

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

Cabinet

The meeting will be held at **7.00 pm** on **12 January 2022**

Training Room, The Beehive Community Resource Centre, West Street, Grays, RM17 6XP

Membership:

Councillors Robert Gledhill (Leader), Shane Hebb (Deputy Leader), Mark Coxshall, Jack Duffin, Deborah Huelin, Andrew Jefferies, Barry Johnson, Ben Maney, Allen Mayes and Luke Spillman

Agenda

Open to Public and Press

	Page
1 Apologies for Absence	
2 Minutes	5 - 12
To approve as a correct record the minutes of Cabinet held on 8 December 2021.	
3 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.	
4 Declaration of Interests	
5 Statements by the Leader	
6 Briefings on Policy, Budget and Other Issues	
7 Petitions submitted by Members of the Public	
8 Questions from Non-Executive Members	

- | | | |
|-----------|---|------------------|
| 9 | Matters Referred to the Cabinet for Consideration by an Overview and Scrutiny Committee | |
| 10 | Draft General Fund Budget and Medium Term Financial Strategy (Decision: 110594) | 13 - 34 |
| 11 | Report on Asset Related Savings (Decision: 110595) | 35 - 40 |
| 12 | Parking Policy and Strategy, Parking Design and Development Standards, and Parking Enforcement Strategy (Decision: 110596) | 41 - 144 |
| 13 | Thurrock Regeneration Ltd - Proposed Development of Culver Centre and Field, South Ockendon (Decision: 110597) | 145 - 154 |

Exclusion of the Public and Press

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

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

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|-----------|--|------------------|
| 14 | Nursery Provision - Alternative Delivery Model (Decision: 110598) | 155 - 168 |
|-----------|--|------------------|

Queries regarding this Agenda or notification of apologies:

Please contact Lucy Tricker, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **4 January 2022**

Information for members of the public and councillors

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- You should connect to TBC-CIVIC
- Enter the password **Thurrock** to connect to/join the Wi-Fi network.
- A Terms & Conditions page should appear and you have to accept these before you can begin using Wi-Fi. Some devices require you to access your browser to bring up the Terms & Conditions page, which you must accept.

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

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

Helpful Reminders for Members

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

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

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



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

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

Disclosable Pecuniary Interests shall include your interests or those of:

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

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

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

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

Pecuniary

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

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

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

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

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

Non- pecuniary

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



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

Our Vision and Priorities for Thurrock

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

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

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

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

Minutes of the Meeting of the Cabinet held on 8 December 2021 at 7.22 pm

The deadline for call-ins is Monday 20 December 2021 at 5.00pm

Present: Councillors Robert Gledhill (Leader), Shane Hebb (Deputy Leader), Mark Coxshall, Jack Duffin, Deborah Huelin, Andrew Jefferies, Barry Johnson, Ben Maney and Allen Mayes

Apologies: Councillor Luke Spillman

In attendance: Lyn Carpenter, Chief Executive
Matthew Boulter, Democratic Services and Governance Manager, and Interim Monitoring Officer
Lucy Tricker, Senior Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting was being recorded, with the recording to be made available on the Council's website. The Leader apologised for the late start time, which was due to a previous Council meeting that had overrun.

57. Minutes

The minutes of the Cabinet meeting held on 10 November 2021 were approved as a correct record.

58. Items of Urgent Business

There were no items of urgent business.

59. Declaration of Interests

There were no interests declared.

60. Statements by the Leader

The Leader began his statement and informed Members and residents that the level of the new Omicron COVID-19 variant was rising around the UK, with the first case officially being detected in Thurrock. He explained that the Council would be working with health agencies to prevent the spread of Omicron and processes had already been put in place to manage the case identified within Thurrock. He explained that government guidance had changed on 30 November 2021, and had again changed 30 minutes before the start of the Cabinet meeting, extending the use of face coverings from Friday. The Leader stated that some media outlets had recently reported incorrectly on mask wearing guidance, as masks were currently only mandatory in shops and on public transport, unless exempt. He stated that there was currently no legal requirement to wear masks on the street or in

offices, although mask wearing guidance would be updated from Friday. He explained that people who were exempt from wearing masks did not need to show proof of this, such as written evidence or ID, but could wear a lanyard to show their status if they felt it was appropriate. He stated that although the situation regarding COVID-19 felt the same as last year, the situation was different this year as the majority of people were now vaccinated, which offered protection against the virus. He urged residents to be safe when meeting family and friends over the Christmas period, such as by opening windows and doors to allow for ventilation, and being considerate of others wearing masks or social distancing. He stated that COVID rates in Thurrock had increased from 616 per 100,000 last week to 1082 per 100,000 this week, which meant that Thurrock was currently the 21st highest upper tier local authority in terms of COVID rates. He stated that the under 49 age group currently accounted for 86% of all COVID cases in the borough, and this was also the age group with the lowest vaccine uptake. He stated that the government had recently extended the booster vaccine scheme for those aged 40 and over, and urged all residents to get the booster jab when offered.

The Leader moved on and stated that the Council had recently set-up a Shop Local Scheme, which encouraged local residents to shop locally and shop safely over the Christmas period. He stated that 30 small businesses had now signed up to the scheme, and free parking in Council car parks for every Saturday during December had also been agreed. He added that he had recently met with Council officers and the police in Grays high street and train station where they had been liaising with the public and asking where local residents felt safe and unsafe, to ensure resources were being distributed to the best places. He commented that this was an ongoing programme which would help tackle crime around the borough.

The Leader highlighted that this was the last Cabinet meeting before Christmas and wished everyone a merry Christmas and happy New Year.

61. Briefings on Policy, Budget and Other Issues

Councillor Johnson highlighted that a statement had recently been made to a local news outlet regarding the consultation for two nurseries in Thurrock, which he felt had been incorrect. He stated that the local news outlet had reported that the date for the potential closure of the nurseries had been extended from March 2022 until August 2022, but clarified that the date of potential closure had always been August 2022. He stated that this was included in the minutes of the July Children's Overview and Scrutiny Committee, which stated that if the procurement process did not find a new provider the nurseries would be closed during the summer term of 2022. Councillor Johnson explained that it was always the intent of Thurrock Council to find a new provider once the consultation period had finished, and felt pleased that the agreement to find a new provider had received cross-party support.

62. Petitions submitted by Members of the Public

No petitions had been submitted by members of the public.

63. Questions from Non-Executive Members

There were no questions submitted by Non-Executive Members.

64. Matters Referred to the Cabinet for Consideration by an Overview and Scrutiny Committee

The Leader stated that a briefing note regarding Item 12 had been received from the Planning, Transport and Regeneration Overview and Scrutiny Committee, which reflected their conversations from the meeting the previous night. Other than those items already contained within the agenda, no items had been referred to the Cabinet for their consideration by an overview and scrutiny committee.

65. Financial Update - Quarter 2 2021/22 (Decision: 110590)

Councillor Hebb introduced the report and stated that there had recently been un-contextualised reports in local media outlets regarding the Council's finances, which he felt could be harming to the borough. He stated that the investment approach had generated approximately £115mn of income, after £16mn interest paid had been deducted from the entire capital borrowing requirements, and not just investments. He commented that all Councillors had unanimously voted for the increases in borrowing in 2017, 2018, and 2019, and Thurrock had benefitted from an 11.5% return on investment, which had improved the lives of residents. He mentioned that pre-COVID the administration had balanced budgets and a surplus, whilst increasing reserves by 300%, which had helped pay for services for residents.

Councillor Hebb explained that Thurrock's budget was approximately £150mn, of which £70mn came from council tax, £40mn came from business rates, £10mn from grant funding, and £30mn came from the investment approach, which meant that there would now be a funding gap of approximately £30mn due to the winding down of the investment approach. He added that the Council had invested in green power which improved the environment and ensured that officers could remain focussed on work within Thurrock, rather than maintaining investments. He stated that Thurrock had been investing for decades before the investment approach had been agreed, and peer reviews had been undertaken which had supported the investment approach. He summarised and stated that due to the loss of income from the investment approach, decisions had to be made to ensure the funding gap was closed. He stated that the gap had been £34mn, but the finance team and directorates across the Council had worked hard to close this gap to £4mn.

Councillor Johnson stated that Children's Social Care had statutory duties to fulfil to protect vulnerable children and young people within the borough. He

stated that 50% of the £70mn collected from council tax was used to pay for Children's Social Care, and the Council's first duty was to protect vulnerable children. He explained that in recent months Thurrock had seen an increase in high needs and high complexity cases, which had increased the spend by Children's Social Care. He added that the average cost of weekly placements had also increased, as well as the costs of unregulated placements. He stated that the team were currently trying to convert the three unregulated placements in Children's Social Care to alternative residential provision, as the cost of an unregulated placement was £20,000 per week. He stated that the team had also seen an increase in referrals to Children's Social Care throughout COVID-19, many of which had been affected by delays within the court system. He stated that the Children's Social Care team were working closely with all partners, including finance, to maintain good practice, whilst also working to increase preventative measures and reduce the number of children entering the care system. He stated that the team were currently working on an idea to have Members as Children's Champions, who would work with each sector and improve preventative care measures.

The Leader thanked both Councillors for their report, and highlighted that the £16mn of interest paid also included interest on the capital programme and LOBO debts. He thanked Councillor Johnson and the Children's Social Care team for their work in trying to convert unregulated placements to in-borough placements as this would reduce costs and improve outcomes for vulnerable young people in Thurrock.

RESOLVED: That Cabinet:

- 1. Commented on the forecast outturn financial position for 2021/22.**
- 2. Agreed that Thurrock's 2022/23 Schools funding formula be implemented as stated in section 6. This being consistent with Cabinet's decision made for 2020/21 and 2021/22 schools funding formula.**
- 3. Agreed to accept Highways England designated funding of £0.750m and add the first phase of the SEE Park project to the capital programme.**

*Reason for decision: as outlined in the report
This decision is subject to call-in*

66. Adult Social Care - Provider Services Transformation (Decision: 110591)

Councillor Huelin introduced the report and stated that it set out the plans for transformation within Adult Social Care and would provide more modern and improved care for service users. She explained that Thurrock would now be following a wellbeing team model, as well as rationalising day care and changing the meals on wheels service. She stated that the Council would not be removing these services but would be becoming more efficient with taxpayers money and would improve the quality of life for older residents in

Thurrock. She added that the Council had a statutory duty to provide care for residents, both in their homes and in day centres, as well as providing meals, and the team would continue to do this with a personal and caring service. She stated that Thurrock had been working with the main care organisations to support the community and provide the appropriate services for all residents. She added that a wellbeing team pilot had been carried out in Chadwell St Mary and Tilbury, which had found a seven times reduction in the number of older residents needing a GP appointment, and a thirteen times reduction in the number of people being admitted to hospital. She stated that residents had found care had improved with the wellbeing teams as it reduced the number of tick-box assessments that needed to be completed and meant a more personal service could be provided, which could adapt quickly to changing care needs. She stated that as users were the focus for the wellbeing teams, it allowed users to determine the type of care they wanted and needed, as well as improving the job satisfaction and retention of those keyworkers. She explained that whilst reviewing the day care and meals on wheels service, all service users had been spoken too to ensure they had made their input and understood the potential impacts on them.

Councillor Huelin thanked all officers for their hard work on the report and the consultation. She added that the day centre had been closed during the pandemic, but other services had been offered such as respite care in homes, and work to link older residents with their families through FaceTime and social media. She explained that the report proposed the move to Cromwell Road for both Kynoch Court and Bell House day centres, which she felt would improve care and provide a better experience for service users. She added that Cromwell Road would be able to expand their working hours, and offer more access to support groups, as well as offering new landscaped gardens, pamper rooms, arts and crafts activities, and a new expanded kitchen and café culture. She stated that during the consultation all users had been happy to move to Cromwell Road, and she felt the personalised consultation had shown that the move to Cromwell Road would benefit service users.

Councillor Huelin explained that a consultation had also taken place regarding the meals on wheels service, and all 89 service users had been spoken too. She stated that the majority of the service users already had care packages in place outside of the service, or had become independent enough to make their own meals. She stated that only 24 service users had been left after the consultation, and the team would ensure these were still catered for, either at day centres or having meals delivered to them. She stated that the building to run the meals on wheels service cost £190,000 and she felt this was not the most efficient use of taxpayers money for 24 service users, who could be catered for in other, better ways.

RESOLVED: That Cabinet:

- 1. Approved the plans for the service transformation, specifically:**
 - a. roll out of the Well Being Teams across Provider Services**
 - b. Rationalisation of day care to deliver a better offer from a single site**
 - c. New arrangements for meal delivery.**

*Reason for decision: as outlined in the report
This decision is subject to call-in*

67. Highways Term Maintenance and Street Lighting Contract Procurement (Decision: 110592)

Councillor Maney introduced the report and stated that it ensured highways work could continue to be delivered across the borough, as the current contract expired in March 2023. He explained that this report would not award contracts, but would begin the procurement processes necessary to ensure highways works could be carried out. He stated that the report proposed the removal of in-house street light maintenance, as new street lights were LED and often required specialist maintenance that could be better provided by a specialised provider. He added that the report also looked at other in-house services such as gritting and gully maintenance, and the team would be testing the market for external providers. He clarified that these services would not be put out to private providers at this stage, but market tests would take place to understand the best value for money. He summarised and stated that this report did not make any final decisions on procurement, but set the scene for more detailed investigations.

The Leader agreed with Councillor Maney and felt that the Council should be undertaking a more specialist approach, particularly in regards to street lighting. He stated that a note had been prepared regarding the discussions at Planning, Transport and Regeneration Overview and Scrutiny Committee the previous night, which included questions regarding street lighting on Seabrooke Rise. The Leader explained that the lighting on Seabrooke Rise was covered as a housing asset, but asked the Portfolio Holder if cross-directorate working could take place to look into this issue.

RESOLVED: That Cabinet:

- 1. Delegated authority to the Director of Public Realm, in consultation with the Portfolio Holder for Highways and Transportation, to decide the appropriate procurement route for the delivery of the Transport and Highways works for the next eight years commencing 1 April 2023.**
- 2. Approved the process to commence procurement of Transport and Highways works for a seven year period commencing 1 April 2023, which will be compliant with applicable Public Procurement Regulations, the Public Contracts Regulations 2015 and the Councils Contract Procurement Rules.**
- 3. Delegated authority to the Director of Public Realm, in consultation with the Portfolio Holder for Highways and Transportation, to award any contracts necessary for the delivery of the Transport and Highways works for an eight year period commencing 1 April 2023.**

4. Delegated authority to the Director of Public Realm, in consultation with the Portfolio Holder for Highways and Transportation, to progress TUPE arrangements for any staff members affected by award of Contracts.

Reason for decision: as outlined in the report

This decision is subject to call-in

68. Public Land Maintenance Strategy (Decision: 110593)

Councillor Jefferies introduced the report and stated that when the administration had first been elected a new strategy of 'Clean It, Cut It, Fill It' had been adopted, and this report would provide an extension to that strategy. He stated that the new strategy had been prepared to ensure that open spaces were managed correctly, and although maintenance in some areas would decrease, maintenance would become more targeted. He commented that the team would be working with local communities to ensure open spaces remained areas of recreation, play, and fitness, and hoped civic pride in these spaces would increase, whilst also improving biodiversity and the environment.

The Leader felt pleased to see that the team would be working with local residents and Friends of Parks groups. Councillor Maney added that Friends of Parks groups and community forums were essential, and highlighted the successes that the Friends of Blackshots Park group had achieved. He asked if the Friends of Parks groups could be brought together more often to share best practice and share knowledge.

RESOLVED: That Cabinet:

1. Approved the adoption of the Public Land Maintenance Strategy and its recommendations as shown within this report.

Reason for decision: as outlined in the report

This decision is subject to call-in

69. Quarter 2 (April to September 2021) Corporate Performance Report 2021/22

Councillor Duffin introduced the report and stated that 71% of all key performance indicators (KPIs) had been achieved, with 59% moving in a positive direction of travel. He highlighted the KPI regarding new apprenticeships, as the target for Quarter 2 had been 30, but 33 new apprenticeships had begun, which he felt was a good achievement. He added that he was also pleased to see the KPI relating to micro-enterprises reaching its target in Quarter 2, and thanked officers for their hard work.

Councillor Hebb left the meeting at 8.12pm.

The Leader highlighted page 110 of the agenda and the KPI relating to Fixed Penalty Notices. He stated that this KPI did not reach target due to COVID-19, but the team would continue to try and collect all monies owed on fixed penalty notices. Councillor Huelin also highlighted the KPI relating to the proportion of people in Adult Social Care receiving direct payments, and stated that this applied to people who had left hospital and entered care who received direct payments for their care, rather than utilising the Council's services. She felt that even though the KPI was not meeting target, this meant that the Council were offering a good service which residents wanted to utilise, rather than receive direct care payments.

RESOLVED: That Cabinet:

1. Noted and commented upon the performance of the key corporate performance indicators, in particular those areas which are off target and the impact of COVID-19.

2. Identified any areas which require additional consideration.

The meeting finished at 8.15 pm

Approved as a true and correct record

CHAIR

DATE

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

12 January 2022	ITEM: 10 Decision: 110594
Cabinet	
Draft General Fund Budget and Medium Term Financial Strategy Update	
Wards and communities affected: All	Key Decision: Key
Report of: Councillor Shane Hebb, Deputy Leader and Cabinet Member for Finance	
Accountable Assistant Director: Jonathan Wilson, Assistant Director Finance, Corporate Finance	
Accountable Director: Sean Clark, Corporate Director of Resources & Place Delivery	
This report is public	

Executive Summary

This report confirms a balanced budget for 2022/23 – and sets out the refreshed Medium Term Financial Strategy (MTFS) following analysis of the government spending review announced on 16 December 2021.

