safe, and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car.

All cycle parking must:

- Be secured and covered;
- Be conveniently located adjacent to entrances to buildings;
- Enjoy good natural observation with shelter sides that allow visibility;
- Be easily accessible from roads and / or cycle routes;
- Be well lit; and
- Be located so it does not obstruct pedestrian and cycle routes.

Long stay cycle parking, for example for employees, should be located conveniently for the cycle user in a secured, covered area, to reduce the chance of theft or tampering. Facilities such as showers, changing rooms and lockers should be present.

Short term cycle parking, for example, for shoppers or visitors should be secure and ideally covered and situated as close to the main entrance as possible. The location should be highly visible to people, thus reducing the chance of theft or tampering.

Normally Sheffield stands should be provided. Stands that grip only the front wheel do not provide adequate support or security. When placed 1m apart and 0.5m from the wall, Sheffield stands can accommodate two cycles. Where more than two stands are required, a 'toast rack' facility may need to be provided.

If cycles are to be stored in a garage, adequate space for a car and cycle should be provided.

Where children are likely to attend (schools, leisure facilities etc.) an extra horizontal bar at 650mm above ground level or a reduced sized stand to support the smaller frame of a child's cycle should be considered. At schools and nurseries consideration should also be given to ensuring scooter parking is provided as this is a popular choice for younger children.

Parking for children's scooters and e-scooters may also be required at other developments, depending on their use.



PEDESTRIAN FACILITIES IN NEW DEVELOPMENTS

The needs of pedestrians should be taken into account when designing the layout of parking for all modes within new developments. This includes both those who have parked and those accessing the development on foot.

Pedestrian access to the development should be considered and pedestrian desire lines identified. Pedestrian access, segregated or shared surface, should then be provided along these routes rather than simply relying on the vehicular route.

Within the car park, provision should be made so that pedestrians can walk throughout it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles.

A tactile distinction should be made between pedestrian areas and vehicular areas, in order that people with visual impairment can distinguish between the two. The provision of raised areas, footway areas and tactile paving at all dropped kerbs should achieve this.

FURTHER CONSIDERATIONS

Overall parking control measures and costs will be reviewed and amended on a regular basis to address forthcoming issues such as inconsiderate parking, maximum number of cars per household, and to initiate new incentives for low emission vehicles, vehicle types and eligibility.

The Council will also work towards implementing a policy where minor requests for parking controls or waiting restrictions are processed collectively on a regular basis to ensure a holistic and joined-up approach is taken when introducing new controls.

3. PARKING DEVELOPMENT STANDARDS

Whilst this document has grouped parking standards into Planning Use Classes, there will inevitably be some developments that will not fall into any of the categories. In such cases, parking provision will be considered on the development's own merit. However, the onus will fall on the developer to demonstrate the requirements for and calculation of parking provision through a Transport Assessment (TA) or Transport Statement (TS).

CALCULATION OF PARKING REQUIREMENTS

For trip destinations, parking requirement is calculated on Gross Floor Area (GFA), or the number of visits (where the final employee / visitor number can be estimated). As a rule, business and commercial use vehicle parking requirements are calculated by GFA, whilst leisure uses are based on the estimated number of vehicle visits. For trip origins, the type of the dwelling is taken into account (by definition of either house dwellings or flat dwellings) and the level of accessibility to the site (by definition of walking distances to public transport links and main urban town centres). Spaces being allocated on a per dwelling basis.

Where GFA is used to determine parking standards and the calculation results in a fraction of a space, the number should be rounded up to the nearest whole number. For example, the standard may be 1 car parking space for every 4 sqm of GFA, and a development has a GFA of 17 sqm, a calculation of 17 divided by 4 gives 4.25 spaces, rounded up to the nearest whole number gives a total requirement of 5 spaces.

For the avoidance of doubt, where developments are smaller than the relevant threshold in the use class table, the rounding up principal will still apply. For example, a shop E(a) of 200sqm will require one cycle space for staff and one cycle space for customers, despite being less than 400sqm GFA.

Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be applied in proportion to the extent of the respective use. For example, where a development incorporates B2 and B8 use, each use should be assessed separately according to the appropriate standard, and the aggregated number of resulting parking spaces reflecting the maximum number of spaces that should be provided. Any future change of use that requires planning permission may require a change in parking requirements in accordance with the standard.

With all end destination use classes (i.e. non-dwelling) being maximum standards, the blue badge holder parking should be included within the appropriate vehicle parking standard.

For main urban areas a reduction to the vehicle parking standard will be considered, particularly for residential development and depend on the level of accessibility.

Often, especially in urban areas, parking provision can be shared with other uses. For example, many leisure activities in urban areas can rely on existing public parking as leisure peak times are often different to retail peak times.

Shared use of parking areas is highly desirable, provided this works without conflict and that car parking provision is within the standards that requires the most number of car spaces applicable. Conflict should not occur so long as the shared use developments operate at different times of day or days of the week, or the development is considered ancillary to other activities (i.e. food and drink within a retail area). Shared use may result in a reduction of the number of parking spaces which a developer is required to provide. For example, a mixed-use development of shops, requiring 100 spaces for daytime use and leisure requiring 100 spaces for daytime use and leisure requiring 120 spaces for evening use, needs only 120 spaces in total.



PLANNING OBLIGATIONS

Origin sites – In exceptional circumstances there may be opportunities to accept a commuted sum in-lieu of the full residential vehicle parking standard in sustainable locations.

Destination sites – In exceptional circumstances it may be appropriate for the Local Authority to accept a commuted sum in lieu of on-site vehicle parking spaces.

TRANSPORT ASSESSMENTS

Developers will be required to submit a Transport Assessment (TA) to support any large-scale development proposal, particularly where the development will have a significant impact on demand for travel. The TA will detail proposed parking provision and justification for the proposed level of provision. The Council's requirements for Transport Assessments, Transport Statements (TS), Travel Plans and Safer Routes to School assessments are set out in Policy PMD10 of the Local Development Framework – Core Strategy and Policy Management of Development (Adopted Dec 2011).

In preparing a TA or TS Developers will be required to submit evidence of existing parking demand in the local area of the development proposal. The methodology of these surveys should follow the Lambeth Parking Survey Methodology, unless otherwise agreed with the Council.

TRAVEL PLANS

Travel Plans, through measures such as car clubs, car sharing, and discounted public transport, home working, personalised travel planning etc., are ways to encourage people to use their cars less.

The requirement for a Travel Plan is as follows:

- A developer may be required to develop and implement a Travel Plan. The requirement should be discussed with Thurrock Council, with Paragraph 36 of the NPPF stating that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan;
- For all educational establishments a Travel Plan must be provided;
- A Transport Information and Marketing Scheme will be requested for a residential development of 10 dwellings or more;
- Travel Plans will be no less than 5 years in length, but will be determined by the Council based on the nature and scope of the development; and
- Planning Practice Guidance on Travel Plans, Transport Assessments and Statements provides advice on when TAs and TSs are required, and what they should contain.

Measures can be included that are designed to offer people a wider range of travel choices and reduce the number and impact of single occupancy car journeys. A Travel Plan can benefit both employees and employer, by improved facilities, a healthier workforce and positive publicity by reducing their carbon footprint.

Vehicle, powered two-wheeler or cycle parking provision should not be considered in isolation from Travel Plans. The level and design of parking and the Travel Plan measures should complement each other.

