

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

# Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **1 February 2022**

**South Essex College, High Street, Grays, RM17 6TF in room W1.23 and W1.24**

## Membership:

Councillors Alex Anderson (Chair), David Van Day (Vice-Chair), Tom Kelly, Martin Kerin, Graham Snell and Lee Watson

## Substitutes:

Councillors Qaisar Abbas, Adam Carter, Colin Churchman and Maureen Pearce

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## Agenda

Open to Public and Press

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<b>1. Apologies for Absence</b>	
<b>2. Minutes</b>	<b>5 - 8</b>
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 7 December 2021.	
<b>3. Items of Urgent Business</b>	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972. To agree any relevant briefing notes submitted to the Committee.	
<b>4. Declaration of Interests</b>	

<b>5.</b>	<b>Fees and Charges Pricing Strategy 2022-23 (deferred from 7 December 2021 meeting)</b>	<b>9 - 42</b>
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<b>7.</b>	<b>Parking Policy and Strategy and Parking Design and Development Standards</b>	<b>53 - 160</b>
<b>8.</b>	<b>Integrated Transport Block Capital Programme 2022-23. Highways Maintenance allocation and programme 2022-23</b>	<b>161 - 172</b>
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#### Exclusion of the Public and Press

Members are asked to consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part I of Schedule 12A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.

In each case, Members are asked to decide whether, in all the circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

<b>10.</b>	<b>Stanford-le-Hope Interchange Report</b>	<b>183 - 192</b>
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<b>12.</b>	<b>Tilbury and Grays Town Fund Updates</b>	<b>201 - 208</b>
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#### **Queries regarding this Agenda or notification of apologies:**

Please contact Grace Le, Senior Democratic Services Officer by sending an email to [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)

Agenda published on: **24 January 2022**

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2. You are recommended to wear a face covering (where able) when attending the meeting and moving around the council offices to reduce any chance of infection. Removal of any face covering would be advisable when speaking publically at the meeting.
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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 Planning, Transport, Regeneration Overview and Scrutiny Committee held on 7 December 2021 at 7.00 pm

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**Present:** Councillors Alex Anderson (Chair), David Van Day (Vice-Chair), Martin Kerin, Graham Snell and Lee Watson

**Apologies:** Councillors Tom Kelly

**In attendance:**

Phil Carver, Strategic Lead Enforcement and Community Protection  
Stuart Fyffe  
David Kleinberg, Assistant Director for Counter Fraud & Investigations  
Julie Nelder, Assistant Director of Highways, Fleet and Logistics  
Leigh Nicholson, Assistant Director of Planning, Transport and Public Protection  
Louise Reid, Strategic Lead - Development Services  
Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery  
Stephen Taylor, Strategic Lead of Economic Development  
Michelle Thompson, Acting Assistant Director of Property and Development  
Navtej Tung, Strategic Transport Manager  
Peter Wright, Strategic Lead of Highways and Infrastructure  
Grace Le, Senior Democratic Services Officer

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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.

**21. Minutes**

The minutes of the meeting held on 5 October 2021 were approved as a true and correct record.

**22. Items of Urgent Business**

There were no items of urgent business.

The Committee confirmed that they had received and read the Thurrock Interim Transport Strategy Briefing Note that had been circulated on 4 October 2021.

**23. Declaration of Interests**

There were no declarations of interest.

#### **24. Fees and Charges Pricing Strategy 2022-23**

The report was introduced by Leigh Nicholson.

Councillor Kerin stated that he was pleased to see a good level of detail in the report. He referred to pages 17 – 21 and asked why the increase for charges was so high and what formula had been used to assess the increase. David Kleinberg referred to parking charges and explained that no formula was used as the service looked at former benchmarking. He said that no set figures were used but the service looked at parking across the county to find a way to manage this.

Councillor Kerin highlighted his concerns that people's wages were not enough to cover parking permit charges as well as other expenses. He referred to page 21 and asked if the service had assessed the impact of the charges to local businesses specifically in Darnley Road and Argent Street.

*Due to technical issues with the Wi-Fi connection, the Chair moved onto item 6 of the agenda to allow time for the connection to improve.*

#### **25. Highways Term Maintenance and Street Lighting Contract Procurement**

The report was presented by Peter Wright.

Councillor Kerin asked if the scheme would include Seabrooke Rise. Peter Wright answered that Seabrooke Rise would not be included as it was allocated under housing assets.

Councillor Watson noted that it was an 8 year contract and asked how this would fit in with highways and with private housing developments. Peter Wright explained that it would enable the service to work with colleagues in Planning and Highways to deliver their work for example element Tilbury Town works could be possible through the contract. In regards to works delivered through external organisations there was an option which the service did not currently do, although they delivered works for other Directorates such as Housing.

Councillor Watson noted the small amount allocated for gritting each year and thought that it was not enough. She pointed out that most roads did not have enough gritting to help with road calming measures. She asked if the amount allocated was enough to accommodate gritting each year. She also said that gritting should be focused on priority 1 network which were strategic roads. Peter Wright explained that the season had started and 8 actions approximately completed this season. He explained that the service had allocated enough costs for gritting which would allow for growth. He said that Thurrock gritted more than other local authorities and that there were contingency plans in place to manage gritting.

The Chair asked if the £250,000 allocated for gritting was the expected spend every year and if this was enough for the coldest years. Peter Wright answered that the figure had been based on the coldest year so far and that there was room in the figure for growth. The service had also factored in the increase of materials cost in this figure.

Councillor Kerin said that 8 years was a long term investment for a contract and asked if the service would be able to terminate the contract if it was not working well. Peter Wright explained that contracts had an evaluation process which looked at Quality elements and were scored accordingly. Also that the contract would be awarded for 5 years with an extension. The extension would be triggered if the provider met the KPIs within the contract which would be rigorously managed.

**RESOLVED:**

**That Planning, Transport & Regeneration Overview and Scrutiny Committee:**

- 1.1 Noted the contents contained within the report and;**
- 1.2 Provided Cabinet with any relevant observations or comments to aid their consideration of the proposals contained within this report.**

*Due to the unresolved technical issues, the Committee agreed to postpone this meeting and defer the rest of the items to the next meeting.*

**26. Introduction of additional Pay and Display sites within Thurrock**

Deferred to the next meeting.

**27. A13 Widening Project**

Deferred to the next meeting.

**28. Stanford-le-Hope Interchange Report**

Deferred to the next meeting.

**29. Work Programme**

Deferred to the next meeting.

**The meeting finished at 7.39 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](mailto:Direct.Democracy@thurrock.gov.uk)**

<b>7 December 2021 (deferred to 1 February 2022)</b>	<b>ITEM: 5</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>	
<b>Fees and Charges Pricing Strategy 2022/23</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key
<b>Report of:</b> Kelly McMillan, Business Development Manager	
<b>Accountable Assistant Director:</b> Leigh Nicholson, Assistant Director – Planning Transport and Public Protection, Julie Nelder, Assistant Director – Highways, Fleet and Logistics, Michelle Thompson - Corporate Property.	
<b>Accountable Director:</b> Julie Rogers, Director of Public Realm and Sean Clark, Corporate Director of Resources and Place Delivery, Corporate Finance	
<b>This report is Public</b>	

## Executive Summary

This report specifically sets out the charges in relation to services within the remit of this Overview and Scrutiny Committee. Charges will take effect from the 1 April 2022, unless otherwise stated. In preparing the proposed fees and charges, Directorates have worked within the charging framework and commercial principles set out in Section Three of the report. We have also taken into account the effect that Covid-19 has and will continue to have on services, residents and the local economy.

Further director delegated authority will be sought via Cabinet to allow Fees and Charges to be varied within financial year in response to legal, regulatory or commercial requirements.

The full list of proposed charges is detailed in Appendix 1, and the proposed deletion of current fees and charges are detailed in Appendix 2 to this report.

### 1. Recommendations

- 1.1 **That Planning, Transport and Regeneration Overview and Scrutiny Committee note the revised fees, including those no longer applicable, and comment on the proposals currently being considered within the remit of this committee.**

**1.2 That Planning, Transport and Regeneration Overview and Scrutiny Committee note that director delegated authority will be sought via Cabinet to allow Fees & Charges to be varied within a financial year in response to commercial requirements.**

## **2. Background**

2.1 This paper describes the fees and charges approach for the services within the Planning, Transport and Regeneration Overview and Scrutiny Committee remit for 2022/23 and will set a platform for certain pricing principles moving forward into future financial years.

2.2 The paper provides narrative for the Planning, Transport and Regeneration areas:

- Highways and Fleet
- Parking
- Passenger Transport
- Highways Infrastructure
- Network Management
- Transport Development
- Planning and Growth
- Development Management
- Building Control

## **3. Thurrock Charging Policy**

3.1 The strategic ambition for Thurrock is to adopt a policy on fees and charges that is aligned to the wider commercial strategy and ensures that all discretionary services cost recover.

3.2 Furthermore, for future years, while reviewing charges, services will also consider the level of demand for the service, the market dynamics and how the charging policy helps to meet other service objectives.

3.3 Rather than a set increase across all service lines, when considering the pricing strategy for 2022/23 some key questions were considered:

- Where can we apply a tiered/premium pricing structure
- How sensitive are customers to price (are there areas where a price freeze is relevant )
- Consideration with regards to COVID 19 and the impact on fees & charges locally & nationally
- What new charges might we want to introduce for this financial year
- How do our charges compare to neighbouring boroughs and private sector competitors (particularly in those instances where customers have choice)
- How can we influence channel shift
- Can we set charges to recover costs
- How sensitive is demand to price



- Statutory services may have discretionary elements that we can influence
- Do we take deposits, charge cancellation fees, and charge an admin fee for duplicate services (e.g. lost certificates).

3.4 For Planning, Transport and Regeneration a number of different methods to tier their charges depending on the service area are used:

- **Highways Licensing** – Uses a combination of fixed minimum charges, and variable percentage charge based on specific financial thresholds being exceeded.
- **Transport Development** – Use a number of different charging methods, including minimum charges, deposit retention, financial bonds and percentage based charges based on specific financial threshold levels.
- **Planning Performance Agreements** – Uses the number of properties being developed by the developer per annum to set the charge levels.
- **Street Naming** – Use tiered charges based on number of properties

3.5 The key following points should be noted for 2022/23 fees and charges:

- **Permits** – Fees and charges remain unchanged for the 1<sup>st</sup> and 2<sup>nd</sup> permit and have increased by £5 (7%) for the 3<sup>rd</sup> permit for 2022/23
- **Off Street Pay and Display car park charges** – A consistent parking charge has now been set across the council car parks offering the same long stay option in Darnley Road, Grays at the same current charge as all long stay car parks in the area.

To achieve the required consistency across car parks, the tariff linked to long stay at Grays beach will now be set in line with other long stay car parks owned and managed by Thurrock.

Canterbury Parade will continue to offer free parking for the 1<sup>st</sup> hour to all visitors. Any stay exceeding the 1<sup>st</sup> free hour will then be charged in line with all other long stay car parks in Thurrock

- **Parking Suspensions** – Charges have increased from £30 to £50 (66%) Parking suspensions do not have a direct impact on residents but mainly effect large private companies who carry out planned works linked to utilities, building or highways. Such applications also serve as requests for priority enforcement at these paid for locations. The increase in charge is reflective of the admin and CEO priority resource required to legally process and effectively support such applications.
- **On street Parking Charges** – Remain unchanged for 2022/23.
- **Penalty Charge Notices** – Are set statutorily and unchanged for 2022/23.

- **Highways infrastructure** – The introduction of several new fees centring on Licensing, and Vehicle Crossing construction. Specific fees and charges have been revised to better scale with larger application requirements, using value thresholds to switch to a percentage value of actual costs; as well as having the minimum charge fee increased in line with actual costs where applicable.
- **Transport Development** – The majority of transport development fees and charges are unchanged for 2022/23, with the exception of crane oversail, which have increased by 9% (£20) and accident data provision which has increased by 2% (£4)
- **Transport (Fleet)** – Vehicular MOT Testing – charges have increased for 2022/23 except the class 4 & 7 re-test fee which remains at £15
- **Pre-Planning Application** – Charges have increased for 2022/23 between 1% - 8%
- **Planning Performance Agreement** – Charges remain unchanged for 2022/23
- **Land Charges** – A number of previous land charges are now available in the public domain and are therefore now free of charge to access. The remainder of the charges have been increased by 9%-10% for 2022/23, there are also 3 new charges relating to searches.

#### 4. **Proposals and Issues**

- 4.1 The fees and charges for each service area have been considered and the main considerations are set out below.
- 4.2 To allow the Council services to better respond to changes in the commercial environment for fees and charges; delegated authority will be sought through Cabinet to permit the Director of the Service Area jointly with the Director of Finance to vary service charges within financial year due to commercial considerations.
  - This will allow service areas, providing services on a traded basis to vary their fees and charges to reflect commercial and operational considerations that impact the cost recoverability calculations.
  - Any changes to Fees and Charges due to commercial considerations will require consultation with, and agreement of, the relevant Portfolio Holder.

#### 5. **Transport and Highways**

##### 5.1 **Visitors Permits**

Resident Permit schemes were introduced in order to preserve the limited parking spaces available on-street for residents around towns and train stations and to protect residents from the incursion of commuter parking.

All residents entitled to a Resident Permit are entitled to purchase Visitor Permits.

With the first book of Visitor Permits free annually to each household within a Permit area, they are provided in blocks of 20. The cost of Additional Visitor Permit sheets thereafter is £7, a proposed increase from £6.50

## 5.2 Residents Permits

1<sup>st</sup> and 2<sup>nd</sup> permits remain free of charge and the 3<sup>rd</sup> permit has been increased to £75 which is a £5 (7%) increase

## 5.3 Parking Charges

The COVID-19 pandemic impacted significantly on vehicle use across the borough as businesses were forced to close and commuters encouraged to work from home in support of government guidance. The total Pay & Display ticket transactions saw a 60% reduction from 250,332 in 19/20 to 97,931 in 20/21.

As a result of reduced occupancy within the car parks and On-Street the overall Pay and Display revenue decreased from £475,761.70 in 19/20 to £133,037.80 in year 20/21. This equates to a decrease in pay and display revenue of 72% over the last financial year.

	2019/20	2020/21	+/-
<i>Pay &amp; Display Revenue</i>	<i>£475,761.70</i>	<i>£133,037.80</i>	<i>-72%</i>
<i>Total Transactions</i>	<i>250,332</i>	<i>97,971</i>	<i>-60%</i>

A number of the Thurrock Borough Council owned and managed car parks have inconsistent car parking charges and there is a need to streamline the tariff where appropriate. In addition there has been no increase in off street Pay and Display charges for over 3 years, not even in line with inflation. As part of this fees and charges review, proposals are being suggested to address these key areas. The below recommendations are:

- **Darnley Road car park** - Currently a short stay car park, it is proposed to offer long stay parking and bring this car park in line with all other long stay (LS) car parks in Grays. The short stay and long stay tariff is the same charge, however a short stay car park does not allow customers to

stay over 4 hours. Therefore changing this car park to long stay simply offers the long stay option and is another parking option for commuters.

- **Grays Beach car park** - A long stay car park but does not have consistent charges with all other long stay car parks in Grays it is therefore proposed to bring this tariff in line with all Grays long stay car parks.
- **Canterbury Parade car park** – A long stay car park but does not have consistent charges with other long stay car parks in Thurrock, it is therefore proposed to bring this tariff in line with all other long stay car park charges, with one exception. It was recognised that this car park is not located in Grays and has a different demographic and client base, attracting less commuters and more local customers who are supporting smaller independent shops. Therefore In support of the local shops and business owners, Thurrock Borough Council recommend 1 free hour of parking to all customers at this car park. Any stay over 1 hour will then fall in line with all other long stay car parks ensuring a more consistent tariff approach.
- **New Pay and Display car parks x 4** – In reference to the paper being considered by PTR O&S in relation to introducing charges to existing free car parks, subject to Cabinet approval, it is recommended the following Council owned and managed car parks will become chargeable and enforced Pay and Display long stay car parks effective Friday 1<sup>st</sup> April 2022. It is proposed the tariff will be consistent with all Thurrock Borough Council long stay car parks. (Exemption Canterbury Parade)
  - **Coalhouse Fort**
  - **Tamarisk Car Park**
  - **South Ockendon Recreation Park**
  - **Langdon Hills Country Park**
- **Annual Country Park Parking Season Pass (3hr Max Stay)** - In support of regular walkers/dog walkers to the Country Parks, it is recommended that Thurrock Borough Council will offer an annual parking season pass at a charge of £75 per annum. This entitles the season pass holder to park for up to 3hrs with their season pass in the following locations:
  - Coalhouse Fort
  - South Ockendon Recreation Park
  - Langdon Hills Country Park

The pass has been restricted to 3hrs max stay per day to avoid abuse from commuters. The minimum charge for 1 hour parking of £1 across all car parks is recommended as part of the fees and charges review. Based on 5 x 1 hr visits per week, per annum the cost for the customer without the annual permit would be £5 x 52 = £260. The purchase of the annual Country Parking

Permit would be a saving of £185 per year for the customer. This saving would be increased if the customer was to visit the parks 7 days a week

**Proposal - Pay and Display Tariff increased.**

It is proposed to increase all off street car parking tariffs in support of inflation, management and maintenance costs. The income from Pay and Display revenue contributes towards operational costs, business rates, surface maintenance, and signs and line repairs.

Please see below a table which confirms what the increases across all Pay and Display charges will look like to the customer. *Please note Grays Beach and Canterbury Parade will be subject to the original tariff change required to bring them in line with the long stay tariff as detailed in point 2 & 3 above.*

Car Parks	Current Charges	Proposed Charges	Increase
Argent Street Cromwell Road Crown Road Station House	up to 1 hour = 70p	up to 1 hour = £1	42%
	up to 2 hours = £1.30	up to 2 hours = £1.50	15%
	up to 4 hours = £2.10	up to 4 hours = £2.50	19%
	up to 6 hours = £3.70	up to 6 hours = £4.00	8%
	over 6 hours = £5.80	over 6 hours = £6.50	12%

Car Park	Current Charges	Proposed Charges
<b>Darnley Road</b>	up to 1 hour = 70p	up to 1 hour = £1
	up to 2 hours = £1.30	up to 2 hours = £1.50
	up to 4 hours = £2.10	up to 4 hours = £2.50
	No long stay option	up to 6 hours = £4.00
	No long stay option	over 6 hours = £6.50

Grays Beach	Current Charges	Proposed Charges
	up to 2 hours = 70p	up to 1 hour = £1
		up to 2 hours = £1.50
	over 2 hours = £3.20	up to 4 hours = £2.50
		up to 6 hours = £4.00
		over 6 hours = £6.50

Canterbury Parade	Current Charges	Proposed Charges
	Free up to 1 hour	Free up to 1 hour
	1 to 2 hours 60p	up to 1 hour = £1
	over 2 hours £2.10	up to 2 hours = £1.50
		up to 4 hours = £2.50
		up to 6 hours = £4.00
		over 6 hours = £6.50

New Pay and Display Car Parks x 4	Proposed Charges (in line with all other TBC long stay car parks)
<ul style="list-style-type: none"> <li>Coalhouse Fort</li> <li>Tamarisk Car Park</li> </ul>	up to 1 hour = £1
	up to 2 hours = £1.50
	up to 4 hours = £2.50

• South Ockendon Recreation Park	up to 6 hours = £4.00
• Langdon Hills Country Park	over 6 hours = £6.50

#### 5.4 Penalty Charge Notices

The charges for penalty charge notices are statutory charges and cannot be changed by the local authority.

#### 5.5 Bus Passes

Any resident that applies for their first bus pass under the government's entitlement criteria receives their pass free of charge. This is a statutory requirement and no changes to this arrangement are proposed.

Any replacement for the loss of any bus pass will be charged an admin fee, £10.20 (2% increase)

#### 5.6 Highways Infrastructure

To ensure works are cost neutral and we cost recover on third party incidents on the Highway eight new charges are proposed:

- Highway Infrastructure - A £250 fee to allow cost recovery for the temporary switching off and on of permanent Traffic Signal sites.
- Highway Infrastructure – A £300 fee to undertake trial holes on behalf of third parties to ascertain if vehicle crossings can be implemented. This will allow for the identification of statutory undertaker apparatus or depth of tree roots, which can prove restrictive with respects to the construction of vehicle crossings.
- Highways Infrastructure – A new full width crossing constructed anywhere between the minimum permitted width of 2.7m up to the maximum permitted width of 4.3m – (£950) Only applicable when done in conjunction with the Capital Footway works programme.
- Highways Infrastructure - An extension to an existing vehicle crossing constructed up to the maximum permitted width of 4.3m – (£350) . Only applicable when done in conjunction with the Capital Footway works programme
- Highways Infrastructure - A new full width crossing, constructed to the minimum permitted width of 2.7m – (£600). Only applicable when done in conjunction with the Capital Footway works programme
- Highways Infrastructure – Pavement Licence for Gazebo on the Highway (£150) or Shelving placed on Highway e.g. associated with a shop frontage (£250).
- Charge for the co-ordination of Section 50 license – a fee of £950
- Crane licence when not in association with construction works – a fee of £250. Section 178 of the Highways Act 1980 regulates the placement of apparatus such as rails, beams and cranes over the highway.

## **5.7 Transport Development**

Current fees for agreements pursuant to Sections 38 and 278 of the Highways Act (adoption of road and highway licenses for developer works) have been bench-marked against neighbouring Authorities.

Neighbouring Authorities have increased fees over the last few years and Thurrock is comparable.

## **6. Planning**

### **6.1 Development Management – Standard Planning Fees**

Income derived from the previous increase is ring fenced by statute to be used for the development and improvement to planning services. Further information on these fees can be found at the ECAB Planning Portal.

### **6.2 Development Management - Additional Planning Fees**

Thurrock Development Management offers other planning services that are over and above the nationally set fees.

The income received from these services has been ring fenced through the Planning Services Business Plan (2017-2020) which was agreed by the Commercial Board in May 2017. This income has to be spent within the Planning Service.

### **6.3 Building Control**

Fee income is related to market share. The Building Control Account is governed by legislation that requires that the Council does not produce a profit or loss over a three year rolling period and that any increase in income has to be ring-fenced with the Building Control account.

### **6.4 Land Charges**

Local Land Charges (LLC) income is derived from charges associated with the sale and purchase of property in Thurrock. This account functions on a cost recovery basis, therefore any increase in income cannot be used outside of the LLC budget.

## **7. Reasons for Recommendation**

- 7.1 The setting of appropriate fees and charges will enable the Council to generate essential income for the funding of Council services. The approval of reviewed fees and charges will also ensure that the Council is competitive with other service providers and neighbouring councils. The ability to vary charges within financial year will enable services to more flexibly adapt to changing economic conditions.

7.2 The granting of delegated authority to vary these charges within financial year will allow the Council to better respond to commercial challenges.

7.3 The wider financial implications and effect on individual service budgets will be presented in the final Cabinet Paper in February 2021.

## **8. Consultation (including Overview and Scrutiny, if applicable)**

8.1 Consultations will be progressed where there is specific need. However, with regard all other items, the proposals in this report do not affect any specific parts of the borough. Fees and charges are known to customers before they make use of the services they are buying.

## **9. Impact on corporate policies, priorities, performance and community impact**

9.1 The changes in these fees and charges may impact the community; however it must be taken into consideration that these price rises include inflation and no profit will be made on the running of these discretionary services.

## **10. Implications**

### **10.1 Financial**

Implications verified by: **Joanne Freeman**  
**Finance Manager**

The effect of any changes to fees and charges on individual income targets will be determined as part of the 2022-23 budget setting process in which Corporate Finance and service areas will review anticipated level of demand, fee increases, previous performance and potential associated costs. Covid-19 has significantly impacted the Authority's ability to achieve current income targets and this will be taken into consideration when setting future targets. The Council wide draft budget report will set out the 2022-23 targets across all directorates

### **10.2 Legal**

Implications verified by: **Ian Hunt**  
**Assistant Director of Law and Governance & Monitoring**

Fees and charges generally fall into three categories – Statutory, Regulatory and Discretionary. Statutory charges are set in statute and cannot be altered by law since the charges have been determined by Central government and all authorities will be applying the same charge.



Regulatory charges relate to services where, if the Council provides the service, it is obliged to set a fee which the Council can determine itself in accordance with a regulatory framework. Charges have to be reasonable and must be applied across the borough.

Discretionary charges relate to services which the Council can provide if they choose to do so. This is a local policy decision. The Local Government Act 2003 gives the Council power to charge for discretionary services, with some limited exceptions. This may include charges for new and innovative services utilising the Council's general power of competence under section 1 of the Localism Act 2011. The income from charges, taking one financial year with another, must not exceed the cost of provision. A clear and justifiable framework of principles should be followed in terms of deciding when to charge and how much, and the process for reviewing charges.

A service may wish to consider whether they may utilise this power to provide a service that may benefit residents, businesses and other service users, meet the Council priorities and generate income.

Decisions on setting charges and fees are subject to the Council's decision making structures. Most charging decisions are the responsibility of Cabinet, where there are key decisions. Some fees are set by full Council.

### **10.3 Diversity and Equality**

Implications verified by:

**Becky Lee**

**Team Manager, Community  
Development & Equalities**

The Council is responsible for promoting equality of opportunity in the provision of services and employment as set out in the Equality Act 2010 and Public Sector Equality Duty. Decisions on setting charges and fees are subject to Community Equality Impact Assessment process and the Council's wider decision making structures to determine impact on protected groups and related concessions that may be available.

### **10.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder or Impact on Looked After Children.**

None

### **11. 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):**

None

### **12. Appendices to the report**

- Appendix 1 – Schedule of Proposed Fees and Charges for 2022/23.
- Appendix 2 – Schedule of Fees and Charges no longer applicable.  
(Removed)

**Report Author:**

Kelly McMillan  
Business Development Manager

Details					2021/22 - Charges				2022/23 - Charges				Changes from 2021/22	
Name of fee or Charge	Directorate	Overview and Scrutiny Committee	Owner	Stat/Disc	VAT	Net Charge	VAT Amount	Total Charge	VAT	Net Charge	VAT Amount	Total Charge	Total Change (£)	Total Change (%)
Local Land Charges - Additional parcel - commercial	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	£ 48.00	£ -	£ 48.00	O	£ 53.00	£ -	£ 53.00	£ 5.00	10.42%
Local Land Charges - Additional parcel - personal search	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	£ 8.25	£ -	£ 8.25	O	£ 9.00	£ -	£ 9.00	£ 0.75	9.09%
Local Land Charges - Additional parcel - residential	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	£ 37.00	£ -	£ 37.00	O	£ 41.00	£ -	£ 41.00	£ 4.00	10.81%
Local Land Charges - Cancellation fee for Con29 search	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	£ 25.00	£ -	£ 25.00	O	£ 27.50	£ -	£ 27.50	£ 2.50	10.00%
Local Land Charges - Charges for a copy of the local land charges search	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	£ 20.50	£ -	£ 20.50	O	£ 22.50	£ -	£ 22.50	£ 2.00	9.76%
Local Land Charges - Con290 - Per question	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	S	£ 30.00	£ 6.00	£ 36.00	S	£ 33.33	£ 6.67	£ 40.00	£ 4.00	11.11%
Local Land Charges - Copy of agreements and tree preservation orders	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Local Land Charges - Copy of planning decision and enforcement notices	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Local Land Charges - Copy of smoke control order	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Local Land Charges - Electronic Format - Con29R Search - commercial	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	S	£ 160.00	£ 32.00	£ 192.00	S	£ 175.00	£ 35.00	£ 210.00	£ 18.00	9.38%
Local Land Charges - Electronic Format - Con29R Search - residential	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	S	£ 116.50	£ 23.30	£ 139.80	S	£ 128.33	£ 25.67	£ 154.00	£ 14.20	10.16%
Local Land Charges - Form LLC1 Only	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	£ 40.00	£ -	£ 40.00	O	£ 44.00	£ -	£ 44.00	£ 4.00	10.00%
Local Land Charges - Personal search request and viewing of information	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Local Land Charges - Cancellation fee for Assisted Personal Search	Public Realm	Planning, Transport, Regen	Anthony Fletcher	S	O				O	£ 5.00	£ -	£ 5.00	£ 5.00	0.00%
Local Land Charges - Assisted Personal Search (ranged based on no. questions)	Public Realm	Planning, Transport, Regen	Anthony Fletcher	D	O	£30 - £40		£30 - £40	O	£33 - £44	£ -	£33 - £44	£ -	10.00%

Local Land Charges - Expedited Search	Public Realm	Planning, Transport, Regen	Anthony Fletcher	D	O					£ 79.20	£ -	£ 79.20	£ 79.20	0.00%
Local Land Charges - Expedited Residential search uncluding Con 29 (Cannot include extra CON290 questions)	Public Realm	Planning, Transport, Regen	Anthony Fletcher	D	O					£ 277.20	£ -	£ 277.20	£ 277.20	0.00%
Pre application fees - Householder - written only	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 51.50	£ 10.30	£ 61.80	S	£ 52.50	£ 10.50	£ 63.00	£ 1.20	1.94%
Pre application fees - Householder - written with 1/2 hour meeting	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 82.00	£ 16.40	£ 98.40	S	£ 84.17	£ 16.83	£ 101.00	£ 2.60	2.64%
Pre application fees - Householder - proposales in conservation areas/works to listed building inc. 1/2 hour meeting (with planning officer and conservation officer)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 288.00	£ 57.60	£ 345.60	S	£ 295.83	£ 59.17	£ 355.00	£ 9.40	2.72%
Pre application fees - Householder - single dwelling (replacement and residential annexe) inc. 1/2 hour meeting	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 154.00	£ 30.80	£ 184.80	S	£ 158.33	£ 31.67	£ 190.00	£ 5.20	2.81%
Pre application fees - Householder - single dwelling (replacement or residential annexe) in conservation are or listed building, inc. 1/2 hour meeting (with planning officer and conservation officer)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 360.00	£ 72.00	£ 432.00	S	£ 370.00	£ 74.00	£ 444.00	£ 12.00	2.78%
Pre application fees - Householder - Alterations to listed building (whether residential or commercial) inc/ 1/2 hour meeting, (with planning officer and conservation officer)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 288.00	£ 57.60	£ 345.60	S	£ 295.83	£ 59.17	£ 355.00	£ 9.40	2.72%
Pre application fees - Minor development inc. 1 hour meeting	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 442.00	£ 88.40	£ 530.40	S	£ 475.00	£ 95.00	£ 570.00	£ 39.60	7.47%
Pre application fees - Major development inc. 1 hour meeting	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 1,480.00	£ 296.00	£ 1,776.00	S	£ 1,590.00	£ 318.00	£ 1,908.00	£ 132.00	7.43%
Pre application fees - Strategic development	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	POA	£ -	POA	S	POA	£ -	POA	£ -	0.00%
Pre application fees - Follow up meetings Minor (per hour)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 120.00	£ 24.00	£ 144.00	S	£ 129.17	£ 25.83	£ 155.00	£ 11.00	7.64%
Pre application fees - Follow up meetings Major (per hour)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 360.00	£ 72.00	£ 432.00	S	£ 388.33	£ 77.67	£ 466.00	£ 34.00	7.87%
Pre application fees - Follow up meetings Householder (per hour)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 50.00	£ 10.00	£ 60.00	S	£ 54.17	£ 10.83	£ 65.00	£ 5.00	8.33%
Pre application fees - Additional attendance (ecology/listed building) in additon to follow up meeting cost (per hour per specialist)	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 200.00	£ 40.00	£ 240.00	S	£ 215.83	£ 43.17	£ 259.00	£ 19.00	7.92%