This is a one-year settlement at individual authority level and hence primarily affects only the 2022/23 financial position. The settlement provides some additional funding which reduces the financial gap for 2022/23 from £3.210m to £2.490m and provides some additional financial support to social care services. Supported by the continued use of capital receipts for transformational purposes and financial resilience reserves, the remaining gap can be addressed and a balanced budget can be set in 2022/23. In the two subsequent years, current projected shortfalls are confirmed as £8.095m and £5.364m respectively before efficiencies are finalised/implemented.

Guidance issued by Central Government is included in this report, and this comprises a key consideration of a proposed council tax increase which reflects the general element of 1.99% with a further 1% Adult Social Care precept to fund increasing demand pressures within the service Post COVID social care challenges area well-documented national trend which the council itself experienced, and remains experiencing as new and complex cases present themselves. It is proposed that all of the 1.99% will be allocated to Children’s Social Care to reflect well-

documented pressures in the system (an issue seen across the entirety of councils with social care responsibility).

This report also sets out the indicative allocation of anticipated growth and savings identified to date and demonstrates the impact on directorate cash envelopes for 2022/23.

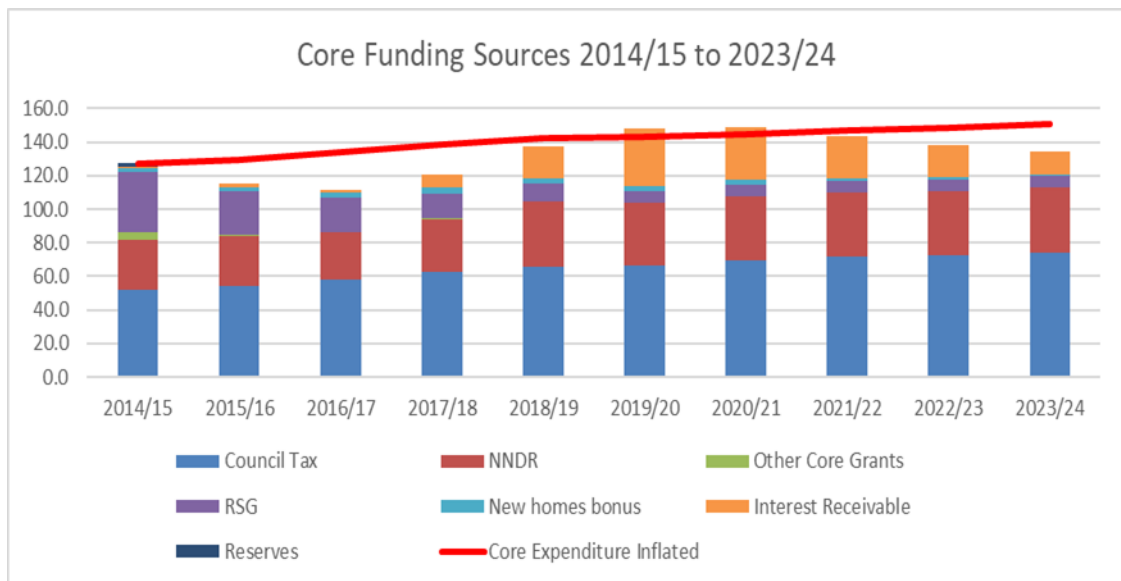
1. Recommendations:

- 1.1 That Cabinet note the proposed updates to the Medium Term Financial Strategy and the remaining deficits in future years;**
- 1.2 That Cabinet support the use of capital receipts and general reserves to meet the 2022/23 budget deficit of £2.490m;**
- 1.3 That Cabinet supports the proposed council tax increase of 1.99%;**
- 1.4 That Cabinet supports a 1% Adult Social Care precept increase; and**
- 1.5 That Cabinet comment on the draft budget proposals within this report to inform the consultation with Corporate Overview and Scrutiny Committee with the final budget proposals to be presented to Cabinet at its February meeting ahead of Full Council on 23 February 2022.**

2. Introduction & Background

- 2.1 Officers have consistently reported over significant years that the Council operates from a low financial base in terms of core funding:
 - The council has the third lowest band D council tax compared to other unitary authorities at £1,399.32. This is £499.23 lower than the highest amount raised by a unitary authority per band D property in 2021/22.
 - 70% of Thurrock properties are in band A-C and so raise significantly less than a band D level;
 - The amount raised in council tax in 2020/21 was £71.11m compared with the nearest neighbouring authority Southend of £87.64m. For wider comparison the highest level of Council Tax income raised by a unitary authority is £126.06m (Nottingham City Council); and
 - In 2021/22 Thurrock projected to raise £121.31m of business rates but retain just £38.37m of the amount collected in the area.
- 2.2 As previously reported, the CIPFA Resilience Index provides further context based on the proportionate level of Adult Social Care spend. One measure classifies the amount that Thurrock spends on Adult Social Care is higher than average percentage of overall budget (i.e. a risk) despite national benchmarking reporting that Thurrock Council is one of the lowest ASC spenders in the country and the total budget being low compared to others as set out in paragraph 2.1.

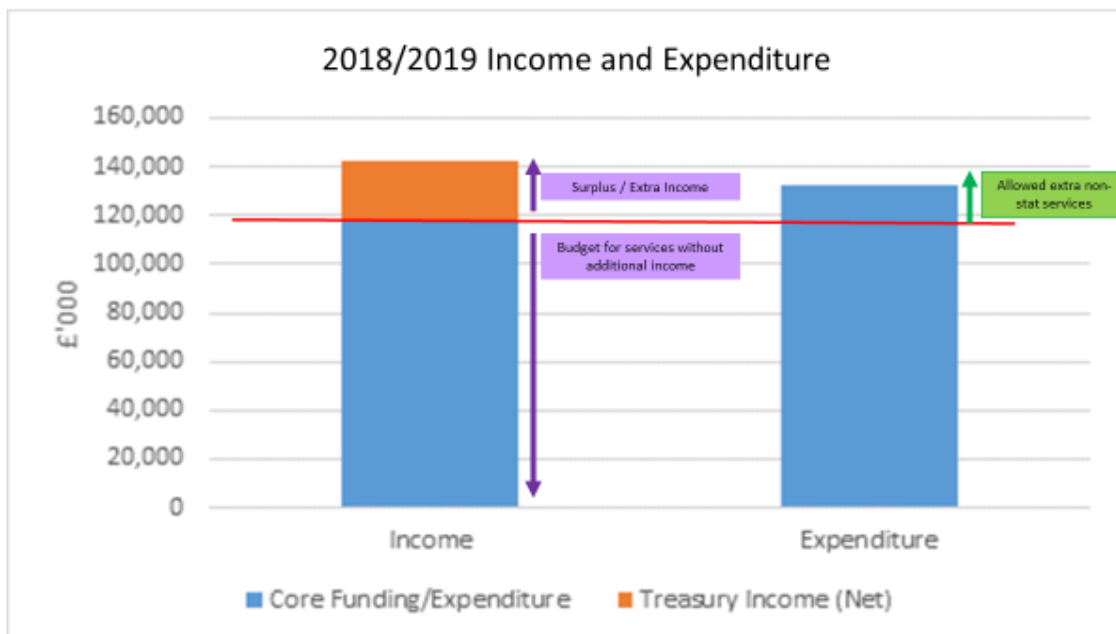
- 2.3 Council tax increases are limited every year and an annual increase of 1.99% is assumed for MTFS purposes. Increases to business rates are set by the government and not in the control of the local authority. As such, the ability to raise taxes locally are limited by central government.
- 2.4 The Local Government Association note, as recent as December 2021 that all local councils across the UK will need to increase council tax to stand any chance of achieving pre-pandemic level service quality.

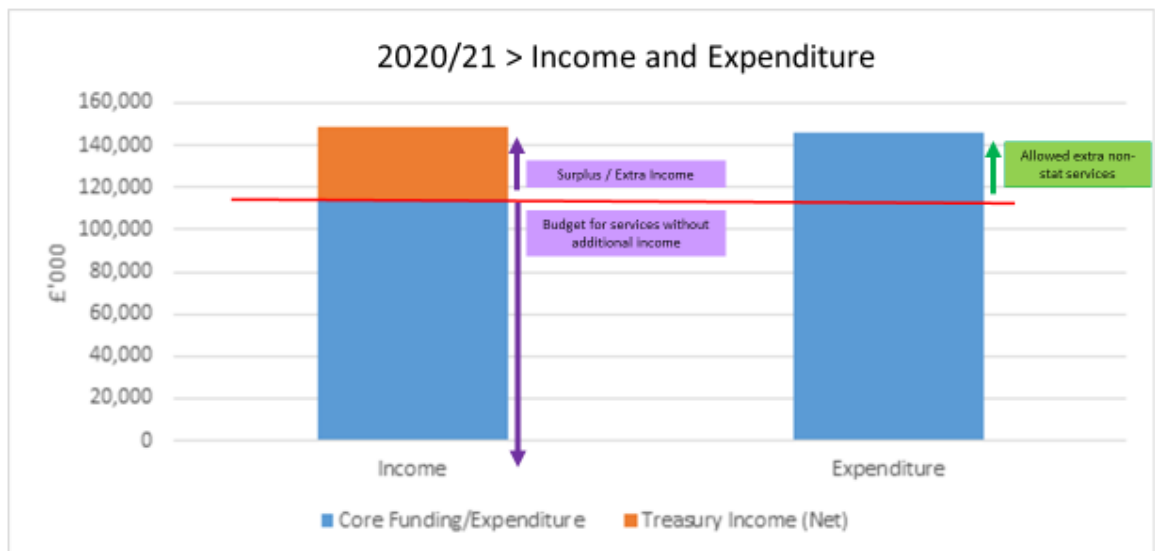
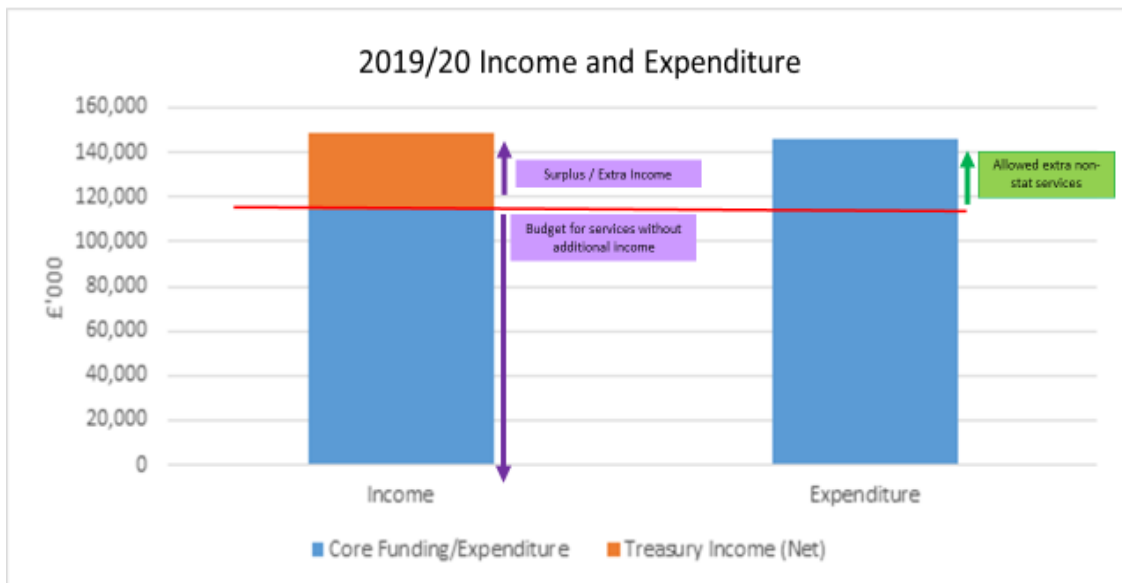


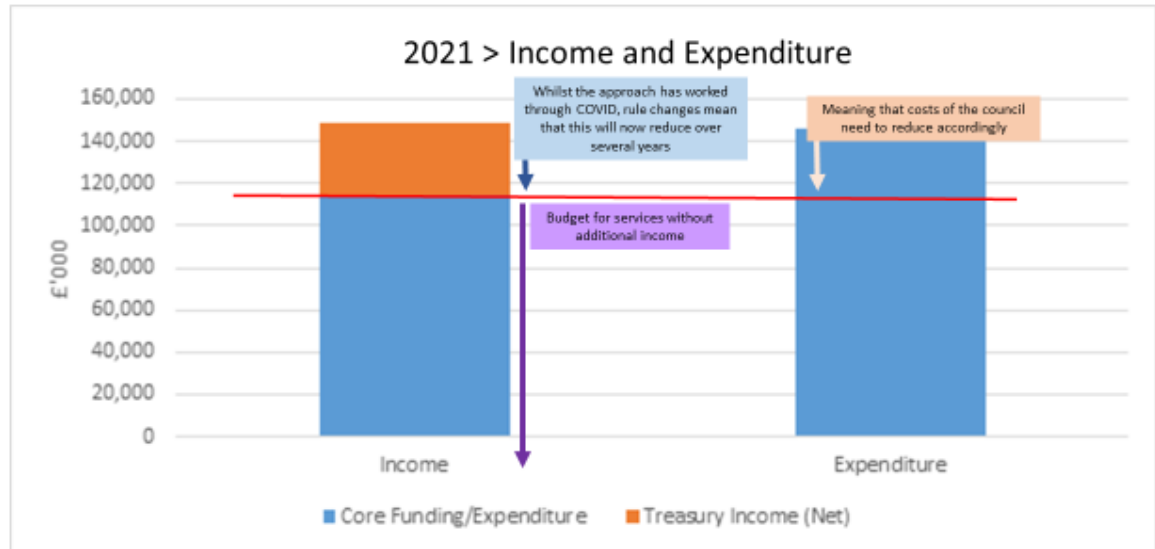
- 2.5 The financial pressures faced by the Council continue to be further challenged by the ongoing impacts of Covid-19, which includes significant demand increases in both children’s and adults’ social care; an issue growing across the entire local government sector.
- 2.6 In addition and despite the approach successfully enduring the test of a 20-month international pandemic, the Council continues to deprioritise the previously council-wide agreed investment approach. This means investments that were planned and agreed as part of the medium term financial strategy have been removed from forecasts and existing investments will not be replaced. The removal of this funding support mechanism increases the funding gaps faced by the Council over the short to medium term. As such, the current investment surplus in excess of £30m per annum will be removed in a phased manner from the council’s finances over the next decade adding to the annual pressures that every council faces.
- 2.7 Incidentally, the EELGA response to the CSR, published in September 2021 noted: *Recent examples of commercial failures in some council ventures should not deter central or local government from pursuing relevant, suitable opportunities for prudent commercial decisions and developments. Instances of failure are relatively rare, so a proportionate response to risk mitigation is*

needed, so that councils can flourish and do their part to generate additional income where appropriate. Whilst there are public bodies that appear to continue to support the concept of local authority investments; whilst there remains uncertainty on what councils can and cannot do, the council will not seek to modify its position that it will exit on a phased-basis from the approach it commenced initially in 2016.

- 2.8 The impacts of this can be illustrated best by the graphics below – the first three graphs show how income from the approach allowed the funding of services above and beyond the statutory minimum (2018/19, 2019/20, 2020/21). The fourth graph (2021/22) shows illustrates how the income reduction from the phased-wind down of the approach means that the council need to do what it would have had to do at rapid pace in May 2016.







3 Medium Term Financial Strategy

- 3.1 The MTFs is prepared using a number of assumptions that then forms a net increase in the budget from one year to the next. Additional income or expenditure reductions are then required to meet this increase.
- 3.2 The Comprehensive Spending Review has provided additional detail following their headline announcements on 27 October 2021. Overall, the government said the settlement would provide a real-terms spending power increase of 4% on 2021/22. This reflects both inflationary rises to core grants and the assumption that Councils will raise council tax up to the referendum limit. In practice, this means a 1.99% increase in council tax, and 1% for the Adult Social Care precept.
- 3.3 The government has confirmed that within these increases councils will receive a share of £700m of new grant funding for social care. The social care precept and including this assumption equates to a total £1bn year-on-year funding increase in 2022/23. This also includes the Department for Health and Social Care's Market Sustainability and Fair Cost of Care Fund of £162m. This is to provide support as Local Authorities prepare their markets for reform and move towards paying providers a fair cost of care. The impact of the reforms are not yet known but will add additional cost pressures once further guidance is issued and assessed.
- 3.4 Local authorities will also receive a share of a one-off £822m 'Services Grant' in 2022/23, to help meet service demands, as part of a single-year provisional local government settlement. This grant includes funding for local government costs arising from the increase in employer National Insurance Contributions

and increased costs linked to the increases in the National Living Wage. The funding does not explicitly include funding to address the equivalent increases faced by suppliers of goods and services procured by the Council. There is also concern that this is a one-off grant whilst the increases to NI and NLW are permanent meaning there will be increased pressure on the budget in 2023/24.