Annual monitoring of a Travel Plan gives an opportunity to review parking provision for all sustainable modes e.g. cycle, powered two wheelers and car share spaces, and may result in the requirement for provision to be increased.

All travel plans incur an annual monitoring fee for the duration of the plan.

4. LAND USE AND PARKING STANDARDS

Land Use	Parking Standards	
<p>B2 General Industrial A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot.</p> <p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> <p>If a site office is included in the development then a E(g) parking standard should be applied for that area</p>	Car	1 space per 50 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
<p>B8 Storage or Distribution A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot.</p> <p>HGV parking provision should be based on operational requirements.</p> <p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> <p>Developments over 30,000 sqm must make provision for overnight parking and driver facilities.</p> <p>It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases, for developments such as this, additional customer parking should be allocated, equivalent to the E (a) standard for the floor space that has public access. If a site office is included in the development then a E(g) parking standard should be applied for that area.</p>	Car	B8 – 1 space per 150 sqm B8 with retail element – 1 space per 150 sqm + 1 space per 20 sqm retail area for customer parking
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less= 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
<p>C1 Hotels A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.</p> <p>The modern day hotel is seldom used solely as a hotel and often offers multi-functional amenities such as conference facilities, restaurants, and gyms. These multi-functional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.</p>	Car	1 space per bedroom
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 staff plus 1 space per 10 bedrooms
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>C2 Residential Institutions – Residential care home</p>	Car	1 space per full time equivalent staff + 1 visitor space per 3 beds
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 staff
	Blue Badge Holders	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
<p>C2 Residential Institutions – Hospital With regard to hospital parking, it should be acknowledged that particular needs of hospitals arising from their 24 hour services (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided according.</p>	Car	To be considered on a case by case basis
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff Visitors to be considered on a case by case basis
	Blue Badge Holders	Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)

Land Use	Parking Standards	
C2 Residential Institutions – Treatment Centres (e.g. ISTC with overnight facilities)	Car	To be considered on a case by case basis
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff Visitors to be considered on a case by case basis
	Blue Badge Holders	Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
C2 Residential Institutions – Residential Education Establishments – Primary / Secondary	Car	1 space per full time equivalent staff
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 staff + 1 space per 3 students
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
C2 Residential Institutions – Residential Education Establishments – Further / Higher	Car	1 space per full time equivalent + 1 space per 5 students
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 staff + 1 space per 3 students
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)

Land Use	Parking Standards	
<p>C2A Secure Residential Institution Class 2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis.</p> <p>Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.</p>	Car	1 space per full time equivalent staff, Visitor – individual merit
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 full time equivalent staff, Visitor – individual merit
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 spaces (over 100 car spaces)
<p>C3 Dwelling – Flats: High accessibility High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone</p>	Car	0 – 1.0 spaces per dwelling
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
<p>C3 Dwelling – Flats: Medium accessibility Medium accessibility is defined as within 1km walking distance of a designated Town Centre or within 400metres of a bus stop that is subject to a minimum service of 20mins or less.</p>	Car	1 - 1.5 spaces per dwelling
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
<p>C3 Dwelling – Flats: Low accessibility Includes those areas outside medium and high accessibility areas</p>	Car	1 - 2 spaces per dwelling 1 for a 2 bed unit and 2 for a 3 bed unit
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A

Land Use	Parking Standards	
C3 Dwelling – Houses: High accessibility High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone	Car	0 - 1.5 spaces per dwelling
	Electric	One charging point per house with garage or driveway
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling – Houses*: Medium accessibility Medium accessibility is defined as within 1km walking distance of a designated Town Centre or within 400metres of a bus stop that is subject to a minimum service of 20mins or less. *For houses with one bedroom the standards for flats will apply. For houses with 4 or more bedrooms, an additional parking space will be permitted.	Car	1.5 – 2.0 spaces per dwelling
	Electric	One charging point per house with garage or driveway
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling – Houses: Low accessibility Includes those areas outside medium and high accessibility areas	Car	Min 2.0 spaces per dwelling
	Electric	One charging point per house with garage or driveway
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
C3 Dwelling - Visitors and unallocated	Car	0.25 spaces per dwelling in addition to the above unallocated and designed on-street where appropriate
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 secure and covered space per dwelling, located in a communal area
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity whichever is greater 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car parking spaces (for 1st 100 car spaces) then 1 space per 30 car spaces
C3 Dwelling - Retirement development (e.g. warden assisted independent living accommodation)	Car	1 space per dwelling
	Electric	One charging point per dwelling space
	Cycle	1 space per 8 units for visitors*
	Blue Badge Holders	N/A parking is in curtilage of dwelling, otherwise as visitor and unallocated
	Motorcycle	2 spaces + 1 space per 2 dwellings for mobility scooters

Land Use	Parking Standards	
C4 Houses in multiple occupation	Car	Min. 2.0 spaces per house
	Electric	Min. 2.0 charging points per house
	Cycle	1 secure and covered space per dwelling (can be included in a garage space)
	Blue Badge Holders	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	Motorcycle	N/A
E(a) Display of retail sale of goods, other than hot food Parking standards for large, stand-alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the Council. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.	Car	1 space per 20 sqm 1 space per 14 sqm for food stores
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 400 sqm for staff 1 space per 400 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity
	Motorcycle	7.0m x 3.0m
E(b) Sale of food and drink for consumption (mostly) on the premises A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway	Car	1 space per 5 sqm (excluding Freight Transport Cafes) 1 lorry space per 2sqm (Freight Transport Cafes)
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers 1 space per 100 sqm for staff plus 1 space per 200 sqm for customers
	Blue Badge Holders	200 vehicle bays or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle bays = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
E(c) Provision of: E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services), or E(c)(iii) Other appropriate services in a commercial, business or service locality A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot.	Car	1 space per 20 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle bays = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
<p>E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 10 sqm of public area
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
<p>E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per full time equivalent staff + 3 per consulting room
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus 1 space per consulting room
	Blue Badge Holders	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>E(f) Creche, day nursery or day centre (not including a residential use) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per full time equivalent staff + drop off / pick up facilities
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus 1 space per 10 child places
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
<p>E(g) Uses which can be carried out in a residential area without detriment to its amenity:</p> <p>(i) Offices to carry out any operational or administrative functions, (ii) Research and development of products or processes (iii) Industrial processes</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.</p> <p>Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.</p>	Car	1 space per 30 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 100 sqm for staff plus 1 space per 200 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
<p>F1 Learning and non-residential institutions - (a) Provision of education</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 15 students for staff + 1 space per 15 students for student parking (further / higher education)
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 staff plus 1 space per 3 students
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>F1 Learning and non-residential institutions - (b) Display of works of art (otherwise than for sale or hire)</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 25 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
F1 Learning and non-residential institutions - (c) Museums A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 25 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
F1 Learning and non-residential institutions - (d) Public libraries or public reading rooms A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 10 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater, Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
F1 Learning and non-residential institutions - (e) Public halls or exhibition halls A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 25 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
F1 Learning and non-residential institutions - (f) Public worship or religious instruction (or in connection with such use)	Car	1 space per 10 sqm
A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater,
	Over 200 vehicle spaces = 4 spaces plus 4% of total capacity	
Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	
F1 Learning and non-residential institutions - (g) Law courts	Car	1 space per 25 sqm
A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards
<p>F2 Local community - (a) Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	<p>Car 1 space per 20 sqm 1 space per 14 sqm for food stores</p>
	<p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p>
	<p>Cycle 1 space per 400 sqm for staff 1 space per 400 sqm for customers</p>
	<p>Blue Badge Holders 200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity</p>
	<p>Motorcycle 7.0m x 3.0m</p>
<p>F2 Local community - (b) Halls or meeting places for the principal use of the local community</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	<p>Car 1 space per 25 sqm</p>
	<p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p>
	<p>Cycle 1 space per 4 staff plus visitor parking (individual merits)</p>
	<p>Blue Badge Holders 1 space or 5% of total capacity, whichever is greater</p>
	<p>Motorcycle 1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)</p>
<p>F2 Local community - (c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	<p>Car 20 spaces per pitch plus 1 space per 10 spectator seats</p>
	<p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p>
	<p>Cycle 10 spaces plus 1 space per 10 vehicle spaces</p>
	<p>Blue Badge Holders 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity</p>
	<p>Motorcycle 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces</p>
<p>F2 Local community - (d) Indoor or outdoor swimming pools or skating rinks</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	<p>Car 1 space per 10 sqm of public area</p>
	<p>Electric 50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.</p>
	<p>Cycle 10 spaces plus 1 space per 10 vehicle spaces</p>
	<p>Blue Badge Holders 200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity</p>
	<p>Motorcycle 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces</p>

