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

Extraordinary Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **15 September 2021**

Council Chamber, Civic Offices, New Road, Grays, Essex, RM17 6SL

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Arrangements have been made for the press and public to watch the meeting live via the Council's online webcast channel: www.thurrock.gov.uk/webcast

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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1. Apologies for Absence

2. Items of Urgent Business

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.

3.	**Declaration of Interests**	
4.	**Parking Policy and Strategy and Parking Design & Development Standards**	**5 - 108**
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6.	**Procurement of Fuel Cards**	**121 - 124**
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Queries regarding this Agenda or notification of apologies:

Please contact Kenna-Victoria Healey, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **7 September 2021**

Information for members of the public and councillors

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

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

Helpful Reminders for Members

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

When should you declare an interest *at a meeting?*

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

↓

Does the business to be transacted at the meeting

- **relate to; or**
- **likely to affect**

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

Disclosable Pecuniary Interests shall include your interests or those of:

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

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

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

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

Pecuniary

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

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

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

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

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

Non- pecuniary

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

↓

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

Our Vision and Priorities for Thurrock

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

1. **People** – a borough where people of all ages are proud to work and play, live and stay

    - High quality, consistent and accessible public services which are right first time
    - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
    - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future

    - Roads, houses and public spaces that connect people and places
    - Clean environments that everyone has reason to take pride in
    - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations

    - Attractive opportunities for businesses and investors to enhance the local economy
    - Vocational and academic education, skills and job opportunities for all
    - Commercial, entrepreneurial and connected public services

15 September 2021	ITEM: 4
Planning, Transport and Regeneration Overview & Scrutiny Committee	
Parking Policy and Strategy and Parking Design & Development Standards	
Wards and communities affected: Borough-wide	**Key Decision:** Key
Report of: Navtej Tung, Strategic Transport Manager, Transport Development	
Accountable Assistant Director: Leigh Nicholson, Assistant Director Planning, Transportation and Public Protection	
Accountable Director: Andy Millard, Director of Place / Julie Rogers, Director of Public Realm	
This report is Public	

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 proved 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 was 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:

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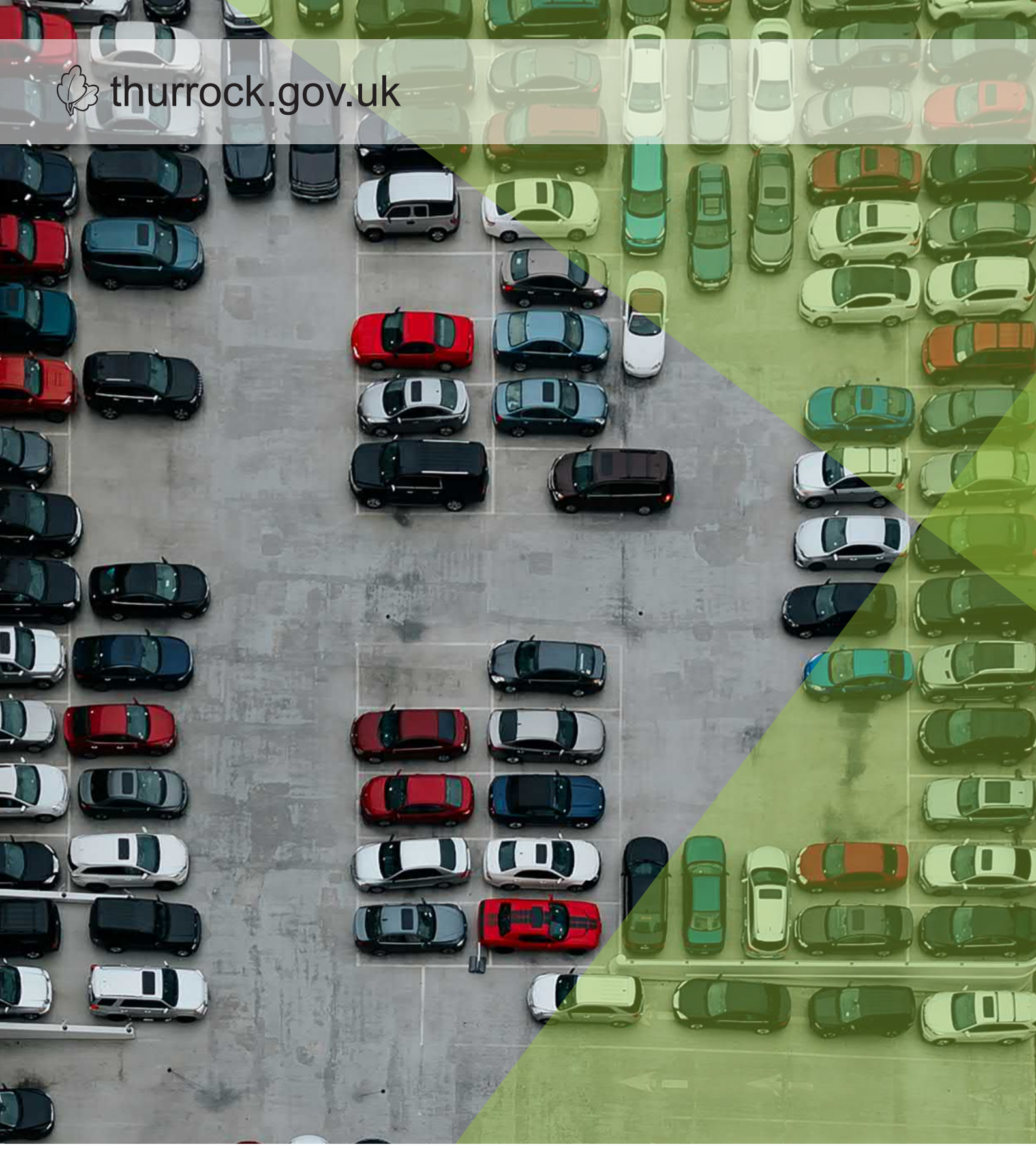
Transport Development

thurrock.gov.uk



PARKING POLICY AND STRATEGY

Thurrock Council
February 2021

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1. INTRODUCTION AND CONTEXT

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

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

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

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

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

WHY DEVELOP A PARKING STRATEGY?

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

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

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

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

Source: Nomis Census Data

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

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

Table 2: 2011 Car Ownership Figures for Thurrock

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

Source: Nomis Census Data

EXISTING PUBLIC TRANSPORT PROVISION

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

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

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

CYCLE PARKING PROVISION

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

PARKING CAPACITY

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

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

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

Source: Thurrock Council

Table 4: Car Parks in Grays (2021)

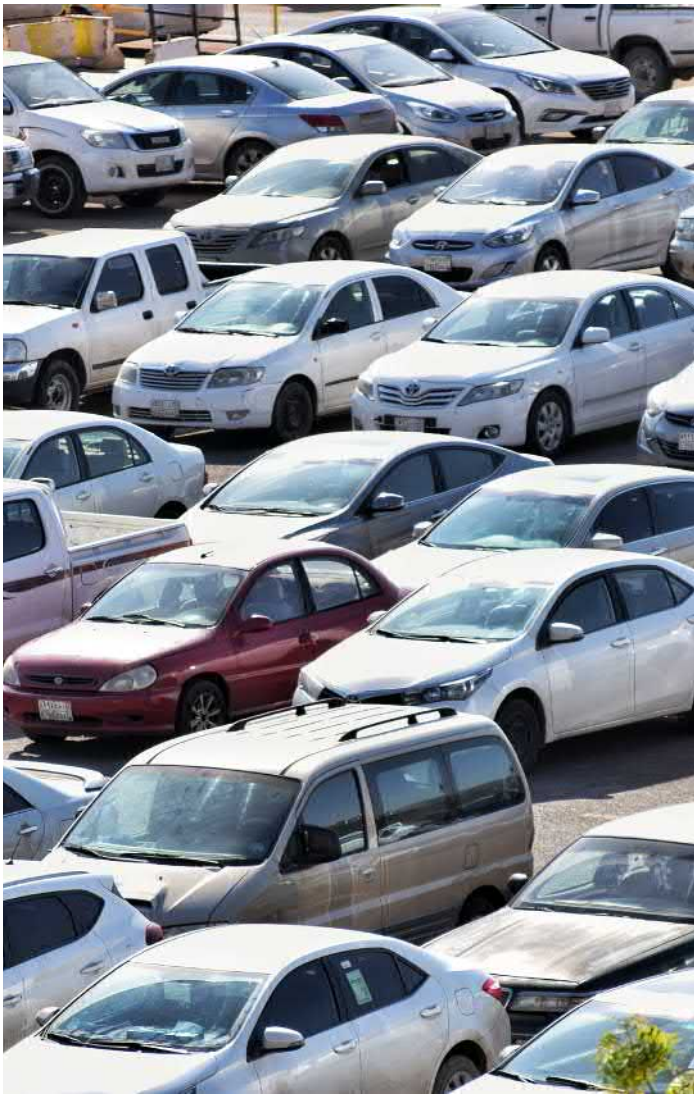
Location	Number of spaces
Darnley Road (off-street short stay)	30
Argent Street (off-street long stay)	42
Cromwell Road (off-street long stay)	60
Crown Road (off-street long stay)	96
Station House, opposite rail station main entrance (off-street long stay)	10
Grays Beach, Thames Road (off-street long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

Source: Thurrock Council

Table 5: Car Parks Outside Grays (2021)

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

Source: Thurrock Council



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

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

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

PARKING ENFORCEMENT

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

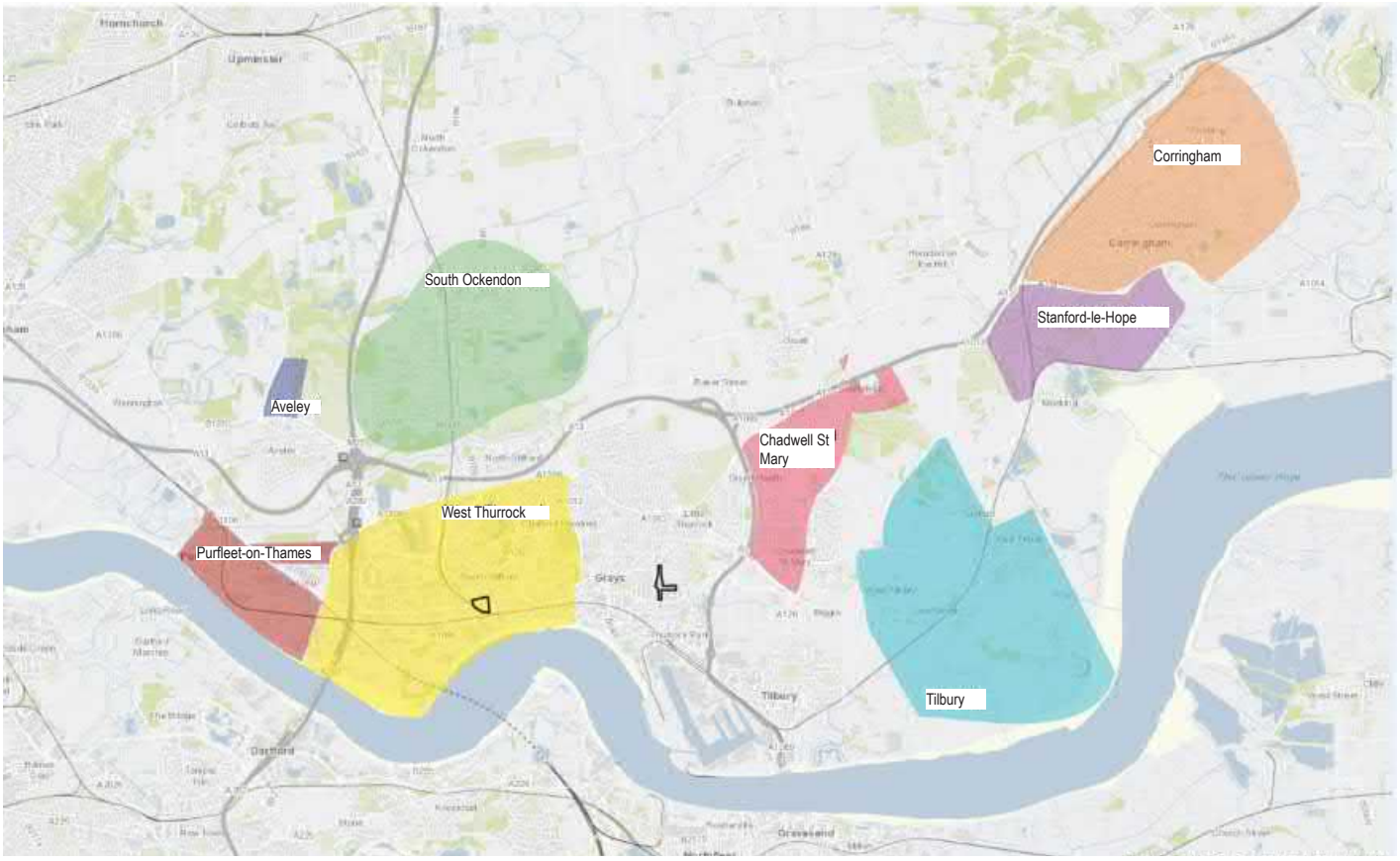
CURRENT PARKING CONTROLS

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

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

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

Figure 1: 7.5T Parking Ban Areas Across the Borough



Source: Thurrock Council

3. KEY LEGISLATION, POLICY REVIEW AND STRATEGIC PARKING OBJECTIVES

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

NATIONAL POLICY

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

Key National Legislation

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

- **The Highways Act 1980** deals with the management and operation of the road network in England and Wales. It consolidated, with amendments, several earlier pieces of legislation. An important aspect of this legislation is that it defines the rights the public as to their use of Public Highways. Definitions include:
  - Carriageway means a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles; and
  - Footway means a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only.

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

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

- **The Road Traffic Regulation Act 1984** is legislation that allows local authorities to manage parking demand within their area. The legislation affords authorities powers to restrict traffic and parking on adopted highway in the interest of safety.

- **Road Traffic Act 1991 (RTA91) - Decriminalised Parking Enforcement** – Prior to September 1993, the enforcement of prohibited parking was carried out by police traffic wardens. Permitted parking was enforced under criminal legislation and non-payment pursued through Magistrates Courts. As a result of legislation in the RTA91, Decriminalised Parking Enforcement (DPE) was introduced in Thurrock in 2005. Under the RTA91, parking contraventions are dealt with as a civil offence and notice of a contravention is issued in the form of a Penalty Charge Notice (PCN) to the motorist.

- **The Traffic Management Act (TMA) 2004** is the key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency, and transparency. The associated guidance requires authorities to design arrangements regarding:
  - Managing the expeditious movement of traffic;
  - Improving the local environment;
  - Improving road safety;
  - Improving the quality & accessibility of public transport;
  - Meeting the needs of disabled people;
  - Managing & reconciling the competing demands for kerb space; and
  - Further information on the **Traffic Management Act 2004** can be found in the **Enforcement Strategy.**

- **Traffic Signs Regulations and General Direction 2016** details the regulations of all road signs and markings that should be implemented to allow the enforcement of any parking controls they wish to introduce. Failure to adhere to the regulations could result in PCNs being invalid.

- **The Civil Enforcement of Parking of Contraventions (England) General Regulations 2007** is legislation that permits authorities to issue PCNs by means other than on a vehicle directly and gives authorities the power to immobilise vehicles should they wish to adopt this practice. Most importantly it sets out the requirements for allowing PCNs to be appealed, requirement for evidence to be produced and details all aspects of independent adjudication.

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

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

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

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

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

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

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

Traffic Management Act 2004 Parking Policy and Enforcement

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

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

Additionally, the Council sets and appraises the following:

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

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

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

REGIONAL POLICY

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

The East of England Plan (Revoked in January 2013)

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

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

The following points are taken into account:

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

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

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

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

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

LOCAL POLICY

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

Thurrock Transport Strategy (2013-26)

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

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

TTS15 - Thurrock's Transport Strategy Policy

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

Thurrock Traffic Management Plan 2012-2016

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

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

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

Thurrock Local Plan

The Council are currently progressing the preparation of a new Local Plan.

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

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

4. PROPOSED PARKING POLICY

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

STRATEGIC PARKING OBJECTIVES

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

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

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

CONTROLLED PARKING ZONES, PARKING PERMIT AREAS

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

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

TPP01: Controlled Parking Zones (CPZs) and Permitted Parking Area (PPAs)
Developers will be required to contribute to the cost of surveys, design, consultation and implementation of new or extended CPZs or PPAs proposed or required as mitigation to an anticipated parking demand issue generated by a new development.

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

Controlled Parking Zones (CPZs)

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

Permitted parking bays may be designated for use by:

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

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

Permit Parking Areas (PPAs)

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

PARKING PERMITS

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

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

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

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

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

Table 6: Permit Types

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

TPP02: Parking Permits
The Council will make a charge for the provision of parking permits. The range of parking permits offered, the eligibility criteria and the charges will be subject to review, benchmarking and adjustment, as appropriate.

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

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

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

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

TPP03: Pay By Mobile and Other New Technology
The Council will investigate the introduction of pay by mobile and other upcoming new technology for paying for parking across the Borough.

PARKING CHARGES AND TARIFF STRUCTURE

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

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

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

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

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

The principles for the Councils charging structure are as follows:

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

TPP04: On-Street and Off-Street Parking Charges
The Council will set charges for on-street parking and for off-street parking in Council car parks. A set structure of parking charges and tariffs for both on-street and off-street environments will be set by the Council and reviewed, benchmarked and adjusted, as appropriate.

WAITING RESTRICTIONS

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

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

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

TPP05: Waiting Restrictions
The Council will introduce waiting restrictions in locations and at times where dangerous and or obstructive parking takes place.

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.

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.

SCHOOL PARKING

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

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

TPP08: School Parking Controls
Measures will be introduced to manage parking and stopping associated with the drop-off and pick-up of children in the vicinity of schools, during term time, at the beginning and end of the school day.

PARKING FOR NEW DEVELOPMENTS

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

TPP09: Parking for New Developments
The Council will operate a set structure of car parking standards and requirements for new developments. These include:

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

BLUE BADGE PARKING

Off-Street Blue Badge Parking

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

Table 7: Car Park Allocations for Blue Badge Car Parking

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

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

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

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

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

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

TPP10: Blue Badge Parking for New Developments
Developers will be required to demonstrate that their proposals adequately provide for the needs of people with disabilities, in line with the requirements of the Equalities Act 2010.

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

On-Street "Blue Badge Holder" Parking

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

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

Permitted Blue Badge Holder Parking - Unlimited Time - A vehicle displaying a valid blue badge can park free, for an unlimited time, in:

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

Permitted Blue Badge Holder Parking - Limited Time - If a valid Blue Badge is clearly displayed with clock showing arrival time a blue badge holder can park:

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

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

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

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

TPP11: Blue Badge Parking Bays in Controlled Parking Areas
On-street Blue Badge holder parking bays will be provided in convenient locations e.g. close to shops, stations, doctors' surgeries etc in all town or district centre areas that fall within controlled parking areas.

TPP12: Blue Badge Residential Parking Bays
On-street Blue Badge holder parking bays will be provided in residential areas, subject to application and assessment, when the badge holder:

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

CYCLE PARKING

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

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

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

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

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

TPP13: Cycle Parking Provision
Cycle Parking Standards will be applied to all applications for new or extended development. They are expressed as minimum standards to reflect the sustainable nature of this mode of travel.
It is essential that secure, covered cycle parking with Sheffield or similar parking stands is designed into employee and residential type developments at an early stage, prior to the granting of planning permission to ensure it relates well to the development and provides suitable links / access to nearby cycle routes.

PROVISION FOR POWERED TWO-WHEELER PARKING

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

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

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

Table 8: Ratio of Car Parking Spaces to P2W Spaces

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

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

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

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

TPP14: Powered Two-Wheeler Parking for New Developments

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

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

EMISSION BASED VEHICLES AND ELECTRIC VEHICLES

Emission Based Permit Charges

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

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

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

Table 9: Possible Structure for Emission Based Permit Charges

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

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

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

TPP15: Emissions Based Parking Permit Charges
As part of its review process, the Council will consider basing parking permit charges on vehicle emissions, with lower charges for lower emission / electric vehicles, so as to encourage a change to less polluting vehicles.

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

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

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

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

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

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

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

Table 10: Recommended Approach Toward Promoting ULEVs Within New Developments

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

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

Source: Lancaster City Council / Mott MacDonald

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

TPP16: Off-Street Charging Points for Electric Vehicles

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

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

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

On-Street Electric Charging Points

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

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

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

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

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

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

TPP17: On-Street Charging Points for Electric Vehicles

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

FOOTWAY AND VERGE PARKING

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

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

"should not do so elsewhere unless signs permit it".

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

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

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

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

TPP18: Footway Parking
The Council will undertake a comprehensive review of the extent of footway parking and will consider the introduction of targeted bans on parking on the footway and verges in identified locations as appropriate, with exemptions being specifically signed and marked.

COMMERCIAL VEHICLES

Loading / Unloading at Premises

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

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

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

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

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

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

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

Lorry / Commercial Vehicle Parking

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

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

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

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

Designated Lorry Parks

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

Source: Truck Parking Europe

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

- Thurrock's location in relation to the main crossings to Europe. HGV drivers leaving the ferry ports in Kent and heading to the Midlands or the North of England and vice versa may, due to the time taken driving to Thurrock via the motorway network and Dartford Crossing, be forced to take a break or overnight stop around the area of the Crossing. Inevitably, therefore, drivers may be looking to stop in and around Thurrock.