- 3.5 Whilst changes to core grant funding is welcomed, it needs to be considered in the context of the removal of the Covid-19 funding. The Council received a grant of £4.853m in 2021/22 and the removal of this offsets the wider benefits received from changes in core grant funding. As such, the 4% set out in para 3.2 is measured against the council's budget in this financial year after the removal of the £4.853m. The net effect of the settlement is an additional £2.470m as set out in the table below.
- 3.6 As in previous years, the government also confirmed that the business rates multiplier will be frozen and local authorities would receive an equivalent compensation grant. In addition, there will be adjustments to business rates including a temporary relief of £1.7bn across 400,000 retail, hospitality and leisure properties in 2022/23. Broadly, this equates to a 50% business rates reduction for those qualifying businesses and local authorities will receive an equivalent grant to compensate them for the loss of income.
- 3.7 While there is some clarity on the level of sector-wide funding for the following two years, the individual allocations to local authorities have not been confirmed so in effect, this is a single year settlement. It is expected there will be further consideration of proposed reforms to the funding formula in 2022/23 to support the wider levelling up agenda, the impact of which on each local authority will not likely be clear until December 2022. The short term funding confirmation only provides limited and short-term stability for local authorities.
- 3.8 The below table shows the confirmed additional funding for 2022/23:

Narrative	2022/23
	£'000
Council Tax (1,99% plus 1% ASC precept)	(2,143)
Business Rates Funding (CPI increase)	(998)
Core Grant Changes	(3,740)
Removal of Covid-19 Funding	4,853
Market Sustainability & Fair Cost of Care Fund	(442)
Total	(2,470)

- 3.9 As the Council has one of the lowest funding bases compared to other equivalent unitary authorities and neighbouring authorities, net expenditure on services is, by definition, lower than average. Consequently identifying

savings to meet these pressures from an inherently low cost base continues to be extremely challenging.

- 3.10 This financially challenging position is not new to the Council as over the last decade, significant MTFS deficits were commonplace as recently as 2016/17. This is also a consistent position across the wider sector further exacerbated by the impact of the pandemic.
- 3.11 The unanimously agreed investment approach that provided the ability to fund services above the statutory minimum, provide headroom for the council to reform services, and increased useable reserves by 300% (from £8m in 2016 to £24m at the outset of the pandemic in March 2020) has been paused. Future investments of this nature, for reasons previously reported (despite their withstanding the impacts of a pandemic), are no longer an option.
- 3.12 The revised MTFS is included in Appendix 1. The overall financial position over the next 3 years shows a revised deficit of £14.644m. This has arisen primarily from the projected long-term impact of Covid-19, including the impact on both Adults and Children’s social care, a pause to the investment approach and the reversal of temporary funding support mechanisms.
- 3.13 The below table shows a summarised MTFS position and reflects all confirmed funding known to date:

MTFS Category	2022/23	2023/24	2024/25	Total
	£000	£000	£000	£000
Local Funding - Council Tax	(3,065)	(3,444)	(4,249)	(10,758)
Local Funding - Business Rates	(1,757)	(2,165)	(3,165)	(7,087)
Total Government Resources	796	784	157	1,612
Inflation and other increases	5,515	4,665	4,762	14,942
Treasury	6,754	2,948	3,368	13,070
Social Care Growth	7,241	3,314	3,314	13,869
Commercial Income	(1,089)	0	0	(1,089)
Savings allocation	(14,206)	(3,687)	0	(17,893)
Capital Receipts & Reserves	(190)	6,490	0	6,300
Remaining gap	0	8,905	5,364	14,269

- 3.14 It is proposed that the gap will be bridged by the extension of the use of capital funding to support transformation and, as required, further use of resilience reserves is applied to the 2022/23 position – which is only possible as a result of the reserves increases facilitated since 2016. This provides certainty that the Local Authority’s statutory duty to set a balanced budget can be met. Members should note that the use of reserves enables a one-off stimulus. They cannot be used for sustainable spending needs and, as such,

Members are reminded of the need to reform services for a sustainable medium/long term cost base and every effort must be made to achieve further savings in 2022/23 to reduce the call on these one-off measures

- 3.15 The proposed use of capital transformation activity and reserves in 2022/23 will leave remaining deficits of £8.905m and £5.364m in 2023/24 and 2024/25 respectively.
- 3.16 Significant savings have been identified through changes to service delivery, process automation, recruitment management and general efficiencies. Further work is required to identify additional savings that can be achieved through a wider transformation programme with the intention of balancing the 2023/24 and 2024/25 positions.

4 Draft 2022/23 Budget, Growth & Savings

- 4.1 The full MTFs forms the basis for the detailed budget allocation across the authority and changes are reflected to arrive at indicative cash envelopes for 2022/23. This is shown in Appendix 1.
- 4.2 Growth has been applied in line with the government's intention to support both adults' and children's social care and is reflective of the most recent budget monitoring report presented to the Cabinet in which significant pressures were identified in both these key areas for 2021/22.
- 4.3 The 2022/23 budget relies on the achievement of a number of service led savings targets (developed in consultation with relevant portfolio holders) alongside additional crosscutting targets. The full saving list is included in Appendix 2 and summarised for each directorate below:

Directorate	Specific Directorate savings	Additional Cross-cutting savings	Total 2022/23 Directorate Savings
£000	£000	£000	£000
Adults, Housing and Health	(2,264)	(138)	(2,402)
Children's Services	(2,859)	(175)	(3,034)
Housing General Fund	(1,495)	(27)	(1,522)
HR, OD and Transformation	(275)	(343)	(618)
Public Realm	(1,707)	(145)	(1,852)
Resources & Place Delivery	(2,313)	(97)	(2,410)
Strategy, Engagement & Growth	(355)	(94)	(449)
Wider Corporate Savings	(2,938)	(2,668)	(5,606)
Total	(14,206)	(3,687)	(17,893)

- 4.4 The following section sets out key growth and savings items for each directorate, supported by the full list in Appendix 2.

Adults, Housing & Health

- 4.5 Growth of £4.150m, funded through a combination of the Social Care precept, direct government grant and internal resources, has been allocated predominately to the external placements budget to support the increased demand for services (largely as a result of the COVID-19 pandemic). There is concern that the longer-term impact on service demand has not yet been fully realised at a local level and costs in this area will continue to increase.
- 4.6 Additional financial support will be required in this area in future years to ensure stability within the wider sector and is an issue that continues to attract national attention from pressure groups and advocacy groups.
- 4.7 A comprehensive review of the service has led to the identification of a number of targeted efficiencies through the amalgamation of the fieldwork and provider services, including the reduction in the Older Peoples' Day Care Service provision and a change in the provision of the meal delivery service. As part of the continued transformation of Adult Social Care services, this proposal will achieve improved outcomes within provider and fieldwork services, whilst delivering a number of efficiencies.
- 4.8 Increased charging for domiciliary care will generate additional revenue and this will remain dependant on peoples' ability to pay. A thorough financial assessment and review process for each individual remains in place. The recent changes to government legislation regarding care cost cap will ensure no individual contributes more than £86,000 towards their care over their lifetime. The long-term impact of this legislative change on the Authority's finances will need to be considered as the detail of the proposals is shared with the sector.

Children's Services

- 4.9 Significant budget pressures have been highlighted in 2021/22, particularly regarding demand for placements for young people with more complex needs. These pressures will have an ongoing impact on future years. Growth has been allocated to the value of £3.091m to support key services related to looked after children's placements part funded by the 1.99% proposed increase
- 4.10 Alongside this is an ambitious transformation programme that looks to reduce spend by over £3m in 2022/23, through a comprehensive review of education services, work to transform the delivery of social care, the continued review of high cost placements and a further review of the efficiency in which services are delivered. This will be informed by a specific financial review of the service

to ensure a wider holistic view of the service can also inform the balance between the cost and effective delivery of the core services.

- 4.11 There remains significant risk in this area as reported throughout 2021/22 and the savings work continues against a backdrop of increased levels of looked after children. This will remain under review in the current year with actions being taken to address the significant high cost drivers.

Housing General Fund

- 4.12 A new approach to providing support for homeless people is intended to reduce significantly the demand for expensive temporary accommodation and the provision of Bed and Breakfast. The saving is based on the delivery of accommodation and hence any delay to the purchase of properties may affect the ability to realise fully the saving in 2022/23. There remains a focus to deliver the required accommodation in accordance with agreed timescales.
- 4.13 There is a specific reserve held to support this area that would provide one-off mitigation for any delays to the scheme becoming operational.

HR.OD & Transformation

- 4.14 Targeted staffing reductions and the use of capital funding to support the corporate transformation programme will realise a number of savings for the directorate.
- 4.15 The digital efficiency review is intended to identify a range of transactional processes across the authority that can be automated or streamlined and lead to a reduction in costs.
- 4.16 The centralisation of IT functions continues to rationalise and centralise further corporate systems that have historically been managed at directorate level. This ensures both the system and the service support required is considered in the context of the wider corporate IT delivery and enables rationalisation of systems and the associated support.

Public Realm

- 4.17 As part of the longer-term waste strategy, savings will also be realised by moving to fortnightly collection for residual waste, as agreed by Cabinet in November 2020. This transformation initiative's intention is to increase recycling rates by encouraging the use of the weekly recycling (blue) bin service, and to discourage the use of general waste (green/black) bins for anything other than non-recyclable waste.

- 4.18 Continued work with external bodies will generate additional income for the Counter Fraud Team. This builds on the current service provided to central government to tackle fraud arising from the implementation of business loan schemes in response to the pandemic. The wider more commercial approach to income generation across the directorate will generate increased income from the enforcement of parking regulations, developing the commercial offer in respect of grounds maintenance and the provision of CCTV services.

Resources & Place Delivery

- 4.19 Capitalisation of staff time to relevant capital projects will reduce the pressure on the general fund budget whilst ensuring service levels are maintained across key areas.
- 4.20 A review of assets held by the authority, including the identification of those surplus to requirements, or those which are not efficient/self-sufficient, is intended to realise revenue savings by reducing the day-to-day running costs of the individual sites. Previous papers have been presented to Cabinet and discussions are ongoing regarding a number of options.

Strategy, Engagement & Growth

- 4.21 Customer Services face-to-face support was significantly scaled back as part of the national restrictions implemented during the pandemic however, support continued to be provided by telephone, via email and by accessing services online. The council's customer services strategy promotes self-service for residents who can access services digitally and aims to ensure vulnerable residents get the support they need. It is the intention to continue this approach and further develop digital by default for universal services while ensuring resource is focused on supporting the most vulnerable residents to realise associated savings in the base budget.
- 4.22 The indicative impact of the above on each directorate's cash envelope for 2022/23 is shown in Appendix 3.

5 Council Tax and Future Funding

- 5.1 Members will be aware that Thurrock Council has the lowest council tax in Essex and one of the lowest of all unitary authorities throughout the country. For example, residents in Thurrock Band D properties pay circa £195 per annum less than residents in Band D properties in Southend-on-Sea and circa £282 less than residents in Band D properties in neighbouring Basildon. Officers' advice is clear that council tax increase of 1.99% remains essential in 2022/23 to ensure that the council can continue to fund the delivery of core services.

- 5.2 Whilst the Adult Social Care precept is required to provide much needed additional funding, the amount raised by Thurrock Council will be comparatively lower than the majority of top tier authorities as historically the Council has not maximised council tax increases up to the level indicated by Central Government in previous years. A comparison with the band D level of Council Tax at other Essex authorities confirms the Council position is circa £195 below the average. This equates to a level of funding circa £9.9m below the average level in Essex.
- 5.3 It remains critical to provide this additional financial resilience in future years to mitigate the identified budget shortfalls currently identified. This recommendation will be reflected in the S151 Officer's Section 25 statement and is a key consideration for Members at the council meeting on 23 February 2022.
- 5.4 A 1% council tax increase equates to £0.718m additional funding for the Authority.
- 5.5 The following table highlights the specific financial impact of a 1% increase on Council tax per annum/per household based on the 2021/22 band charge (which includes the Essex Police and Essex Fire Authority precepts).

Band	Band Charge	Properties		Average Net Charge	Average 1% Increase p.a.
		No.	%		
A	£1,121.16	7,491	10.8%	£643.80	£6.44
B	£1,308.02	13,819	19.9%	£982.76	£9.83
C	£1,494.88	27,438	39.5%	£1,249.30	£12.49
D	£1,681.74	12,657	18.2%	£1,490.68	£14.91
E	£2,055.46	4,809	6.9%	£1,885.98	£18.86
F	£2,429.18	2,278	3.3%	£2,275.09	£22.75
G	£2,802.90	847	1.2%	£2,625.39	£26.25
H	£3,363.48	55	0.1%	£2,446.17	£24.46
TOTALS		69,394	100.0%	£1,270.43	£12.70

- 5.6 The additional funding raised through council tax increases will be applied specifically to the emerging pressures in Children's and Adults' social care that support some of the most vulnerable members of the community.
- 5.7 Having considered all of the above, Cabinet is asked to recommend a 1.99% general council tax increase and a 1% Adult Social Care increase.
- 5.8 The MTFs now reflects all known and confirmed funding changes notified from central government in respect of the 2022/23 financial year. There is no certainty beyond the 2022/23 funding settlement and further action should only be based on the only realistic assumptions that can be made for the subsequent two years. This includes inflationary increases to core funding streams and the costs they fund as well as the removal of the use of reserves and capital receipts. There is no indication of additional funding beyond this and the wider economic position suggests this will remain the position.
- 5.9 Officers will continue to develop the savings plans required to mitigate the budget gap in 2023/24 in the first instance. Members should not underestimate the difficulties the council now faces in delivering the required savings and the lead in time required.

Remaining Considerations

- 5.10 The methodology for the allocation of funding to local government bodies remains under review. The Fair Funding review is expected to progress in 2022/23 but there is no revised timeline to date. As part of this it remains an assumption that separately identified ring fenced grants, such as the Public Health Grant, will be absorbed into mainstream funding. It is clear though, that any changes to allocation methodologies will be to support the national levelling up agenda.
- 5.11 Similarly, there is no formal clarification on proposed changes to the current business rates system. As such, the council is only able to assume inflationary uplifts to the business rates precept in the MTFs. As previously noted the introduction of this system will potentially increase the underlying level of financial risk faced by the council.
- 5.12 Work is ongoing in support of the Thames Freeport bid, which is intended to have a positive impact on NNDR levels into the future. The assumption for the purposes of the budget setting is that the excess income associated with the Freeport will be ring-fenced to the delivery of the associated programmes to meet the wider objective of the policy and enhance the infrastructure of the borough.

6 Reserves Position

- 6.1 Members will be aware that, like many other authorities, the partial use of reserves was anticipated soon after the impacts (direct and indirect) of Covid-19 became clearer.
- 6.2 Members will be aware from previous reports that the council's reserves position has become far more resilient since 2016, as a direct result of the investment approach – a lift of 300% (£8m in 2016 to £24m at the start of the pandemic in March 2020). This included the creation of financial resilience reserves, which are planned to provide £4.684m to address pressures arising in response to the pandemic.
- 6.3 This has led to direct and indirect pressures and fluctuations. As such, a partial use of reserves continues to support the delivery of the 2021/22 budget. As noted above, the MTFs assumes a further use of reserves to support the delivery of the core budget in 2022/23. £3.3m is expected to be required to meet the underlying pressures but is subject to delivery of the 2021/22 position that will be confirmed at the end of the current financial year. This assumes that the £11m General Fund Balance remains intact.
- 6.4 Furthermore, the planned use of capital receipts continues to support wider transformation activity that will support the delivery of the savings programme and provide services that are financially sustainable in the medium term.
- 6.5 Members should note that the use of reserves enables a one-off stimulus. They cannot be used for sustainable spending needs and, as such, Members are reminded of the need to continue to reform services for a sustainable medium/long term cost base.

7 Issues, Options and Analysis of Options

- 7.1 This report sets out the changes from the current 2021/22 budget that are proposed for 2022/23. The impact on service delivery, particularly as a result of the proposed savings targets, will be closely monitored throughout the year to ensure essential front line services are provided to the required level.
- 7.2 Officers recommend a maximum council tax increase as the Government's core spending power calculations and Comprehensive Spending Review will assume that the council has maximised resources from its ability to raise funding locally. The Government will not subsidise any income foregone, thus any increase applied which is lower than the maximum level will continue to impact on the council's resources in all future years.
- 7.3 The report also sets out the identified deficits over the three-year period of the MTFs. Members and officers will continue to work to identify further

mitigating actions and carry out service review processes across a number of areas.

8 Reasons for Recommendation

- 8.1 The Council has a statutory requirement to set a balanced budget annually and to review the adequacy of its reserves. This report sets out a balanced budget for 2022/23 but relies on the use of capital receipts and general fund reserves.

9 Consultation (including Overview and Scrutiny, if applicable)

- 9.1 The proposals set out within this report will be considered by the Corporate Overview and Scrutiny Committee on 18 January 2022. Specific consultation has taken place over recent months where necessary.

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

- 10.1 There are increases to frontline services where pressures have been identified in the current year that will help the council to deliver its statutory services to the most vulnerable members of the community.

11 Implications

11.1 Financial

Implications verified by: **Sean Clark**

**Corporate Director of Resources and
Place Delivery**

The financial implications are set out in the body of the report and the appendices. The report sets out a balanced budget for 2022/23 on the basis that proposed funding decisions and actions to deliver savings are supported by Members.

Members should note that the actions set out do not address the underlying budget issues in subsequent years. Further savings will be required in addition to those identified to date. Given the significant funding gaps that remain it is essential the Council supports the further measures required to create a sustainable MTFs and in a timely fashion that recognises the lead in time that significant savings require.

11.2 Legal

Implications verified by: **Gina Clarke**

**Corporate Governance Lawyer and
Deputy Monitoring Officer**

The provisions of the Local Government Act 1992 states that local authorities are required to calculate as part of their overall budget what amounts are appropriate for contingencies and reserves. The Council is required to set a balanced budget with regard to the advice of the Council's Section 151 Officer.