Land Use	Parking Standards	
Sui Generis - Bus Stops	Car	N/A
	Electric	N/A
	Cycle	4 spaces per stop
	Blue Badge Holders	N/A
	Motorcycle	Individual Merit
Sui Generis – Bus Station	Car	None unless justified
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	5 spaces per bay
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Caravan Parks	Car	1 space per pitch + 1 space per full time staff equivalent
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 5 pitches
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Car Park (inc. Park and Ride sites)	Car	Individual Merit
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 10 parking spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Sui Generis – Cash & Carry / Retail Warehouse Clubs	Car	1 space per 30 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Cinemas A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 5 seats
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
Sui Generis – Conference Facilities A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 5 seats (sustainable locations)
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
<p>Sui Generis – Garden Centres A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 40 sqm (retail area covered and uncovered)
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus customer parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>Sui Generis – Hostel A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per full time staff equivalent
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	Individual merits
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>Sui Generis – Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p>	Car	1 space per 20 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

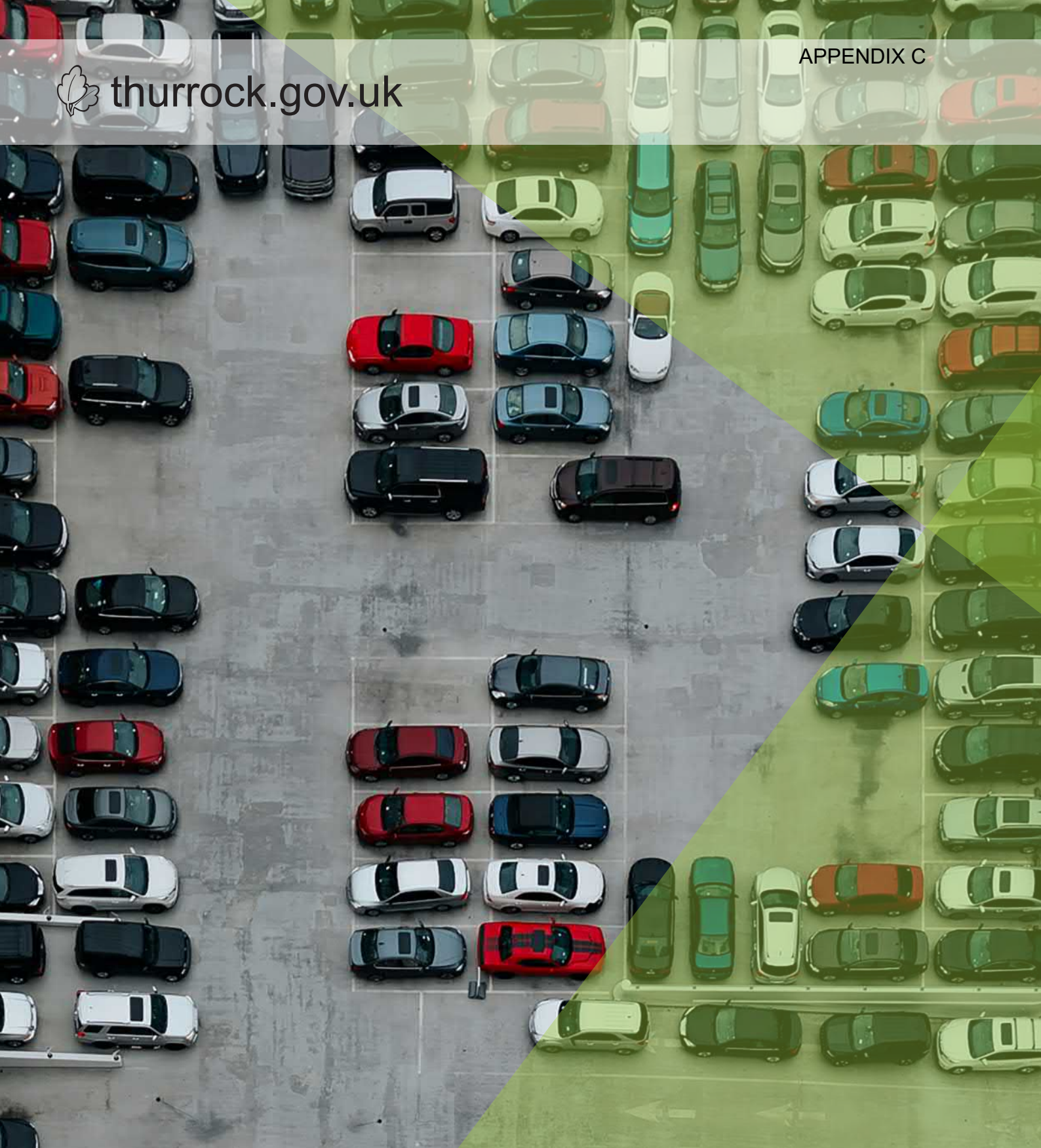
Land Use	Parking Standards	
<p>Sui Generis – Marina A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 2 mooring berths
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	Individual merits
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>Sui Generis – Motor Vehicle Service Centres</p>	Car	1 space per full time staff equivalent + 1 space per 35 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p>Sui Generis – Motor Vehicle Showrooms A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 45 sqm show area
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus customer parking
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Sui Generis – Nightclubs A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 50 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
Sui Generis – Petrol Filling stations	Car	1 space per 20 sqm retail space
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus customer parking
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
Sui Generis – Public houses, wine bars, or drinking establishments, including drinking establishments with expanded food provision A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot. Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.	Car	1 space per 5 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Sui Generis – Rail Stations	Car	Individual Merit
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	20 spaces per peak period service (minor stations), 40 spaces per peak period service (key stations)
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Recycling Centre / Civic Amenity Site	Car	1 space per full time staff equivalent and drop off / waiting facilities for the users of the site
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus customer parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Stadia A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 15 spectators
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	10 spaces plus 10% of vehicle parking provision
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

Land Use	Parking Standards	
Sui Generis – Taxi / Minicab hire	Car	1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Theatres A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	Car	1 space per 5 seats
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 20 seats
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
Sui Generis – Vehicle rental / hire	Car	1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus customer parking on individual merits
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)





PARKING ENFORCEMENT STRATEGY

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1. INTRODUCTION AND CONTEXT

The Parking Enforcement Strategy sets out the council's strategies for enforcing parking policies within the Borough. It is a sub-strategy to the Thurrock Parking Strategy and contributes to the council's objectives of delivering a safe environment for residents in the Borough through its impact upon mode choice for journeys and obstruction to flow of traffic, cyclists and pedestrians.

