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

Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **6.00 pm** on **5 October 2021**

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

Membership:

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

Substitutes:

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

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Agenda

Open to Public and Press

Page

1. Apologies for Absence

2. Minutes **5 - 12**

To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 6 July 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. To agree any relevant briefing notes submitted to the Committee.

Queries regarding this Agenda or notification of apologies:

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

Agenda published on: **27 September 2021**

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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?**

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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

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

Our Vision and Priorities for Thurrock

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

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

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

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

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

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

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

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 6 July 2021 at 7.00 pm

Present:	Councillors Alex Anderson (Chair), David Van Day (Vice-Chair), Tom Kelly, Martin Kerin, Graham Snell and Lee Watson
In attendance:	Leigh Nicholson, Assistant Director of Planning, Transport and Public Protection Rebecca Ellsmore, Strategic Lead Regeneration Peter Wright, Strategic Lead of Highways and Infrastructure Kenna-Victoria Healey, Senior Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting was being recorded, and live-streamed onto the Council's website.

The Chair addressed the Committee explaining there were technical issues and passed over to Democratic Services to explain the situation. The Senior Democratic Services Officer explained unfortunately the system to enable a hybrid meeting was not working, this meant officers who were due to present items 9 and 10 were unable to join the meeting. She confirmed that the system had been tested earlier that day and was working fine. Members were advised of deferring the items to the next meeting in October or should they wish they could have an extraordinary meeting. The Chair suggested to go ahead with an extraordinary meeting and for Officers to contact Members with suggested dates.

1. Minutes

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 February 2021 were approved as a true and correct record.

2. Items of Urgent Business

There were no items of urgent business.

3. Declaration of Interests

There were no declarations of interest.

4. Approval of Naming & Numbering of Streets and Highway Assets Policy

The Strategic Lead of Highways and Infrastructure presented the report to Members and in doing so explained the Council had statutory obligation to administrate the process of street naming and numbering. He continued to explain the process in place was currently being updated, however it was not contained within a policy. The aim of the report was therefore to formalise the process and take the opportunity to include the process of naming rights of individuals.

Members heard that the Council was responsible for the administration of the street naming and numbering process to ensure that all properties within the borough were addressed officially. With addresses of a property becoming ever more of a more important issue, organisations such as Royal mail and the emergency services required an efficient and more accurate way of locating properties.

The Committee were advised that within the policy there was also the ability to enable the Council to formally name and register elements of the highway such as bridges and roundabouts. The Strategic Lead of Highways and Infrastructure further advised, the policy was to be administered by the highways infrastructure team and key decisions relating to the naming of highway ethics would be referred to the Portfolio Holder for Highways and Transportation and would then be submitted for Cabinet approval. Members heard that any changes would also be reported to the relevant Ward Members before decisions are made.

Councillor Kerin asked if there was scope for future roads to be named after people such as those working in the NHS especially throughout the COVID-19 pandemic in a way to thank those people. The Strategic Lead of Highways and Infrastructure advised this could be considered and taken through the application process however when naming a road after a person who may be deceased the relevant criteria would have to be followed.

Councillor Watson enquired as to whether new developments with no street names could be considered to honour those people such as in the NHS as these developments had not been named yet. Officers thanked Members for their suggestions and confirmed they would look into the suggestions.

RESOLVED:

That Planning, Transport, Regeneration Overview and Scrutiny Committee note the above named Policy and processes contained therein for implementation and recommend to Cabinet for approval.

5. Highways Street Lighting Central Management System

The Strategic Lead of Highways and Infrastructure addressed Members informing them the report was for their approval to commence the tender process and award of contract for installing a central management system for highways street lighting. Members heard funding had been secured as part of the Councils internal capital bid program for the implementation of a highway street lighting central management system, mentation of this system meant that the Local Authority could remotely monitor all the street lighting assets.

Members heard the bid included the provision of the installation of seven bass stations which would interact with the existing lighting infrastructure and enabled officers to monitor and adapt the lighting levels across the borough. It was further explained the project would generate future energy and CO2

savings as the majority of the light in assets owned by the Council could be remotely controlled and monitored. It was further explained the project would generate financial savings through a reduction in maintenance costs such as reduced callouts. All in all the project would assist officers in managing the system and offering a better customer service to residents. It was explained that officers had to go out to tender in September and award contract in January therefore six months before creating the base stations.

The Chair of the Committee thanked officers for the report commenting he felt it was positive and had many benefits. He went on to enquire as to whether there were any disadvantages to the new scheme. The Strategic Lead for Highways Infrastructure explained a lot of Local Authorities already had a similar system in place. The system itself would enable real-time calculations to be used therefore making it more efficient.

Councillor Kerin also thanked officers for the report and enquired as to why the Council was going out to tender and not completing the work in house. It was explained this was due to the specialist software and as far as officers were aware there were no Local Authorities currently using this system, which was in house. He explained once the software and bass stations had been installed officers would be running the day-to-day working of the system.

During discussions it was confirmed that the £1 million grant received through the capital bid was to assist with the installation of the software and once in place the Councils annual savings were predicted around £125,000 along with maintenance costs for the CMS system estimated to be £25,000 per annum.

RESOLVED:

That Planning, Transport, Regeneration Overview and Scrutiny Committee recommend to Cabinet the commencement of the tender process and subsequent award of a contract to install a Central Management System for Highways Street lighting.

6. Grays South: Delivering the Pedestrian Underpass – Project Progress and Grays South: Delivering the Pedestrian Underpass - Land Assembly

The Strategic Lead for Regeneration explained both items (seven and eight) related to Grays and as such interlinked. It was suggested it might be easier to present both items together and then answer any questions, the Chair agreed to this approach.

The Strategic Lead for Regeneration continued to explain the first item (item seven) was in relation to project progress, and commented that Members were maybe aware of the budget set by Cabinet in 2017 of £27.4 million for the Grays underpass scheme, which included the underpass itself, steps to allow people to go over the train line and the public realm which was wrapped around the site.

Members heard that in July 2020 officers presented Cabinet with a report explaining it was felt they would exceed the budget and proposed it be extended to £37.9 million, this was based on officers having additional information at that stage than they did in 2017. Officers agreed to report back to Members with further details in relation to the cost plan, and it was explained that in the interim officers would continue to work on option C of the scheme which was chosen by Cabinet as the preferred option in 2020.

It was explained savings had been found in the cost plan produced by Network Rail, however it was important to note that in some instances costs had been transferred between the parties so reductions were not always genuine savings. The total cost of the project is now estimated at £37.3 million, which was a slight improvement on where officers were last year however it was noted this was still an excess on the original budget.

The Strategic Lead for Regeneration moved onto item eight and explained officers had decided to report as a separate report as it related to land assembly for the scheme and to specific legal requirements when entering into a CPO. It was still the aim of the Council to be able to purchase the land required by private treaty without the use of compulsory purchase powers, however compulsory purchase would create a framework which would give the topics for discussion and hopefully enable officers to acquire the land within the timescales of the scheme.

Councillor Anderson Chair of the Committee commented that in a previous report it has mentioned the towns fund had been applied for however in the current report it mentioned that the towns fund has been explored. He asked for an update on where the application was for this. Officers explained that grants for the towns fund had been applied for and submitted, with the final decision resting with the government officers were still awaiting their announcement which had been postponed.

Councillor Kerin commented he was concerned with the increase in budget cost and this caused him concerns as to the deliverability to the scheme. He sought assurances from officers for the completion of the project. It was commented officers were as confident as they could be at this stage of the scheme, the Strategic Lead for Regeneration continued there were risks within the scheme, however officers were confident they had enough contingency for those risks. It was further commented that there could be a cheaper option to produce the Grays underpass however this would not achieve the quality of project that the town needed.

During discussions Members echoed Councillor Kerin's concerns and commented the report did not include enough factual information relating to the cost plan. It was further commented there was a lot of the use of words such as 'maybe' within the report. It was deliberated how Members felt they needed more openness to report as this could perhaps take away some of the concerns, such as a complete breakdown to the current costs of the scheme. The Strategic Lead for Regeneration explained there is always a challenge between presented information to Members early and allowing an opportunity

to comment on project direction versus waiting for a more concrete cost plan which would come at a later stage when many decisions would have been taken. It was further committed that the design was still in the relatively early stages, risks and assumptions remained within the cost plan but officers had explained what these were and how contingency had been allocated against them producing a cost plan that officers feel is robust.

It was enquired by Councillor Snell as to how much contingency there was within the £37.3 million for the scheme as "spades in the ground". Officers commented there was a number of elements to the "spade in the ground" cost of the current scheme, this included Network Rail costs which were around £8 million, there was approximately £7 million of land assembly and other cost elements which were part of the scheme such as the public realm either side of the underpass itself.

Members commented on the recommendation and the following was noted:

A. Endorse the next steps in the programme for the project.
In favour: Councillors Anderson and Kelly
Against: Councillors Kerin, Snell, Van Day and Watson

Councillor Snell then suggested changing the word endorsed to noted, this was not agreed by Councillors Kerin and Watson.

B. *Delegate to the Corporate Director of Resources and Place Delivery, in consultation with the Portfolio Holder for Regeneration and External Affairs, the procurement for the next contract stages set out in the programme.* This was agreed subject to including briefing notes updates for the Committee.

C. *Approve the latest iteration of the cost plan, inc paragraphs 3.8 and 3.9 and note the efforts made to continue to drive cost efficiency.* This was put to the vote and was not approved by the Committee.

On the recommendation on Item 8, Councillor Kerin suggested that perhaps the Committee amend the wording, the Chair suggested Members voted on the current recommendation before rewording it. Members took to the vote for the recommendation and the outcome was as follows:

In Favour: Councillors Anderson, Kelly, Snell and Van Day
Against: Councillors Kerin and Watson

RESOLVED:

Grays South: Delivering the Pedestrian Underpass – Project Progress

The Committee was asked to comment on the recommendations below that will be put to Cabinet for approval.

a. Endorse the next steps in the programme for the project.

b. **Delegate to the Corporate Director of Resources and Place Delivery, in consultation with the Portfolio Holder for Regeneration and External Affairs, the procurement for the next contract stages set out in the programme**

c. **Approve the latest iteration of the cost plan, inc paragraphs 3.8 and 3.9 and note the efforts made to continue to drive cost efficiency**

Grays South: Delivering the Pedestrian Underpass – Land Assembly

Overview and Scrutiny Committee Members are asked to endorse the approach to land assembly set out in this report in including the use of the Council's powers of Compulsory Purchase and land appropriation.

7. Parking Policy and Strategy and Parking Design & Development Standards

As per the Chairs announcement at the start of the meeting this item is to be deferred.

8. Flooding in Thurrock – January 2021

As per the Chairs announcement at the start of the meeting this item is to be deferred.

9. Planning, Transport, Regeneration Overview and Scrutiny Committee Work Programme 2021/2022

The Senior Democratic Services Officer advised Members of the Overview And Scrutiny Review which took place last year and two of the recommendations agreed by Cabinet, which where the use of briefing notes and the potential for an Overview And Scrutiny Project. It was explained to Members that briefing notes were to be used to reduce the amount 'to note' reports and to enable Members to receive updated information instead of a report in a timelier manner for big projects such as the Local Plan.

The Chair of the Committee welcomed the use of briefing notes as did Councillor Kerin who commented he was pleased to hear that although briefing notes could be used this would not take away a full report should Members require one. Members asked if the Democratic Services Officer could look at dates of the committee and its proximity to Cabinet meetings.

On discussing items to be presented during the municipal year Members asked for the following:

- An update on cycling and tranche funding - February 2022,
- An update on the towns fund - February 2022,
- A briefing note on a trams-network and noted on the work programme,

- A briefing note update on East Facing Slips and noted on the work programme

RESOLVED:

That the following items be included on the Planning Transport Regeneration Overview and Scrutiny Committee Work Programme:

- **An update on cycling and tranche funding - February 2022,**
- **An update on the towns fund - February 2022,**
- **A briefing note on a trams-network and noted on the work programme,**
- **A briefing note update on East Facing Slips and noted on the work programme**

The meeting finished at 8.17pm

Approved as a true and correct record

CHAIR

DATE

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

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

Executive Summary

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

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

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

1. Recommendation(s)

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

2. Introduction and Background

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

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

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

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

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

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

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

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

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

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

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

3. Issues, Options and Analysis of Options

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

Action Plan

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

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

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

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

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

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

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

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

Funding Award

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

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

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

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

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

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

5. Implications

5.1 Financial

Implications verified by: **Laura Last**

Senior Management Accountant

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

5.2 Legal

Implications verified by: **Tim Hallam**

Deputy Head of Legal and Deputy Monitoring Officer

Given the nature of this report there are no legal implications as such directly arising from it. By way of background information, engagement has already taken place with the Legal service regarding the development and implementation of the enforcement strategy. Some legal implications may be aligned to statutory duties and powers within legislation – specifically Flood and Water Management Act 2010, Land Drainage Act 1991, Highways Act 1980, Public Health Act 1936 and Civil Contingencies Act 2004 (para 2.1 and Appendix A).

5.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**

Community Engagement and Project Monitoring Officer

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

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

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

None

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

- None

7. Appendices to the report

- Appendix 1 – Organisational Responsibilities

Report Author:

Navtej Tung

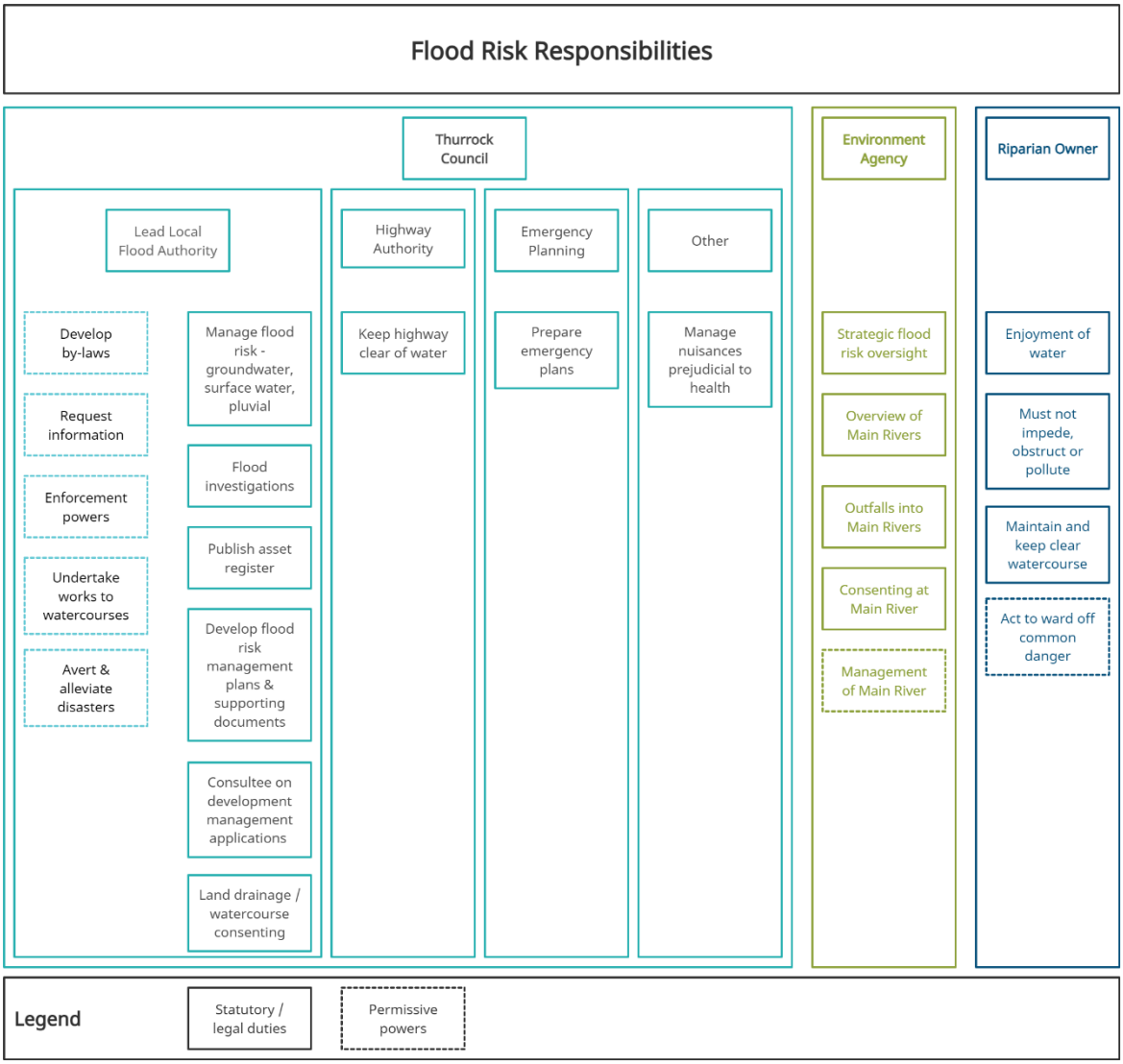
Strategic Transport Manager

Transport Development

Organisational Responsibilities

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

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



As a Risk Management Authority, Thurrock Council may:

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

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

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

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

As the Highway Authority, the Council should:

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

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

- Prepare emergency plans.

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

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

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

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

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

Executive Summary

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

The **Parking Policy and Strategy** document has been developed to assist the Council to oversee the provision of parking across the borough now and in the future, as the borough looks to accommodate growth and to incorporate emerging vehicle technologies and infrastructure (namely electric vehicles and charging requirements). It includes a number of overarching objectives and principles covering how the Council will manage parking demand in the future and how decisions on parking arrangements can be taken across Thurrock.

The **Parking Design & Development Standards** document has been developed to clearly set out the parking requirements for new developments. It provides detail on the design and standards that will be applicable throughout the Borough. This includes details such as the number, size and location of parking stock for all types of vehicle. This will also become an important tool for Officers to use when discussing development proposals with developers.

The **Parking Enforcement Strategy** document has been developed to set out the processes and procedures for undertaking enforcement of inappropriate and illegal parking across on roads under the responsibility of the Council across the borough.

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

1. Recommendation(s)

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

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

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

2. Introduction and Background

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

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

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

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

3. Issues, Options and Analysis of Options

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

3.2. The Parking Design & Development Standards document seeks to not only set numerical standards for parking, but to also inform the design and layout of parking within development proposals; it is vitally important that new or extended developments incorporate good design for the layout, landscaping, and lighting of parking.