The Local Government Finance Act 1988 (Section 114) places the responsible financial officer under an obligation to make a report to Full Council if he considers that a decision has been made or is about to be made involving expenditure which is unlawful or which, if pursued to its conclusion, would be unlawful and likely to cause a loss or deficiency to the authority. Also the Council's Monitoring Officer is required to report to Full Council if it appears to him that a decision has been or is about to be taken which is or would be unlawful or would be likely to lead to maladministration.

The Council's Constitution sets out the process for preparing draft budget proposals for each municipal year including consultation requirements. The Council is also required to comply with other consultation obligations required by statute or the common law that may apply to certain proposals being considered. The responses produced by the relevant consultations must be taken into account in finalising budget proposals.

In addition, the Council when exercising its functions must have due regard to its equalities duties under section 149 of the Equalities Act 2010. This can be achieved by considering the equalities and diversity implications at all stages of the budget setting process to ensure that budget proposals do not discriminate against any of the protected equality groups.

The setting of the budget is a function reserved to Full Council, who will consider the draft budget prepared by the Leader/Cabinet.

11.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**

**Community Engagement and Project
Monitoring Officer**

There are no specific diversity and equalities implications as part of this report. A comprehensive Community and Equality Impact Assessment (CEIA)

will be completed for any specific savings proposals developed to address future savings requirements and informed by consultation outcomes to feed into final decision making. The cumulative impact will also be closely monitored and reported to Members.

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

The council declared a Climate Emergency in 2019 through a motion at full council. The council's current investments continue to contribute towards the green agenda through supporting renewable energy schemes across the UK – notably, external advice is that one part of the portfolio generates twice the amount of energy to power the borough of Thurrock each year. Part of the budget surplus had previously been allocated to supporting climate change but, with the budget pressures the council now faces, this, along with other such allocations, has been centralised back into a general reserve to support the budget in this year and next.

12 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):

There are various working papers retained within the finance and service sections.

13 Appendices to the report

Appendix 1 –Medium Term Financial Strategy

Appendix 2 –Full list of savings targets

Appendix 3 –Indicative Service Budget impact

Report Author

Jonathan Wilson

Assistant Director Finance, Corporate Finance

Appendix 1 - Medium Term Financial Strategy

Narrative	2022/23	2023/24	2024/25
	£000's	£000's	£000's
Net Resources			
Council Tax LA Element 1.99% Increase	(1,420)	(2,688)	(2,282)
Increase in the Council Tax Base	(1,197)	0	0
Adult Social Care Precept 1%	(723)	(756)	(790)
Business Rates Position	(1,998)	(2,165)	(3,165)
Collection Fund adjustments	517	0	0
Government Resources Position	796	784	157
Net Additional (Reduction) in resources	(4,025)	(4,825)	(6,080)
Inflation and other increases			
Pay award and legislative changes	4,603	3,685	3,769
Other	912	980	993
	5,515	4,665	4,762
Treasury			
Interest Costs	3,500	3,065	1,000
Investment Income	1,972	(117)	2,368
MRP	1,282	0	0
	6,754	2,948	3,368
Corporate Growth			
Adults	4,150	1,500	1,500
Children's	3,091	1,814	1,814
	7,241	3,314	3,314
Commercial Income	(1,089)	0	0
Core Budget Deficit before intervention	14,395	6,102	5,364
Savings			
Adults' Services:	(2,264)	(652)	0
Children's Services:	(2,859)	(651)	0
Public Realm:	(1,707)	(722)	0
Resources & Place Delivery:	(2,463)	(120)	0
Housing General Fund:	(1,495)	0	0
Strategy & Engagement:	(355)	0	0
HR, OD and Transformation:	(275)	(80)	0
Corporate	(1,000)	0	0
Total Departmental Savings	(12,418)	(2,225)	0
General Staffing	(438)	(1,063)	0
Cross Cutting	(1,350)	(400)	0
Wider Funding	0	0	0
Total General Savings	(1,788)	(1,463)	0
Core Budget Deficit Position	190	2,415	5,364
11. Other funding (not affecting baseline)			
Capital receipts 2022/23	(190)	3,490	0
Use of reserves 2022/23	0	3,000	0
	(190)	6,490	0
Overall Budget Working Total		8,905	5,364

Appendix 2 – Full Savings list 2022/23

<u>Adults' Services:</u>	
Integrated Commissioning	(322)
Review of High Cost Supported Living Placements	(400)
New Model of Care – Supported Living	(200)
Implement increased Domiciliary Care Charging Immediately	(205)
Review and reduce ASC Fieldwork establishment	(150)
ASC Provider Services Transformation	(554)
Public Health restructure and establishment reduction	(88)
Public Health contribution to ASC	(200)
Reduction of Admin Function from 6.0WTE to 5.0WTE	(48)
Efficiencies from ending Section 75	(98)
	(2,264)
<u>Children's Services:</u>	
Comprehensive Review of Education Services	(670)
Home to School Transport Placements	(150)
	(300)
Review of Administration / Business Support / Commissioned services	(200)
Commission Emergency Duty Team	(300)
Social Workers	(1,000)
Nursery provision – Delivery Vehicle Change	(64)
Learning Universal Outcome	(175)
	(2,859)
<u>Public Realm:</u>	
Fortnightly Collection (Non-recycled and garden waste)	(322)
Commercial Waste	(50)
Bulky Waste	(20)
Counter Fraud Commercial Income	(500)
Commercially Trade CCTV Capability	(100)
Introduce Pay & Display in some green-space Car Parks	(100)
Commercial Grounds Maintenance Contracts	(150)
Council vehicles to be parked in the Depot overnight to reduce fuel costs	(21)
Cemetery Open Hours	(19)
Off- hire long term hire vehicles (not Covid related)	(48)
Increase Street works permitting income	(8)
Ceased Everbridge contract	(4)
Keep Britain Tidy - Street Cleanliness Assessments	(15)
Parking enforcement net income	(150)
	(1,507)
<u>Resources & Place Delivery:</u>	
Targeted Staff Reductions	(63)
Capitalisation	(1,400)
MRP and Treasury	(500)
Top Slice Grants	(500)
	(2,463)
<u>Housing General Fund:</u>	
Reduce Private Sector TA with in borough provision	(1,495)
	(1,495)
<u>Strategy & Engagement:</u>	

Continuing limited face to face offer	(200)	
Review of PQBS team structure	(45)	
Review of advertising & publicity, look to use more online platforms	(25)	
Operational & Finance support for High House Production Park	(85)	
		(355)
<u>HR; OD and Transformation:</u>		
Training	(75)	
Members Enquiries	0	
IT	(50)	
Capitalisation	(100)	
Centralisation	(50)	
		(275)
-		
-		
<u>Corporate</u>		
Adjustment to baseline pay	(1,000)	
		(1,000)
-		
<u>Other Decisions within Council Control</u>		
Major Route/Weekend Cleaning Efficiencies	(100)	
Grounds Maintenance Efficiencies	(100)	
		(200)
-		
-		
<u>Total Departmental Savings</u>		(12,418)
-		
<u>10. General Staffing</u>		
Digital Efficacy Review Further 25 Staff by mid 2022/23	(438)	
		(438)
<u>11. Cross Cutting</u>		
Stationery/postage reduction	(50)	
Review of non-essential spend (subscriptions/project work/professional fees)	(100)	
Efficiencies & process automation (linked to digital offer)	(100)	
Additional General Costs - following DB	(250)	
Asset Rationalisation - reduced to £850k 4/10/21	(850)	
		(1,350)
<u>Total Savings</u>		(14,206)

Appendix 3 – Indicative Directorate budget impact

Directorate	Current 2021/22 Budget	Removal of one-off (MIRS)	Net resources	Inflation & Other Increases	Corporate Growth	Treasury	Commercial Income	Savings allocation	Capital Receipts 2022/23	Cash envelope 2022/23
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Adults; Housing and Health	47,329	-703	0	874	4,150	0	0	-2,402	0	49,247
Central Financing	-117,370		-8,978	0	0	0	0	-500	0	-126,848
Children's Services	41,868	-81	0	1,087	3,091	0	0	-3,034	0	42,931
Housing General Fund	1,988	-170	0	93	0	0	0	-1,522	0	389
HR; OD and Transformation	8,906		0	386	0	0	0	-618	0	8,674
Public Health	203	-203	0	0	0	0	0	0	0	0
Public Realm	35,263		0	1,749	0	0	0	-1,852	0	35,159
Resources & Place Delivery	16,727	-610	0	563	0	0	0	-2,410	0	14,270
Strategy; Engagement & Growth	3,791		0	215	0	0	0	-449	0	3,557
Treasury & Corporate costs	-38,705	1,768	4,953	549	0	6,754	-1,089	-1,418	-190	-27,379
Grand Total	0	0	-4,025	5,515	7,241	6,754	-1,089	-14,206	-190	0

12 January 2022		ITEM: 11
		Decision: 110595
Cabinet		
Report on Asset Related Savings		
Wards and communities affected: All Wards	Key Decision: Key decision	
Report of: Councillor Mark Coxshall, Cabinet Member for Regeneration, Strategic Planning and External Relationships		
Accountable Assistant Director: Michelle Thompson – Acting Assistant Director of Property		
Accountable Director: Sean Clark – Corporate Director of Resources and Place Delivery		
This report is public		

Executive Summary

Members have received a number of reports on the budget pressures that Thurrock Council face, totalling some £34m over the two year period 2022/23 to 2023/24.

The Cabinet report on 7 July 2021 targeted reductions of £1m through Assets and the closure of the Thameside building was identified as a significant contributor towards this.

The Corporate Overview and Scrutiny Committee received an update on these savings at their meeting on 16 November 2021 and there has been three Roundtable meetings with interested parties from the community.

This report updates Cabinet on those meetings and recommends that discussions continue with a further Cabinet report in March 2022 to make a final decision on the building.

1 Recommendations:

- 1.1 That Cabinet note the main points from the meeting with Corporate Overview and Scrutiny Committee on 16 November 2021;
- 1.2 That Cabinet note the main points from the community based Roundtable meetings; and

- 1.3 That Cabinet support the relevant Portfolio Holders and Officers to continue with further discussions with the community over the future of the Thameside building and related services.**

2 Background

- 2.1 The Cabinet received reports on 7 July 2021 and 8 September 2021 on the council's financial forecasts and projected two-year budget pressure of £34m.
- 2.2 Thurrock Council, like all councils nationally, face pressures every year but, since 2018, has managed to meet these pressures through commercial income generation.
- 2.3 As this is no longer possible, the main focus of meeting these challenges going forward is through expenditure reduction and, as one of the larger cross-council budgets, a targeted reduction in the cost of the council's assets was identified.
- 2.4 The Thameside building was identified as a potential saving with a net cost in excess of £0.5m per annum. In addition, the building requires significant investment, currently estimated at £16m, after only minor capital works over the last decade.

3 Corporate Overview and Scrutiny

- 3.1 The Corporate Overview and Scrutiny Committee met on 16 November 2021 and received a report on asset related savings that included the Thameside building.
- 3.2 Before the report was presented and opened for debate, the Chair allowed a question from a member of the public, Ms Samantha Byrne. The draft minutes covering the questions and responses are as follows:

“the report talks about the importance of arts and culture. Can you please explain how you can consider closing the Thameside Complex that houses the theatre and museum before the elements of the new culture strategy, details of which haven't been released, are successfully running in its place?”

The Corporate Director Resources and Place Delivery thanked Ms Byrne for her question and stated that Cabinet would be making the final decision in December, but her question and comments would be included as part of the consultation with scrutiny for Cabinet Members to consider when making their decision. He stated that the report set out what work had already been taking place with interested parties, and one roundtable meeting with community representation had taken place, with another planned for the next couple of weeks. He added that papers on the draft Cultural Strategy would be taken to the relevant Overview and Scrutiny Committee when completed. Ms Byrne thanked the Corporate Director Resource and Place Delivery for his response and stated that the roundtable meeting had taken place in September. She explained that a second meeting had been planned, but had been cancelled due to the tragic death of Sir David Amess MP, along with all Council

meetings in Thurrock and across Essex. She stated that the next roundtable meeting was scheduled for the end of November at High House Production Park, and concern was being felt amongst residents that this would not be enough time for their feedback to be considered by Cabinet at their meeting in December. Ms Byrne stated that the report discussed issues with the building, not with the service itself, and asked if income received from the Thameside Theatre had been included in funding figures. The Corporate Director Resources and Place Delivery replied that the service itself would be included in the Cultural Strategy, which was still being debated, but the building itself came under the remit of the Corporate Overview and Scrutiny Committee. He stated that comments made at the roundtable meeting on 30 November 2021, would be included either within the Cabinet report, or updates would be provided by the Portfolio Holders at the meeting verbally.”

- 3.3 Once the debate started, there was a question on the levels of income relating to Thameside that had been published in the report. It is accepted that these are under stated with some income being coded against the Corporate Landlord centralised budgets. This has the effect of reducing the net cost but these would still be in excess of £0.5m as originally reported in July 2021.
- 3.4 Discussion ranged from being against any closure to the requirement of a new Theatre and that any provision should be modern and improve the cultural offer of the borough.
- 3.5 The printed recommendation was for the committee to comment on the report. Cllr J Kent moved a second recommendation: “The Corporate Overview and Scrutiny Committee ask Cabinet to give adequate time for conversations between community groups and the Council to reach conclusion, even if no in-year savings can be made.” The recommendation was not agreed by a vote of four to two.

4 Roundtable Meetings

- 4.1 Meetings with interested representatives of the community took place on 22 September, 30 November and 13 December 2021. Cabinet should note that the second meeting had been planned for an earlier date in October but was deferred due to the tragic death of Sir David Amess MP, along with all Council meetings in Thurrock and across Essex at that time.
- 4.2 The Portfolio Holders for Regeneration, Strategic Planning & External Relationships and Adults & Communities and various officers represented the council.
- 4.3 Whilst the first meeting was mainly about ensuring the strength of feeling in the community was known, along with challenges to the rationale for closure and concerns over the impact on cultural services, the following two meetings concentrated on a proposal from the community to manage the building and related services.
- 4.4 To date, conversations have been positive although there is still significant

work required on a business case and some issues to be resolved from the council's side.

- 4.5 In addition, meetings have also taken place with individuals and groups as part of ongoing engagement to develop a shared Cultural Strategy for Thurrock with partners.

5 Issues, Options and Analysis of Options

- 5.1 There are three clear options relating to the Thameside building:

- Do nothing. This is not recommended as the ongoing revenue cost is prohibitive, significant capital investment would be required and the necessary improvements to the Cultural offer will not be made;
- Close the building. While Cabinet recognised in July 2021 that the building is not considered fit for purpose in the medium to long-term, this is not recommended at this time whilst meaningful discussions are taking place with the community representatives; or
- Continue with discussions and the development of a business case that could see a community organisation taking over the Thameside building including the transformation of the building and related cultural services. Recommended in principle but with a final decision to be made in March 2022 to ensure savings can be made and the future is clear to all interested parties.

- 5.2 Whilst there has also been discussion about the future of the library situated in the building, any decision on possible relocation is linked to the future of the building and will be considered at the Cabinet meeting in March 2022.

6 Reasons for Recommendation

- 6.1 The recommendations allow for ongoing discussions with community representatives to determine the future of the Thameside building.

7 Consultation (including Overview and Scrutiny, if applicable)

- 7.1 The future of the Thameside building was subject to debate at the Corporate Overview and Scrutiny Committee on 16 November 2022, with community representatives at three separate Roundtable meetings and with affected staff.

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

- 8.1 Whilst the decision is about the future of a building, it is difficult to separate that decision from the impact on the services currently provided within it. Running parallel to these discussions is the development of a new cultural strategy that will be debated in due course.

9 Implications

9.1 Financial

Implications verified by: **Sean Clark**
Corporate Director of Resources and Place Delivery

Savings of circa £500k are currently targeted from the closure of the Thameside building. Any delays in decision making will impact on achieving a full year saving in 2022/23.

The outline business case currently being proposed by the community also requires ongoing support, on a reducing basis. This will need to be considered in the March 2022 Cabinet report.

9.2 Legal

Implications verified by: **Gina Clarke**
Corporate Governance Lawyer

The Council is generally empowered to dispose of assets which are underperforming or surplus to requirements. Each asset will need to be checked to ensure its formal ownerships and appropriation enable general disposal with terms to be confirmed.

9.3 Diversity and Equality

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

The Asset Disposal Policy sets out considerations for bringing agility to land and property assets so that the delivery of the Council's goals and objectives are realised in a sustainable manner, at the right time and on budget. The policy itself will be the subject of a Community Equality Impact Assessment to mitigate the risk of negative impact on citizens and communities. Where community assets are identified for disposal, the process set out for the implementation of the CAT Policy and principles of the Collaborative Communities Framework will be applied, this includes the completion of CEIA's on a case by case basis, engagement with the voluntary and community sector, and an assessment of social value that includes support for Thurrock's recovery from COVID-19 and building resilience within communities and voluntary sector networks.

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

The Thameside is used for a range of purposes including direct service delivery, use by community groups and residents. The council recognises the value and positive impact culture, arts and heritage can have on the health and wellbeing of residents and this will be reflected in the new strategy.

Staff and volunteers based at the Thameside building have been kept informed of the ongoing considerations about the future of the building since July 2021 including the possible implications for the services where appropriate. They have also been actively engaged in the development of the Cultural Strategy.

Due to the lack of capital investment in the building and its age, it does not currently have a positive impact on the council's carbon emissions.