Planning Performance Agreement (PPA) - Small urban extensions (up to 1,499 units) p.a.	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 75,000.00	£ 15,000.00	£ 90,000.00	S	£ 75,000.00	£ 15,000.00	£ 90,000.00	£ -	0.00%
Planning Performance Agreement (PPA) - Large urban extensions (over 1,500 units) p.a.	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 100,000.00	£ 20,000.00	£ 120,000.00	S	£ 100,000.00	£ 20,000.00	£ 120,000.00	£ -	0.00%
Planning Performance Agreement (PPA) - New settlement p.a.	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 150,000.00	£ 30,000.00	£ 180,000.00	S	£ 150,000.00	£ 30,000.00	£ 180,000.00	£ -	0.00%
Planning Performance Agreement (PPA) - Others (10 to 99 units) p.a.	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 10,000.00	£ 2,000.00	£ 12,000.00	S	£ 10,000.00	£ 2,000.00	£ 12,000.00	£ -	0.00%
Planning Performance Agreement (PPA) - Others (100 - 499 units) p.a.	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 25,000.00	£ 5,000.00	£ 30,000.00	S	£ 25,000.00	£ 5,000.00	£ 30,000.00	£ -	0.00%
Planning Performance Agreement (PPA) - Others (over 500 units and over) p.a.	Public Realm	Planning, Transport, Regen	Jonathan Keen	D	S	£ 50,000.00	£ 10,000.00	£ 60,000.00	S	£ 50,000.00	£ 10,000.00	£ 60,000.00	£ -	0.00%
<b>All Outline Applications</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Sites not more than 2.5 Hectares (charge per 0.1 hectare)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%
Sites with more than 2.5 Hectares (charge per 0.1 hectare, capped at maximum of £150k)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£11,432 + £138 per 0.1 hectare; up to a maximum of £150,000	£ -	£11,432 + £138 per 0.1 hectare; up to a maximum of £150,000	O	£11,432 + £138	£ -	£11,432 + £138	£ -	0.00%
<b>Household Applications</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Alterations or extensions to a single dwelling, excluding flats, including works within the boundary	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 206.00	£ -	£ 206.00	O	£ 206.00	£ -	£ 206.00	£ -	0.00%
<b>Full Applications and first submissions of reserved matters</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Alterations or extensions to two or more dwellings, or one or more flats, including works within boundary	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 407.00	£ -	£ 407.00	O	£ 407.00	£ -	£ 407.00	£ -	0.00%
New dwellings, up to a maximum of 50 (per dwelling charge)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%
New dwellings, for more than 50 (additional charge per dwelling in excess of 50, up to £300,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£22,859 + £138	£ -	£22,859 + £138	O	£22,859 + £138	£ -	£22,859 + £138	£ -	0.00%

Erection of Buildings, excluding dwellings, agricultural, glasshouse, plant and machinery					Public Realm	Planning, Transport, Regen	Jonathan Keen									
No increase in gross floor space, or an increase of no more than 40 square metres	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%		
An increase of floor space more than 40 square metres, but not more than 75 square metres	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%		
An increase of floor space more than 75 square metres, but not more than 3,750 square metres (per 75 square metres, or part thereof)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%		
An increase of floor space more than 3,750 square metres (for each additional 75 square meters, or part thereof, up to a maximum of £300,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£22,859 + £138	£ -	£22,859 + £138	O	£22,859 + £138	£ -	£22,859 + £138	£ -	0.00%		
Erection of Buildings on land used for agriculture					Public Realm	Planning, Transport, Regen	Jonathan Keen									
A site area of no more than 465 square metres	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 96.00	£ -	£ 96.00	O	£ 96.00	£ -	£ 96.00	£ -	0.00%		
A site area of more than 465 square metres, but not more than 540 square metres	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%		
A site area of more than 540 square metres, but not more than 4,215 square metres (charge for the first 540 square metres + £462 for each additional 540 square metres, or part thereof, in excess of 540 square metres)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£462 + £462	£ -	£462 + £462	O	£462 + £462	£ -	£462 + £462	£ -	0.00%		
A site area of more than 4,215 square metres (charge for each additional 75 square metres, or part thereof, in excess of 75 square meters, up to a maximum of £300,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£22,858 + £138	£ -	£22,858 + £138	O	£22,858 + £138	£ -	£22,858 + £138	£ -	0.00%		
Erection of glasshouses on land used from agriculture					Public Realm	Planning, Transport, Regen	Jonathan Keen									
A site area of not more than 5 hectares (per 0.1 hectare, or part thereof)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%		
A site area of more than 5 hectares (additional for each 0.1 hectare, or part thereof, in excess of 5 hectares, up to a maximum of £300,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£22,858 + £138	£ -	£22,858 + £138	O	£22,858 + £138	£ -	£22,858 + £138	£ -	0.00%		
Applications for other than building works					Public Realm	Planning, Transport, Regen	Jonathan Keen									
Car parks, service roads or other accesses, for existing uses	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%		



<b>Waste, use of land for disposal of refuse or waste materials or deposit of material remaining after extraction or storage of minerals</b>				<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>									
A site of not more than 15 hectares (per 0.1 hectare, or part thereof)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%	
A site area of more than 15 hectares (additional for each 0.1 hectare, or part thereof, in excess of 15 hectares, up to a maximum of £78,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£34,934 + £138	£ -	£34,934 + £138	O	£34,934 + £138	£ -	£34,934 + £138	£ -	0.00%	
<b>Other operations, winning and working of materials</b>				<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>									
A site area of not more than 15 hectares (per 0.1 hectare, or part thereof)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%	
A site area of more than 15 hectares (additional for each 0.1 hectare, or part thereof, in excess of 15 hectares, up to a maximum of £78,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£34,934 + £138	£ -	£34,934 + £138	O	£34,934 + £138	£ -	£34,934 + £138	£ -	0.00%	
Other operations not coming within any of the above categories, for any site area (per 0.1 hectare, or part thereof, up to a maximum of £2,028)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%	
<b>Lawful development certificate</b>				<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>									
Lawful development certificate, existing use, in breach of planning condition	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	Same as full application	£ -	Same as full application	O	Same as full application	£ -	Same as full application	£ -	0.00%	
Lawful development certificate, existing use lawful development certificate where it is lawful to comply with a particular condition	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%	
Lawful development certificate, proposed use	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	Half the normal planning fee	£ -	Half the normal planning fee	O	Half the normal planning fee	£ -	Half the normal planning fee	£ -	0.00%	
<b>Prior Approval</b>				<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>									
Agricultural and Forestry buildings and operations, or demolition of buildings	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 96.00	£ -	£ 96.00	O	£ 96.00	£ -	£ 96.00	£ -	0.00%	
Telecommunications code systems operators	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%	
<b>Reserved Matters</b>				<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>									

Application for approval of reserved matters following outline approval (Full fee due, or if full fee already paid then £462 due)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	Full fee due, or £462 due	£ -	Full fee due, or £462 due	O	Full fee due, or £462 due	£ -	Full fee due, or £462 due	£ -	0.00%
<b>Approval, variation or discharge of condition</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Application for removal or variation of a condition following granting of planning permission	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%
Request for confirmation that one or more planning conditions have been complied with (per request for the householder, otherwise £116 per request)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£34 or £116	£ -	£34 or £116	O	£34 or £116	£ -	£34 or £116	£ -	0.00%
<b>Change of use of a building to use as one or more separate dwelling houses or other cases</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Not more than 50 dwellings (per dwelling)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%
More than 50 dwellings (for each dwelling in excess of 50, up to a maximum of £300,000)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£22,859 + £138	£ -	£22,859 + £138	O	£22,859 + £138	£ -	£22,859 + £138	£ -	0.00%
Other changes of use of a building or land	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%
<b>Advertising</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Advertising relating to the business on the premises	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 132.00	£ -	£ 132.00	O	£ 132.00	£ -	£ 132.00	£ -	0.00%
Advance signs that are not situated on or visible from the site, directing the public to the business	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 132.00	£ -	£ 132.00	O	£ 132.00	£ -	£ 132.00	£ -	0.00%
other advertisements	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 462.00	£ -	£ 462.00	O	£ 462.00	£ -	£ 462.00	£ -	0.00%
<b>Application for a non-material amendment following a grant of planning permission</b>	<b>Public Realm</b>	<b>Planning, Transport, Regen</b>	<b>Jonathan Keen</b>											
Applications in respect of householder developments	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 34.00	£ -	£ 34.00	O	£ 34.00	£ -	£ 34.00	£ -	0.00%
Applications in respect of any other developments	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 234.00	£ -	£ 234.00	O	£ 234.00	£ -	£ 234.00	£ -	0.00%
Permitted Development Rights removed	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 96.00	£ -	£ 96.00	O	£ 96.00	£ -	£ 96.00	£ -	0.00%



Fee for processing invalid application re-submission that are re-submitted still as invalid (per submission)	Public Realm	Planning, Transport, Regen	Jonathan Keen	S	O	£ 25.00		£ 25.00	O	£ 25.00		£ 25.00	£ -	0.00%
Highways - Consideration by a local authority of an application pursuant to any provision contained in an order under Section 1,6 9 or 14 of the 1984 Act for an exemption from any prohibition or restriction imposed by the order on the stopping, parking, waiting, loading or unloading of vehicles on a road	Public Realm	Planning, Transport, Regen	Mat Kiely	D	O	£ 1,500.00	£ -	£ 1,500.00	O	£ 1,535.00	£ -	£ 1,535.00	£ 35.00	2.33%
Traffic Management - Anything done by a local traffic authority in connection with or in consequence of a request to vary an order under Section 1,6,9 or 14 of the 1984 Act so as to create an exemption or exclusion from a prohibition or restriction imposed by the Order on the stopping, parking waiting, loading or unloading of vehicles on a road.	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£ 1,500.00	£ -	£ 1,500.00	O	£ 1,500.00	£ -	£ 1,500.00	£ -	0.00%
Traffic Management - Anything done by a local traffic authority in consequence of a request to revoke or amend an order under Section 6,32(1) (b) or 45 of the 1984 Act so that a particular length of road may cease to be a place where vehicles may be parked in accordance with the order.	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£ 1,500.00	£ -	£ 1,500.00	O	£ 1,500.00	£ -	£ 1,500.00	£ -	0.00%
Transport Development - Accident data provision	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 175.00	£ -	£ 175.00	Z	£ 179.00	£ -	£ 179.00	£ 4.00	2.29%
Transport Development - Commercial access; no adoptable road (fee is for checking drawing and supervision works)	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	min fee £5k 9% of cost. Hoarding - Deposit £200 per spm, fee 10% of deposit	£ -	min fee £5k 9% of cost. Hoarding - Deposit £200 per spm, fee 10% of deposit	O	min fee £5k 9% of cost. Hoarding - Deposit £200 per spm, fee 10% of deposit	£ -	min fee £5k 9% of cost. Hoarding - Deposit £200 per spm, fee 10% of deposit	£ -	0.00%
Transport Development - Commercial access; with adoptable distributor road Section 278 agreement (Fee is for checking drawings and supervision of works)	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - Deposit £120 per spm, fee 10% of deposit	£ -	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - Deposit £120 per spm, fee 10% of deposit	O	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - Deposit £120 per spm, fee 10% of deposit	£ -	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - Deposit £120 per spm, fee 10% of deposit	£ -	0.00%

Transport Development - Commuted sums for highway & ancillary works arising from development	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	25% of bond figure over a 60 year period reduction factor 3.5% per annum	£ -	25% of bond figure over a 60 year period reduction factor 3.5% per annum	Z	25% of bond figure over a 60 year period reduction factor 3.5% per annum	£ -	25% of bond figure over a 60 year period reduction factor 3.5% per annum	£ -	0.00%
Transport Development - Crane oversail licence (temporary during construction). Applicable when cranes operate over the public highway	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£ 205.00	£ -	£ 205.00	O	£ 225.00	£ -	£ 225.00	£ 20.00	9.76%
Transport Development - Crane oversail licence (temporary during construction). Applicable when cranes operate over the public highway - Deposit	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£500-£5000	£ -	£500-£5000	O	£500-£5000	£ -	£500-£5000	£ -	0.00%
Transport Development - Flat only development's; no adoptable road (fee is for checking drawing and supervision of works)	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - deposit £120 per spm, fee 10% of deposit	£ -	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - deposit £120 per spm, fee 10% of deposit	O	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - deposit £150 per spm, fee 10% of deposit	£ -	Min Fee £5k 10% of cost; split over 4% for checking drawings and 6% supervision Hoarding - deposit £150 per spm, fee 10% of deposit	£ -	0.00%
Transport Development - Incidental Technical Information	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	Case by case basis	£ -	Case by case basis	Z	Case by case basis	£ -	Case by case basis	£ -	0.00%
Transport Development - New Adoptable Residential Estate Road with standard Bellmouth Section 278 (Fee is for checking drawings and supervision of works)	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	O	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	0.00%

Transport Development - New Adoptable Residential Estate Road with standard Bellmouth Section 38 (Fee is for checking drawings and supervision of works)	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	O	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	0.00%
Transport Development - Residential Estate Road Bellmouth to private drive, access to distributor roads or higher category by Section 278 agreement (Fee is for checking drawings and supervision of works) Lower category roads serving 5 units – Section 184 cross over application	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	O	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	£0 - £30k min £5k £30k - £1m, 10% of cost > £1m, 6% pf cost Hoarding deposit £120/sqm of highway enclosed Hoarding fee 10% of deposit, min £600	£ -	0.00%
Transport Development - Temporary Construction Access Licence	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£ 205.00	£ -	£ 205.00	O	£ 205.00	£ -	£ 205.00	£ -	0.00%
Transport Development - Temporary Construction Access Licence - Deposit	Public Realm	Planning, Transport, Regen	Mat Kiely	S	O	£500-£5000	£ -	£500-£5000	O	£500-£5000	£ -	£500-£5000	£ -	0.00%
Travel Plans - Monitoring Travel Plans - Large Developments	Public Realm	Planning, Transport, Regen	Mat Kiely	S	Z	£ 1,050.00	£ -	£ 1,050.00	Z	£ 1,050.00	£ -	£ 1,050.00	£ -	0.00%
Travel Plans - Monitoring Travel Plans - Large developments where two or more land-uses on-site exceed the DfT thresholds, or the development in total is double the threshold	Public Realm	Planning, Transport, Regen	Mat Kiely	S	Z	£ 2,100.00	£ -	£ 2,100.00	Z	£ 2,100.00	£ -	£ 2,100.00	£ -	0.00%
Travel Plans - Monitoring Travel Plans - Small Developments	Public Realm	Planning, Transport, Regen	Mat Kiely	S	Z	£ 540.00	£ -	£ 540.00	Z	£ 540.00	£ -	£ 540.00	£ -	0.00%

Road Safety - Scooter Training (primary schools)	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£40.00 per session (10 pupils max)	£ -	£40.00 per session (10 pupils max)	Z	£41.00 per session (10 pupils max)	£ -	£41.00 per session (10 pupils max)	£ 1.00	2.50%
Road Safety - Bikeability Training Level 1	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 5.00	£ -	£ 5.00	Z	£ 5.10	£ -	£ 5.10	£ 0.10	2.00%
Road Safety - Bikeability Training Level 2	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 10.00	£ -	£ 10.00	Z	£ 10.20	£ -	£ 10.20	£ 0.20	2.00%
Road Safety - Bikeability - Learn to Ride - Under 16s	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 10.00	£ -	£ 10.00	Z	£ 10.20	£ -	£ 10.20	£ 0.20	2.00%
Road Safety - Bikeability - Learn to Ride - Over 16s	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 20.00	£ -	£ 20.00	Z	£ 20.50	£ -	£ 20.50	£ 0.50	2.50%
Road Safety - Bikeability -Balance Bikes	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 60.00	£ -	£ 60.00	Z	£ 61.50	£ -	£ 61.50	£ 1.50	2.50%
Road Safety - Bikeability - Learn to Ride - Over 16s	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 20.00	£ -	£ 20.00	Z	£ 20.50	£ -	£ 20.50	£ 0.50	2.50%
Lead Local Flood Authoirty - Ordinary Watercourse Land Drainage Consent	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 50.00	£ -	£ 50.00	Z	£ 51.00	£ -	£ 51.00	£ 1.00	2.00%
Transport - MOT Test Station Services - MOT'S class 4 and 7	Public Realm	Planning, Transport, Regen	Matt Trott	D	E	£ 35.00	£ -	£ 35.00	E	£ 36.00	£ -	£ 36.00	£ 1.00	2.86%
Transport - MOT Test Station Services - MOT'S class 4 and 7 Retest Fee	Public Realm	Planning, Transport, Regen	Matt Trott	D	E	£ 15.00	£ -	£ 15.00	E	£ 15.00	£ -	£ 15.00	£ -	0.00%
Transport - MOT Test Station Services - MOT'S class 5	Public Realm	Planning, Transport, Regen	Matt Trott	D	E	£ 50.00	£ -	£ 50.00	E	£ 51.00	£ -	£ 51.00	£ 1.00	2.00%
Transport - MOT Test Station Services - MOT'S class 5 Retest Fee	Public Realm	Planning, Transport, Regen	Matt Trott	D	E	£ 20.00	£ -	£ 20.00	E	£ 20.50	£ -	£ 20.50	£ 0.50	2.50%
Transport - MOT Test Station Services - MOT'S Taxi Test	Public Realm	Planning, Transport, Regen	Matt Trott	D	E	£ 25.00	£ -	£ 25.00	E	£ 26.00	£ -	£ 26.00	£ 1.00	4.00%
Commercial Matters - Administration fee for processing Commercial & Other Applications	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 50.00	£ 10.00	£ 60.00	S	£ 55.00	£ 11.00	£ 66.00	£ 6.00	10.00%
Commercial Matters - Assignment of Leases (Council owned premises). Minimum Charge £900 plus VAT	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 900.00	£ 180.00	£ 1,080.00	S	£ 990.00	£ 198.00	£ 1,188.00	£ 108.00	10.00%

Commercial Matters - Dilapidation Surveys and Schedules of Repair/Condition (Council Owned Premises). Minimum fee and hourly rate charge in preparing survey and supervising works	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 500.00	£ 100.00	£ 600.00	S	£ 550.00	£ 110.00	£ 660.00	£ 60.00	10.00%
Commercial Matters - Licence to undertake alterations/building works	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 500.00	£ 100.00	£ 600.00	S	£ 550.00	£ 110.00	£ 660.00	£ 60.00	10.00%
Commercial Matters - Licence to vary lease terms (Council owned premises)	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 675.00	£ 135.00	£ 810.00	S	£ 745.00	£ 149.00	£ 894.00	£ 84.00	10.37%
Commercial Matters - New Letting - Non Standard Commercial Shop Lease	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 900.00	£ 180.00	£ 1,080.00	S	£ 990.00	£ 198.00	£ 1,188.00	£ 108.00	10.00%
Commercial Matters - New Letting - Standard Commercial Shop Lease	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 500.00	£ 100.00	£ 600.00	S	£ 550.00	£ 110.00	£ 660.00	£ 60.00	10.00%
Commercial Matters - Other Processes and Consents	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 500.00	£ 100.00	£ 600.00	S	£ 550.00	£ 110.00	£ 660.00	£ 60.00	10.00%
Non Commercial Matters - Area up to 25 Sqm - Land offering development potential either as a separate plot or if combined with other land	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	POA	£ -	POA	£ -	0.00%
Non Commercial Matters - Area up to 25 Sqm - Sale of land at the end of the rear garden retained by the Council from a Right to Buy sale or amenity land adjoining a property sold under a Right to Buy	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	POA	£ -	POA	£ -	0.00%
Non Commercial Matters - Other Processes and Consents	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	POA	£ -	POA	£ -	0.00%
Non Commercial Matters - Request for an easement over Council Land Applicant would also need to pay for additional cost of works (e.g. drop kerb and crossover) and any additional legal costs affecting the title to the property.	Resources & Place Delivery	Planning, Transport, Regen	Michelle Thompson	D	S	£ 500.00	£ 100.00	£ 600.00	S	£ 550.00	£ 110.00	£ 660.00	£ 60.00	10.00%
Street Naming and Numbering - New Properties - Each additional property address thereafter	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 40.00	£ -	£ 40.00	O	£ 42.00	£ -	£ 42.00	£ 2.00	5.00%
Highway Gully Attendance (item Retrieval)	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 150.00	£ -	£ 150.00	O	£ 155.00	£ -	£ 155.00	£ 5.00	3.33%
Initial Response Charge for attendance to an incident involving the Highway	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 405.63	£ -	£ 405.63	O	£ 415.00	£ -	£ 415.00	£ 9.37	2.31%
Additional charge per hour for attendance at the incident	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 215.55	£ -	£ 215.55	O	£ 220.00	£ -	£ 220.00	£ 4.45	2.06%



Cost reinstatement of permanent repairs following damage to the public Highway	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	Actual cost plus 18% Contract management fee		Actual cost plus 18% Contract management fee	O	Actual cost plus 18% Contract management fee	£ -	Actual cost plus 18% Contract management fee	£ -	0.00%
Highways - Licences - Consideration of an application for a licence in writing to erect or retain on or over a highway any scaffolding or other structure, in connection with any building, or demolition or the alteration, repair, maintenance or cleaning of any building which obstructs the highway pursuant to Section 169(1) and (2) of the 1980 Act.	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	£250 for first month + £400 refundable deposit, £75 per month thereafter	£ -	£250 for first month + £400 refundable deposit, £75 per month thereafter	Z	£300 for first month + £400 refundable deposit, £80 per month thereafter	£ -	£300 for first month + £400 refundable deposit, £80 per month thereafter	£ -	20.00%
Highways - Anything done in connection with the clearance of accident debris pursuant to Section 41 and 130 of the 1980 Act in respect of accidents	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	O	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	0.00%
Highways - Consideration of a request in respect of a highway maintainable at the public expense to execute such works as are specified in the request for constructing a vehicle crossing over a footway or verge in that highway pursuant to Section 184 of the 1980 Act (*if the crossing does not meet criteria, refund applicable)	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£375 upfront; £300 is refundable*; £150 is refundable upon satisfactory completion	£ -	£375 upfront; £300 is refundable*; £150 is refundable upon satisfactory completion	O	£375 upfront; £300 is refundable*; £150 is refundable upon satisfactory completion	£ -	£375 upfront; £300 is refundable*; £150 is refundable upon satisfactory completion	£ -	0.00%
Highways - Licences - Consideration of an application for consent to carry out any works in a street to provide means for the admission of light to premises situated under, or abutting on, the street pursuant to Section 180(2) of the 1980 Act	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	0.00%
Highways - Licences - Consideration of an application for consent to make an opening in the footway of a street as an entrance to a cellar or vault there under pursuant to Section 180 of the 1980 Act.	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	Z	£ 3,000.00	£ -	£ 3,000.00		0.00%
Highways - Licences - Consideration of an application for consent for the obligation to erect a hoarding or fence in accordance with Section 172(1) of the 1980 Act to be dispensed with pursuant to sub-section (2) of that Section.	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	£250 for first month + £400 refundable deposit, £75 per month thereafter	£ -	£250 for first month + £400 refundable deposit, £75 per month thereafter	Z	£300 for first month + £400 refundable deposit, £80 per month thereafter	£ -	£300 for first month + £400 refundable deposit, £80 per month thereafter	£ -	0.00%
Highways - Licence for table and chair arrangements on the public highway £250 per table (max 4 chairs per table) with a maximum of £2000 capped on application.	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	£ 250.00	£ -	£ 250.00	E	£ 255.00	£ -	£ 255.00	£ 5.00	2.00%

Highways - Provision of (or recovery of) white bar markings	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 150.00	£ -	£ 150.00	O	£ 155.00	£ -	£ 155.00	£ 5.00	3.33%
Highways - Skip Licence (to Skip Companies)	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	£40 for up to 7 days and up to every 7 days thereafter	£ -	£40 for up to 7 days and up to every 7 days thereafter	E	£45 for up to 7 days and up to every 7 days thereafter	£ -	£45 for up to 7 days and up to every 7 days thereafter	£ -	11.25%
New Highways Information - Searches and Enquiries	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 70.00	£ -	£ 70.00	O	£ 75.00	£ -	£ 75.00	£ 5.00	7.14%
Passenger Transport - DBS Check	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	£ 55.00	£ -	£ 55.00	Z	£ 56.00	£ -	£ 56.00	£ 1.00	1.82%
Passenger Transport – Fee for the replacement of a bus pass following loss or damage to an existing one.	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 10.00	£ -	£ 10.00	O	£ 10.20	£ -	£ 10.20	£ 0.20	2.00%
Passenger Transport - The issue by a County Council, District Council, passenger transport authority or passenger transport executive in England, a County Council or County Borough Council in Wales, to a person eligible to receive travel concessions under a scheme established under Section 93 of the Transport Act 1985, of - (a) any permit or other document as evidence of entitlement to receive travel concessions	Public Realm	Planning, Transport, Regen	Peter Wright	S	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Passenger Transport - Utilities request for bus stop to be suspended	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	£150 first day per stop and £150 for 2nd day capped at £300	£ -	£150 first day per stop and £150 for 2nd day capped at £300	Z	£150 first day per stop and £150 for 2nd day capped at £300	£ -	£150 first day per stop and £150 for 2nd day capped at £300	£ -	0.00%
Permit Fees - Road Category - Cat 0-2 & TS - Immediate	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 55.00	£ -	£ 55.00	E	£ 60.00	£ -	£ 60.00	£ 5.00	9.09%
Permit Fees - Road Category - Cat 0-2 & TS - Major	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 215.00	£ -	£ 215.00	E	£ 240.00	£ -	£ 240.00	£ 25.00	11.63%
Permit Fees - Road Category - Cat 0-2 & TS - Major (PAA)	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 95.00	£ -	£ 95.00	E	£ 105.00	£ -	£ 105.00	£ 10.00	10.53%
Permit Fees - Road Category - Cat 0-2 & TS - Minor	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 60.00	£ -	£ 60.00	E	£ 65.00	£ -	£ 65.00	£ 5.00	8.33%
Permit Fees - Road Category - Cat 0-2 & TS - Permit Variation	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 45.00	£ -	£ 45.00	E	£ 45.00	£ -	£ 45.00	£ -	0.00%
Permit Fees - Road Category - Cat 0-2 & TS - Standard	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 120.00	£ -	£ 120.00	E	£ 130.00	£ -	£ 130.00	£ 10.00	8.33%

Permit Fees - Road Category - Cat 3&4 No TS - Immediate	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 35.00	£ -	£ 35.00	E	£ 40.00	£ -	£ 40.00	£ 5.00	14.29%
Permit Fees - Road Category - Cat 3&4 No TS - Major	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 140.00	£ -	£ 140.00	E	£ 150.00	£ -	£ 150.00	£ 10.00	7.14%
Permit Fees - Road Category - Cat 3&4 No TS - Major (PAA)	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 70.00	£ -	£ 70.00	E	£ 75.00	£ -	£ 75.00	£ 5.00	7.14%
Permit Fees - Road Category - Cat 3&4 No TS - Minor	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 40.00	£ -	£ 40.00	E	£ 45.00	£ -	£ 45.00	£ 5.00	12.50%
Permit Fees - Road Category - Cat 3&4 No TS - Permit Variation	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 35.00	£ -	£ 35.00	E	£ 35.00	£ -	£ 35.00	£ -	0.00%
Permit Fees - Road Category - Cat 3&4 No TS - Standard	Public Realm	Planning, Transport, Regen	Peter Wright	S	E	£ 70.00	£ -	£ 70.00	E	£ 75.00	£ -	£ 75.00	£ 5.00	7.14%
Right of Way - Additional costs may be payable in the event of a public enquiry under the Highways Act 1980 Section 302 and / or Local Government Act 1972 Section 250	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	Actual costs of advertising and officers time	£ -	Actual costs of advertising and officers time	O	Actual costs of advertising and officers time	£ -	Actual costs of advertising and officers time	£ -	0.00%
Right of Way - Application for Highways Deposits of Statement, Maps and Declarations (Section 31(6) of the Highways Act 1980)	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£200 fee for the first parcel of land + £25 for each additional parcel	£ -	£200 fee for the first parcel of land + £25 for each additional parcel	O	£200 fee for the first parcel of land + £25 for each additional parcel	£ -	£200 fee for the first parcel of land + £25 for each additional parcel	£ -	0.00%
Rights of Way - Local Authority Recovery of Costs for Public Path Orders Regulations 1993	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 1,800.00	£ -	£ 1,800.00	O	£ 1,800.00	£ -	£ 1,800.00	£ -	0.00%
Rights of Way - Public Path Creation Order (section 25 and 26 of the Highways Act 1980)	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 1,000.00	£ -	£ 1,000.00	O	£ 1,000.00	£ -	£ 1,000.00	£ -	0.00%
Stopping up of public highway - section 116 & 117 highways act 1980	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£2,500 minimum charge, or £65 per hour in excess of this	£ -	£2,500 minimum charge, or £65 per hour in excess of this	O	£2,500 minimum charge, or £65 per hour in excess of this	£ -	£2,500 minimum charge, or £65 per hour in excess of this	£ -	0.00%
Street Naming and Numbering - Re-naming of individual properties (Per property charge)	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 62.00	£ -	£ 62.00	O	£ 64.00	£ -	£ 64.00	£ 2.00	3.23%
Street Naming and Numbering - New Properties - First address	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 159.00	£ -	£ 159.00	O	£ 163.00	£ -	£ 163.00	£ 4.00	2.52%
Street Naming and Numbering - New Properties - Re-naming of a building/block flat/industrial estate	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 140.00	£ -	£ 140.00	O	£ 144.00	£ -	£ 144.00	£ 4.00	2.86%