- There is a concentration of depots and industrial sites and port-related businesses in the Borough. HGV drivers plan to be as close to their destinations the night before to ensure they are at the front of the queue to deliver or pick up their loads the following morning.

- Limited availability of low-cost HGV parking. Some companies will pay drivers overnight expenses but accept that if they choose to sleep in the cab they are perfectly entitled to keep the money. Other companies and owner-drivers do not have any financial support for overnight parking. Regardless, HGV parking has to be reasonably priced and available if it is to be used. Thurrock does not have a large supply of specific low-cost HGV parking.

- Good parking locations (either in lorry parks or on-street) are broadcast via social networking. The result being that where one truck parks, others follow.

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

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

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

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

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

TPP20: Lorry / Commercial Vehicle Permitted Parking

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

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

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

TPP21: On-Street Overnight Lorry Parking Ban

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

COACH PARKING

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

TPP22: Coach Parking

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

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

PARKING AT RAILWAY STATIONS

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

CAR CLUBS

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

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

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

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

TPP23: Car Clubs

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

Developers will be required to demonstrate to Thurrock the results of engagement with car club operators and set out proposals for car club provision within the development.
To mitigate the impact on local parking demand of growth in the numbers of vehicles seeking to park within Thurrock, the Council's parking standards for new developments require

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

PUBLIC CONSULTATION FOR NEW PARKING CONTROLS

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

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

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

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

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

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

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

PERFORMANCE MONITORING AND ANNUAL REPORTING

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

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

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

5. MANAGING FUTURE DEMAND

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

Key considerations include:

- Future development across the Borough and the associated growth in vehicles
- Uncertainty in car ownership levels
- Major transport infrastructure schemes such as the proposed Lower Thames Crossing
- Expected growth in cycling trips
- Growth in the use of new trends such as car clubs and electric vehicles

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

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

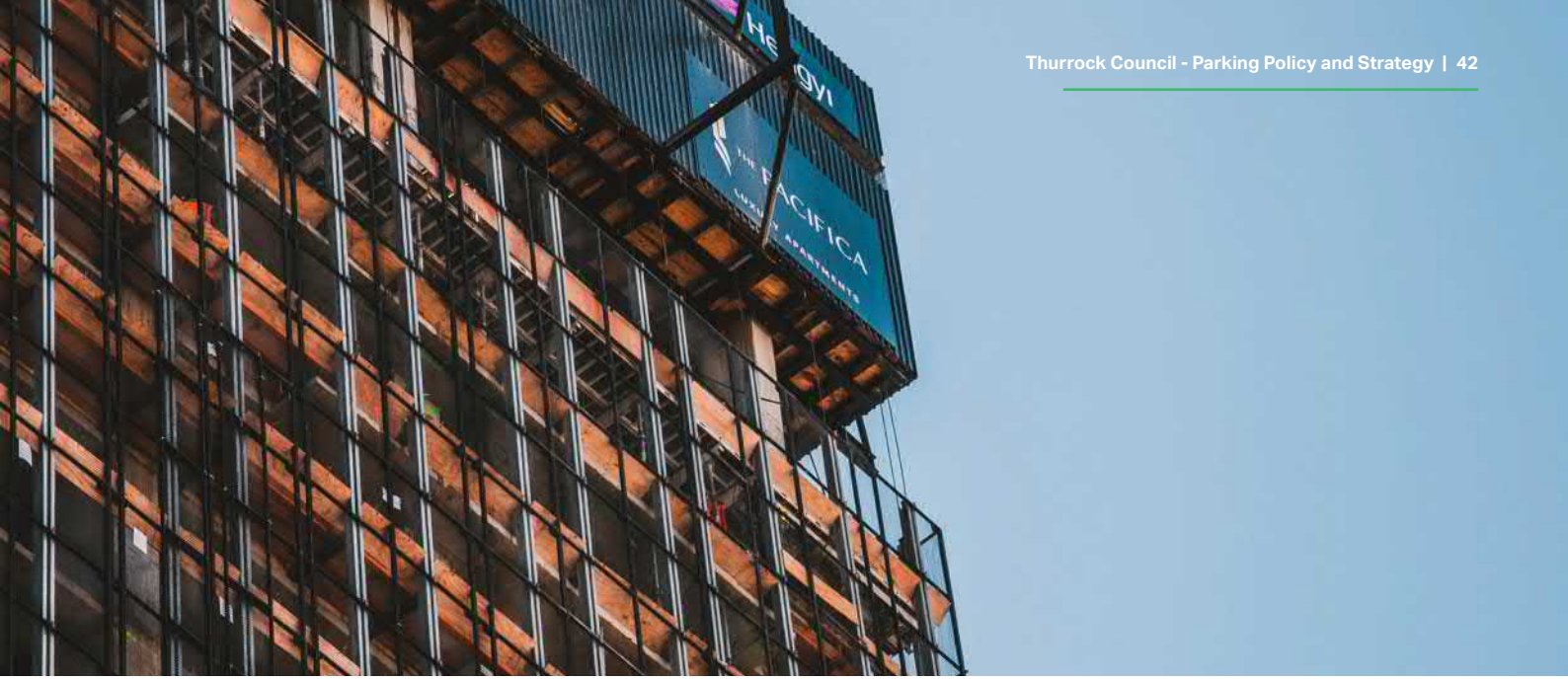
As noted in the Local Development Framework, Thurrock is a designated growth area within the Thames Gateway. There are five key regeneration areas, as further detailed below.

Purfleet-on-Thames

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

Tilbury

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



Grays

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

Lakeside / West Thurrock

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

London Gateway / Corringham and Stanford-Le-Hope

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

Outlying Settlements

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

FUTURE CONTROLLED ZONES

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

6. SUMMARY

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

Thurrock is one of the largest regeneration 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;

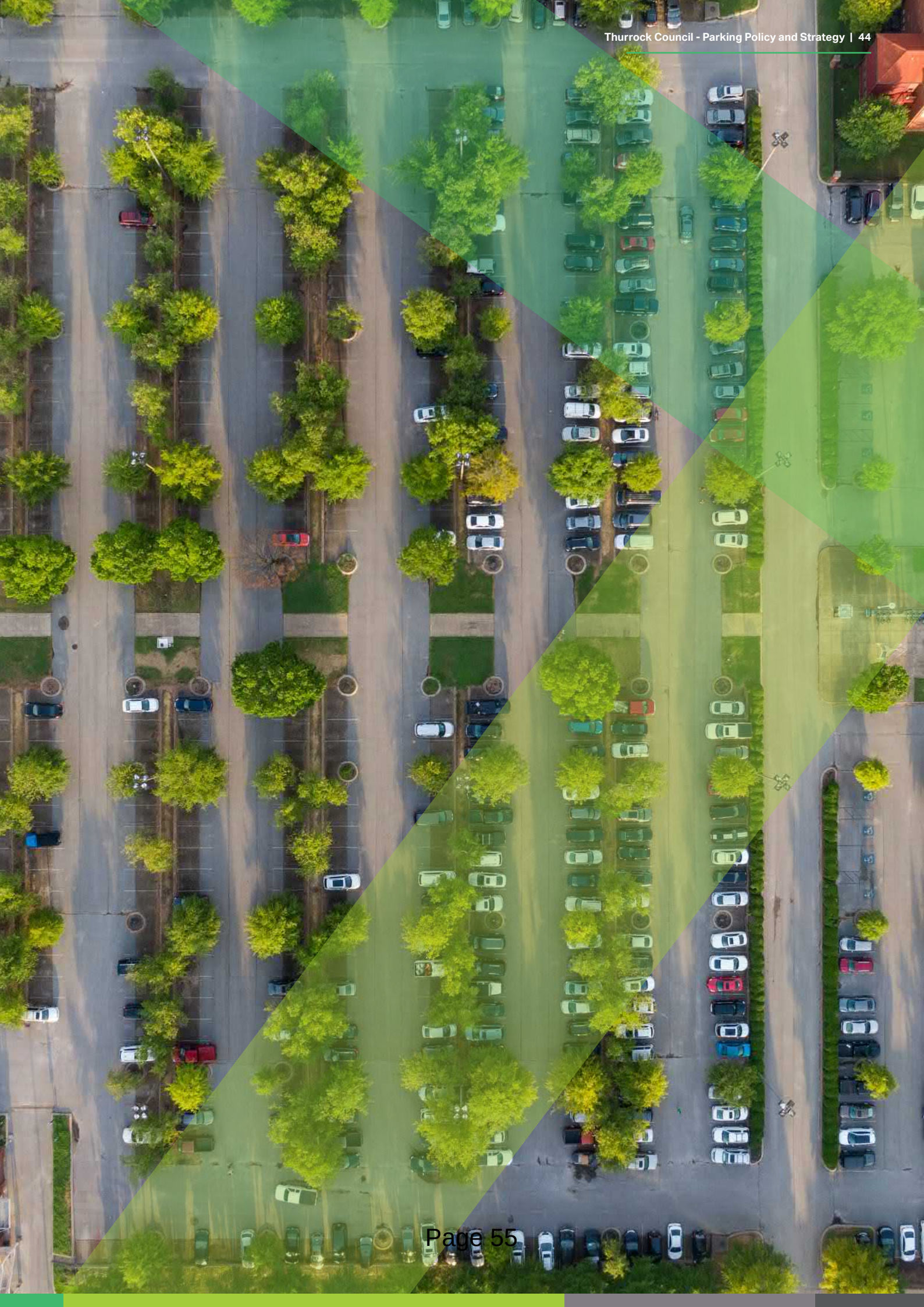
1. Assist planning officers in determining appropriate standards for new developments;
2. Advise members of the public in a readily comprehensible manner;
3. Assist intending developers in preparing plans for the development of land;
4. Expedite the determination of planning applications by ensuring 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.



APPENDICES

A. Parking Strategy Action Plan ... 46

A. PARKING STRATEGY ACTION PLAN

Action Plan for the Future of Parking in Thurrock

Policy	Key measures	Outcome
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.	• Reduced congestion • Improved air quality
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.	• Reduced congestion and delay • Improved environment • Encouraging sustainable travel choices
TPP01: Controlled Parking Zones (CPZs) and Permitted Parking Areas (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; and • They will also be required to produce a parking management plan as part of any new development proposals.	• Mitigation of parking demand issues generated by a new development
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.	• Improved customer convenience • Improved accessibility • Encouraging sustainable travel choices
TPP03: Pay By Mobile and Other New Technology	• The Council will investigate the introduction of pay by phone and other upcoming new technology for paying for parking across the Borough.	• Improved customer convenience • Improved compliance with controls • Reduced cost of dealing with cash and improved security • Simplified finance and accounting

Policy	Key measures	Outcome
TPP04: On-Street and Off-Street Parking Charges	• 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.	• Fair and equitable balancing supply and demand of parking space • Encouraging sustainable travel choices
TPP05: Waiting Restrictions	• The Council will introduce waiting restrictions in locations and at times where dangerous and / or obstructive parking takes place.	• Reduced congestion • Improved road safety
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	• Reduced congestion • Improved road safety
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.	• Reduced congestion • Improved road safety
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.	• Improved accessibility • Reduced congestion • Improved road safety

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.
		• Encourage sustainable travel choices
		• Minimise the impact of parking in adjacent areas

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; and • Parking for people with disabilities will be required for their exclusive use at all times. Use of these spaces will usually require a Blue Badge to be displayed.	• Increased accessibility for people with mobility issues
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.	• Increased accessibility for people with mobility issues

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; and
	  • where on-street parking problems occur on a regular basis.
	• Bays will normally operate 24 hours a day, 7 days a week, although there will be only limited enforcement outside the working day; and
	• Bays are not reserved for an individual and may be used by any vehicle displaying a valid Blue Badge.
		• Increased accessibility for people with mobility issues

Policy	Key measures	Outcome
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; and • It is essential that secure, covered cycle parking with Sheffield or similar parking stands is designed into employee and residential type developments at an early stage, prior to the granting of planning permission to ensure it relates well to the development and provides suitable links / access to nearby cycle routes.	• Increased usage of sustainable travel modes • Improved air quality and congestion • Health benefits

TPP14: Powered Two Wheeler (P2W) 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.
		• Mitigation of the impact of traffic growth on congestion, air quality and local parking demand

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.	• Encouraging sustainable travel choices
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; and • To mitigate the impact of ULEV / EV traffic growth on demand for electric vehicle charging points, the Council's parking standards for new developments will include: • a range of car parking standards for the provision of electric vehicle charging points and associated dedicated parking spaces. • Developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact on electric vehicle charging points.	• Encouraging sustainable travel choices

Policy	Key measures	Outcome
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.	• Encouraging sustainable travel choices
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.	• Improving accessibility for pedestrians • Reducing footway and verge maintenance costs • Reducing congestion

TPP19: Commercial Vehicle 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.
		• Mitigation of the impact of growth in commercial vehicles loading, unloading and parking

Policy	Key measures	Outcome

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; and
	• To mitigate the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock, the Council's parking standards for new developments require:
	  • 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.
		• Mitigation of the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock
		• Ensuring the safety of HGV drivers and greater security for their vehicle and loads at cost-effective locations in Thurrock

TPP21: On-Street Overnight Lorry Parking Ban	• The Council will investigate the possibility of introducing area wide overnight parking bans for vehicles over 7.5T, enforceable by Council Enforcement Officers.	• Mitigation of the impact of lorries and large vehicles parking on-street

Policy	Key measures	Outcome

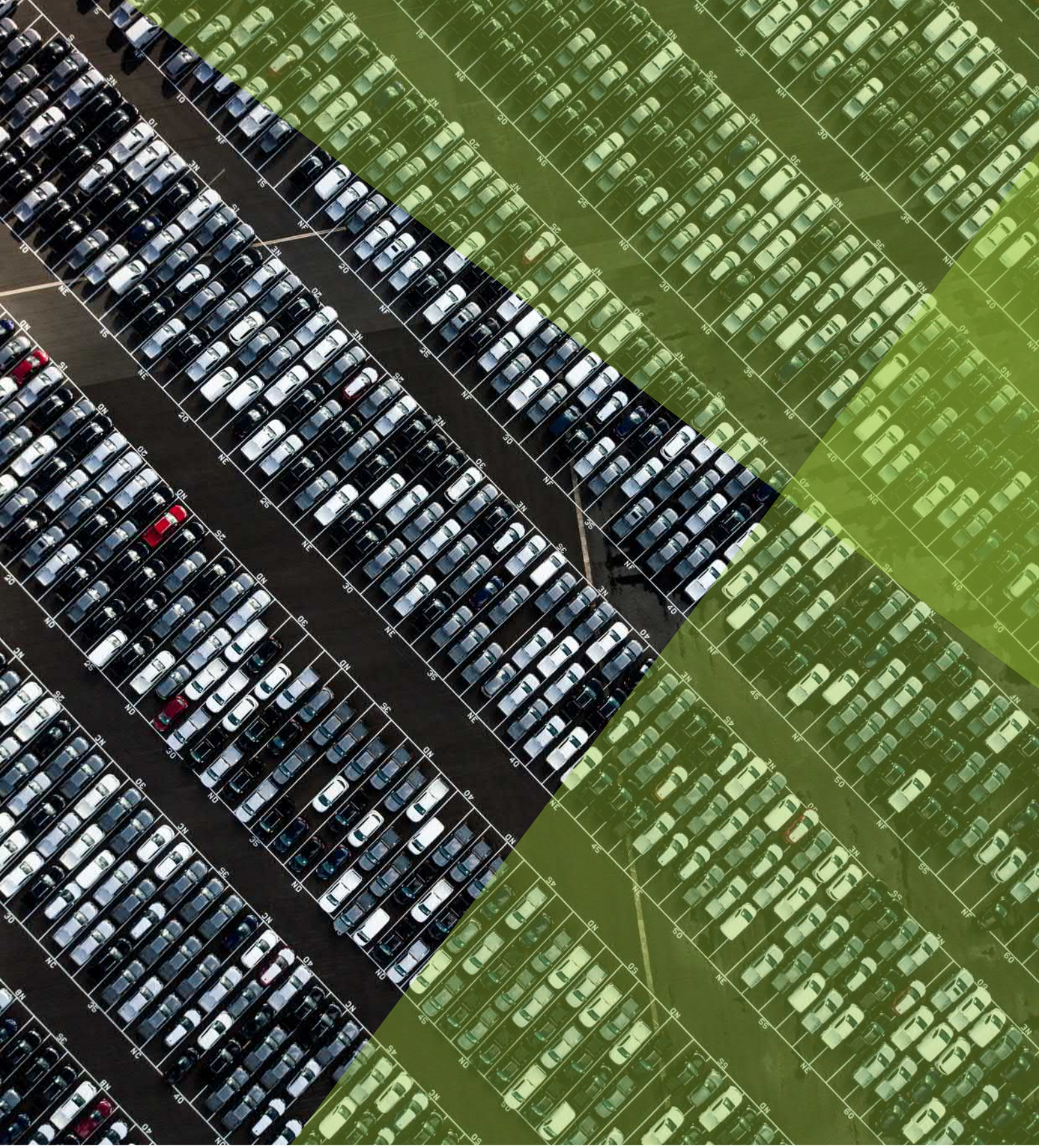
TPP22: Coach Parking	• To mitigate the impact on local parking demand from coaches seeking to park within Thurrock, the Council's parking standards for new developments require:
	  • provision to be made for coaches to set down and pick up passengers, to park and to turn safely. Developers will be required 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.
		• Mitigation of the impact on local parking demand from coaches seeking to park within Thurrock

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; and
	• To mitigate the impact on local parking demand of growth in the numbers of vehicles seeking to park within Thurrock, the Council's parking standards for new developments require:
	  • developers to demonstrate whether complementary measures can be put in place to make it more convenient for residents not to own a car, for example car sharing or pooling arrangements, including access to a car club scheme;
	  • developers to demonstrate that, where car club spaces are proposed, the provision of car club spaces within the site is sufficient to cater for the demand generated by the development; and
	  • section 106 funding for provision of car club cars, spaces and physical and operational infrastructure within CPZ's/ PPAs and elsewhere on the local road network as appropriate, to mitigate the growth in car traffic generated by new developments.
	• Contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of car club vehicles, parking spaces and physical and operational infrastructure; and under Section 38 and Section 278 (Highways Act 1980) contributions will be sought for managing the increased demand for car club parking bays and infrastructure generated by new developments.
		• Encouraging sustainable travel choices

Policy	Key measures	Outcome

TPP24: Parking Review	• The Council will undertake regular reviews of parking operations and control measures. Reviews will include:
	  • ensuring that new parking controls are provided in areas where they are needed. This will include a reviewing the potential for and prioritising the need for new CPZs, PPAs, waiting and loading restrictions;
	  • ensuring that existing parking controls are appropriate to the area in which they are applied including identifying changes necessary to controls, hours of operation, signs, markings, parking charges; and
	  • ensuring that appropriate Pay & Display machines are provided including reviewing numbers, locations and type of Pay & Display machines, taking account of potential for changing to solar powered machines.
		• Improved environment
		• Reduced street clutter
		• Reduced energy consumption
		• Reduced costs

Source: Parking Policy and Strategy, Thurrock Council



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PARKING DESIGN AND DEVELOPMENT STANDARDS

Thurrock Council
February 2021

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1. INTRODUCTION AND CONTEXT

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

THURROCK PARKING POLICY AND STRATEGY

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

- The **Parking Policy and Strategy** document sets out a review of existing national legislation and 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 s**ets out the strategies for enforcing parking policies within the borough.