10 **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

11. **Appendices to the report**

- None

Report Author:

Sean Clark

Corporate Director of Resources and Place Delivery

12 January 2022	ITEM: 12 Decision: 110596
Cabinet	
Parking Policy and Strategy, Parking Design and Development Standards, and Parking Enforcement Strategy	
Wards and communities affected: Borough-wide	Key Decision: Key
Report of: Councillor Ben Maney, Cabinet Member for Transport and Highways	
Accountable Assistant Director: Leigh Nicholson, Assistant Director Planning, Transportation and Public Protection	
Accountable Director: 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, and presented to Planning, Transportation and Regeneration Overview and Scrutiny Committee in October 2021. This paper identifies the outcomes of the consultation on the documents.

1. Recommendation(s):

1.1 To approve the Parking Policy and Strategy document for adoption by Thurrock Council.

1.2 To approve the Parking Design & Development Standards document for adoption by Thurrock Council.

1.3 To approve the Parking Enforcement Strategy document for adoption by Thurrock Council.

2. Introduction and Background

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

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

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

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

3 Issues, Options and Analysis of Options

3.1 It is important that the Council has an up-to-date Parking Policy and Strategy which is cognisant of current key transport trends (such as car, cycle and lorry ownership and usage) and anticipated growth in the borough. The proposed Parking Policy and Strategy has been prepared against the backdrop of the most up to date data available and sets high level principles to positively respond to the current situation in Thurrock. In particular, the Strategy has been developed to align with the Council's Transport Strategy and seeks to help tackle congestion, deliver accessibility, and improve air quality, making

Thurrock's roads safer, and supporting sustainable growth and regeneration in the Borough.

- 3.2 The Parking Design & Development Standards document seeks to not only set numerical standards for parking, but to also inform the design and layout of parking within development proposals; it is vitally important that new or extended developments incorporate good design for the layout, landscaping, and lighting of parking.
- 3.3 The design document therefore sets out a wide range of criteria and guidance for parking bays, blue badge parking bay dimensions, Powered Two-Wheeler (P2W) parking and cycle and pedestrian facilities in new developments. Additional guidance is provided in relation to the calculation of parking requirements, planning obligations, transport assessments and travel plans.
- 3.4 The Parking Policy and Strategy and the Parking Design & Development Standards should be seen as part of the Council's emerging Local Plan. It is important that new developments coming forward as part of the Local Plan are supported by the right level of car parking for the location, that parking facilities are well designed and integrated within development as a whole rather than it being viewed as a numerical calculation or tick box / afterthought. These documents will help influence and shape development proposals and by having up-to-date standards, will greatly improve the likelihood of high quality and comprehensive development coming forward. In practical terms, the standards could either be included in the Local Plan document, either in its entirety or by extracting relevant sections as appropriate.
- 3.5 The Parking Enforcement Strategy rounds off the suite of documents, by informing of the legislative powers by which the authority is able to undertake enforcement action across the borough, and any current and future actions the Council will take to enable the goals of the Transport Strategy being achieved. The document also provides an opportunity for the Council to set out operational processes under which enforcement takes place in Thurrock.

4 Reasons for Recommendation

- 4.1 Endorsing the recommendations set out in this report will enable the council to implement the Parking Policy and Strategy, the Parking Design & Development Standards, and the Parking Enforcement Strategy documents as policy to support future strategic and Development Management related processes and decisions.

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. The consultation was undertaken via the Thurrock Council consultation portal, with the published page and supporting documents available to view on the following web address - <https://consult.thurrock.gov.uk/parking-strategy-2020>
- 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.
- 5.4 Based on the responses received, where questions asked whether respondents supported or opposed the documents, they were generally in favour of the documents.
- 5.5 When reviewing the open text questions, there was, as expected, a wide variety of answers and priorities for respondents. The mix of responses do not sway support for nor against the policies and documents. However, there is a predominant ask for a 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. This is being addressed through an increase in the number of Civil Enforcement Officers deployed by the council, with the recruitment of an additional ten officers.

Document Revisions

- 5.6 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.
- 5.7 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.

Planning, Transport, and Regeneration (PTR) Overview and Scrutiny Committee (O&S)

- 5.8 The Parking Policy and Strategy, Parking Design & Development Standards, and the Parking Enforcement Strategy were presented to PTR O&S on 5 October 2021. The committee raised comments regarding a number of issues,

including parking provision for residential developments, alternative transport options away from the car and sustainable transport options at schools.

- 5.9 Of most concern to the committee lay within the Parking Policy and Strategy document. These were considerations to managing parking and vehicle flows in the future through potential policy measures which could potentially be implemented through end-user pricing. It is to be noted that these options are listed within the strategy as exploratory opportunities and are not proposed for implementation.
- 5.10 The proposed recommendations of the PTR O&S Committee were not resolved prior to the submission of this report to Cabinet.

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 Inequalities, Sustainability, Crime and Disorder, and Impact on Looked After Children

None

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

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

9. **Appendices to the report**

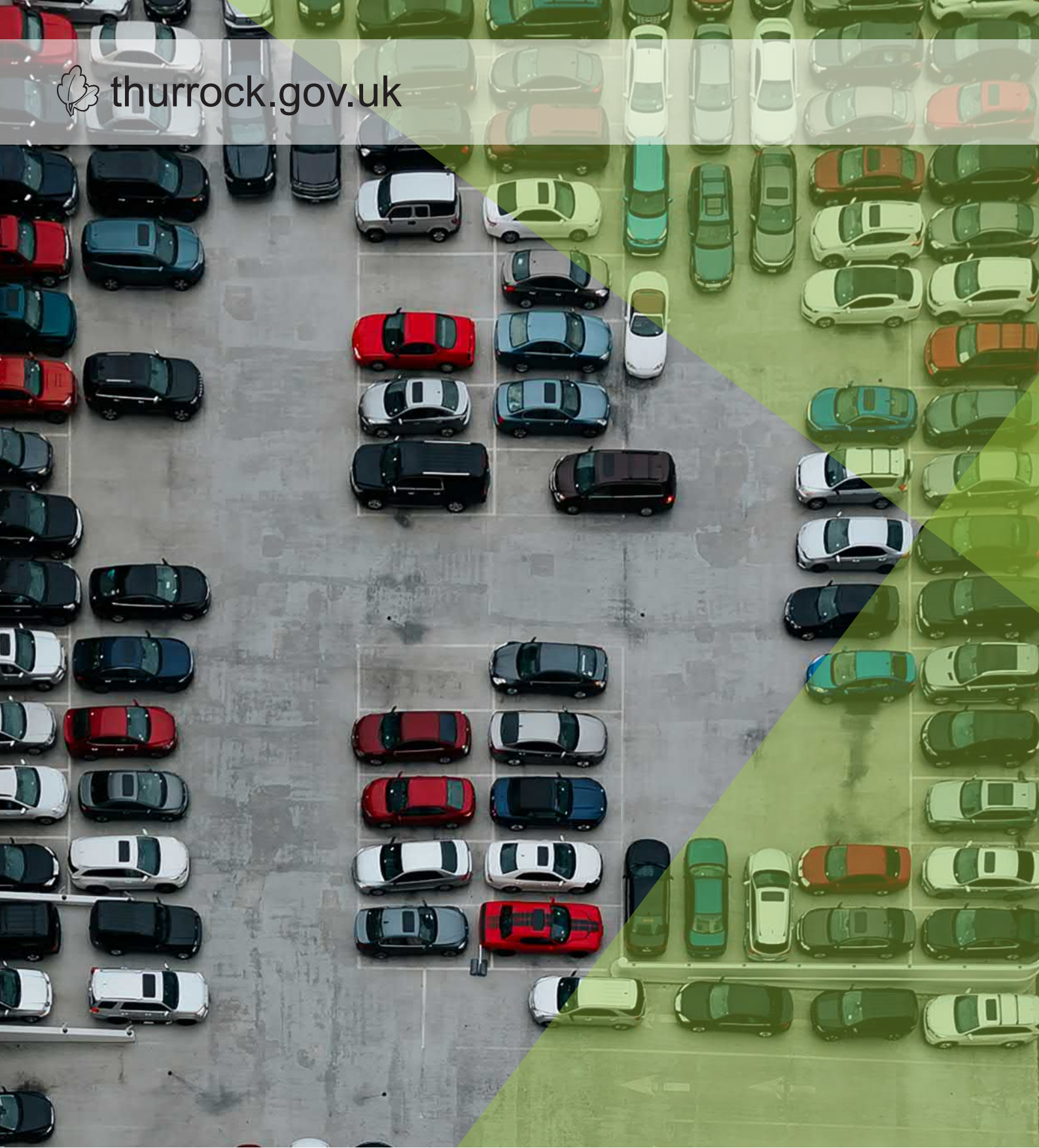
- Appendix 1 – Parking Policy and Strategy;
- Appendix 2 – Parking Design & Development Standards;
- Appendix 3 – Parking Enforcement Strategy

Report Author:

Navtej Tung

Strategic Transport Manger

Transport Development



PARKING POLICY AND STRATEGY

CONTENTS

1. INTRODUCTION AND CONTEXT

Introduction	...3
Why develop a parking strategy?	...5
Purpose of this parking strategy	...6

2. CURRENT SITUATION

Existing parking pressures in the Borough	...7
Car ownership in Thurrock	...7
Existing public transport provision	...9
Cycle parking provision	...9
Parking capacity	...10
Parking enforcement	...12
Current parking controls	...12

3. KEY LEGISLATION, POLICY REVIEW AND STRATEGIC PARKING OBJECTIVES

National policy	...13
Regional policy	...16
Local policy	...17

4. PROPOSED PARKING POLICY

Strategic parking objectives	... 19
Controlled parking zones, parking permit areas	... 20
Parking permits	... 21
Pay-and-display / Pay-by-mobile and other new technology	...22
Parking charges and tariff structure	...23
Waiting restrictions	...23
Loading restrictions	...24
Stopping restrictions (clearways)	... 24
School parking	... 25
Parking for new developments	... 25
Blue badge parking	...26
Cycle parking	...28
Provision for powered two-wheeler parking	...29
Emission based vehicles and electric vehicles	...30
Footway and verge parking	...34
Commercial vehicles	... 36
Coach parking	... 38
Car clubs	...39
Public consultation for new parking controls	...40
Performance monitoring and annual reporting	...40

5. MANAGING FUTURE DEMAND	
Future controlled zones	... 41
6. SUMMARY	
Summary	... 43
APPENDICES	
A. Parking Strategy Action Plan	... 46

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 statistics from the Department for Transport (DfT), vehicle registrations in Thurrock have steadily increased from 2016 to 2020, as detailed in **Table 1**. In particular, the number of Light Goods Vehicles (LGVs) registered in the borough has increased. This increase is in line with national trends identified in research undertaken by the DfT in 2016, in which the average growth in vehicles has been 680,000 per year since 2012. The East of England had the second highest number of vehicles in the United Kingdom and the third highest number of vehicles per 1,000 people.

Table 1: Vehicle Registrations in Thurrock (thousand)

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

Source: DfT Statistics

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

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

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



Table 2: Car Ownership Figures for Thurrock Households

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

Source: Census Data (2011)



EXISTING PUBLIC TRANSPORT PROVISION

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

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

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

CYCLE PARKING PROVISION

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

PARKING CAPACITY

Table 3 details the number of both on-street and off-street parking spaces in Thurrock, whilst **Table 4** lists the car parks in Grays and **Table 5** list those outside Grays. The Council charges for some car parks to ensure they are well maintained and to enable provision for such things as vehicle charging points.

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

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

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

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

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

Source: Thurrock Council

Table 4: Car Parks in Grays (2021)

Location	Number of spaces
Darnley Road (off-street short stay)	29
Argent Street (off-street long stay)	44
Cromwell Road (off-street long stay)	52
Crown Road (off-street long stay)	96
Station House, opposite rail station main entrance (off-street long stay)	10
Grays Beach, Thames Road (off-street long stay)	182
Multi-storey car park	700
Morrisons supermarket	540
Grays Station	146
Total	1,799

Source: Thurrock Council

Table 5: Car Parks Outside Grays (2021)

Car park location	Spaces	Charges
Gordon Road (Grover Walk), Corringham	112	Free
Gordon Road (Police station), Corringham	53	Free
Gifford's Cross Road, Corringham	78	Free
Morrisons Supermarket, Corringham	134	Free (2hrs)
Gordon Road (behind supermarket)	59	Free
Rail Station, Stanford le Hope	79	Pay
King Street (car park), Stanford le Hope	110	Pay
King Street (parking in front of shops)	30	Free
Coalhouse Fort Car Park, Tilbury	70	Free
Defoe Parade, Chadwell St Mary	39	Free
Lodge Lane, Socketts Heath	38	Free
Orsett Hospital, Orsett Heath	195	Visitor Fee
Canterbury Parade, South Ockendon	100	Pay
Ockendon Rail Station	35	Pay
South Ockendon Recreational Centre	30	Free
Tamarisk Road Car Park	30	Free
Daiglen Drive, Ockendon	25	Free
Davy Down, Ockendon	20	Free
Purfleet Rail Station	16	Pay
Centre Shopping, Lakeside	11,857	Free (2hrs)
Motorway J30/31, Lakeside	273	Free (2hrs)
Thurrock Shopping Park, Weston Avenue	957	Free (2hrs)
Chafford Rail Station	131	Pay
Shops in Fleming Road (near station), Chafford Hundred	94	N/A
Warren Gorge, Chafford Gorges	30	Free
Chafford Gorge, Chafford Gorges	30	Free
Total	14,625	

Source: Thurrock Council

PARKING ENFORCEMENT

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

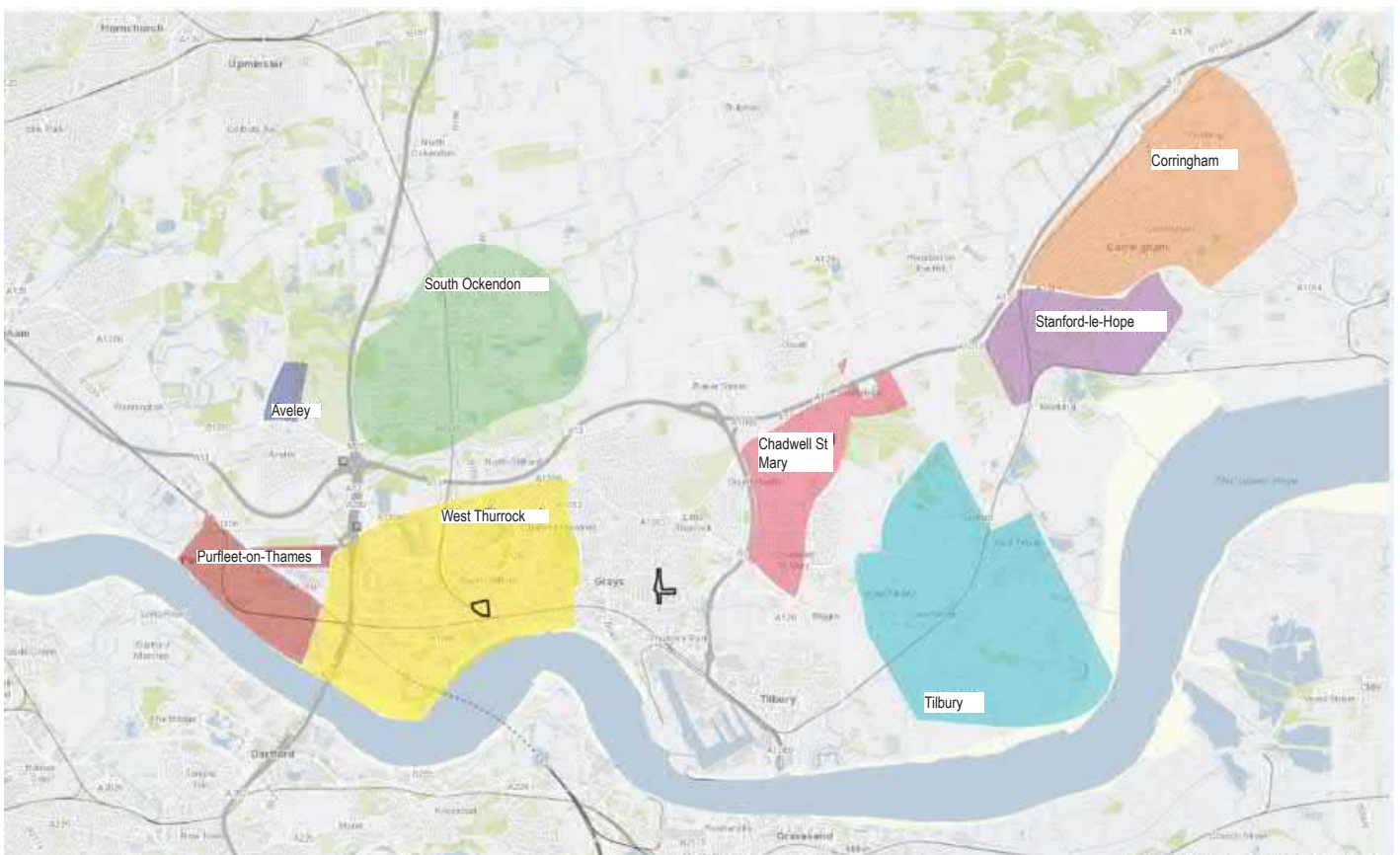
CURRENT PARKING CONTROLS

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

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

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

Figure 1: 7.5T Parking Ban Areas Across the Borough



Source: Thurrock Council



3. KEY LEGISLATION, POLICY REVIEW AND STRATEGIC PARKING OBJECTIVES

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

NATIONAL POLICY

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

Key National Legislation

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

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

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

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

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

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

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



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

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

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

- In setting local parking standards for residential and non-residential development, the Council, as local planning authority, will take into account:
- The accessibility of the development;
 - The type, mix and use of development;
 - The availability of and opportunities for public transport;
 - Local car ownership levels; and
 - An overall need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