Street Naming and Numbering - Renaming of Street where requested by residents up to 50 properties	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 260.00	£ -	£ 260.00	O	£ 265.00	£ -	£ 265.00	£ 5.00	1.92%
Street Naming and Numbering - Renaming of Street where requested by residents 51 and over properties	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 465.00	£ -	£ 465.00	O	£ 477.00	£ -	£ 477.00	£ 12.00	2.58%
Street Naming and Numbering - Naming of new roads on new developments - Each new road name	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 205.00	£ -	£ 205.00	O	£ 210.00	£ -	£ 210.00	£ 5.00	2.44%
Highways Infrastructure - or the giving of a notice under Section 14(2) of the 1984 Act for the reason mentioned in Section 14(1)(a).	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 700.00	£ -	£ 700.00	O	£ 800.00	£ -	£ 800.00	£ 100.00	14.29%
Highways Infrastructure - Anything done by a local authority in connection with or in consequence of a request to the Authority, the Chief Officer of Police or any other person specified by or under an order made under Section 49(4) of the 1984 Act to suspend the use of a parking place or any part of it.	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 1,000.00	£ -	£ 1,000.00	O	£ 1,100.00	£ -	£ 1,100.00	£ 100.00	10.00%
Highways Infrastructure - Anything done by a local traffic authority in connection with or in consequence of an event requiring traffic management measures	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	Actual Costs plus £200 up to £1000; then after that 20% if greater	O	Actual Costs plus £200 up to £1000; then after that 20% if greater	£ -	Actual Costs plus £200 up to £1000; then after that 20% if greater	£ -	0.00%
Highways Infrastructure - Anything done by a local traffic authority in connection with or in consequence of the making of an order under Section 14(1)	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 1,400.00	£ -	£ 1,400.00	O	£ 1,400.00	£ -	£ 1,400.00	£ -	0.00%
Highways Infrastructure - Consideration by a local authority of a request that, under Section 65(1) of the 1984 Act, it cause or permit a traffic sign (not being a sign which fulfils the conditions specified in Section 65(3A)(i) and (ii) to be placed on or near a road to indicate the route to specified land or premises.	Public Realm	Planning, Transport, Regen	Peter Wright	S	O	£ 165.00	£ -	£ 165.00	O	£ 165.00	£ -	£ 165.00	£ -	0.00%
Highways Infrastructure - Permitting - Fixed Penalty Notices (FPN) - Working in breach of a condition (This is the same as FPN penalties under the notice system, the Authority may extend the 36 day period at its discretion in any particular case)	Public Realm	Planning, Transport, Regen	Peter Wright	S	O	£120 if paid within 36 days, discounted to £80 if paid within 29 days	£ -	£120 if paid within 36 days, discounted to £80 if paid within 29 days	O	£120 if paid within 36 days, discounted to £80 if paid within 29 days	£ -	£120 if paid within 36 days, discounted to £80 if paid within 29 days	£ -	0.00%
Highways Infrastructure - Permitting - Fixed Penalty Notices (FPN) - Working without a permit (The Authority may extend the 36 day period at its discretion in any particular case)	Public Realm	Planning, Transport, Regen	Peter Wright	S	O	£500 if paid within 36 days, discounted to £300 if paid within 29 days	£ -	£500 if paid within 36 days, discounted to £300 if paid within 29 days	O	£500 if paid within 36 days, discounted to £300 if paid within 29 days	£ -	£500 if paid within 36 days, discounted to £300 if paid within 29 days	£ -	0.00%

Highways Infrastructure - The placing by a local traffic authority of a traffic sign pursuant to Section 65(1) of the 1984 Act in accordance with a request of the kind referred to in the preceding paragraph.	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	£ 165.00	£ -	£ 165.00	O	£ 165.00	£ -	£ 165.00	£ -	0.00%
Highways Infrastructure - Traffic Signal data information	Public Realm	Planning, Transport, Regen	Peter Wright	D	S	Actual Costs (min charge £160) (plus VAT)	£ -	Actual Costs (min charge £160) (plus VAT)	S	Actual Costs (min charge £160) (plus VAT)	£ -	Actual Costs (min charge £160) (plus VAT)	£ -	0.00%
Highways Infrastructure - Wide load arrangements	Public Realm	Planning, Transport, Regen	Peter Wright	D	O	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	Actual Costs plus £200 up to £1000; then after that 20% if greater	O	Actual Costs plus £200 up to £1000; then after that 20% if greater	£ -	Actual Costs plus £200 up to £1000; then after that 20% if greater	£ -	0.00%
Advertising on bus stops timetable case - A4 SIZE - per 6 month period	Public Realm	Planning, Transport, Regen	Peter Wright	D	S	£ 100.00	£ 20.00	£ 120.00	S	£ 102.50	£ 20.50	£ 123.00	£ 3.00	2.50%
Highways - Licences - Consideration of an application for consent temporarily to deposit building materials, rubbish or other things in a street that is a highway maintainable at the public expense or to make a temporary excavation in it, and the undertaking of site inspections to monitor compliance with such consent pursuant to Section 171(1)(2)(4) and (5) of the 1980 Act.	Public Realm	Planning, Transport, Regen	Peter Wright	D	Z	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposite if no damage caused	£ -	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposite if no damage caused	Z	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposite if no damage caused	£ -	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposite if no damage caused	£ -	0.00%
Highway Infrastructure - Temporary Construction Access Licence	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	£ 300.00	£ -	£ 300.00	E	£ 307.00	£ -	£ 307.00	£ 7.00	2.33%
Highway Infrastructure - Temporary Construction Access Deposit - Deposit to cover cost of reinstatement should Developer fail to reinstate correctly.	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	POA	£ -	POA	E	POA	£ -	POA	£ -	0.00%
Highways Infrastructure - Turning off/on permanent traffic signals fee	Public Realm	Planning, Transport, Regen	Peter Wright	D	E				E	£ 250.00		£ 250.00	£ 250.00	0.00%
Highways Infrastructure - Trial holes for VXO's	Public Realm	Planning, Transport, Regen	Peter Wright	D	O				O	£ 300.00		£ 300.00	£ 300.00	0.00%

Highways Infrastructure - Crane licence when not in association with construction works - Section 178 of the Highways Act 1980 regulates the placement of apparatus such as rails, beams and cranes over the highway.	Public Realm	Planning, Transport, Regen	Peter Wright	D	E				E	A licence costs £250 and is valid for 21 days. We need at least 10 working days to process an application. The fee is non-refundable.		A licence costs £250 and is valid for 21 days. We need at least 10 working days to process an application. The fee is non-refundable.	£	-	0.00%
Highways Infrastructure - Pavement Licence	Public Realm	Planning, Transport, Regen	Peter Wright	D	O				O	Gazebo per install no longer 24hrs - £150 Shelving per year - £250		Gazebo per install no longer 24hrs - £150 Shelving per year - £250	£	-	0.00%
Highways Infrastructure - An extension to your existing vehicle crossing at the cost of £350.00, constructed up to the maximum permitted width of 4.3m - Only applicable when done in conjunction with the Capital Footway works programme	Public Realm	Planning, Transport, Regen	Peter Wright	D	O				O	£ 350.00		£ 350.00	£ 350.00	£ 350.00	0.00%
Highways Infrastructure - A new full width crossing at the cost of £600.00, constructed to the minimum permitted width of 2.7m - Only applicable when done in conjunction with the Capital Footway works programme	Public Realm	Planning, Transport, Regen	Peter Wright	D	O				O	£ 600.00		£ 600.00	£ 600.00	£ 600.00	0.00%
Highways Infrastructure - A new full width crossing at the cost of £950.00, constructed anywhere between the minimum permitted width of 2.7m up to the maximum permitted width of 4.3m - Only applicable when done in conjunction with the Capital Footway works programme	Public Realm	Planning, Transport, Regen	Peter Wright	D	O				O	£ 950.00		£ 950.00	£ 950.00	£ 950.00	0.00%
Highways Infrastructure - Charge for the co-ordination of Section 50 licence	Public Realm	Planning, Transport, Regen	Peter Wright	D	O				O	£ 950.00		£ 950.00	£ 950.00	£ 950.00	0.00%
Temporary Permit	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 10.50	£ -	£ 10.50	O	£ 11.00	£ -	£ 11.00	£ 0.50	£ 0.50	4.76%
Car parking - Discretionary suspension of the use of on/off-street parking places for waiting/loading - charge per parking space (per day)	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 30.00	£ -	£ 30.00	O	£ 50.00	£ -	£ 50.00	£ 20.00	£ 20.00	66.67%
Car Parking - Off Street-Pay & Display Car Parking - Up to 1 hour (excl. Canterbury Parade, South Ockendon)	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 0.58	£ 0.12	£ 0.70	S	£ 0.83	£ 0.17	£ 1.00	£ 0.30	£ 0.30	42.86%

Car Parking - Off Street-Pay & Display Car Parking - 1 to 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 1.08	£ 0.22	£ 1.30	S	£ 1.25	£ 0.25	£ 1.50	£ 0.20	15.38%
Car Parking - Off Street-Pay & Display Car Parking - 2 to 4 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 1.75	£ 0.35	£ 2.10	S	£ 2.08	£ 0.42	£ 2.50	£ 0.40	19.05%
Car Parking - Off Street-Pay & Display Car Parking - 4 to 6 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 3.08	£ 0.62	£ 3.70	S	£ 3.33	£ 0.67	£ 4.00	£ 0.30	8.11%
Car Parking - Off Street-Pay & Display Car Parking - Over 6 Hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 4.83	£ 0.97	£ 5.80	S	£ 5.42	£ 1.08	£ 6.50	£ 0.71	12.07%
Car Parking - Off-Street Pay & Display Car Parking Canterbury Parade, South Ockendon - Up to 1 hour	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	Free of Charge	£ -	Free of Charge	S	Free of Charge	£ -	Free of Charge	£ -	0.00%
Car Parking - On-Street Pay & Display - Long Stay Thames Road & Access Road to Yacht Club - 0 to 1 hour	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 0.70	£ -	£ 0.70	O	£ 0.70	£ -	£ 0.70	£ -	0.00%
Car Parking - On-Street Pay & Display - Long Stay Thames Road & Access Road to Yacht Club - 1 to 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 1.20	£ -	£ 1.20	O	£ 1.20	£ -	£ 1.20	£ -	0.00%
Car Parking - On-Street Pay & Display - Long Stay Thames Road & Access Road to Yacht Club - over 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 3.20	£ -	£ 3.20	O	£ 3.20	£ -	£ 3.20	£ -	0.00%
Car Parking - On-Street Pay & Display - Short Stay (excl. Thames Road & Access Road to Yacht Club) - 0 to 1 hour	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 0.70	£ -	£ 0.70	O	£ 0.70	£ -	£ 0.70	£ -	0.00%
Car Parking - On-Street Pay & Display - Short Stay (excl. Thames Road & Access Road to Yacht Club) - 1 to 2 hour	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 1.40	£ -	£ 1.40	O	£ 1.40	£ -	£ 1.40	£ -	0.00%
Car Parking - On-Street Pay & Display - Short Stay (excl. Thames Road & Access Road to Yacht Club) - 2 to 4 hour	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 2.30	£ -	£ 2.30	O	£ 2.30	£ -	£ 2.30	£ -	0.00%
Car Parking - On-Street Pay & Display Quick Stops - 0 to 30 mins	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 0.70	£ -	£ 0.70	O	£ 0.70	£ -	£ 0.70	£ -	0.00%
Car Parking - On-Street Pay & Display Quick Stops - 30 to 45 mins	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 0.90	£ -	£ 0.90	O	£ 0.90	£ -	£ 0.90	£ -	0.00%
Car Parking - On-Street Pay & Display Quick Stops - 45 mins to 1 hour	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 1.40	£ -	£ 1.40	O	£ 1.40	£ -	£ 1.40	£ -	0.00%
Car Parking - Penalty Charge Notices - Higher Level Contraventions - Penalty Charge	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	S	O	£ 70.00	£ -	£ 70.00	O	£ 70.00	£ -	£ 70.00	£ -	0.00%
Car Parking - Penalty Charge Notices - Higher Level Contraventions - Penalty Charge paid within 14 days	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	S	O	£ 35.00	£ -	£ 35.00	O	£ 35.00	£ -	£ 35.00	£ -	0.00%

Car Parking - Penalty Charge Notices - Lower Level Contraventions - Penalty Charge	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	S	O	£ 50.00	£ -	£ 50.00	O	£ 50.00	£ -	£ 50.00	£ -	0.00%
Car Parking - Penalty Charge Notices - Lower Level Contraventions - Penalty Charge paid within 14 days	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	S	O	£ 25.00	£ -	£ 25.00	O	£ 25.00	£ -	£ 25.00	£ -	0.00%
Parking Permits - Business Permits - Per Month thereof	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 40.00	£ -	£ 40.00	O	£ 42.00	£ -	£ 42.00	£ 2.00	5.00%
Parking Permits - Business Permits - Per year	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 360.00	£ -	£ 360.00	O	£ 380.00	£ -	£ 380.00	£ 20.00	5.56%
Parking Permits - Business Permits - for 6 months	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 200.00	£ -	£ 200.00	O	£ 210.00	£ -	£ 210.00	£ 10.00	5.00%
Parking Permits - NHS Permits	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 120.00	£ -	£ 120.00	O	£ 120.00	£ -	£ 120.00	£ -	0.00%
Parking Permits - Annual Permit Commuter Car Parks Only	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 750.00	£ -	£ 750.00	O	£ 750.00	£ -	£ 750.00	£ -	0.00%
Parking Permits - Non Commuter Car Parks / On Street Long Stay Only	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 500.00	£ -	£ 500.00	O	£ 500.00	£ -	£ 500.00	£ -	0.00%
Parking Permits - Contractor Permits	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 155.00	£ -	£ 155.00	O	£ 165.00	£ -	£ 165.00	£ 10.00	6.45%
Parking Permits - Operational Permits	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 120.00	£ -	£ 120.00	O	£ 125.00	£ -	£ 125.00	£ 5.00	4.17%
Parking Permits - Dispensations	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Parking Permits - Charitable Organisations	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	up to 5x free permits per annum subject to justifying the need based on the scope of the charity, any additional permits required will be charged at £10 per additional permit	£ -	up to 5x free permits per annum subject to justifying the need based on the scope of the charity, any additional permits required will be charged at £10 per additional permit	O	up to 5x free permits per annum subject to justifying the need based on the scope of the charity, any additional permits required will be charged at £10 per additional permit	£ -	up to 5x free permits per annum subject to justifying the need based on the scope of the charity, any additional permits required will be charged at £10 per additional permit	£ -	0.00%



Parking Permits - Replacement Permits	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 10.50	£ -	£ 10.50	O	£ 11.00	£ -	£ 11.00	£ 0.50	4.76%
Parking Permits - Residents Permits - Per year - 1st Permit per Household	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	Free of Charge		Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Parking Permits - Residents Permits - Per year - 2nd Permit per Household	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	Free of Charge		Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	0.00%
Parking Permits - Residents Permits - Per year - 3rd Permit per Household	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 70.00	£ -	£ 70.00	O	£ 75.00	£ -	£ 75.00	£ 5.00	7.14%
Parking Permits - Visitor Permits - Additional Sheets of 20 per Household	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 6.50	£ -	£ 6.50	O	£ 7.00	£ -	£ 7.00	£ 0.50	7.69%
Admin Fee - Non refundable - Car parking - Discretionary suspension of the use of on/off-street parking places for waiting/loading - admin fee for processing of suspensions	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	O	£ 20.00	£ -	£ 20.00	O	£ 25.00	£ -	£ 25.00	£ 5.00	25.00%
Annual Country Park Parking Season Pass - Up to 3 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S				S	£ 62.50	£ 12.50	£ 75.00	£ 75.00	0.00%
Town Centre Management - Promotional Activity Space, Grays - Commercial (per day)	Strategy; Engagement & Growth	Planning, Transport, Regen	Stephen Taylor	D	S	£ 112.50	£ 22.50	£ 135.00	S	£ 115.00	£ 23.00	£ 138.00	£ 3.00	2.22%
Town Centre Management - Promotional Activity Space, Grays - Charity (per day)	Strategy; Engagement & Growth	Planning, Transport, Regen	Stephen Taylor	D	S	£ 40.50	£ 8.10	£ 48.60	S	£ 41.67	£ 8.33	£ 50.00	£ 1.40	2.88%
Town Centre Management - Promotional Activity Space, Corringham - Commercial (per day)	Strategy; Engagement & Growth	Planning, Transport, Regen	Stephen Taylor	D	S	£ 102.50	£ 20.50	£ 123.00	S	£ 105.00	£ 21.00	£ 126.00	£ 3.00	2.44%
Town Centre Management - Promotional Activity Space, Corringham - Charity (per day)	Strategy; Engagement & Growth	Planning, Transport, Regen	Stephen Taylor	D	S	£ 36.50	£ 7.30	£ 43.80	S	£ 37.50	£ 7.50	£ 45.00	£ 1.20	2.74%
Building Control Fees - Upon application with the Thurrock Council Building Control department	Public Realm	Planning, Transport, Regen	Stuart Fyffe	D	Z	POA	£ -	POA	Z	POA	£ -	POA	£ -	0.00%

Details					2021/22 - Charges				2022/23 - Charges				Changes from 2021/22	
Name of fee or Charge	Directorate	Overview and Scrutiny Committee	Owner	Stat/Disc	VAT	Net Charge	VAT Amount	Total Charge	VAT	Net Charge	VAT Amount	Total Charge	Total Change (£)	Total Change (%)
Transport Development - Department Publications	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	Purchase price set by Delegated Officer	£ -	Purchase price set by Delegated Officer	Z	REMOVED	£ -	REMOVED	£ -	0.00%
Transport Development - Development Control Design guide for the constructions of adoptable works	Public Realm	Planning, Transport, Regen	Mat Kiely	D	Z	£ 62.00	£ -	£ 62.00	Z	REMOVED	£ -	REMOVED	£ -	0.00%
Highways - Licences - Consideration of an application for consent under Section 179(1) of the 1980 Act to construct works to which that Section applies under any part of the street	Public Realm	Planning, Transport, Regen	Peter Wright	S	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	Z	REMOVED	£ -	REMOVED	£ -	0.00%
Highways = Registration Fee for Skip Companies to operate in Thurrock	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	£ 60.00	£ -	£ 60.00	E	REMOVED	£ -	REMOVED	£ -	0.00%
Highways Infrastructure - New vehicle cross over construction fee, Extention, associated with council footway works (reduced rate in connection with footway renewal programme)	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	£ 350.00	£ -	£ 350.00	E	REMOVED	£ -	REMOVED	£ -	0.00%
Highways Infrastructure - New vehicle cross over construction fee, New Stand alone, associated with council footway works (reduced rate in connection with footway renewal programme)	Public Realm	Planning, Transport, Regen	Peter Wright	D	E	£ 600.00	£ -	£ 600.00	E	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Canterbury Parade, South Ockendon - 1 to 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 0.50	£ 0.10	£ 0.60	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Canterbury Parade, South Ockendon - All day	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 1.75	£ 0.35	£ 2.10	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Tamarisk Road, South Ockendon - 1 to 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 0.50	£ 0.10	£ 0.60	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Tamarisk Road, South Ockendon - Over 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 1.75	£ 0.35	£ 2.10	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Grays Beach - 0 to 2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 0.58	£ 0.12	£ 0.70	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Grays Beach - All day	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 2.67	£ 0.53	£ 3.20	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Purfleet in Cornwall House - 0-2 hours	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 0.58	£ 0.12	£ 0.70	S	REMOVED	£ -	REMOVED	£ -	0.00%
Car Parking - Off-Street Pay & Display Car Parking Purfleet in Cornwall House - All day	Public Realm	Planning, Transport, Regen	Phil Carver/ Lisa Preston	D	S	£ 2.67	£ 0.53	£ 3.20	S	REMOVED	£ -	REMOVED	£ -	0.00%

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<b>7 December 2021 (deferred to 1 February 2022)</b>		<b>ITEM: 6</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>Introduction of additional Pay and Display sites within Thurrock</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key	
<b>Report of:</b> Phil Carver – Strategic Lead – Environmental Enforcement		
<b>Accountable Assistant Director:</b> David Kleinberg – Assistant Director – Counter Fraud and Enforcement		
<b>Accountable Director:</b> Julie Rogers – Director, Public Realm		
<b>This report is</b> Public		

## Executive Summary

Following the Cabinet Report outlining the medium term financial position for the Council, this paper has been prepared to provide additional background and detail in relation to the potential income generation for the creating of additional pay and display car parks within the Borough.

The medium term financial position was set out to Cabinet on 7 July 2021. This highlighted a cumulative £34.3m funding gap for 2022/23 and 2023/24. This also set out proposed mitigations grouped between income generation, operational efficiencies, providing services differently, staffing reductions and member decisions.

The committee is reminded there remains a significant funding gap to address in both years if all of these proposed mitigations set out in the report are delivered. Hence any savings proposals not taken forward will further increase the funding gap and hence will require further reassessments of core service delivery with associated impacts on levels of staffing. The delivery of the financial position remains a significant risk to the Council in the medium term.

This report to this committee seeks specific comment on the relevant items which fall within its remit and which require further member scrutiny prior to final cabinet decisions being made on the relevant items.

### 1. Recommendation(s)

**1.1 To consider the proposal, in view of the Medium Term Financial Plan and efficiencies required to meet a balanced budget, and support the recommendation to Cabinet to create additional pay and display facilities and car parks in Thurrock.**

## **2. Introduction and Background**

2.1 Thurrock Borough Council owns, manages and maintains a large number of car parks, 10 of which sit directly under the Parking Team whilst many others are managed by Housing or Clean and Green.

2.2 The car parks fall within two categories, Pay and Display Car Parks that hold a tariff charge and Car Parks that are unrestricted and FREE. Car parks with a tariff are supported by a Traffic Regulation Order (TRO) which enables the Parking Enforcement Team to issue Penalty Charge Notices to vehicles that either fail to Pay and Display, over stay their paid for time or park outside of marked bays causing a hazard or nuisance.

2.3 There are 6 pay and Display car parks located within the Grays area and one in South Ockendon. On the whole the car park fees and charges are consistent based on the categorised use of the car park. There are 3 main variants which determine the car park fees and charges:

### **1) Commuter Short stay (all located in Grays)**

There is only one short stay car park in Grays. namely Darnley Road car park and the fees and charges are consistent with the same park and stay periods as the long stay car parks.

### **2) Commuter Long stay (all located in Grays)**

6 of the 7 Pay and Display car parks are long stay and the fees and charges are consistent for all except Grays Beach Car Park which is currently subject to review in the fees and charges paper being considered at PTR O&S in December.

### **3) Non commuter car parks (all car parks outside Grays)**

There are 6 non commuter car parks, 5 of which provide total FREE parking and 1 being Canterbury Parade which provides 1 hour FREE then introduces charges for any further stay. The tariff is currently subject to review in the fees and charges paper being considered at PTR O&S in December. However this car park will continue to offer the 1<sup>st</sup> hour of parking for FREE to all customers then look to introduce a tariff more consistent with other car parking charges for any additional stay.

2.4 The remaining car parks are all located across the borough and are unrestricted. These car parks do not have a tariff and are FREE to all users, with no maximum stay time or fees applying. They are not supported with Traffic Regulation Orders (TROs) and receive no parking enforcement which results in vehicles parking for hours, days and weeks free of charge with no

means of management. The lack of parking enforcement also means these car parks do not receive regular patrols leaving these areas more prone to abandoned vehicles, fly tip, traveller incursions, ASB and nuisance behaviour.

2.5 It is also worth noting that due to a lack of income from these car parks, they have not been maintained to the same standard as charged car parks. In many instances the surfaces are damaged and uneven. It is intended that should the proposal be accepted, remedial work on the car park will be undertaken prior to charges being levied. This will ensure that in future these car parks are maintained to the same high standards as others.

2.6 The proposal is to introduce tariff charges and the relevant Traffic Regulation Orders (TRO) at the following car parks 7 days a week, 24 hours a day:

Area	Description	Capacity	Recommended Tariff	Comments
<b>*South Ockendon</b>	<b>South Ockendon Recreational Centre</b>	30 vehicles	<b>Long Stay</b> up to 1 hour = £1 up to 2 hours = £1.50 up to 4 hours = £2.50 up to 6 hours = £4 over 6 hours = £6.50	The tariff set for long stay parking charges is consistent with the charges set for the same parking duration at short stay car parks, example below:  Short stay tariff: up to 1 hour = £1 up to 2 hours = £1.50 up to 4 hours = £2.50  There will be permits offered to groups who visit to play sports matches during the operational hours. This system will be devised by the Parking Team in coordination with the Recreation and Leisure Team and the local sports clubs based at the site.
<b>South Ockendon</b>	<b>Tamarisk Road Car Park</b>	30 vehicles	<b>Long Stay</b> up to 1 hour = £1 up to 2 hours = £1.50 up to 4 hours = £2.50 up to 6 hours = £4	The tariff set for long stay parking charges is consistent with the charges set for the same parking duration at short stay car parks, example below:  Short stay tariff: up to 1 hour = £1

			<b>over 6 hours = £6.50</b>	up to 2 hours = £1.50 up to 4 hours = £2.50
<b>*Tilbury</b>	<b>Coalhouse Fort Car Park</b>	70 vehicles	<b>Long Stay</b> <b>up to 1 hour = £1</b> <b>up to 2 hours = £1.50</b> <b>up to 4 hours = £2.50</b> <b>up to 6 hours = £4</b> <b>over 6 hours = £6.50</b>	The tariff set for long stay parking charges is consistent with the charges set for the same parking duration at short stay car parks, example below:  Short stay tariff: up to 1 hour = £1 up to 2 hours = £1.50 up to 4 hours = £2.50
<b>*Langdon Hills Country Park</b>	<b>High Road</b>	76 vehicles	<b>Long Stay</b> <b>up to 1 hour = £1</b> <b>up to 2 hours = £1.50</b> <b>up to 4 hours = £2.50</b> <b>up to 6 hours = £4</b> <b>over 6 hours = £6.50</b>	The tariff set for long stay parking charges is consistent with the charges set for the same parking duration at short stay car parks, example below:  Short stay tariff: up to 1 hour = £1 up to 2 hours = £1.50 up to 4 hours = £2.50
	<b>Old Church Hill</b>	15 vehicles		
	<b>Westley Heights</b>	15 vehicles		
	<b>Beacon Car Park – Dry Street</b>	20 vehicles		
	<b>One Tree Hill upper car park</b>	22 vehicles		
	<b>One Tree Hill lower car park</b>	30 vehicles		
				Permits will be offered to groups who wish to host events and sections of the car park may need to be cordoned off.  This will be carried out with the support of the Parking Team in coordination with the Recreation and Leisure team

**\* Annual Country Park Parking Season Pass (3hour Max Stay) -** In support of regular walkers/dog walkers to the Country Parks, it is recommended that Thurrock Borough Council will offer an annual parking season pass at a charge of £75 per annum. This entitles the season pass

holder to park for up to 3 hours with their season pass in the following locations:

- **Coalhouse Fort**
- **South Ockendon Recreation Park**
- **Langdon Hills Country Park**

2.6.1 The pass has been restricted to 3 hour max stay per day to avoid abuse from commuters. The minimum charge for 1 hour parking of £1 across all car parks is recommended as part of the fees and charges review. Based on 5 x 1 hr visits per week, per annum the cost for the customer without the annual permit would be £5 x 52 = £260. The purchase of the annual Country Parking Permit would be a saving of £185 per year for the customer. This saving would be increased if the customer was to visit the parks 7 days a week

2.6.2 It is also proposed to extend the Flowers Estate PPA area to include Tamarisk Road which is currently a hot spot area for commuter vehicles, who are parking daily in numbers exceeding 60 vehicles which are taking valuable on street parking spaces instead of utilising the commuter car parking available across the borough. Shared use bays are being considered in Tamarisk Road which will provide additional permit parking for residents but also offer pay and display parking options.

2.7 In addition to the generation of income from the parking areas, the additional objectives to be achieved through these changes include:

- Improve the car park environment, to the benefit of motorists and pedestrians
- Reduce obstructions/hazards to pedestrians and motorists
- Improve car park security and safety for users
- Reduce ASB in the areas
- Increase turnover of vehicles and ensure fair access to all users

2.8 A further positive impact that needs to be considered as part of this proposal is the intention of the service to increase the number of Civil Enforcement Officers by 10 on the basis that they will be self-funding. This additional headcount will provide the resource required to ensure compliance with parking charges by users as well as carrying out the necessary inspections to parking areas.

### **3. Issues, Options and Analysis of Options**

3.1 There is an expectation that Civil Enforcement Officers, whilst undertaking their normal enforcement duties in car park areas will also carry out routine inspections and report any faults or defects for remedial works. Inspections of the unrestricted car parks are not carried out routinely as with the chargeable car parks. It is apparent that the current inspection regime for the unrestricted car parks is not sufficient and the lack of enforcement presence in the car

park area has resulted in them falling into disrepair. All 4 car park areas now require extensive maintenance works.

- 3.2 The Council have received 4 compensation claims, linked to personal injury at various council managed car parks, and linked to claims of hazardous flooring. Total costs awarded to date have been £24,837. Any costs awarded will result in a financial loss to the council.
- 3.3 A recent survey and inspection of these unrestricted car parks has identified extensive remedial works are required to bring the standards to an acceptable level. The Council will be at risk of frequent insurance and compensation claims if these essential works are not carried out.
- 3.4 The cost of preparing the sites for pay and display charging as well as the estimated annual income is detailed in the table below.

<b>Car Park</b>	<b>Cost for remedial work</b>	<b>Pay and display machine installation</b>	<b>Estimated Annual Income</b>
Coalhouse Fort	£27,575	£4,300	£34,680
Tamarisk Road car park	£1000	£4,300	£15,258
South Ockendon Recreation Ground	£11,692	£4,300	£21,840
Langdon Hills Country Park car parks	£71,000	£25,800	£88,186
<b>TOTAL</b>	<b>£111,267</b>	<b>£38,700</b>	<b>£159,964</b>

- 3.5 The estimated income is based on average vehicle turnover and stay time, and the fees structured outlined above.

#### **4. Reasons for Recommendation**

- 4.1 Based on the detail provided above, the introduction of parking charges at the 4 proposed sites, not only improves the quality and safety of the sites, but provides a revenue stream for the service. It is important to note that income from Parking Charges and Parking Enforcement is ring-fenced. This means that the income generated is required to be re-invested in either parking enforcement or maintenance of parking related infrastructure such as the surfacing of car parks, signs and lines to enable drivers to be aware of parking restrictions or other measures that can make our roads safer for all users. In addition Thurrock council have the cost of business rates for all these car parks, therefore if these fees are not introduced not only will the car parks not be maintained but we have the ongoing cost of continued provision.
- 4.2 Implementing these schemes will also ensure the car parks receive regular enforcement patrols which will deter and reduce crime and ASB at these

locations and encourage and empower residents to make use of the facilities provided.

- 4.3 The introduction of parking charges at Langdon Hills would encourage genuine visitors old and new to use the facilities whilst also ensuring the car park locations are well maintained and managed to the highest standard providing a positive customer experience to the facility users. The introduction of Pay and Display charges would also discourage unnecessary journeys via car and encourage a more sustainable means of travel, thus reducing the environmental impact and reducing congestion at peak times.

## **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1 In order for the parking charges to be introduced, a full Traffic Regulation Order (TRO) process, taking approximately 17 weeks, will be required to be followed. This includes the following:

- 2 weeks TRO Notification 1 preparation
- 3 weeks statutory consultation
- 6 weeks for Delegated Decision Report process
- 2 weeks TRO sealing and Notification 2 preparation
- 4 weeks notice period and contractor implementation

This will provide residents and others who may be impacted by the proposals ample opportunity to comment and raise concerns.

## **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1 The improved surfacing and safety of the sites is anticipated to be of benefit for all. As with all Council managed car parks appropriate provision for Blue Badge holders will be ensured.

## **7. Implications**

### **7.1 Financial**

Implications verified by: **Laura Last**  
**Senior Management Accountant**

The introduction of these proposed parking charges is estimated to generate £160k per year. However, in the first year, there would be £150k of costs to do remedial works to the car parks and install pay and display machines. It is important to note that income from parking charges and parking enforcement is ring-fenced. This means that the income generated is required to be re-invested in either parking enforcement or maintenance of parking related infrastructure.