THURROCK PARKING POLICY AND STRATEGY

The Enforcement Strategy should be read in conjunction with the overarching **Parking Policy and Strategy**, with the **Parking Design and Development Standards** and **Highway Maintenance Strategy** also components of the suite of documents.

- The Parking Policy and Strategy document sets out a review of existing national legislation and polices; consideration of proposals for an update of local parking policies, the current parking situation, managing future demand, next steps and (in Appendix A of the Parking Policy and Strategy) a proposed parking strategy action plan;
- The Parking Design and Development Standards sets out the parking design standards and the parking development standards that are applicable throughout the Borough; and
- The Parking Enforcement Strategy sets out the strategies for enforcing parking policies within the Borough.

VISION AND AIMS

Our vision is for Thurrock to be a place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish.

Our aim is to become a confident, well-managed and influential council regarded by residents, peers and partners as ambitious for the people of Thurrock and totally focused on meeting their current and future aspirations.

We have five strategic priorities to achieve our vision:

- **Create** a great place for learning and opportunity;
- **Encourage** and promote job creation and economic prosperity;
- **Build** pride, responsibility, and respect;
- **Improve** health and well-being; and
- **Promote** and protect our clean and green environment.

There is a further overriding priority of:

- **Delivering** excellence and achieving value for money.

PURPOSE OF THE PARKING STRATEGY

The purpose of the Parking Strategy is to:

1. Assist planning officers in determining appropriate standards for new developments;
2. Advise members of the public in a readily comprehensible manner;
3. Assist intending developers in preparing plans for the development of land;
4. Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level and location of car parking provision that also contributes to the public realm; and
5. Ensure new development incorporate seamlessly emerging vehicle technologies, such as electric vehicle charging facilities.

The lack of a formally adopted Parking Strategy can lead to confusion and inconsistency in the application of standards relating to planning applications, parking controls and enforcement. It is, therefore, important to ensure that a Parking Policy and Strategy and supporting documents are up to date and relevant in terms of overall National and Council policy and objectives.

STRUCTURE OF THIS DOCUMENT

The remainder of this document sets out the legislative background to parking enforcement and defines the meaning of parking; describes what, why, how, where and when we enforce parking; and describes the process of issuing, paying and appealing Penalty Charge Notices.



2. AREAS OF LEGISLATION

This section of the strategy identifies parking legislation policies and standards at regional and local level. The policy review identifies key focus areas to ensure the Enforcement Strategy aligns with regional and local aims and objectives.

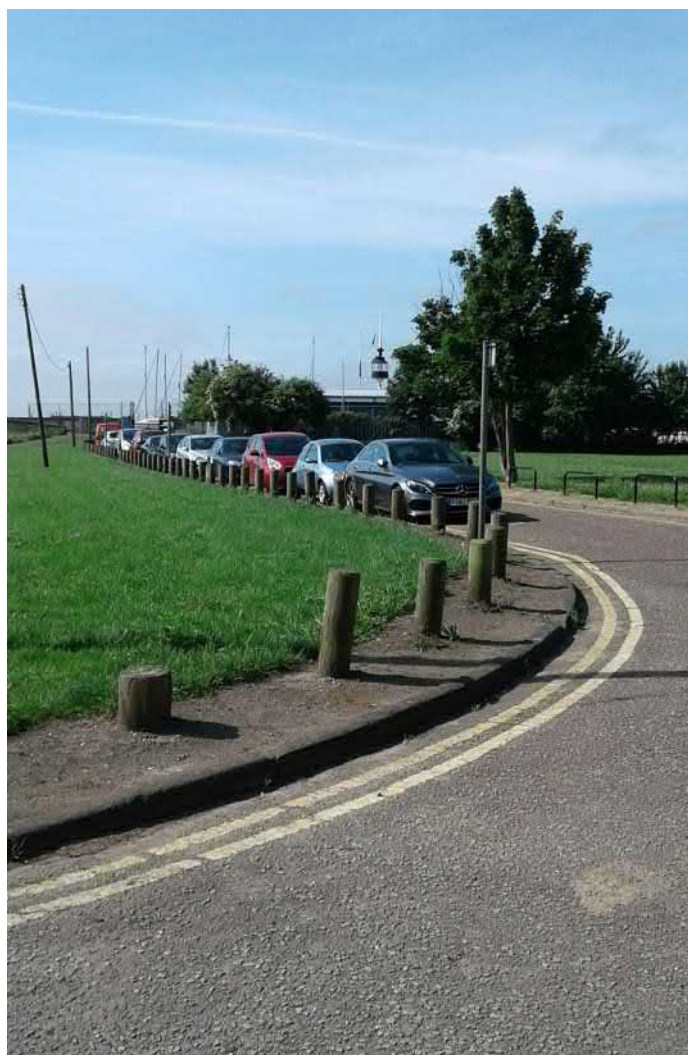
DEFINITIONS OF KERBSIDE ACTIVITY

In law, there are three kinds of kerbside activity:

- Stopping;
- Loading; and
- Waiting (usually called parking).

The restrictions on each of these activities is often different and can vary from authority to authority.

- **Stopping** is a short-term stop on the side of the road, typically to let someone in or out of a vehicle. Unless it is specifically prohibited through a Clearway, No Stopping or Red Route signs, stopping is normally allowed, even when parking is not allowed.
- **Loading** is defined as the loading or unloading of goods from a vehicle on the roadside to adjacent premises. Typically, this is done using a goods vehicle (a van or lorry) but can also be from a car.
- **Parking** is defined as a longer-term stop on the roadside which is neither a stop nor for loading. The driver may or may not remain with the vehicle. This document describes our enforcement of parking.



TRAFFIC MANAGEMENT ACT 2004

The Traffic Management Act (TMA) 2004 is a key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency, and transparency.

Part 6 of the Act enables the consolidation, by making regulations, of civil traffic enforcement legislation covering parking, bus stands and school keep clears.

The Act extends the scope for local authorities to take over enforcement of traffic contraventions from the police, and be granted civil enforcement powers to cover a number of parking offences.

The Act will enable extension to authorities outside London of the ability to issue parking penalty charge notices by post, use of cameras to detect parking contraventions, and issue penalty charges for parking within the area of a pedestrian crossing. The Act also creates specific offences to deal with double parking and parking at dropped footways within a local authority civil enforcement area.

Regulations to be made under the Act will enable authorities to challenge the validity of statutory declarations so they cannot be used as a way of avoiding payment of parking penalty charges.

Section 87 of the Act enables the Secretary of State and the National Assembly for Wales to publish statutory guidance to local authorities about any matter relating to their civil traffic enforcement functions, which may be conferred on them under Part 6 of the Act. In exercising those functions authorities must have regard to any such guidance. This is particularly important to ensure that enforcement is carried out in a fair and reasonable manner.

To reduce abuse of the Blue Badge scheme, which gives parking concessions to disabled people, Section 94 of the Act gives local authority Civil Enforcement Officers the power to inspect Blue Badges. The inspection powers were introduced in September 2006 and updated in 2014 whereby the badges can be confiscated if deemed to be used fraudulently.