3.3. The design document therefore sets out a wide range of criteria and guidance for parking bays, blue badge parking bay dimensions, Powered Two-Wheeler (P2W) parking and cycle and pedestrian facilities in new developments. Additional guidance is proved in relation to the calculation of parking requirements, planning obligations, transport assessments and travel plans.

3.4. The Parking Policy and Strategy and the Parking Design & Development Standards should be seen as part of the Council's emerging Local Plan. It is important that new developments coming forward as part of the Local Plan are supported by the right level of car parking for the location, that parking facilities are well designed and integrated within development as a whole rather than it being viewed as a numerical calculation or tick box / afterthought. These documents will help influence and shape development proposals and by having up-to-date standards, will greatly improve the likelihood of high quality and comprehensive development coming forward. In practical terms, the standards could either be included in the Local Plan document, either in its entirety or by extracting relevant sections as appropriate.

3.5. The Parking Enforcement Strategy rounds off the suite of documents, by informing of the legislative powers by which the authority is able to undertake enforcement action across the borough, and any current and future actions the Council will take to enable the goals of the Transport Strategy being achieved. The document also provides an opportunity for the Council to set out operational processes under which enforcement takes place in Thurrock.

Consultation

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

3.7. The consultation comprised of two different opportunities for respondents to offer feedback – the first, an eighteen question survey with a mix of pre-populated and free choice options.

3.8. Based on the responses received, where questions asked whether respondents supported or opposed the documents, these was generally in favour of the documents.

3.9. When reviewing the open text questions, there is, as expected, was a wide variety of answers and priorities for respondents. The mix of responses do not sway support for nor against the policies and documents. However, there is a predominant ask for greater level of enforcement against poor parking, parking on verges and the blocking of footpaths, as well as more enforcement within residential areas and those areas outside town centres. Additionally, the emotive nature of parking has resulted in some responses identifying factors outside the remit of the strategy and policy documents, such as routing of traffic and learner HGV routes.

Document Revisions

3.10. Following the completion of the consultation, there has been no identified changes to the policies or standards themselves, but it has been necessary to amend the structure and information within the documents. The changes are not material to the nature or purpose of the documents and would not invalidate the outcome of the public consultation, but they are considered necessary to make the documents more easily accessible.

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

4. Reasons for Recommendation

4.1. Endorsing the recommendations set out in this report will enable the Parking Policy and Strategy, the Parking Design & Development Standards, and the Parking Enforcement Strategy to be taken forward for approval at Cabinet. Approval will allow the Council to implement the policies contained within these documents to support the Council's planning processes.

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

5.1. The Parking Policy and Strategy, Parking Design & Development Standards and Parking Enforcement Strategy have been developed as a result of community and stakeholder engagement with relevant parties and stakeholders.

5.2. A six week public consultation programme was undertaken between 2 November 2020 and 14 December 2020 to enable local residents, businesses, interest groups and key stakeholders to provide input and comment to shape the documents.

5.3. In total, there were 358 visits to the Parking Strategy consultation page, which resulted in 31 individuals responding to the page via the survey. The survey consisted of 18 questions, with a mix of pre-populated (e.g. yes/no) and open ended/free choice questions.

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

6.1 The Parking Policy and Strategy, Parking Design & Development Standards and Parking Enforcement Strategy documents will have an impact upon communities, business and individuals in Thurrock. An EQIA assessment will be undertaken to identify the impacts and any mitigating measures that should be considered to manage and guide parking provision across the borough making it safer, less congested and more accessible to local people thereby promoting and supporting People, Place and Prosperity within Thurrock.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**

Senior Management Accountant

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

7.2 Legal

Implications verified by: **Tim Hallam**

Deputy Head of Legal and Deputy Monitoring Officer

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

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**

Community Engagement and Project Monitoring Officer

Both the parking standards and parking strategy contain information in relation to ensuring appropriate provision is provided for those with a mobility issue or impairment. A CEIA assessment will be undertaken to identify the impacts and any mitigating measures that should be considered to manage and guide parking provision across the borough making it safer, less congested and more accessible to local people thereby promoting and supporting People, Place and Prosperity within Thurrock. It is anticipated that as these policies relate to the support of local development and new buildings rather than retrospectively changing existing parking that there will be little to no negative impact.

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

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

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

9. Appendices to the report

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

Report Author:

Navtej Tung

Strategic Transport Manger

Transport Development

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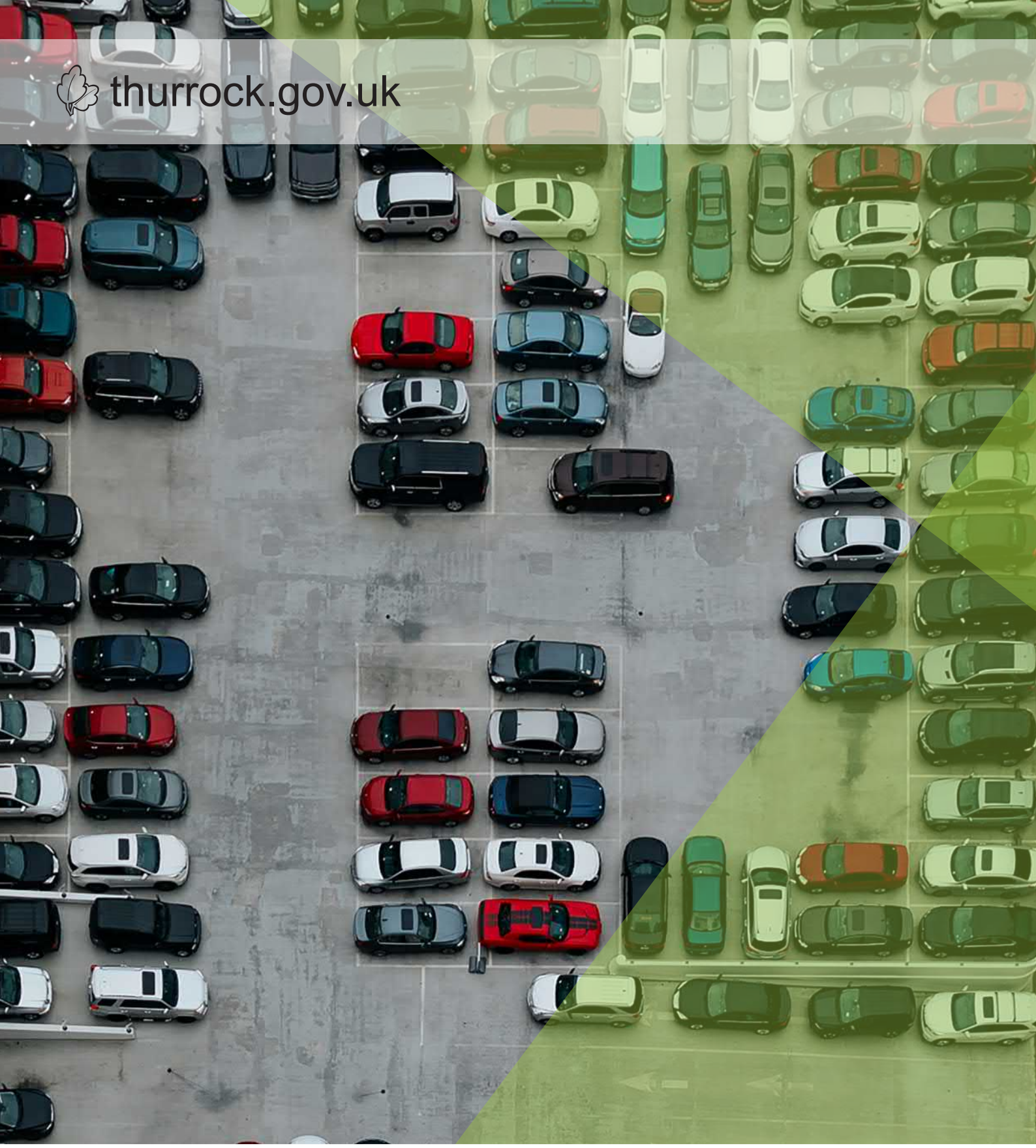


PARKING POLICY AND STRATEGY

Thurrock Council
February 2021

CONTENTS

5. MANAGING FUTURE DEMAND

6. SUMMARY

APPENDICES

1. INTRODUCTION AND CONTEXT

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

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

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

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

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

WHY DEVELOP A PARKING STRATEGY?

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

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

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

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

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

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

PURPOSE OF THIS PARKING STRATEGY

The purpose of this Parking Strategy is to:

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

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

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

Throughout this plan some text is highlighted as follows:

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

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

These may be:
Thurrock's Transport Strategy (TTS Ref. No.)
Thurrock's Traffic Management Strategy (TTM Ref. No.)

or

TPP00 (Local Parking Policy Ref. No.)

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

2. CURRENT SITUATION

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

EXISTING PARKING PRESSURES IN THE BOROUGH

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

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

CAR OWNERSHIP IN THURROCK

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

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

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

Source: Nomis Census Data

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

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

Table 2: 2011 Car Ownership Figures for Thurrock

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

Source: Nomis Census Data

EXISTING PUBLIC TRANSPORT PROVISION

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

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

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

CYCLE PARKING PROVISION

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

PARKING CAPACITY

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

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

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

Source: Thurrock Council

Table 4: Car Parks in Grays (2021)

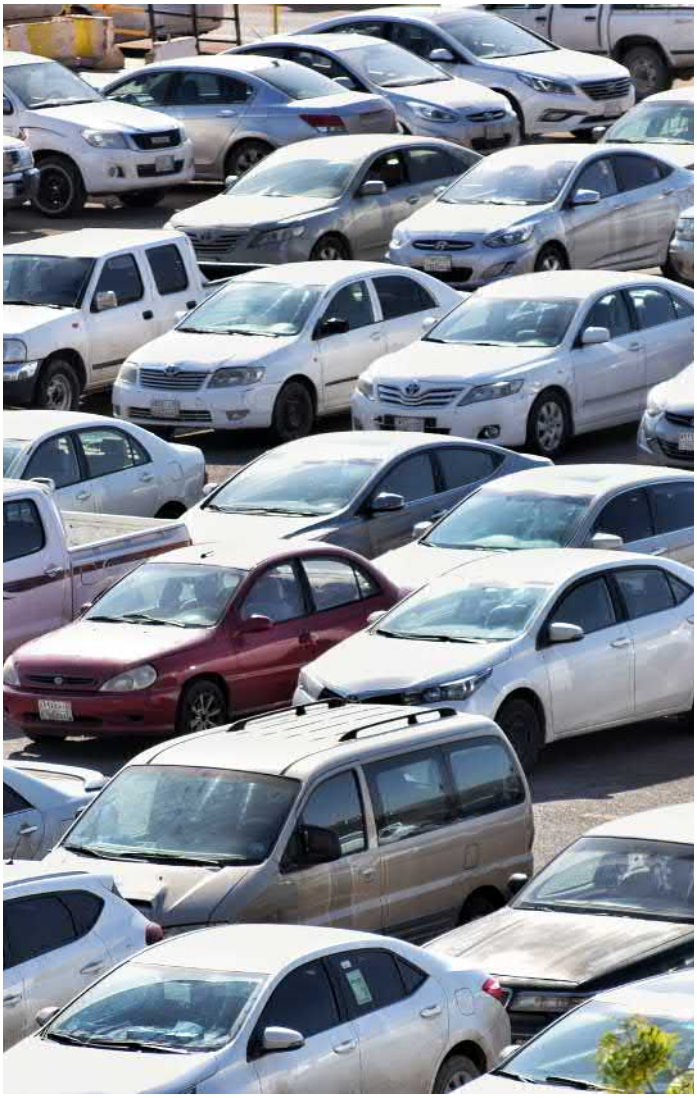
Location	Number of spaces
Darnley Road (off-street short stay)	30
Argent Street (off-street long stay)	42
Cromwell Road (off-street long stay)	60
Crown Road (off-street long stay)	96
Station House, opposite rail station main entrance (off-street long stay)	10
Grays Beach, Thames Road (off-street long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

Source: Thurrock Council

Table 5: Car Parks Outside Grays (2021)

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

Source: Thurrock Council



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

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

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

PARKING ENFORCEMENT

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

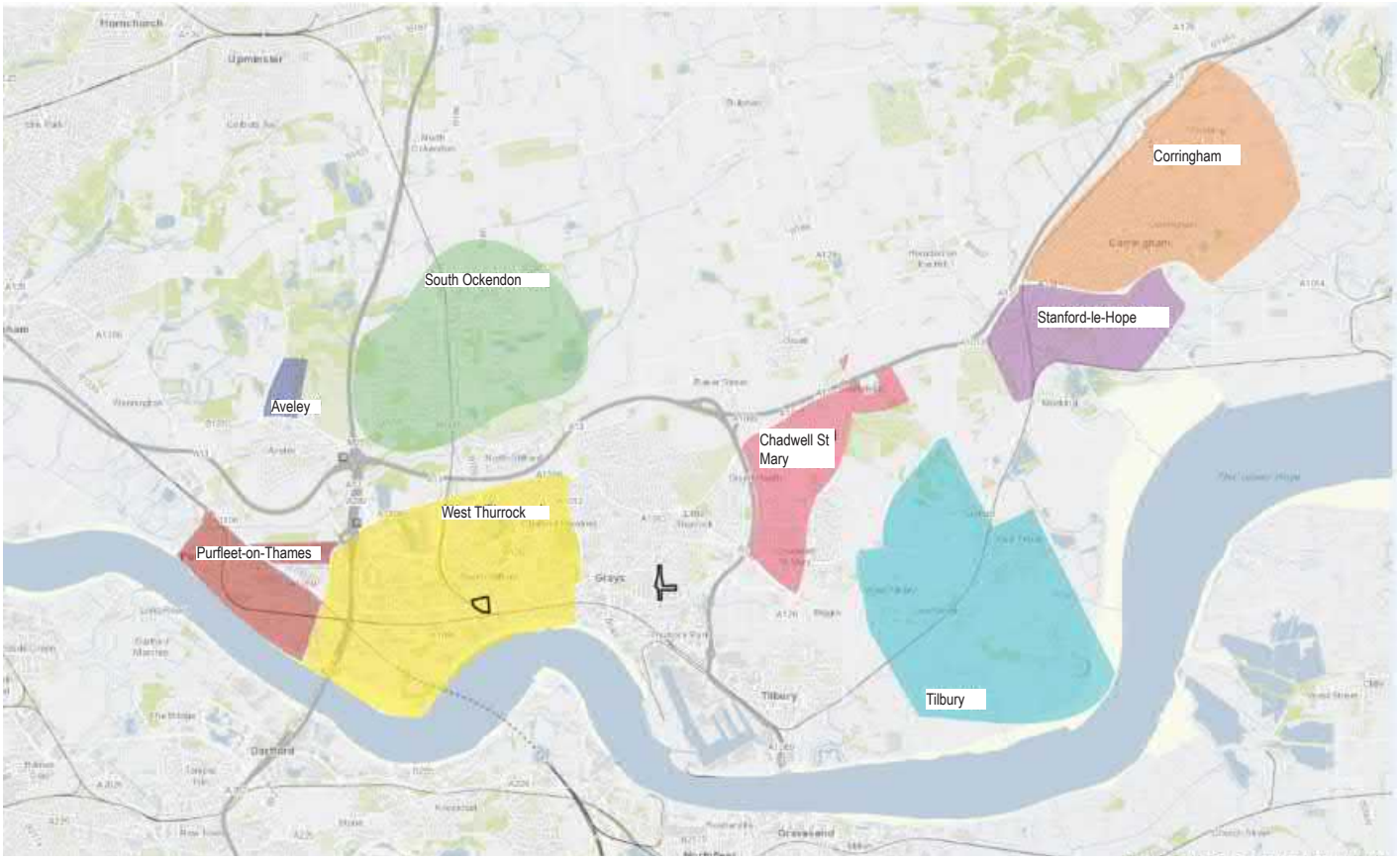
CURRENT PARKING CONTROLS

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

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

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

Figure 1: 7.5T Parking Ban Areas Across the Borough



Source: Thurrock Council

3. KEY LEGISLATION, POLICY REVIEW AND STRATEGIC PARKING OBJECTIVES

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

NATIONAL POLICY

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

Key National Legislation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Management Act 2004 Parking Policy and Enforcement

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

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

Additionally, the Council sets and appraises the following:

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

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

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

REGIONAL POLICY

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

The East of England Plan (Revoked in January 2013)

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

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

The following points are taken into account:

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

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

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

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

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

LOCAL POLICY

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

Thurrock Transport Strategy (2013-26)

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

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

TTS15 - Thurrock's Transport Strategy Policy

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

Thurrock Traffic Management Plan 2012-2016

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

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

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

Thurrock Local Plan

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

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

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

4. PROPOSED PARKING POLICY

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

STRATEGIC PARKING OBJECTIVES

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

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

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

CONTROLLED PARKING ZONES, PARKING PERMIT AREAS

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

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

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

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

Controlled Parking Zones (CPZs)

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

Permitted parking bays may be designated for use by:

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

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

Permit Parking Areas (PPAs)

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

PARKING PERMITS

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

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

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

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

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

Table 6: Permit Types

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

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

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

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

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

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

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

PARKING CHARGES AND TARIFF STRUCTURE

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

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

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

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

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

The principles for the Councils charging structure are as follows:

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

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

WAITING RESTRICTIONS

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

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

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

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

LOADING RESTRICTIONS

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

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

TPP06: Loading Restrictions
The Council will introduce loading restrictions in locations and at times where parking for the purposes of loading / unloading is dangerous and or obstructive and where this type of parking takes place.

STOPPING RESTRICTIONS (CLEARWAYS)

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

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

TPP07: Stopping Restrictions (Clearways)
The Council will introduce clearways on higher speed roads where vehicles stopping would be dangerous and / or obstructive to other road users.