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

Traffic Management Act 2004 Parking Policy and Enforcement

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

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

Additionally, the Council sets and appraises the following:

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

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

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

REGIONAL POLICY

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

The East of England Plan (Revoked in January 2013)

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

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



The following points are taken into account:

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

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

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

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

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

LOCAL POLICY

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

Thurrock Transport Strategy (2013-26)

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

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

TTS15 - Thurrock's Transport Strategy Policy

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

Thurrock Traffic Management Plan 2012-2016

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

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

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

Thurrock Local Plan

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

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

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



4. PROPOSED PARKING POLICY



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

STRATEGIC PARKING OBJECTIVES

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

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



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

CONTROLLED PARKING ZONES, PARKING PERMIT AREAS

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

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

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

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

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

Controlled Parking Zones (CPZs)

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

Permitted parking bays may be designated for use by:

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

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

Permit Parking Areas (PPAs)

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

PARKING PERMITS

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

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

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

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

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

Table 6: Permit Types

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

TPP02: Parking Permits

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

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

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

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

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

TPP03: Pay By Mobile and Other New Technology

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



PARKING CHARGES AND TARIFF STRUCTURE

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

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

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

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

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

The principles for the Councils charging structure are as follows:

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

TPP04: On-Street and Off-Street Parking Charges

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

WAITING RESTRICTIONS

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

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

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

TPP05: Waiting Restrictions

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





STOPPING RESTRICTIONS (CLEARWAYS)

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

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

TPP07: Stopping Restrictions (Clearways)

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

LOADING RESTRICTIONS

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

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

TPP06: Loading Restrictions

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





SCHOOL PARKING

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

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

TPP08: School Parking Controls

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

PARKING FOR NEW DEVELOPMENTS

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

TPP09: Parking for New Developments

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

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

BLUE BADGE PARKING

Off-Street Blue Badge Parking

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

Table 7: Car Park Allocations for Blue Badge Car Parking

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

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

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

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

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

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

TPP10: Blue Badge Parking for New Developments

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

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



On-Street “Blue Badge Holder” Parking

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

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

Permitted Blue Badge Holder Parking - Unlimited Time

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

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

Permitted Blue Badge Holder Parking - Limited Time -

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

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



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

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

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

TPP11: Blue Badge Parking Bays in Controlled Parking Areas

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

TPP12: Blue Badge Residential Parking Bays

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

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



CYCLE PARKING

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

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

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

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

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

TPP13: Cycle Parking Provision

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

PROVISION FOR POWERED TWO-WHEELER PARKING

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

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

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

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.

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

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

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

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

Table 10: Recommended Approach Toward Promoting ULEVs Within New Developments

Provision of Parking Bays & Charging Points for ULEV in New Development (including Conversions)

Houses 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.

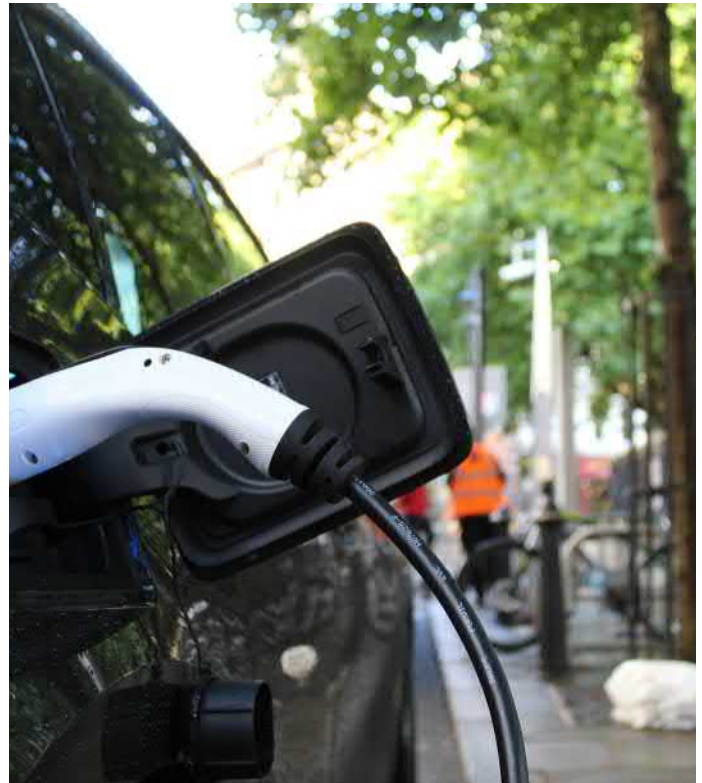
In order to help residents overcome this barrier, and prepare for the future, the Government's Office for Low Emission Vehicles (OLEV) has invited Local Authorities to submit applications for an On-Street Residential Grant Scheme. The Scheme funding is aimed at increasing the availability of plug-in 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.

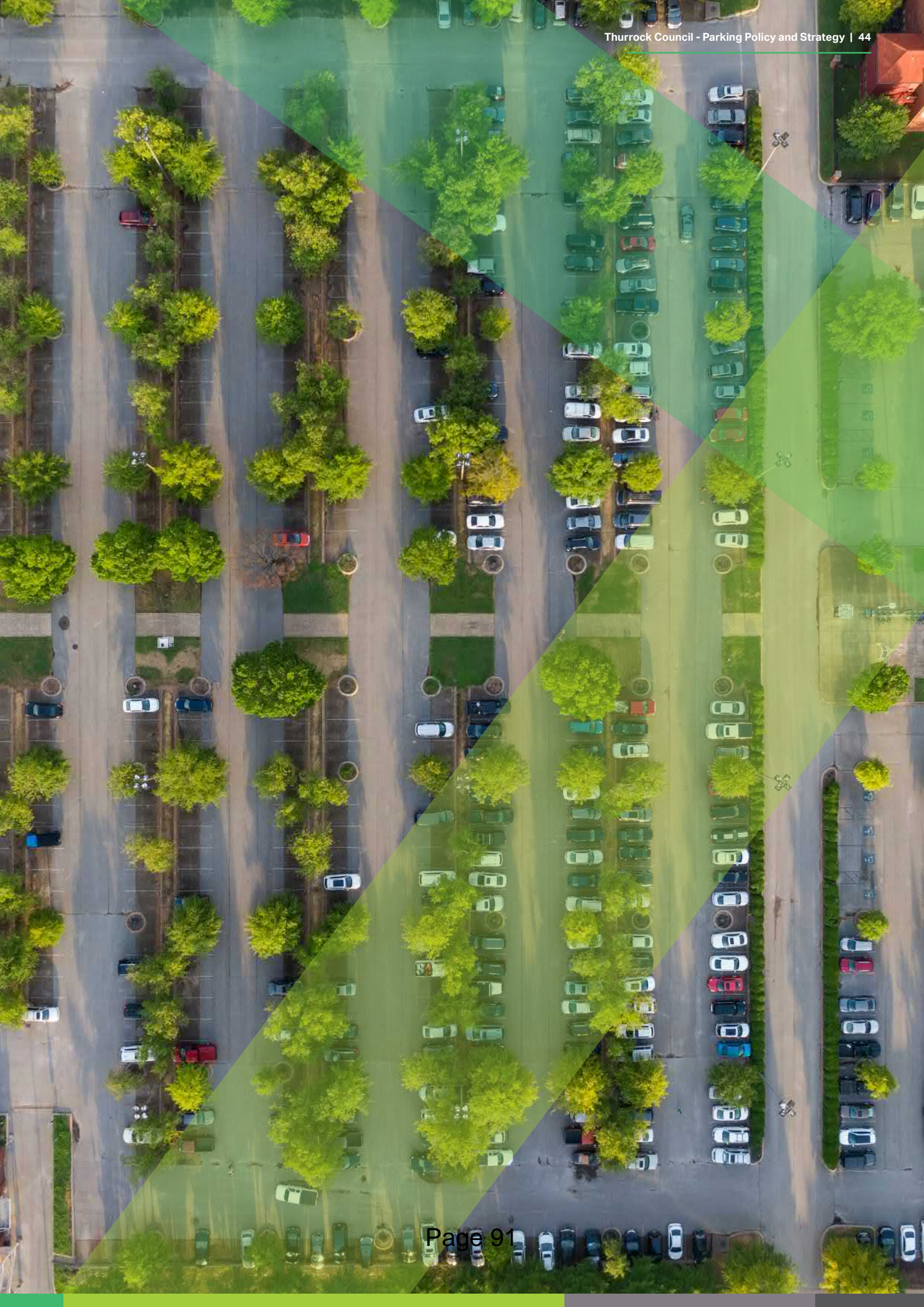
A review of national and local policy and guidance was undertaken, and is summarised in Section 3. This has informed the development of a series of strategic parking objectives for Thurrock;

- 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
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A. PARKING STRATEGY ACTION PLAN

Action Plan for the Future of Parking in Thurrock

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

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

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

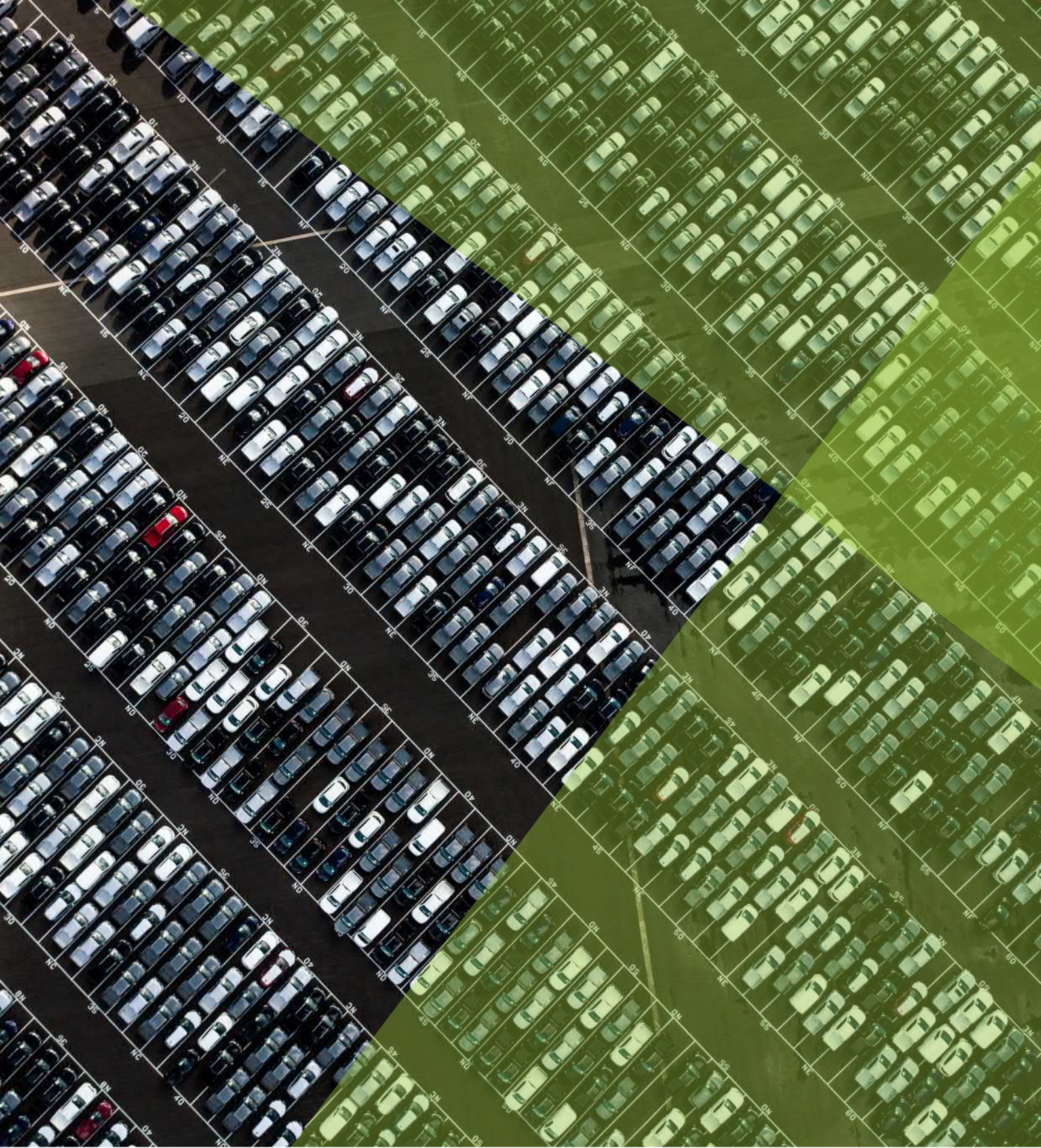
Policy	Key measures	Outcome
TPP17: On-Street Charging Points for Electric Vehicles	<ul style="list-style-type: none"> The Council will seek to increase, and annually review the provision of, on-street electric vehicle charging points within residential, town centre, commercial and industrial areas. 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

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

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

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

Source: Parking Policy and Strategy, Thurrock Council





PARKING DESIGN AND DEVELOPMENT STANDARDS

CONTENTS

1. INTRODUCTION AND CONTEXT

Parking Policy and Strategy	...3
-----------------------------	------

2. PARKING DESIGN STANDARDS

Vehicles – Parking bay size	...5
Blue badge parking bay dimensions	...7
Powered two-wheeler (P2W) parking design	...9
Cycle Parking Design	...10
Pedestrian Facilities in New Developments	...10
Further Considerations	...10

3. PARKING DEVELOPMENT STANDARDS

Calculation of parking requirements	...11
Planning obligations	...12
Transport assessments	...12
Travel plans	...12

4. LAND USE AND PARKING STANDARDS

Land use and parking standards	...13
--------------------------------	-------



1. INTRODUCTION AND CONTEXT

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

THURROCK PARKING POLICY AND STRATEGY

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

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



2. CURRENT SITUATION

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

VEHICLES - PARKING BAY SIZE

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

Table 1: Minimum Vehicle Parking Bay Dimensions

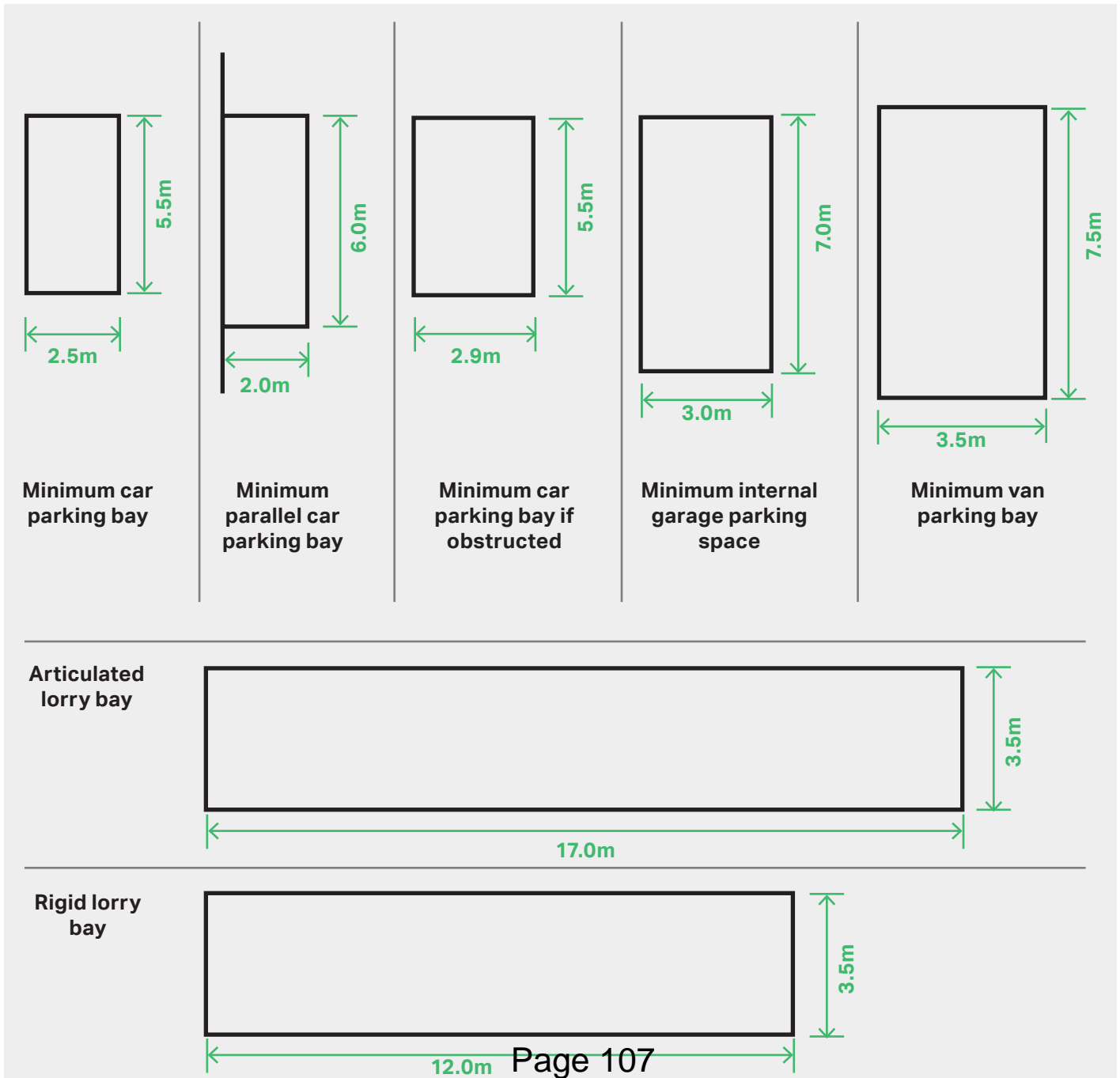
Vehicle Type	Parking Bay Dimensions
Off-street bay size for cars	5.5m x 2.5m
Parallel parking bay for cars	6.0m x 2.0m
Bay size for cars (only use in exceptional circumstances, such as extra space needed due to obstructions)	5.5m x 2.9m
Minimum internal garage parking space for cars	7.0m x 3.0m
Minimum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