Section 95 of the Act gives local authorities the additional freedom to spend surpluses from the on street parking account on local environmental improvements as well as parking facilities, road improvements and provision of public passenger transport services. This came into effect in October 2004.



3. PARKING ENFORCEMENT

This section explains how and where we enforce parking in Thurrock.

WHY WE ENFORCE

We are responsible for enforcing parking, loading and waiting restrictions in the Borough. The main reasons for parking enforcement are to:

- Encourage sensible and legal parking;
- Reduce traffic congestion on our roads;
- Make our roads safer for drivers, pedestrians, motorcyclists and cyclists;
- Support town centres by encouraging commuters and other drivers to use long-stay car parks freeing up short-stay spaces;
- Help blue-badge users, by keeping disabled parking spaces free for their proper use;
- Allow buses and service vehicles to operate more effectively; and
- Improve the general environment.

WHERE WE ENFORCE

Our team of Civil Enforcement Officers – previously known as parking attendants – are on patrol across Thurrock.

Using the resources available, they enforce regulations for:

- On-street parking; and
- Pay-and-display car parks.

Our Enforcement Officers work 7 days a week throughout the Borough. Different areas will be prioritised in response to feedback from the public. The Council will also explore and pilot CCTV enforcement.

The enforcement team work together with the Council's Schools Liaison Officer to identify problem areas around schools and respond accordingly.



WHAT WE ENFORCE

When a motorist parks or drives a vehicle in contravention of the regulations, we may issue a Penalty Charge Notice. They can be issued for:

- Parking in areas where waiting or loading restrictions are in force – restrictions normally apply to the entire width of the road (including verges and pavements)
- Parking at a pay-and-display ticket machine space without paying the correct amount and clearly displaying the ticket;
- Parking for longer than the period for which you have paid;
- Making a subsequent payment for parking in the same space for longer than originally paid for (“meter feeding”);
- Returning to the same parking place within the prescribed time;
- Parking in specially reserved bay (for example a loading place, disabled bay, resident bay, taxi rank) without authorisation;
- Parking at a bus stop during prohibited hours; and
- Stopping in a restricted area outside a school.

WHEN WE ENFORCE

Civil Enforcement Officers currently operate during the day and evening, which aims to address HGV parking issues. Out of hours enforcement is also carried out to target specific issues as required. Our hours of operation reflect the key times enforcement is needed in the Borough. Reviews are undertaken to ascertain any benefits from more regular enforcement.

For the majority of areas including single yellow lines, our Civil Enforcement Officers will apply a five minute observation period, to allow for drivers obtaining or paying for a valid ticket, or observing whether a vehicle is loading or unloading rather than parked.

To enforce on dropped kerb access to properties, we require evidence of the obstruction from residents.

The council issues instant Penalty Charge Notices:

- If a vehicle is parked where loading/unloading is restricted;
- If a vehicle is parked on double yellow lines;
- If a vehicle is parked on a “Keep Clear” marking outside a school; and
- If parked on white Zig Zag markings.

WHAT WE DO NOT ENFORCE

The council has no jurisdiction to enforce the following:

- Roads not covered by a restriction;
- Private land;
- Obstructions (enforced by the police); and
- Moving traffic offences (enforced by the police).

Civil Enforcement Officers on the streets **do not** deal with:

- Parking appeals;
- Issuing permits;
- Abandoned or untaxed vehicles;
- Vehicles parked on the footway unless there are yellow lines in place;
- Vehicles parked on grass verges unless there are yellow lines in place; and
- Vehicles causing an obstruction unless there are yellow lines in place.

Currently the Borough does not have a full Traffic Regulation Order (TRO) in place for enforcing restrictions in bus lanes. TROs are in place for taxi ranks.

The police presently enforce footway parking as obstruction, unless there are restrictions in the road which can be dealt with by the Civil Enforcement Officers.

PARKING CHARGES

Public parking charges can be found at [thurrock.gov.uk/council-finances-and-accounts/fees-and-charges](https://www.thurrock.gov.uk/council-finances-and-accounts/fees-and-charges) and [thurrock.gov.uk/car-parks](https://www.thurrock.gov.uk/car-parks). Charges are reviewed annually. Any changes to permit charges will be subject to consultation with residents affected.

4. PENALTY CHARGE NOTICES

PARKING OPERATIONS

Thurrock Council are responsible for enforcing parking, loading and stopping restrictions in the Borough. Contraventions of these restrictions are not criminal offences and are enforced through the issuing of Penalty Charge Notices (PCNs). The process governing the issuing and appealing PCNs is governed by the Traffic Management Act 2004.

If you park illegally you may be given a PCN. The charge imposed will be either £70 for a serious parking contravention or £50 for a less serious contravention. You will get a 50% discount if you pay within 14 days, and a Civil Enforcement Officer issues the notice.

If you do not pay within 28 days the Council will issue a further Notice.

If you receive a Penalty Charge Notice (PCN) that you feel is unfair, you can challenge it by making a Representation. If the Council accepts this then the case will be closed and you will not have to pay. If this Representation is rejected then the Notice will be reissued. You are still able to appeal to the Traffic Penalty Tribunal.

If you do not pay within a further 28 days then the Council will issue a Charge Certificate increasing the amount payable to 150% of the original Notice.

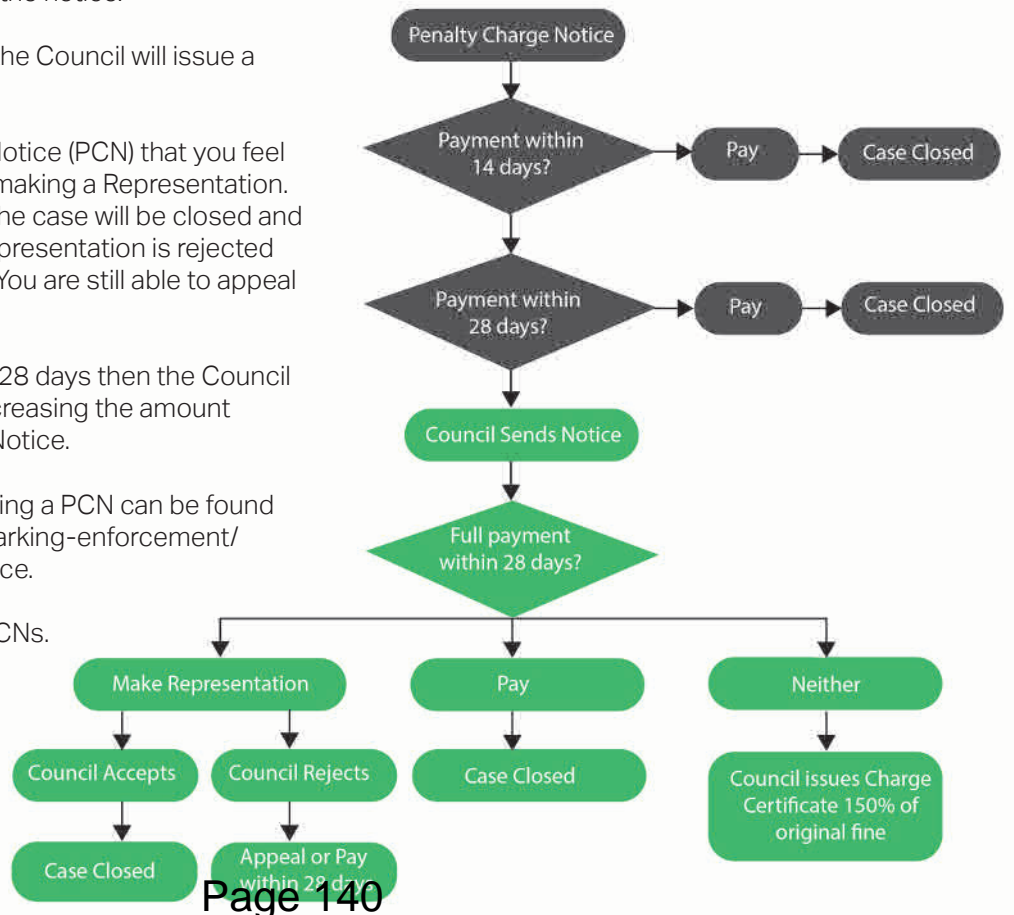
More information about challenging a PCN can be found at <https://www.thurrock.gov.uk/parking-enforcement/challenging-penalty-charge-notice>.