SCHOOL PARKING

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

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

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

PARKING FOR NEW DEVELOPMENTS

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

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

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

BLUE BADGE PARKING

Off-Street Blue Badge Parking

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

Table 7: Car Park Allocations for Blue Badge Car Parking

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

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

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

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

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

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

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

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

On-Street "Blue Badge Holder" Parking

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

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

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

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

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

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

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

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

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

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

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

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

CYCLE PARKING

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

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

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

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

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

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

PROVISION FOR POWERED TWO-WHEELER PARKING

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

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

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

Table 8: Ratio of Car Parking Spaces to P2W Spaces

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

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

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

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

TPP14: Powered Two-Wheeler Parking for New Developments

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

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

EMISSION BASED VEHICLES AND ELECTRIC VEHICLES

Emission Based Permit Charges

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

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

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

Table 9: Possible Structure for Emission Based Permit Charges

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

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

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

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

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

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

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

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

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

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

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

Table 10: Recommended Approach Toward Promoting ULEVs Within New Developments

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

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

Source: Lancaster City Council / Mott MacDonald

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

TPP16: Off-Street Charging Points for Electric Vehicles

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

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

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

On-Street Electric Charging Points

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

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

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

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

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

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

TPP17: On-Street Charging Points for Electric Vehicles

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

FOOTWAY AND VERGE PARKING

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

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

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

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

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

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

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

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

COMMERCIAL VEHICLES

Loading / Unloading at Premises

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

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

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

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

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

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

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

Lorry / Commercial Vehicle Parking

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

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

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

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

Designated Lorry Parks

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

Source: Truck Parking Europe

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

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

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

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

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

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

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

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

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

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

TPP20: Lorry / Commercial Vehicle Permitted Parking

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

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

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

TPP21: On-Street Overnight Lorry Parking Ban

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

COACH PARKING

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

TPP22: Coach Parking

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

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

PARKING AT RAILWAY STATIONS

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

CAR CLUBS

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

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

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

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

TPP23: Car Clubs

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

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

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

PUBLIC CONSULTATION FOR NEW PARKING CONTROLS

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

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

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

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

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

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

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

PERFORMANCE MONITORING AND ANNUAL REPORTING

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

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

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

5. MANAGING FUTURE DEMAND

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

Key considerations include:

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

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

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

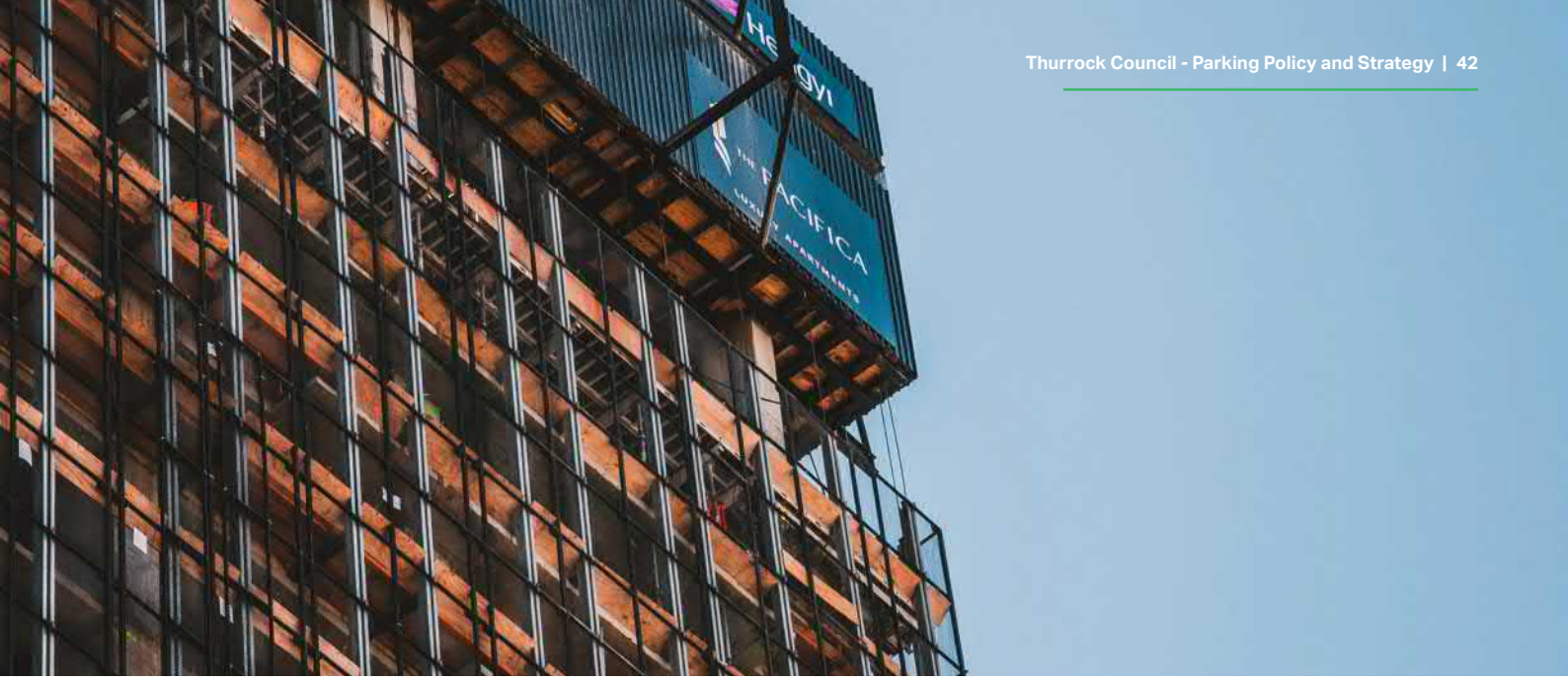
As noted in the Local Development Framework, Thurrock is a designated growth area within the Thames Gateway. There are five key regeneration areas, as further detailed below.

Purfleet-on-Thames

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

Tilbury

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



Grays

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

Lakeside / West Thurrock

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

London Gateway / Corringham and Stanford-Le-Hope

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

Outlying Settlements

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

FUTURE CONTROLLED ZONES

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

6. SUMMARY

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

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

The purpose of the Parking Strategy is to;

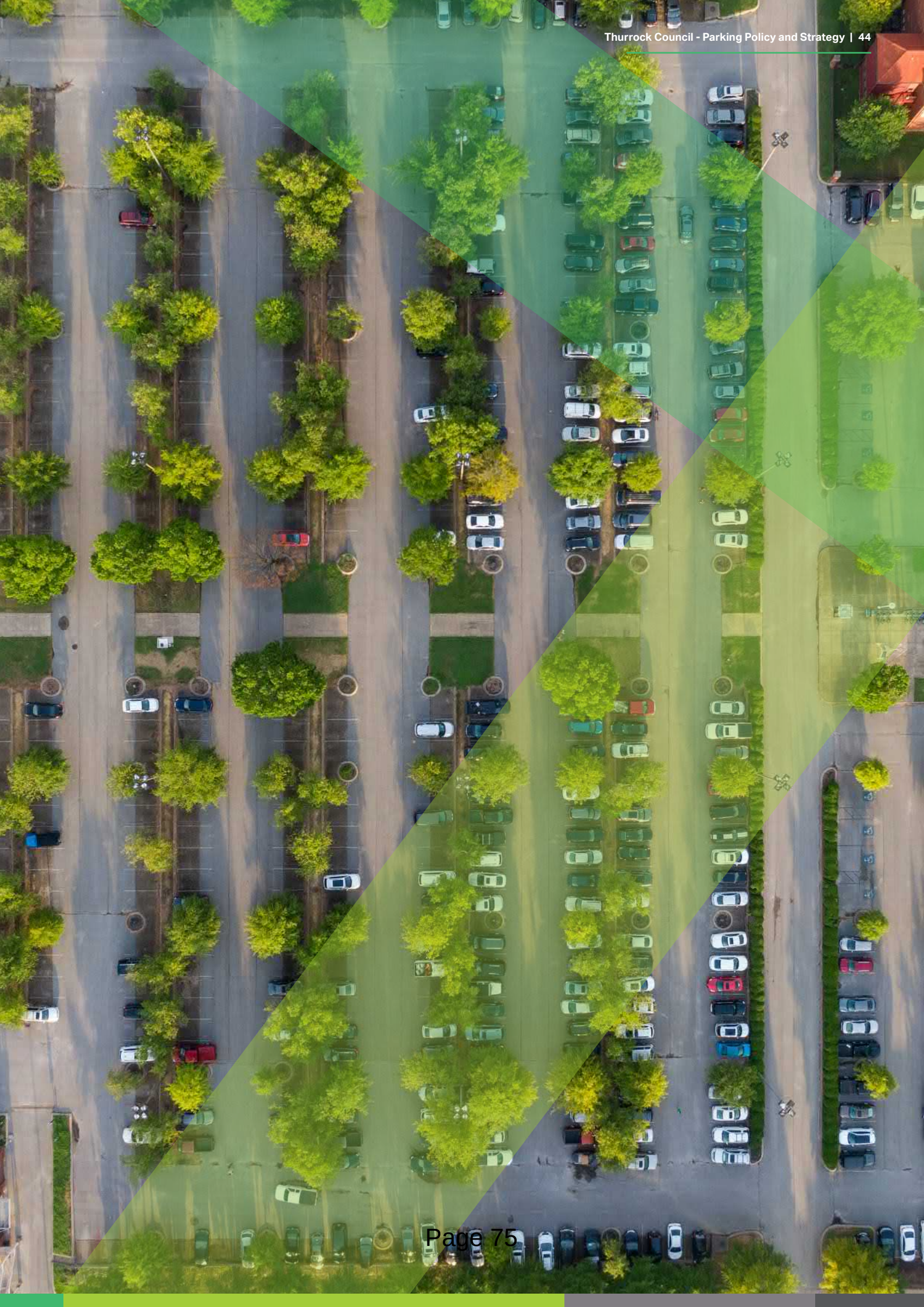
1. Assist planning officers in determining appropriate standards for new developments;
2. Advise members of the public in a readily comprehensible manner;
3. Assist intending developers in preparing plans for the development of land;
4. Expedite the determination of planning applications by ensuring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

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

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

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

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



APPENDICES

A. PARKING STRATEGY ACTION PLAN

Action Plan for the Future of Parking in Thurrock

Policy	Key measures	Outcome
TTS15: Thurrock's Transport Strategy Policy	• Short and medium stay car parking provision will be favoured in urban areas, and will be limited to the current number of car parking spaces; • Additional parking provision may be appropriate at rail stations and other public transport interchanges to facilitate travel by sustainable modes; and • Parking will be increased at rail stations where Station Travel Plans are implemented.	• Reduced congestion • Improved air quality
TMP6: Thurrock's Traffic Management Plan Policy: Parking Enforcement	• The Council will work to minimise disruptions / delays resulting from parking, loading and waiting; • The Council will prioritise enforcement on traffic sensitive streets, bus and cycle lanes, known areas of congestion, where persistent contraventions exist; and • Increased parking at rail stations will be supported by stronger parking controls to mitigate potential traffic increases around stations.	• Reduced congestion and delay • Improved environment • Encouraging sustainable travel choices
TPP01: Controlled Parking Zones (CPZs) and Permitted Parking Areas (PPAs)	• Developers will be required to contribute to the cost of surveys, design, consultation and implementation of new or extended CPZs or PPAs proposed or required as mitigation to an anticipated parking demand issue generated by a new development; and • They will also be required to produce a parking management plan as part of any new development proposals.	• Mitigation of parking demand issues generated by a new development
TPP02: Parking Permits	• The Council will make a charge for the provision of parking permits. The range of parking permits offered, the eligibility criteria and the charges will be subject to review, benchmarking and adjustment, as appropriate.	• Improved customer convenience • Improved accessibility • Encouraging sustainable travel choices
TPP03: Pay By Mobile and Other New Technology	• The Council will investigate the introduction of pay by phone and other upcoming new technology for paying for parking across the Borough.	• Improved customer convenience • Improved compliance with controls • Reduced cost of dealing with cash and improved security • Simplified finance and accounting

Policy	Key measures	Outcome
TPP04: On-Street and Off-Street Parking Charges	• The Council will set charges for on-street parking and for off-street parking in Council car parks. A set structure of parking charges and tariffs for both on-street and off-street environments will be set by the Council and reviewed, benchmarked and adjusted, as appropriate.	• Fair and equitable balancing supply and demand of parking space • Encouraging sustainable travel choices
TPP05: Waiting Restrictions	• The Council will introduce waiting restrictions in locations and at times where dangerous and / or obstructive parking takes place.	• Reduced congestion • Improved road safety
TPP06: Loading Restrictions	• The Council will introduce loading restrictions in locations and at times where parking for the purposes of loading / unloading is dangerous and / or obstructive and where this type of parking takes place	• Reduced congestion • Improved road safety
TPP07: Stopping Restrictions (Clearways)	• The Council will introduce clearways on higher speed roads where vehicles stopping would be dangerous and / or obstructive to other road users.	• Reduced congestion • Improved road safety
TPP08: School Parking Controls	• Measures will be introduced to manage parking and stopping associated with the drop-off and pick-up of children in the vicinity of schools, during term time, at the beginning and end of the school day.	• Improved accessibility • Reduced congestion • Improved road safety

TPP09: Parking for New Developments	• The Council will operate a set structure of car parking standards and requirements for new developments. These include:
	  • a range of car parking standards that encourage sustainable travel choices and minimise the impact of parking in adjacent areas; and
	  • developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for parking management strategies; new parking controls associated with managing the parking demand generated by developments; and the impact of new developments on parking control of access and/ or road safety.
		• Encourage sustainable travel choices
		• Minimise the impact of parking in adjacent areas

TPP10: Blue Badge Parking for New Developments	• Developers will be required to demonstrate that their proposals adequately provide for the needs of people with disabilities, in line with the requirements of the Equalities Act 2010; and • Parking for people with disabilities will be required for their exclusive use at all times. Use of these spaces will usually require a Blue Badge to be displayed.	• Increased accessibility for people with mobility issues
TPP11: Blue Badge Parking Bays in Controlled Parking Areas	• On-street Blue Badge holder, parking bays will be provided in convenient locations e.g. close to shops, stations, doctors' surgeries etc in all town or district centre areas that fall within controlled parking areas.	• Increased accessibility for people with mobility issues

TPP12: Blue Badge Residential Parking Bays	• On-street Blue Badge holder parking bays will be provided in residential areas, subject to application and assessment, when the badge holder:
	  • lives in a dwelling that has no off-street parking; and
	  • where on-street parking problems occur on a regular basis.
	• Bays will normally operate 24 hours a day, 7 days a week, although there will be only limited enforcement outside the working day; and
	• Bays are not reserved for an individual and may be used by any vehicle displaying a valid Blue Badge.
		• Increased accessibility for people with mobility issues

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

TPP14: Powered Two Wheeler (P2W) Parking for New Developments	• To mitigate the impact of traffic growth on congestion, air quality and local parking demand, the Council will operate a set structure of P2W parking standards for new developments. These include:
	  • a range of P2W parking standards, with secure, anchored locking points, that encourage sustainable travel choices and minimise the impact of parking in adjacent areas;
	  • developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for parking management strategies; new parking controls associated with managing the parking demand generated by developments; and the impact of new developments on parking control of access and/ or road safety; and
	  • where a travel plan exists, P2W parking provision should be reviewed annually to ensure there are adequate spaces to fulfilled demand. If there proves insufficient allocation, increased parking should be provided.
		• Mitigation of the impact of traffic growth on congestion, air quality and local parking demand

TPP15: Emissions Based Parking Permit Charges	• As part of its review process, the Council will consider basing parking permit charges on vehicle emissions, with lower charges for lower emission/ electric vehicles, so as to encourage a change to less polluting vehicles.	• Encouraging sustainable travel choices
TPP16: Off–Street Charging Points for Electric Vehicles	• The Council actively promotes a shift towards Ultra Low Emission Vehicles (ULEVs) / Electric Vehicles (EVs) in order to help meet pollution targets. Provision of parking spaces and infrastructure for ULEVs / EVs should be included as a fundamental aspect of new developments; and • To mitigate the impact of ULEV / EV traffic growth on demand for electric vehicle charging points, the Council's parking standards for new developments will include: • a range of car parking standards for the provision of electric vehicle charging points and associated dedicated parking spaces. • Developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact on electric vehicle charging points.	• Encouraging sustainable travel choices

Policy	Key measures	Outcome
TPP17: On-Street Charging Points for Electric Vehicles	• The Council will seek to increase, and annually review the provision of, on-street electric vehicle charging points within residential, town centre, commercial and industrial areas.	• Encouraging sustainable travel choices
TPP18: Footway Parking	• The Council will undertake a comprehensive review of the extent of footway parking and will consider the introduction of targeted bans on parking on the footway and verges in identified locations as appropriate, with exemptions being specifically signed and marked.	• Improving accessibility for pedestrians • Reducing footway and verge maintenance costs • Reducing congestion

TPP19: Commercial Vehicle Loading/ Unloading to New Developments	• To mitigate the impact of loading / unloading of commercial vehicles the Council's parking standards includes the requirement for developers of new developments to provide:
	  • detailed numbers and frequencies of commercial vehicles requiring loading / unloading, including refuse collections;
	  • the operational hours of loading unloading;
	  • the numbers, location and layout of dedicated loading / unloading bays;
	  • the layout of vehicle turning areas, with vehicle swept paths; and
	  • details of facilities for commercial vehicle drivers.
	• To mitigate the impact of new developments on the public highway contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) and under Section 38 and Section 278 (Highways Act 1980) covering contributions for managing the demand for and impact of commercial vehicle parking, loading and unloading.
		• Mitigation of the impact of growth in commercial vehicles loading, unloading and parking

Policy	Key measures	Outcome

TPP20: Lorry / Commercial Vehicle Permitted Parking	• Thurrock will seek support from the Department for Transport and other Local Authorities, in the context of national legal restrictions on drivers' hours and Thurrock's proximity to Channel ports, to help to facilitate the development of freight infrastructure that provides rest facilities for long-haul freight movements which arrive at ports in the East and South East of England; and
	• To mitigate the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock, the Council's parking standards for new developments require:
	  • developments under Use Class E(g), B2 and / or B8 in excess of 30,000 square metres will only be permitted where adequate overnight commercial vehicle parking and driver facilities are provided. See separate Parking Design and Development Standards document;
	  • provision to be made for overnight parking for lorries/ commercial goods vehicles where 24-hour operations are permitted. Developers will be required to demonstrate that the provision within the site is sufficient to cater for the demand generated by the development;
	  • secure, safe facilities to be provided for lorry / commercial vehicle drivers to rest, cook, shower, change and sleep, including ongoing cleaning and maintenance of the facilities; and
	  • contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of new, off-site, lorry / commercial vehicle parking and driver facilities to manage the increased demand generated by new developments; and under Section 38 and Section 278 (Highways Act 1980) for managing the increased volume of lorries/ commercial vehicles generated by new developments parking within Thurrock and impacting on access, the local environment and road safety.
		• Mitigation of the impact on local parking demand of growth in the numbers of lorries / commercial vehicles seeking to park within Thurrock
		• Ensuring the safety of HGV drivers and greater security for their vehicle and loads at cost-effective locations in Thurrock