2. CURRENT SITUATION

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

VEHICLES - PARKING BAY SIZE

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

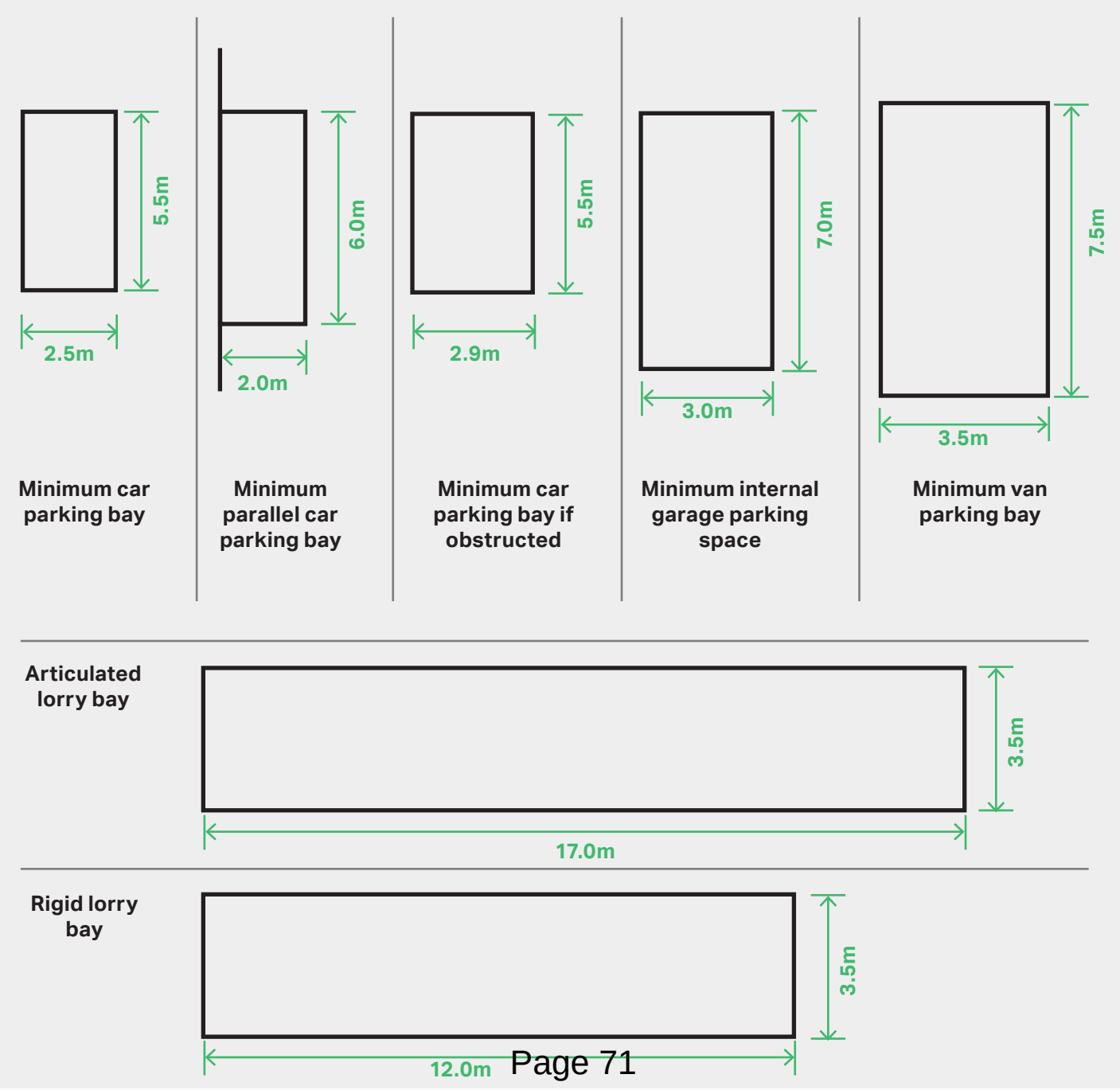
Table 1: Minimum Vehicle Parking Bay Dimensions

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

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

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

Figure 1: Minimum Parking Bay Dimensions



BLUE BADGE PARKING BAY DIMENSIONS

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

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

- Where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1.0m and an extra 1.0m wide (minimum) safety zone to the (roadway) side to enable the driver or passenger to alight on the side where traffic might be passing; or

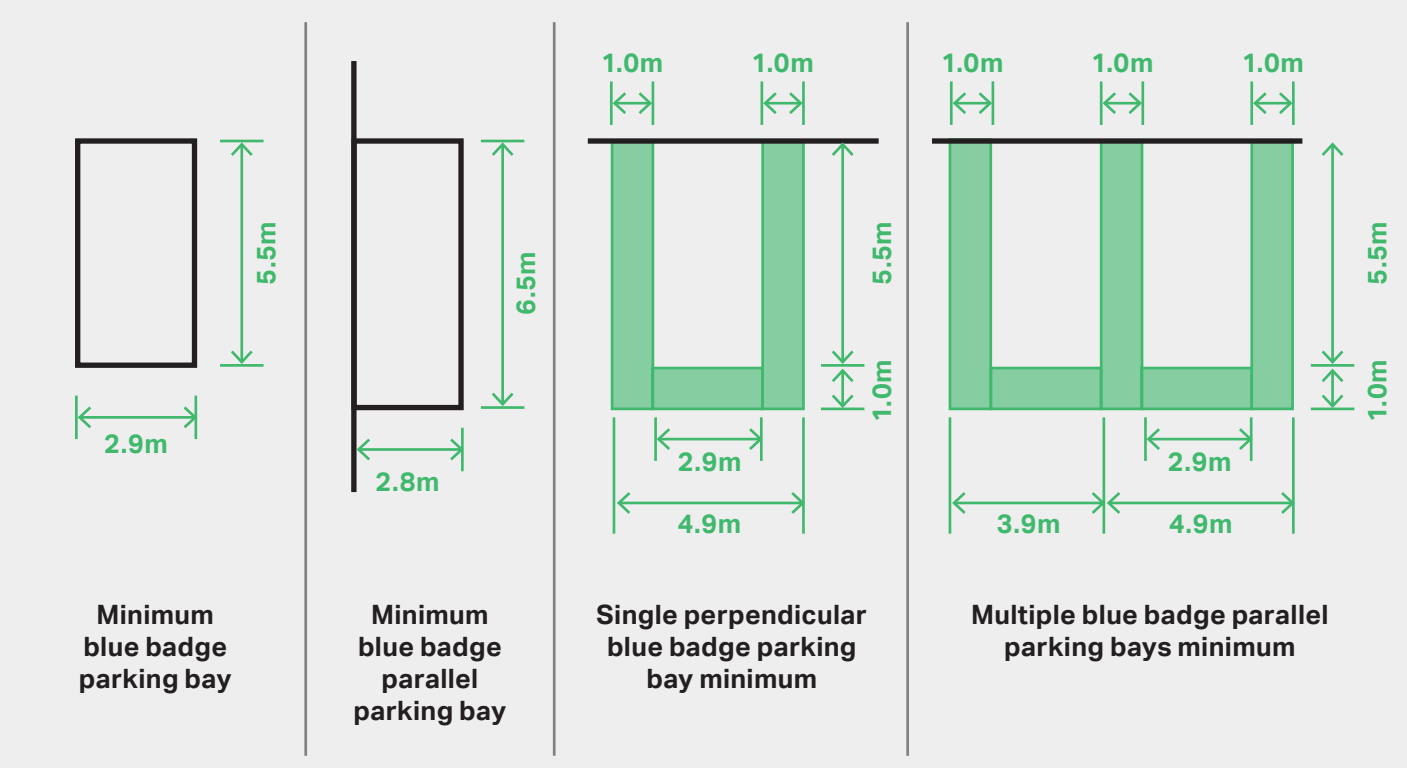
- Where bays are marked perpendicularly to the access aisle, an additional width of at least 1.0m along each side. Where bays are adjacent, space can be saved by using 1.0m "side" area to serve the space either side. A buffer of at least 1.0 should be provided between the parking space and the roadway (without reducing the width of the roadway) to allow safe access to the boot of the vehicle.

Table 2: Minimum Blue Badge Parking Bay Dimensions

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

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.

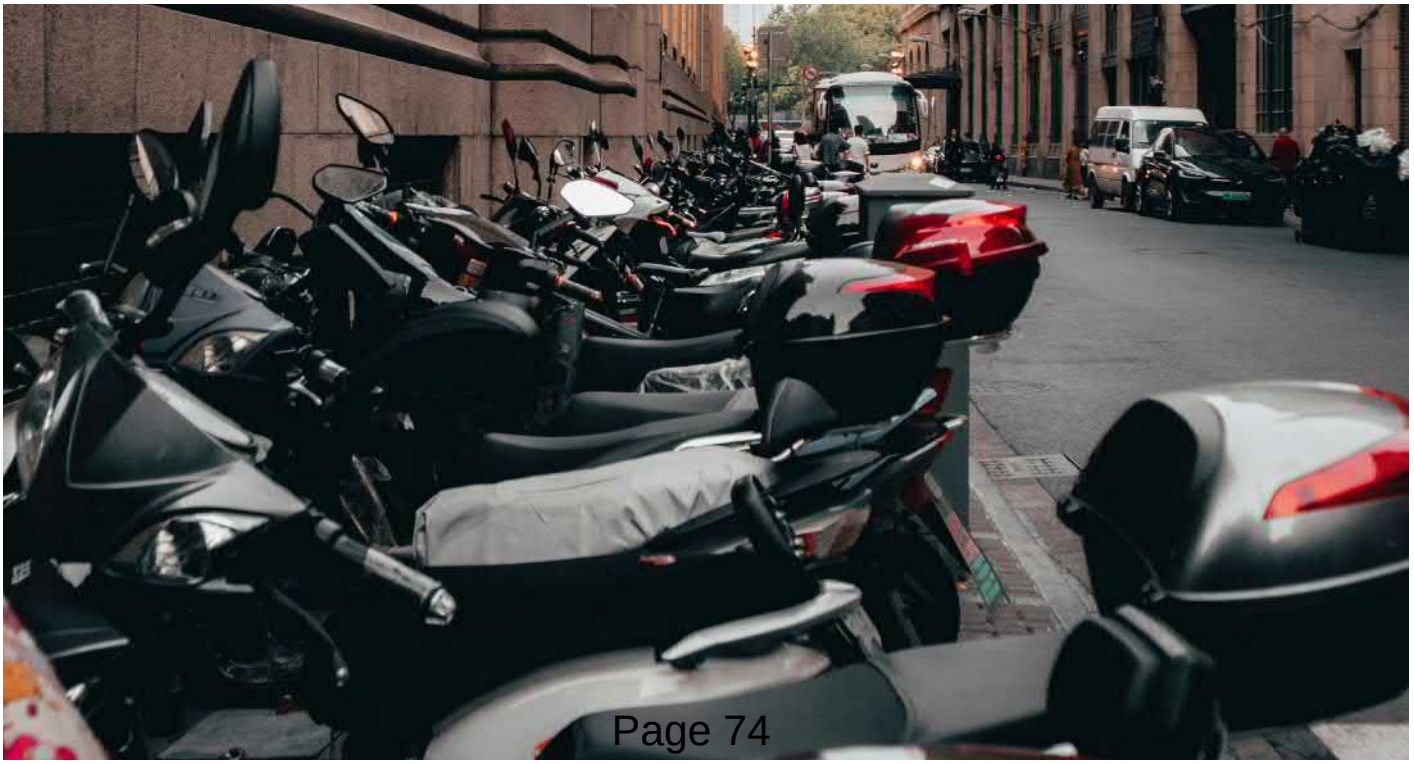
P2W parking can be vulnerable personal security locations, particularly long stay parking. Ideally there should only be access for P2W's, not vehicles, which can be created by using a causeway or pinch point. The parking area should be in a wide-open location, not in an isolated, secluded place. For 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	
B2 General Industrial A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. If a site office is included in the development then a E(g) parking standard should be applied for that area	**Car**	1 space per 50 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less = 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
B8 Storage or Distribution A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers are more likely to arrive by foot. HGV parking provision should be based on operational requirements. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Developments over 30,000 sqm must make provision for overnight parking and driver facilities. 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.	**Car**	B8 – 1 space per 150 sqm B8 with retail element – 1 space per 150 sqm + 1 space per 20 sqm retail area for customer parking
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors
	Blue Badge Holders	200 vehicle spaces or less= 2 spaces or 5% of total capacity, whichever is greater Over 200 vehicle spaces = 6 spaces plus 2% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)

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

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

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

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

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

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

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

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

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

Land Use	Parking Standards	
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 A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	**Car**	1 space per 20 sqm 1 space per 14 sqm for food stores
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 400 sqm for staff 1 space per 400 sqm for customers
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% total capacity
	Motorcycle	7.0m x 3.0m
F2 Local community - (b) Halls or meeting places for the principal use of the local community A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	**Car**	1 space per 25 sqm
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	1 space per 4 staff plus visitor parking (individual merits)
	Blue Badge Holders	1 space or 5% of total capacity, whichever is greater
	Motorcycle	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)
F2 Local community - (c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	**Car**	20 spaces per pitch plus 1 space per 10 spectator seats
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces
F2 Local community - (d) Indoor or outdoor swimming pools or skating rinks A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.	**Car**	1 space per 10 sqm of public area
	Electric	50 spaces or fewer = 1 space with charging point. Over 50 vehicle spaces = 2% of total spaces with charging point. Passive provision for all remaining spaces regardless of total number.
	Cycle	10 spaces plus 1 space per 10 vehicle spaces
	Blue Badge Holders	200 vehicle spaces or less = 3 spaces or 6% of total capacity, whichever is greater Over 200 vehicle spaces = 4 spaces plus 4% of total capacity
	Motorcycle	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces

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

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

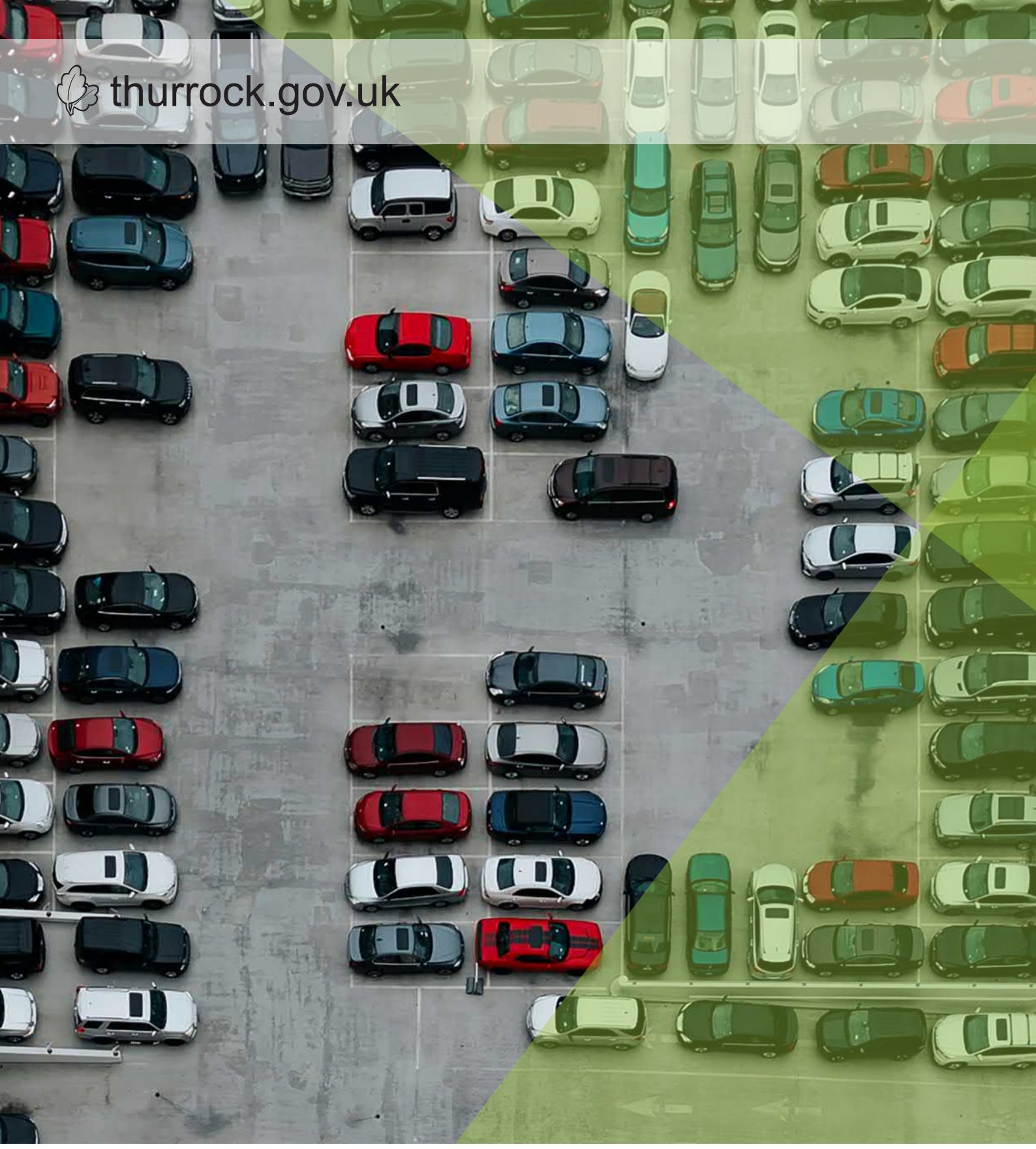
Land Use	Parking Standards	
Sui Generis – Garden Centres A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and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

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

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

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

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



PARKING ENFORCEMENT STRATEGY

Thurrock Council
February 2021

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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 PRIORITIES

Our vision is for Thurrock to be an ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

We have three strategic priorities to achieve our vision:

- **People** a borough where people of all ages are proud to work and play, live and stay;
- **Place** a heritage-rich borough which is ambitious for its future; and
- **Prosperity** a borough which enables everyone to achieve their aspirations.

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 and 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.

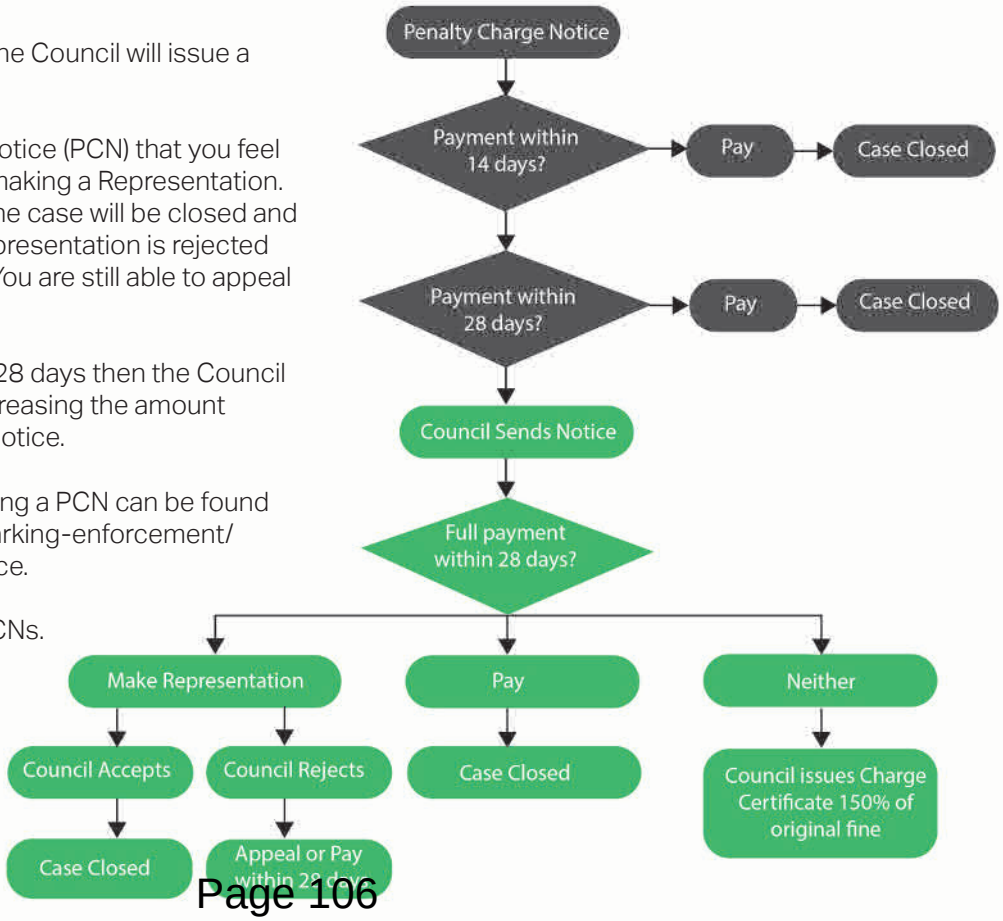
More information about challenging a PCN can be found at https://www.thurrock.gov.uk/parking-enforcement/challenging-penalty-charge-notice.

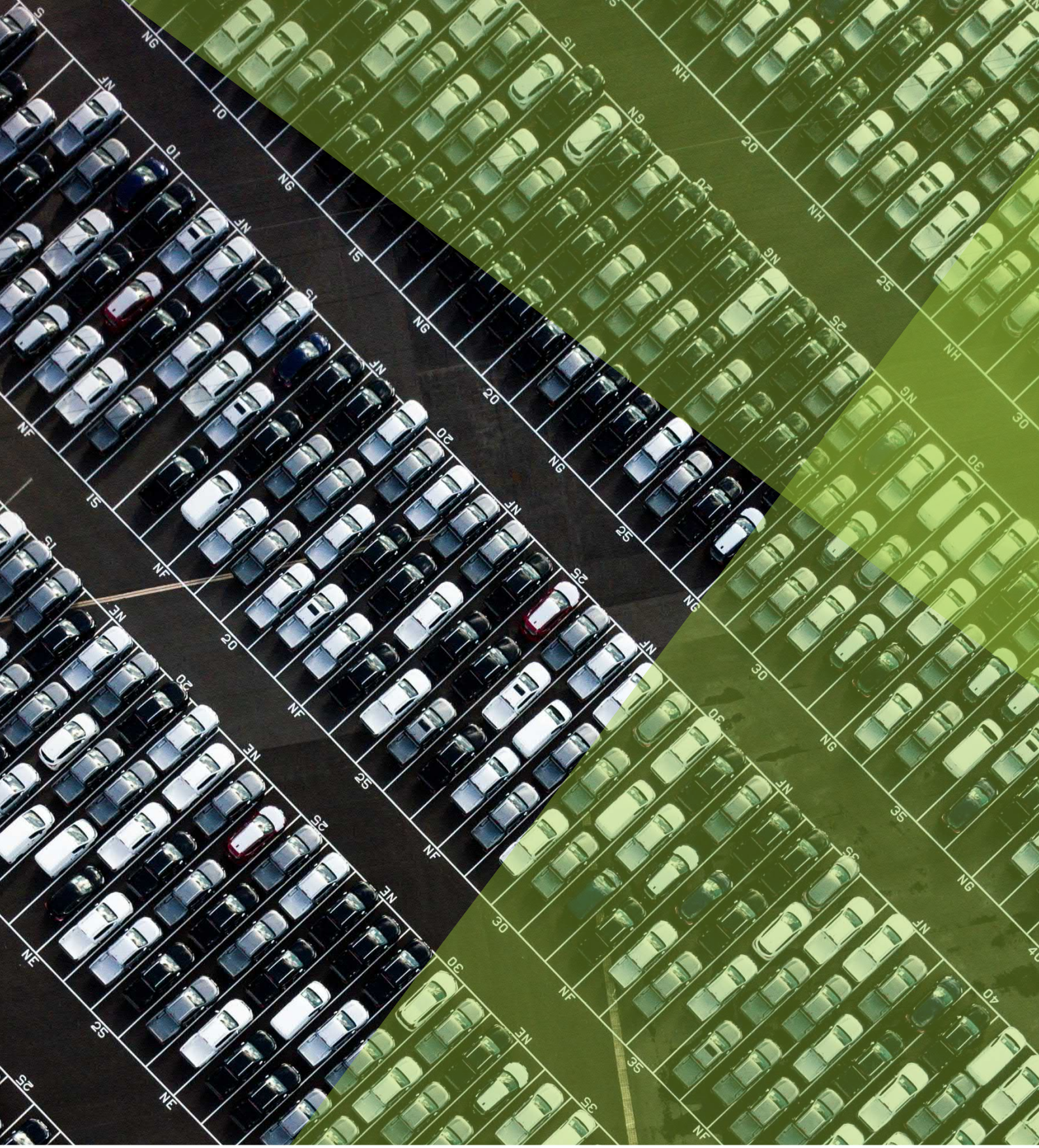
Figure 1 shows the process of PCNs.