### **7.2 Legal**

Implications verified by: **Courage Emovon**  
**Principal Lawyer / Manager – Contracts & Procurement - Legal Services**

The Council is empowered by the provisions of the Road Traffic Regulation Act 1984 (as amended), the Traffic Management Act 2004 and other specific legislation to provide additional pay and display facilities and car parks in its area of jurisdiction as outlined in this report.

Legal Services will be available to advice on any issue arising from the proposals in this report.

### 7.3 **Diversity and Equality**

Implications verified by: **Rebecca Lee**  
**Community Development and Equalities Manager**

Overall there are no negative equality impacts from this proposal to turn car parks into pay and display, which will be applied fairly and consistently regardless of protected characteristic with reasonable adjustments proposed for Blue Badge holders.

Positive equality impacts may be achieved, not least in relation to those that use pushchairs and prams as well as users of mobility aids including scooters and wheelchairs and individuals with visual impairments, given the nature of some illegal parking behaviours. A full Community Equality Impact Assessment will be completed in relation to the proposal prior to implementation

### 7.4 **Other implications** (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None

### 8. **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):

- None

### 9. **Appendices to the report**

- Not Applicable

### **Report Author:**

Lisa Preston



Enforcement Operations Manager  
Public Realm

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<b>1 February 2022</b>		<b>ITEM: 7</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>Parking Policy and Strategy and Parking Design and Development Standards</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key	
<b>Report of:</b> Navtej Tung, Strategic Transport Manager, Transport Development		
<b>Accountable Assistant Director:</b> Leigh Nicholson, Assistant Director of Planning, Transport and Public Protection		
<b>Accountable Director:</b> Julie Rogers – Director of Public Realm		
<b>This report is Public</b>		

## Executive Summary

It is important to ensure that the Council's approach to vehicle parking is in accordance with national and local policy and objectives. As part of the new Local Plan, it is necessary to develop an up-to-date Parking Policy and Strategy document and new Parking Standards to respond to current transport trends and demands and also to positively shape new development proposals, ensuring homes and businesses are supported by the right level of parking provision.

The **Parking Policy and Strategy** document, the **Parking Design & Development Standards** document, and the **Parking Enforcement Strategy** document have been developed to assist the council and to oversee the provision of parking across the borough now and in the future through growth, changes in technology and infrastructure, supported by a range of technical standards and policies, and updating the enforcement process.

The three documents were presented to Planning, Transportation and Regeneration Overview and Scrutiny Committee on 5 October 2021, and were not endorsed by members of the committee, as per the recommendation. The documents were progressed for consideration by cabinet in January 2022, but has subsequently been withdrawn from the agenda. A request has been made for the Planning, Transportation and Regeneration Overview and Scrutiny Committee to further scrutinise the suite of documents. It is proposed that the Parking Policy and Strategy, Parking Design & Development Standards, and the Parking Enforcement Strategy are considered by cabinet within the current municipal year.

Further information about these documents can be found in the original report, submitted to Planning, Transportation and Regeneration Overview and Scrutiny Committee in October 2021.

Since these documents were presented to the committee in October, some very minor revisions have been made to the Parking Policy and Strategy document – these can be seen in Table 1 (p8), Tables 4 and 5 (p10), the image on page 14, and the addition of the fourth paragraph on page 31. Amendments have not been made following comment provided by PTR O&S Committee in October.

## **1. Recommendation(s)**

### **1.1 To review and propose recommendations for amendment to the Parking Policy and Strategy, Parking Design & Development Standards, and Parking Enforcement Strategy**

## **2. Implications**

### **2.1 Financial**

Implications verified by: **Laura Last**  
**Senior Management Accountant**

There are no direct financial implications arising from this report. However, the Overview & Scrutiny committee report at appendix A (from October 2021) includes finance implications for that report.

### **2.2 Legal**

Implications verified by: **Mark Bowen**  
**Interim Deputy Monitoring Officer**

There are no further implications beyond those given in section 7.2 of Appendix A, presented in October 2021 to Planning, Transportation and Regeneration Overview and Scrutiny Committee.

### **2.3 Diversity and Equality**

Implications verified by: **Rebecca Lee**  
**Team Manager - Community Development and Equalities**

There are no further implications beyond those given in section 7.3 of Appendix A, presented in October 2021 to Planning, Transportation and Regeneration Overview and Scrutiny Committee.

### **2.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder or Impact on Looked After Children**

None

**3. 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):

- Covering report – Item 6 – Parking Policy and Strategy and Parking Design & Development Standards – PTR O&S 05 October 2021

**4. Appendices to the report**

- Appendix A – Covering report – Item 6 – Parking Policy and Strategy and Parking Design & Development Standards – PTR O&S 05 October 2021
- Appendix B – Parking Policy and Strategy;
- Appendix C – Parking Design & Development Standards;
- Appendix D – Parking Enforcement Strategy

**Report Author:**

Navtej Tung

Strategic Transport Manager

Transport Development

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<b>5 October 2021</b>		<b>ITEM: 6</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>Parking Policy and Strategy and Parking Design &amp; Development Standards</b>		
<b>Wards and communities affected:</b> Borough-wide	<b>Key Decision:</b> Key	
<b>Report of:</b> Navtej Tung, Strategic Transport Manager, Transport Development		
<b>Accountable Assistant Director:</b> Leigh Nicholson, Assistant Director Planning, Transportation and Public Protection		
<b>Accountable Director:</b> Julie Rogers, Director of Public Realm		
<b>This report is Public</b>		

### Executive Summary

It is important to ensure that the Council's approach to vehicle parking is in accordance with national and local policy and objectives. As part of the new Local Plan, it is necessary to develop an up-to-date Parking Policy and Strategy document and new Parking Standards to respond to current transport trends and demands and also to positively shape new development proposals, ensuring homes and businesses are supported by the right level of parking provision.

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.

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. This includes details such as the number, size and location of parking stock for all types of vehicle. This will also become an important tool for Officers to use when discussing development proposals with developers.

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.

These documents were published for public consultation between November 2020 and December 2020. This paper identifies the outcomes of the consultation on the documents.

## **1. Recommendation(s)**

**1.1 To note and endorse the Parking Policy and Strategy document for adoption by Thurrock Council.**

**1.2 To note and endorse the Parking Design & Development Standards document for adoption by Thurrock Council.**

**1.3 To note and endorse the Parking Enforcement Strategy document for adoption by Thurrock Council**

## **2. Introduction and Background**

2.1. It is important to ensure that the Council's parking strategy is up to date and relevant in terms of overall national and local policy and objectives.

2.2. The proposed Parking Policy and Strategy has been designed to create an updated, high-level framework against which strategic, tactical and operational decisions on parking arrangements can be taken across Thurrock.

2.3. Similarly, the proposed Parking Standards document has been produced to set clear guidance for developers and the Council's Development Management team when making decisions and recommendations on planning proposals.

2.4. The Parking Enforcement Strategy has been produced to set out the appropriate strategy and processes to undertake enforcement against vehicles parking inappropriately, creating danger to residents and all road users, and minimising obstructions on the public highway.

## **3. Issues, Options and Analysis of Options**

3.1. 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 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.



- 3.2. The Parking Design & Development Standards document seeks to not only set numerical standards for 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.
- 3.3. The design document therefore sets out a wide range of 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.
- 3.4. 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.
- 3.5. 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.

#### Consultation

- 3.6. 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>.
- 3.7. 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.
- 3.8. Based on the responses received, where questions asked whether respondents supported or opposed the documents, these were generally in favour of the documents.

- 3.9. When reviewing the open text questions, there is, as expected, was 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. Additionally, the emotive nature of parking has resulted in some responses identifying factors outside the remit of the strategy and policy documents, such as routing of traffic and learner HGV routes.

#### Document Revisions

- 3.10. 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. 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.
- 3.11. The Parking Strategy documents will be reviewed on a regular basis to allow for any changes in guidance and additional relevant input to be incorporated within future iterations.

#### **4. Reasons for Recommendation**

- 4.1. Endorsing the recommendations set out in this report will enable the Parking Policy and Strategy, the Parking Design & Development Standards, and the Parking Enforcement Strategy to be 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 processes.

#### **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1. The Parking Policy and Strategy, Parking Design & Development Standards and Parking Enforcement Strategy have been developed as a result of community and stakeholder engagement with relevant parties and stakeholders.
- 5.2. A six week public consultation programme was undertaken between 2 November 2020 and 14 December 2020 to enable local residents, businesses, interest groups and key stakeholders to provide input and comment to shape the documents.
- 5.3. 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.

## **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1 The Parking Policy and Strategy, Parking Design & Development Standards and Parking Enforcement Strategy documents will have an impact upon communities, business and individuals in Thurrock. An EQIA assessment will be 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.

## **7. Implications**

### **7.1 Financial**

Implications verified by: **Laura Last**  
**Senior Management Accountant**

No additional costs are anticipated from the introduction of this strategy, however any costs that are incurred relating to this will be funded from the Transport Development revenue budget.

### **7.2 Legal**

Implications verified by: **Tim Hallam**  
**Deputy Head of Legal and Deputy Monitoring Officer**

Given the nature of this report, there are no legal implications directly arising from it.

### **7.3 Diversity and Equality**

Implications verified by: **Roxanne Scanlon**  
**Community Engagement and Project Monitoring Officer**

Both the parking standards and parking strategy contain information in relation to ensuring appropriate provision is provided for those with a mobility issue or impairment. A CEIA assessment will be 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. It is anticipated that as these policies relate to the support of local development and new buildings rather than retrospectively changing existing parking that there will be little to no negative impact.

7.4 **Other implications** (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

8. **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>

9. **Appendices to the report**

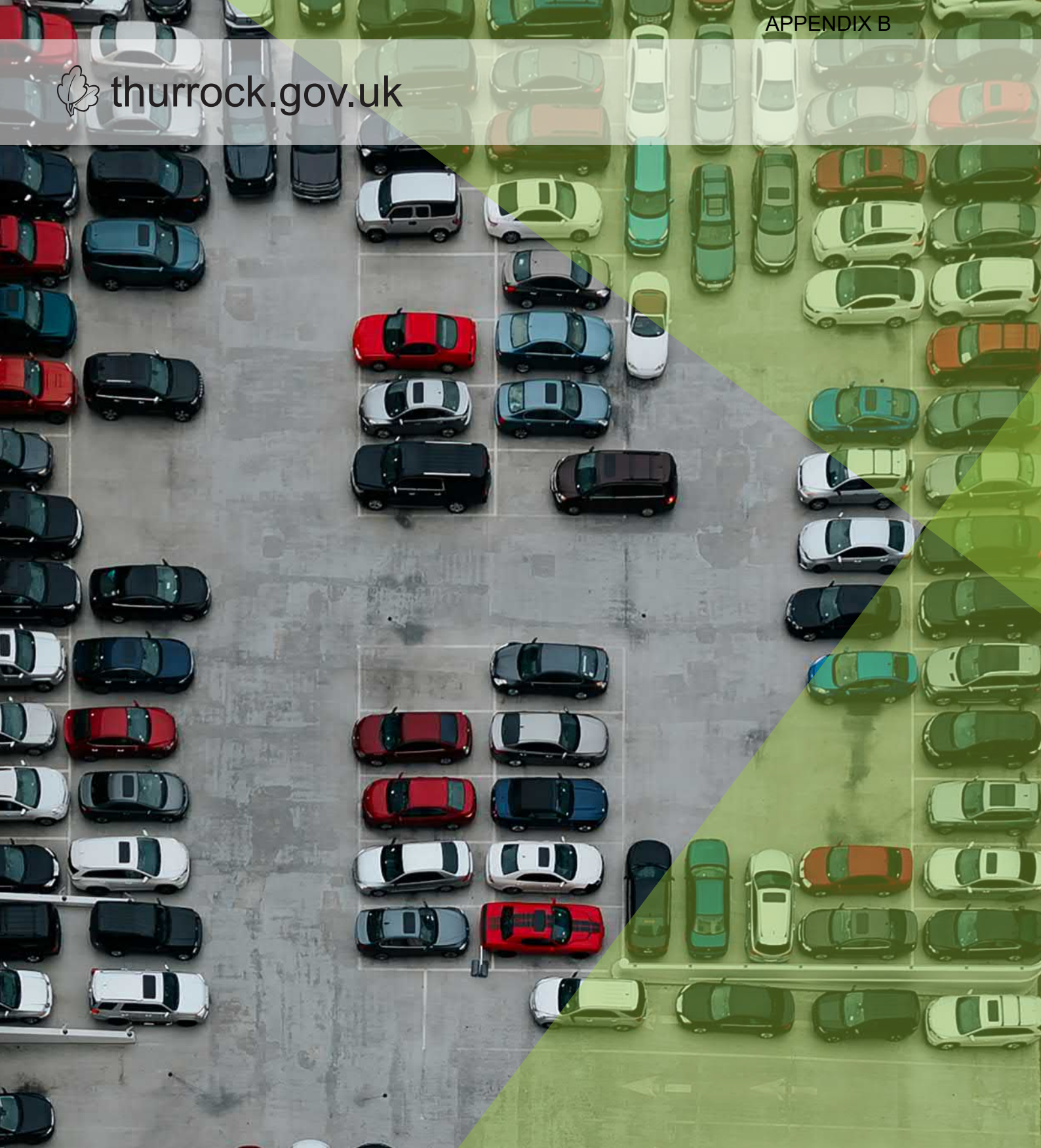
- Appendix 1 – Parking Policy and Strategy;
- Appendix 2 – Parking Design & Development Standards;
- Appendix 3 – Parking Enforcement Strategy

**Report Author:**

Navtej Tung

Strategic Transport Manger

Transport Development



# PARKING POLICY AND STRATEGY



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# 1. INTRODUCTION AND CONTEXT

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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 the following 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

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 statistics from the Department for Transport (DfT), vehicle registrations in Thurrock have steadily increased from 2016 to 2020, as detailed in **Table 1**. In particular, the number of Light Goods Vehicles (LGVs) registered in the borough has increased. This increase is in line with national trends identified in research undertaken by the 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: Vehicle Registrations in Thurrock (thousand)**

Vehicle Type	2016	2020	Difference
Cars	81.0	84.2	+3.2 (+3.9%)
Motorcycles	3.2	2.9	-0.3 (-9.8%)
LGVs	9.8	10.3	+0.5 (+4.8%)
HGVs	3.2	3.3	+0.1 (+2.7%)
Buses and Coaches	0.3	0.3	-0.1 (-19.6%)
Other Vehicles	1.2	1.0	-0.2 (-15.9%)
<b>Total</b>	<b>98.8</b>	<b>101.9</b>	<b>+3.1</b> <b>(+3.2%)</b>

Source: DfT Statistics

The latest census data available 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.

The latest census data available also shows that approximately 12,500 households in Thurrock did not own a car or van, which has remained consistent since the 2001 census. This data will be updated in the 2021 census results, but it is envisioned the number of households without a car or van in the borough would be similar.

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: Car Ownership Figures for Thurrock Households**

Wards	No car %	1 car %	2 cars %	3 cars %	4 cars %
<b>Aveley and Uplands</b>	20%	44%	27%	6%	2%
<b>Belhus</b>	26%	44%	23%	5%	2%
<b>Chadwell St Mary</b>	23%	43%	25%	6%	2%
<b>Chafford and North Stifford</b>	7%	44%	38%	8%	3%
<b>Corringham and Fobbing</b>	13%	38%	34%	10%	5%
<b>East Tilbury</b>	13%	43%	32%	9%	3%
<b>Grays Riverside</b>	29%	50%	18%	3%	1%
<b>Grays Thurrock</b>	25%	43%	24%	6%	2%
<b>Little Thurrock Blackshots</b>	17%	39%	33%	8%	4%
<b>Little Thurrock Rectory</b>	17%	45%	30%	7%	2%
<b>Ockendon</b>	24%	44%	25%	5%	2%
<b>Orsett</b>	7%	32%	42%	14%	5%
<b>South Chafford</b>	10%	54%	30%	4%	1%
<b>Stanford East and Corringham Town</b>	22%	43%	26%	7%	2%
<b>Stanford-le-Hope West</b>	19%	44%	27%	8%	3%
<b>Stifford Clays</b>	22%	38%	29%	8%	3%
<b>The Homesteads</b>	8%	40%	38%	10%	4%
<b>Tilbury Riverside and Thurrock Park</b>	34%	43%	19%	4%	1%
<b>Tilbury St Chads</b>	29%	44%	22%	5%	1%
<b>West Thurrock and South Stifford</b>	22%	52%	22%	4%	1%

Source: Census Data (2011)



### 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. The Council charges for some car parks to ensure they are well maintained and to enable provision for such things as vehicle charging points.

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.

**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
<b>Total</b>	<b>2,803</b>

Source: Thurrock Council

**Table 4: Car Parks in Grays (2021)**

Location	Number of spaces
Darnley Road (off-street short stay)	29
Argent Street (off-street long stay)	44
Cromwell Road (off-street long stay)	52
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	146
<b>Total</b>	<b>1,799</b>

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
Gifford's Cross Road, Corringham	78	Free
Morrisons Supermarket, Corringham	134	Free (2hrs)
Gordon Road (behind supermarket)	59	Free
Rail Station, Stanford le Hope	79	Pay
King Street (car park), Stanford le Hope	110	Pay
King Street (parking in front of shops)	30	Free
Coalhouse Fort Car Park, Tilbury	70	Free
Defoe Parade, Chadwell St Mary	39	Free
Lodge Lane, Socketts Heath	38	Free
Orsett Hospital, Orsett Heath	195	Visitor Fee
Canterbury Parade, South Ockendon	100	Pay
Ockendon Rail Station	35	Pay
South Ockendon Recreational Centre	30	Free
Tamarisk Road Car Park	30	Free
Daiglen Drive, Ockendon	25	Free
Davy Down, Ockendon	20	Free
Purfleet Rail Station	16	Pay
Centre Shopping, Lakeside	11,857	Free (2hrs)
Motorway J30/31, Lakeside	273	Free (2hrs)
Thurrock Shopping Park, Weston Avenue	957	Free (2hrs)
Chafford Rail Station	131	Pay
Shops in Fleming Road (near station), Chafford Hundred	94	N/A
Warren Gorge, Chafford Gorges	30	Free
Chafford Gorge, Chafford Gorges	30	Free
<b>Total</b>	<b>14,625</b>	

Source: Thurrock Council



## 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.

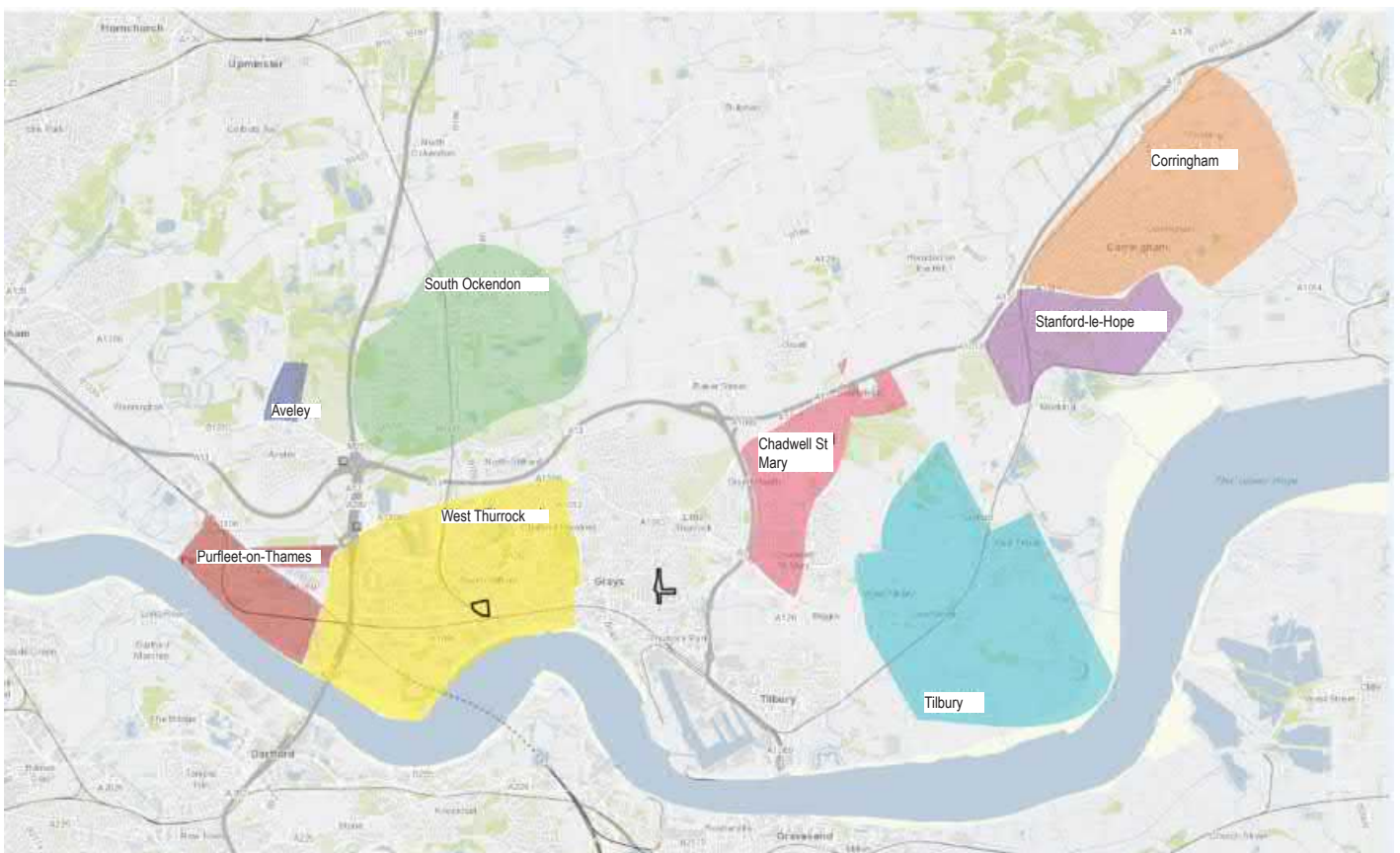
## CURRENT PARKING CONTROLS

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.

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
<b>Resident</b>	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).
<b>Visitor</b>	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.
<b>Carer</b>	There is a £10 administration fee, with a maximum of one per household, subject to assessment.
<b>Business</b>	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.
<b>Temporary Business</b>	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.
<b>Healthcare Specialist</b>	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.
<b>Blue Badge</b>	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
<b>Employees and visitors to business premises</b>	(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
<b>Shopping, recreation, and leisure</b>	3 bays or 6% of total capacity, whichever is greater	4 bays plus 4% total capacity
<b>Educational establishments</b>	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.

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
<b>Total P2W spaces</b>	<b>= 7</b>

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.

At a national level, the government has set out its aims to decarbonise transport and achieve net zero by 2050. By 2030, no new petrol or diesel car and vans will be sold in the UK, which is expected to increase the demand for electric vehicles. To support the achievement of this target, Thurrock will ensure that the right infrastructure is in place to support the transition to electric vehicles and respond to growing charging demand in the borough. The government has proposed to mandate electric vehicle charging infrastructure in new homes, new non-residential buildings and, in some cases, when buildings are renovated, although this has not yet been adopted.

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 <sup>1</sup>	One charging point per house with garage or driveway
Flats (<50 units) <sup>2</sup>	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Flats (>50 units) <sup>2</sup>	Further dedicated charging bays totalling 2% of the total provision.
Other Development (<50 Bays) <sup>2</sup>	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays) <sup>2</sup>	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 area 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;

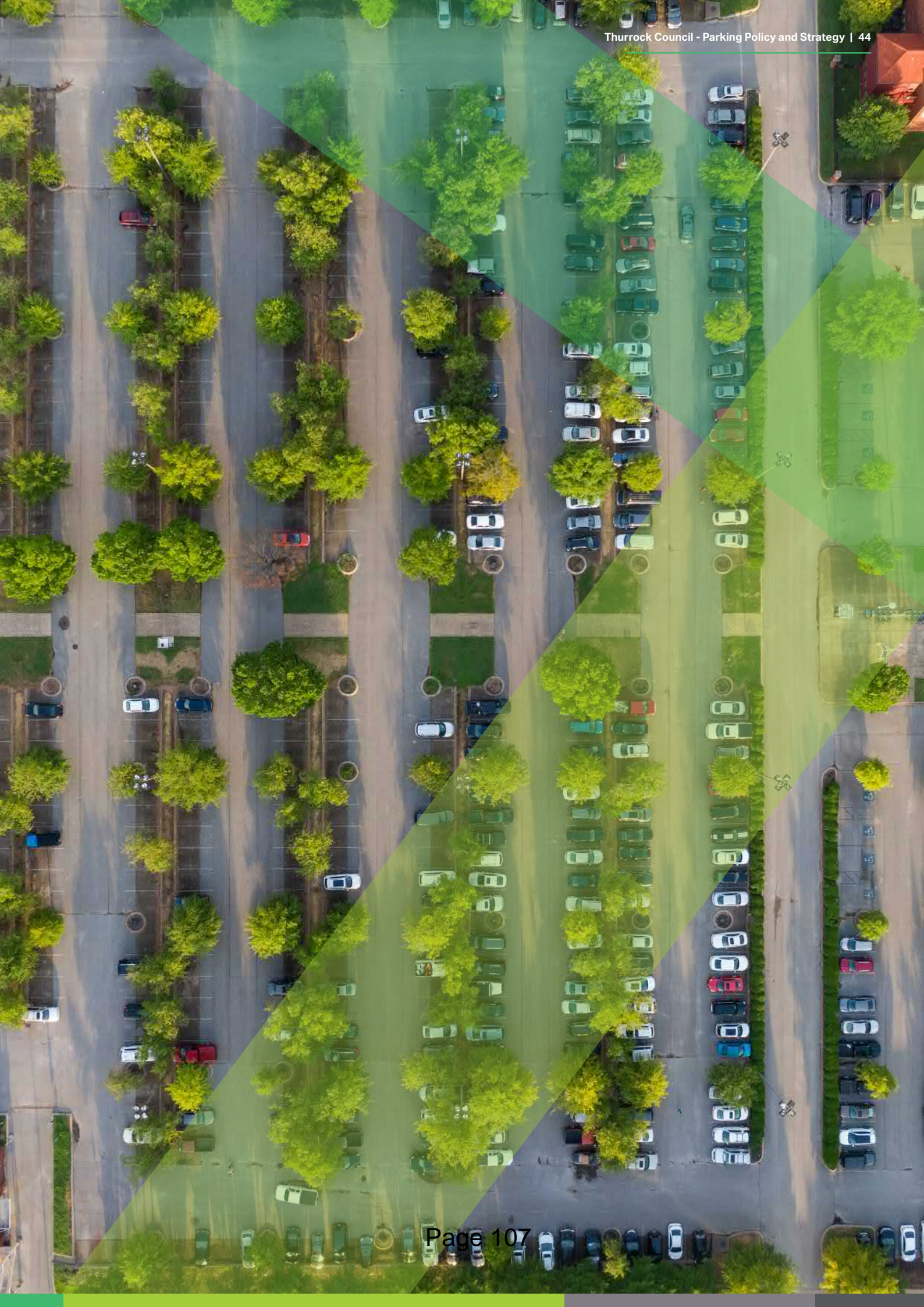
- On and off-street parking should be provided and managed to accommodate the needs of residents and local businesses, encourage modal shift and support future growth in the Borough;
- Parking management tools and policies should maintain and improve road safety;

- 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
<b>TTS15: Thurrock's Transport Strategy Policy</b>	<ul style="list-style-type: none"> <li>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;</li> <li>Additional parking provision may be appropriate at rail stations and other public transport interchanges to facilitate travel by sustainable modes; and</li> <li>Parking will be increased at rail stations where Station Travel Plans are implemented.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion</li> <li>Improved air quality</li> </ul>
<b>TMP6: Thurrock's Traffic Management Plan Policy: Parking Enforcement</b>	<ul style="list-style-type: none"> <li>The Council will work to minimise disruptions / delays resulting from parking, loading and waiting;</li> <li>The Council will prioritise enforcement on traffic sensitive streets, bus and cycle lanes, known areas of congestion, where persistent contraventions exist; and</li> <li>Increased parking at rail stations will be supported by stronger parking controls to mitigate potential traffic increases around stations.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion and delay</li> <li>Improved environment</li> <li>Encouraging sustainable travel choices</li> </ul>
<b>TPP01: Controlled Parking Zones (CPZs) and Permitted Parking Areas (PPAs)</b>	<ul style="list-style-type: none"> <li>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</li> <li>They will also be required to produce a parking management plan as part of any new development proposals.</li> </ul>	<ul style="list-style-type: none"> <li>Mitigation of parking demand issues generated by a new development</li> </ul>
<b>TPP02: Parking Permits</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Improved customer convenience</li> <li>Improved accessibility</li> <li>Encouraging sustainable travel choices</li> </ul>
<b>TPP03: Pay By Mobile and Other New Technology</b>	<ul style="list-style-type: none"> <li>The Council will investigate the introduction of pay by phone and other upcoming new technology for paying for parking across the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>Improved customer convenience</li> <li>Improved compliance with controls</li> <li>Reduced cost of dealing with cash and improved security</li> <li>Simplified finance and accounting</li> </ul>

Policy	Key measures	Outcome
<b>TPP04: On-Street and Off-Street Parking Charges</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Fair and equitable balancing supply and demand of parking space</li> <li>Encouraging sustainable travel choices</li> </ul>
<b>TPP05: Waiting Restrictions</b>	<ul style="list-style-type: none"> <li>The Council will introduce waiting restrictions in locations and at times where dangerous and / or obstructive parking takes place.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion</li> <li>Improved road safety</li> </ul>
<b>TPP06: Loading Restrictions</b>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion</li> <li>Improved road safety</li> </ul>
<b>TPP07: Stopping Restrictions (Clearways)</b>	<ul style="list-style-type: none"> <li>The Council will introduce clearways on higher speed roads where vehicles stopping would be dangerous and / or obstructive to other road users.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion</li> <li>Improved road safety</li> </ul>
<b>TPP08: School Parking Controls</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Improved accessibility</li> <li>Reduced congestion</li> <li>Improved road safety</li> </ul>
<b>TPP09: Parking for New Developments</b>	<ul style="list-style-type: none"> <li>The Council will operate a set structure of car parking standards and requirements for new developments. These include: <ul style="list-style-type: none"> <li>a range of car parking standards that encourage sustainable travel choices and minimise the impact of parking in adjacent areas; and</li> <li>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.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Encourage sustainable travel choices</li> <li>Minimise the impact of parking in adjacent areas</li> </ul>
<b>TPP10: Blue Badge Parking for New Developments</b>	<ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Increased accessibility for people with mobility issues</li> </ul>
<b>TPP11: Blue Badge Parking Bays in Controlled Parking Areas</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Increased accessibility for people with mobility issues</li> </ul>
<b>TPP12: Blue Badge Residential Parking Bays</b>	<ul style="list-style-type: none"> <li>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"> <li>lives in a dwelling that has no off-street parking; and</li> <li>where on-street parking problems occur on a regular basis.</li> </ul> </li> <li>Bays will normally operate 24 hours a day, 7 days a week, although there will be only limited enforcement outside the working day; and</li> <li>Bays are not reserved for an individual and may be used by any vehicle displaying a valid Blue Badge.</li> </ul>	<ul style="list-style-type: none"> <li>Increased accessibility for people with mobility issues</li> </ul>