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

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



Figure 1: Minimum Parking Bay Dimensions



BLUE BADGE PARKING BAY DIMENSIONS

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

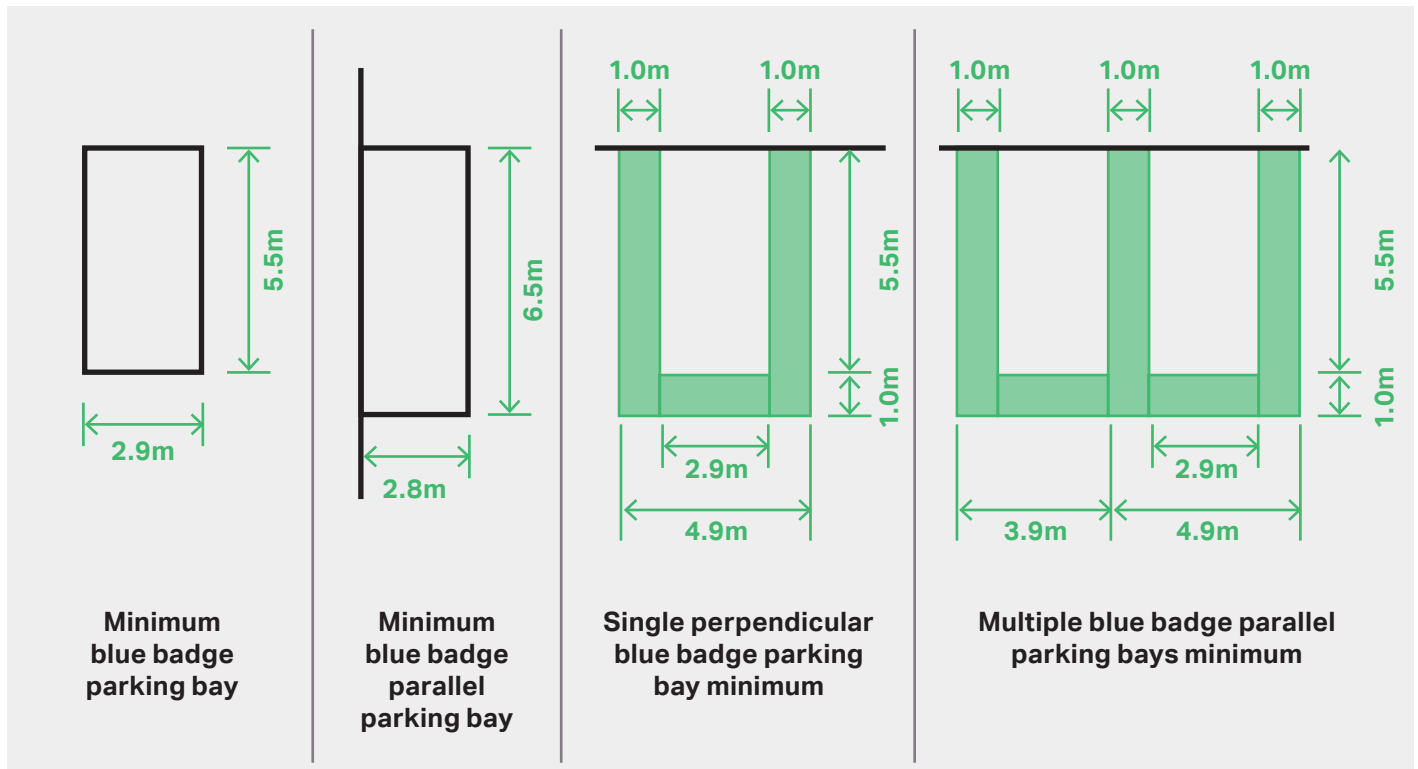
There is much advice available with regards to blue badge bay sizes, all differing slightly. The dimensions given in this document take account of increased vehicle size with an increased preferred bay size, consequently it is not necessary to increase the blue badge bay size by the same amount DfT guidance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

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

Table 2: Minimum Blue Badge Parking Bay Dimensions

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

Source: Thurrock Council

Figure 2: Minimum Blue Badge Parking Bay Dimensions

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

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

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

POWERED TWO-WHEELER (P2W) PARKING DESIGN

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

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

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

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

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

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



CYCLE PARKING DESIGN

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

All cycle parking must:

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

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

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

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

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

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

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



PEDESTRIAN FACILITIES IN NEW DEVELOPMENTS

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

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

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

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

FURTHER CONSIDERATIONS

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

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

3. PARKING DEVELOPMENT STANDARDS

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

CALCULATION OF PARKING REQUIREMENTS

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

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

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

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

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

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

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

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



PLANNING OBLIGATIONS

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

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

TRANSPORT ASSESSMENTS

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

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

TRAVEL PLANS

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

The requirement for a Travel Plan is as follows:

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

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

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

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

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

4. LAND USE AND PARKING STANDARDS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

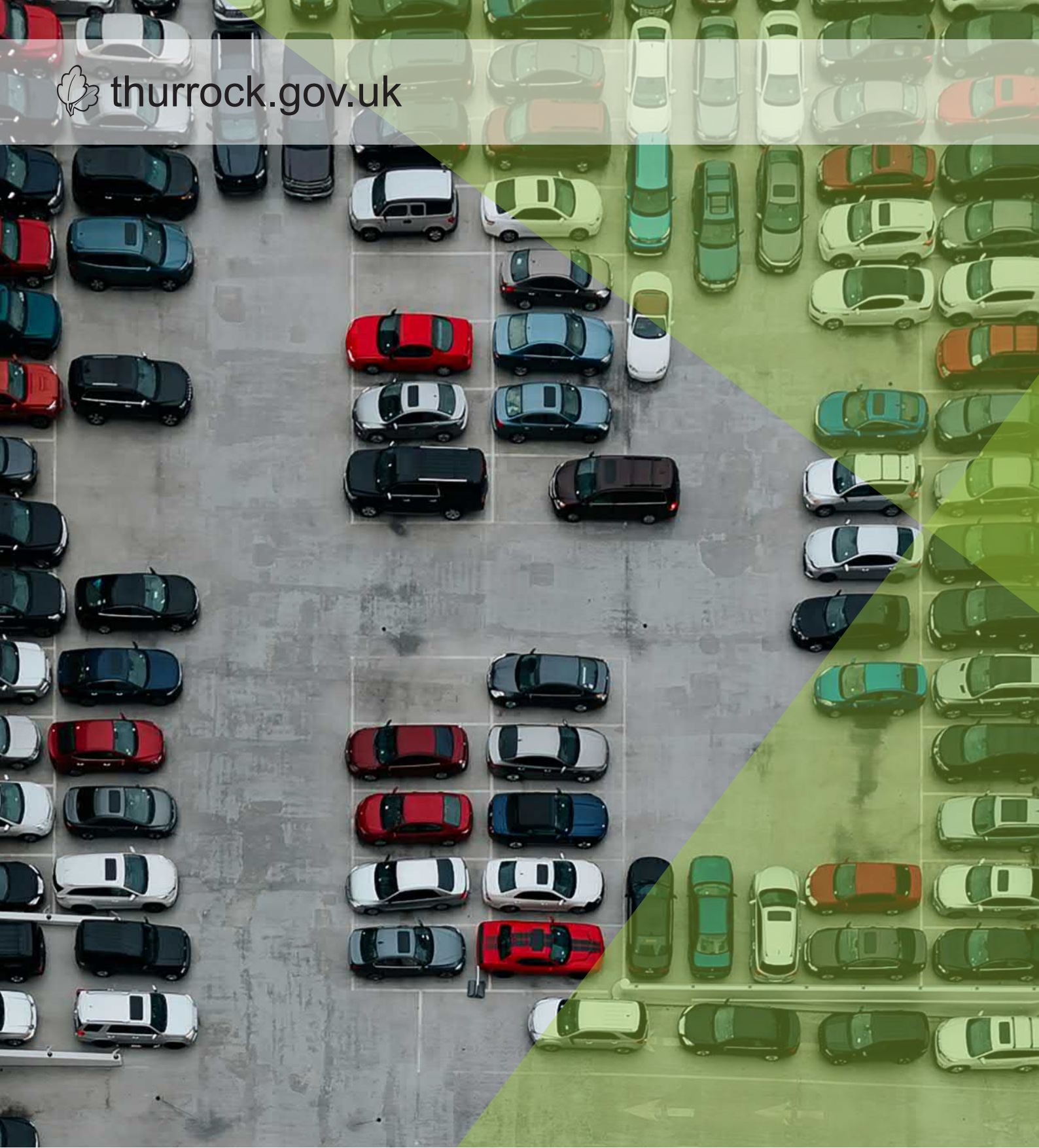
Land Use	Parking Standards	
<p>Sui Generis – Marina A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users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

Land Use	Parking Standards	
<p>Sui Generis – Nightclubs</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose workers and users are more likely to arrive by foot.</p>	Car	1 space per 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)
<p>Sui Generis – Petrol Filling stations</p>	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)
<p>Sui Generis – Public houses, wine bars, or drinking establishments, including drinking establishments with expanded food provision</p> <p>A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities or localised development whose custom is more likely to arrive by foot.</p> <p>Where appropriate, adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p>	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

Appendix 3

CONTENTS

1. INTRODUCTION AND CONTEXT

Thurrock Parking Policy and Strategy	...3
Vision and Aims	...3
Purpose of this Parking strategy	...3
Structure of this Document	...3

2. AREAS OF LEGISLATION

Definition of Kerbside Activity	...5
Traffic Management Act 2004	...6

3. PARKING ENFORCEMENT

Why we enforce	...7
Where we enforce	...7
What we enforce	...8
When we enforce	..8
What we do not enforce	...8
Parking charges	..8

4. PENALTY CHARGE NOTICES

Strategic parking objectives	... 9
Controlled parking zones, parking	... 9



1. INTRODUCTION AND CONTEXT

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

THURROCK PARKING POLICY AND STRATEGY

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

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

VISION AND AIMS

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

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

We have five strategic priorities to achieve our vision:

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

There is a further overriding priority of:

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

PURPOSE OF THE PARKING STRATEGY

The purpose of the Parking Strategy is to:

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

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

STRUCTURE OF THIS DOCUMENT

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



2. AREAS OF LEGISLATION

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

DEFINITIONS OF KERBSIDE ACTIVITY

In law, there are three kinds of kerbside activity:

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

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

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



TRAFFIC MANAGEMENT ACT 2004

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

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

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

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

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

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

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

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



3. PARKING ENFORCEMENT

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

WHY WE ENFORCE

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

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

WHERE WE ENFORCE

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

Using the resources available, they enforce regulations for:

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

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

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



WHAT WE ENFORCE

When a motorist parks or drives a vehicle in contravention of the regulations, we may issue a Penalty Charge Notice.

They can be issued for:

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

WHEN WE ENFORCE

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

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

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

The council issues instant Penalty Charge Notices:

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

WHAT WE DO NOT ENFORCE

The council has no jurisdiction to enforce the following:

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

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

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

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

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

PARKING CHARGES

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

4. PENALTY CHARGE NOTICES

PARKING OPERATIONS

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

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

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

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

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

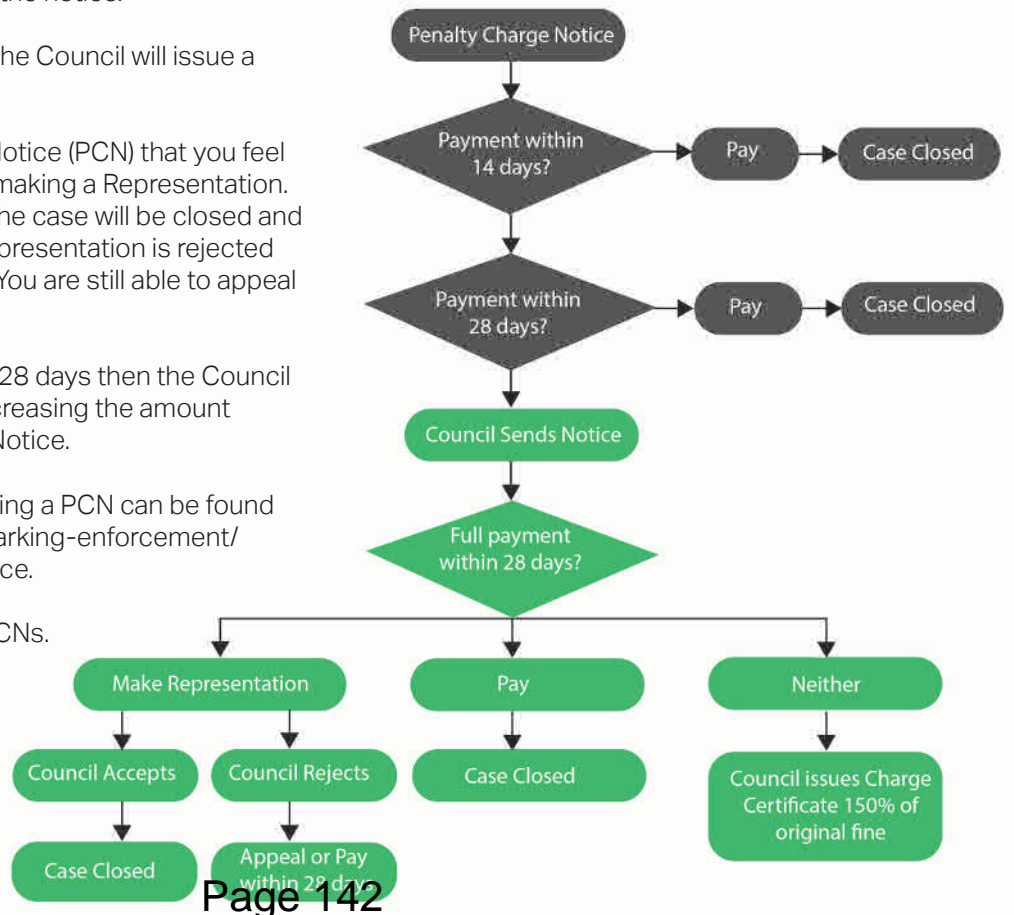
More information about challenging a PCN can be found at <https://www.thurrock.gov.uk/parking-enforcement/challenging-penalty-charge-notice>.

Figure 1 shows the process of PCNs.

ANNUAL SUMMARY

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

Figure 1: Penalty Charge Notices Process







12 January 2022	ITEM: 13 Decision: 110597
Cabinet	
Thurrock Regeneration Ltd – Proposed Development of Culver Centre and Field, South Ockendon	
Wards and communities affected: All	Key Decision: Key
Report of: Councillor Mark Coxshall, Cabinet Member for Regeneration, Strategic Planning and External Relationships	
Accountable Assistant Director: Keith Rumsey, Interim Assistant Director – Regeneration and Place Delivery	
Accountable Director: Sean Clark, Corporate Director of Resources & Place Delivery	
This report is Public.	

Executive Summary

The Culver Centre and Field in South Ockendon is a cleared site which has been earmarked by the Council for development. Following preparation of a proposed scheme a planning application was submitted and determined on 23rd September 2021. The route to development now needs to be determined.

Thurrock Regeneration Ltd, the Council’s housing development company, is seen as the most appropriate developer for this scheme and it is proposed that this site should be offered to the company for development. TRL has informally indicated its willingness to purchase the land for development, subject to legal and financial due diligence and the final approval of the Board.

It is proposed that delegated authority be given to the, Corporate Director of Resources and Place Delivery, in consultation with the Portfolio Holder for Finance and the Cabinet Member for Regeneration, Strategic Planning and External Relationship – subject to an independent assessment of the valuation of the land - to finalise the terms of transfer to TRL including the approval and transfer of scheme funding to TRL and reflect this funding in the Council’s financial records. This delegated authority will be subject to the scheme meeting key financial parameters and is, at present, conceptual.

1. Recommendations

That Cabinet:

- 1.1 Agrees that Thurrock Regeneration Ltd develop the Culver Centre and Field, South Ockendon site in accordance with the consented planning application.**
- 1.2 Agrees that authority be delegated to the Corporate Director of Resources and Place Delivery, in consultation with the Portfolio Holder for Finance, and the Cabinet Member for Regeneration, Strategic Planning and External Relationships, to agree the transfer value of the land, final funding to TRL, and to enter into legal agreements, including appropriation of land, as required to enable this development, subject to the financial parameters as set out in the report.**

2. Introduction and Background

2.1 Scheme details

- 2.2 The site is positioned between Daiglen Drive and Broxburn Drive, South Ockendon and bounded by Shaw Primary Academy to the North and Danbury Crescent to the south. Surrounding properties and residential developments are mainly from the mid-20th century including terraced, semi-detached and 1950s Council Housing.
- 2.3 The site is 4.53 ha (11.197acres) with a flat topography. The Culver Centre has been demolished and there is open space to the east of the site.
- 2.4 The consented scheme includes 173 new homes including 62 affordable homes comprising a mix of one and two bedroom apartments and two and three bedroom houses alongside the re-provision of public open space with associated landscaping and public realm, private and communal amenity space, car and cycle parking provision and access improvements
- 2.5 The proposed tenure mix is planning policy compliant with 35% affordable housing, a mix of affordable rented (43 or 25%) and shared ownership (19 or 11%) with the remaining housing being for the private market.
- 2.6 Tender documentation and drawings are currently being prepared and will be submitted to the market shortly, subject to the final governance and approval of the TRL Board.
- 2.7 The Council is currently preparing the site for transfer including ensuring a clean title, this includes the appropriation of land for planning purposes.
- 2.8 Should Cabinet approve this report the next step following independent valuation will be that Land Transfer, Management and Funding Agreements between the Council and TRL are entered into and TRL completes its' procurement and enters into a construction contract.