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





15 September 2021	ITEM: 5
Planning, Transportation and Regeneration Overview and Scrutiny Committee	
Flooding in Thurrock – January 2021	
Wards and communities affected: All	**Key Decision:** Key
Report of: Navtej Tung, Strategic Transport Manager	
Accountable Assistant Director: Leigh Nicholson, Assistant Director, Planning, Transport and Public Protection	
Accountable Director: Julie Rogers, Director of Public Realm	
This report is public	

Executive Summary

Thurrock, alongside much of the greater Essex county area experienced prolonged rainfall across 13 and 14 January 2021, and again on 27 to 28 January 2021. This rainfall, in combination with significantly wetter than average conditions in the preceding six months led to raised water levels in key watercourses within the Borough – predominately Stanford Brook and Mucking Creek in the Stanford-le-Hope area and the Mardyke in the west, alongside saturation of ground conditions. This resulted in flooding conditions which impacted a number of communities in both the east and west of the borough between 14-17 January and threat of further flooding on 28 January to levels not previously experienced within Thurrock in a generation. The events on 14 January resulted in three properties being internally flooded.

As a result of these events, officers are undertaking a review of actions and are implementing changes to help better prepare residents and the Council for any future events.

To support all parties, statutory responsibilities of key stakeholders has also been provided to help identify where the Council and or other bodies and stakeholders have a duty to act in regards to flooding and flood risk.

1. Recommendation(s)

1.1 Members of the committee are asked to note this report and endorse the action plan set out at 3.1.

2. Introduction and Background

2.1 As a unitary authority, Thurrock Council is designated as a Lead Local Flood Authority, as set out in the Flood and Water Management Act 2010. As a result, the Council has the overarching responsibility for managing flood risk within the borough. As the Highway Authority, the Council has a responsibility to ensure the highway is free from flooding. Within its duties under the Civil Contingencies Act 2004, the Council must prepare emergency plans. There is not a statutory duty for the Council to resolve and rectify flooding incidents and clear watercourses.

2.2 Commencing on 14 January 2021, surface water and pluvial flooding events were seen in Bulphan, Horndon, and Stanford-le-Hope, with significant standing water also seen in fields and gardens across the borough. Within Bulphan, many fields were water logged, two properties suffered internal flooding on Dunnings Lane, Fen Lane became impassable and closed, and gardens of seven properties were significantly flooded in Church Lane - protected only by investment of home owners in submersible pumps due to previous events. In Horndon, flooding was seen in the area of Pump Street and South Hill, with concerns of the culvert and ditches leading towards the A13, as well as Robinson Road. In Stanford-le- Hope, significant surface water flooding was seen on Runnymede Road, with one property internally flooded, businesses flooded on Butts Road, and significant surface water flooding in Bell-Reeves Close and Victoria Road area, and flooding from a field affecting access and egress to the industrial site via the underpass on Wharf Road, alongside many others.

2.3 Approximately 20 to 25mm of rain fell across 13 and 14 January. Due to the nature of the catchment, water levels eventually accumulated in the Stanford Brook, where the capacity of the watercourse was exceeded by the volume of water flowing into the river. Numerous surface water outfalls also lead into this watercourse and other watercourses which feed into the brook and ultimately the demand exceeded capacity.

2.4 The reason why there was excessive demand on the watercourses is due to existing land across the area being saturated. The East of England region experienced a significantly wet winter, where rainfall levels in January have been nearly 40% wetter than average, and dating as far back as July 2020 the region having experienced 30% more rain than on average. Reports from Anglian Water have stated that the months of December and January are the wettest recorded in the region in over 100 years. This goes a long way to explain why the water levels were so high in the watercourse, and the alarm that it has caused.

2.5 The River Thames played a significant part on water levels in the local watercourses. Both the sluice in Mucking Creek and Purfleet are gravity fed structures and are not supported by pumps. These structures have been designed to typically not allow water to rush back upstream when the tide comes in. Under the scenario above, where water levels in the watercourses

were significantly greater than typical, this meant water was not able to outflow into the Thames when demand was at its peak. This attenuation of water flows is what exacerbated issues in the Stanford le Hope area.

2.6 On the day of 14 January, in discussion with the Environment Agency, the water levels seen further downstream at Mucking Sluice were at levels not previously recorded, however at 11am it was noted that water levels had begun receding, with a 50mm fall being stated to officers at that time. High tide was approximately 1300, and therefore tide levels started to increase shortly after 11am, and ultimately water was unable to escape from the sluice, causing it to become backed up in the watercourse. As water levels in the watercourse began to rise, this would have caused problems to those immediately next to the watercourse with it breaking its banks – such as Chantry Crescent and those whose surface water sewers feed into the channels, resulting in water surcharging the system, such as Bell-Reeves Close and Runnymede Road, all in Stanford-le-Hope. Once the tide in the Thames started to recede, the risk of flooding in Stanford also started to reduce, with rainfall by then having eased off.

2.7 Issues as the day closed off, and into the weekend then began to present themselves in Bulphan, as water increasingly pooled and ran off from fields, causing the closure of Fen Lane, and towards the west of the borough, with flooding of the Mardyke, and its impact near its outfall into the Thames in Purfleet. Ultimately the Mardyke flooding will have been caused by the same factors which caused issues in Stanford, however its catchment is significantly larger, hence problems being seen predominately later. Reporting of events at the time have also stated that Mardyke Sluice was not operating, and therefore closed causing the flooding. In discussion with the Environment Agency, they have confirmed that these reports are inaccurate. The sluice in Purfleet, like Mucking, is gravity fed, but due to its location is fitted with a Guillotine Gate, and is shut when the tide comes in. This is to usually stop water from the tide rushing backwards upstream. The Environment Agency has however stated that the gate was not able to be fully reopened, and emergency works were being undertaken. They do however insist water was still able to feed out from the sluice to help reduce water levels upstream, and an additional bypass channel was also utilised to aid the reduction in levels. Furthermore, the Environment Agency prioritises risk to residential dwellings over other assets, and determined that none were at risk as a result of the issues with the sluice gate.

2.8 In the two weeks that followed there was little let up in rain - ground conditions remained wet resulting in lesser rainfall events to cause similar increases in water levels in the rivers, creating additional risk of further flooding. A further 10-15mm rainfall event took place on 28 January, and a 9-13mm event took place 30 January. However rainfall levels in February eased off greatly and a general two to three week dry period helped to reduce saturation of water in the ground, thereby minimising the risk of a repeat event unless there were to have been significant and prolonged rainfall within a short period of time.

2.9 However, the fault in the Mardyke Sluice aside, there is very little evidence to say that other contributing factors such as a result of the lack of maintenance across the borough had a predominant or significant impact on the wider causation of flooding.

2.10 In terms of making enhancements to the two outfalls from the Mardyke and Mucking Sluices into the Thames, these events are unlikely to have provided the economic case to the Environment Agency, nor Treasury, to deliver the necessary funding. Emphasis is predominately placed on property numbers with internal flooding and flooding outside the dwelling cannot be included. The very small number of properties which were flooded will therefore unlikely be sufficient to justify additional expenditure of these assets. Currently, the EA is looking to replace the existing pumping station at Worlds End, Tilbury, which is costed at £19.5m.

3. Issues, Options and Analysis of Options

3.1 Following the flooding events in January 2021, an officer debrief was held on 29 January to review the responses by officers to the events as they unfolded and what actions should be implemented to improve the response in future. The session had representation from the Flood Risk team as Lead local Flood Authority, Highways Maintenance and Highways Operations, Emergency Planning, and the Communications team with external representation from the Environment Agency. The session recognised that over the course of the day, while officers and teams within the Council were able to react and support communities as events were called in, there was a sporadic distribution of information being reported to the Council, spread across different teams and departments. Whilst individual teams were able to deal with the issues swiftly and appropriately, it was recognised that some processes could be enhanced to improve the receipt of information and link the various activities across the organisation. The following Action Plan was created to improve the Council's response to future flooding events:

Action Plan

1. To enhance the Council's webpage to provide clear information on flooding, including responsibilities for services and organisations and information of use to residents and the community;
2. To identify a unified mechanism for flooding reports to be submitted, captured, and reviewed within the Council;
3. To determine responsibilities of the Council in relation to flood risk and promote these;
4. Identify a mechanism so that those affected by flooding are captured and recorded for records and evidence purposes – people are flooded and this may not be reported;
5. To build upon existing internal protocols to develop an appropriate mechanism for the contact centre to record and process reports of flooding;

6. To build upon existing internal protocols and processes within the Emergency Planning Team to manage flood incidents, and to enable incidents to be escalated within the Council – e.g. flow chart and officer distribution list;
7. Where appropriate, engage with communities to develop community flood plans – e.g. Bulphan;
8. Ensure greater integration of flood risk matters into the Local Plan and future development;
9. Investigate and undertake enforcement action to prevent future flood risk.

3.2 Whilst positive feedback was received in relation to the operational reactive service that was delivered by the Council, by further investigating and implementing these measures and processes, operationally the Council will be able to adopt a more co-ordinated response to a future event of this nature.

3.3 To date, officers have commenced the process for implementing measures within the action plan and will look to have these completed during the summer period. Engagement has taken place with key partners within the Council to enable these steps to be progressed, including with the webmaster to review and refresh the website and to provide an internal portal to enable officers and support staff to monitor, record and escalate actions in any future flood event. Engagement with the contact centre team has also enabled a process to be identified where reporting of flood events can be centralised through the contact centre to minimise a future scattergun approach of reporting. Appendix A sets out an identification of the statutory and permissive roles and responsibilities of the Council, and other key stakeholders in relation to flooding, and these will be further promoted to the community.

3.4 Community flood plans are promoted on the Council's website, and these form part of the wider webpage review process and then actioned in the appropriate communities – best practise shows these are best placed in small communities, such as villages, rather than larger settlements such as towns. There has also been much greater representation of flooding related matters and considerations within the Local Plan process since the New Year, through involvement in the Design Charrette process, ensuring new development and communities are safer from flooding risks, and identification of threats from flooding to existing communities.

3.5 Additionally, officers are now engaging with the Council's legal team to determine a path forward to undertaking enforcement of ditch clearances across the borough. While the authority is empowered to undertake enforcement, the actual process to undertake enforcement action had not been clarified. Discussions with the legal service have identified a process to request and enforce land and riparian owners to undertake ditch clearances, with several test cases being progressed. These are all either large agricultural land owners or commercial organisations. It is envisioned that these test cases will be resolved by the end of summer 2021, using if required

court injunctions for works to be undertaken. Going forward, this will enable greater confidence in ditches and watercourses being clear, and other flood risk issues to be mitigated.

3.6 Going forward, the 9 key actions from the debrief session will be implemented to put the Council in a better position to co-ordinate flood events in the future.

Funding Award

3.7 Officers have been successful in securing an award of funding following a joint bid submission alongside Southend Borough Council to the Environment Agency and DEFRA for a value of £6.4m under the Innovative Resilience Fund. The primary function of this bid is to investigate and implement innovative measures and techniques, rather than hard infrastructure, to reduce the risk of flooding.

3.8 Within Thurrock, the project is split into three parts, the upper catchments of both the Mardyke, and watercourse systems in Stanford le Hope which feed into Mucking Creek – using "Natural Flood Management" techniques to hold water flows upstream so that capacity further downstream is extended. Within the mid-catchment – working with the community to store rainwater for communal uses or delay its flow through the surface water system by exploring concepts such as rainwater harvesting for use in toilets. Within the lower catchment towards the River Thames, working with historic landfill sites to protect them from coastal erosion through a range of techniques to reduce water speeds and wave action. The project will also look to explore providing a visual warning system within communities to warn of flood risk and provide residents with an opportunity to prepare.

3.9 The value to Thurrock and the Council is approximately £3m. The Expression of Interest was submitted in late January 2021 and officers were informed of the successful outcome on 29 March 2021. Officers are now asked to finalise a full business case – funded by the project – with full award in spring/summer 2022, dependant on submission of the full business case. The projects are to be delivered across a six year time period, and completed by March 2027. The Environment Agency had received 79 Expressions of Interest bids with 25 awards available.

3.10 Officers have also been feeding into the development of the latest Flood Risk Management Plan. This is a statutory duty for all areas where there is a designated Flood Risk Area. Within Thurrock, there are two flood risk areas, one which sits wholly within the borough and another which forms part of a much larger South Essex Flood Risk Area. Authorities may produce their own Flood Risk Management Plan, however the Environment Agency has provided a facility to develop plans based on the wider water catchment area. For Thurrock, as per the previous Flood Risk Management Plan, this will be captured under the Thames catchment. These documents will be consulted upon in the summer and autumn of 2021.

4. Impact on corporate policies, priorities, performance and community impact

4.1 The action within the report will aim to have a positive impact on the local community, through a range of measures to help improve dissemination of information, and improved efficiencies through reporting.

5. Implications

5.1 Financial

Implications verified by: **Laura Last**

Senior Management Accountant

No additional costs are anticipated, however any additional costs that are incurred will be funded from the Transport Development revenue budget.

5.2 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 as such directly arising from it. By way of background information, engagement has already taken place with the Legal service regarding the development and implementation of the enforcement strategy. Some legal implications may be aligned to statutory duties and powers within legislation – specifically Flood and Water Management Act 2010, Land Drainage Act 1991, Highways Act 1980, Public Health Act 1936 and Civil Contingencies Act 2004 (para 2.1 and Appendix A).

5.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**

Community Engagement and Project Monitoring Officer

As some of the actions within this report relate to a display and distribution of information via the internet there may be negative implications relating to these actions. Particularly in relation to access to information within certain rural areas of Thurrock that we know have limited internet access or within specific groups of people with protected characteristics. A CEqIA will be undertaken as these actions progress to identify and try to negate any identified impacts. Early engagement has been initiated with the web team to

ensure this information is distributed in line with Council policy and accessibility regulations as defined by law.

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

None

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

- None

7. Appendices to the report

- Appendix 1 – Organisational Responsibilities

Report Author:

Navtej Tung

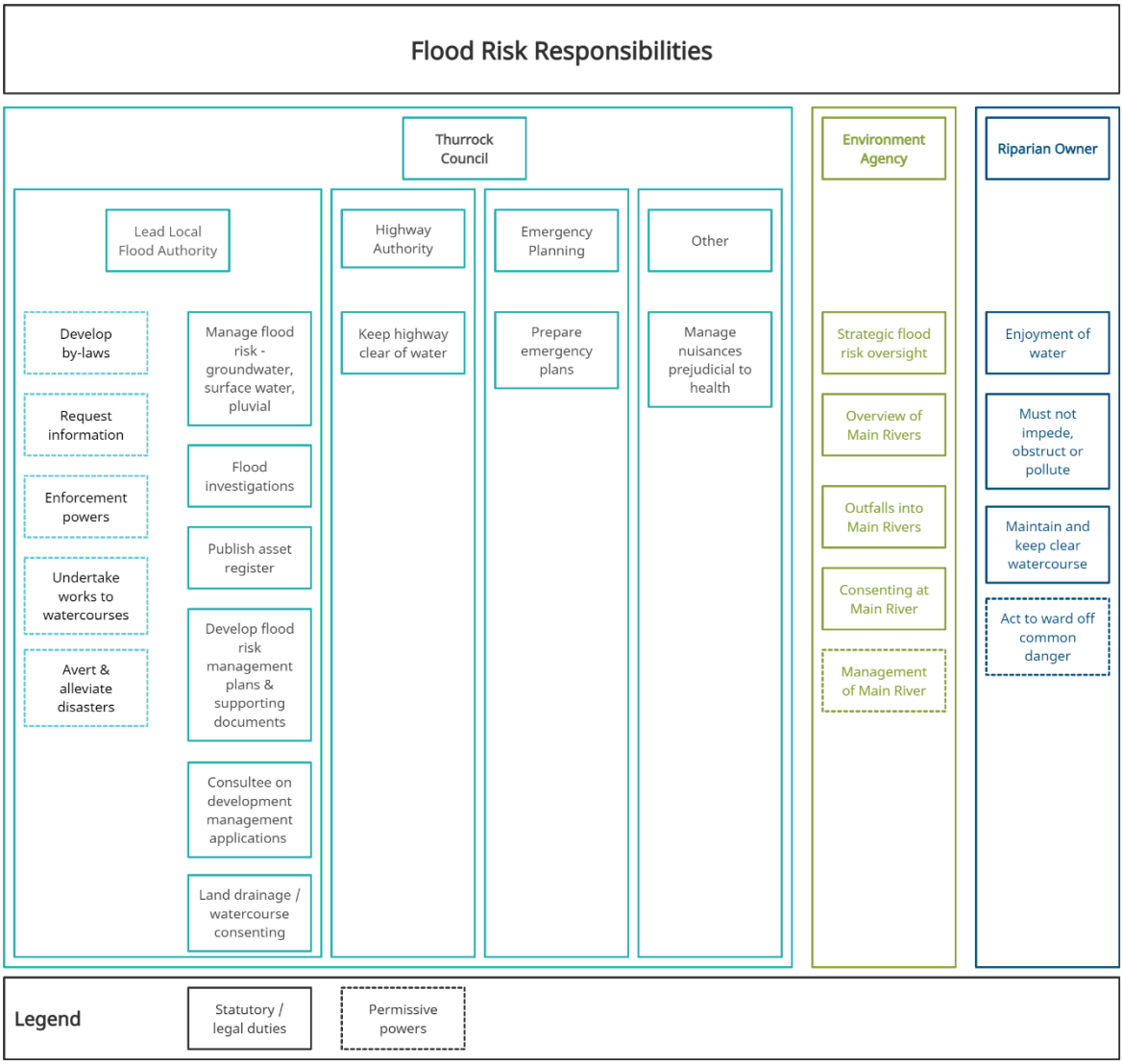
Strategic Transport Manager

Transport Development

Organisational Responsibilities

There are a number of parties who are identified as Risk Management Authorities (RMA) in respect to flood risk within legislation.

The most important of these are the Local Authority, the Environment Agency, the Highway Authority and the water and sewerage companies. Thurrock Council is the designated Risk Management Authority, the Lead Local Flood Authority (LLFA) and the Highway Authority. There are two water company as RMA's – Essex and Suffolk Water is the water provider, and Anglian Water as the sewerage provider. The following chart shows responsibilities of the main parties.



As a Risk Management Authority, Thurrock Council may:

- under permissive powers may undertake works to manage and improve watercourses that are not classified as "Main River" and carry out as necessary any drainage works which are required;

- to develop any by-laws to secure efficient working of the drainage system in the area;
- to manage nuisance watercourses and water bodies which are prejudicial to health; and
- at its own expense to avert and alleviate any emergency or disaster.

As a Unitary Authority, the Council is classified as the Lead Local Authority, where in addition to the above powers, it has a responsibility to:

- manage the risk of flooding from surface water, ground water, and pluvial flooding;
- to require and enforce land owners to undertake works for the maintaining of a watercourse;
- to enter any land to undertake land drainage duties;
- to make a request for information from any person to enable the Council to undertake its flood risk management functions;
- to consent any works undertaken by persons involving the obstruction of flow of a watercourse;
- to determine the criteria, and investigate any incident that meets these criteria involving a flood incident;
- to publish an asset register;
- to develop a flood risk management plan; and
- act as a statutory consultee on planning application in respect to Sustainable Urban Drainage Systems (SuDS).

As the Highway Authority, the Council should:

- ensure all roads, except trunk roads are free from flooding with provision for runoff and
- to drain and prevent water flowing onto the highway.

The Local Authority also has a duty under the Civil Contingencies Act 2004 to:

- Prepare emergency plans.