Policy	Key measures	Outcome
<b>TPP13: Cycle Parking Provision</b>	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased usage of sustainable travel modes</li> <li>• Improved air quality and congestion</li> <li>• Health benefits</li> </ul>
<b>TPP14: Powered Two Wheeler (P2W) Parking for New Developments</b>	<ul style="list-style-type: none"> <li>• 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"> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Mitigation of the impact of traffic growth on congestion, air quality and local parking demand</li> </ul>
<b>TPP15: Emissions Based Parking Permit Charges</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Encouraging sustainable travel choices</li> </ul>
<b>TPP16: Off-Street Charging Points for Electric Vehicles</b>	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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"> <li>• a range of car parking standards for the provision of electric vehicle charging points and associated dedicated parking spaces.</li> </ul> </li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Encouraging sustainable travel choices</li> </ul>

Policy	Key measures	Outcome
<b>TPP17: On-Street Charging Points for Electric Vehicles</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Encouraging sustainable travel choices</li> </ul>
<b>TPP18: Footway Parking</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Improving accessibility for pedestrians</li> <li>Reducing footway and verge maintenance costs</li> <li>Reducing congestion</li> </ul>
<b>TPP19: Commercial Vehicle Loading/ Unloading to New Developments</b>	<ul style="list-style-type: none"> <li>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"> <li>detailed numbers and frequencies of commercial vehicles requiring loading / unloading, including refuse collections;</li> <li>the operational hours of loading unloading;</li> <li>the numbers, location and layout of dedicated loading / unloading bays;</li> <li>the layout of vehicle turning areas, with vehicle swept paths; and</li> <li>details of facilities for commercial vehicle drivers.</li> </ul> </li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Mitigation of the impact of growth in commercial vehicles loading, unloading and parking</li> </ul>



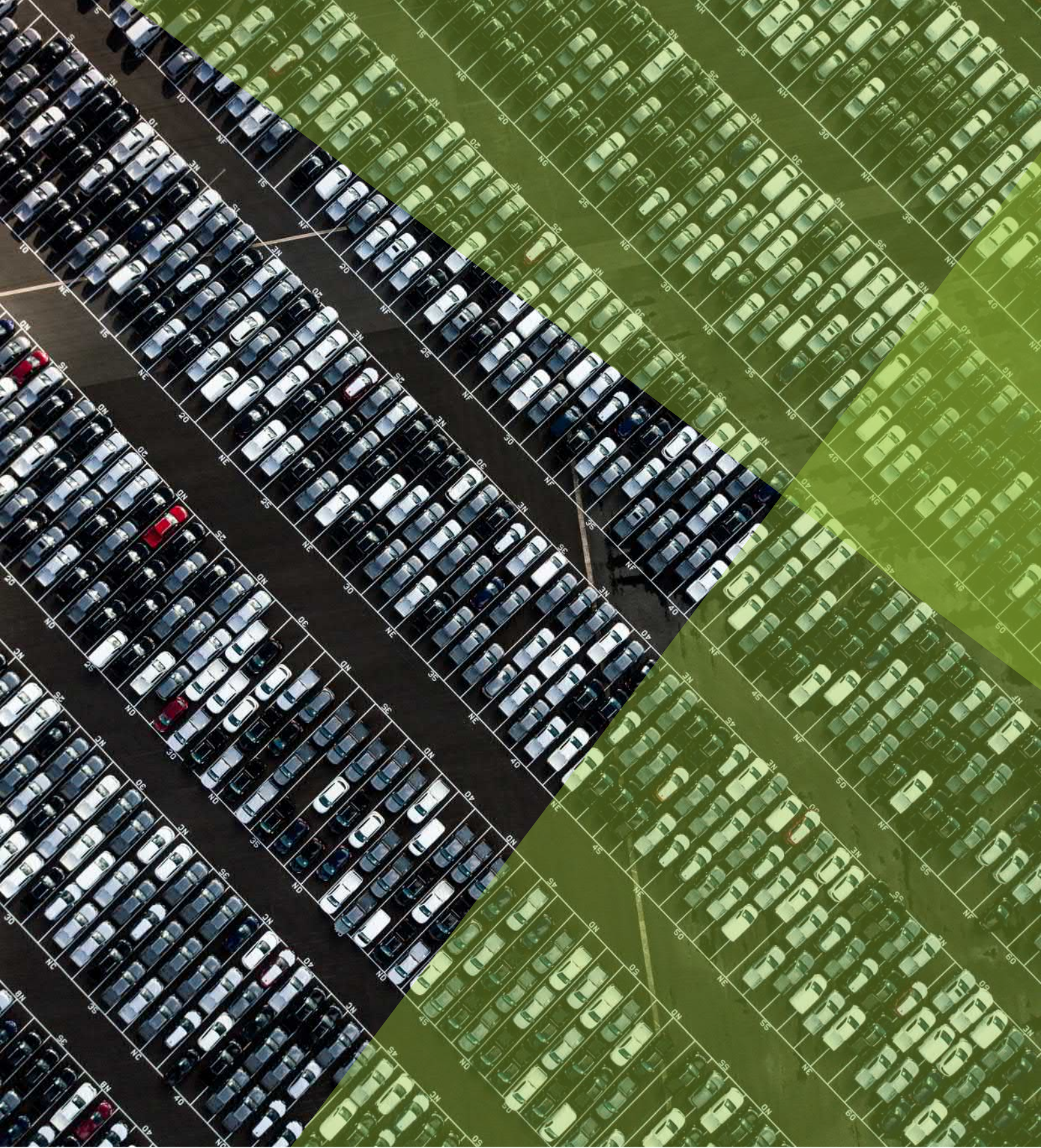
Policy	Key measures	Outcome
<b>TPP20: Lorry / Commercial Vehicle Permitted Parking</b>	<ul style="list-style-type: none"> <li>• Thurrock will seek support from the Department for Transport and other Local Authorities, in the context of national legal restrictions on drivers' hours and Thurrock's proximity 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</li> <li>• 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"> <li>• 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;</li> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Mitigation of the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock</li> <li>• Ensuring the safety of HGV drivers and greater security for their vehicle and loads at cost-effective locations in Thurrock</li> </ul>
<b>TPP21: On-Street Overnight Lorry Parking Ban</b>	<ul style="list-style-type: none"> <li>• The Council will investigate the possibility of introducing area wide overnight parking bans for vehicles over 7.5T, enforceable by Council Enforcement Officers.</li> </ul>	<ul style="list-style-type: none"> <li>• Mitigation of the impact of lorries and large vehicles parking on-street</li> </ul>

Policy	Key measures	Outcome
<b>TPP22: Coach Parking</b>	<ul style="list-style-type: none"> <li>• 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"> <li>• 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;</li> <li>• provision to be made for secure, safe rest facilities for coach drivers; and</li> <li>• 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.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Mitigation of the impact on local parking demand from coaches seeking to park within Thurrock</li> </ul>
<b>TPP23: Car Clubs</b>	<ul style="list-style-type: none"> <li>• Where large new developments are proposed, requiring the provision of &gt;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;</li> <li>• 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</li> <li>• 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"> <li>• 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;</li> <li>• 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</li> <li>• 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.</li> </ul> </li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Encouraging sustainable travel choices</li> </ul>

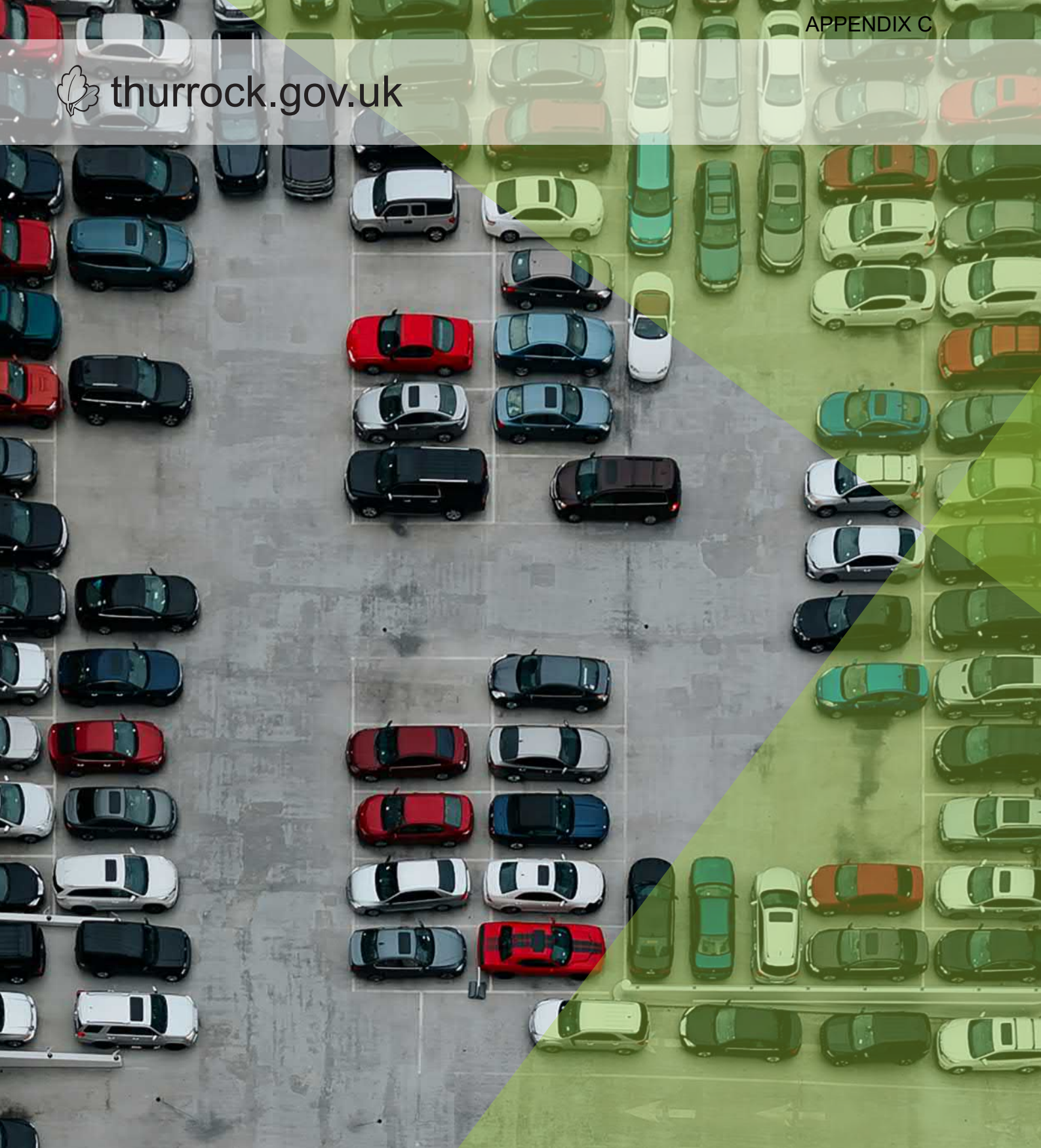
Policy	Key measures	Outcome
<b>TPP24: Parking Review</b>	<ul style="list-style-type: none"> <li>• The Council will undertake regular reviews of parking operations and control measures. Reviews will include:               <ul style="list-style-type: none"> <li>• ensuring that new parking controls are 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;</li> <li>• 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</li> <li>• ensuring that appropriate Pay &amp; Display machines are provided including reviewing numbers, locations and type of Pay &amp; Display machines, taking account of potential for changing to solar powered machines.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Improved environment</li> <li>• Reduced street clutter</li> <li>• Reduced energy consumption</li> <li>• Reduced costs</li> </ul>

Source: Parking Policy and Strategy, Thurrock Council









# 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.

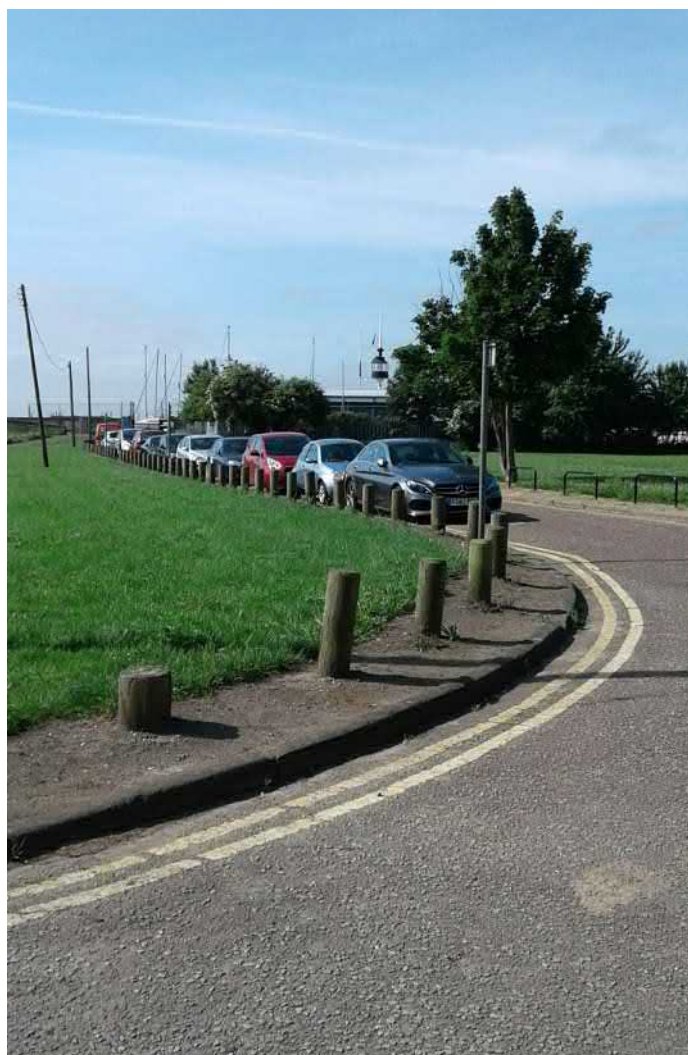
### DEFINITIONS OF KERBSIDE ACTIVITY

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.

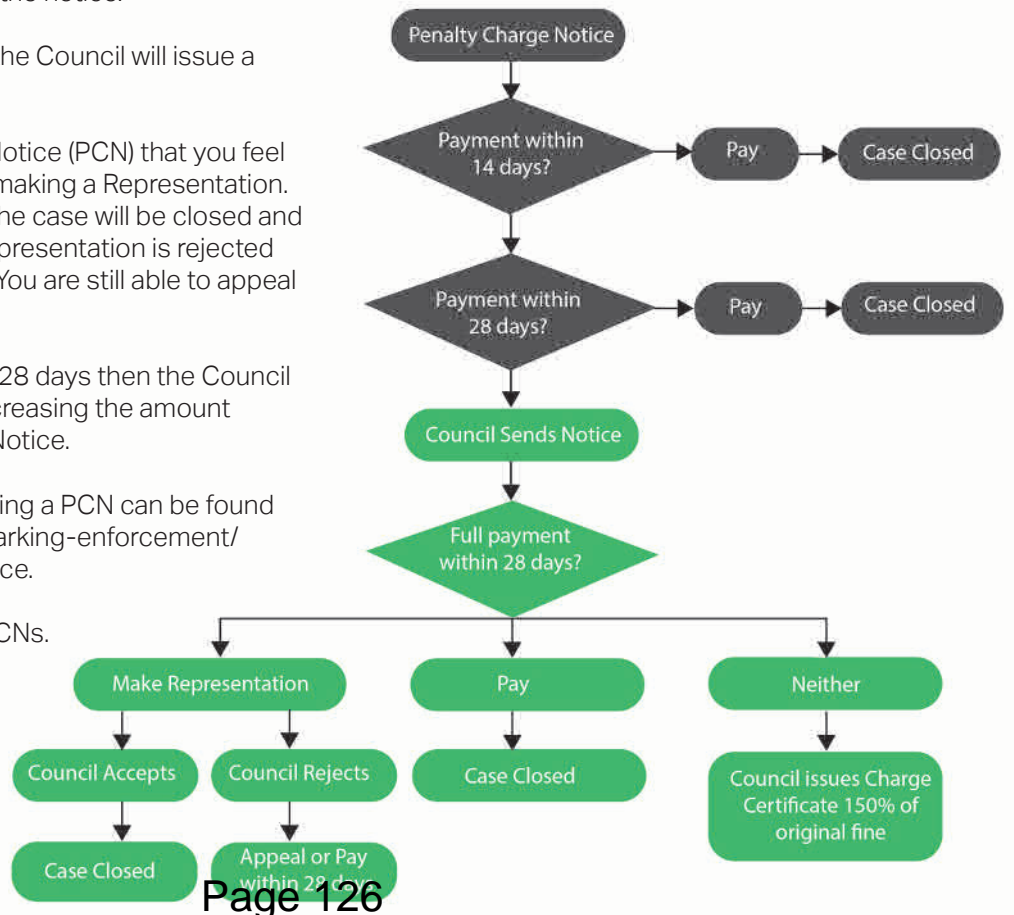
More information about challenging a PCN can be found at <https://www.thurrock.gov.uk/parking-enforcement/challenging-penalty-charge-notice>.

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















# PARKING DESIGN AND DEVELOPMENT STANDARDS



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# 1. INTRODUCTION AND CONTEXT

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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](http://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**

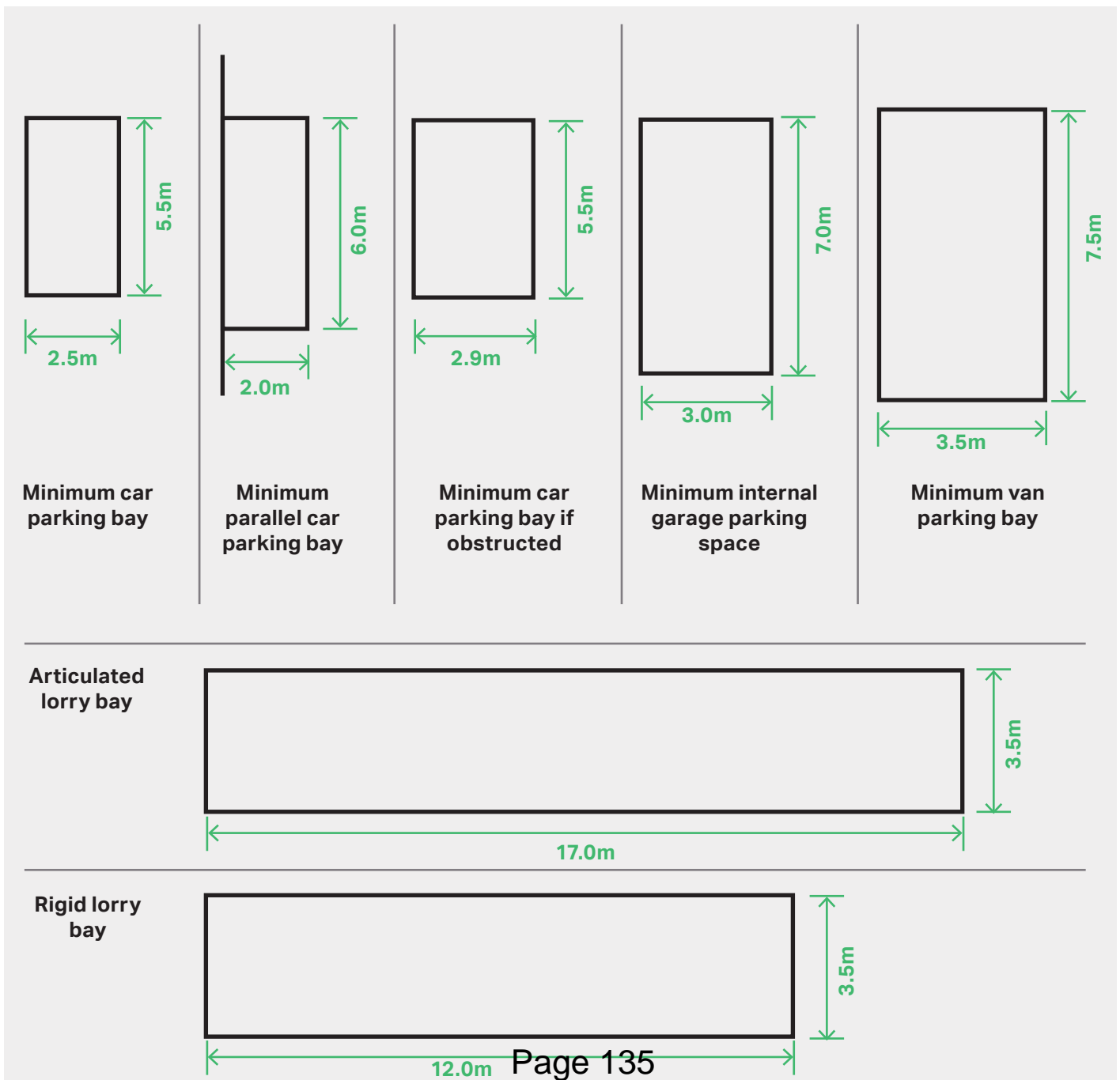
Vehicle Type	Parking Bay Dimensions
Off-street bay size for cars	5.5m x 2.5m
Parallel parking bay for cars	6.0m x 2.0m
Bay size for cars (only use in exceptional circumstances, such as extra space needed due to obstructions)	5.5m x 2.9m
Minimum internal garage parking space for cars	7.0m x 3.0m
Minimum 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.

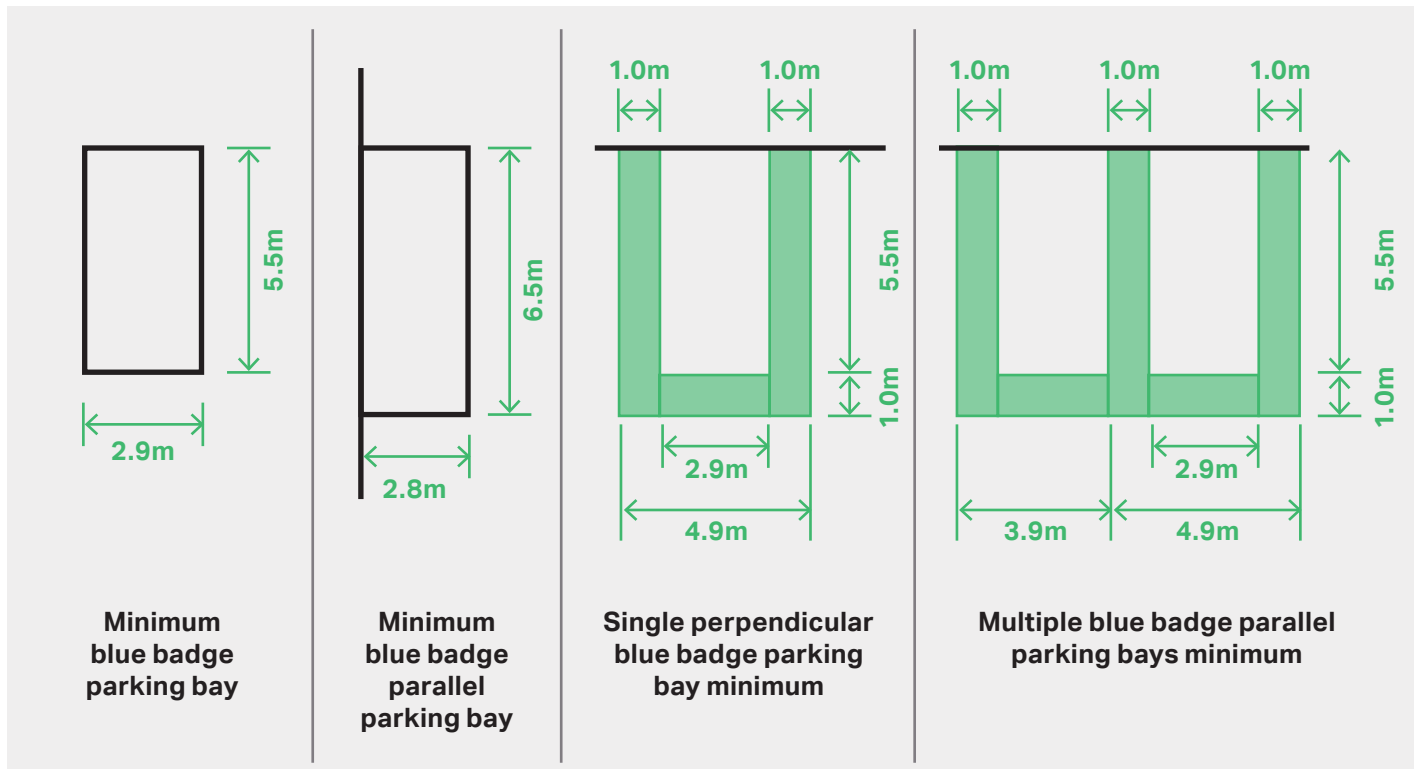
There is much advice available with regards to blue badge bay sizes, all differing slightly. The dimensions given in this document take account of increased vehicle size with an increased preferred bay size, consequently it is not necessary to increase the blue badge bay size by the same amount DfT guidance 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><b>B2 General Industrial</b> 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>	<b>Car</b>	1 space per 50 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors
	<b>Blue Badge Holders</b>	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><b>B8 Storage or Distribution</b> 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>	<b>Car</b>	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
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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><b>C1 Hotels</b> 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>	<b>Car</b>	1 space per bedroom
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 staff plus 1 space per 10 bedrooms
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>C2 Residential Institutions – Residential care home</b></p>	<b>Car</b>	1 space per full time equivalent staff + 1 visitor space per 3 beds
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 staff
	<b>Blue Badge Holders</b>	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
<p><b>C2 Residential Institutions – Hospital</b> 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>	<b>Car</b>	To be considered on a case by case basis
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff  Visitors to be considered on a case by case basis
	<b>Blue Badge Holders</b>	Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements
	<b>Motorcycle</b>	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	
<b>C2 Residential Institutions – Treatment Centres (e.g. ISTC with overnight facilities)</b>	<b>Car</b>	To be considered on a case by case basis
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff  Visitors to be considered on a case by case basis
	<b>Blue Badge Holders</b>	Dependent on actual development on individual merit, although expected to be significantly higher than business or recreational development requirements
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
<b>C2 Residential Institutions – Residential Education Establishments – Primary / Secondary</b>	<b>Car</b>	1 space per full time equivalent staff
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 staff + 1 space per 3 students
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 spaces)
<b>C2 Residential Institutions – Residential Education Establishments – Further / Higher</b>	<b>Car</b>	1 space per full time equivalent + 1 space per 5 students
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 staff + 1 space per 3 students
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	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><b>C2A Secure Residential Institution</b> 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>	<b>Car</b>	1 space per full time equivalent staff, Visitor – individual merit
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 full time equivalent staff, Visitor – individual merit
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 spaces (over 100 car spaces)
<p><b>C3 Dwelling – Flats: High accessibility</b> High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone</p>	<b>Car</b>	0 – 1.0 spaces per dwelling
	<b>Electric</b>	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.
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A
<p><b>C3 Dwelling – Flats: Medium accessibility</b> 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>	<b>Car</b>	1 - 1.5 spaces per dwelling
	<b>Electric</b>	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.
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A
<p><b>C3 Dwelling – Flats: Low accessibility</b> Includes those areas outside medium and high accessibility areas</p>	<b>Car</b>	1 - 2 spaces per dwelling 1 for a 2 bed unit and 2 for a 3 bed unit
	<b>Electric</b>	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.
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A



Land Use	Parking Standards	
<b>C3 Dwelling – Houses: High accessibility</b> High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone	<b>Car</b>	0 - 1.5 spaces per dwelling
	<b>Electric</b>	One charging point per house with garage or driveway
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A
<b>C3 Dwelling – Houses*: Medium accessibility</b> 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.	<b>Car</b>	1.5 – 2.0 spaces per dwelling
	<b>Electric</b>	One charging point per house with garage or driveway
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A
<b>C3 Dwelling – Houses: Low accessibility</b> Includes those areas outside medium and high accessibility areas	<b>Car</b>	Min 2.0 spaces per dwelling
	<b>Electric</b>	One charging point per house with garage or driveway
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A
<b>C3 Dwelling - Visitors and unallocated</b>	<b>Car</b>	0.25 spaces per dwelling in addition to the above unallocated and designed on-street where appropriate
	<b>Electric</b>	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.
	<b>Cycle</b>	1 secure and covered space per dwelling, located in a communal area
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car parking spaces (for 1st 100 car spaces) then 1 space per 30 car spaces
<b>C3 Dwelling - Retirement development (e.g. warden assisted independent living accommodation)</b>	<b>Car</b>	1 space per dwelling
	<b>Electric</b>	One charging point per dwelling space
	<b>Cycle</b>	1 space per 8 units for visitors*
	<b>Blue Badge Holders</b>	N/A parking is in curtilage of dwelling, otherwise as visitor and unallocated
	<b>Motorcycle</b>	2 spaces + 1 space per 2 dwellings for mobility scooters

