

13 September 2016		ITEM: 7
Planning Transportation and Regeneration Overview and Scrutiny Committee		
Parking Strategy 2016		
Wards and communities affected: All	Key Decision: Key	
Report of: Councillor Rob Gledhill, Leader of the Council		
Accountable Head of Service: Ann Osola, Head of Transportation & Highways		
Accountable Director: Steve Cox, Director of Environment and Place		
This report is Public		

Executive Summary

This report introduces a new version of Parking Strategy which aims to replace Parking Strategy 2007. The update presents a significant step in delivering the Council's commitment of value for money services and the creation of a safe and inclusive environment for Thurrock residents and businesses. This report brings revised document contained in appendix 1 for Committee's consideration and comment which will inform the final version for Cabinet approvals in October 2016.

1. Recommendation(s)

That the Committee:

- 1.1 Considers the attached Parking Strategy 2016 and provide comments for final documents for submission to October Cabinet.**

2. Introduction and Background

- 2.1. From the 1st April 2005 Thurrock Council took over the responsibility for enforcing parking, loading and waiting restrictions in the Borough from Essex Police.
- 2.2. Parking offences then become 'contraventions' and are no longer classified as criminal offences. Consequently there is no recourse to the Magistrate Court System, but to Independent Adjudicators. Any unpaid debts can be pursued through a streamlined County Court system culminating in bailiff action.

- 2.3. Decriminalised Parking Enforcement (DPE), by enabling the Council to control and manage parking, benefits town centre needs by supporting improvements to the general environment. It enables measures to encourage commuters and other drivers to use long stay car parks thus freeing up short stay spaces. It also allows buses and service vehicles to operate more effectively. The DPE compliments and supports Thurrock Council's vision for a safe and integrated transport system that is accessible to all.

The council can, using the DPE powers, set up controlled parking zones which allow the space to be managed to benefit residents.

- 2.4. The adoption of DPE was followed by the implementation of Parking Strategy 2007 which enabled the Council to:
- Implement of residential parking schemes in Stanford-le-Hope, South Ockendon, Badgers Dene Grays and Seabrooke Rise;
 - Introduce the Controlled Parking Zones (CPZ) in Stanford, South Ockendon and the extension of the CPZ within Grays (including Commuter Zones); and
 - Introduce collaborative working with strategic partners to deliver the service.

3. Issues, Options and Analysis of Options

- 3.1. Since 2007 there were number of internal and external factors that changed:
- New Civil Enforcement Officer's equipment, including "hand helds", and an interface to the DVLA were introduced;
 - A new process and procedures in line with the statutory process were implemented;
 - Penalty Charge Notices (PCNs) replaced the Excess Charge Notices (ECNs);
 - Photographic evidence was introduced to accompany PCNs;
 - Additional Parking Attendants and one Parking Coordinator were recruited;
 - New uniforms for Civil Enforcement Officers were introduced;
 - Car park pay & display machines were upgraded;
 - Car parking charges were reviewed; and
 - Due to an increase in HGVs inappropriate parking causing community and traffic safety problems the evening shifts to prioritise HGV illegal parking was introduced.
- 3.2. These changes created a need to update the 2007 Parking Strategy. Parking is a contentious issue, and therefore clarity and transparency are vital.

- 3.3. Parking Strategy 2016 incorporates the necessary changes to operations and aims to set clear and innovative policies which would further improve safety and delivery of the service.
- 3.4. The Parking Strategy is a sub-strategy of the Thurrock Local Transport Plan, and contributes to the Council objectives of delivering a Safer Environment for residents in the Borough through its impact upon mode choice for journeys and obstruction to flow of traffic, cyclists and pedestrians.

4. Reasons for Recommendation

- 4.1. The Parking Strategy 2016 is an updated replacement to the Parking Strategy 2007. Its adoption will lead to a more customer focused, transparent and efficient operation for the management and enforcement of parking regulations.
- 4.2. The comments obtained from the Committee will inform the final documents for submission to October Cabinet.

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

- 5.1. The current report seeks input from Planning, Transportation and Regeneration Overview and Scrutiny Committee to inform the process for the final Parking Strategy 2016 to be submitted to October Cabinet.

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

- 6.1. This report is consistent with all corporate priorities:
 - **Create** a great place for learning and opportunity
 - **Encourage** and promote job creation and economic prosperity
 - **Build** pride, responsibility and respect
 - **Improve** health and well-being
 - **Promote** and protect our clean and green environment

7. Implications

7.1. Financial

Implications verified by: **Laura Last**
**Senior Finance Officer – Management
Accounts**

There are no financial implications arising from this report.

7.2. Legal

Implications verified by: **Vivien Williams**
Planning & Regeneration Solicitor

There are no legal implication arising from this report

7.3. **Diversity and Equality**

Implications verified by: **Natalie Warren**
**Community Development and Equalities
Manager**

Whilst there are no direct implications from this report, the parking review will be subject to a Community Equality Impact Assessment in order to take full account of equality implications

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):

- Parking Strategy 2007
- Traffic Management Act 2004

9. **Appendices to the report**

- **Appendix 1:** Parking Strategy 2016

Report Author:

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