Ultimately, the Council has a duty to undertake actions to help minimise the risk of flooding and permissive powers to undertake actions, but does not have an obligation to resolve and rectify flooding incidents, or to clear watercourses. These responsibilities primarily sit with land owners and riparian owners to enable the drainage of their own land, and accepting and dealing with flows of water.

The Environment Agency is the body which is designated to have strategic oversight of flood risk management across England. The EA have powers for the management of watercourses classified as “Main River”, but like local authorities, these powers are permissive, and they are not obliged to maintain them. Again, this responsibility sits with riparian owners. Main Rivers are designated by DEFRA, but the EA are not obliged to maintain these. The EA has a responsibility for managing flood risk on main rivers, and to manage their outfall into larger estuaries such as the

Thames (Mucking Sluice, Mardyke Sluice, Worlds End pumping Station, Tilbury Gravity Outfall, etc).

Many responsibilities and rights fall to Riparian owners – those who live or are located next to a natural and in some case artificial watercourse. Under common law, their right is the enjoyment of the water, but they must not impede, obstruct nor pollute the movement of water in the same way it must not be obstructed and impeded for their enjoyment. They must maintain the bed and banks of the watercourse, keeping it free of debris which may be washed into the watercourse or impact on any structure. They must not cause a nuisance, nor wilfully obstruct a watercourse, without consent. Riparian owners are not required under common law to clear any watercourse obstructed through natural causes, but can be required to do so under the Land Drainage Act 1991 and Public Health Act 1936 by the local authority and the EA. A Riparian owner may however turn over water in an extraordinary circumstance without consequence, if the action is to ward off a common danger, and not purely to protect their own property.

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15 September 2021	ITEM: 6
Planning, Transport and Regeneration Overview and Scrutiny Committee	
Procurement of Fuel Cards	
Wards and communities affected: All	**Key Decision:** Key
Report of: Matt Trott, Strategic Lead for Fleet and Logistics	
Accountable Assistant Director: Julie Nelder, Assistant Director Highways Fleet & Logistics	
Accountable Director: Julie Rogers, Director of Public Realm	
This report is Public	

Executive Summary

The Council is required to purchase vehicle fuel, in order to operate our front line services. That includes Refuse, Highways Maintenance, Environment and Grounds Maintenance Services, Enforcement Services, Welfare and Youth Services, ICT and Facilities Management. The current fuel contract was procured in 2016 through the Crown Commercial Services Framework. This was a 4 year contract that was due to end on 1st March 2020, but with the option of extending for a further 2 years. We are now 17 months into this extension.

1. Recommendation(s)

Planning, Transport and Regeneration Overview and Scrutiny Committee are requested to:

1.1 Note the content contained within the report and;

1.2 To provide Cabinet with any relevant observations or recommendations to aid their consideration of this proposed procurement.

2. Introduction and Background

2.1 Our current fleet consists of 156 vehicles, supporting services such as, but not limited to, refuse collection, highways maintenance, street sweeping and grounds maintenance, In addition there are approximately 500 items of plant equipment, including tractors, ride on mowers and hand held power tools. All vehicles and equipment run on standard diesel or petrol and where necessary, ad blue which is a fuel additive required by some vehicle types.

3. Issues, Options and Analysis of Options

3.1 Fuel for all the above currently costs Thurrock Council approximately £900,000 per year.

3.2 There are a number of fuel card suppliers available, some of which are linked with different fuel suppliers and in some cases restricted to certain geographical regions. The Tender process will determine those that enable the most effective and efficient service for the day to day front line operations delivered by the Council.

3.3 Discounted rates for the fuel are not offered. The benefit of tendering a contract is to obtain the best price for the management of the card services, such as accurate purchase records and efficient weekly invoicing. The back office costs to the fuel card suppliers can vary which will make some suppliers more or less competitive than others.

3.4 There are no hidden or unexpected charges with using fuel cards. Each supplier will have an initial charge per card supplied and beyond that there are no charges payable other than for the fuel that is purchased. A contract length of 10 years is therefore preferable to avoid repetition with procurement.

3.5 An alternative method of procuring fuel for large fleets is to bulk buy the fuel and store within the operational depot. This option is not currently viable due to the limited space available in the current depot site. This option also incurs additional expenditure for purchasing / installing the necessary tanks and equipment. The purchase price of the fuel however, would be the same. Therefore, there are no benefits in adopting / moving towards this as a fuel procurement method.

3.6 Whilst there is a long term plan to move away from fossil fuels, this will take a number of years as this will involve numerous external factors along with funding and analyses of options of alternatively powered vehicles available that are fit for each operational use. Until the council is at the point of being able to support alternative fuels or powertrains, fossil fuels in the main, are currently the only option.

4. Reasons for Recommendation

4.1 The services offered by fuel card suppliers enables the Council to efficiently manage and monitor the amount and cost of fuel purchased each year. There are no hidden or unexpected charges with using fuel cards and there is no minimum purchase amount set. There are no charges payable other than for the fuel that is purchased. There is no financial commitment on the total amount of fuel that would be purchased over the life of the contract and as such even though the Tender award would be for 10 years it is anticipated that the use of fossil fuels will be reduced on a yearly basis as the council adopts further zero emission vehicles and infrastructure. Electric and

hydrogen vehicles are currently being developed by most manufacturers as a replacement for the fossil fuel type vehicles currently used to deliver our services. This would be the next fuel type of vehicle that the Council would look to purchase, but we would have to ensure that we have the infrastructure in place to be able to run the vehicles affectively.

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

5.1 This report will be presented to PTR O&S Committee on 15th September 2021 and onto Cabinet on the 13th October 2021.

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

6.1 This procurement supports the delivery of all Council front line services and therefore underpins all of the Council priorities.

7. Implications

7.1 Financial

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

The initial cost of the fuel cards will be met from the Fleet budget and the cost of fuel will continue to be met from existing budgets within the relevant service areas

7.2 Legal

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

The Procurement of Fuel Cards by the Council must comply with the provisions of the Public Contracts Regulations 2015 and the Contract Procedure Rules of the Council. As the proposal is for a 10 years contract, the Council must consider value for money of such procurement given the long duration of the proposed contract including break clauses in any contract with the successful bidder. Legal Services will be on hand to advice on any issues relating to the proposed tender going forward.

7.3 **Diversity and Equality**

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

There are no Diversity and Equality implications associated with this 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):

- Not Applicable

9. Appendices to the report

- None

Report Author:

Matt Trott

Strategic Lead for Fleet and Logistics

Public Realm

15 September 2021	ITEM: 7
Planning, Transport and Regeneration Overview & Scrutiny Committee	
Transport Strategy and Vision Update	
Wards and communities affected: All	**Key Decision:** Key
Report of: Mat Kiely, Transportation Services Strategic Lead	
Accountable Assistant Director: Leigh Nicholson, Assistant Director Planning, Transport and Public Protection	
Accountable Director: Julie Rogers, Director Public Realm	
This report is: Public	

Executive Summary

Following the TTS report presented to PTR O&S in January 2020, this report seeks to update committee members on the progress made in developing the 'Connecting Thurrock Vision' document and the emerging Thurrock Transport Strategy.

This report provides an update on the steps taken to progress internal engagement and develop the long term Connecting Thurrock Vision which informs the emerging TTS. Focusing on the Vision document has enabled a robust approach to be taken on the developing strategy, ensuring that key goals and themes are identified in order to inform the TTS as it evolves.

This report also identifies the next steps and broad timescales for completing a draft of the TTS that can be consulted upon (from November) and approved by the Council.

1.0 Recommendation(s)

1.1 That Planning, Transport and Regeneration Overview & Scrutiny Committee note the progress made in preparing an updated Thurrock Transport Strategy and long term Connecting Thurrock Vision and endorse the approach set out within this report.

2.0 Introduction and Background

2.1 Over the next fifteen years, Thurrock will change on a scale not seen for several generations.

2.2 The Council has therefore taken the decision to develop a long term Vision and Strategy that will set out the approach to ensure our transport network evolves in line with the Council's Local Plan growth aspirations and facilitates investment and planned growth that will benefit Thurrock's existing and future communities.

2.3 The approach to developing the TTS was set out within the previous O&S report and identified how the Transport Development Team will produce a new TTS that is focused on delivering network improvements that will support growth and the need for a changing / adaptive transport network.

2.4 Our approach to developing the TTS has focused on production of the 'Connecting Thurrock Vision' document, which sets out the Council's long term vision for transport in Thurrock and to create a transport system that supports quality of life and health and wellbeing for all people and transforms our transport options and connections to help deliver zero-carbon economic growth.

2.5 The long-term goal is excellent connectivity, innovation, sustainable economic growth and access to opportunity for all.

2.6 This is a chance to rethink the approach to transport and reshape how people travel in and through the borough while facilitating transport investment and planned growth.

2.7 The Transport Strategy will establish a new strategic approach, policies and guidelines and detail how we will make it happen. The Strategy will play an influential role in delivering the Council's overall vision and the priorities set out in the new Local Plan.

2.8 The TTS has progressed with input from colleagues and council departments. Various workshop sessions have been held to ensure cross-department input and opinions are used to help shape the Vision and Strategy.

3.0 Issues, Options and Analysis of Options

A new Transport Strategy

3.1 The Thurrock Transport Strategy 2021/22 to 2036/37 will establish a new strategic approach, policies and guidelines and detail how we will plan for and deliver improvements across the network. The Strategy will play an influential role in delivering the Council's overall vision and the priorities set out in the new Local Plan. The Transport Strategy is in three main parts: A Vision, a Strategy, and an Action/Implementation Plan.

3.2 The Vision has been developed to identify a long term aspirational yet achievable view of what should be considered and what can be delivered to enhance the transport network. The Connecting Thurrock Vision has been developed with input and from colleagues and lead members to ensure a holistic approach.

3.3 We have called our transport vision' 'Connecting Thurrock' to highlight that Thurrock's strategic location does not currently translate into well connected places at the local/district level. Local connections mean everything. Poor connectivity is a barrier to accessing employment for existing communities that rely on public transport. It means economically disadvantaged groups cannot access a full range of local services. The Connecting Thurrock Vision 2050 extract document is attached at Appendix 1.

3.4 The Vision has evolved by identifying ten goals and strategic themes. These are set out below:-

- Goal 1: An accessible and inclusive network - a transport network that is accessible for all.
- Goal 2: Reducing emissions and improving air quality - reducing all transport emissions, Including CO2, nitrous oxide, noise, and particulates.
- Goal 3: Climate change resilience and responsibility – a transport network more adaptable to climate change effects, whilst promoting development travel patterns to minimise and mitigate climate change impacts.
- Goal 4: Health and wellbeing - promoting good physical and mental health and community wellbeing.
- Goal 5: Active travel choices - encouraging more people to walk and cycle.
- Goal 6: Modal shift to public transport - a significant shift from private car use to public transportation for most journeys.
- Goal 7: Safer roads - a feeling of safety and security for all transport network users with no deaths and fewer accidents.
- Goal 8: Facilitating development, growth, and regeneration – transport infrastructure investment to facilitate growth and renewal.
- Goal 9: Sustainable Development - coordinating land use and transport planning to avoid, minimise and mitigate negative economic, social, environmental and climate impacts.
- Goal 10: Managing and maintaining – a well-managed and well maintained network that is reliable, giving people confidence in journey times.

3.5 The above goals translate into the following range of accompanying themes which will provide strategic direction and focus for the TTS and how the Council improves and manages network improvements for the future.

- **Growth and regeneration** - Connecting and integrating growth and regeneration opportunity areas.
- **Modes** - Multi-modal and modal shift.
- **Rail** - Sub-regional rail connectivity for rail passengers and freight.
- **Mass Rapid Transit** - A fully integrated sub-regional Mass Rapid Transit System.
- **River** - River Thames connectivity and breaking down the barrier of the river.
- **Walking and cycling** – walking, cycling and access for mobility impaired.
- **Buses** - An efficient, integrated, and high-quality bus network.
- **Roads** - Planning for multi-modal roads.
- **Lower Thames Crossing** - Securing local benefits and opportunities offered by the Lower Thames Crossing.

3.6 The Vision will guide the second and third parts of the Strategy – the Transport Strategy and Action/Implementation Plan. These will set out how we will coordinate transport investment with our growth and regeneration plans, priority capital programmes and projects, and detail operating and capital budgets.

Growth

3.7 The Transport Vision and Strategy will play a vital role in identifying the transport measures and key infrastructure projects that need to be delivered to support the Council's growth aspirations for new sites for

residential development and employment opportunities. A sound transport system is critical to the success of new housing and jobs and avoids putting additional strain on local transport networks.

3.8 Providing high-quality public transport connections and safe and attractive walking and cycling routes will enable people to choose active and healthy ways to travel while supporting higher-density development. Active Travel options and a Mass Rapid Transit solution are just two examples of vital components which will ensure that the transport network remains free-flowing and offers real sustainable alternatives as the council delivers its growth targets.

3.9 Key pieces of infrastructure will also be needed. The Vision and Transport Strategy will help to identify and prioritise what is needed in terms of infrastructure and major projects. Some will be delivered by the Council, some will be delivered by Highways England or developers. The Transport Vision work has already started to identify what the key pieces of infrastructure are. More work is needed to understand how all of this will be delivered.

Additional progress

3.10 There is also evidence of reasonable progress being made within other work areas that support the emerging Vision and Strategy. Previously we reported on a number of key work areas and documents that would need to be progressed in order to inform the TTS work. A summary update is provided below.

- **Transport Baseline Study –** a baseline study has been prepared to document the existing transport and travel situation in Thurrock. The study will inform the transport planning evidence for the emerging Local Plan. This study focused on accessibility, congestion, safety, pollution & health and affordability.
- **Strategic Model –** a brief has been developed to support appropriate procurement of a strategic transport model.
- **Transport Area / Site Assessments –** brief developed to support the procurement of suitable resource and progress a ‘pilot’ example of what is needed for each of the LP areas.
- **Mass Rapid Transit study –** brief to be developed to enable an MRT study to be progressed.
- **AQ Assessment and Model** – procurement exercise undertaken to gain AQ model support. Appropriate support identified to develop AQ & Health Strategy.
- **Bus Services Improvement Plan (BSIP)** – enhanced partnership option identified and submitted to DfT. The Council is to develop a Bus Service Improvement Plan by the end of October 2021. The BSIP will identify prioritisation of enhancements to bus service provision within the borough.

- **Local Cycling and Walking Investment Plan** – resource identified to produce an LCWIP for the borough. This will identify where cycling and walking infrastructure is needed and will support future funding bids.
- **Flood Risk Management Plan –** the authority has a duty to produce a Flood Risk Management Plan. Thurrock's FRMP identifies the key areas and measures that need to be addressed.
- **Flood and Coast Resilience –** the Council has worked collaboratively with Southend to submit a funding bid for flood resilience. £6m is to be shared across the authorities to address resilience issues.
- **Parking Strategy & Standards –** Parking documents are to be presented to O&S for comment and approval in September.

Next steps and timescale

3.11 The following timescales set out the likely process and dates, which are in part related to the delivery of closely aligned spatial planning and economic growth studies:

Transport Vision

- Draft Transport Vision - July 2021
- Consultation – November 21 – February 22
- Approved and adopted – June 2022

Transport Strategy

- Draft Interim Transport Strategy - November 2021
- Consultation - November 2021 to February 2022
- Transport Strategy Approved and Adopted - June 2022

- **Action/Implementation Plan**
- Draft Action/ Implementation Plan - March 2022
- Stakeholder engagement (engagement throughout the process)
- Draft Action/ Implementation Plan Approved and adopted – June 2022

4.0 Reasons for Recommendation

4.1 It is important that Members are updated on the progress that has been made in developing the Transport Vision and Transport Strategy, which supports and underpins the Council's growth ambitions.

4.2 The information and updates provide a useful high level summary of the work undertaken to date, how it integrates with the emerging Local Plan and the level of work required to draft a TTS document that can be shared for engagement and feedback. Input from this Committee will help to ensure there is ongoing momentum and support for the Vision and Transport Strategy.

5.0 Consultation (including Overview and Scrutiny, if applicable)

5.1 The next step will be to develop a draft Transport Strategy which will be submitted to the Council's consultation portal in due course. Consultation will run for a minimum of 6 weeks, allowing local residents, business and other interested parties to comment. The consultation document will also be promoted to local residents, interest groups and key stakeholders through established meetings, forums and interest groups.

6.0 Impact on corporate policies, priorities, performance and community impact

6.1 The TTS will have an impact upon all communities within Thurrock. Developing a long term TTS which aligns with the Council's emerging Local Plan is vital to making Thurrock a place where people of all ages can work, play, live and stay in a clean environment that everyone has reason to take pride in.

7.0 Implications

7.1 Financial

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

An operational and staffing budget is required to deliver the revised TTS. Funding for this has been identified and applied through the Local Plan funding allocation. If any further funding is needed then either further Local Plan funding or the Transport Development team budget will be used.

7.2 Legal

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

Since this report is essentially an update to Members on progress to date and likely next steps, rather than one recommending any decision, there are no direct legal implications as such. By way of background to the key statutory provisions, the Council, as local transport authority, is required, under the Transport Act 2000, to develop policies, for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its area and carry out its functions so as to implement those policies. These policies and proposals for their implementation must be set out in a Local Transport Plan, in one or more documents, to be prepared by the authority. The authority is required to keep this Plan under review and they may alter or replace it if they consider it appropriate to do so. There are detailed consultation requirements when preparing and reviewing a Plan. The Plan or any alterations to it must take into account relevant Government policy and

have regard to Government guidance on climate change mitigation or adaption and on protection of or improvement to the environment. In due course, as soon as practicable after a new Plan has been prepared or the Plan has been altered, the authority will, amongst other things, need to publish it and send a copy of it to the Secretary of State for Transport.

7.3 **Diversity and Equality**

Implications verified by: **Natalie Smith**
Strategic Lead, Community Development,
Community Development Team

An Equality Impact Assessment will be undertaken for the refreshed TTS.

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):

- Local Plan transport background studies

9. Appendices to the report

- Appendix 1 – Connecting Thurrock Vision 2050 extract

Report Author:

Mat Kiely

Transportation Services Strategic Lead

Transport Development

Thurrock Interim Local Transport Strategy

Connecting Thurrock – Vision 2050

Vision Statement

Outline Draft Vision

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Thurrock Interim Local Transport Strategy

Connecting Thurrock – Vision 2050

Introduction

1 INTRODUCTION AND BACKGROUND

Figure 1 Nine focus areas

1.1 Executive Summary

The challenge

1.1.1 Over the next fifteen years, Thurrock will change on a scale not seen for several generations. There are big plans for new homes and business areas alongside strategies to regenerate existing communities and transform town centres. This is a chance to rethink the approach to transport and reshape how people travel in and through the borough. The aim is to ensure transport investment and planned growth benefit all Thurrock's communities.

A new Transport Strategy

1.1.2 Thurrock Council is currently developing a long-term Transport Strategy. The Strategy will outline how, over the next 25-years, the use and management of the Boroughs transport networks - local and national roads, railways, stations, interchanges, footpaths, and cycleways will change and how connections to and through the borough should be improved.

1.1.3 The Thurrock Transport Strategy 2021/22 to 2036/37 will establish a new strategic approach, policies and guidelines and detail how we will make it happen. The Strategy will play an influential role in delivering the Council's overall vision and the priorities set out in the new Local Plan. The Transport Strategy is in three main parts: A Vision, a Strategy, and an Action/Implementation Plan.

Building upon Thurrock's corporate vision

1.1.4 The Vision and the overall Transport Strategy help to fulfil Thurrock's corporate vision and the three themes:

People – a borough where people of all ages are proud to work and play, live, and stay.

Place – a heritage-rich borough which is ambitious for its future.

Prosperity – a borough which enables everyone to achieve their aspirations.

Transport Vision

1.1.5 We have called our transport vision' **'Connecting Thurrock'** to highlight that Thurrock's strategic location does not currently translate into well-connected places at the local/district level. Local connections mean everything. Poor connectivity is a barrier to accessing employment for existing communities that rely on public transport. It means economically disadvantaged groups cannot access a full range of local services.

1.1.6 This Vision document explains how we will help change how people choose to travel to enhance both transport connectivity and quality of life.

1.1.7 To create a transport system for Thurrock that:

- Is fully inclusive, meeting the social needs of residents;
- Is integrated to provide seamless multi-modal journeys;
- Is accessible for everyone, safe and attractive to use;
- Delivers sustainable community regeneration and growth; and
- Reflects the exceptional circumstances of Thurrock as an international centre for logistics and commercial development.

1.1.8 We will work with our partners to ensure Thurrock has a transport network that ranks alongside the most sustainable and 'liveable' places in the Country. This is an integrated Vision that requires a joined-up approach, drawing together the ten overall goals, a three-fold modal focus and our nine strategic themes.

1.1.9 The Vision will guide the second and third parts of the Strategy - the Transport Strategy and Action/Implementation Plan. These will set out how we will coordinate transport investment with our growth and regeneration plans, priority capital programmes and projects, and detail operating and capital budgets.

Timescale

1.1.10 The first part of the strategy will be a Vision Statement to be published in draft form in the summer of 2021.

1.1.11 The vision comprises our broad aspirations and will provide the basis for developing the Vision's full draft to be published for consultation later this year.