Land Use	Parking Standards	
<b>C4 Houses in multiple occupation</b>	<b>Car</b>	Min. 2.0 spaces per house
	<b>Electric</b>	Min. 2.0 charging points per house
	<b>Cycle</b>	1 secure and covered space per dwelling (can be included in a garage space)
	<b>Blue Badge Holders</b>	N/A if parking is provided within the curtilage, otherwise as visitor and unallocated
	<b>Motorcycle</b>	N/A
<b>E(a) Display of retail sale of goods, other than hot food</b> 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.	<b>Car</b>	1 space per 20 sqm 1 space per 14 sqm for food stores
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 400 sqm for staff 1 space per 400 sqm for customers
	<b>Blue Badge Holders</b>	200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity
	<b>Motorcycle</b>	7.0m x 3.0m
<b>E(b) Sale of food and drink for consumption (mostly) on the premises</b> 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	<b>Car</b>	1 space per 5 sqm (excluding Freight Transport Cafes) 1 lorry space per 2sqm (Freight Transport Cafes)
	<b>Electric</b>	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.
	<b>Cycle</b>	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
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>E(c) Provision of:</b> 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.	<b>Car</b>	1 space per 20 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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><b>E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms)</b> 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>	<b>Car</b>	1 space per 10 sqm of public area
	<b>Electric</b>	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.
	<b>Cycle</b>	10 spaces plus 1 space per 10 vehicle spaces
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
<p><b>E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)</b> 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>	<b>Car</b>	1 space per full time equivalent staff + 3 per consulting room
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus 1 space per consulting room
	<b>Blue Badge Holders</b>	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
	<b>Motorcycle</b>	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>E(f) Creche, day nursery or day centre (not including a residential use)</b> 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>	<b>Car</b>	1 space per full time equivalent staff + drop off / pick up facilities
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus 1 space per 10 child places
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	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><b>E(g) Uses which can be carried out in a residential area without detriment to its amenity:</b></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>	<b>Car</b>	1 space per 30 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 100 sqm for staff plus 1 space per 200 sqm for visitors
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>F1 Learning and non-residential institutions - (a) Provision of education</b></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>	<b>Car</b>	1 space per 15 students for staff + 1 space per 15 students for student parking (further / higher education)
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 staff plus 1 space per 3 students
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>F1 Learning and non-residential institutions - (b) Display of works of art (otherwise than for sale or hire)</b></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>	<b>Car</b>	1 space per 25 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking (individual merits)
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	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><b>F1 Learning and non-residential institutions - (c) Museums</b></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>	<b>Car</b>	1 space per 25 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking (individual merits)
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>F1 Learning and non-residential institutions - (d) Public libraries or public reading rooms</b></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>	<b>Car</b>	1 space per 10 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking (individual merits)
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>F1 Learning and non-residential institutions - (e) Public halls or exhibition halls</b></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>	<b>Car</b>	1 space per 25 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking (individual merits)
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	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><b>F1 Learning and non-residential institutions - (f) Public worship or religious instruction (or in connection with such use)</b></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>	<b>Car</b>	1 space per 10 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking (individual merits)
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>F1 Learning and non-residential institutions - (g) Law courts</b></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>	<b>Car</b>	1 space per 25 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking (individual merits)
	<b>Blue Badge Holders</b>	1 space or 5% of total capacity, whichever is greater
	<b>Motorcycle</b>	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><b>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</b></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><b>Car</b> 1 space per 20 sqm 1 space per 14 sqm for food stores</p>
	<p><b>Electric</b> 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><b>Cycle</b> 1 space per 400 sqm for staff 1 space per 400 sqm for customers</p>
	<p><b>Blue Badge Holders</b> 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><b>Motorcycle</b> 7.0m x 3.0m</p>
<p><b>F2 Local community - (b) Halls or meeting places for the principal use of the local community</b></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><b>Car</b> 1 space per 25 sqm</p>
	<p><b>Electric</b> 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><b>Cycle</b> 1 space per 4 staff plus visitor parking (individual merits)</p>
	<p><b>Blue Badge Holders</b> 1 space or 5% of total capacity, whichever is greater</p>
	<p><b>Motorcycle</b> 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><b>F2 Local community - (c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)</b></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><b>Car</b> 20 spaces per pitch plus 1 space per 10 spectator seats</p>
	<p><b>Electric</b> 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><b>Cycle</b> 10 spaces plus 1 space per 10 vehicle spaces</p>
	<p><b>Blue Badge Holders</b> 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><b>Motorcycle</b> 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces</p>
<p><b>F2 Local community - (d) Indoor or outdoor swimming pools or skating rinks</b></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><b>Car</b> 1 space per 10 sqm of public area</p>
	<p><b>Electric</b> 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><b>Cycle</b> 10 spaces plus 1 space per 10 vehicle spaces</p>
	<p><b>Blue Badge Holders</b> 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><b>Motorcycle</b> 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces</p>

Land Use	Parking Standards	
<b>Sui Generis - Bus Stops</b>	<b>Car</b>	N/A
	<b>Electric</b>	N/A
	<b>Cycle</b>	4 spaces per stop
	<b>Blue Badge Holders</b>	N/A
	<b>Motorcycle</b>	Individual Merit
<b>Sui Generis – Bus Station</b>	<b>Car</b>	None unless justified
	<b>Electric</b>	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.
	<b>Cycle</b>	5 spaces per bay
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Caravan Parks</b>	<b>Car</b>	1 space per pitch + 1 space per full time staff equivalent
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 5 pitches
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Car Park (inc. Park and Ride sites)</b>	<b>Car</b>	Individual Merit
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 10 parking spaces
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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	
<b>Sui Generis – Cash &amp; Carry / Retail Warehouse Clubs</b>	<b>Car</b>	1 space per 30 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Cinemas</b> 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.	<b>Car</b>	1 space per 5 seats
	<b>Electric</b>	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.
	<b>Cycle</b>	10 spaces plus 1 space per 10 vehicle spaces
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
<b>Sui Generis – Conference Facilities</b> 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.	<b>Car</b>	1 space per 5 seats (sustainable locations)
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus visitor parking on individual merits
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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><b>Sui Generis – Garden Centres</b> 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>	<b>Car</b>	1 space per 40 sqm (retail area covered and uncovered)
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus customer parking on individual merits
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>Sui Generis – Hostel</b> 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>	<b>Car</b>	1 space per full time staff equivalent
	<b>Electric</b>	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.
	<b>Cycle</b>	Individual merits
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<p><b>Sui Generis – Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises)</b>  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>	<b>Car</b>	1 space per 20 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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><b>Sui Generis – Marina</b> 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>	<b>Car</b>	1 space per 2 mooring berths
	<b>Electric</b>	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.
	<b>Cycle</b>	Individual merits
	<b>Blue Badge Holders</b>	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><b>Sui Generis – Motor Vehicle Service Centres</b></p>	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
	<b>Car</b>	1 space per full time staff equivalent + 1 space per 35 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff
	<b>Blue Badge Holders</b>	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><b>Sui Generis – Motor Vehicle Showrooms</b> 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>	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
	<b>Car</b>	1 space per 45 sqm show area
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus customer parking
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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><b>Sui Generis – Nightclubs</b></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>	<b>Car</b>	1 space per 50 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff
	<b>Blue Badge Holders</b>	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><b>Sui Generis – Petrol Filling stations</b></p>	<b>Car</b>	1 space per 20 sqm retail space
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus customer parking
	<b>Blue Badge Holders</b>	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><b>Sui Generis – Public houses, wine bars, or drinking establishments, including drinking establishments with expanded food provision</b></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.</p>	<b>Car</b>	1 space per 5 sqm
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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	
<b>Sui Generis – Rail Stations</b>	<b>Car</b>	Individual Merit
	<b>Electric</b>	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.
	<b>Cycle</b>	20 spaces per peak period service (minor stations), 40 spaces per peak period service (key stations)
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Recycling Centre / Civic Amenity Site</b>	<b>Car</b>	1 space per full time staff equivalent and drop off / waiting facilities for the users of the site
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus customer parking on individual merits
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Stadia</b> 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.	<b>Car</b>	1 space per 15 spectators
	<b>Electric</b>	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.
	<b>Cycle</b>	10 spaces plus 10% of vehicle parking provision
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	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	
<b>Sui Generis – Taxi / Minicab hire</b>	<b>Car</b>	1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Theatres</b> 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.	<b>Car</b>	1 space per 5 seats
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 20 seats
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
<b>Sui Generis – Vehicle rental / hire</b>	<b>Car</b>	1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking
	<b>Electric</b>	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.
	<b>Cycle</b>	1 space per 4 staff plus customer parking on individual merits
	<b>Blue Badge Holders</b>	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
	<b>Motorcycle</b>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)





<b>1 February 2022</b>	<b>ITEM: 8</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>	
<b>Integrated Transport Block Capital Programme 2022/23. Highways Maintenance Allocation and Programme 2022/23.</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> No
<b>Report of:</b> Mat Kiely, Transportation Services Strategic Lead and Peter Wright, Highways Infrastructure Strategic Lead	
<b>Accountable Assistant Directors:</b> Leigh Nicholson – Assistant Director Planning, Transport and Public Protection and Julie Nelder – Assistant Director – Highways, Fleet & Logistics	
<b>Accountable Director:</b> Julie Rogers – Director, Public Realm	
<b>This report is</b> Public	

## Executive Summary

This report sets out how the Transportation Service within the Public Realm Directorate will prioritise funding from the Department for Transport (DfT) Integrated Transport Block Capital Programme (ITB) to enhance transport infrastructure and service provision within the Borough in 2022/23.

The report also sets out the Highways Maintenance Block Allocation for 2022/23 for the Highways Maintenance Service within the Public Realm Directorate is to be prioritised in alignment with Thurrock Council Highways Assets Management Strategy and Highways Maintenance Efficiency Programme.

### 1. Recommendations

- 1.1 **Planning Transport and Regeneration Overview and Scrutiny provide comment on the report and the following Cabinet recommendations:**
- 1.2 **Endorse the ITB Capital Programme allocations, policy and prioritisation direction for the DfT ITB Block funding under the key Policy areas of Road Safety Engineering, Safer Routes to School, Area Intervention Programme and EV charging programme.**



- 1.3 **Endorse the Highways Maintenance Block Allocation Programme (as detailed in Appendix 4) for 2022/23.**
- 1.4 **Support the process which delegates authority to the Director of Public realm, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the ITB programme and the DfT Maintenance Block Allocation programme, as well as other funding allocations that may arise within-year.**

**2. Transportation Services - Introduction and Background**

- 2.1 The DfT annual settlement provides the allocation for ITB schemes. The total ITB capital programme allocation for Thurrock in 2022/23 amounts to £978,000.
- 2.2 The ITB programme has the ability to deliver an extensive range of transport improvements which reflect the vision and aims set out within the Council’s long term Transport Strategy (2013-26). Tackling congestion, delivering accessibility, improving air quality and making Thurrock’s roads safer are core elements of the Transport Strategy which support sustainable growth and regeneration in the Borough.
- 2.3 It is important that the ITB programme is closely aligned with the emerging Local Plan and new Transport Strategy (currently being developed) so as to make the most effective use of the funding available to deliver necessary improvements to the transport network. To achieve this, it is important for the programme to have a clear policy direction. There already exists agreed approaches to policy, priority and budget allocation for the Road Safety Engineering and Safer Routes to Schools programmes and a similar approach is required for the ITB programme.
- 2.4 The report also sets out the 2022/23 DfT Block Allocation Programme £1,383,000, which is prioritised in alignment with Thurrock Council Highways Assets Management Strategy (covered in more detail in Section 5). This is the key document which ties into the Highways Maintenance Efficiency Programme.

**3 Update and Analysis – Policy, Priority & programme**

- 3.1 The ITB funding is currently allocated to various programmes and projects. The table below illustrates the allocations from 2020/21:

Road Safety Engineering TDP1	£250,000
Safer Routes to School TDP2	£250,000
Area Intervention Programme TDP3	£300,000
EV Charging Facilities TDP4	£75,000
Emergency Minor Works and Parking requests	£50,000
Passenger Transport	£50,000
Walking & Cycling	£50,000

<b>TOTAL</b>	<b>£971,000</b>
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3.2 As agreed previously, the ITB programme is informed by an adopted policy and data led approach to intervention. The Transport Development Policies allow the data led approach to be consistently applied to the ITB programme, ensuring that priority areas receive funding to enable measures to be implemented.

3.3 In light of the above the funding allocations in the 2021/22 ITB programme are as follows:

<b>Road Safety Engineering TDP1</b>	<b>£250,000</b>
<b>Safer Routes to School TDP2</b>	<b>£250,000</b>
<b>Area Intervention Programme TDP3</b>	<b>£293,000</b>
<b>EV Charging Facilities TDP4</b>	<b>£75,000</b>
<b>Emergency Minor Works and Parking requests</b>	<b>£50,000</b>
<b>Passenger Transport</b>	<b>£20,000</b>
<b>Public Rights of Way</b>	<b>£20,000</b>
<b>Walking and Cycling</b>	<b>£20,000</b>
<b>TOTAL</b>	<b>£978,000</b>

3.4 The allocation for each project heading is identified in Appendix A and is based on policy criteria. The allocation of £20,000 into both Passenger Transport and Public Rights of Way is considered necessary to ensure improvements in those two areas, but may be accommodated through underspend to enable additional funds to be allocated elsewhere across the ITB programme. The provision of £50,000 into the Emergency Minor Works and Parking Requests is proposed in the event that there is a severe adverse impact on the network that needs to be addressed as a priority outside of the Policy process. Following the successful award of the EV Charing contract,

£75,000 allocation to EV Charging identifies the council's commitment to delivering increased charging opportunities across the borough.

### Variation

- 3.5 The Council is likely to continue to receive regular ad-hoc requests for improvements to be carried out on the transport network. Whilst there is limited flexibility within the programme once agreed, in some cases, requests will need to be implemented within the current financial year rather than held pending a future programme. This might include works to protect the public from risk of injury or where serious deterioration on the network may have occurred.
- 3.6 The responsibility to authorise variations to the allocations is delegated to the Director of Public Realm in consultation with the Cabinet Member for Highways and Transport.
- 3.7 Similarly, delegated authority can be used for additional Government funding (such as Safer Roads Funds, Flood and Coastal Resilience Innovation Programme and Active Travel) schemes are subject to cost changes as a result of increasing scope or unforeseen revisions to schemes.

## **4 Highways Maintenance Block Funding**

- 4.1 The DfT annual settlement provides the funding for the Maintenance Block Allocation, depending on the HMEP banding achieved. The total funding allocation for Highways Maintenance is expected to be £1,383,000.
- 4.2 Members are advised that the allocations are not 'ring fenced' for spend in the specific areas set out within the programmes therefore, Local Authorities have some flexibility to manage these allocations. As a result, the funding allocations may be amended within the total allocation to meet local needs on the network in accordance with the maintenance strategy. Appendix C provides a summary of how the DfT Block Allocation is allocated across the Council's maintenance programme.
- 4.3 The Maintenance Programme is built around the good practice principals set out in the Code of Practice for Well Managed Highway Infrastructure. The Council's adopted approach to this is via the Highways Maintenance Strategy, which focuses on maintaining and prioritising the asset in the most efficient way. Not just focusing on the financial element, but also the end user. It is therefore generated using a data lead approach.

## **5 Reasons for Recommendation**

- 5.1 Endorsing the recommendations set out in this report will enable the ITB Capital Programme and the Maintenance Block Allocation programme to be implemented to ensure ongoing improvements to transport infrastructure,

service provision and to ensure ongoing improvements are undertaken to the borough's adopted highway network.

- 5.2 Supporting / endorsing a consistent policy approach for ITB projects provides a level of assurance and consistency for the policy approach that is taken to identify, prioritise and deliver key elements of the ITB programme in relation to Council priorities.

## **6 Consultation**

- 6.1 The ITB Capital Programme has been developed in line with the priority areas identified and agreed in the Council's Transport Strategy, following extensive community and stakeholder engagement.

- 6.2 Local residents, interest groups and key stakeholders (including Community Forums, Bus User Group, Local Access Forum and Your Place, Your Voice etc.) have been influential in providing regular input for the evidence base that has informed the development of the ITB Capital Programme. Input and feedback from these groups has also supported the direction of the Safer Roads funding submission. A renewed focus on Community Forum engagement allows increased engagement and understanding of local issues. Ward Members will be advised of works affecting their respective wards. The ITB programme is to be added to the Council's web page (when completed) to clarify the schemes and measures to be implemented in 2022/23.

- 6.3 The Maintenance Block Allocation Programme has been developed in line with the priorities identified and set in the Council's Highway Maintenance Strategy.

- 6.4 Once approved, the nature and time frames for delivery of the maintenance schemes will be shared with residents and stakeholders accordingly, with further, more detailed communications being carried out in advance of the works starting.

## **7 Impact on corporate policies, priorities, performance and community impact**

- 7.1 The ITB Capital Programme and Maintenance Block Allocation Programme will help improve and enhance the transport network across the Borough making it safer, less congested and more accessible, thereby promoting and supporting People, Place and Prosperity within Thurrock.

## **8 Implications**

### **8.1 Financial**

Implications verified by: **Mark Terry**  
**Senior Financial Accountant**



The Council will be allocated £978,000 ITB capital and £1,383,000 Block Allocation for Maintenance for 2022/23.

The cost of implementation will be contained within the funding announced by Government or built into future capital programmes.

## 8.2 Legal

Implications verified by: **Gina Clarke**  
**Corporate Governance Lawyer and Deputy Monitoring Officer**

There are no direct legal implications arising from the recommendations included in the body of the report. A Cabinet decision is required to approve the recommendations. The Council is required to use the allocated funds in accordance with Council approved policies and procedures, and also any conditions and requirements set by the relevant government department as to how the funds are to be spent.

## 8.3 Diversity and Equality

Implications verified by: **Becky Lee**  
**Team Manager - Community Development and Equalities**

Transport interventions should support improved quality of life in the Borough and its social and economic regeneration. Transport priorities for congestion & CO2 mitigation, accessibility, safety, air quality and climate change adaptation will aim to have positive impacts on the community. A CEqIA will be completed to assess the impacts.

Access to services and the safety of residents have been highlighted and will be addressed throughout the plan period. The ITB and Safer Roads programme takes account of specific areas of the borough and population where implementation will be prioritised to improve road safety, air quality and access to services, taking account of legislative considerations such as the Equality Act. These have been applied to the capital programme.

## 8.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None

## 9 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

## **10 Appendices to the report**

- Appendix A – 2022/23 ITB Capital Programme
- Appendix B –Highways Maintenance Programme

### **Report Author:**

Mat Kiely

Transportation Services Strategic Lead

Transport Development – Public Realm

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## Appendix A - Integrated Transport Block funding 2022/23 budget allocation

Budget Area	Project Name	Type	2022/23 ITB budget (£)	Comments
TDP1 - Road Safety Engineering (RSE)	London Road West Thurrock	Implementation	225,000	
	Fort Road Bus Lane	Design		Carry over scheme - awaiting Camera Enforcement
	Node 4 - North Stifford Interchange signals	Implementation		Carry over scheme - awaiting revised signal design
	VAS Upgrade	Ad-Hoc requests	10,000	
	RSE priority location 2023	Design	15,000	
<i>Sub-Total</i>			250,000	
TDP2 - Safer Routes to School (SRTS)	A1013 Treetops signal junction	implementation		Carry over scheme - subject to planning restrictions
	Harris Primary Academy Mayflower/ Harris Primary School Harris Secondary School	implementation	225,000	Carry over scheme - Pooling resources
	East Tilbury Primary School	implementaiton		Carry over scheme - pooling resources
	SRTS priority location 2023 (1)	Design	5,000	
	SRTS priority location 2023 (2)	Design	5,000	
	SRTS priority location 2023 (3)	Design	5,000	
	SRTS priority location 2023 (4)	Design	5,000	
	SRTS priority location 2023 (5)	Design	5,000	
<i>Sub-Total</i>			250,000	
TDP3 - EV charging facilities	EV charging facilities	upgrade and expansion	75,000	3 year tender programme - demand led
<i>Sub-Total</i>			75,000	
TDP4 - Area Intervention Programme (AIP)	Area 12 - Tilbury (East of St Chads)	implementaiton		Carry over scheme
	AIP priority location 2023	Design	243,000	
	3 villages - Orsett Ward	Design	50,000	DDR decision December 2021
	Bus Lane Camera enforcement	Legal agreement and install		Carry over scheme - awaiting Camera Enforcement legislation
	Aveley Village Freight Management	scheme on hold		Carry over scheme - pooling resources
<i>Sub-Total</i>			293,000	
Emergency Minor Works and Parking Schemes	Parking Management requests	Ad-Hoc requests	10,000	
	Disabled Parking Bays	Ad-Hoc requests	10,000	
	Speed Surveys	Ad-Hoc requests	10,000	
	Safety Audits	Ad-Hoc requests	10,000	
	Emergency minor works	Ad-Hoc requests	10,000	
<i>Sub-Total</i>			50,000	
	Passenger Transport Allocation		20,000	Transferred to PTU



Other allocations	Walking and Cycling Allocation		20,000	
	Public Rights of Way Allocation		20,000	Transferred to PRoW
<i>Sub-Total</i>			<b>60,000</b>	
Government funding - Active Travel Measures	Corringham Road	Design & implementation		
	London Road, SLH	Design & implementation		
	A128 signal crossing	Design & implementation		awaiting A13 project completion
<i>Sub-Total</i>				
Government funding - Safer Roads Fund	Harris Roundabout - safety enhancement	Design & implementation		
	London Road - Harris RAB to Devonshire Road	Design & implementation		
	Devonshire Road signal improvements	Design & implementation		
	London Road - Devonshire Road to Eastern Avenue	Design & implementation		
	Devonshire Road - London Road to Hogg Lane	Feasibility study		
	Hogg Lane - Devonshire Road to London Road	Feasibility study		
<i>Sub-Total</i>				
Other externally funded schemes	Improvements to the Manorway Interchange	Design		
	B186 Bus & Cycle Lane(s)	Design		on hold - pooling S106 monies
	South Road / Stifford Road Junction Improvements	Design		on hold - pooling S106 monies
	Manor Road to Thurrock Park Way	Design		awaiting land transfer
	Tilbury NCN13 Cycle Route	Implementation		
<i>Sub-Total</i>				
<b>Grand Total</b>			<b>978,000</b>	

**Appendix B - Highways Maintenance Capital Works Programme 2022-23**

<b>Allocations</b>	<b>DFT Maintenance block allocation</b>	DfT	<b>1,106,000</b>
	<b>Incentive fund Band 3 Block</b>	DfT	<b>277,000</b>
	<b>Total Maintenance</b>		<b>1,383,000</b>
	<b>TOTAL</b>		<b>1,383,000</b>
<b>Cost Code</b>	<b>Project</b>	<b>Funding Source</b>	<b>Budget</b>
<b>10022</b>	<b>LTP Maintenance - Bridges</b>		
<b>Sub Total</b>			
<b>10155</b>	<b>LTP Maintenance - Principal Maintenance (Resurfacing / Reconstruction)</b>		
	A126 offslip to Lakeside RAB, West Thurrock		
	Arterial Road, West Thurrock		
	London Road, Grays		
	St Chads Road RAB & NB southern approach, Chadwell St Mary		
	St Clements Way, West Thurrock		
<b>Sub Total</b>			<b>350,000</b>
<b>10156</b>	<b>LTP Maintenance - Classified (Resurfacing / Reconstruction)</b>		
	North Hill (SB only), Horndon on the Hill		
	High Road, North Stifford		
	Lampits Hill, Corringham		
	South Road, South Ockendon		
	Purfleet Road, Aveley		
	Lower Dunton Road, Horndon on the Hill		
	Chadwell Hill, Chadwell St Mary		
<b>Sub Total</b>			<b>250,000</b>
<b>10157</b>	<b>LTP Maintenance - Unclassified (Resurfacing / Reconstruction)</b>		
	Gordon Road, Corringham		
	Buckingham Hill Road, Linford		
	Thurloe Walk, Grays		
	College Avenue, Grays		
	Fort Road, Tilbury		
	Claudian Way, Chadwell St Mary		
<b>Sub Total</b>			<b>250,000</b>
<b>10051</b>	<b>LTP Maintenance - Footway &amp; Cycleway Maintenance</b>		
	Windsor Avenue, (griffins lodge lane)		
	Arthur Street, (complete rest of street - John st junc)		
	Princess Margaret Road, (Trief kerbing scheme)		
	St James Avenue East, Stanford le Hope		
	Jeffries Way, Corringham		
	Hathaway Road, Grays		
	Langthorne Crescent, Grays		
<b>Sub Total</b>			<b>180,000</b>
<b>10153</b>	<b>LTP Maintenance - Streetlighting</b>		
	Boroughwide - Structural column replacement		
<b>Sub Total</b>			<b>100,000</b>
<b>10097</b>	<b>LTP Maintenance - Other infrastructure (drainage)</b>		
	Saladin Drive, Purfleet		
	A1013 Stanford Road		
	Thurrock Park Way		
	Buckles Lane		
	St Andrews Road, Tilbury		
<b>Sub Total</b>			<b>75,000</b>
<b>10180</b>	<b>LTP Maintenance - Traffic Signals</b>		
	PSTN removal phased programme (4G)		
<b>Sub Total</b>			<b>75,000</b>
<b>10192</b>	<b>LTP Maintenance - Other Road Markings</b>		

	Boroughwide		
<b>Sub Total</b>			<b>40,000</b>
<b>10141</b>	<b>LTP Maintenance - Other Safety Barriers</b>		
	Boroughwide		
<b>Sub Total</b>			<b>63,000</b>
	<b>MAINTENANCE TOTAL</b>		<b>1,383,000</b>

<b>1 February 2022</b>		<b>ITEM: 9</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>A13 East Facing Access Update and Outline Business Case Proposal</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> No	
<b>Report of:</b> Mat Kiely, Transportation Services Strategic Lead		
<b>Accountable Assistant Director:</b> Leigh Nicholson – Assistant Director Planning, Transport and Public Protection		
<b>Accountable Director:</b> Julie Rogers – Director, Public Realm		
<b>This report is</b> Public		

## Executive Summary

In 2018 the Council submitted a funding bid for £48.5m through the Major Road Network (MRN) programme for an east facing access scheme on the A13 next to Lakeside. Following this, the Department for Transport (DfT) invited Thurrock Council to make an Outline Business Case (OBC) and detailed design for the scheme.

This briefing paper provides Members with an overview of the progress that has been made developing the OBC, delivery options and an assessment of likely costs of the scheme.

The paper recognises that additional work is required to fully understand the opportunity to work with National Highways (formerly Highways England) to determine whether National Highways will take the EFA scheme forward for future funding and delivery.

This will require a formal process to be applied to ensure National Highways are able to transfer the EFA scheme from the identified DfT MRN funding process, enabling National Highways to become the scheme promoter and take EFA forward as a funded and deliverable scheme.

It is clearly preferable for National Highways to take ownership of the project and deliver the scheme. Further engagement with National Highways and DfT is needed to understand future responsibilities and this is expected to be clarified through a set of meetings with all relevant parties in February / March 2022.



## **1. Recommendations**

**1.1 Planning Transport and Regeneration Overview and Scrutiny provide comment on the report and the following Cabinet recommendations:**

**1.2 Members are asked to note the work undertaken to produce the EFA Outline Business Case to date, to endorse the approach that has been taken and to provide comment on the OBC.**

**1.3 Members are asked to note and comment on the proposed approach to work with National Highways to identify how the OBC submission and responsibility for the scheme can be progressed.**

**1.4 Members are asked to note and comment on the proposed cost and risk implications identified within the report.**

## **2. Introduction and Background**

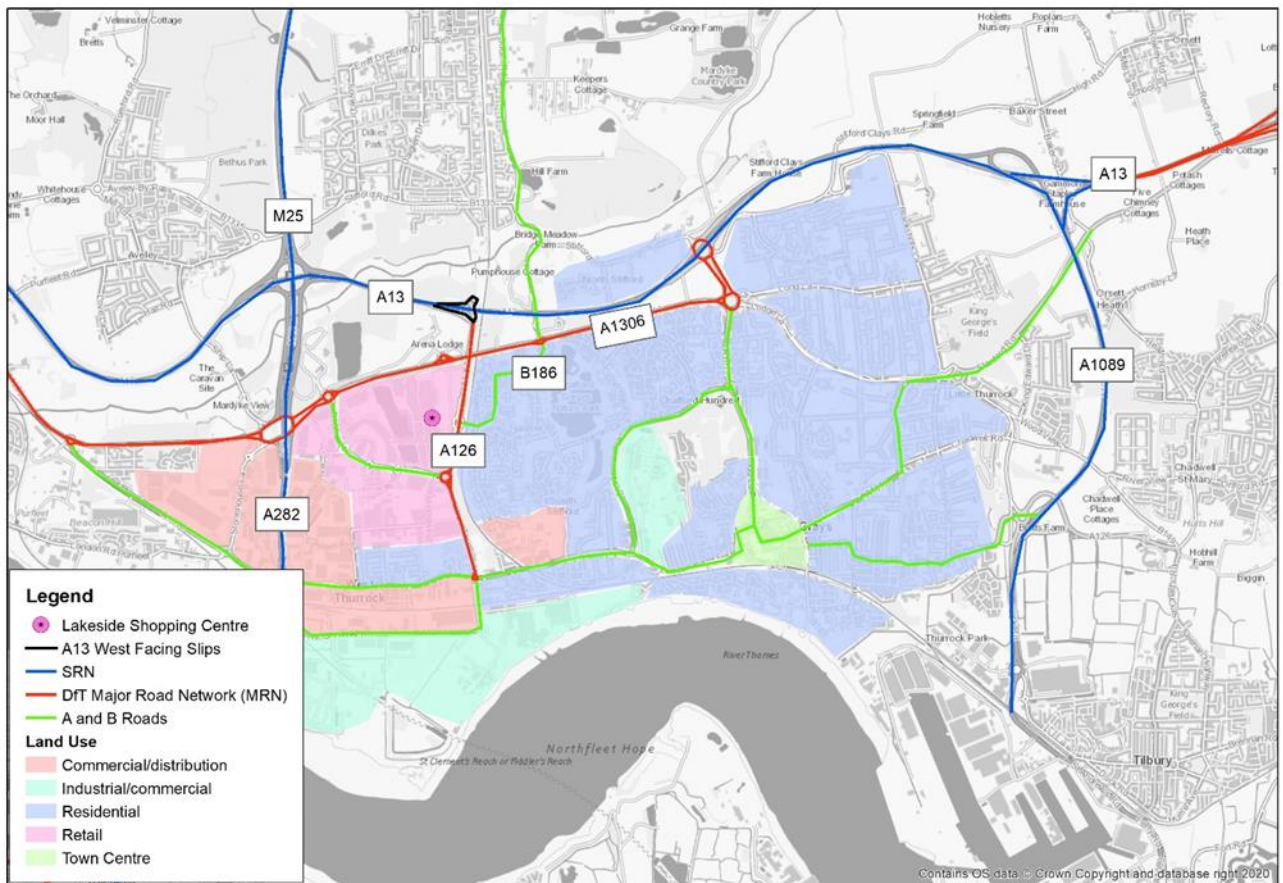
2.1 In 2018 the Council submitted a funding bid for £48.5m through the Major Road Network (MRN) programme for an east facing access scheme on the A13. Following this, DfT invited Thurrock Council to make an OBC and Detailed Design for the scheme.

2.2 The OBC and initial design has been informed by a robust process of Options Assessment which highlighted the scheme option that has been taken forward to inform the OBC.

2.3 The OBC has been produced to support the application for funding to improve access from the A13 in West Thurrock in South Essex. The Scheme aims to achieve a step-change in connectivity, improve the operation of the highway network by reducing congestion, achieve environmental improvement for local communities and to provide capacity for planned growth.

## **3. Issues and Options**

3.1 The scheme seeks to address the lack of a direct east facing connection from the strategic A13 towards the major Lakeside Basin commercial and retail area in West Thurrock. Access is along congested local roads, or by using the west facing access at the A13/A126 interchange and U-turning at M25 Junction 30, increasing congestion at that location. Figure 1 shows the location of the scheme in relation to the strategic and main local highways.



- 3.2 A need to address the east facing access has been a long-held aspiration of the Council and is manifested in local policy. Thurrock Council’s Core Strategy (Policy TSR3), adopted in 2011 and amended in 2015, has a requirement to improve access at this location. This would facilitate the transformation of the Lakeside Basin into a regional centre which, together with the wider area, could provide between 7,000 and 9,000 jobs through the expansion of office, retail and leisure floorspace as well as 3,000 new dwellings and community facilities.
- 3.3 The scheme is at the heart of the A13 corridor which has been identified as the largest single growth opportunity by the South East Local Economic Partnership (SE LEP). This corridor has significant levels of existing and proposed development including the Thames Freeport, London Gateway Port, Logistics Park, Thames Enterprise Park, expansion at Tilbury and new development in Grays.
- 3.4 The scheme has two further dynamics; the proposed Lower Thames Crossing will have a marked impact on strategic traffic movements in the area with a shift of traffic flows east of Lakeside. The second, whilst providing a better connection to the National Highways managed Strategic Road Network (SRN), this OBC is being promoted and led by Thurrock Council. Engagement and liaison has taken place with National Highways throughout the progress of this OBC, and will be developed further at the next stage, the Full Business Case (FBC).