Figure 1 shows the process of PCNs.

ANNUAL SUMMARY

The Thurrock Council Annual Parking Report (<https://www.thurrock.gov.uk/parking-enforcement/parking-documents-reports-and-auditing>) gives more details of the number of PCNs issued, the revenue raised and the costs of enforcement.

Figure 1: Penalty Charge Notices Process





Appendix D

Thurrock Parking Strategy Consultation

Thurrock Council is seeking to update its parking policies and standards to support and manage parking both now and in the future. To do this, the Council has developed three new documents – the Parking Policy and Strategy, the Parking Design & Development Standards, and the Parking Enforcement Strategy.

These documents were uploaded onto the Thurrock Council Consultation Portal in November 2020 and the consultation closed after six weeks in December 2020. The consultation details can be found on the following webpage: <https://consult.thurrock.gov.uk/parking-strategy-2020>.

This document sets out the responses received to the survey within the consultation. A total of 31 people provided responses to the survey, and the consultation page has a total of 358 page visits across the six weeks. The survey was made up of 18 questions, with a mixture of pre-populated (yes/no) and open ended/free choice questions.

Survey Questions and Responses

Q1 - What are your three highest concerns regarding parking in Thurrock?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	16
Referencing parking enforcement	7
Referencing parking schemes	7
Referencing maintenance	3
Referencing legislation or policy	3
Referencing something other or not relevant	18

Comments Received

lighting in residential areas is poor, especially on service roads, which increases the chance of theft.

Lack of parking leading to the eroding of highway verges and damage to footways which aren't hardened to accommodate vehicle loadings

Dangerous parking outside schools , particularly in Chafford

Too much centralisation around centres requiring car travel, encouraging the need to drive.

Not enough residential parking areas

Pavement parking

Limited free parking spaces

Too difficult to pay- that is the ways to pay are too involved

Parking on footpaths

enforcement of parking

Lack of enforcement - parking across dropped kerbs, on corners, on yellow lines. It's all dangerous.

Parking on footways blocking pedestrian use

Vehicles parked obscuring junctions making turning dangerous. I can name hundreds of local junctions that are permanently obscured or are for large parts of the day/evening.

More development causing more traffic and more competition for existing facilities.

the way cars are parked on footpath

were a road is narrow and parking is permitted

I do not agree on short stay spaces near local shops. This has had a negative impact on local shops and businesses. Especially hairdressers who often can take 4 hours to complete one client who can only park for 2.

Dangerous driving and parking around school, with cars reversing and double parking in the road

Parking on pavements near junctions such that the view of on-coming traffic and pedestrians is obstructed. This is particularly bad outside some schools at the morning and afternoon drop-off and pick-up times, and parents often show scant consideration f

parking on the kerbs due to narrow lanes and

volume of parking near schools making it dangerous for children to cross roads and access on pavements

That you will introduce resident parking permits

Parking outside schools

Inconsiderate residential parking, i.e using pavement-instead of driveway/off street parking

Residents not using their allocated spaces, and instead parking immediately outside their front doors.

A lack of any sort of parking spaces everywhere

Council staff should have free parking.

Understanding the payment instructions

Argent street

Parking standards are insufficiently flexible & are constraining higher density housing development from coming forward in accessible locations, preventing Thurrock from meeting its growth & housing requirements & delivering sustainable development

1 hour parking is not always long enough

Kerbs being knocked out as cars bump the kerbs. A lot of the borough as a 5 inch kerbs which sit on the road and not within the construction of the road and therefore they don't have the foundation to hold them in place.

Lack of enforcement outside of town

Too much commercial and non local traffic

Cost of parking in Grays

Pedestrian, cyclist and wheelchair users safety.

Parking fines

Parking on grass verges

Parking outside a property constantly

provision of free parking areas

Dropped kerbs are not being enforced, and as part of your parking strategy, the traffic management act has given TBC specific duties to enforce this.

Lorries parking in inappropriate areas

Parking on pavements and generally inconsiderately forcing pram or disabled vehicle users onto the carriageway

Increasing parking charges in the town centres driving shoppers to out of town location such as Lakeside.

parking on pavements

I do not agree with the permit holder policy. I have 4 disabled people living at my home. Currently we have 3 cars including a disability vehicle. We may need another at some point. This is common with multi generational properties.

No speed bumps around school, vehicle driving too fast

Lack of enforcement of existing restrictions. In Chadwell St Mary parking regularly takes place on existing double yellow lines, and no measures are taken to stop this.

pay meters does not work properly (not a support of mobile pay)

parking on pavements in Chafford hundred restricting access to wheelchair users and those with pushchairs

That this scheme is a money making exercise to bring in revenue

Parking on pavements

Parking too close to junctions causing a hazard and obstruction

Parking on narrow pavements, meaning pedestrians have to walk in the road.

Parking spaces in town centres are not free

There is not enough parking for residents in permit only areas.

Council seem to forget the far end of argent street which has a dead end with a featured concrete weed garden

Permit policy is insufficiently flexible & is constraining higher density housing development from coming forward in accessible locations - this is preventing Thurrock from meeting its growth & housing requirements & delivering sustainable development

not enough parking in shopping areas, outside of town centres

Damaging being caused by parking and insufficient budgets to maintain. If parking is to be allowed on the footways then they must be strengthened to accommodate it, otherwise the cost will increase on the council maintaining and paying claims

Pavement parking obstructing traffic, buses and refuse collection in Chafford

Cost and convenience of parking for short trips.

Better signage of where to park for visitors to Grays

Pedestrian, cyclist and wheelchair users access

Parking tickets

Lack of enforcement for parking on grass verges

Vehicles ignoring yellow line restrictions

maintenance of parking areas

Parking enforcement levels

New developments providing unrealistic parking for the vehicles that will inevitably be there. If the density of development were reduced the parking would be less of an issue (less vehicles) and enable more parking provision. Be realistic !

Possible introduction of parking charges to park outside your own house.

parking on council green area

No cycle pathway to encourage children/parent to use alternative methods

Car-parking spaces are generally inadequate outside Grays itself. Your figure of 56 spaces being available at Defoe Parade, Chadwell St Mary, is incorrect and a massive overstatement.

4.13.3 says off street parking for household but your have restriction of only max of 4.3m width double parking in narrow streets limiting access - in particular for emergency vehicles (fire) and bin lorries

That the focus on electric vehicles does not take into account the HUGE cost of these vehicles which actively discriminates against the less well off (ie. most residents of Thurrock) who cannot afford to change older vehicles for electric

HGV parking

Parking at Purfleet primary- despite recent measures it's still very dangerous

Insufficient parking spaces for growing families, with young adults living with their parents and acquiring their own vehicles, especially when needed for college or work.