1.1.12 The development of the vision is informed by analysis of transport trends, policy and international best practice including the transport baseline study (by Stantec). The baseline study included early engagement with organisations with an interest in transport in and through Thurrock. Some of the key findings from this engagement process is summarised on the following pages.

Seeking your views

1.1.13 We would like to hear your views on the Connecting Thurrock – Vision 2050 statement. Is this the future for transport in Thurrock that you would like to see?

1.2 Transport Strategy

Current strategy

1.2.1 Thurrock's current Transport Strategy sets out the Councils' transport policies and priorities from 2013 to 2026. However, the Strategy was developed in a very different context from the position today. We need to refresh the Strategy in response to significant new challenges and opportunities, including:

- Revised government housing delivery targets;
- Government transport policy reforms and changing priorities;
- Government planning reforms;
- Changes to sources of government funding;
- The development of a new Local Plan for Thurrock to be adopted in 2023/24;
- The Highways Agency evolving plans and timescale for the implementation of the Lower Thames Crossing;
- A proposed new sub-regional transport body Transport East;
- The continuing effects effect of economic downturns in 2008 and 2020.

1.1.1 These challenges and opportunities have been put into sharp relief by the COVID 19 pandemic.

Updating the transport strategy

1.2.2 Thurrock Council is currently developing a long-term Transport Strategy. The Strategy will outline how, over the next 15-20 years, the use and management of the Boroughs transport networks - local and national roads, railways, stations, interchanges, footpaths, and cycleways will change and how connections to and through the borough should be improved.

1.2.3 The first part of the strategy will be a draft Vision Statement published in draft form in the summer of 2021.

1.2.4 The vision paper provides the background and context, sketches out a first rough version of the visions and introduces each of these in a series of background supporting chapters.

1.2.5 This Vision statement, along with the appendix papers, will provide the basis for developing the complete draft of an Interim Transport Strategy to be published for consultation later this year (Nov 2021).

Figure 2 Transport Strategy format

Structure of the new transport strategy

1.2.6 The structure of the new Thurrock Transport Strategy is a three-part strategy:

- Transport vision
- Transport Strategy
- Action/ implementation plan

Timescales

1.2.7 The following timescales set out the likely process and dates, which are in part related to the delivery of closely aligned spatial planning and economic growth studies:

Transport Vision

- Draft Transport Vision - June 2021
- Consultation - July - September 2021
- Approved and adopted – October 2021

Transport Strategy

- Draft Interim Transport Strategy - November 2021
- Consultation - November 2021 to February 2022
- Transport Strategy Approved and Adopted - June 2022

Action/Implementation Plan

- Draft Action/ Implementation Plan - March 2022
- Stakeholder engagement (engagement throughout the process)
- Draft Action/ Implementation Plan Approved and adopted - June 2022

1.3 Thurrock Council Vision and Priorities

1.3.1 The Connecting Thurrock Vision and the Transport Strategy are based upon and will help fulfil Thurrock's corporate vision and priorities.

Vision

1.3.2 The vision and priorities for Thurrock were adopted by the Council on 31 January 2018.

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

Priorities

1.3.4 Three priorities define the vision:

- **People** – a Borough where people of all ages are proud to work and play, live, and stay.
- **Place** – a heritage-rich Borough that is ambitious for its future.
- **Prosperity** – a Borough that enables everyone to achieve their aspirations.

People – a Borough where people of all ages are proud to work and play, live and stay.

1.3.5 This means:

- 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 and;
- communities are empowered to make choices and be safer and stronger together

Place – a heritage-rich Borough that is ambitious for its future.

1.3.6 This means:

- 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

Prosperity – a Borough that enables everyone to achieve their aspirations.

1.3.7 This means:

- 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

1.3.8 The strategy includes:

- A programme of smarter choices to deliver a modal shift, especially in new housing and employment growth areas.
- Prioritising public transport, walking, and cycling in all new housing and employment growth areas.
- Increasing bus capacity and establishing new routes to main transport interchanges.
- Reallocating road space to sustainable modes of transport including buses, cycles and MRT.
- Reducing the stock of car parking spaces overall and switching extended stay towards short stays to promote sustainable transport at peak times, such as working and school.
- Encouraging a freight modal shift from road to rail and river.

Figure 3 Thurrock vision and priorities

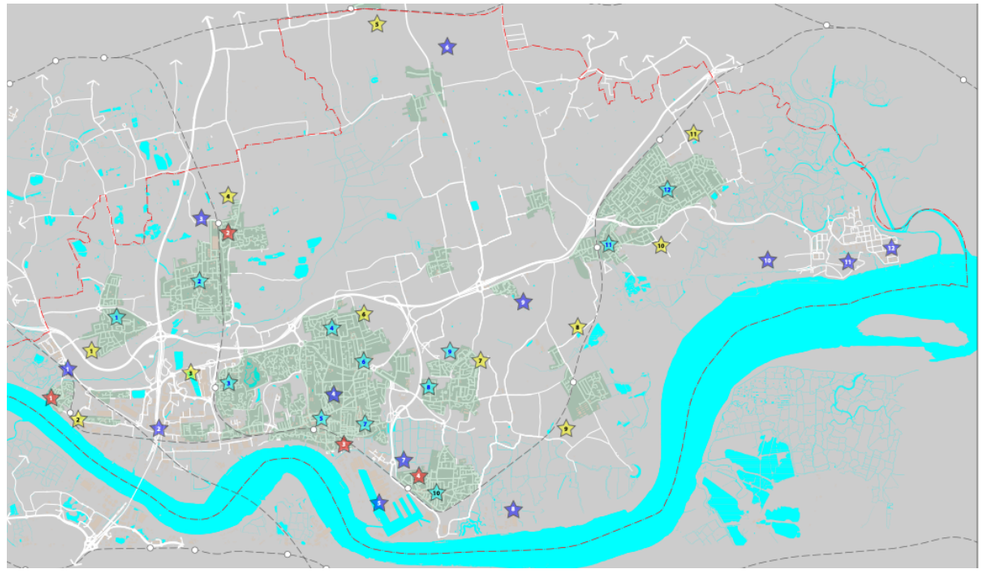


Figure 4 Potential locations for regeneration and growth across Thurrock

TO BE UPDATED

Figure 5 Growth and regeneration showing possible housing growth and key community facilities

1.4 Local Plan

1.4.1 The Transport Vision's starting point is the current Development Plan and the Issues and Options Stage 2 Report prepared as the first stage of the revised plan and the adopted Local Plan.

1.4.2 The Vision builds upon recent Design Charrettes coordinated by the Prince's Foundation and preliminary findings from a series of planning and master planning studies commissioned to help shape and inform the Local Plan's development. These studies identify the potential for growth in urban areas and the Green Belt (policy off position).

1.4.3 The Thurrock Transport Strategy will need to align with the emerging spatial strategy and new development locations to be defined by the new Local Plan including:

- Supporting local, district and town centres.
- Improving access to key services.
- Improving job opportunities.
- Maximising sustainable travel in new developments.

1.4.4 The transport strategy needs to be flexible to influence and support proposals as they are brought forward.

Local Plan studies

1.4.5 The following Local Plan studies are closely related to this Connecting Thurrock Vision study:

- Princes Foundation Design Charettes – December-ongoing 2021
- Draft Housing Site Assessment Report - November 2021
- Climate Change and Energy Strategies - November 2021
- Housing Sites Assessment Report - November 2021
- Sustainability Appraisal - September 2021
- Place Making Strategy - September 2021
- Spatial Vision and Strategy - to be commissioned
- Town Centre Study - to be commissioned
- Urban Typology and Character Study - to be commissioned

1.4.6 This vision study will be followed by the Thurrock Interim Transport Strategy, due in November 2021.

Emerging regeneration and growth opportunities across Thurrock

1.4.7 The Vision is informed by and will help shape the emerging plans for regeneration and growth across the borough. Both the Vision and the transport strategy can help the Local Plan:

- Identify towns and villages that should grow, which sites should be developed and at what density.
- Define the quantity, type and location of new employment uses, particularly port and freight/logistics and the supporting national infrastructure needed to deliver sustainable economic growth.
- Support estate and community regeneration to deliver better access to services, jobs and homes with planned growth founded on bringing benefits to existing places, local people, and communities.
- Provide certainty to port and logistics development plans, especially concerning free ports and emerging border facilities and infrastructure.
- Support the framing of plans and proposals for town and neighbourhood centre transport and public realm improvements to be delivered as part of growth and regeneration strategies.

- Outline the strategic and local infrastructure improvements required to support growth and the regeneration of existing communities.
- Seek to limit new infrastructure's incursion into the Green Belt, including critical gaps between urban areas and settlements.
- Prepare for the impacts of climate change which lies at the heart of the transport strategy, and the challenges related to delivering sustainable travel and movement in Thurrock.
- Improve access to local services, facilities, and employment opportunities,
- Help relieve congestion which hinders the movement of goods and people, by focusing on mode shift and getting a better multi-modal approach for the transport network.
- Examine ways to improve air quality and reduce emissions significantly
- Seek to protect and enhance the critical role played by the River Thames as an economic asset
- Protect and enhance the character and services of existing communities by ensuring centres are accessible by public transport to encourage local trips and not traffic dominated.
- Maximise the local economic, housing and accessibility benefits and mitigate the impacts of the Lower Thames Crossing.

1.4.8 The Local Plan technical studies underway have delivered some early outputs on the emerging regeneration and growth opportunities across Thurrock. Some of these emerging ideas and plans for growth and regeneration have been used to produce this report.

Thurrock Interim Local Transport Strategy

Connecting Thurrock – Vision 2050

Vision

2 TRANSPORT VISION

2.1 Scope and purposes

2.1.1 The Vision comprises the first of a three-part refresh of Thurrock Councils' Transport Strategy. The long-term Vision extends to 2050, whilst the Strategy and Action/Implementation Plan focus on the period from 2022 to 2037.

2.1.2 The refreshed Transport Strategy will sit alongside the new Thurrock Local Plan to determine how ambitious growth will be delivered sustainably.

2.2 Context

2.2.1 Thurrock lies on the north side of the River Thames, only 20 miles east of central London. It is home to one of the largest shopping complexes in Europe at Lakeside and several ports of national significance - importing and exporting goods and services for the whole UK.

2.2.2 Large tracts of the south of the Borough are developed, stretching along the 18-mile frontage to the River Thames. In sharp contrast, around 60% of the Borough is classed as Greenbelt with historic villages surrounded by valuable agricultural and grazing land.

2.3 Accommodating sustainable growth

2.3.1 Thurrock aims to create better places by integrating planning and transport strategies and taking a more sustainable approach. Integrating sustainable transport into planned new developments is key to achieving that outcome. The Transport Strategy and the Local Plan are being developed side by side to enable sustainable growth in housing and jobs.

2.3.2 Thurrock needs to accommodate significant growth and is working towards a future where every resident has a job with 24,500 new jobs planned for the next 20 years. For housing, this equates to a total housing requirement of up to 32,000 new homes in the period to 2038 (standard method and associated guidance set out in the PPG - 1,169 - 1,381 additional dwellings per annum).

2.3.3 The Government is currently consulting on changes to the standard method, which may increase the minimum number of homes that Thurrock will need to accommodate if taken forward in the present form.

2.3.4 There is a more significant growth vision for a million homes in the Lower Thames, linked with London, Kent, and Essex. Thurrock lies at the heart of the Lower Thames - Europe's most extensive regeneration programme.

2.3.5 The association of South Essex Local Authorities (ASELA) are working together to bring forward a joint spatial plan (JSP) for South Essex, which must plan for 97,000 homes over the period to 2038 and has a longer-term vision that extends over the period to 2050 (152,000 homes). Thurrock is considered well placed to take more than its 25% share of new homes in South Essex.

2.3.6 There are significant plans and proposals in the pipeline for the global Ports in Thurrock, including Thames Freeport. The London Gateway deep-sea container port development and further development at Lakeside and Tilbury docks are all highly significant and substantial developments like Tilbury 2 and the London Resort (on the south side of the Thames).

2.4 The Challenge

2.4.1 Thurrock has a diverse range of places and land uses and associated social, economic, transport and environmental challenges. As well as current challenges, Thurrock is undergoing significant changes that include:

- Population increases by around 10% every decade[1] , with predictions estimating an even bigger increase during the most recent ten years from 143,000 in 2011 to about 178,000 at the time of the next census in 2021. Future population estimates from the Office for National Statistics predict that Thurrock's population will have risen to over 209,000 by 2038.[2]
- Very low levels of skills could continue to be a barrier to greater aspirations and generate good job opportunities. Though it has reasonable employment rates, there are insufficient numbers of people in professional or knowledge-based jobs.
- High levels of obesity in key communities will impact adversely on long- term health. Multiple deprivation is high compared to the region, especially in some urban areas, which may harm social wellbeing and create community tensions.
- High numbers of HGVs and high traffic flows on strategic roads negatively impact local air quality, CO2 emissions, and congestion. Growth could well make this worse. The worsening air quality will increase respiratory problems whilst increasing congestion could harm job creation and economic performance., particularly concerning international gateways, such as London Gateway.

[1] Since NOMIS official population data sets first available (1981)

[2] ONS (2019) Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland [online]

- There is generally good accessibility by public transport (although gaps exist) and walking to many services. Still, poor access to further education and hospitals could exacerbate low skills and health issues, the latter being a particular concern with the ageing population. However, many of the new jobs could be away from the main urban areas and less accessible for employment access by non-car means, limiting opportunities for many social groups and failing to deliver equality of opportunity.
- Very low levels of walking and cycling could fuel increasing obesity, so it will be necessary to learn from other places' success in increasing walking and cycling.
- It will be essential to build back better after COVID 19 and increase the use of public transport and walking and cycling to limit traffic growth, especially given forecast increases in congestion and CO2 emissions.
- A pressing need to look further forward in time and address impacts from ageing transportation infrastructure, climate change and system resilience.
- Providing much better transport systems that are more capable of supporting the needs of a growing and changing population.
- Finding better solutions to share highway space as more people and goods travel to, from, and within Thurrock – business as usual is unsustainable and highly likely to worsen traffic congestion, negatively impact street safety, transport service reliability, and the free movement of goods.

2.4.2 The regeneration and growth agenda means that the future transport network will need to be more multi-functional and more multi-modal. The scale of growth anticipated cannot be delivered without significant investment to solve current and future transport infrastructure deficiencies. These transport improvements must also offer benefits and meet the needs of existing Thurrock residents.

2.5 Scope of the vision

2.5.1 The Vision will:

- Describe a high-level vision for future transport in Thurrock.
- Set out a vision for transport in Thurrock up to 2050, identifying what success looks like for different travel types.
- Outline key strategic principles and policies.
- Explain how the various parts of the transport plan (vision; strategy; action/implementation plan) will develop into a whole strategy for sustainable growth and development.
- Highlights broader policy linkages and likely drivers of future travel needs.

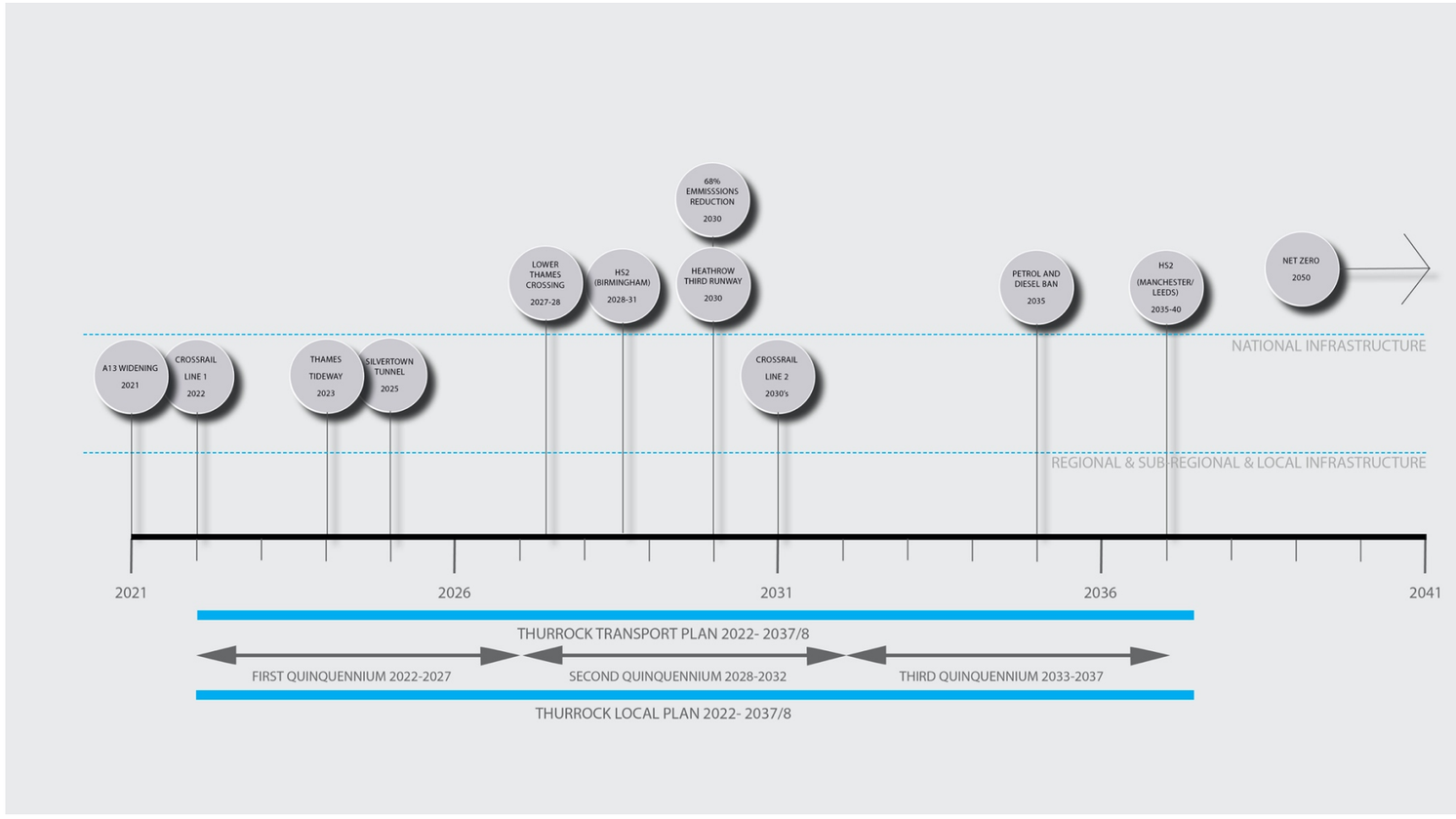


Figure 6 Time horizon

- Include indicative delivery timelines.
- Align with the Council's broader corporate objectives and the views of local communities.
- Refer to (but not try to resolve) emerging spatial options to planned transport infrastructure.
- Support broader sustainable development objectives.
- Align with the published and emerging transport and local plans of neighbouring authorities, county, and regional/sub-regional transport planning bodies.

2.6 Time horizon

2.6.1 Recent national and international changes and challenges (including Brexit and COVID 19) point to further, significant, and sometimes rapid and unpredictable change in the coming years: This creates a pressing need to prepare and deliver transport strategies at pace and to continue to reflect new and emerging challenges and opportunities.

2.6.2 The Connecting Thurrock Vision 2050 is a 30-year vision that sets the approach and direction for the Thurrock Transport Strategy 2021/22-2036/37. The Transport Strategy - Plan outlines projects, programmes, and plans over five years or quinquennium:

- First Quinquennium 2022-2027
- Second Quinquennium 2028-2032
- Third Quinquennium 2033-2037

Regional and national transport event horizon (pre-COVID)

- 2021 - A13 Widening
- 2022 Crossrail Line 1 Opening
- 2023 - Thames Tideway
- 2025 - Silvertown Tunnel
- 2029 - Lower Thames Crossing
- 2028-31 - Hs2 (Birmingham)
- 2030 - 68% Emissions Reduction
- 2030 - Heathrow Third Runway
- 2030's Crossrail Line 2
- 2035 - Petrol and Diesel Ban
- 2035-40 Hs2 (Manchester/Leeds)
- 2050 - Net Zero

2.6.3 The time horizon in the diagram shows the Thurrock Transport Strategy's delivery in the context of planned/committed regional, sub-regional and national infrastructure.

2.7 Scale

2.7.1 The vision ranges across a wide range of scales from neighbourhood to global connectivity. This reflects the strategic nature of Thurrock's international gateways and plans for multi-centred growth and the need to manage change in small villages better. The vision focuses first on the people, communities, urban centres, and business in the Borough today and those who come in the future.