## Options Assessment

- 3.5 The OBC has assessed two options known as Option 1A and Option 6B. These have been tested against the HM Treasury 5 Case Model and is aligned with Department for Transport (DfT) TAG guidance. This process identifies the need to undertake a 3-stage process to support the selection of scheme options. The process includes the following:

A - Appraising a range of strategic level solutions (rather than specific interventions) including all transport modes, managing demand as well as an option to do nothing.

The result of Stage A was the identification of online and offline highway approaches to be the focus for the remainder of the appraisal process.

B - Undertaking a long-listing exercise identifying many feasible online and offline highways options which fall under the preferred strategic approach, and then assessing those options against a range of social, economic and environmental criteria to lead to a shortlist.

The outcome of Stage B was the progression of options 6B, 1A, 4B, 4A and 2A to Stage C for further appraisal.

C - Appraising the shortlisted options (6B, 1A, 4B, 4A and 2A) to understand in greater depth the likely impacts and deliverability of the scheme options.

The result of Stage C was the identification of a set of preferred options to take forward for detailed assessment in the Outline Business Case (OBC).

Five short-listed options were reappraised at Stage C, including undertaking preliminary traffic modelling to understand the relative impacts. The preferred options (1A and 6B) were progressed to the Outline Business Case (OBC) stage.

The full Options Assessment Report for the EFA scheme proposals is available if required.

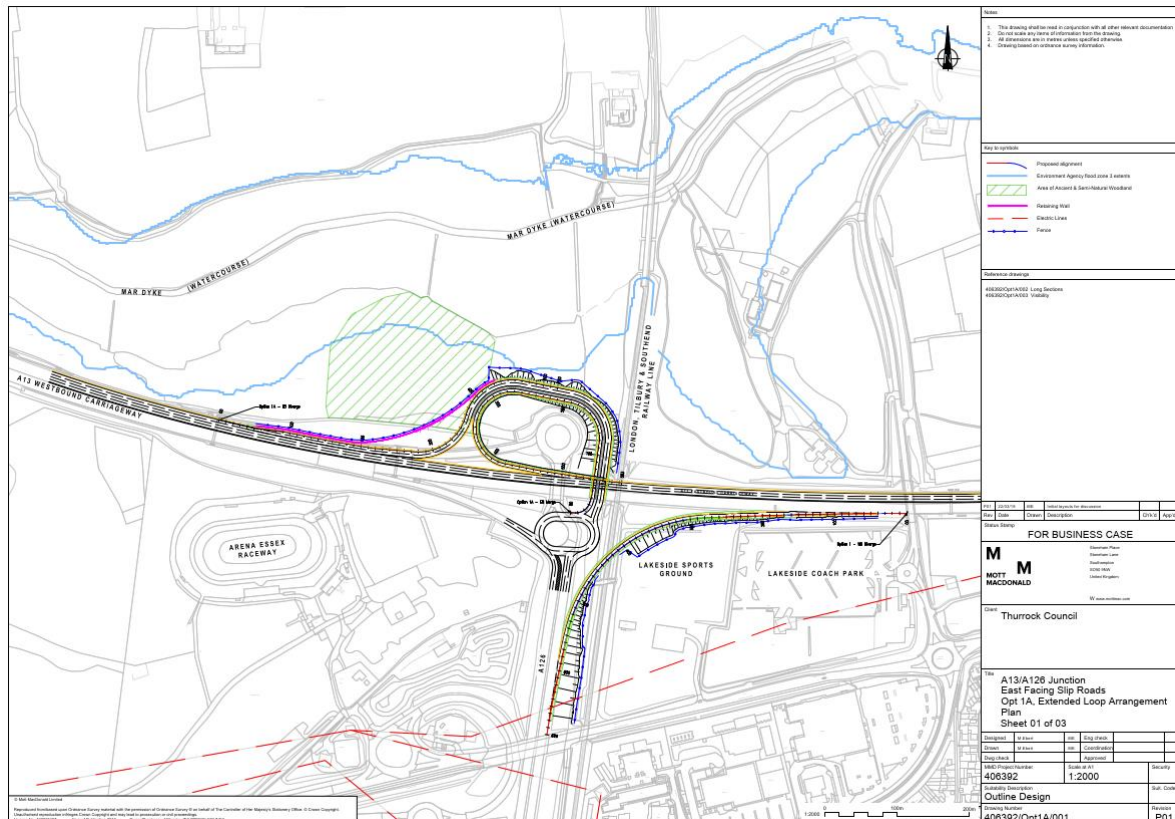
## Recommended scheme option

- 3.6 The assessment and supporting analysis recommends Option 1A to be progressed to Full Business Case (FBC) stage. Option 1A comprises the construction of a realigned eastbound off-slip and additional entry slip, realigned A126 roundabout linked to eastbound slips by a new overbridge and the construction of a westbound off-slip crossing the rail line to the east. This option would require the demolition of the existing off-slip and bridge and the overbridge.

This option is preferable on the basis that:

- Option 1A would provide better value for money principally from shorter journey times arising from more direct access to and from the A13;
- Would result in a lower level of collisions;
- Make a greater contribution towards the reduction in greenhouse gases;
- Result in a lower level of adverse impacts on the local community especially on existing active travel routes and severance.

## Option 1A



## Strategic case

3.7 The OBC provides a clear rationale for investing in the A13 EFA Scheme, setting out the reasons why change is needed. These include:

- **Congestion and delays on the local road network –Westbound** journeys take 20% longer for the AM peak period (08:00 to 09:00) and 46% for the interpeak period (14:00 to 15:00) compared to the off-peak period. These differences are also reflected in the PM peak period (17:00 to 18:00) with up to 77% delay and Saturday and Sunday afternoon peaks.
- **Localised adverse impacts on communities –** Traffic volumes have resulted in poor air quality and the designation of two AQMAs (Thurrock AQMAs number 4 and 5) along the A1306 in the immediate vicinity of the Scheme as well as creating community severance



- **Collision hotspots from the A13** – including a concentration of collisions at Stifford interchange, the Pilgrims Lane junction of the A1306 and B186, and in the vicinity of the Clockhouse Lane junction with the A1306.
- **Exacerbate existing congestion** – Modelling shows that the expected growth in car trips between 2018 and 2036 is 17-26% in the AM and PM Peak periods and 28% in the Inter Peak period.
- **Increase adverse impacts in West Thurrock/Chafford Hundred** – Increased congestion is likely to exacerbate the adverse impacts on the local community in the area. This includes the poor air quality areas on the A1306, severance impacts on local communities as well as increased risk of further collisions and personal injuries.
- **Hinder economic aspirations and potential** – The capacity of the local highway network to accommodate the growth in traffic flows will constrain the economic aspirations and potential particularly of the Lakeside Basin. The Spatial Policies make provision for a provision for 2,600 dwellings between 2021 and 2026, on top of 3,365 dwellings between 2009 and 2021. Translated into job creation this represents 7,000 to 9,000 new jobs in the period up to 2026.

#### Scheme costs and delivery options

- 3.8 As set out above, the project came about because the Council was successful in bidding for funding through the Major Road Network programme (MRN) in 2018. The Council assumed the role of Scheme Promoter to ensure the OBC is developed and progressed. However, a requirement of the MRN programme is the expectation for the Scheme Promoter to contribute 15% of the scheme costs.
- 3.9 The quantified outturn cost estimate for **Option 1A is £77.22m** at 2021 Q1 prices. These costs include construction, land, preparatory work and risk which is estimated at 24%.
- 3.10 Funding for the A13 EFA scheme will principally be through the DfT Large Local Majors programme. This will equate to 85% of the funding if successful, resulting in **£11.58m to be funded by the Scheme Promoter**.
- 3.11 It should be noted that any additional cost increases resulting from the scheme will be taken on by the Scheme Promoter. DfT have been explicitly clear that additional cost, in addition to that identified in the OBC, will be the responsibility of the Scheme Promoter to identify and fund.
- 3.12 However, given that the scheme would connect to the Strategic Road Network (SRN) it is logical that National Highways would deliver the project. This view has been expressed and National Highways have shown a willingness to take on the project; the Council has accordingly shared the OBC and background assessment work with National Highways. At the time of writing, National Highways were reviewing the OBC to understand the technical, cost and risk issues so that they can finish developing a scheme progression proposal to be discussed with the DfT.

- 3.13 It is clearly preferable for National Highways to take ownership of the project and deliver the scheme. The Council expects to engage further with National Highways in late February – early March 2022 to progress the process that will allow National Highways to become the scheme promoter for the EFA scheme.

#### **4 Reasons for Recommendation**

- 4.1 Endorsing the recommendations set out in this report will highlight that O&S are happy to endorse the work and approach set out within the EFA OBC and the need to work collaboratively with National Highways to identify responsibility for funding and delivering the scheme going forward. It is also important to understand member input relating to the cost and risk implications associated with the scheme.

#### **5 Consultation**

- 5.1 Initial consultation for the OBC focused on receiving input and comments on the scheme options process.
- 5.2 Many parties are expected to be impacted by the scheme or involved in scheme delivery. The scheme promoter will be required to undertake initial public consultation on the preferred options for the A13 EFA once established through the OBC process.
- 5.3 Local residents, interest groups and key stakeholders will be engaged as the consultation process is developed and delivered.

#### **6 Impact on corporate policies, priorities, performance and community impact**

- 6.1 Delivery of the A13 East Facing Access scheme has been a long held aspiration of the Council. Implementation has the ability to improve and enhance the transport network within the Borough making it safer, less congested and more accessible, thereby promoting and supporting the Council's long term growth agenda and overarching corporate priorities.

#### **7 Implications**

##### **7.1 Financial**

Implications verified by: **Mark Terry**  
**Senior Financial Accountant**

The financial implications associated with the East Facing Access scheme are set out within paragraphs 3.8 – 3.12 of this report.

The OBC calculates the total cost of EFA Option 1A to be £77.22m (at 2021 Q1 prices).

As agreed and clarified by DfT, 85% of the scheme cost will be met through the Government's Major Road Network / Large Local Major scheme funding programme, if the submission is successful. This equates to £65.637m to be allocated through the above funding mechanism.

A requirement of the MRN / LLM programme is the expectation for the Scheme Promoter to contribute 15% of the scheme costs.

This equates to £11.58m to be funded by the Scheme Promoter.

It should also be noted that any additional costs arising from the scheme would also be funded by the Scheme Promoter. It is currently unclear if additional costs will apply when this scheme is delivered. It is noted that a significant risk calculation (24%) has been applied to the calculations within the OBC. However, this does not preclude the required level of funding from increasing if unforeseen issues lead to increases in scheme costs.

## 7.2 Legal

Implications verified by: **Mark Bowen**  
**Interim Deputy Monitoring Officer**

There are no direct legal implications arising from the recommendations included in the body of the report. However, if the Council takes on the role of Scheme Promoter there will be a need to consider the legal implications of delivering, procuring and funding the EFA scheme. A Cabinet decision will be required at this point and more detailed implications can be assessed.

## 7.3 Diversity and Equality

Implications verified by: **Rebecca Lee**  
**Team Manager - Community Development and Equalities**

Delivery of the EFA scheme will support improved quality of life in the Borough and its social and economic regeneration. If implemented, the scheme has the ability to have a positive impact on congestion & CO2 mitigation, accessibility, safety and air quality in the immediate scheme area and across the borough. A CEIA will be completed to assess the impact of the scheme through construction and operational stages.

## 7.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder or Impact on Looked After Children

None

## 8 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):

N/A

**9 Appendices to the report**

None.

**Report Author:**

Mat Kiely

Transportation Services Strategic Lead

Transport Development – Public Realm



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<b>1 February 2022</b>		<b>ITEM: 10</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>Stanford-le-Hope Interchange Report</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> N/A	
<b>Report of:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery		
<b>Accountable Assistant Director:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery		
<b>Accountable Director:</b> Sean Clark, Corporate Director of Resources and Place Delivery		
<b>This report is</b> Public but appendix 2 is not to be published by virtue of Part 1 of Schedule 12A of the Local Government Act 1972		

## Executive Summary

This report is provided at the Chair's request in order to inform Members of an update on the SLH scheme.

### 1. Recommendation(s)

**1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes and comments on the information provided relating to the Stanford le Hope Interchange project.**

### 2. Introduction and Background

2.1 This scheme involves the construction of new station buildings with footbridge and lifts, passenger information system, bus turnaround facility, passenger drop-off points and cycle parking.

2.2 There are a number of stakeholders involved in the scheme including UK Power Networks, C2C, Network Rail and the Port of London Authority and it will be delivered under a Development Agreement with c2c, who are the principal land owner.

2.3 Since the last update to the PTR Overview & Scrutiny Committee in December 2020, further progress has been made to move the project forward in preparation for on-site delivery.

### **3. Issues, Options and Analysis of Options**

#### **Progress:**

- 3.1 Tender documents issued out to four contractors for competitive submissions on the 16<sup>th</sup> September. A press release was issued post tender release with an update.
- 3.2 The project team have completed the response to tender clarifications during October and November, roughly 200 clarification questions asked covering legal, contractual and technical topics.
- 3.3 The project team are continuing their work with Network Rail and c2c to finalise feedback points and response to achieve GRIP 4 sign off.
- 3.4 Closing date for tender submissions was the 7<sup>th</sup> January 2022. The tender evaluation process has started and the potential award of the contract is forecast to take place in March 2022.
- 3.5 The project steering group is continuing to meet on a monthly basis, to share information and ideas and obtain feedback on progress to ensure this infrastructure is coming forward with the agreement of stakeholders and local residents. So far, all the feedback has been very positive. Next Steering group meeting is the 19<sup>th</sup> January 2022.
- 3.6 Phase 2 continues to be developed through concept design work being carried out by David Lock Associates. It is anticipated that Phase 2 will follow once phase 1 is complete thereby giving a completion date for phase 2 in July 2024. The project plans to deliver a revised Business Case updating the value for money and benefits offered for consideration at the SELEP April 2022 Board Meeting.

#### **Budget**

- 3.7 High level “estimated project” cost evaluation exercises have been carried out at two “checkpoints” through the design process, once when the full concept was agreed and a further check for pre-tender approval, to give further certainty and to give some indicative numbers in support of the tender evaluation process. It is proposed to carry out a further check, using independent estimators to carry out a pricing exercise in parallel with the tender, to provide a benchmark against which to evaluate the tender submissions.

#### **Programme**

- 3.8 A detailed programme has been developed to reflect the revised baseline and is currently being maintained to track the time required to deliver the scheme including a fully compliant tender process. This includes the preparation of

tender documentation, prequalification of bidders, the tender process, through to tender evaluation and award.

- 3.9 Subject to the procurement process, it is anticipated that Phase 1 of the works will be delivered first with the Phase 2 works following in succession with the opportunity to award this work as a Variation Order to the successful Contractor/designer.
- 3.10 Covid is a receding issue in project delivery and any residual impacts will be monitored and mitigated but as there is not a significant presence on site at the moment, any impacts have been kept to a minimum. This will be monitored and kept under review as we approach the construction phase.
- 3.11 The table below gives the key Phase 1 project milestones

Concept design complete	31 <sup>st</sup> October 2020
GRIP 4 and planning application	15 <sup>th</sup> December 2020
Planning decision Phase 1	15 <sup>th</sup> June 2021
Planning Pre-application Phase 2	23 <sup>rd</sup> February 2021
Tender let	16 <sup>th</sup> September 2021
Contractor site visits	14 <sup>th</sup> October 2021
Tender submission deadline	7 <sup>th</sup> January 2022
Forecast date of contract award	18 <sup>th</sup> March 2022
Forecast site setup / surveys	June 2022
Forecast construction start	July 2022
Forecast construction completion	October 2023
Forecast entry into service GRIP 8	October / November 2023

#### **4. Reasons for Recommendation**

- 4.1 To respond to the Chair's request for information on Stanford-le-Hope Interchange project.

#### **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1 Consultation was undertaken as part of planning process and further stakeholder engagement is continuing. This includes meetings with the residents of Chantry Crescent and local Councillors.

#### **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1 The Stanford-le-Hope scheme supports the Place corporate priority, in particular:
- roads, houses and public spaces that connect people and places

#### **7. Implications**



## 7.1 Financial

Implications verified by: **Jonathan Wilson**  
**Assistant Director - Finance**

The budget implications are set out in section 3.7

## 7.2 Legal

Implications verified by: **Courage Emovon**  
**Principal Lawyer / Manager- Contracts & Procurement Team**

This is an update report and there are no new legal implications arising from this report except to reiterate that the procurement of the Stanford Le Hope Interchange project must comply with the Council's Contract Procedure Rules and applicable procurement rules and legislation like the Public Contracts Regulation 2015 and Legal Services is available to advise on any potential legal issues arising from this report or the Project.

There are no new legal implications arising in this report

## 7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**  
**Community Engagement and Project Monitoring Officer**

There are no direct implications arising specifically from this update report

## 7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

Not applicable.

## 8. 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):

None

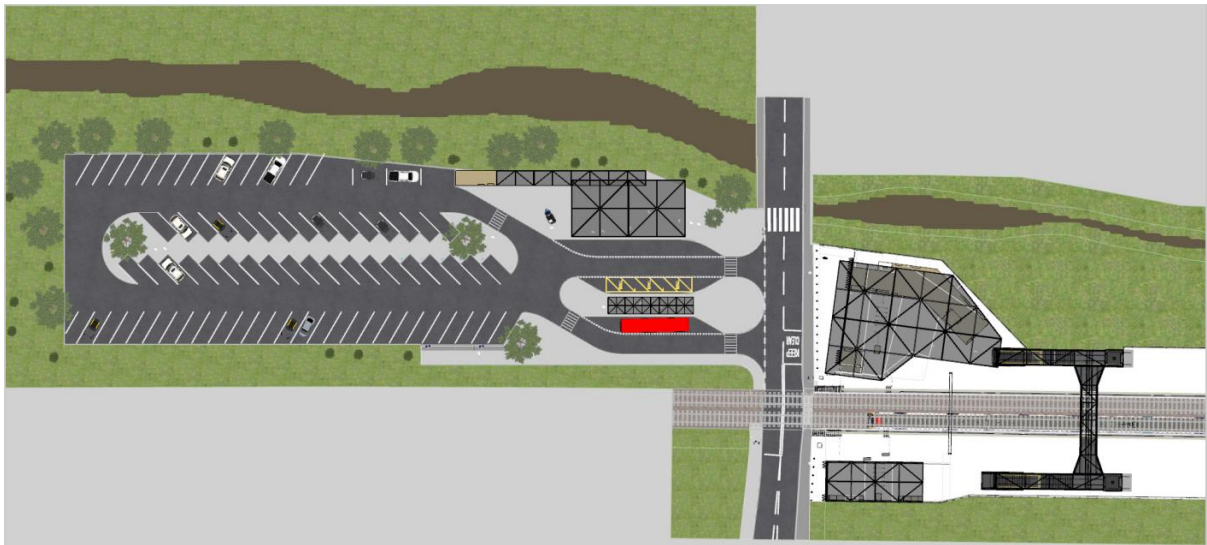
## 9. Appendices to the report

- Appendix 1 – Concept design images
- Appendix 2 – Cost breakdown (**Exempt**)

**Report Author:**

Keith Rumsey,  
Assistant Director, Regeneration and Place Delivery

## Appendix 1 – Concept design



General arrangement of station and transport hub



Concept design of station and footbridge



Concept design of transport hub. Scope and Business case under review



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<b>1 February 2022</b>	<b>ITEM: 11</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>	
<b>A13 Widening Project</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> N/A
<b>Report of:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery	
<b>Accountable Assistant Director:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery	
<b>Accountable Director:</b> Sean Clark, Corporate Director of Resources and Place Delivery	
<b>This report is Public</b>	

## Executive Summary

This report is provided at the Committee's request for an update on the A13 project. This report and future reports will focus on the latest progress in delivery of the project, any changes to the agreed programme or significant events.

### 1. Recommendation(s)

**1.1 That the Planning, Transportation and Regeneration Overview and Scrutiny Committee notes and comments on the report content.**

### 2. Introduction and Background

2.1 This project involves widening the A13 Stanford le Hope by-pass from 2 to 3 lanes in both directions, from the junction with the A128 (Orsett Cock roundabout) in the west to the A1014 (The Manorway) in the east and replacing four bridges. On completion of the project there will be a continuous three-lane carriageway from the M25 to Stanford le Hope, reducing congestion and resultant pollution, improving journey times and supporting further economic growth not only in Thurrock but across the whole south Essex corridor.

2.2 There have been a number of issues on the project which has resulted in delays in the delivery and an increase in costs, the detail of which has been discussed and considered in previous reports to both this Committee and Standards and Audit Committee.



2.3 This report and future reports to this committee will focus on progress in delivery.

### 3. Issues, Options and Analysis of Options

#### Progress

3.1 Progress report to end of December 2021

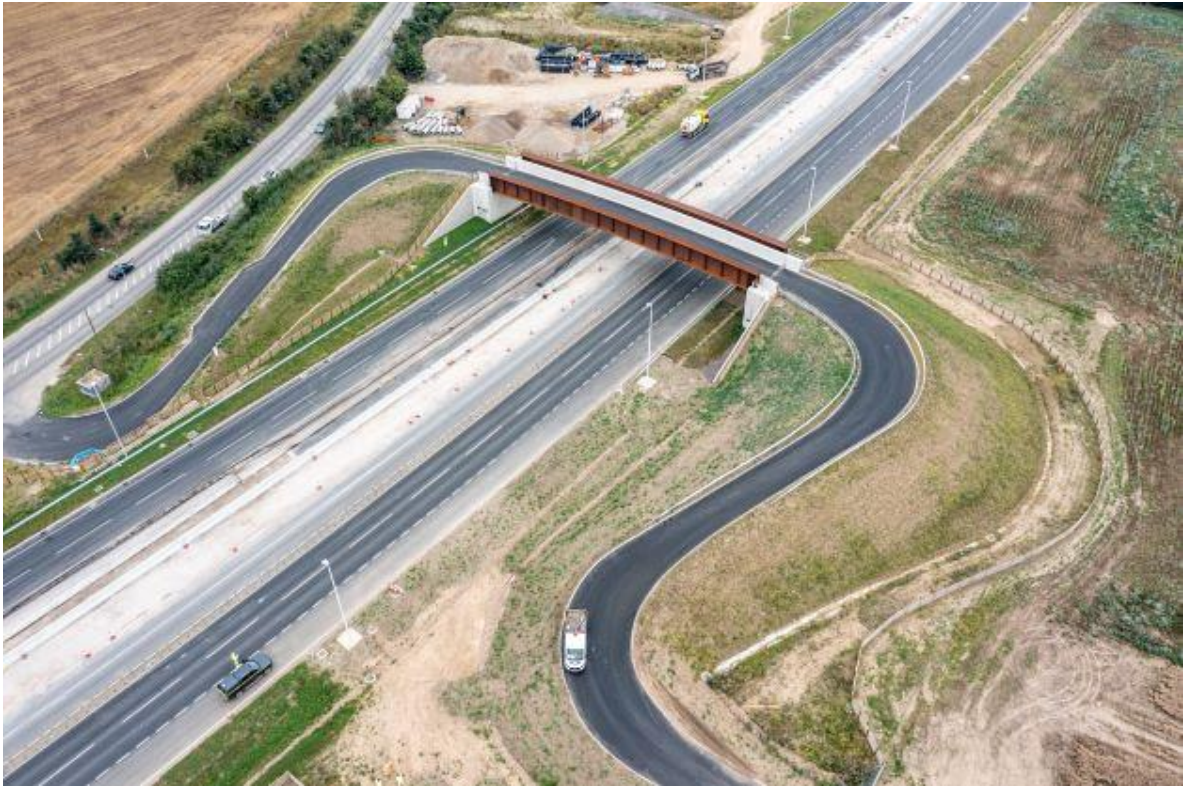
3.2 Progress on site in 2021 has been very good.

<b>SIGNIFICANT MILESTONES IN 2021</b>	
<b>ITEM</b>	<b>DATE</b>
Complete Saffron Road Bridge	Sep-21
Complete Horndon Footbridge	Jul-21
Switch to new Orsett Bridges	Sep-21
Complete Central Reserve Barrier	Oct-21
Complete Major Earthworks	Aug-21
Complete Major Drainage	Sep-21
<b>REMAINING MILESTONES</b>	
All Lanes Running Orsett	Feb-22
All Lanes Running A13 Mainline	Mar-22



Orsett Roundabout





Completed Saffron Garden Bridge



Main Carriageway Looking West From Horndon





Horndon Bridge

- The A13 mainline is now ready for final low noise road surfacing and white lining in many locations and has the final surfacing laid in other areas.
  - At Orsett Roundabout, kerbing works, intermediate surfacing, sign pole installation and lighting works progressing well.
  - Additional electronic message signs deployed in Chadwell St Mary and at the A127/A128 junction to influence driver behaviour and reduce impact on local towns.
  - Environmental barrier post installation progressing well across site.
  - Ongoing discussions with adjacent landowners regarding the completion of accommodation works and land handback.
  - Strong communications campaign to publicise major closures including residents' letters, website, social media, electronic newsletters and cross-boundary VMS.
- 3.3 More than £13 million has been invested locally, by using regional suppliers and businesses based within 10 miles of the project – supporting the local economy at a time when this is needed more than ever.
- 3.4 **Safety** -There has now been more than a Million hours worked since the last RIDDOR and nearly 1.5 Million hours worked on the project in total. The Project Accident Incident Rate is currently 0 which is a significant achievement.

## **Programme**

- 3.5 The current accepted programme has an anticipated planned substantial completion date (all lanes open for traffic) of March 2022.
- 3.6 Work to the balancing pond will continue after this date as Environment Agency approvals have been delayed moving the work into the winter which is unsuitable for this type of activity.
- 3.7 **Risks** – Key risks which could impact on progress are:
- Covid – the latest variant is causing high levels of absenteeism which may impact production
  - Cold weather impacting road surface laying
  - Production issues during road closure periods due to supply issues
  - Utilities, particularly gas mains, being very shallow around Orsett Cock roundabout

## **3.8 Remaining Road closures anticipated to complete the works**

- In 2022, five weekend closures of the A13 mainline between Orsett and Stanford-le-Hope and two Orsett Roundabout weekend closures

Additional overnight closures and lane closures will be utilised where possible to minimise the amount of weekend works.

## **Budget - Cost**

- 3.9 The team worked closely with Aecom and Kier during the first 6 months of 2021 to produce, agree and sign a Deed of Variation and a Settlement Agreement. The agreement encompasses all of the risks and outstanding Compensation Events up until the end of 2020 (including Covid in 2020) and provided a revised Target Cost for the scheme.

The agreement is hugely beneficial for the Council as it reduces risk and uncertainty and provides more programme and cost certainty.

The forecast final cost position of the project remains under review. Commercial negotiation of Compensation Events (CE's) has been very good in the period. 997 CE's were implemented at 19/10/21 over life of the project.

## **4. Reasons for Recommendation**

- 4.1 To respond to the Committee's request for updates on the A13 project.

## **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1 A communication plan has been prepared and agreed.
- 5.2 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.
- 5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions, although as a result of Covid-19 these (and the Member briefing sessions) are currently postponed

## **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting economic prosperity.
- 6.2 The A13 Widening scheme also supports the Thurrock Transport Strategy (2013 – 2026) and in particular policy TTS18: Strategic road network improvements by creating additional capacity to reduce congestion, improve journey times, facilitate growth and improve access to key strategic economic hubs.

## **7. Implications**

### **7.1 Financial**

Implications verified by: **Jonathan Wilson**  
**Assistant Director - Finance**

The forecast position on the project remains under review as set out in section 3.9

### **7.2 Legal**

Implications verified by: **Gina Clarke, Corporate Governance Lawyer**  
**and Deputy Monitoring Officer**

This is an update report and there are no specific direct legal implications arising.



### 7.3 Diversity and Equality

Implications verified by: **Becky Lee**  
**Team Manager - Community Development and Equalities, Adults, Housing and Health Directorate**

There are no direct implications arising from this update report.

### 7.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder, or Impact on Looked After Children

The contractor is required to risk assess all aspects of this project and put in place appropriate procedures and measures to safeguard lives as well as the environment.

The contractor is also required to prepare a sustainability plan that reduces carbon emissions and reduces the project's carbon footprint.

### 8. 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):

- None

### 9. Appendices to the report

- None

### Report Author:

Keith Rumsey,  
Interim Assistant Director,  
Regeneration and Place Delivery

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<b>1 February 2022</b>	<b>ITEM: 12</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>	
<b>Tilbury and Grays Town Fund Updates</b>	
<b>Wards and communities affected:</b> Tilbury Riverside and Thurrock Park, Tilbury and St Chads - Grays Riverside and Grays Thurrock	<b>Key Decision:</b> N/A
<b>Report of:</b> Kevin Munnelly & Henry Kennedy-Skipton, Interim Strategic Leads, Regeneration	
<b>Accountable Assistant Director:</b> Keith Rumsey, Interim Assistant Director-Regeneration and Place Delivery	
<b>Accountable Director:</b> Sean Clark, Corporate Director-Resources and Place Delivery	
<b>This report is:</b> Public	

## Executive Summary

This report is provided to update Members on progress on the delivery of the Tilbury Town Fund (TTF) and Grays Town Fund (GTT) programmes.

### 1. Recommendation(s)

**1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes progress on the Tilbury and Grays Town Fund programmes.**

### 2. Introduction and Background

#### Tilbury

2.1 Tilbury Town Investment Plan (TIP) has been developed as part of a wider strategic plan to revitalise Tilbury. The Plan focuses on creating a new Heart for Tilbury through the provision of a consolidated and inclusive Community Hub, new Education Zone and Youth Centre, which will provide first class facilities to address long standing calls for support for Thurrock's residents, especially the younger population. The Station arrival experience and river frontage heritage assets will also be emphasised through improved

connectivity through new signage, infrastructure, cycle ways and a new jetty is planned to open up new ferry passenger options.

- 2.2 In February 2021, the Tilbury Town Investment Plan bid for £25.9m was submitted to the Department for Levelling Up, Housing and Communities (DLUHC formerly MHCLG) as part of a two stage grant application for consideration. On the 15<sup>th</sup> July 2021, DLUHC offered a conditional Town Deal of up to £22.8m for Tilbury and Heads of Terms were agreed subsequently in August 2021.
- 2.3 The Tilbury projects are organised under the three themes of 'Heart', 'Hub' and 'Heritage'.
  1. Heart. Community Hall, Education Centre (Zone) and Youth Facility.
  2. Hub. Connectivity improvements, linking key points.
  3. Heritage. The development of the 'Cultural Cluster'.
- 2.4 The grant allocated to Tilbury was £3.1m less than sought. A revised programme, which retained the key elements of the original bid, was considered and approved by the Tilbury Town Board; details of which are set out in paragraphs 3.1-3.6 of this report.