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

Policy	Key measures	Outcome

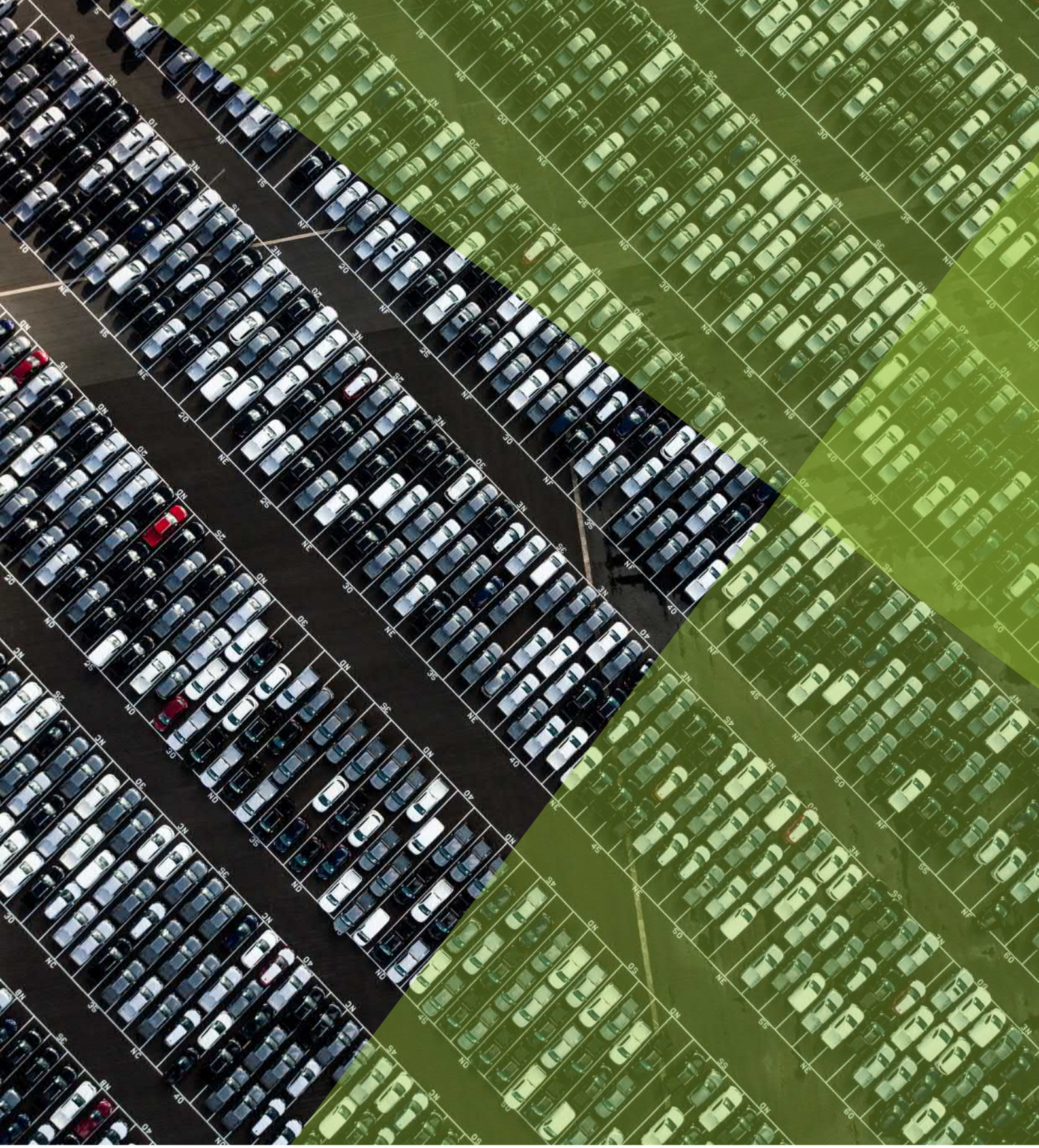
TPP22: Coach Parking	• To mitigate the impact on local parking demand from coaches seeking to park within Thurrock, the Council's parking standards for new developments require:
	  • provision to be made for coaches to set down and pick up passengers, to park and to turn safely. Developers will be required to demonstrate that the provision within the site is sufficient to cater for the demand generated by the development;
	  • provision to be made for secure, safe rest facilities for coach drivers; and
	  • contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of new, off-site, coach parking and driver facilities to manage the increased demand generated by new developments; and under Section 38 and Section 278 (Highways Act 1980) for managing the increased volume of coaches generated by new developments parking within Thurrock and impacting on access, the local environment and road safety.
		• Mitigation of the impact on local parking demand from coaches seeking to park within Thurrock

TPP23: Car Clubs	• Where large new developments are proposed, requiring the provision of >50 car parking spaces, developers will be required to provide a minimum of 2 car club vehicles per 50 car parking spaces as well as associated operational infrastructure with one parking space to potentially be reserved for each car club vehicle. This also includes the possibility that these may require electric charging points which will be in addition to charging points required for other vehicles;
	• Developers will be required to demonstrate to Thurrock the results of engagement with car club operators and set out proposals for car club provision within the development; and
	• To mitigate the impact on local parking demand of growth in the numbers of vehicles seeking to park within Thurrock, the Council's parking standards for new developments require:
	  • developers to demonstrate whether complementary measures can be put in place to make it more convenient for residents not to own a car, for example car sharing or pooling arrangements, including access to a car club scheme;
	  • developers to demonstrate that, where car club spaces are proposed, the provision of car club spaces within the site is sufficient to cater for the demand generated by the development; and
	  • section 106 funding for provision of car club cars, spaces and physical and operational infrastructure within CPZ's/ PPAs and elsewhere on the local road network as appropriate, to mitigate the growth in car traffic generated by new developments.
	• Contributions will be sought via developer agreements under Section 106 (Town and Country Planning Act 1990) for provision, maintenance and ongoing operation of car club vehicles, parking spaces and physical and operational infrastructure; and under Section 38 and Section 278 (Highways Act 1980) contributions will be sought for managing the increased demand for car club parking bays and infrastructure generated by new developments.
		• Encouraging sustainable travel choices

Policy	Key measures	Outcome

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

Source: Parking Policy and Strategy, Thurrock Council



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PARKING DESIGN AND DEVELOPMENT STANDARDS

Thurrock Council
February 2021

CONTENTS

1. INTRODUCTION AND CONTEXT

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

THURROCK PARKING POLICY AND STRATEGY

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

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

2. CURRENT SITUATION

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

VEHICLES - PARKING BAY SIZE

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

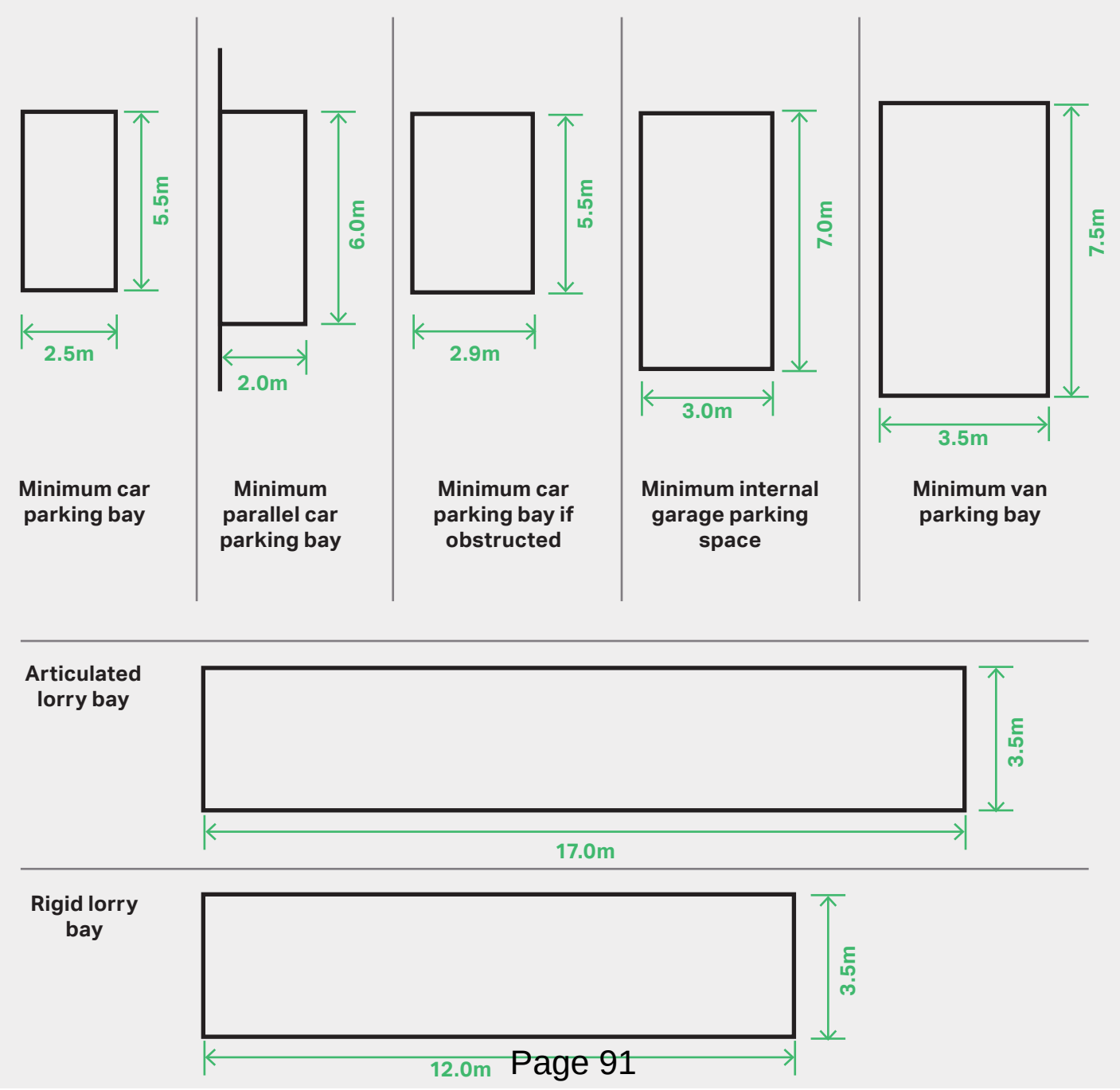
Table 1: Minimum Vehicle Parking Bay Dimensions

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

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

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

Figure 1: Minimum Parking Bay Dimensions



BLUE BADGE PARKING BAY DIMENSIONS

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

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

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

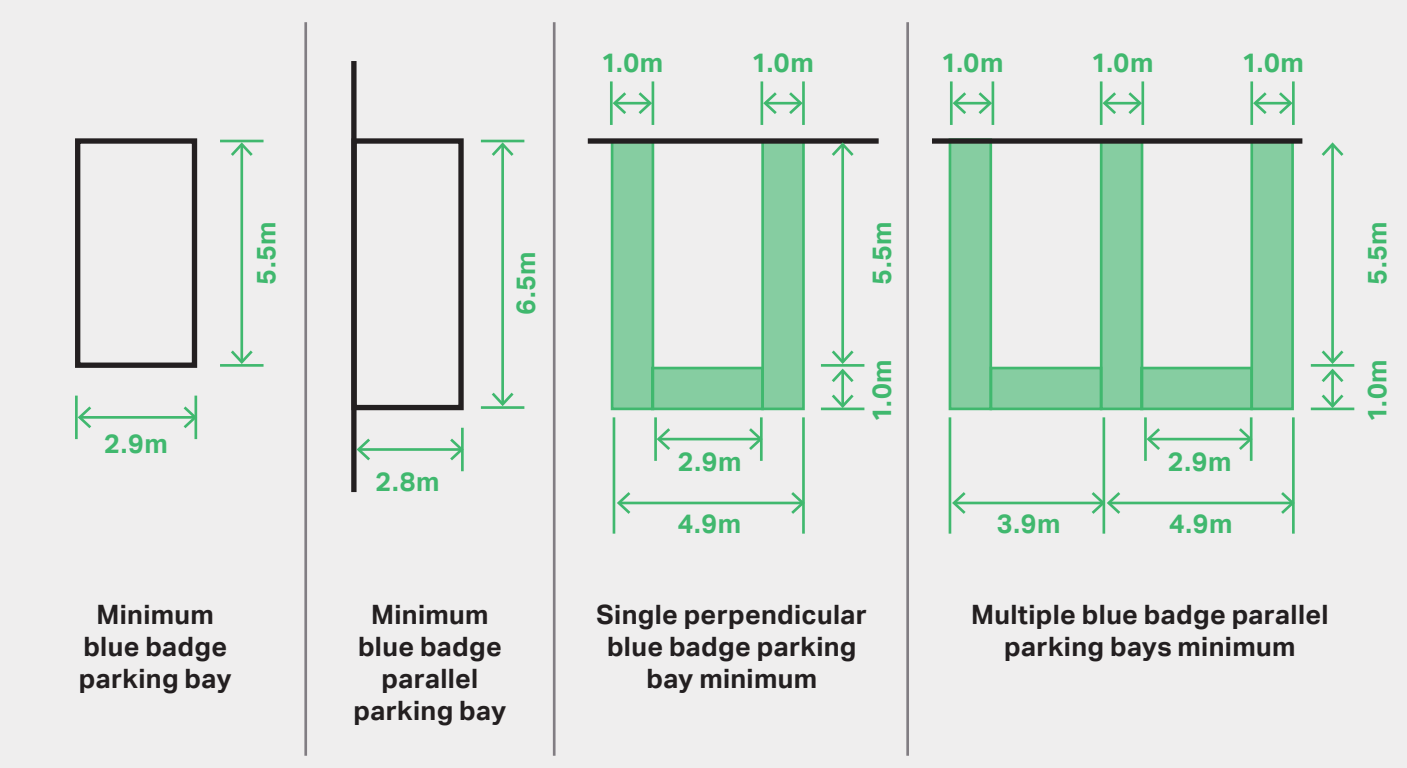
- Where bays are marked perpendicularly to the access aisle, an additional width of at least 1.0m along each side. Where bays are adjacent, space can be saved by using 1.0m "side" area to serve the space either side. A buffer of at least 1.0 should be provided between the parking space and the roadway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

Table 2: Minimum Blue Badge Parking Bay Dimensions

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

Source: Thurrock Council

Figure 2: Minimum Blue Badge Parking Bay Dimensions



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

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

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

POWERED TWO-WHEELER (P2W) PARKING DESIGN

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

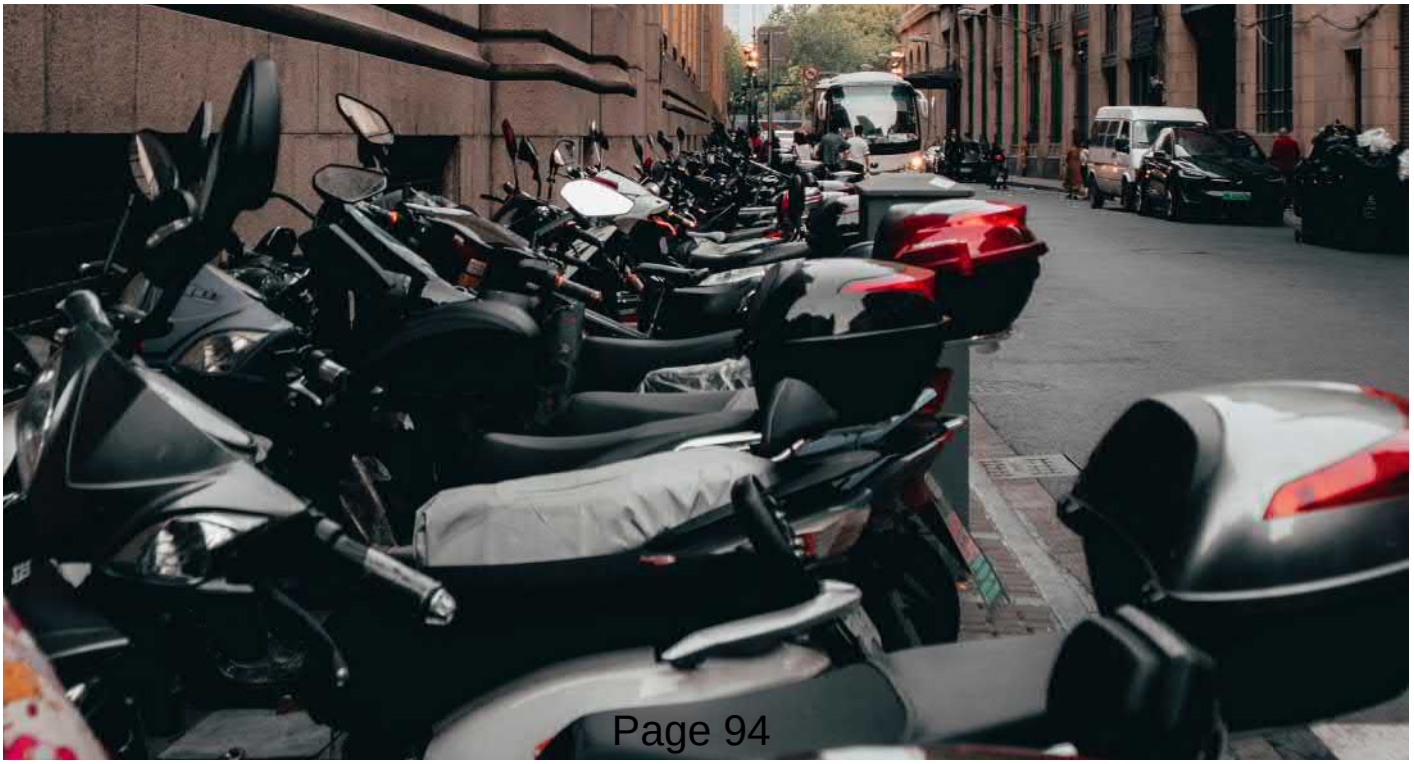
P2W parking can be vulnerable personal security locations, particularly long stay parking. Ideally there should only be access for P2W's, not vehicles, which can be created by using a causeway or pinch point. The parking area should be in a wide-open location, not in an isolated, secluded place. For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