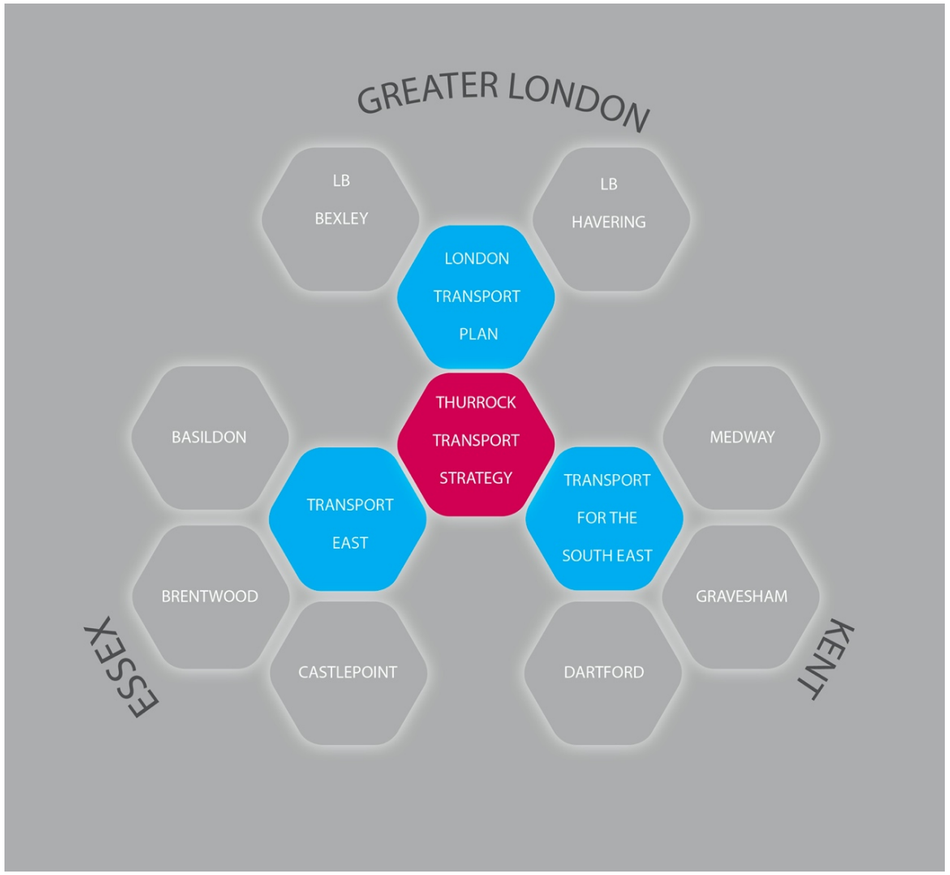


Figure 7 A cooperative approach across adjacent counties

2.7.2 The transport strategy and associated action/implementation programme of projects can be viewed across this range of scales in terms of size and the benefits delivered.

2.8 Partnership working and the duty to cooperate

2.8.1 The vision has been framed on the assumption that all parts of the Transport Strategy (Vision, Strategy, and Action Plan) will be brought forward in close cooperation with adjoining boroughs and counties and sub-regional agencies. The approach will be to work in partnership with both the development and delivery of plans.

Mayor for London - 'London Transport Strategy'

- LB Bexley
- LB Havering

Essex County Council and 'Transport East'

- Basildon
- Brentwood
- Castlepoint

Kent County Council and 'Transport for the South East'

- Dartford
- Gravesham
- Medway

2.8.2 Examining neighbouring authority Local Plans and transport strategies shows the scale of growth across boundaries, the distribution of development and the likely required infrastructure improvements.

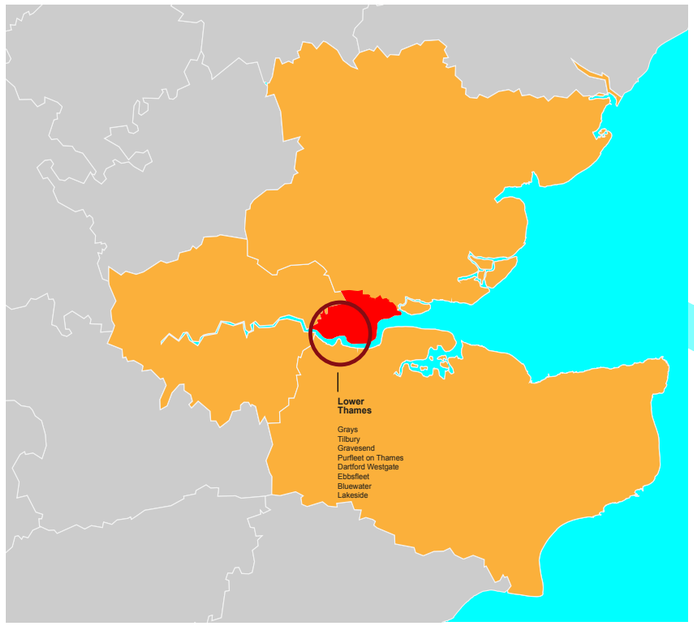


Figure 8 A core area of towns with better connectivity between each other

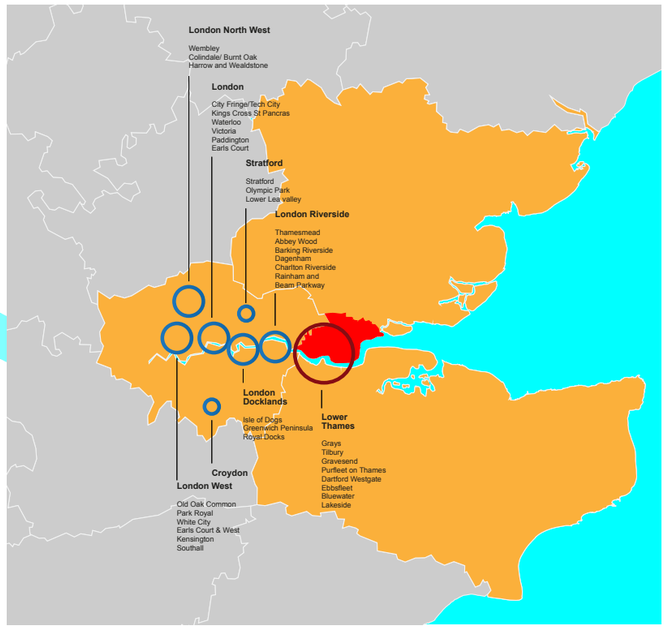


Figure 9 Coordinated strategy with London's Opportunity Areas

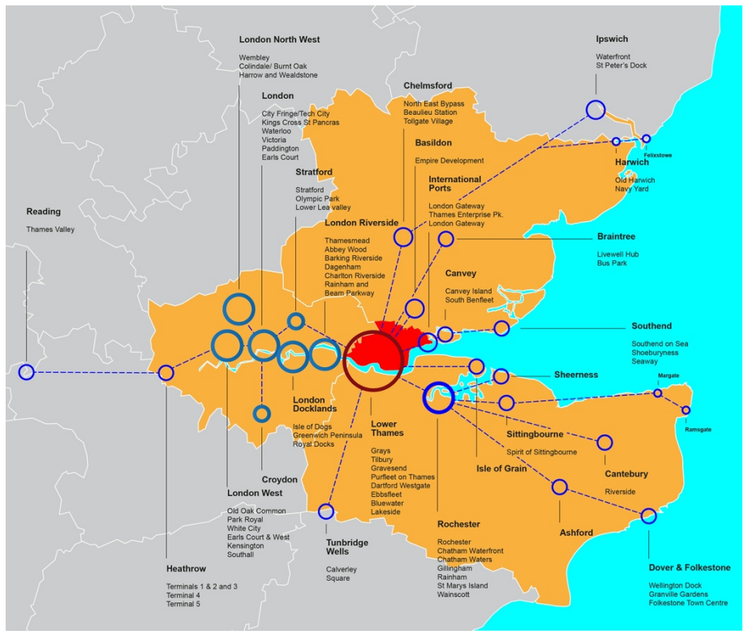


Figure 10 An integrated and connected strategy across the Lower Thames

2.9 An integrated transport strategy coordinated across the Lower Thames

2.9.1 The Thurrock Transport Strategy will require cross-boundary infrastructure planning and delivery that involves identifying, funding, and phasing strategic and local infrastructure provision to support growth across the area.

2.9.2 The Connecting Thurrock Vision is an integrated strategy coordinated across the Lower Thames.

2.9.3 The Vision is for a joined-up approach to transport and development planning that consist of a core area of towns in and around Thurrock.

2.9.4 The Vision is to make better connections with these towns and seek an area-wide approach to transport investment and funding for significant regeneration and growth projects.

2.9.5 The towns defined in the Vision are Grays, Tilbury, Gravesend, Purfleet on Thames, Dartford, Ebbsfleet, Bluewater and Lakeside.

2.9.6 An integrated, area-wide strategy requires cross-boundary working to develop transport network connections between strategic centres. Cooperation is needed to define the scale, distribution and phasing of land development and the major transport schemes required to deliver strategic growth in the Lower Thames. This Vision should be further developed in partnership with neighbouring boroughs and transport bodies.

2.10 Lower Thames City Sub-region

2.10.1 The Lower Thames city sub-region puts Thurrock, our close neighbours and associated towns front and centre of regeneration and growth to 2050. It is a vision geared towards working together on joint plans for urban growth and the development of highly connected town and local centres.

2.10.2 Acting as a core sub-region gives a significant opportunity to coordinate future transport projects with inner and outer east London's Opportunity Areas: Isle of Dogs; Greenwich Peninsula; Royal Docks; Thamesmead; Abbey Wood; Barking Riverside; Dagenham; Charlton Riverside; Rainham and Beam Parkway; Stratford/ Olympic Park and the Lower Lea Valley.

2.10.3 This core region can also build strong connections with regeneration and growth plans in centres across Essex and Kent and through Central London to the Thames Valley in the west. Better connectivity can also be planned for access to Heathrow and Gatwick Airports and major Ports for both people, goods, and trade.

2.11 Vision

2.11.1 The vision is set out in four parts:

Vision statements - A concise statement of Thurrock's hopes and expectations.

Goals - Ten interconnected goals - that overlap with each other. The goals should be seen as benchmarks against which projects and programmes of transport infrastructure can be judged. The goals apply to remodelling existing roads, bridges and other assets and providing new infrastructure to support growth and regeneration. The goals will guide the development of the following stages of the Transport Strategy/Implementation Plan.

Strategic focus areas- Nine strategic focus areas – these are foundations for developing the Transport Strategy. Each strategic focus has a background story and is a visioning exercise in its own right.

Vision 2050 Diagram – An abstract diagram illustrating potential transport connections, interchanges, development, and regeneration by 2050.

2.12 Vision Statement

2.12.1 The vision is to create a transport system for Thurrock that improves the quality of life for all people. Over the next 30 years, we want to transform our transport connections to help deliver zero-carbon economic growth. The Connecting Thurrock Vision is to create a transport system that:

- Is fully inclusive, meeting the social needs of residents;
- Is integrated to provide seamless multi-modal journeys;
- Is accessible for everyone, safe and attractive to use;
- Delivers sustainable community regeneration and growth; and
- Reflects the exceptional circumstances of Thurrock as an international centre for logistics and commercial development.

2.12.2 The long-term goal is excellent connectivity, innovation, sustainable economic growth and access to opportunity for all.

2.12.3 The Vision is built on a set of ten goals, nine focus areas and an abstract spatial transport diagram to illustrative systems - parts and the whole.

2.13 Goals

2.13.1 The Vision is based on ten goals.

Goal 1: An accessible and inclusive network - a transport network that is accessible for all.

Goal 2: Reducing emission and improving air quality- reducing all transport emissions, including CO2, nitrous oxide, noise, and particulates.

Goal 3: Climate change resilience and responsibility – a transport network more adaptable to climate change effects whilst promoting development travel patterns to minimise and mitigate climate change impacts.

Goal 4: Health and wellbeing - promoting good physical and mental health and community wellbeing.

Goal 5: Active travel choices- encouraging more people to walk and cycle.

Goal 6: Modal shift to public transport- a significant shift from private car use to public transportation for most journeys.

Goal 7: Safer roads - a feeling of safety and security for all transport network users with no deaths and fewer accidents.

Goal 8: Facilitating development, growth, and regeneration - transport infrastructure investment to facilitate growth and renewal.

Goal 9: Sustainable Development - coordinating land use and transport planning to avoid, minimise and mitigate negative economic, social, environmental and climate impacts.

Goal 10: Managing and maintaining- A well-managed and well-maintained network that is reliable, giving people confidence in journey times.

2.14 Strategic Focus

The Vision comprises nine strategic focus areas.

Growth and regeneration - Connecting and integrating growth and regeneration opportunity areas.

Modes - Multi-modal and modal shift.

Rail - Sub-regional rail connectivity for rail passengers and freight.

Mass Rapid Transit - A fully integrated sub-regional Mass Rapid Transit System.

River -River Thames connectivity and breaking down the barrier of the River.

Walking and cycling - walking and cycling and access for mobility impaired.

Buses - An efficient, integrated, and high-quality bus network.

Roads - Planning for Multi-modal Roads.

Lower Thames Crossing - Securing local benefits and opportunities offered by the Lower Thames Crossing.

2.14.1 Each strategic focus is summarised in Section 2.16 below and described in more detail in Chapters 3-11.

2.15 Goals

2.15.1 Ten broad goals define Thurrock's vision for transport that will guide its realisation.

Goal 1: An accessible and inclusive network - a transport network that is accessible for all.

2.15.2 Thurrock's vision is of an inclusive, accessible, and affordable transport network available for all people.

2.15.3 An accessible and inclusive network will offer better access to employment and educational opportunities, and other vital services, particularly to those in disadvantaged groups or areas.

2.15.4 The thrust of the accessibility strategy will be to improve accessibility by walking, cycling and public transport to vital services and facilities, especially further education, employment, and hospitals.

2.15.5 The priority will be to deliver these accessibility improvements where deprivation is most apparent and significant growth can be delivered sustainably.

Goal 2: Reducing emission and improving air quality- reducing all transport emission, including CO2, nitrous oxide, noise, and particulates.

2.15.6 Improving air quality and reducing emissions will be achieved by minimising traffic growth, promoting low-carbon/carbon-free vehicles, and encouraging a modal shift towards public transport, walking and cycling.

2.15.7 Future improvements will reduce emissions from transport with measures that reduce greenhouse gas and air pollution emissions prioritised.

2.15.8 Air Quality Action Plans will be developed and implemented for all Air Quality Management Areas to ensure that road safety and congestion schemes, particularly in Air Quality Management Areas, do not increase vehicle emissions.

2.15.9 Efforts will focus upon mitigating the adverse impacts of freight operations by reducing emissions from Heavy Goods Vehicles in Thurrock and encouraging rail and water freight where feasible.

2.15.10 A targeted programme to improve air quality, reduce emissions from transport overall and address climate change focused on reducing the need to travel; encouraging a modal shift to more sustainable modes of transportation, such as public transport, walking and cycling; lowering emissions from residual sources, and reducing vulnerability to climate change.

Goal 3: Climate change resilience and responsibility

2.15.11 To contribute towards the mitigation of climate change and reduce the vulnerability of the transport network to climate change impacts, whilst also protecting human health from the adverse effects of air pollution.

2.15.12 A resilient transport network that will be better able to withstand unexpected events, exceptional demand, severe weather conditions and adaptive to climate change effects.

2.15.13 Environmentally sustainable development and travel patterns that will help reduce climate change impacts. Thurrock should help to lead the transport decarbonisation agenda through technology, low emissions, better quality streets and connections to green and blue networks.

2.15.14 When undertaking transport improvements, including maintenance schemes, the Council will integrate climate change adaptation measures into the design to ensure that the transport network's vulnerability is minimised.

Goal 4: Health and wellbeing

2.15.15 Transport can deliver positive health, inclusion and environmental outcomes if adequately integrated with broader plans and policies - the health and wellbeing strategy is key in this area.

2.15.16 Thurrock's future transport network will be designed to promote good physical and mental health and community wellbeing. The key method will be to encourage walking and cycling for all local journeys.

2.15.17 Encouraging active travel choices will increase walking and cycling levels, minimise noise and air pollution, open up access to open spaces and the 'Greengrid' and 'Bluegrid'.

2.15.18 Improving ease of access to health and welfare services - including mental health services.

Goal 5: Active travel choices- encouraging more people to walk and cycle

2.15.19 Encouraging walking and cycling for all local journeys will deliver health benefits.

2.15.20 This goal is related to the 'Walking and Cycling strategic focus area and is considered in more detail in Chapter 8, Walking and Cycling'.

Goal 6: Modal shift to public transport- a significant shift from private car use to public transport.

2.15.21 Thurrock's future transport system's success and the key to reducing congestion is reducing dependency on cars in favour of increased walking, cycling, and public transport use. A shift away from car use combined with encouraging more people to use public transport for most or all their journey will help address health problems, reduce inactivity, cleaning up the air and reducing the blight of road danger.

2.15.22 It will limit the Borough's contribution to climate change and help develop attractive local high streets where people are prioritised over cars.

2.15.23 The demand for travel in Thurrock will be managed by encouraging sustainable development patterns, public transport use, walking and cycling.

2.15.24 Integrated public transport networks, widening travel choices, offering seamless transfer between modes and services with integrated fares, ticketing, and information.

2.15.25 The strategy will be to deliver a targeted programme of measures to reduce the need to travel. The purpose is to encourage a modal shift to more sustainable modes of transport such as walking and cycling, particularly in the urban areas, and improve the efficiency of the transport network, significantly increasing the capacity of routes providing access to key strategic economic hubs. Improving accessibility by public transport, walking and cycling, and improving the safety of these modes (see road safety) provides a solid basis for delivering measures that will encourage modal shift.

2.15.26 Increasing public transport patronage depends on improved bus satisfaction and new travel choices, such as MRT and new rail services and stations.

2.15.27 This goal is related to the growth and 'Multi-modal and Modal Shift' strategic focus area and is considered in more detail in Chapter 3 ', Modes'.

Goal 7: Safer roads - no deaths, fewer accidents, a feeling of safety and security for all transport network users.

2.15.28 Reducing road accidents and eliminating deaths are vital in creating a sense of safety and security for all road users.

2.15.29 The Safer Roads strategy will aim to reduce casualties, especially the more severe casualties. Road safety measures cover four main areas child pedestrians, cycle safety, driver improvement and safe journeys to school.

2.15.30 Measures within School Travel Plans that will improve road safety and/or school children's health will be prioritised.

2.15.31 The Council will improve pedestrians and cyclists' road safety and aim to mitigate safety concerns that currently act as barriers to using these modes. This will support accessibility by, and modal shift to, walking and cycling. Priority will be given to improving the overall safety of roads in disadvantaged communities and areas around schools, colleges and major employment sites. Road safety measures will be fully integrated into other transport improvements, and widespread 20mph zones will be implemented in those residential areas where the local community supports the measure.

2.15.32 A high priority will be given to implementing accident remedial schemes at locations and along specific stretches of road where there are clusters of accidents resulting in deaths or serious injuries. The number of killed or seriously injured casualties recorded in recent years, and likely to be prevented in future years, will be used to help further prioritise these road safety interventions. Education, training, and publicity measures will improve road safety, focusing on improving the road safety of vulnerable road users, especially pedestrians and cyclists, reducing dangerous traffic speeds, and reducing drink driving. The Council will also provide expertise to the police to help with enforcement on critical issues, such as drink driving.

Goal 8: Facilitating development, growth, and regeneration - Transport infrastructure investment to facilitate growth and regeneration

2.15.33 Transport infrastructure investment is essential to deliver better opportunities for Thurrock's residents and employees from regeneration and new homes and business opportunities for all.

2.15.34 The transport strategy will be developed to help support physical, social and economic regeneration. The focus will be on the regeneration strategies emerging for Purfleet, Grays and Tilbury and Estate regeneration and Housing plans that will come forward over the short, medium and longer term. The emphasis of the approach to social regeneration will be on access to services and opportunities and access to employment, education, and health care. Access to further education is especially critical given the low levels of skills and qualifications and the need to provide the knowledge sector skills. The priority will be to target those residents and communities facing disadvantage.

2.15.35 This goal is related to the growth and 'Regeneration and Growth' strategic focus area considered in more detail in Chapter 3 ', Regeneration and Growth'.

Figure 11 Vision goals

Goal 9: Sustainable Development - coordinating land use and transport planning to avoid, minimise and mitigate negative social, environmental and climate change impacts.

2.15.36 Thurrock's future vision is for a coordinated and integrated approach to land use and transport planning to avoid, minimise and mitigate negative social, environmental and climate impacts.

2.15.37 Reducing congestion and delay is key to promoting sustainable economic regeneration and growth. Encouragement will therefore be given to transport solutions that reduce greenhouse gas emissions, reduce congestion.

2.15.38 Improving connectivity and accessibility for isolated communities is key to promoting the social regeneration of Thurrock's communities. The transport system needs to be balanced in favour of sustainable transport modes by giving people a real choice about travelling.

2.15.39 Transport has a vital role to play in facilitating sustainable development, particularly for new homes and jobs. Investment should be guided towards locations that can support the development of a sustainable transport network.

Goal 10: Managing and maintaining - a better managed and well-maintained network

2.15.40 A better-maintained network will be a safer system with fewer accidents, less disruption and fewer delays and less need for unplanned works.

2.15.41 A coordinated and costed asset management and maintenance programme will result in a systematic approach to repairs and maintenance that anticipates problems arising from degradation.

2.15.42 A more reliable transport network will give people confidence in journey times and quality of roads and public transport systems.

2.16 Strategic Focus

2.16.1 The Vision comprises a series of strategic focuses as a basis to develop the transport strategy and implementation/action plan. Each strategic focus has a background story and is a visioning exercise in its own right.

2.16.2 The Strategic focuses are described below and in greater detail in the following chapters (3-11).

Vision 1: Connecting and integrating growth and regeneration opportunity areas

2.16.3 The vision for connecting and integrating growth and regeneration opportunity areas includes housing, business and employment, freight and logistics and small and larger urban centres.