## **Grays**

- 2.5 Grays Town Investment Plan (TIP) has been developed as part of a wider strategic plan to realise the vision for Grays as an exciting, high quality destination for communities to take pride, live, work, learn, shop and socialise. In essence, the Grays TIP aims to create a high quality cultural and recreational amenity that reconnects the Thames riverfront with the town centre.
- 2.6 In February 2021, the Grays Town Investment Plan with a bid for £24.947m was submitted to the Department for Levelling Up, Housing and Communities (DLUHC formerly MHCLG) as part of a two stage grant application for consideration. On the 15<sup>th</sup> July 2021, DLUHC offered a conditional Town Deal of up to £19.9m for Grays and Heads of Terms were agreed subsequently in August 2021.
- 2.7 Six key projects were identified within the Grays TIP as having the necessary scope to make a significant impact on Grays:
  1. Station Gateway
  2. Active Riverfront Connectivity
  3. Grays Riverfront and Beach
  4. Grays Beach Riverside Park and Kilverts Field
  5. Riverfront Activities Centre
  6. Grays Town Jetty



- 2.8 Like many bids, the sum was less than had been sought. As a consequence the Grays Town Board and the Council decided to remove the Station Gateway project and only deliver an element (£100,000) of the original £2.51m Active Riverfront Connectivity project under the Grays Town Deal. Projects 3-6 remained.
- 2.9 The shortlisted Town Deal projects for both Tilbury & Grays were submitted to DLUHC in October and on the 3<sup>rd</sup> December 2021, DLUHC confirmed the conditional Town Deal of up to £22.8m for Tilbury and £19.9m for Grays and made Thurrock Council the 'accountable body' for the Town Deal and the Tilbury and Grays Town Board would act as a 'sponsoring body'; advising on key investment decisions and providing strategic oversight of the rationale and objectives of the TIP Programme. Championing the implementation and ensuring the successful delivery of the TIP Programme. The Council will seek to work collaboratively with both Boards, sharing information wherever it can to assist the Board and working in partnership with it.
- 2.10 A report on the proposals went to Cabinet on 7<sup>th</sup> July 2021.

### **3. Issues, Options and Analysis of Options**

#### *Project Shortlisting and Considerations*

#### **Tilbury**

- 3.1 Tilbury Town Board shortlisted projects for the Town Deal based on their ability to drive Tilbury regeneration agenda and the available funding. The shortlist of projects and their aims are set below:

#### **Heart – Total TIP value = £14.35m**

- 3.2 Projects within the 'Heart' theme focus around new buildings and amenities in the Civic Square, including an inclusive Community Hall, Education Zone and bespoke Youth Facility. As a collection of projects there is a real opportunity to transform the Civic Square, with the new buildings acting as a benchmark for quality design and a catalyst for further transformation. These projects will complement the investment going into the Tilbury Integrated Medical Centre and Library. Projects within this collection can be delivered independently allowing the funding to be flexed if required. Officers are working with the youth charity Onside to carry out the design work supporting the development and delivery of a future Thurrock Onside Youth Zone. The Town Fund Board agreed to reduce the 'Heart' funding from £16.m to £14.35m by removing the projects to contribute towards the public realm surrounding the future Tilbury Integrated Medical Centre, reducing the allocation for park improvements and the allocation to digital connectivity.

#### **Heritage – Total TIP value = £5.86m**

- 3.3 The 'Heritage' theme comprises projects on the Tilbury riverfront between Tilbury Town Centre, the Cruise Terminal and Tilbury Fort. Part of the focus of the Tilbury Town Fund Investment Plan aims to deliver projects that reconnect Tilbury to its heritage by making more of, and celebrating the historic and natural heritage assets of Tilbury riverside. This will be done through a series of enhancements to improve connectivity between the town centre and the riverside and also improve the settings and connections between key assets, such as Tilbury Fort, the Tilbury Landing Stage and the listed Station Hall and cruise terminal buildings, so they operate as a cultural cluster.
- 3.4 Partnership working will be critical to the delivery of these projects and officers are already working collaboratively with both English Heritage and the Port of Tilbury on developing plans for improving connectivity to Tilbury Fort and designs for the provision of a Pontoon extension to the existing Tilbury Landing Stage to facilitate increased passenger ferry services. The Town Fund Board agreed to reduce this element from £6.109m to £5.859m by removing the allocation for digital connectivity.

**Hub – Total TIP value = £2.59m**

- 3.5 The Hub theme proposes improvements to the public realm either side of the station. There is also a focus on improving the arrival space around Tilbury Town rail station and improve access to and from the station interchange. For many, the Rail Station provides their first impressions of the town and area; including those visitors and tourists arriving via the International Cruise Terminal. But the environment is poor and unsafe, and disconnected from the town centre, the port and riverside; which impacts adversely on the local economy, investment and civic pride.
- 3.6 It is proposed to combine the connectivity elements of the Hub and Heritage projects to develop a comprehensive public realm design from the Tilbury Train Station to Tilbury Fort. This will ensure design continuity throughout the programme and ensure that planned Council investment such as to the cycle network in the area are fully integrated. The benefits of a comprehensive design will also allow improvements to be phased subject to available funding and also consider future potential improvements such as the proposed Heritage Lottery Bid for the listed Station Hall. The Town Fund Board agreed to reduce funding from £3.282m to £2.59m.

**Grays**

- 3.7 Grays Town Board shortlisted projects for the Town Deal based on their ability to drive Gray's regeneration agenda and the available funding. The shortlist of projects and their aims are set below:
- **Grays Riverfront and Beach**: Reanimate the riverfront and increase the appeal of the waterfront. Transforming it into a welcoming destination with

public amenities and an accessible beach; reconnecting the community with nature.

- **Grays Beach Riverside Park & Kilverts Field:** Create a Leisure Destination (Destination Attraction); building on the riverfront project, connecting existing open spaces and the riverfront. Creating a visually permeable area, improving access up to the river and making the area more desirable through the provision of physical event infrastructure enabling intergenerational activities all year round, and reconfiguring/extending the existing Lightship Café within Grays Beach.
- **Riverfront Activities Centre:** Enhance the area with a dedicated riverside activities centre. This will facilitate community use of the river for leisure and maritime activities as well as events and education space.
- **Grays Town Jetty:** A new jetty to provide new transport links via River Thames; proactively planning for future river traffic and instating a major driver for economic activity and growth in the Thames Estuary

3.8 All of these project proposals in both TIPs are at an early stage of development; individual project deliverability and viability will need to be verified in this second stage of the Town Fund application.

3.9 As part of Stage 2 of the Town Deal application, these projects will be developed to RIBA Stage 2+ to inform the full business case required for each shortlisted project. The long-term financial sustainability, operational management and maintenance of these new facilities will also be considered in this exercise.

#### Financials

3.10 The available funding (Town Fund grant) is up to £22.8m for Tilbury and £19.9m for Grays.

3.11 There has been significant cost price inflation since the submission of Stage 1 applications for both Tilbury and Grays and the schemes contained within their respective TIPs. Therefore, changes may be needed on projects to stay within budget envelope without any further external funding.

3.12 To support the scheme's development and cash flow, DLUHC has agreed in August 2021 to release 5% of the project value up to £22.8m for Tilbury and £19.9m for Grays.

3.13 Funding for this programme is expected to be provided by the Department for Levelling Up, Housing and Communities (DLUHC formerly MHCLG) Towns Investment Fund when the grant is received following submission of the business case.

- 3.14 The Council is required to underwrite scheme cost overruns as part of the Town Fund, thus the Council's Capital Programme will be underwriting any scheme cost overrun via prudential borrowing
- 3.15 A design solution within the available budget envelope will be developed to deliver the desired outcomes and benefits identified in the Tilbury and Grays Town Investment Plans.

Progress and Programme

- 3.16 The design teams for the individual projects are currently being commissioned and mobilised. Procurement of other specialist technical and legal advisors is also underway.
- 3.17 Below is an overview of the programme, with progress made as described in Section 2. Key dates include:

- Cabinet Approval 7<sup>th</sup> July 2021
- Town Deal Conditional Offer confirmation 3<sup>rd</sup> December 2021
- Business Case Submission to DLUHC 5<sup>th</sup> August 2022
- Town Deal Programme Completion 31<sup>st</sup> March 2026



**4. Reasons for Recommendation**

- 4.1 To provide the Committee with an update on the Tilbury and Grays Town Fund projects and progress made.

**5. Consultation**

- 5.1 The Tilbury and Grays Town Boards comprise businesses and council representatives which created the proposals. Further consultation will be undertaken as the proposals progress and as part of the planning process.

- 5.2. The proposed TIP projects were reported to the Planning, Transport, Regeneration Overview and Scrutiny Committee on the 8<sup>th</sup> December 2020. The committee was supportive of the way that the TIPs had been developed and the emerging project lists.
- 5.3 During the development of Grays TIP, residents were consulted via the '#MyTowns' website and via surveys on a dedicated website for Grays. The Town Board reviewed the feedback from these websites when developing the proposed projects.

## **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1 Tilbury and Grays have been identified as a Growth Hubs where economic regeneration and housing growth are to be focussed in both the Thurrock Local Plan and Economic Growth Strategy. The Town Deal proposals are listed within one of the five economic growth 'priority projects' for the Council for 2021/22, to:

*“deliver major regeneration and infrastructure projects contributing to growth, including the government-funded Towns Fund proposals”*

- 6.2 The Refreshed Grays Town Centre Framework adopted by Cabinet in 2017 provides a more detailed context for regeneration activity in Grays. The Framework seeks to enhance the role of the riverfront, improving linkages between the Riverfront and the Town Centre. The Grays TIP also supports these aspirations as clear priorities for the funding.
- 6.3 The GTF supports the Council's Place priority of:
- roads, houses and public spaces that connect people and place

## **7. Implications**

### **7.1 Financial**

Implications verified by: **Jonathan Wilson**  
**Assistant Director, Finance**

The financial implications are set out in the body of the report. The Council has revised the proposed programmes to reflect that the funding received for both Tilbury (£3.1m) and Grays (£5.047m) lower than the original bids from the Tilbury and Grays Towns Fund Boards. Work continues to ensure the programmes can be delivered within the funding available. It is noted the financial risk associated with the delivery of the proposed projects attaches to the Council (as the Accountable Body) and, consequently, must and will be managed by the Council as part of the capital programme.



## 7.2 Legal

Implications verified by: **Courage Emovon**  
**Principal Lawyer / Manager Contracts & Procurement Team**

There are no direct legal implications at this stage being an update report. However Legal Services is on hand to advice on any legal implications that may arise from this report.

## 7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**  
**Community Engagement and Project Monitoring Officer**

There are no direct diversity and equality implications arising from this update report. Community Equality Impact Assessments will be carried out as required throughout the planning process.

## 7.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder or Impact on Looked After Children

N/A

## 8. 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):

None

## 9. Appendices to the report

None

### Report Author:

Kevin Munnely, Interim Strategic Regeneration Lead (East)

Henry Kennedy-Skipton, Interim Strategic Regeneration Lead (West)

Resources and Place Delivery

<b>1 February 2022</b>	<b>ITEM: 13</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>	
<b>Regeneration Programme Update</b>	
<b>Wards and communities affected:</b> Borough Wide	<b>Key Decision:</b> N/A
<b>Report of:</b> Kevin Munnelly/Henry Kennedy-Skipton, Interim Strategic Leads, Regeneration	
<b>Accountable Assistant Director:</b> Keith Rumsey, Interim Assistant Director-Regeneration and Place Delivery	
<b>Accountable Director:</b> Sean Clark, Corporate Director-Resources and Place Delivery	
<b>This report is:</b> Public	

## Executive Summary

This report is provided at the Chair’s request in order to provide Members of an update on the progress on delivering projects within the current Regeneration Programme. The Tilbury and Grays Town Fund Programme updates are reported as separate items on this agenda.

### 1. Recommendation(s)

**1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes and comments on the information provided relating to the Regeneration programme.**

### 2. Introduction and Background

2.1 Thurrock is home to unrivalled opportunities for growth, with £20bn of planned investment in new jobs, homes and infrastructure, and 1,000 acres of land ready for business development. The Regeneration Service is leading the planning and delivery of c£1.5bn of Regeneration Programmes across the Borough, including the development of enabling infrastructure to facilitate delivery of Thames Freeport growth opportunities.

2.2 The Council’s Growth and Regeneration programme represents current and future projects which will facilitate and enable the achievement of the Council’s ambitious employment targets. Historically, the majority of the regeneration programme have been focused on large enabling capital

infrastructure works. However, as illustrated by the Town Funds projects, there is an ambition to develop complementary projects that link skills attainment to job growth. This update focuses on those live projects that are currently being delivered. A full list of the wider Regeneration Programme and project status, including future projects is contained within Appendix 1. This list will develop, the project list and projects are under review.

### 3. Programme Update

#### 3.1 A13 Widening

Status	<ul style="list-style-type: none"> <li>• Current Forecast Open for Traffic (OFT) date of May 22 is being challenged.</li> <li>• Balancing Pond works delayed by EA approval – now to start in March 22</li> </ul>
Progress	<ul style="list-style-type: none"> <li>• Good progress generally but some production issues due to weather and acquiring material e.g. tarmac</li> <li>• Issues on some night closures – unknown utilities – impact progress</li> </ul>
Milestones Due	<ul style="list-style-type: none"> <li>• OFT – public end date OFT Feb 22 may slip to May 22</li> <li>• Completion and handover to TC</li> </ul>

#### 3.2 SLH – Phase 1 Station Building

Status	<ul style="list-style-type: none"> <li>• Station Buildings out to tender since 16/9/21</li> <li>• Stage 2 Station Interchange subject to business case review by SELEC</li> </ul>
Progress	<ul style="list-style-type: none"> <li>• Tenders received 6/01/22 and currently being assessed.</li> </ul>
Milestones Due	<ul style="list-style-type: none"> <li>• Award contract 18/3/22*</li> <li>• c2c agree Development Agreement – end Jan 22 (backstop 25/2/22)</li> </ul>

#### 3.3 Purfleet Centre

Status	<ul style="list-style-type: none"> <li>• Key documents such as CPO Request Notice in advanced state.</li> <li>• Developer funding progressing via Homes England and private market in tandem.</li> <li>• Initial Purfleet Planning Application (Reserved Matters) submitted. Outline planning permission secured.</li> <li>• Site visit by Chair of Homes England, a key funder and partner, 17<sup>th</sup> January 2022 with Thurrock Council.</li> </ul>
Progress	<ul style="list-style-type: none"> <li>• Site Phase 1A is at construction stage for the completion of 61 new homes by January 2023</li> <li>• Network Rail land acquisition contract to be finalised Jan/Feb 22. Tenants have relocation site and its land acquisition progressing, completion March 2022.</li> </ul>

	<ul style="list-style-type: none"> <li>• Developer in negotiations with preferred equity funder-outcome expected Feb 2022</li> <li>• Developer progress on Homes England funding-progress linked to equity funding</li> </ul>
Milestones Due	<ul style="list-style-type: none"> <li>• Milestones review by funder January 2022</li> <li>• NR Land Acquisitions March 2022</li> <li>• Deed of Variation to Grant Agreement March/April 2022</li> <li>• PCRL Funding Milestone April 2022</li> <li>• Tennants site Acquisition March 2022</li> </ul>

### 3.4 Purfleet Primary School

Status	<ul style="list-style-type: none"> <li>• Negotiations with PCRL on funding approach to agree delivery and PCRL funds.</li> </ul>
Progress	<ul style="list-style-type: none"> <li>• In negotiation with PCRL on funding.</li> <li>• Proposals for delivery/funding of new primary school have advanced, ref to DfE guidance.</li> <li>• Engagement undertaken with Education on project scope/delivery.</li> </ul>
Milestones Due	<ul style="list-style-type: none"> <li>• Jan/Feb 2022 Design development of school commences with clarity on funding.</li> <li>• Dec2022/Jan 2023 Start on site</li> <li>• May2024 Practical Completion – Housing Infrastructure Fund GDA milestone.</li> </ul>

### 3.5 Grays Underpass

Status	<ul style="list-style-type: none"> <li>• Project to commence GRIP 4 (Single Option Development) and GRIP 5 (Detailed Design) within next 6 weeks by agreeing a new design contract subject to NR agreed partnership approach to work and project funding.</li> <li>• Developing possible alternative strategy to accelerate schedule -e.g. early Subway construction and staging of the works. Land acquisition is a key risk</li> </ul>
Progress	<ul style="list-style-type: none"> <li>• Contracting strategy previously agreed but being reviewed to seek earlier start on site. E.g. Early Contractor Involvement (ECI), Design and Construct contract for Subway structure, Contract breakdown and strategy with award dates being developed. Possible Delivery Partner concept for Programme(s) being considered</li> <li>• A new design contract is being drafted between Thurrock Council and NR (Development Services Agreement for GRIP 4/5) to complete design. However this may be impacted by strategy review</li> </ul>

	<ul style="list-style-type: none"> <li>• Full planning application for scheme due to be submitted early 2022.</li> <li>• Land acquisition of the site – progressing with proposals and offers where appropriate. CPO, may be needed, but cannot commence until planning application submitted.</li> <li>• Council challenging NR on their fees and funding - to reflect the benefits of the project to rail industry. May escalate to DfT as appropriate.</li> <li>• Progress impacted by resourcing at NR and TC. Parties in discussions to address and TC staff recruitment.</li> </ul>
Milestones due	<ul style="list-style-type: none"> <li>• Next design contract (DSA) to be signed with NR (target Jan/Feb 2022)</li> <li>• Planning application submitted early 2022 and CPO process commences</li> <li>• SELEP spend deadline Feb 2022 (being extended with funder agreement)</li> <li>• Land assembly by negotiation – programmed to be completed March 2022, but resistance from owners to sell.</li> <li>• Planning permission – April 2022 (subject to timely submission)</li> <li>• CPO completes, land assembled – June 2023</li> <li>• Start on Site – Aug/Sept 23 (if CPO needed). Nov 22 if no CPO, target.</li> </ul>

### 3.6 Grays Programme/other

This is under review, key projects or opportunities contained in Appendix 1. Other projects are included in Appendix 1, e.g. Tilbury IMC.

#### Financials

- 3.7 The capital budgets and the associated financial risks are monitored throughout the life of the relevant projects. This is subject to regular reporting back to officers and members on a project by project basis. Significant changes to the scope or nature of projects will also be subject to reporting to officers and members as appropriate. The projects included in the report draw on the Council approved funding as well as wider funding sources from key partners including the South East Local Enterprise Partnership.

#### Resourcing Delivery

- 3.8 To support the delivery of the enlarged Regeneration Programme the Executive Director of Place Delivery has recently concluded a Departmental restructure. The aim of the revised structure is to provide much needed capacity to teams and projects and build a structure that is future proof and will allow projects to be developed and delivered on time and within budget. Investing in these services will greatly assist the delivery of major regeneration, housing and infrastructure schemes, creating and enabling job



growth as well as providing high-quality and much-needed housing for our residents.

- 3.9 A recruitment campaign for the new structure commenced in January 2022 with job adverts for the Assistant Director for Place Delivery and Strategic Lead for Regeneration, to ensure where possible key posts are filled from 1 April 2022 when the new structure goes live.

#### **4. Reasons for Recommendation**

- 4.1 To respond to the Chair's request for information on progress on delivering the current Regeneration programme.

#### **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1 Consultation of individual projects has been undertaken in line with currently Corporate policies and external funding requirements.

#### **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1 The Thurrock Local Plan and Economic Growth Strategy identify identifies a series of Growth Hubs where economic regeneration and housing growth initiatives are focussed.

#### **7. Implications**

##### **7.1 Financial**

Implications verified by: **Jonathan Wilson**  
**Assistant Director, Finance**

The financial implications are set out in Para 3.7.

##### **7.2 Legal**

Implications verified by: **Courage Emovon**  
**Principal Lawyer / Manager Contracts & Procurement Team**

This is an update report and there are no new direct legal implications arising. However Legal Services is on hand to advice on any legal implications that may arise in the proposals set out in this report.

##### **7.3 Diversity and Equality**

Implications verified by: **Roxanne Scanlon**  
**Community Engagement and Project  
Monitoring Officer**

There are no direct diversity and equality implications arising from this update report. Community Equality Impact Assessments will be carried out as required for projects during the planning process.

- 7.4 Other implications (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder or Impact on Looked After Children

N/A

8. **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):**

None

9. **Appendices to the report**

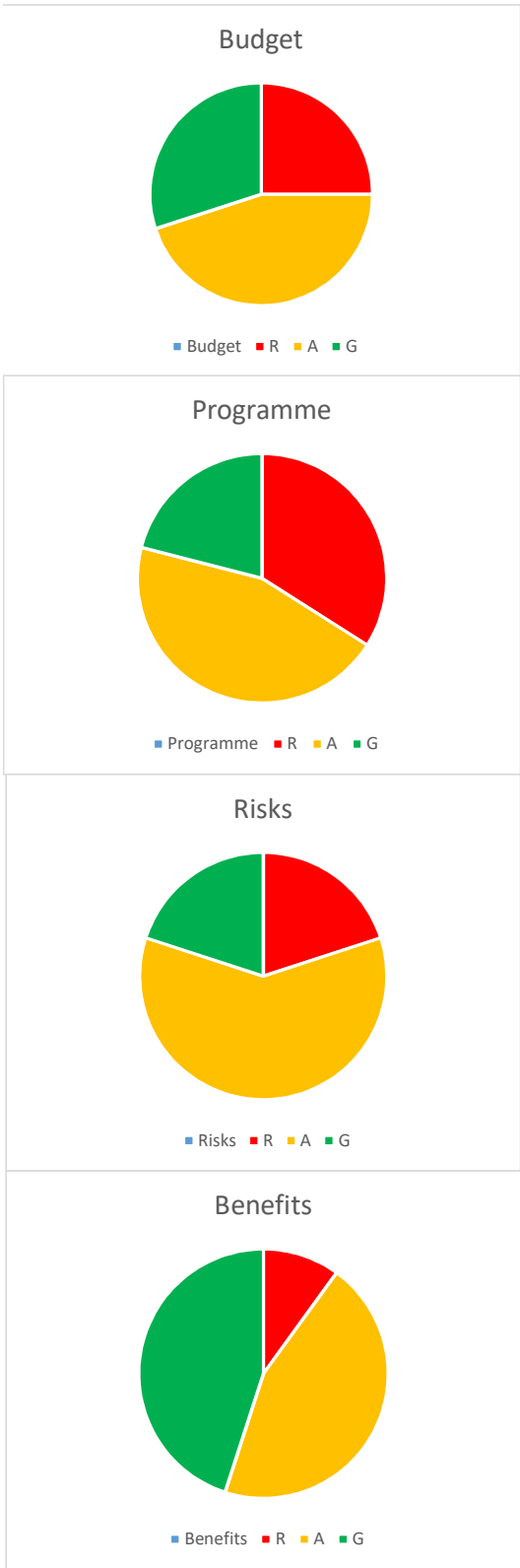
- Appendix 1 – Project List

**Report Author:**

Kevin Munnely, Interim Strategic Regeneration Lead  
Resources and Place Delivery

Regeneration Programme PTR OSC Update Appendix 1				
Area	Project	Overview / Status	Cost (if Known)	Funding secured?
<b>A13</b>	<b>A13</b>	Final Stages of Completion		Yes
Grays	Adult Community Education			
Grays	Argent Street Car Park			
Grays	Riverside activity centre	New multipurpose activity centre	£3,140,000	Subject to Business case assessment
Grays	Blackshots Leisure Village	Leisure Centre plus community hub inc blackshots library. Potential requirement to replace of the Civic Hall,	TBC	
Grays	Bus Terminus enhancement			
Grays	Civic Offices 1			
Grays	CO extension			
Grays	Community Hub			
Grays	Cromwell Road Car Park			
Grays	Curzon Drive			
Grays	Darnley Road/Crown Road Car Park			
Grays	Extension of SEC			
Grays	Grays Shopping centre			
Grays	Grays South Connectivity			
Grays	Jetty	New jetty to provide new passenger services	£6,600,000	Subject to Business case assessment
Grays	Kliverts Park Upgrade	Comprehensive redevelopment of green infrastructure	£4,570,000	Subject to Business case assessment
Grays	Richmond Road (Former Adult Community Education)			
Grays	Rippleside Metals			
Grays	Riverside	Opening up access to the Foreshore	£5,590,000	Subject to Business case assessment
Grays	Thames Road Car Park			
Grays	Tameside Complex			
Grays	Titan Works			
Grays	Underpass	New underpass/plaza to improve sense of place and attract growth in Grays	£37,300,000	
Grays	Underpass development plots north		TBC	
Grays	Underpass development Plots south		TBC	
Grays	Western Gateway			
<b>Purfleet</b>	<b>Housing</b>	2,850 Homes (phase 1, 2, 5, 6 & 8)		HIF funding/ Private investment
<b>Purfleet</b>	<b>IMC</b>	Integrated medical centre		Council and CCG, tbc
<b>Purfleet</b>	<b>Rail Station</b>	New rail station & car park		HIF funding
<b>Purfleet</b>	<b>River Front Jetties</b>	New jetty to provide new passenger services		Council, tbc
<b>Purfleet</b>	<b>Road Works</b>	Upgrades and alterations to London Road, Purfleet		HIF funding
<b>Purfleet</b>	<b>Primary School</b>	New primary school		£9,300,000 committed. Questions of overspend and funding

<b>Purfleet</b>	Town Centre	New high street, car parking, high end commercial offering		Developer funded with c£133m public funding package for programme
<b>Purfleet</b>	TV & Film Studios	1,000,000 square feet of filming studios which seeks to provide jobs and skills to the area		Private investors in talks with PCRL
<b>Stanford-Le-Hope</b>	Rail Station	New Station & Interchange	Funded	Yes
<b>Tilbury</b>	Coalhouse Fort		TBC	No
<b>Tilbury</b>	Thurrock Parkway	Potential Industrial development.	TBC	No
<b>Tilbury</b>	Community Hub	New integrated Community Hall	£7,650,000	Subject to Business case assessment
<b>Tilbury</b>	Integrated Medical Centre	New medical centre and community asset including Library	£21,000,000	Subject to OBS review by NHS Partners
<b>Tilbury</b>	Jetty Extension	New pontoon to Tilbury Landing Stage to provide for additional passenger services	£2,310,000	Subject to Business case assessment
<b>Tilbury</b>	Onsite Youth Zone	New Youth facility to be operated by Local Charity	£6,700,000	Subject to Business case assessment
<b>Tilbury</b>	Riverside	Connecting Heritage assets	£3,550,000	Subject to Business case assessment
<b>Tilbury</b>	Station Hub	Station Interchange Improvements	£2,500,000	Subject to Business case assessment



**Budget**

- Point 1 - Red due to likely cost overspend on Grays Underpass
- Point 2 - Purfleet developer funding not secured
  - Point 3 - A13 cost over run
- Point 4 - Grant availability time limited

**Programme**

- Point 1 - Red Purfleet Centre developer delay on funding/CPs
- Point 2 - Grays Underpass issues on land assembly and NRail
- Point 3- TIPS need to appoint lawyers to keep on programme
  - Point 4 - Council resources needed

**Risks**

- Point 1 Red - risk to Purfleet Centre, developer performance, land assembly and funding risk
- Point 2 - Grays Underpass delivery red -get senior NR/DoT buy in to funding delivery and benefits
  - Point 3 - Resourcing of TIPS and joined up Council approach required
  - Point 4 - Staff resources - started to address

**Benefits**

- Point 1 - Benefits across portfolio great
- Point 2 - Red element reflects possible non achievement and scope for making benefits even greater
  - Point 3 - Purfleet Centre will be transformational
- Point 4 - TIP and Grays Underpass generate infrastructure and much wider benefits. Same for A13 and Stanford le Hope



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## Work Programme

**Committee:** Planning, Transport, Regeneration Overview and Scrutiny Committee

**Year:** 2021/2022

**Dates of Meetings:** 6 July 2021, 15 September 2021, 5 October 2021, 7 December 2021 and 1 February 2022

Topic	Lead Officer	Requested by Officer/Member
<b>6 July 2021</b>		
Parking Strategy with Annexes that cover Standards, Strategy and Enforcement	Leigh Nicholson	Officers <i>Deferred to Extraordinary Meeting in September</i>
Flooding and future interventions	Leigh Nicholson	Officers <i>Deferred to Extraordinary Meeting in September</i>
Approval of Naming & Numbering of Streets and Highway Assets Policy	Julie Nelder	Officers
Highways Street Lighting Central Management System	Julie Nelder	Officers
Grays South: Delivering the Pedestrian Underpass – Land Assembly	Brian Priestley	Officers
Grays South: Delivering the Pedestrian Underpass – Project Progress	Brian Priestley	Officers
Work Programme	Democratic Services	Standing item
<b>Extraordinary – 15 September 2021 POSTPONED, items deferred to next meeting</b>		

## Work Programme

Parking Policy and Strategy and Parking Design and Development Standards	Leigh Nicholson	Officers
Flooding in Thurrock – January 2021	Leigh Nicholson	Officers
Procurement of Fuel Cards	Matt Trott	Officers
Transport Strategy and Vision Update	Mat Kiely	Members – <i>Briefing Note agreed by Chair</i>
Work Programme	Democratic Services	Standing item
<b>5 October 2021</b>		
A13 Widening Project	Colin Black	Members
Stanford-le-Hope Interchange Report	Colin Black	Members
Bus Services Improvement Plan	Mat Kiely & Julie Rogers	Officers
Approach to Local Plan	Leigh Nicholson	Members
Work Programme	Democratic Services	Standing item
<b>7 December 2021</b>		
Fees and Charges ( <i>deferred to 1 February 2022</i> )	Julie Rogers and Sean Clark/Kelly McMillan	Officers
Highways Term Maintenance and Street lighting Contract Procurement	Peter Wright	Officers

## Work Programme

Introduction of additional Pay and Display sites within Thurrock ( <i>deferred to 1 February 2022</i> )	Phil Carver and Julie Rogers	Officers
A13 Widening Project ( <i>deferred to 1 February 2022</i> )	Keith Rumsey	Members
Stanford-le-Hope Interchange Report ( <i>deferred to 1 February 2022</i> )	Keith Rumsey	Members
Work Programme	Democratic Services	Standing item
<b>1 February 2022</b>		
Fees and Charges ( <i>deferred from 7 December 2021</i> )	Julie Rogers and Sean Clark/Kelly McMillan	Officers
Introduction of additional Pay and Display sites within Thurrock ( <i>deferred from 7 December 2021</i> )	Phil Carver and Julie Rogers	Officers
Parking Policy and Strategy and Parking Design and Development Standards	Leigh Nicholson	Officers
Integrated Transport Block Capital Programme 2022/23. Highways Maintenance Allocation and Programme 2022/23.	Mat Kiely/Peter Wright	Officers
A13 East Facing Access Update and Outline Business Case Proposal	Leigh Nicholson/Mat Kiely	Members
Stanford-le-Hope Interchange	Keith Rumsey	Members
A13 Widening Project	Keith Rumsey	Members

## Work Programme

Tilbury and Grays Towns Fund Update	Kevin Munnelly/ Henry Kennedy-Skipton	Members
Regeneration Programme Update	Keith Rumsey	Members
Work Programme	Democratic Services	Standing item
<b>Briefing Notes</b>		
Cycling and Tranche Funding (to be included in Transport Strategy Update briefing note)	Mat Kiely/Leigh Nicholson	Agreed by Chair
Trams Network (to be included in Transport Strategy Update briefing note)	Leigh Nicholson/Mat Kiely	Agreed by Chair
Approach to Local Plan	Leigh Nicholson/Sean Nethercott	Agreed at Committee
<b>For next municipal year</b>		
Procurement Framework	Leigh Nicholson	Officers

Clerk: Grace Le

Last updated: 21 January 2022