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

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

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

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



CYCLE PARKING DESIGN

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

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

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

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

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

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

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

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

PEDESTRIAN FACILITIES IN NEW DEVELOPMENTS

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

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

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

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

FURTHER CONSIDERATIONS

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

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

3. PARKING DEVELOPMENT STANDARDS

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

CALCULATION OF PARKING REQUIREMENTS

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

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

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

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

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

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

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

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

PLANNING OBLIGATIONS

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

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

TRANSPORT ASSESSMENTS

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

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

TRAVEL PLANS

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

The requirement for a Travel Plan is as follows:

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

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

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

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

4. LAND USE AND PARKING STANDARDS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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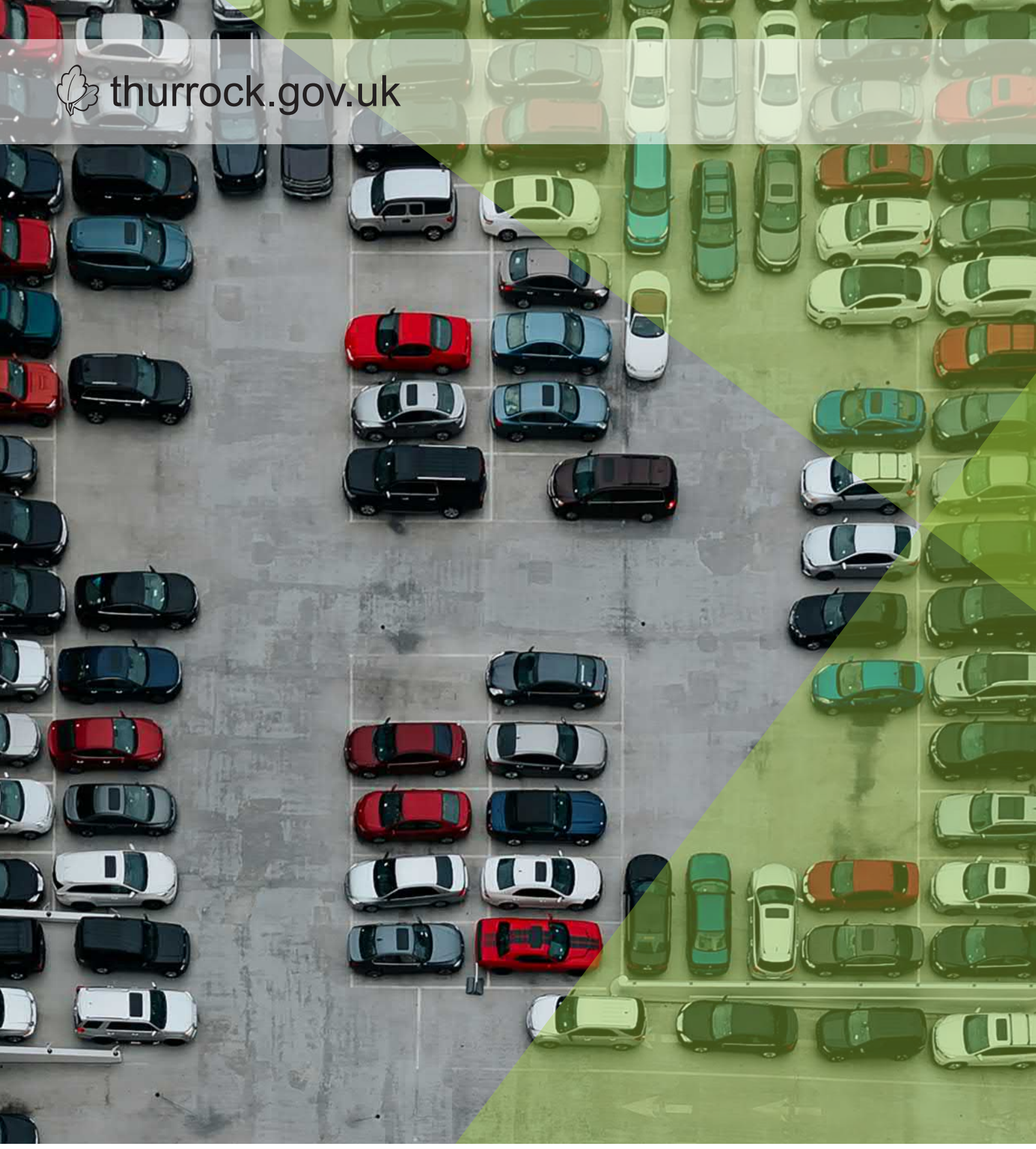


PARKING ENFORCEMENT STRATEGY

Thurrock Council
February 2021

CONTENTS

1. INTRODUCTION AND CONTEXT

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

THURROCK PARKING POLICY AND STRATEGY

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

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

VISION AND PRIORITIES

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

We have three strategic priorities to achieve our vision:

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

PURPOSE OF THE PARKING STRATEGY

The purpose of the Parking Strategy is to:

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

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

STRUCTURE OF THIS DOCUMENT

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

2. AREAS OF LEGISLATION

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

DEFINITIONS OF KERBSIDE ACTIVITY

In law, there are three kinds of kerbside activity:

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

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

- **Stopping** is a short-term stop on the side of the road, typically to let someone in or out of a vehicle. Unless it is specifically prohibited through a Clearway, No Stopping or Red Route signs, stopping is normally allowed, even when parking is not allowed.

- **Loading** is defined as the loading or unloading of goods from a vehicle on the roadside to adjacent premises. Typically, this is done using a goods vehicle (a van or lorry) but can also be from a car.

- **Parking** is defined as a longer-term stop on the roadside which is neither a stop nor for loading. The driver may or may not remain with the vehicle. This document describes our enforcement of parking.

TRAFFIC MANAGEMENT ACT 2004

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

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

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

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

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

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

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

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

3. PARKING ENFORCEMENT

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

WHY WE ENFORCE

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

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

WHERE WE ENFORCE

Our team of Civil Enforcement Officers – previously known as parking attendants – are on patrol across Thurrock. Using the resources available, they enforce regulations for:

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

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

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

WHAT WE ENFORCE

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

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

WHEN WE ENFORCE

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

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

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

The council issues instant Penalty Charge Notices:

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

WHAT WE DO NOT ENFORCE

The council has no jurisdiction to enforce the following:

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

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

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

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

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

PARKING CHARGES

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

4. PENALTY CHARGE NOTICES

PARKING OPERATIONS

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

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

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

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

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

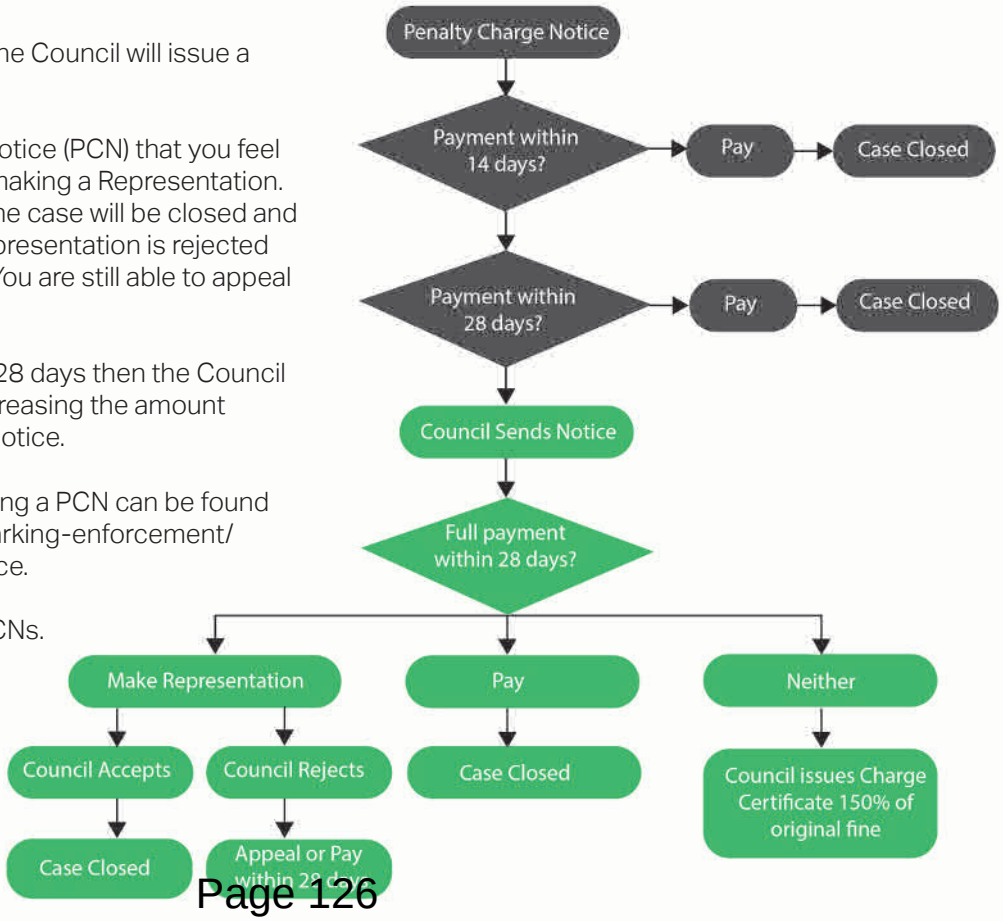
More information about challenging a PCN can be found at https://www.thurrock.gov.uk/parking-enforcement/challenging-penalty-charge-notice.

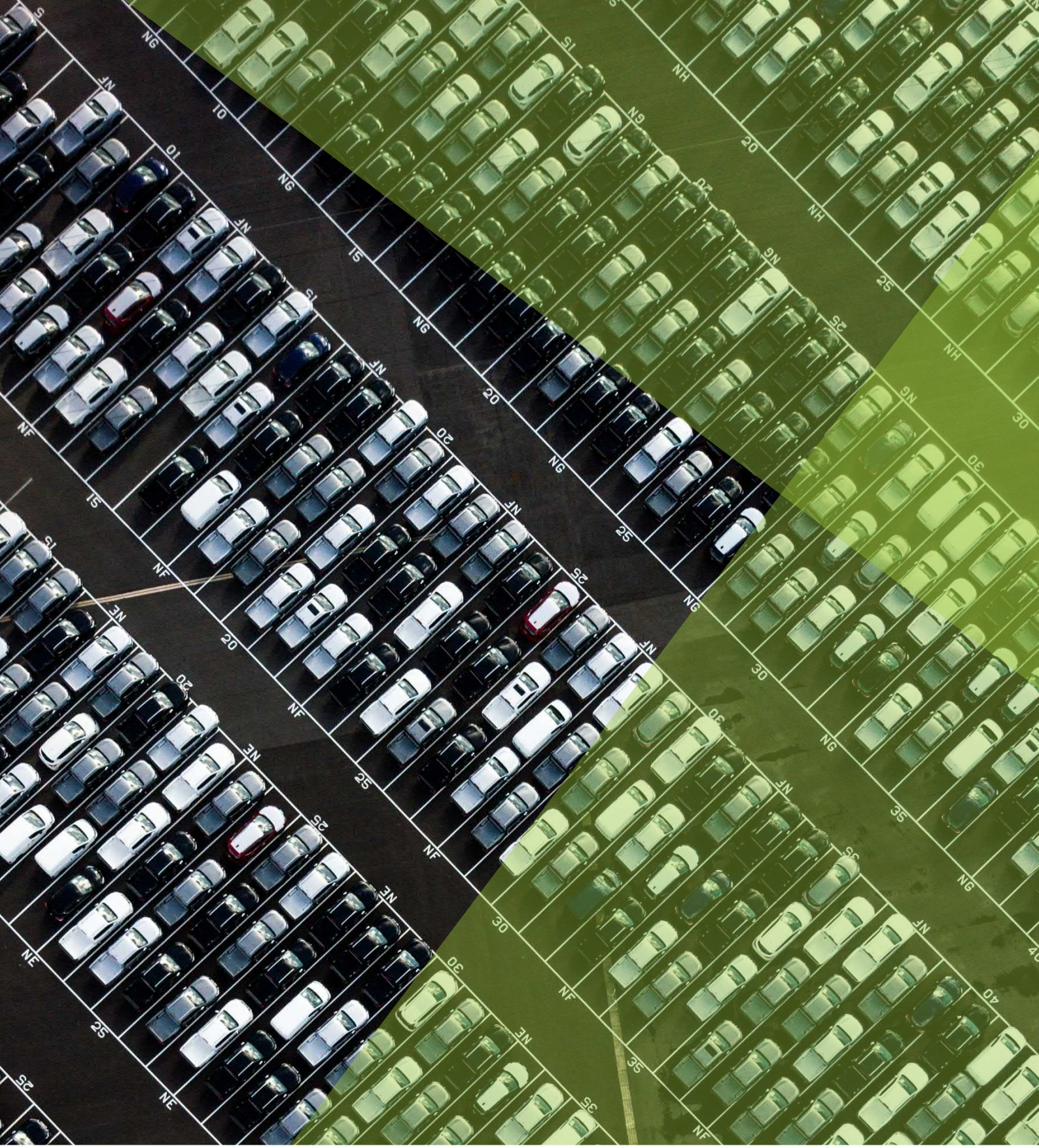
Figure 1 shows the process of PCNs.

ANNUAL SUMMARY

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

Figure 1: Penalty Charge Notices Process





5 October 2021	ITEM: 7
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Procurement of Fuel Cards	
Wards and communities affected: All	**Key Decision:** Key
Report of: Matt Trott, Strategic Lead for Fleet and Logistics	
Accountable Assistant Director: Julie Nelder, Assistant Director Highways Fleet & Logistics	
Accountable Director: Julie Rogers, Director of Public Realm	
This report is Public	

Executive Summary

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

1. Recommendation(s)

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

1.1 Note the content contained within the report and;

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

2. Introduction and Background

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

3. Issues, Options and Analysis of Options

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

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

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

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

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

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

4. Reasons for Recommendation

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

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

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

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

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

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

7. Implications

7.1 Financial

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

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

7.2 Legal

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

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

7.3 **Diversity and Equality**

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

There are no Diversity and Equality implications associated with this report.

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

Not Applicable

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

- Not Applicable

9. Appendices to the report

- None

Report Author:

Matt Trott

Strategic Lead for Fleet and Logistics

Public Realm

5 October 2021	ITEM: 8
Planning, Transport, Regeneration Overview and Scrutiny Committee	
A13 Widening Project	
Wards and communities affected: All	**Key Decision:** N/A
Report of: Colin Black, Interim Assistant Director, Regeneration and Place Delivery	
Accountable Assistant Director: Colin Black, Interim Assistant Director, Regeneration and Place Delivery	
Accountable Director: Sean Clark, Corporate Director of Resources and Place Delivery	
This report is Public	

Executive Summary

This report is provided at the Committee's request to have a quarterly update on the A13 project. This report and future reports will focus on the latest progress in delivery of the scheme, any changes in the agreed programme and any changes in the out turn forecast.

1. Recommendation(s)

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

2. Introduction and Background

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

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

2.3 This report and future reports to this committee will focus on progress in delivery and provide an update on out turn forecast and programme.

3. Issues, Options and Analysis of Options

Progress

3.1 Progress report to end of July 2021

3.2 Since the last report progress on site has been very good.

3.3 Horndon and Saffron bridges have been completed and opened for use.

3.4 The drainage and other earthworks on the verges were completed and the traffic was switched to the verges to allow access to the Central Reservation. Works to install drainage and the concrete vehicle restraint barrier has progressed ahead of programme.

3.5 Both new bridges at the Orsett Cock roundabout were completed and traffic has been switched on to them allowing the demolition of the 2 old bridges. Works are currently underway to realign the roundabout and finish works in the area.

3.6 More than £12 million has been invested locally, by using regional suppliers and businesses based within 10 miles of the project – supporting the local economy at a time when this is needed more than ever.

3.7 There has now been more than 850 000 hours since the last RIDDOR and more than 1.3 million hours worked on the project in total. The Project Accident Incident Rate is currently 0 which is a significant achievement.

Programme

3.8 The current accepted programme has an anticipated planned completion date of January 2022.

Budget

3.9 The team worked closely with Aecom and Kier during the first 6 months of 2021 to produce, agree and sign a Deed of Variation and a Settlement Agreement. These agreements encompass all of the risks and outstanding Compensation Events up until the end of 2020 (including Covid in 2020) and provide a revised Target Cost for the scheme. These agreements are considered to be hugely beneficial for the Council in that they reduce risk and provide more programme and cost certainty.

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4. Reasons for Recommendation

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

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

5.1 A communication plan has been prepared and agreed.

5.2 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.

5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions, although as a result of Covid-19 these (and the Member briefing sessions) are currently postponed

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

6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting economic prosperity.

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

7. Implications

7.1 Financial

Implications verified by: **Jonathan Wilson**

Assistant Director - Finance

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

7.2 Legal

Implications verified by: **Tim Hallam**

Deputy Head of Legal and Deputy Monitoring Officer

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

7.3 **Diversity and Equality**

Implications verified by: **Becky Lee**

Team Manager

There are no direct implications arising from this update report.

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

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

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

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

- None

9. Appendices to the report

- None

Report Author:

Colin Black

Interim Assistant Director

Regeneration and Place Delivery

5 October 2021	ITEM: 9
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Stanford-le-Hope Interchange Report	
Wards and communities affected: All	**Key Decision:** N/A
Report of: Colin Black, Interim Assistant Director, Regeneration and Place Delivery	
Accountable Assistant Director: Colin Black, Interim Assistant Director, Regeneration and Place Delivery	
Accountable Director: Sean Clark, Corporate Director of Resources and Place Delivery	
This report is Public	

Executive Summary

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

1. Recommendation(s)

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

2. Introduction and Background

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

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

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

3. Issues, Options and Analysis of Options

Progress:

3.1 The Concept Design for the station is now fully developed and has been reviewed and the principles accepted by the key stakeholders. The transport hub is currently progressing a review to align objectives with planning aspirations and place-making opportunities. The planning application for the phase 1 station was submitted and received full planning approval in July 2021.

3.2 The concept design for the Phase 2 Transport Hub is undergoing further investigation and pre-planning advice. Development will be subject to further workshops with Planners and developers over the next month to select a preferred configuration acceptable to the key Stakeholders.

3.3 Invitations to tender were sent out to 19 potential Principal Contractors within an existing Thurrock Council Framework Agreement. Of the 19, only 8 held the appropriate Network rail accreditation and 4 of those submitted Expressions of Interest, sufficient to carry out a meaningful tender. It is anticipated that the Invitation to Tender to the 4 Companies will be issued on 17 September 2021.