Available parking spaces are too narrow

Those in permit only areas who have permits showing are getting parking fines.

Cars just park up empty trash from their cars, it has become a taxi dump, Grays end have double yellow lines our end nothing

N/A

Q2 - the Parking Strategy addressed these concerns?

Response	No of responses
Yes - fully	0
Yes - somewhat	6
No	18
Not sure/ don't know	4

Q3 - If not, how would you like these to be addressed?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	0
Referencing parking enforcement	7
Referencing parking schemes	4
Referencing maintenance	1
Referencing legislation or policy	2
Referencing something other or not relevant	9

Comments Received

I guess if I'm still mentioning it, it hasn't changed

As above

More enforcement , working with schools to make drop off , pick up points , fining repeat offenders.

Better lorry parking provision needs to be made across Thurrock. More walking, cycling and bus routes to encourage other forms of transportation, plus local shops.

More parking enforcement on illegally parked vehicles, particularly those blocking footpaths.

"Prevent parking on verges with bollards of necessary.

Make easy ways to pay- e.g. cash not only by phone or online"

Parking wardens to patrol areas. Signs put up for yellow lines.

Enforcement on dropped kerbs, especially around schools.

Parking rules and the highway code should be promoted heavily. No parking on pavements, or within 10mtrs of a junction etc need to be highlighted and hammered home. Follow this by heavy enforcement. All of these rules are currently ignored by an ever growing number of people because the enforcement stopped long ago outside of town centre/station/shopping areas which are easy targets to raise funds through PCN and most are ignorant of the law or just plain arrogant. WRT the problems they cause. Since PCN is commonly viewed as a stealth tax on motorists rather than enforcement the message regarding improving behaviours is lost.

Sadly the only solution is to stop building houses. Thurrock is already seriously overdeveloped (largest regeneration in the UK) and every new development just adds to the problem. Our roads cannot take more cars, our green belt land needs to be preserved and our population needs to be reduced.

By making double yellow in areas that are narrow

Longer stay parking needs to be available around small local shops like on Stanford le Hope. This will have a positive effect on the local economy.

speed bumps to be introduced around school roads, more traffic wardens on site to deter poor parking. Cycle pathways introduced

Penalties for parking haphazardly outside schools that interferes with other road-users should be stopped. Existing restrictions should be regularly monitored and enforcement measure taken when necessary. Car-parks should be made safer for users, especially in the winter months and should have adequate CCTV that is properly monitored

prefer to have off street parking at home and reduce parking at station (encourage to use public transport or drop off and pick up)

"the school policies will only be as good as the enforcement in place around them and needs to be robust and consistent. Road closures as an option don't sound realistic.

cannot rely on police enforce commercial lorries parking up need to provide safe facilities alongside overnight ban enforceable by council

pavement parking - agree in targeted areas ban, but need to ensure not replaced by on street parking blocking access by narrowing road

"

You need to consider your demographic population. Also, and here's the thing, whilst you keep giving planning permission for more houses you will increase the population and hence increase the number of vehicles in Thurrock. So maybe rethink your new housing policies and STOP cramming more and more in.

Probably not within your remit, but children to attend their catchment school. Parking on pavements unless indicated otherwise to be banned borough-wide. Continue plans to increase HGV parking areas. Make companies (not the drivers unless owner-drivers) responsible for paying the HGV rest station fees. Support initiatives to reduce freight carried by HGVs and transfer freight to rail/waterways.

Fines for pavement parking in residential areas, double yellows on residential estates at junctions. As for the school I am unsure what the solution would be

Parking charges should be scrapped, more and larger parking spaces provided.

Council staff parking should be addressed as council staff should not have to pay to park their car. The allocated car parks for council staff members that we pay £40 a month for does not have enough spaces for council staff and the general public. If you do not park your car before 9am you cannot get a space and therefore you have to park elsewhere and pay for parking.

Add some double yellow lines, there is a couple of gaps at the end of the road where motor bikes and scooters mount the path as they use this part of Argent Street as a bypass

Please see representations submitted on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 - to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q4 - Do you agree with the policies listed within the Parking Strategy document?

Response	No of Responses
Yes – all	4
Yes – some	18
No	3
Not sure / don't know	4
Left blank	2

Q5 - Please detail any amendments you think should be made to these policies?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	0
Referencing parking enforcement	2
Referencing parking schemes	1
Referencing maintenance	0
Referencing legislation or policy	4
Referencing something other or not relevant	6

Comments Received

the cashless ticket machines are a mistake, not everyone has a smart phone, not everyone has contactless cards, not everyone has a bank account, the machines may collect less money but the option needs to be available.

Greater emphasis on out of town enforcement

Better residential parking facilities in older parts of Thurrock, where roads and homes were built pre 1930's

N/A

Parking is not to be viewed as a way to make money

Because there is a desire to reduce the overall number of vehicles does not make it so. There will be more vehicles in line with more housing and more employment. Whilst the policy for planning provision for parking remains unchanged the issues of domestic parking being woefully inadequate on new developments therefore spilling out will continue to exacerbate and cause the issues associated with it. Much as its a laudable goal to attain it is creating a legacy that will remain forever since once developed it will never revert. The minimum provision in new development must be increased significantly.

Some of the information on trends appears to be several years out of date. Post Covid, many people will be working from home and will likely get rid of their second car as it will not be required. Also there is an assumption that commuters will use two wheeled electric powered vehicles to get to stations etc. But again less people will be travelling to city offices and to date electric scooters remain illegal for use on roads and pavements.

no comment

Longer stay car parks and 4 car availability on permits

Verification of figures for current capacity. Review of charges, since what are considered to be excessive charges will inevitably result in an increase in unauthorised/illegal street parking.

More limitations on commercial vehicles driving through residential areas. STOP the learner lorries using Thurrock as their training grounds.

Parking everywhere should be free and adapted to current car sizes. There should be less restrictions for parking.

Please reconsider only paying for parking via mobile phone, not good for short term parking when trying to support local shopping (or make free for an hour \ use disks)

The issue of residential permits within parking control zones ought to be more restrictive as follows; 1-2 bed flats & 1-2 bed houses - 1 permit per household not including visitor permits; 2+ bed houses - 2 permits per household not including visitor permits; No permits to be issued where off-street parking is available to the residential units; not including visitor permits

Q6 - Are there any policies not listed that you think should be included?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	0
Referencing parking enforcement	2
Referencing parking schemes	1
Referencing maintenance	1
Referencing legislation or policy	4
Referencing something other or not relevant	3

Comments Received

cant think of any

A school parking policy

N/A

Don't bother with cycling- it is such a minority compared to driving, and gets much too much emphasis.

None

Application and enforcement of those that exist would be a good start rather than applying further un-enforced policy.

No

many

Provision of lorry-parks for overnight stays with washing, rubbish disposal and cafe facilities for the drivers at a nominal cost to users/their companies.

all those proposed details are only for commercial zone, what are about residents zone

heaven help us no more!

Staff parking.

No

Please see representations on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q7 - Do you have any additional comments or observations about these policies?

Comments Received

no

N/A

No

Despite the plans for HGV parking the reality is that HGV's are constantly encroaching on verges and laybys inappropriately destroying verges and pavements and frequently imposing on peoples quality of life. Putting up signs is again fine but achieves nothing without enforcement. Thurrock made a great job of trying to change this 12 months or so back and enforced the restrictions. That appears yet again to have largely been forgotten today.