2.16.4 Good quality connectivity and accessibility are essential in creating sustainable, well-functioning and liveable communities. The challenge of integrating land use transport plans is to ensure high-quality public transport networks serve housing development and regeneration lands. Underlying planned estate and community regeneration is the need to deliver better access to services, jobs, and homes.

2.16.5 Both strategic and local infrastructure improvements are required to support the growth and regeneration of town centres, village cores, district and local centres, shopping parades, and large-scale retail centres such as Lakeside. The foundations for the revitalisation of Thurrock's urban centres will be creating better-connected places that are walkable and cycle-friendly, and easy to access by public transport.

2.16.6 High-quality transport connectivity underlies Thurrock's current and future reputation as a dynamic and competitive borough, attractive to foreign direct investment and responsive to business needs. Future transport infrastructure investment needs to meet community and business expectations to support and encourage growth and development.

2.16.7 There will still be a need for local vehicle access with efficient servicing and parking - key to Thurrock's urban centres' economic competitiveness. The challenge will be to protect and enhance the environmental character and range of services available to local communities and making places that are not traffic dominated.

Vision2: Multi-modal and mode shift

2.16.8 Thurrock's transport vision is not a mode-by-mode strategy. The Vision focuses instead on developing an integrated, sustainable, and well-coordinated transport system that supports a wide range of different travel needs and encourages people to make better travel choices.

Figure 12 Nine strategic focus areas

2.16.9 We call this a future for an integrated multi-modal transport network. The integrated, multi-modal network will be achieved by focusing upon principles, strategy objectives and themes that apply to - and cut across - individual travel modes. The goal is a more multi-modal network with increased capacity and quality for walking, cycling, and using public transport and a modal shift to help support growing places.

2.16.10 The vision is for a sustainable and well-connected transport system that supports a wide range of travel needs, reducing car dependency in favour of walking, cycling, and using public transport. This vision is built around two wrapped together concepts- 'Multi-modal' and 'Modal Shift'.

- 'Multi-modal' – widening the choice of ways to move around Thurrock.
- 'Modal shift' – encouraging people to choose sustainable travel modes.

2.16.11 A vision for movement in Thurrock requires building up more multi-modal systems, with better connectivity between these systems and places - both inside and outside the Borough. This multi-modal approach applies to i) the walking and cycling network, ii) the road network, and iii) the public transport network.

2.16.12 Modal shift means more people using all of these networks, and it means a necessary increase in capacity and quality across all three networks. For the road network, this means adding more multi-modal functions to support a shift to walking, cycling, and using public transport.

Vision 3: Sub-regional rail connectivity for passengers and freight

2.16.13 The overall rail vision encompasses wider area capacity and connectivity, Thurrock rail capacity and connectivity, and the rail stations in Thurrock. The vision sees Thurrock benefit from better rail transport connections – residents, businesses, workers, students, school children, and visitors will benefit from improved local, national, and international connections.

2.16.14 Rail connections need to be made much stronger if Thurrock is to support a significant increase in planned economic growth and realise the Borough's full potential as an important economic hub. The vision is one of new, direct connections to places in Essex, Kent, the West End, north, south, and west London. The proposed strategic approach to realising the vision and goals is five-fold:

- Multi-modal- mixed modality – combining multiple rail-based modes operated as a single integrated transport system.
- Increase capacity - essential to support the delivery of new homes and jobs and to improve public transport accessibility to and through Thurrock.
- Better connectivity - strengthening connections to London, Essex and Kent neighbours and the growing places of Thurrock- new communities, employment areas and mixed-urban centres.
- Promote station interchange – new/enhanced stations and interchanges to act as a catalyst to regenerate existing places, and enable residential intensification, new uses, and other new development.
- Tackle freight bottlenecks – releasing rail capacity bottlenecks in north London, to consider wider connectivity including cross-Thames and options for level crossings to help provide more train paths.

2.16.15 The new sub-regional rail network and stations need to be fully integrated into a borough-wide public transport network to provide seamless multi-modal journeys.

Vision 4: A fully integrated sub-regional Mass Rapid Transit System

2.16.16 The vision is for a new, direct, high capacity and fast transport system to connect across the Borough and serve outer East London, North Kent, South Essex, and east to Canvey Island. The system sits somewhere between a conventional bus network and a railway. We have termed this MRT or 'Metro'. The overall vision is five-fold:

- Extending rapid transit across the River Thames, Mardyke and Holehaven Creek.
- A multi-modal approach – a mixed MRT network that integrates urban/light rail, tram, high-speed buses.
- A staged approach – with a high-speed bus network developed first.
- Connecting through and around areas where buses are affected by congestion.
- Connected to and through areas and communities detached from the existing rail network (both away from main lines, between main stops, missing rail connections, using freight lines etc.)
- Interchange points with high-quality facilities and place-making related functions

2.16.17 The vision will bring benefits to Thurrock and our neighbours – so that residents, businesses, workers, learners, and visitors will significantly gain improved local, national and international connections.

2.16.18 The MRT concept to be developed is for a hybrid system either as an off-road rail-based MRT (such as Docklands Light Railway) or road running trams (such as Croydon Tram) and/or possibly off-line high-speed bus corridors (such Metrobus). The system will need to link to points outside the Borough. This will involve crossing rivers, straits, and marches to the east, south and west. Several possible main crossing points should be considered to see if they are feasible, viable in financial and economic terms and implementable.

Vision 5: River Thames Connectivity and Breaking down the barrier of the River

2.16.19 The vision for Thurrock's is a strengthening of the River as a transport artery with enhanced connections to the broader transport network. This will allow new, direct links to places in central London, East London, Essex, and Kent and support new communities, employment areas, and mixed-urban centres. The vision is based on a need for much stronger cross-river connections across all transport modes. Current planning is focused on increasing road capacity through new crossings. However, Thurrock's future growth potential will not be fully realised without new and better public transport connections (bus, MRT and rail) and walking-cycling connections. The overall river vision is five-fold:

- North-south cross-river connectivity- increasingly connected.
- Thames tributary connectivity (Mardyke River and Holehaven/Vange Creek).
- Multi-modal crossings (including public transport links and reallocating existing/planned space).
- West-east river connectivity and increased capacity.
- Connecting directly to the riverside strip.

2.16.20 The vision for breaking down the barrier of the River involves delivering the opportunity for the development of a fast riverboat network. Associated with these new services will be new infrastructures to include new and improved piers along both sides of the River that connect with road/rail interchanges and related to significant regeneration and growth projects. It also involves new/improved river crossings to act as a catalyst to regenerate riverside neighbourhoods and enable urban centre residential intensification, employment and other new development. The new cross-river connections need to be fully integrated with local transport networks along the Thurrock riverside, including new stations and interchanges to immediately serve the housing and employment growth areas along the northern riverbank.

Vision 6: Walking and cycling

2.16.21 The vision for Thurrock is a place where walking and riding a bicycle is always safe and convenient for everyone and where active travel is the top choice for recreation and everyday trips to shops, school, college or work.

2.16.22 The vision is for bold ideas for new connections and enhancement of existing routes - deliverable projects that will get more people to choose walking or cycling and to be able to so safely, confidently, and knowledgeably with great wayfinding systems. At a strategic level, our approach is guided by several key layers:

- Accessibility for all - to improve accessibility for walking and cycling and the mobility-impaired, especially to access education, employment, healthcare, and open spaces
- Modal shift – an integrated, sustainable, and well-coordinated transport system that supports a wide range of different travel needs, reducing dependency on cars and favouring increased walking, cycling and public transport use.
- 'Greengrid' – enhanced existing and new connections as part of the green space network weaving through Thurrock as a network of interlinked, multi-purpose open and green spaces.
- 'Bluegrid' - enhanced and new connections as part of the Bluegrid of rivers, streams and other water bodies define that define the edges and weave through Thurrock.
- Creating gaps around the edges of urban areas - a comprehensive network of on and off-road walking and cycling routes to connect into and through the heart of each community or business district.
- Reducing severance – breaking down the barriers caused by rivers, roads and railways for new/enhanced bridges, underpasses, and paths alongside the major physical edges/boundaries between places.
- Fixing missing links - great potential to create new and improved connections between new and existing communities and main interchange hubs and major movement corridors
- Multi-modal roads - sharing the space in the road and looking at how existing and new streets can be made more friendly and safer for walkers and cyclists
- More and better walking and cycling facilities - an array of new facilities that can serve walkers and cyclists from wayfinding systems, bike share schemes, secure cycle storage, water fountains and benches to rest along the way.

2.16.23 The approach is to promote walking bicycling to improve our communities' health, vitality, and happiness. The projects that will deliver the vision involve physical infrastructure changes and public health measures, including behavioural change initiatives.

2.16.24 The vision's priority is to deliver accessibility improvements where deprivation is most apparent to help tackle social exclusion and promote equality of opportunity.

Vision 7: An efficient, integrated, and high-quality bus network

2.16.25 The vision for Thurrock is for high-quality bus services that offer faster, more reliable, accessible, comfortable, and convenient travel integrated with and complementing rail, walking and cycling networks.

2.16.26 Most public transport journeys in Thurrock are by bus. The future development of the rail and MRT networks and the promotion of cycling and walking are unlikely to change the importance of the bus network in keeping Thurrock moving, helping people to get to work, the local shops, or the library. The overall vision is four-fold:

- A transformation in the overall quality of services and infrastructure
- Interchange and integration – bus to bus; bus to rail; bus to riverboat and bus to MRT
- New routes and connections – to match growth from development and regeneration
- Improving existing routes and journeys – increase frequencies, reliability, and travel time

2.16.27 An enhanced bus network including increased priority, new links, and capacity to serve growing places. The return to growth in bus journeys will place significant capacity pressure on local passenger bus services underlining the pressing need to market bus travel that is affordable, clean and with flexible ticketing.

2.16.28 Bus travel priorities also include facilitating public transport movement between Thurrock and the other regional transport nodes by tackling congestion along the key bus routes, improving interchange between modes and a new bus-based rapid transit links.

Vision 8: Multi-modal Roads

2.16.29 Quality roads are fundamental to Thurrock's future success. They will continue to make it possible for people to travel for work and leisure and for businesses to move goods and materials. The road network will remain the backbone of our transport system, carrying passenger journeys and freight, keeping the population connected and the economy flowing.

2.16.30 Thurrock's vision is to transform our road network, the experience of driving on them and the environmental place quality of the neighbourhoods and landscape through which roads pass. Their transformation should facilitate economic regeneration and growth, sustainably serving new housing and addressing the strategic imperatives of climate change. Our vision is for smooth, safe, and reliable motoring, more sustainable roads, and the adoption of cutting-edge technologies.

2.16.31 'Multi-Modal Roads' provides an overarching framework for all streets and roads in Thurrock. It is about making our streets easier to get around - and heathier and pleasant to be in or near, while achieving our ambition for most journeys in Thurrock to be made by walking, cycling and public transport.

2.16.32 Multi-modal roads refer to different types of road and the different ways roads are used. There is no single solution to improving Thurrock's roads because they have different roles. Many of them also change in character throughout the day, across the week and along their length – at school drop off and pick up times, for example, or at times of the day when goods are being delivered to businesses.

2.16.33 Better connectivity is vital, with the emphasis on modal connectivity and interchange. Multi-modal roads provide the capacity to enable new housing and business developments, encourage trade, and attract inward investment into Thurrock.

2.16.34 The proposition is to design streets to be equitable and inclusive, serving diverse users' needs and functions with particular attention to people with physical and mental disabilities, older people, and children. Regardless of income, gender, culture, or language, whether one is moving or stationary, roads must always put people first.

2.16.35 The strategy for multi-modal roads will define road qualities for street types and become part of an efficient, well-managed and well-maintained network with low levels of disruption from new road building, maintenance, and repair.

2.16.36 The principle is for multi-modal roads to be 'better neighbours' to the places through which they pass, e.g., places for people, healthy streets, landscape enhancement, a net gain in biodiversity. An effective strategic road network can also be a 'Locally sensitive network'.

2.16.37 The goal is also for sustainability, green infrastructure, resilience – roads that connect green infrastructure and include sustainable drainage measures. Thurrock's future multi-modal streets will be more resilient and climate-responsive whilst embracing technological developments. This means new mobility - automated driving, connected transport systems and networks, electric vehicles, and infrastructure for shared use.

Vision 9: Securing local benefits and opportunities offered by the Lower Thames Crossing

2.16.38 The Council strongly opposes the proposed Lower Thames Crossing (LTC) and has raised numerous concerns with Highways England on the construction and longer-term impacts of the new crossing.

2.16.39 The main reasons that Thurrock Council oppose the Lower Thames Crossing are that the local benefits are too few and the impacts too great and insufficiently mitigated.

2.16.40 Nevertheless, the Council is committed to working with Highways England to ensure a complete mitigation package comes forward in parallel with the LTC scheme and designed to limit harm to the Borough's interests.

2.16.41 The Council has identified areas where the LTC Scheme will cause harm within the Thurrock which includes restricted access onto the LTC from local roads so that LTC benefits long-distance travellers and not Thurrock residents; traffic impacts on local roads and at A13 junctions; homes lost and blighted and development land lost leading to long-term disruption of Thurrock's economic growth and development ambitions; severance across the Borough with public rights of way severed and diverted; negative impacts to health and wellbeing as a result of air and noise pollution; major construction impacts on local communities; and increasing greenhouse gas and carbon emissions.

2.16.42 The alignment and design of LTC is the responsibility of Highways England. The decision whether to construct the new tunnel and road lies with the Government. The current position is that the scheme (the Development Consent Order) was withdrawn on 20th November 2020. Should the scheme proceed, Thurrock Council's goals are to:

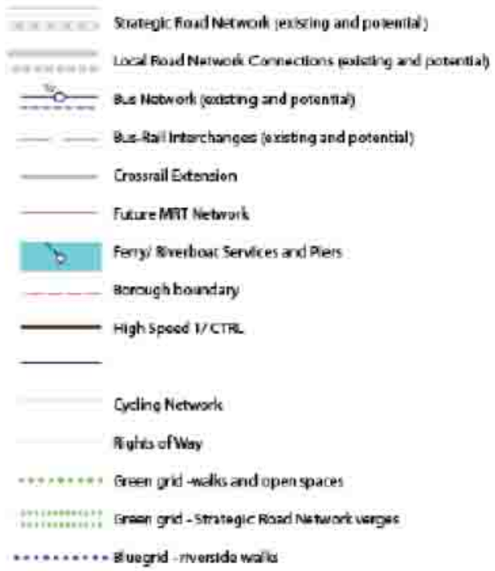
- Limit or avoid constraints upon future growth, including severance and blight.
- Increasing local access onto the LTC
- Revise and amend the scheme to increase the local benefits.
- Secure a complete programme of mitigation.

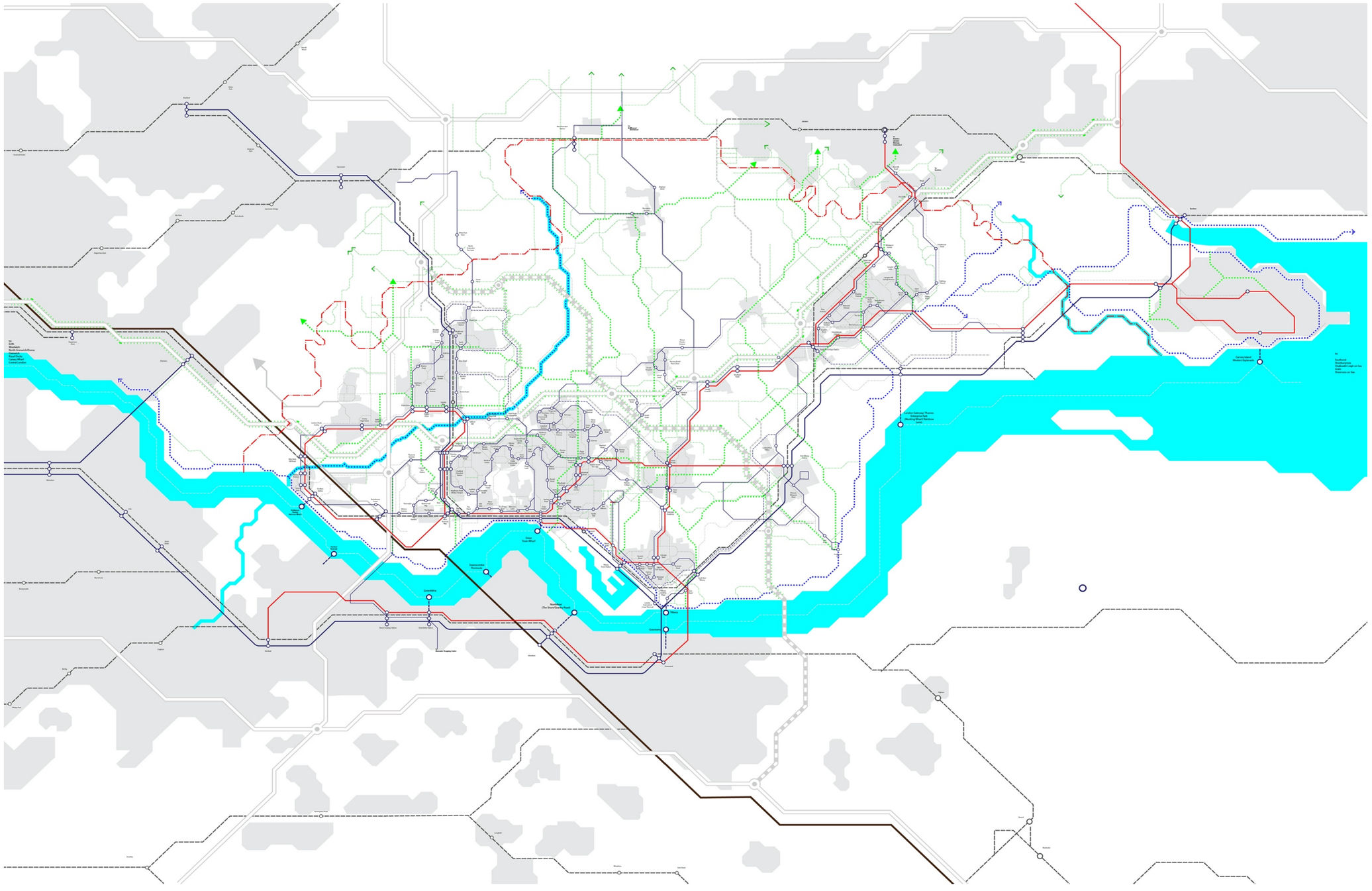
2.16.43 A range of options for offsetting the LTC scheme's identified adverse impacts are identified in an Economic Costs Study for Thurrock Council by Hatch - Lower Thames Crossing -Mitigating the Negative Impacts and Maximising the Benefits to Create a Positive legacy for Thurrock.

2.16.44 The Hatch report was produced in February 2021, summarising the findings of the Lower Thames Crossing mitigation benefits study (November 2020). The report identifies 57 individual schemes and interventions that could help reduce the negative impacts of the LTC construction, enhance the scheme's operation, support residents and businesses through the transition, and provide a series of lasting legacy provision across Thurrock.

2.17 Vision Diagram

2.17.1 The vision diagram illustrates an idealised transport network for Thurrock in the year 2050.





Vision 2050 Diagram (To be updated)

The vision diagram illustrates an idealised transport network for Thurrock in the year 2050.

THURROCK COUNCIL

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Work Programme

Committee: Planning, Transport, Regeneration Overview and Scrutiny Committee **Year:** 2021/2022

Dates of Meetings: 6th July 2021, 5th October 2021, 7th December 2021 & 1st February

Topic	Lead Officer	Requested by Officer/Member
July 2021		
Parking Strategy with Annexes that cover Standards, Strategy and Enforcement	Leigh Nicholson	Officers *Deferred to Extraordinary Meeting in September*
Flooding and future interventions	Leigh Nicholson	Officers *Deferred to Extraordinary Meeting in September*
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
Extraordinary – September 2021		
Parking Strategy with Annexes that cover Standards, Strategy and Enforcement	Leigh Nicholson	Officers
Flooding and future interventions	Leigh Nicholson	Officers

Work Programme

Transport Strategy Update	Mat Kiely	Members
Procurement of Fuel Cards	Matt Trott	Officers
Work Programme	Democratic Services	Standing item
October 2021		
Approach to the Local Plan	Leigh Nicholson	Officers
A13 Widening Project	Colin Blacks	Members
Stanford-le-Hope Interchange Report	Colin Blacks	Members
Review of Projects and Schemes	Colin Blacks	Members
Bus Services Improvement Plan	Mat Kiely & Julie Rogers	Officers
Work Programme	Democratic Services	Standing item
December 2021		
Approach to the Local Plan	Leigh Nicholson	Officers
Highways Term Maintenance and Street lighting Contract Procurement	Peter Wright	Officers
Work Programme	Democratic Services	Standing item
February 2022		
Integrated Transport Block Capital Programme 2021/22 - Highways Maintenance allocation and programmme 2021/22	Mat Kiely and Peter Wright	Officers

Work Programme

Towns Fund Update	Rebbeca Ellsmore	Members
Cycling and Tranche Funding	Mat Kiely/Leigh Nicolson	Members
Trams Network	Leigh Nicholson	Members
East Facing Slips Updates	Leigh Nicholson	Members
Work Programme	Democratic Services	Standing item

Clerk: Kenna Healey Last updated: 3 August 2021

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