3. Issues, Options and Analysis of Options

3.1 The development scheme received planning permission on 23rd September 2021. The alternative options for the Council to consider are to sell off the land with planning permission to a private developer, or the possibility of the HRA investing in or building out the site.

Summary of key risks and opportunities;

Option	Opportunities	Risks
Transfer the land to TRL to develop	<ul style="list-style-type: none"> • Articulating the vision • Control of design and place making • Long term investment • Generation of returns / pursuit of mutual objectives • Revenue receipts • Dividend at the end of the development • Cross subsidy for affordable housing • Certainty in the delivery of homes • Potential opportunity for Council to own affordable units 	<ul style="list-style-type: none"> • Market uncertainty • Competing demands (company vs corporate)
Disposal to a private developer	<ul style="list-style-type: none"> • Up front capital receipt 	<ul style="list-style-type: none"> • Risk of different scheme coming forward due to viability • Uncertainty of delivery • Less control over the development
HRA	<ul style="list-style-type: none"> • Increased Council housing units 	<ul style="list-style-type: none"> • Consented scheme includes market sale units and capital receipt for land together with return to general fund from borrowing on TRL behalf will be financially advantageous for the Council • Inappropriate for HRA to take risk of market sale

- 3.2 Agreement to the recommended option for TRL to gain the funding and land transfer would provide the Council with a revenue stream via the repayment of interest on the loan over several years as well as a dividend at the end of the business term.
- 3.3 The consented scheme includes market sale property which it is not appropriate to develop through the HRA as the HRA should not be taking sales risk.
- 3.4 A number of joint venture options with partners outside the Council would be feasible, however the Council does not currently have the partners or infrastructure to make this effective. In isolation such partnerships will not be more financially advantageous than the preferred route.

Risk Assessment

- 3.5 The key risk at this stage is the volatility in construction costs. The position with regard to this will be determined by the market tendering exercise and is a matter for TRL. In compiling their due diligence the costs of building will be taken into account.
- 3.6 Sales risk on market sale is always present. However market indications are that there is healthy demand for new build properties in Thurrock and this is expected to continue.
- 3.7 Subsidy Control (formerly state aid) regulations are complex and intrinsically related to the financial viability. Legal due diligence will be undertaken by the Council and TRL to ensure the scheme will not proceed unless the scheme is subsidy control compliant. It is unlikely that this will be an issue.

Financial Implications

- 3.8 TRL's financial advisers have developed a financial model to assess whether TRL and its developments can be established on a viable basis. This model considers the cash flow, tax and accounting implications of TRL's proposed developments and also considers the cash flow and accounting entries impacting the General Fund. It can be used for each scheme on a stand-alone basis to examine whether the viability tests are met.
- 3.9 This model will be rerun by TRL as part of its due diligence to assure that this scheme is viable and deliverable.
- 3.10 The inputs and assumptions for Culver will be continuously reviewed. This will include:
 - Monitoring of overall development costs for the scheme in light of price increases in the construction sector referred to above.

- Scenarios with regards to sales and market rent will be tested to ensure the most financially viable option. Prudent assumptions throughout the modelling will be used.
- Borrowing costs and interest rate projections will be monitored.

3.11 A narrative summary of the current position is set out below:

Input	Commentary
Tenure Mix	65% of the development will be for the private market. 35% will be affordable housing a mix of affordable rent and shared ownership.
Construction Programme	To be determined
Land Cost	Independent valuation prior to land transfer.
Construction Costs	Based on advisers latest cost estimates and include planning and design costs. At this stage it is considered that the scheme is still viable to TRL.
Sales Values & Overall Sales Income	Sales values are based on recent market information and will be uplifted by house price inflation to the sale date.
Rental Income	Rents are based on recent market information. Affordable rents, are set at up to 80% of current market rents and are in all cases within current Local Housing Allowance figures.
Operating Costs	Management and operating costs reflect the cost of the services provided by the Council to TRL on a full commercial basis. Therefore this arrangement should lead to a small net income within the General Fund resulting from the margin charged on top of direct costs to TRL. Maintenance and lifecycle costs reflect industry norms.
Bad Debts & Void Losses	This reflects a prudent allowance and is informed by the Council's experience of managing its own stock and experience of other providers.
Central running costs	An annual sum is included to cover accounting, insurance, IT and other central support costs which will be payable to third parties.
Inflation	Factors general inflation (CPI) and other inflation factors including house price inflation assumptions are based on relevant independent data.

Interest Rates	The interest rate which the Council is assumed to pay on its borrowing reflects the rate that the Council will be borrowing at. Funds on-lent to TRL will attract a margin which is based on current prescribed margins for subsidy control compliancy.
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Financial Parameters

3.12 The following underlying principles and parameters were agreed in relation to TRL:

- **Impact on General Fund.** Interest payable in the General Fund, as a result of the PWLB loans taken out to provide loans and equity finance to TRL, should be covered by interest receivable from the loans to TRL.
- **Council equity return.** From a commercial perspective the Council needs to be satisfied that best value is generated by investing cash and land within TRL and that the return reflects a position that does not involve the provision of unlawful subsidy.
- **TRL financial viability.** TRL will be consolidated into the Council's group accounts and, therefore, the Council must be satisfied of TRL's overall financial position and ability to repay its loans.

3.13 At this position, the financial implications are as follows, taking each parameter in turn:

- The financial model shows that the interest payable by the Council, in respect of loans taken out to fund TRL, will be met from interest payable by TRL to the Council. In summary, this parameter is met.
- The returns which the Culver Centre site can be expected to generate are at the lower end of the acceptable range, reflecting the high cost of developing given the market conditions. However, this is not out of line with market trends. The current development estimates, with an element of contingency included, does meet this parameter. When TRL receives the final tender for the scheme the projected return must meet subsidy control requirements and this will be a key parameter in relation to approval to proceed.
- The latest projections confirm TRL's financial viability and also that it will be able to operate as a going concern and repay its loan from the Council based on current known information and assumptions utilised within the model. The final parameter is therefore met.

3.14 In summary, when the final financial position is known following valuation of the land and receipt of the construction tender, the above three parameters

will be re-assessed and all three will need to be satisfied for the scheme to proceed.

4. Reasons for Recommendations

4.1 Development of the Culver Centre site will provide quality housing to meet housing needs and improve the lives of Thurrock residents. The development will also contribute to place making and enhancing South Ockendon regeneration. Therefore contributing to the Council's objectives of:

- Place - a heritage-rich borough which is ambitious for its future with roads, houses and public spaces that connect people and places and clean environments that everyone has reason to take pride in

The recommendation in this report is designed to allow there to be minimal delay to the scheme start.

4.2 It is proposed that Council give delegated authority to the Corporate Director of Resources and Place Delivery, in consultation with the Portfolio Holder for Finance, and the Cabinet Member for Regeneration, Strategic Planning and External Relationships, to agree the final financial position when valuation is received and the construction tender is submitted but subject to meeting the financial parameters set out in this report.

4.3 The estimated cost of construction and thus the level of borrowing that the Council will have to undertake will be re-analysed and the final figures will be shared with decision makers for the delegated authority process for approval.

4.4 TRL will provide an income return to the Council which can support regeneration projects which can meet the aspirations and desires of local people.

5. Consultation

5.1 This paper provides opportunity for Members of this Committee to comment on the proposal.

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

6.1 TRL will support the Council's place shaping agenda and will help deliver a range of housing tenures and other projects. By enabling TRL to develop quality housing on land that it owns the Council will provide an alternative route to private sector led regeneration which may otherwise be constrained by market conditions. Such housing will contribute to improving, and creating great places where community pride, good health and wellbeing and economic prosperity will thrive.

7. Implications

7.1 Financial

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

The financial implications are set out in the main body of the report. Within the Council's medium term financial strategy, an assumption of £1.5m of net income, generated through the lending mechanism between the general fund and TRL, has been included.

The Council will receive a capital receipt for the land which will be determined by independent valuation. Modelling to date has been carried out on an assumption of £2million

7.2 Legal

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

Delegation of Authority as proposed in Sec 1.2 of this report are within the Council's powers. The Council will need to comply fully with the provisions of the Public Contracts Regulations 2015 and the Council's Contract Procedure rules in relation to any proposed development of the site. Legal Services will be on hand to advise on any issues arising from the Council's proposals and this report and where external legal support is sought, Legal services will co-ordinate this support.

7.3 Diversity and Equality

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

Development of this site will have a positive impact on the locality in terms of tenure mix. TRL's developments will follow Council policies in relation to diversity and equality and, in particular, will ensure that contractors bidding for work from the Company will follow the Council's Equality Codes of Practice on Procurement.

Contractors and developer partners will be required to have relevant policies on equal opportunities, be able to demonstrate commitment to equality and diversity and to supporting local labour initiatives that achieve additional social value.

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

None

8. Background papers used in preparing the report

Thurrock Regeneration Ltd – Proposed Development of Culver Centre and Field, South Ockendon - Housing Overview and Scrutiny Committee, 11th January 2022

9. Appendices to this report

None

Report Author

Julian Wain

Strategic Place Advisor

Resources and Place Delivery

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12 January 2022	ITEM: 14 Decision: 110598
Cabinet	
Nursery Provision – Alternative Delivery Model	
Wards and communities affected: All	Key Decision: Key
Report of: Councillor Barry Johnson, Cabinet Member for Education and Children’s Social Care	
Accountable Assistant Director: Michele Lucas – Assistant Director Learning and Skills	
Accountable Director: Sheila Murphy – Corporate Director Children’s Services	
This report is Public – with the exception of the Stage 1 ‘Approval to Proceed to Tender’ procurement report (Appendix 1) which should be exempt since it contains commercially sensitive information regarding the tender.	
<i>If the report, or a part of this, has been classified as being either confidential or exempt by reference to the descriptions in Schedule 12A of the Local Government Act 1972, it is hereby marked as being not for publication. The press and public are likely to be excluded from the meeting during consideration of any confidential or exempt items of business to which the report relates.</i>	
Date of notice given of exempt or confidential report: 30 November 2021 (for relevant part of report)	

Executive Summary

The majority of early years and childcare provision is provided by a range of early education providers across Thurrock. In Tilbury, Neptune Nursery and Little Pirates Nursery are directly managed and subsidised by the local authority. It is not a statutory duty on the council to run nurseries and as a result, having looked at this as part of a wider education and skills review, we will look to identify an early year’s provider to deliver the council run nurseries in Tilbury from September 2022.

Following consultation with parents, the wider community and other early education providers, Officers have considered the options to reduce the risk of closure of Neptune Nursery and Little Pirates Nurseries. The option we are seeking cabinet approval for is to procure an alternative early education provider as this will provide continuity of provision for parents. The consultation has received some positive response from providers who are interested in expanding their current offer, should the procurement exercise be unsuccessful both nurseries will need to close. If we

are unable to identify a new provider, parents will be supported to find alternative provision where possible.

1. Recommendation(s)

- 1.1 That Cabinet agree to the procurement of an alternative early education provider for Little Pirates and Neptune Nursery in Tilbury.**
- 1.2 That should the procurement be unsuccessful, Cabinet agrees to the closure of Little Pirates and Neptune Nursery.**
- 1.3 That Cabinet agree to delegate authority to the Corporate Director of Childrens Services, in conjunction with the Portfolio Holder to award contracts following completion of the procurement process.**

2. Introduction and Background

- 2.1 The local authority has a duty to secure sufficient early education and childcare provision where this is practically possible. It is not a requirement that this provision is directly delivered by the local authority.
- 2.2 Locally, the majority of early years and childcare provision is provided through a network of alternative early education providers funded by early years and childcare funding and parental fees. This network is operating successfully across the borough ensuring that parents are able to access places that support them to access employment or training opportunities. This network ensures the local authority is able to meet its statutory duties around sufficiency of places. All early years providers in the Tilbury area are rated 'good or better' by Ofsted.

3. Issues, Options and Analysis of Options

- 3.1 The majority of local authorities no longer directly operate early years and childcare provision however in Tilbury there are two nurseries, Neptune Nursery and Little Pirates that remain under local authority management.
- 3.2 Both local authority managed nurseries are well used but are not operating sustainably and given the current budgetary position will not be able to stay open without substantial subsidies.
- 3.3 A public consultation has been held targeting parents using the nurseries, the local community and local providers of early years and childcare.

There were 293 responses and a summary of the responses is given below:

- 96% of those who responded feel that it is important / very important that they can access nursery provision locally.
- 83% were from the Tilbury area and 81% of respondents use the nurseries.

- Of those who use the nurseries 53% travel to Tilbury to use the provision and 47% live locally.
 - 60% of those accessing the nurseries do so to support employment or training.
- 3.4 Officers have considered a range of options for the future of the two nurseries, these are outlined below:
- 3.4.1 Reorganisation**
- 3.4.2 The nursery management team have been working over recent years to reduce costs through changes to staffing ratios, robust management of sickness absence and increased promotion of the nurseries. Despite their best efforts they remain unsustainable in part due to the high number of funded places along with the higher overheads associated with being managed and operated by the local authority. This is exacerbated as the majority of places at the two nurseries are funded through the early years funding and as recognised nationally, this funding does not operate on a full cost recovery basis. In alternative early education providers this is commonly balanced with parental fees.
- 3.4.3 Moving the provision to alternative early education providers provider**
- 3.4.4 The alternative early education providers sector provides the majority of early education and childcare places across Thurrock. Of those who responded to the consultation all provide places for children aged birth to five years and 85% of these offer places to children living in the Tilbury area. There have been indications that some providers would be interested in expanding their offer. All providers in Tilbury are currently rated good or better, this would ensure that the quality of what is offered could be maintained if Little Pirates and Neptune Nursery were operated by an alternative provider.
- 3.4.5 This option will ensure that the council does not carry the risk around the current subsidies that have to be identified. We would be offering this as a business opportunity to an alternative early year's provider. This option would be offered through the procurement processes that operate within the council in line with policy.
- 3.4.6 Closure**
- 3.4.7 The consultation showed that the two nurseries are valued and well used to support access to employment and training (60% of respondents), in addition almost all respondents (96%) felt it was important or very important that they can access local nursery provision.
- 3.4.8 If we are unable to identify a new provider then closure would need to take place from September 2022. It would reduce the number of early year's places in Tilbury. However, the consultation did identify that other providers in

the area would be interested in expanding to offer more places.

- 3.4.9 The current financial position for all local authorities has meant that we need to consider all areas that are non-statutory and as a result we can no longer deliver council run nurseries. If we are unable to secure another provider then the nurseries will need to close and parents will be supported to find alternative provision.

4. Recommendation

- 4.1 The statutory duty on the local authority is to ensure we have enough places for early years and childcare provision. The duty does not mean that they need to be directly provided. The majority of early years places in Thurrock are provided by the alternative early education providers.
- 4.2 It is therefore recommended that the opportunity to operate Little Pirates and Neptune Nursery is offered to alternative early education providers through a procurement exercise.
- 4.3 Should this procurement exercise be unsuccessful the nurseries will close and parents will be supported to find alternative provision.

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

- 5.1 As detailed in this report, a full public consultation was held and has informed the recommendations in this report.
- 5.2 A report has been considered by Children's Overview and Scrutiny Committee and they have also been briefed on the consultation outcomes.

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

- 6.1 This report supports the delivery of the following priority:

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

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

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

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

7. Implications

7.1 Financial

Implications verified by: **David May**
Strategic Lead - Finance

The recommendations in this report support the Councils current financial position and the savings required as a part of the Medium Term Financial Strategy. The local authority is no longer in a position to subsidise the two nurseries.

7.2 Legal

Implications verified by: **Judith Knight**
Interim Deputy Head of Legal

The local authority has a duty to secure sufficient early education and childcare provision as set out in section 2 of the Childcare Act 2016 and sections 6, 7, 7A, 9A, 12 and 13 of the Childcare Act 2006. Local authorities must have regard to this guidance when seeking to discharge those duties. They should not depart from it unless they have good reason to do so. The recommendations in this report support the delivery of these statutory duties. Procurement of an alternative early education provider must comply with the Council's Contract Procedure rules and the Public Procurement Regulations 2015.

7.3 Diversity and Equality

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

Officers have carried out a full public consultation to ensure that the recommendations contained in this report are based on the needs of service users and the wider community in the area. There is a particular need to ensure that there is no adverse impact on low income families and this has been identified as 60% of respondents use the nursery provision to support access to training or employment, by working with alternative early education providers this support can be maintained. A Community Equality Impact Assessment will be carried out, and monitored to assess the impact on low income families and those with protected characteristics should a closure be required.

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

None

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

- None

9. **Appendices to the report**

- Appendix 1 - Procurement Stage One Form – Approval to Proceed to Tender (Exempt)

Report Author:

Sue Green

Strategic Lead Integrated Commissioning and Service Transformation

Commissioning Service, Adults Health and Housing

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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