3.4 The project steering group is continuing to meet on a monthly basis, to share information and ideas and obtain feedback on progress to ensure this infrastructure is coming forward with the agreement of stakeholders and local residents. So far, all the feedback has been very positive.

Budget

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

Programme

3.6 A detailed programme has been developed to reflect the revised baseline and is currently being maintained to track the time required to deliver the scheme including a fully compliant tender process. This includes the preparation of tender documentation, prequalification of bidders, the tender process, through to tender evaluation and award.

3.7 Subject to the procurement process, it is anticipated that Phase 1 of the works will be delivered first with the Phase 2 works following in succession with the

opportunity to award this work as a Variation Order to the successful Contractor/designer.

3.8 Covid is a receding issue in project delivery and any residual impacts will be monitored and mitigated but as there is not a significant presence on site at the moment, any impacts have been kept to a minimum. This will be monitored and kept under review.

4. Reasons for Recommendation

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

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

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

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

6.1 The Stanford-le-Hope scheme supports the Place corporate priority, in particular:

- roads, houses and public spaces that connect people and places

7. Implications

7.1 Financial

Implications verified by:

Jonathan Wilson

Assistant Director - Finance

The budget implications are set out in section 3.5

7.2 Legal

Implications verified by: **Tim Hallam**

Deputy Head of Legal and Deputy Monitoring Officer

There are no new legal implications arising in this report

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**

Community Engagement and Project Monitoring Officer

There are no direct implications arising specifically from this update report

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

Not applicable.

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

None

9. Appendices to the report

None

Report Author:

Colin Black, Assistant Director, Regeneration and Place Delivery

5 October 2021	ITEM: 10
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Bus Service Improvement Plan	
Wards and communities affected: All Wards	**Key Decision:** Non-Key Decision
Report of: Navtej Tung, Strategic Transport Manager	
Accountable Assistant Director: Leigh Nicholson – Assistant Director, Planning, Transport and Public Protection / Julie Nelder – Assistant Director, Highways, Fleet and Logistics	
Accountable Director: Julie Rogers – Director, Public Realm	
This report is Public	

Executive Summary

In March 2021 the Department for Transport published a new National Bus Strategy. The strategy sets out a path for all Local Transport Authorities to develop either an Enhanced Partnership, or the franchising of all bus services. Thurrock Council intends to pursue an Enhanced Partnership.

As part of this process, the Council must develop a Bus Service Improvement Plan, which is to be published on the Council's website, and submitted to the Department for Transport by the end of October 2021. The Bus Service Improvement Plan is a high level plan which identifies where the Council is to seek prioritisation of enhancements to bus service provision within the borough, to enable buses to become more attractive and easier to use by residents for local journeys. The measures within the Bus Service Improvement Plan will be used to seek funding from a pot of £3billion announced by the Government for bus service improvements. This money is comprised of both capital and revenue funding.

Failure to submit the Bus Service Improvement Plan to the DfT by the identified date could result in the loss of bus related grants and subsidies to both bus operators and the Council, potentially affecting bus service provision across the borough. The Council is also unable to seek additional funding for bus services without a Bus Service Improvement Plan.

1. Recommendation(s)

1.1 To note and endorse the Bus Service Improvement Plan for adoption by Thurrock Council.

2. Introduction and Background

2.1 In March 2021, the Department for Transport (DfT), via the Prime Minister's Office, issued a new National Bus Strategy for England. The strategy sets out a desire for local authorities to take a greater role in coordinating bus service provision, with an emphasis on partnership and stakeholder working to implement a full range of measures to grow patronage by making it more attractive to all residents, workers and visitors. Councils are asked to establish an "Enhanced Partnership" – collaborating with bus operators and other stakeholders, or should it wish, to progress with franchising – delivering buses in a similar way to those in London.

2.2 To deliver an Enhanced Partnership (EP), the DfT has set out a programme for Local Authorities to follow, with a series of hard deadlines. The Primary deadline was 30 June 2021, where Local Transport Authorities (LTA) had to indicatively inform the DfT whether they were to implement an EP or to pursue franchising and publish this on the Council's website. Thurrock Council is progressing with an Enhanced Partnership, as approved by the Portfolio Holder for Transport.

2.3 The next deadline is October 31 2021, where LTA's are required to submit to the DfT a Bus Service Improvement Plan (BSIP). The BSIP is a high level evidence base with identification of key measures to help identify where the Council would like to prioritise improvements for bus service improvements, and use this document to bid for funding from Government. This is for both infrastructure funding, and service enhancements.

2.4 Following the submission of the BSIP to DfT, the Council must prepare its Enhanced Partnership documentation, which will also include a passenger charter. An EP is an arrangement for all partners with an interest in the delivery of bus services within an LTA area to sign up to, backed up by legislation. The LTA has the co-ordinating responsibility, and is required to engage with no less than all service operators which serve the authority area, even if the route runs across the boundary. Within Thurrock, this means Transport for London services into the west of the Borough, First Bus Services into Basildon (and beyond), Thurrock Council contracted services operated by NIBS, and all Ensign bus services. The Council must complete and publish its Enhanced Partnership by 31 March 2022.

3. Issues, Options and Analysis of Options

3.1 Following the publication of the intent to develop an Enhanced Partnership in June 21, the Council is required to develop and publish a Bus Service Improvement Plan by 31 October 2021.

3.2 This document will set out at a high level the range of measures the LTA is looking to implement as part of its Enhanced Partnership, and will act as the central reference point for submissions to the DfT for a share of £3billion

funding in relation to bus service improvements, both revenue and capital. This will include an understanding of service enhancements which are required, as well as any physical infrastructure improvements which are necessary. The document will also set out an understanding of the existing situation and challenges in bus service delivery within Thurrock, and proposals for a fare charging approach, and targets for service delivery within the borough. Alongside this, a commitment to a Bus Passenger Charter should also be included. The BSIP should be developed in partnership with other key stakeholders, including bus service operators, and key user groups. Bus Service Implementation Plans should have a strong link to an authorities Local Cycling and Walking Implementation Plan (LCWIP), and measures should go hand in hand.

3.3 The Thurrock BSIP has been produced through engagement with Local Bus Operators to identify where bus services require infrastructure enhancements to help improve the reliability of services, and through analysis of data and identification of key themes within the National Bus Strategy to provide service enhancements and measures which make bus use more attractive. Additionally, officers have undertaken public engagement to seek the views of residents regarding their experiences and perceptions of bus services within the borough, to help evidence enhancements.

3.4 The BSIP acts as a high level bidding document to help the Council seek funding from the DfT. The measures identified within the document, backed up by evidence to show a need, can be eligible for funding from the Department. The Thurrock BSIP has prioritised enhancements to existing services to enable more frequent services, developing taxi based services to support rural communities, integration of bus services with rail, improving the reliability of buses along their route, fare capping and integration, enhancing bus information, and researching new power technologies for buses.

3.5 The vast majority of buses within Thurrock are commercially run services, with the exception of three routes funded by the Council. The past decade has seen funding and subsidies for buses cut in half, which has impacted on provision for smaller and more rural communities. Therefore there is a focus on increasing provision of services through enhanced frequencies and additional buses, to make using the bus a realistic and viable choice. Where demand is not projected to make running additional buses a viable endeavour, the Council will explore new solutions to deliver demand responsive transport, using smaller and more cost effective vehicles. Some service enhancement is also being considered for commercial services, either to bring them in line with frequencies of other services, or to provide additional services during evenings and weekends.

3.6 Officers are also proposing to seek funds from the Government to investigate how bus services can operate more reliable journeys through the boroughs most high-frequency bus corridor – Lancaster Roundabout to Sockets Heath via Grays Bus Station. Engagement with operators has determined this corridor provides the greatest challenge to maintaining bus services which run

to timetable and provide a reliable service to residents. Additionally, the Council will seek to investigate how fares can be simplified, reduced, and integrated between operators and modes, and also investigate changes in technologies which can power buses in a zero-carbon environment, helping the Council to determine where and how investment is made to best suit the needs of the borough and operators.

3.7 These high level measures provide the authority a broad opportunity to seek funding from the new bus services pot of £3bn being made available by the Government. The priorities within the Thurrock BSIP align with the themes within the national bus strategy, with the ultimate aim to make buses more attractive to residents and communities, helping them to become the primary choice for local journeys.

3.8 The Thurrock BSIP has been developed in consideration of the emerging local plan and supporting transport strategy.

4. Reasons for Recommendation

4.1 The recommendation is put forward for Planning, Transportation and Regeneration Committee to note and endorse, so that the Council can meet its obligation to the Department for Transport for the submission of a Bus Service Improvement Plan by the end of October 2021.

4.2 Failure by the Council to adopt the BSIP and submit this document to the DfT by the stated date will have potential financial implications for both the authority and bus operators and services within the borough. Funds and subsidies provided by central government to the authority and bus operators for bus services may be stopped with immediate effect. This could result in the reduction or loss of some services within the borough, especially those being supporting due to reduced passenger trips resulting from the pandemic. For the Council, this could see the loss of funds supporting the subsidised services, and may potentially impact on funding for Home to School Transport.

4.3 Failure to submit the BSIP on time would subsequently have a knock on effect on the Council's opportunity to bid for funding from government, and also would impact on the ability for the Council to develop and finalise its Enhanced Partnership by March 2022.

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

5.1 To support the development of the BSIP, the Council launched a public engagement exercise in early August 2021 to understand more about the views towards bus services by residents. This public engagement is made up of two parts. The first is a survey, developed to identify how residents perceive bus service provision in Thurrock, and their experiences, as well as what seeking to understand what improvements residents would like to see.

This survey allows the Council to build a baseline evidence base of views about buses, and can allow future comparisons to take place.

5.2 The second part is a map based tool which allows participants to log where physical improvements may be required, or where there may be issues which need attention. This can include showing where additional bus stops or bus routes are required, where buses become delayed, or where they may experience issues with accessing the bus stop itself. This tool will be utilised as an ongoing log for recoding the need for investment, helping officers to understand where proposals can be put forward should funding opportunities arise. The spatial element of this tool also allows officers to quickly identify where in the borough clusters of issues may exist.

5.3 The Public Engagement has been publicised through a number of channels. Posters have been developed which will help to promote the engagement by being posted within buses and on bus stops. Posters include a web link to the survey, or a QR code to easily find the survey, or interested parties could write directly to the Council with their views via email or through the post. The Council has also sought to utilise its Real Time Passenger Information display screens across the borough to promote the survey. Lastly, the public engagement has been promoted through the Council's social media channels. All members were also written to, to inform of the Public Engagement and to make their local communities and residents aware of the survey. The Bus User Group were also written to seek their views.

5.4 Due to the time constraints involved in developing a BSIP and its submission to the DfT, there has not been the opportunity to publically consult on the document, however the survey presented an opportunity to inform residents who participated that the document has been completed and published on the website. As a result, the democratic process within the Council is being used to act as the consultation on the BSIP, by submission to PTR O&S Committee and then Cabinet for adoption. The BSIP is intended to be a live document which is updated as required, and this will present an ongoing opportunity to seek feedback for the need to amend details within the document including the consideration for additional measures.

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

6.1 The Thurrock Bus Service Improvement Plan will have an impact on communities and individuals within Thurrock. An EQIA will be undertaken to identify the impacts and any mitigating measures that should be considered to manage and guide bus service enhancements to enable more people across the borough to access bus services.

7. Implications

7.1 **Financial**

Implications verified by: **Laura Last**

Senior Management Accountant

An operational and staffing budget is required to deliver the BSIP. This is to be funded through the Council's Capability Fund allocation from DfT.

7.2 **Legal**

Implications verified by: **Ian Hunt**

Assistant Director of Law and Governance & Monitoring Officer

The legal implications for the production of a Bus Service Improvement Plan and Bus Strategy are set out within the body of this report. The Council has identified the decision to establish an "Enhanced Partnership" which was published on the Council's website. Thurrock Council is progressing with an Enhanced Partnership, as approved by the Portfolio Holder for Transport.

The deadline to submit the BSIP to the DfT is 31st October 2021 and the Council is on track to meet this.

7.3 **Diversity and Equality**

Implications verified by: **Rebecca Lee**

Team Manager

Consultation and engagement exercises have taken place with residents and user groups to inform the development of this BSIP. Results from this feedback will be used to progress a Community Equality Impact Assessment and guide bus service enhancements to enable more people across the borough to access bus services.

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

None

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

- None

9. Appendices to the report

- Appendix 1 – BSIP Guidance Assistance - Thurrock Council

Report Author:

Navtej Tung
Strategic Transport Manager
Transport Development

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Appendix 1
September 2021

BSIP Guidance Assistance - Thurrock Council

Thurrock Council

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Appendix 1
September 2021

BSIP Guidance Assistance - Thurrock Council

Prepared for:

Thurrock Council
Civic Offices, New Rd, Grays RM17 6SL

Contents

Figures

Tables

Appendices

Executive Summary

Overview

This Bus Service Improvement Plan (BSIP), represents the opportunity to make a step-change in connectivity for those who live in, work in and visit Thurrock. For many local residents, Thurrock has an efficient bus service, which provides a good level of connectivity. Fares are largely affordable, and the infrastructure is of a high quality. – Every bus stop has a timetable case provided and information therein maintained by the Council, as informed by the local operators. Most important bus stops have shelters and a contract to renew these is in place.

Despite this, there remains the potential and necessity for improvement. Commuting in Thurrock is largely undertaken by private car – only 4% of such journeys are made by bus. The range of negative externalities this causes is broad: worsened air quality, congestion, and greater volumes of carbon dioxide emissions. Increasing the proportion of motorised trips made by bus is the ultimate aim of this BSIP; the interventions described here have all been designed with this aim in mind.

Many of these interventions focus upon the frequency of these services, at all times of day, every day in the week. Providing a regular service is critical for ensuring that bus use increases. If people feel like they can 'turn up and go', with a very low risk of being stranded by bus services not running in the evening, or at the weekend, they are more likely to consider it a credible mode of transport. As volumes of passengers increase, fare revenues will increase, allowing operators to further improve services – a virtuous cycle, which has been observed elsewhere.

The interventions identified here could not be delivered by the private sector alone; neither can the council realistically solely subsidise them. As such, central government funding will be critical for their delivery. Over the past decade, Thurrock has seen its budget become increasingly stretched, with a commensurate drop in bus ridership on reducing supported services. Should the interventions in this BSIP be delivered – and the funding to do so be provided – the trend in reducing ridership should be reversed.

Growth within the borough provides this opportunity to increase patronage on sustainable modes of transport. Increasing levels of investment in new employment sites in the past ten years, and further expected growth in jobs and housing provide opportunities to encourage sustainable travel behaviours. New emerging policies such as the Local Plan and Transport Strategy will support Thurrock in promoting and making available buses through infrastructure and service enhancements. The new Local Plan projects upwards of 30,000 new home and 18,000 new jobs by 2050 in Thurrock.

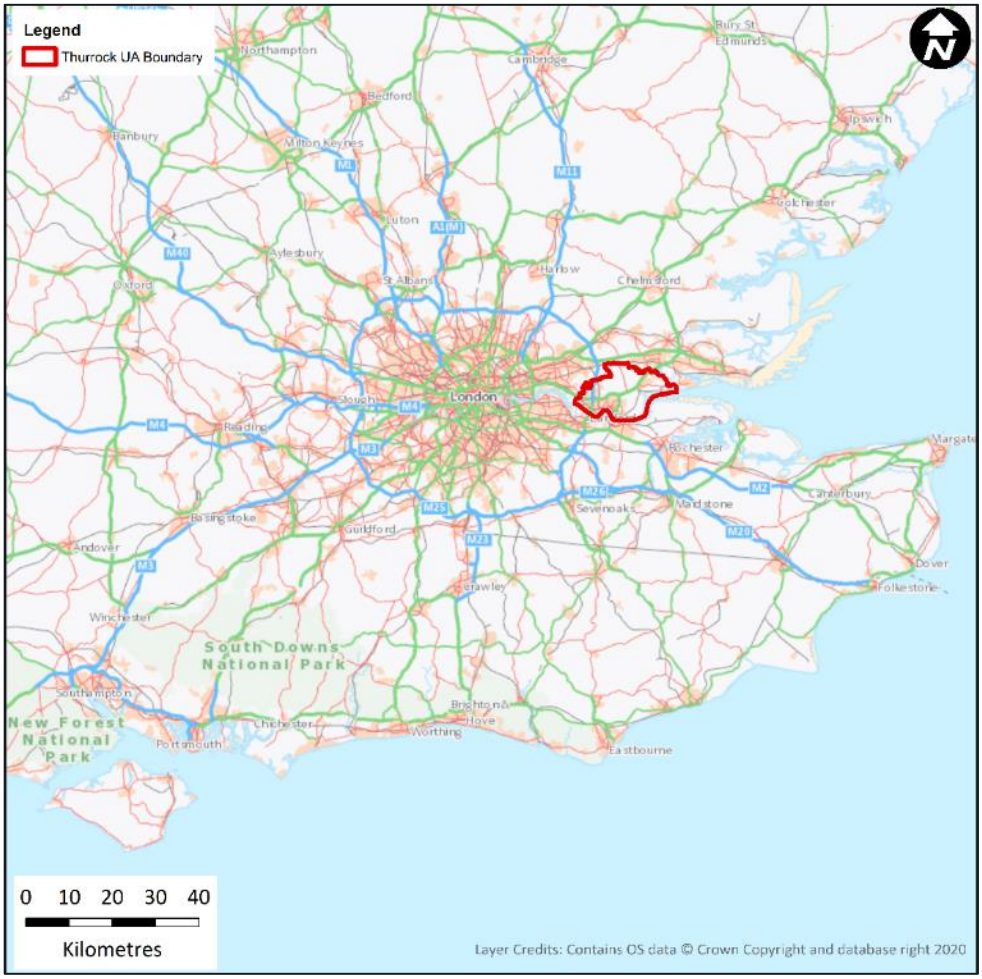
In many ways, Thurrock's geography lends itself perfectly to the delivery of a networked bus service with its numerous settlements conurbations. This means that a well-designed network should provide good connectivity for residents to travel across the borough from one area to another. This BSIP is designed to help the area reach this potential, making the bus network a key part of the area's transport infrastructure, one which local communities can rely upon.