"Good to see recognition that car park space sizes need to be larger in future to accommodate the trend for driving larger people carriers and SUVs. Also good to see some consideration for electric vehicles, however most of the current electric sales are pushed from companies rather than pulled by demand. It is too early to say if electric vehicles will ever be the solution to replace fossil fuelled vehicles as currently most buyers don't want them.

My biggest concern though is the continued push to build build build. We really do not need more houses or traffic in the borough. In 40 years It's gone from several small friendly connected towns to an over-crowded super town made up of East London overspill with grid-locked roads and all the other social problems associated with densely populated areas. Building more houses is causing the parking problem."

no

help resident to park peacefully at their houses

Introducing parking charges and fines actually reduces your regeneration as people will go elsewhere to shop.

No

Q8 - Do you agree with the content of the Parking Design and Development Standards?

Response	No of Responses
Yes – all	8
Yes – some	13
No	2
Not sure / don't know	5
Left blank	3

Q9 - Please detail any amendments you think should be made to this document?

Comments Received

none

Allocations by dwelling are proven to be inadequate. They should all be increased by a minimum of 1 and in larger capacity dwellings existing allocations doubled.

no comment

"what is ""1.5 – 2.0 spaces per dwelling"" means?

(one and half car to two cars)"

Within Section 4, Class C3/ dwellings the definition of 'high accessibility' area ought to be revised as follows "High accessibility is defined as within 1km walking distance of a rail &/or bus station, or within an existing or proposed controlled parking zone" - Please see representations submitted on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 - to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q10 - Is there anything not included in this document that you think should be?

Comments Received

cant think of any

Specific allocation to any new build

Clear recongnision of disabled parking requirments

Logic based on reality.

many

"according to your website, why Highway dept decision is final and no appeal is allowed

if that is the case why all these surveys"

does it take into account growing trend for escooters to charge and park securely

no

Yes - see revision requested at 10 above & within submitted representations letter

Q11 - Do you have any additional comments or observations about this document?

Comments Received

Southend charge for parking in Disabled bays where the authorised authority is outside of the borough

Nothing not previously stated. The whole parking issue is a cause. The outcomes of the current lack of provision is manifested in effects!

no

All very fine, but unless restrictions are backed up with enforcement the strategy will fall at the first hurdle.

no

Please see submitted representations letter

Q12 - Do you agree with the content of the Parking Enforcement Strategy?

Response	No of Responses
Yes – all	6
Yes – some	14
No	3
Not sure / don't know	4
Left blank	4

Q13 - Please detail any amendments you think should be made to this document?

Comments Received

not keen on residential parking permits

N/A

provision should be made for recruitment of more officers

There is a clear focus at enforcement where it generates income through parking charges / PCN. Pretty much everything else is ignored. It is clear that the part enforced is self funding. What about the remainder of the Thurrock nothing

no comment

"Long stay car parks around local shops.

No 3 car limit.

"

engagement and awareness for communities to "self police" through appropriate peer pressure

How much this all costs

Parking on foot paths is prohibited already, but there is no effective enforcement.

Please see representations submitted on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 - to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q14 - Is there anything not included in this document that you think should be?

Comments Received

no dont think so

N/A

Re-education of motorists to understand and follow the highway code may be a start in the right direction?

many

"ability to enforce footpath parking

increased officers for patrolling school times "

How many people you will employ to do this and the costs of this to the council tax payer

Not sure if this is the right place to make this comment, but while tickets are still being issued, allow unused time, which has been paid for but is not needed, to be transferred to another vehicle arriving and parking in that space.

Staff parking and larger permit parking.

No comment provided

Q15 - Do you have any additional comments or observations about this document?

Comments Received

no

The documents are all too long and confusing. Proposed changes should have been more clearly defined and highlighted.

I would like to see stricter measures to tackle pavement parking that blocks access for pedestrians, wheelchair users and cyclists.

N/A

no

"on your page 9, please could you explain the flowchart.

And what a way to force us to pay the PCN immediately with this phase ""50% discount if you pay within 14 days""

how many PCN have you cancelled so far ?"

parking enforcement is a useful money making exercise for the council it is never about safety otherwise you would just have a fixed penalty without the discount for early payment.

No comment provided

Q16 - Do you think the overall Parking Strategy will enable us to manage parking within Thurrock effectively?

Response	No of Responses
Yes	7
No	10
Not sure / don't know	14
Left blank	0

Q17 - Could you tell us how you think the strategy could be improved?

Comments Received

As covered earlier.

Already have

Look at the cause and effect. More houses mean more people mean more cars. Go back to the root cause of the parking issues and stop building more and more new houses when the infrastructure does not support this.

Not enough emphasis on tackling residential parking issues

Omitting to include details of the parking control zones within the consultation document has not assisted review & critique of the document

Q18 - Are there any other comments or observations you would like to make about the Parking Strategy?

Comments Received

no

Some detailed out and about observation and engaging with residents in hot spots

Any strategy needs to discourage the need to drive in the first place and favour local people, with smaller cars, and electric. This needs to integrate with a wider transport strategy and localised businesses.

My disabled partner uses an electric wheelchair, but often has to abort a journey because of vehicles blocking pavements. I consider this an area where little action is being taken and would like to see improvements.

N/A

It seems rather a waste of time and money- grand visions generally are, you know!

Its a great idea but the content is not based on logic and reality.

No.

no comment

too much to read and i do understand this survey is useless as you have made the decision already

More rigour regarding conversion of garages into e.g. dining rooms/spare bedrooms is needed to make sure there are still sufficient off-street parking spaces. Although all documents address future development, it would be good to see some ideas for improving the parking opportunities in previous developments which have not catered for car ownership, or not made adequate provision.

More attention to improving public transport so we have more choice on how to travel and ditching the car. Like the idea of car pools especially for young drivers

Please see representations submitted on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 - to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

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Work Programme

Committee: Local Development Plan Task Force

Year: 2020/2021

Dates of Meetings: 13 July 2020, 14 September 2020, 2 November 2020, 11 January 2021, 8 March 2021.

Topic	Lead Officer	Requested by Officer/Member
13 July 2020		
Nomination of Chair and Vice-Chair	Democratic Services	
Terms of Reference		
Thurrock Local Plan Infrastructure Baseline Report (Presentation from Arups)	Sean Nethercott	Officers
Thurrock Local Plan – Next Steps Update	Sean Nethercott	Officers
Work Programme	Dem Services	Standing item
14 September 2020 – CANCELLED		
Design Charrettes	Sean Nethercott	Members
Work Programme	Dem Services	Standing item
2 November 2020		
Thurrock Charette Process - Briefing for Members and Service Leads	Sean Nethercott	Members

Work Programme

White Paper Planning Reforms	Leigh Nicholson	Officers
Sustainable Travel and Movement in Thurrock - Transport Strategy Refresh Update	Sean Nethercott	Members
Work Programme	Dem Services	Standing item
11 January 2021		
Thurrock Climate Change Strategy	Sean Nethercott	Officers
Work Programme	Dem Services	Standing item
8 March 2021		
Thurrock Local Plan - Next Steps	Sean Nethercott	Officers
Thurrock Transport Strategy Refresh update	Mat Kiely	Officers
Parking Policy and Strategy, Parking Design and Development Standards, and Parking Enforcement Strategy	Mat Kiely	Members
Work Programme	Dem Services	Standing item
TBC		
Sports Facilities – Grays Athletic FC		Members