1 Overview

General Context

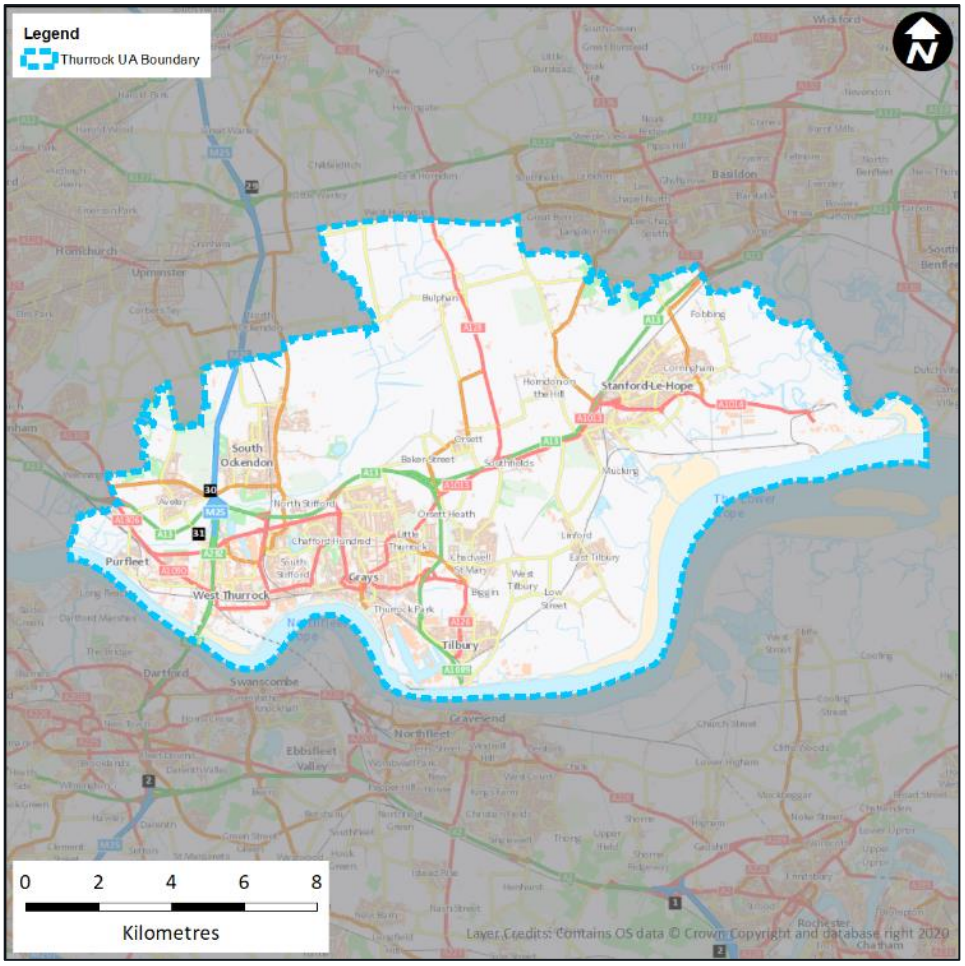
1.1 Thurrock is a Unitary Authority of approximately 174,000 people, located on the Northern side of the Thames Estuary, on the outskirts of London (context map in Figure 1.1 with more detail in Figure 1.2). Thurrock's strong road transport connections with the rest of the country form a key part of its economic offer. It is home to three nationally strategic ports, lies at one end of the Dartford Crossing, is served by the M25, and has regular rail connections to London and Essex. This good connectivity has made the area an attractive site for freight and distribution centres. For example, in 2017, Amazon situated one of its largest 'fulfilment centres' in the area and the popular Lakeside Shopping centre is home to more than 300 shops.[1]

Figure 1.1: Context Map for Thurrock



[1] https://www.amazon.jobs/en/locations/tilbury-uk

Figure 1.2: Location map of Thurrock Unitary Area



1.2 Thurrock's average household income – £37,116 before housing costs – is relatively high in comparison to the UK national average of £34,489. However, the cost of living in south-eastern England is higher than most places meaning that the average net household income after housing costs falls to £27,937, lower than the national average of £28,105.

1.3 Table 1.1 provides a summary breakdown of the top 10 employment categories in the Thurrock area. This breakdown highlights the fact that Education, Construction, and Transport and Storage make up a significantly higher proportion of Thurrock's economic background than is common across England. Jobs in these sectors may not be as high paying as jobs in other professional categories common the South East of England, such as financial services, business and administration, and information and communications technologies. This may go some way toward explaining why the net income after housing is lower in Thurrock than the English average.

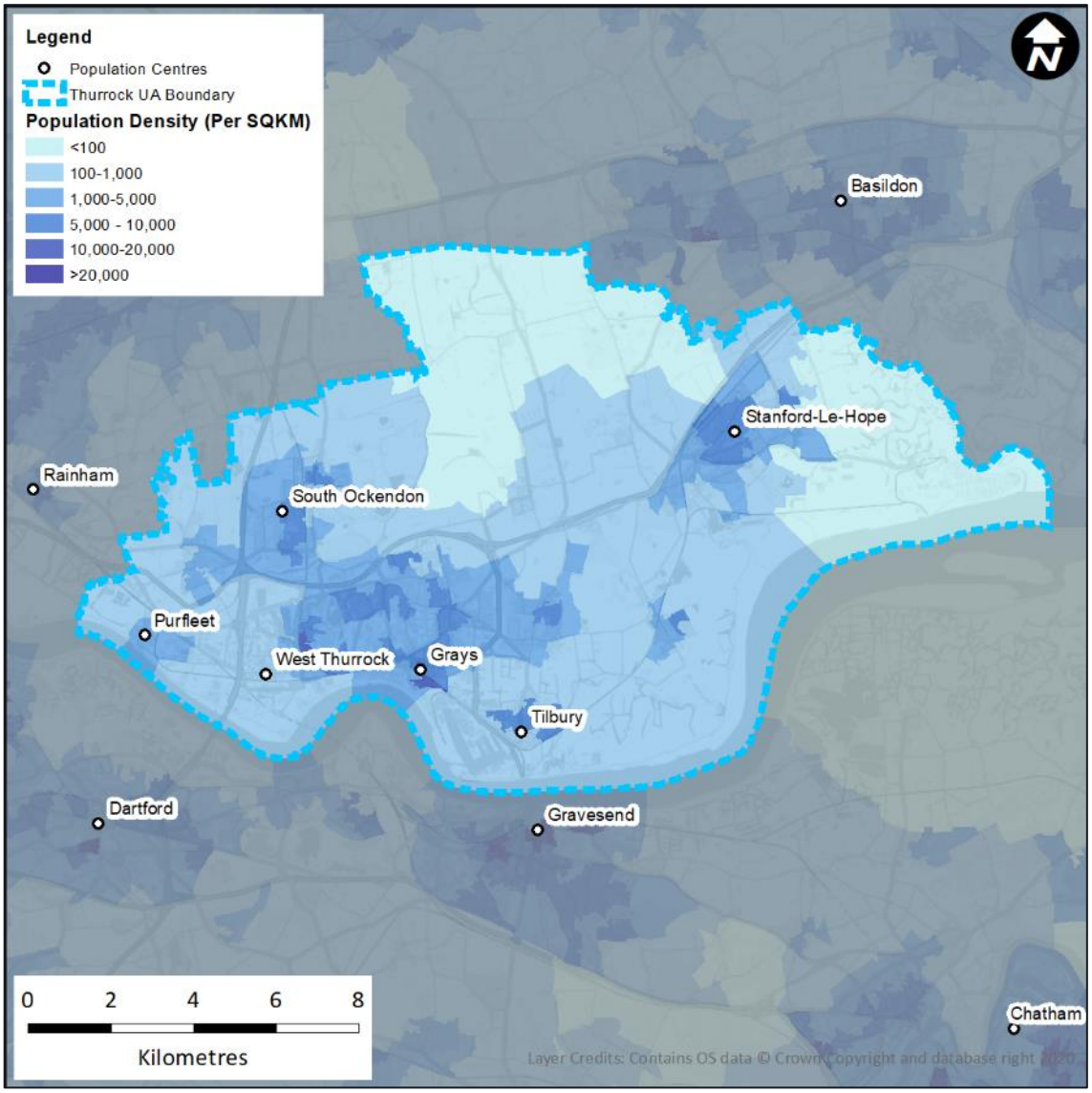
Table 1.1: Employment Breakdown: Residents of Thurrock Area

Employment Category	Percentage	England Average
Education	17.9%	8.4%
Health	11.3%	12.4%
Construction	11.0%	5.0%
Transport & storage (inc postal)	10.5%	5.0%
Retail	8.3%	9.2%
Accommodation & food services	6.6%	7.5%
Business administration & support services	6.4%	8.9%
Professional, scientific & technical	5.5%	9.2%
Manufacturing	4.5%	7.8%
Arts, entertainment, recreation & other services	4.2%	4.6%

Source: Steer Analysis of BRES Data

1.4 Currently, Thurrock's population is concentrated into three major conurbations - South Ockendon, Grays, and Stanford-Le-Hope. The northern and eastern portions of the area are more rural in nature, with significant areas of farmland and some smaller hamlets. The distribution of resident population density for Thurrock is shown in Figure 1.3.

Figure 1.3: Population Density

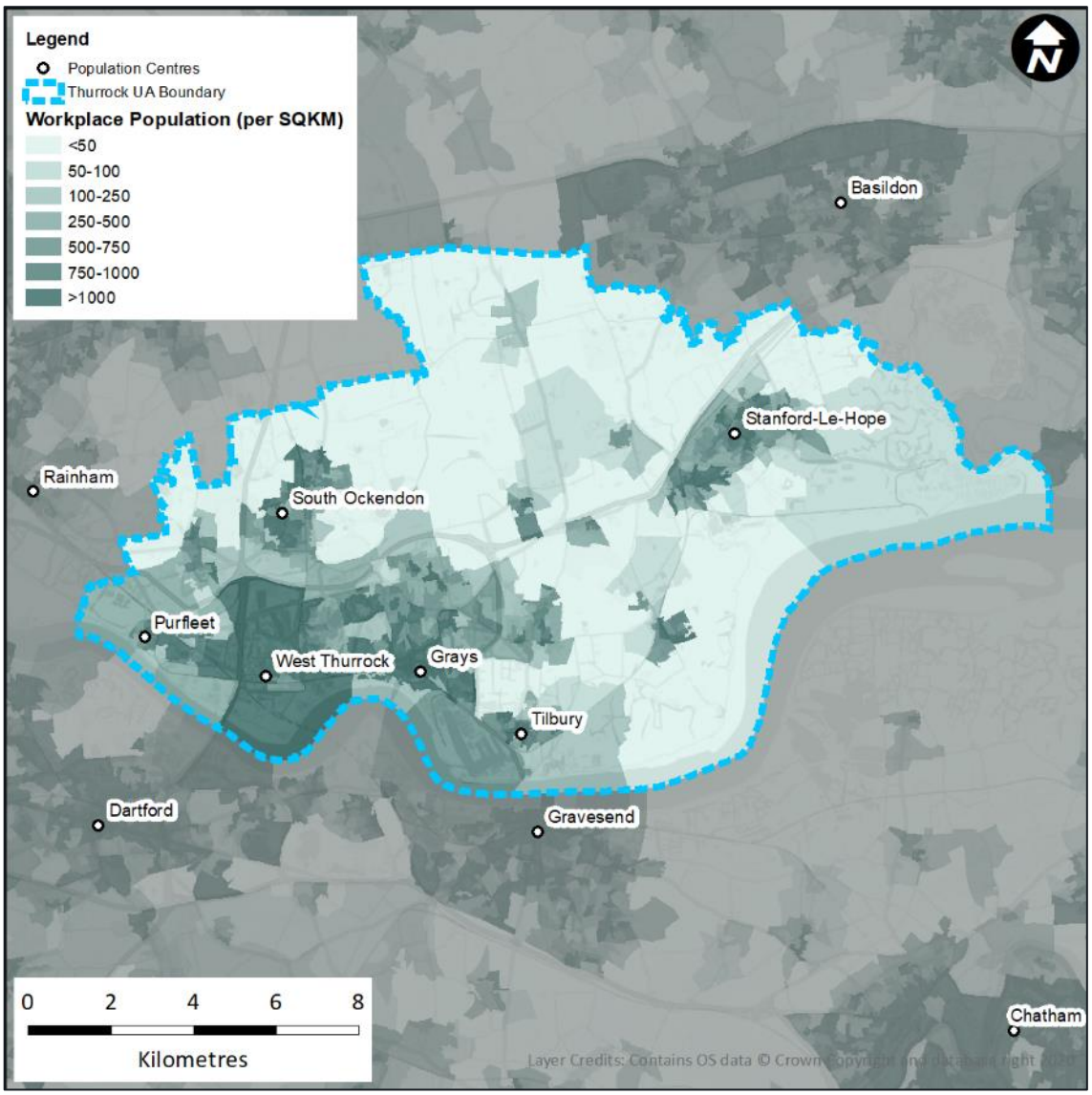


Source: Census 2011

1.5 Employment density follows a similar, albeit more pronounced, trend to population density. This is illustrated in Figure 1.4. Particularly high employment densities are found along the River Thames – these are traditional employment centres, historically dependent upon the docks, but now refocussed towards transportation, freight, construction and retail jobs.

1.6 Future development in the area is expected to be significant. As part of the Thames Gateway national growth area – an area which has become a priority area for urban regeneration – it is expected that between 2001 and 2026 there will be a need to provide an additional 23,250 new homes and 26,000 new jobs.[2]

Figure 1.4: Employment Density

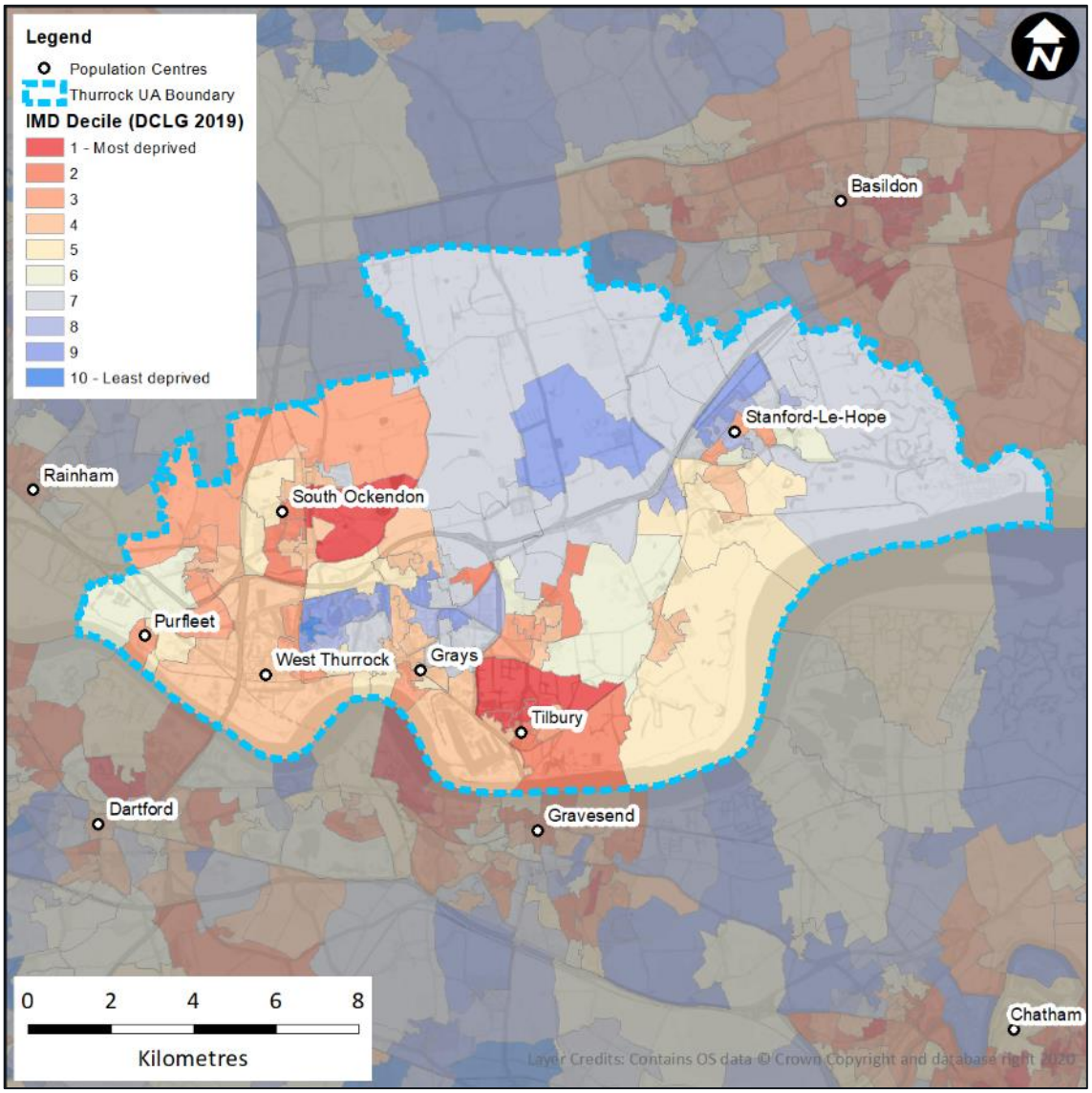


Source: Census 2011

[2] https://www.thurrock.gov.uk/sites/default/files/assets/documents/strategy_transport_2013.pdf

1.7 Thurrock has relatively high levels of deprivation, with several areas falling within the most deprived 10% of all areas in the country. This is illustrated by Figure 1.5. The main areas of deprivation are concentrated in the South and West of Thurrock, around Tilbury and South Ockendon. However, it is important to note that this is partially the nature of the way that the Index of Multiple Deprivation is calculated – rural areas tend to fare better when appraised using this metric, due to the lower concentrations of any single social group.

Figure 1.5: Index of Multiple Deprivation

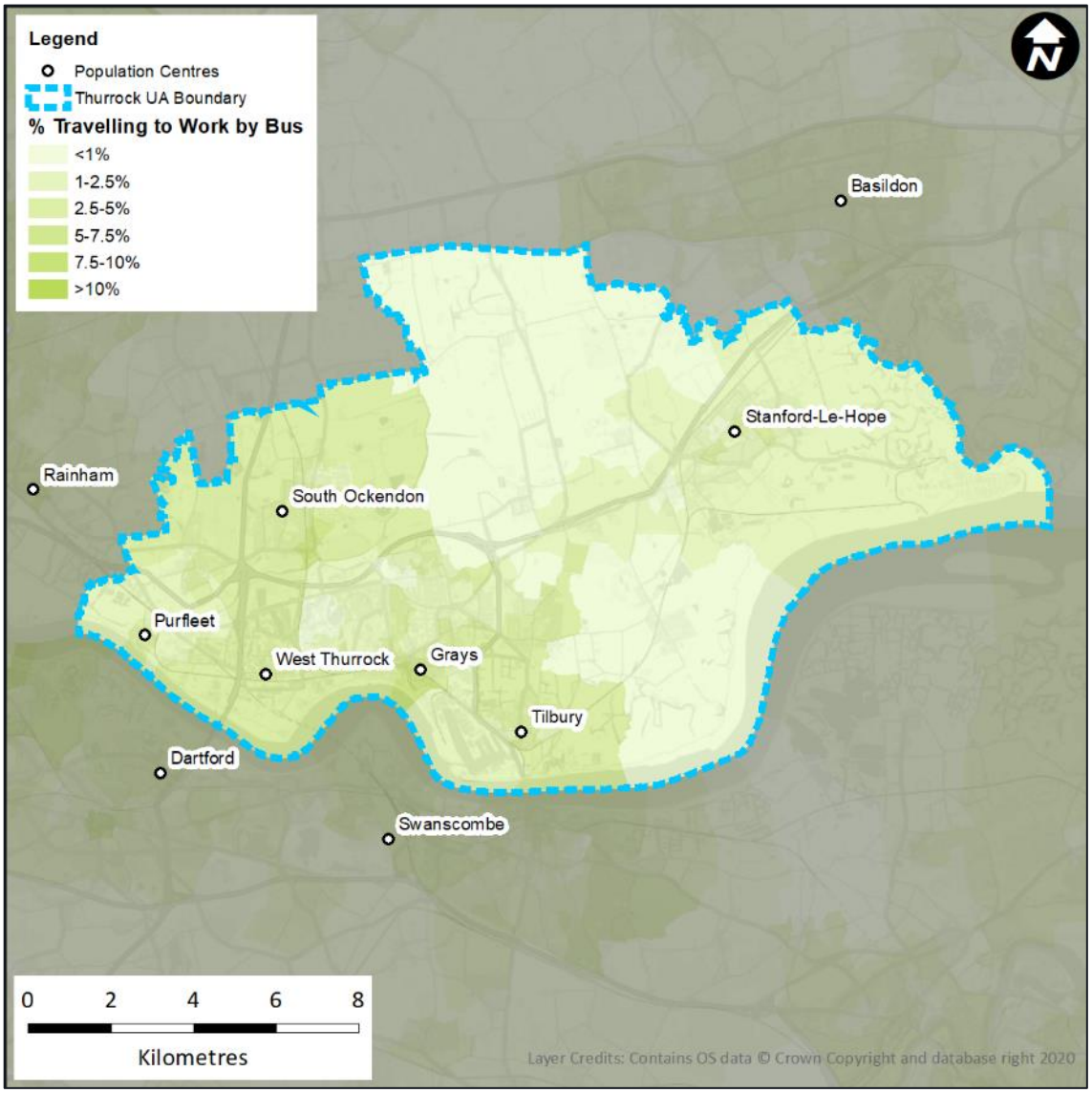


Source: Index of Multiple Deprivation, DCLG 2019

General Transport Context

1.8 Here a broad overview of Transport within Thurrock is provided. Detail about the bus network is available in Chapter 2. As mentioned above, Thurrock has relatively good connections to the rest of the country; it lies on the M25, the River Thames, and has rail links to London and south Essex. However, public transport connectivity within Thurrock is variable, leading to low public transport mode shares, and relatively high private car use. This is illustrated by Figure 1.6 and Figure 1.7. Figure 1.6 illustrates that the proportion of people using Bus to travel to work is relatively low in Thurrock, with the majority of areas below 5% mode share. In general, mode shares are higher in areas with higher population and employment densities (as shown in Figure 1.3 and Figure 1.4), and lower in more rural areas. Within Thurrock, in 2018/19 there were approximately 28 journeys per head, as compared to the England average of 77, and the London average of 247.[3]

Figure 1.6: Proportion of Commuters using Bus

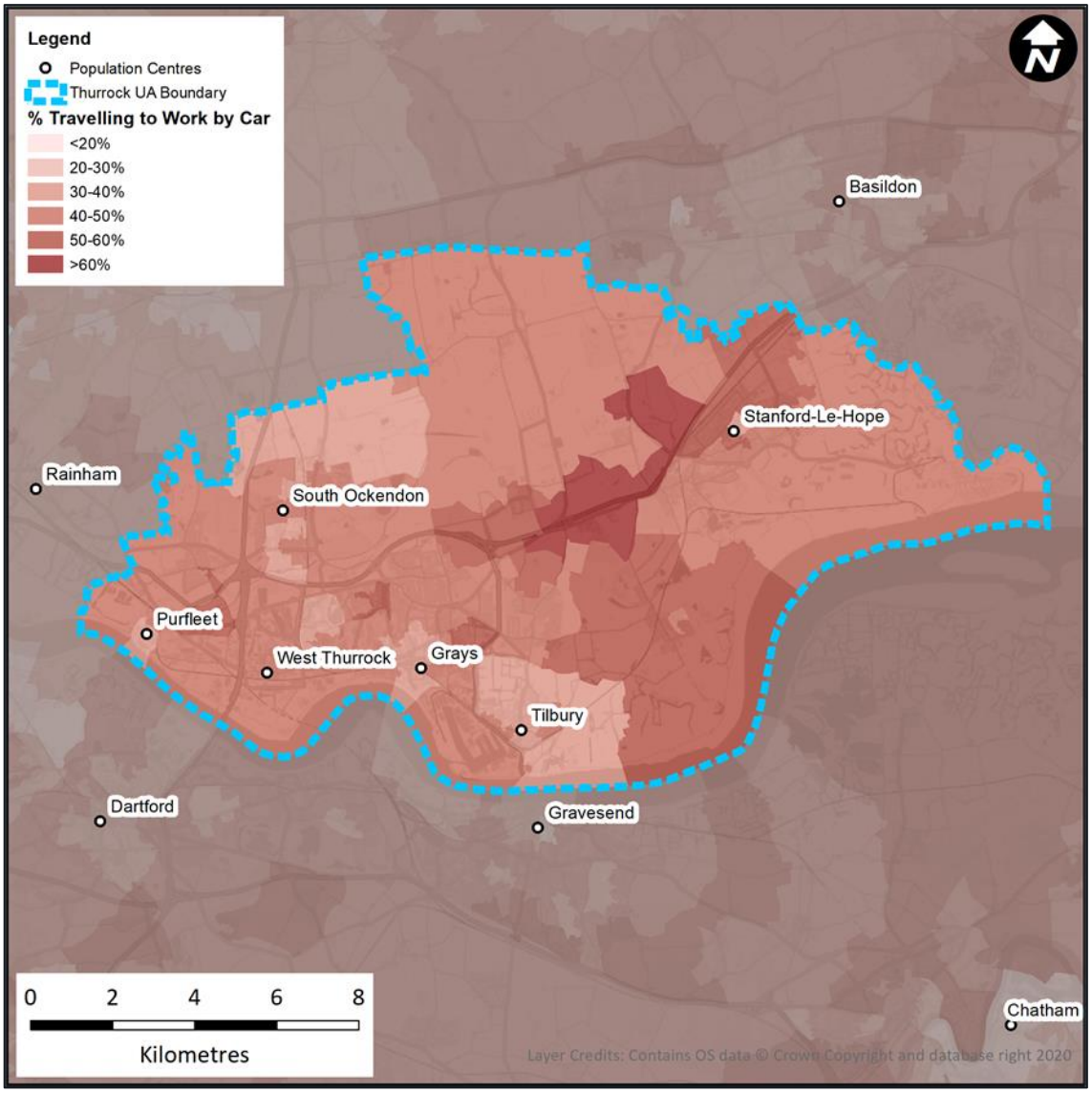


Source: Census 2011

[3] Passenger journeys on local bus services per head by local authority: BUS 0110: England, from 2009/10

1.9 The low bus patronage is reflected by relatively high car usage for commuting journeys. This is illustrated by Figure 1.7. In many areas, the car is the dominant mode of transport for travelling to work, with some areas seeing a mode share greater than 60%. Unsurprisingly, Car mode share is particularly high in areas outside the main urban conurbations.

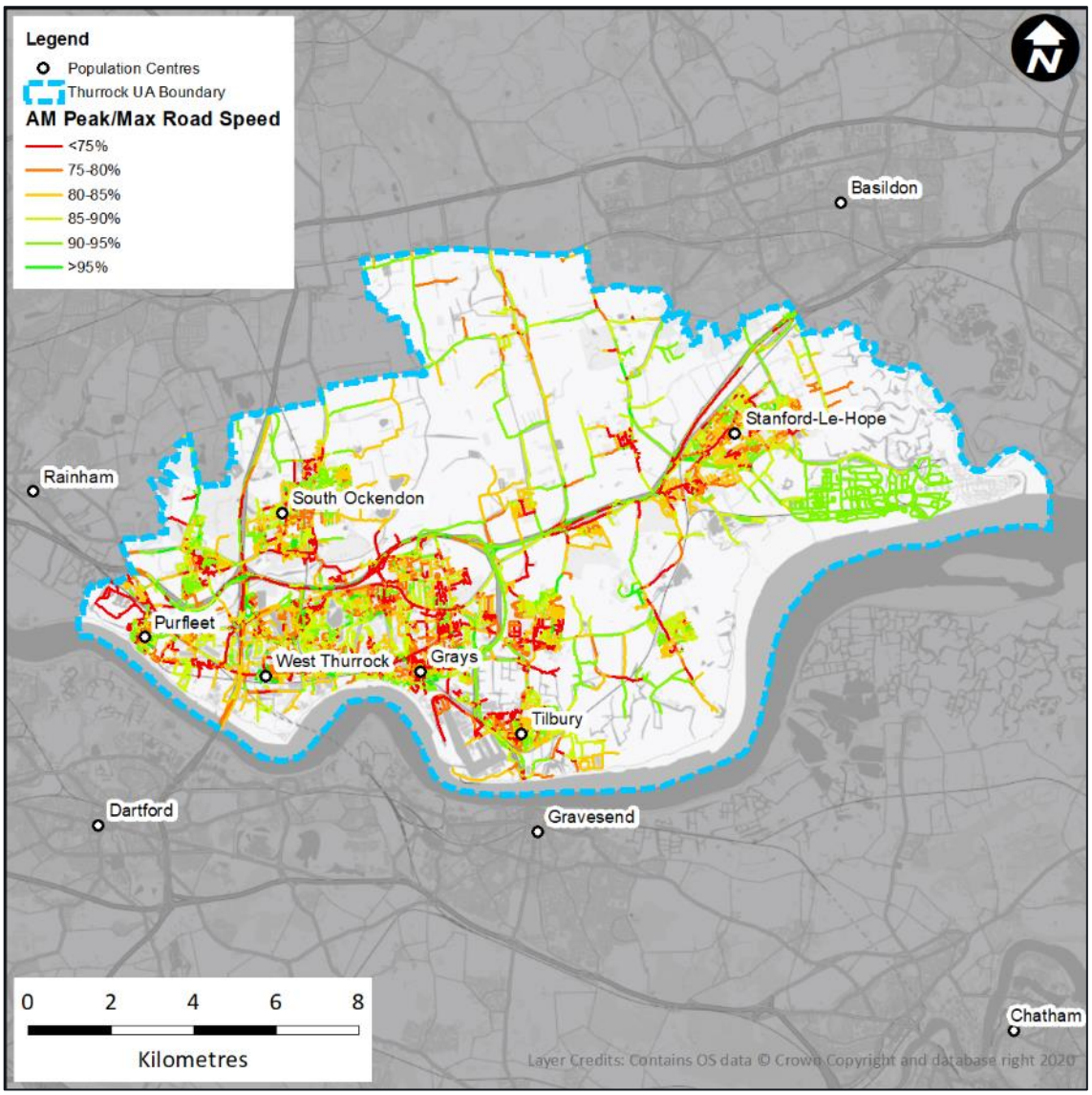
Figure 1.7: Proportion of Commuters using Car



Source: Census 2011

1.10 Congestion on the road network is illustrated in Figure 1.8, which maps the free flow speed (speed during the night when road usage is low), against congested road speeds. Congestion is a significant issue in Grays, and also causes problems in Stanford-Le-Hope. However, this fails to fully represent congestion experienced in the area. This is because congestion tends to become a major issue when the M25 and/or A13 are affected by incidents. When this happens, traffic across the area is impacted, with major spill-over congestion into the surrounding local areas.

Figure 1.8: Indicative Congestion



Source: Pitney Bowes Drivetime Data (2018)

Strategic Context

Existing Policies

Core Strategy and Policies for Management of Development (as amended) (2015)

1.11 The strategic framework governing transport interventions and planning within Thurrock are supported by land use policy and transport policy documents. The overarching policy is the existing Local Development Framework Core Strategy and Policies for Management and Development. This provides the planning policy framework for land use and new development within the borough. Adopted in 2015, this proposed the development of approximately 18,000 new homes by 2026 supported by 26,000 new jobs.

1.12 Policies within the Core Strategy support enhancements to bus networks, to help make existing communities and new developments to become more sustainable. Policy CSSP3 identifies bus service infrastructure improvements and rail station enhancements as key infrastructure needs to deliver the plan. Transport specific policies also seek to enhance the bus network. Policy CSTP 14 sought to reduce car traffic by 10% by 2026 using a broad range of measures. Policy CSTP 15 proposed to increase accessibility to places of work, education and healthcare, while Policy CSTP 16 states improvements to transport networks to minimise capacity constraints with high quality inter-urban public transport routes running on a 30-min frequency.

1.13 A new Local Plan is currently in development.

Thurrock Transport Strategy

1.14 The Thurrock Transport Strategy, adopted in 2013 sets out the strategic framework for transport provision across the borough and to support the overarching goals of the Core Strategy and Local Development Framework. The strategy recognises the wider need for transport to help deliver sustainable growth and regeneration in the borough.

1.15 The Transport Strategy provides a supportive local policy environment, which aligns closely with the objectives in the government's Bus Back Better documentation, and the BSIP guidance, with a number of elements within the strategy overlapping with the proposed BSIP. The most pertinent of these are summarised in Table 1.2.

Emerging Strategies

New Local Plan and Transport Strategy and Vision

1.16 Thurrock Council is in the process of developing a new planning policy strategy which will help support land use planning and new development within the borough until 2040. The Local Plan is indicatively looking to propose up to 32,000 new homes and up to 18,500 jobs across Thurrock over the life of the strategy. This will see new housing sites be developed, allowing new opportunities to develop sustainable communities with active and sustainable transport opportunities at the heart of their development, including bus. The new Local Plan is due to be adopted in 2023.

1.17 Developed alongside the Local Plan is a new Transport Strategy. Still in early development, a Vision for Transport is being developed, identifying how sustainable transport opportunities are core to the sustainability of communities within and beyond the borough. Extensive work is being undertaken to review existing provision, and those enhancements which are required to link the borough with its neighbouring communities. Both the Local Plan and Transport

Strategy will be supported by a Multi-Modal transport model. The Transport Strategy should be completed and adopted in 2022.

Table 1.2: Relevance of Thurrock Transport Strategy to the BSIP

Relevant Elements	Detail relevant to BSIP
Delivering Accessibility	- Integrating with other service providers and planners to influence where and how they deliver their services as a non-transport way of improving accessibility, especially the location of new education or hospital facilities - Working with the Voluntary and Community Sector in developing Demand Responsive and Community Transport - Improving connections between modes and enhancing the public realm at transport interchanges / rail stations in Tilbury, Grays, Chafford Hundred, Purfleet-on-Thames and Stanford le Hope (London Gateway) to aid access to Thurrock's key strategic economic hubs in particular - Improving information and ticketing arrangements - Ensuring equality of opportunity by incorporating the needs of people with mobility impairments or disabilities in the design and delivery of improvements
Tackling Congestion	- Using an intensive programme of smarter choices to deliver a modal shift, especially in urban areas, in particular workplace and school travel plans. This will support the delivery of better sustainable transport infrastructure, such as cycle routes and public transport priority - Promoting modal shift on interurban journeys through high quality public transport between growth areas, key strategic economic hubs and to other Regional Transport Nodes - Promoting capacity improvements on the Strategic Road Network, with priority for freight routes to key strategic economic hubs and interurban bus routes, where modal shift and network management are insufficient. Improvements have been identified on M25, A13 and A1014
Improving Air Quality and Addressing Climate Change	- Prioritising actions that both improve local air quality and reduce CO_2 emissions. These will include working with partners and transport operators to increase the use of low emission vehicles or using retrofitting, better operating practices such as switching off engines or eco-driving, and beneficial car parking for low emission cars
Safer Roads	- Give priority to improving road safety in disadvantaged communities, integrating with wider programmes such as neighbourhood renewal, as well around schools and major workplaces. Again, the focus will be on reducing the adverse impact of traffic, such as traffic speed and volume, and helping support modal shift programmes

Climate Policies

1.23 Thurrock has a number of climate policies, which are broadly supportive of modal shift towards public transportation. For example, the Climate Local Thurrock plan recognises the urgency and importance of cutting carbon dioxide emissions. It provides evidence that although Thurrock cut its emissions by 37% from 2005 to 2011, transport emissions have remained essentially constant (and therefore the transport percentage has increased). To help accelerate reduction in emissions, this plan recommends following the suggestions of the Transport Strategy (as set out above), in addition to converting current bus vehicles to hybrid and/or hydrogen fuel.[4]

Overall Summary

1.24 Thurrock is an area with a mixed socioeconomic geography. Despite high employment, economic outcomes are not as strong as other areas with similar proximity to London. The transportation network is both one of the area's strengths and weaknesses. It provides good connectivity for freight, but is not well designed for public transportation. Moreover, the polycentric and dispersed geography mean that clear options for the development of an effective transport network are not obvious.

1.25 Overall, this means that public transport mode share is relatively low across the area; Bus patronage in particular is very low. As will be explored in subsequent chapters, this means that it is difficult to commercially justify the type of service provision necessary to cater for all communities effectively. This, of course, means that bus services are less attractive to potential passengers, leading to a downward spiral as regards patronage, revenues, and provision.

1.26 Ultimately then, there is high potential for a transformative change in the way that transportation – and buses in particular – are delivered across the area. The subsequent chapters outline the steps necessary to achieve this.

[4] Thurrock Climate Local Action Plan: Thurrock Council, 2015

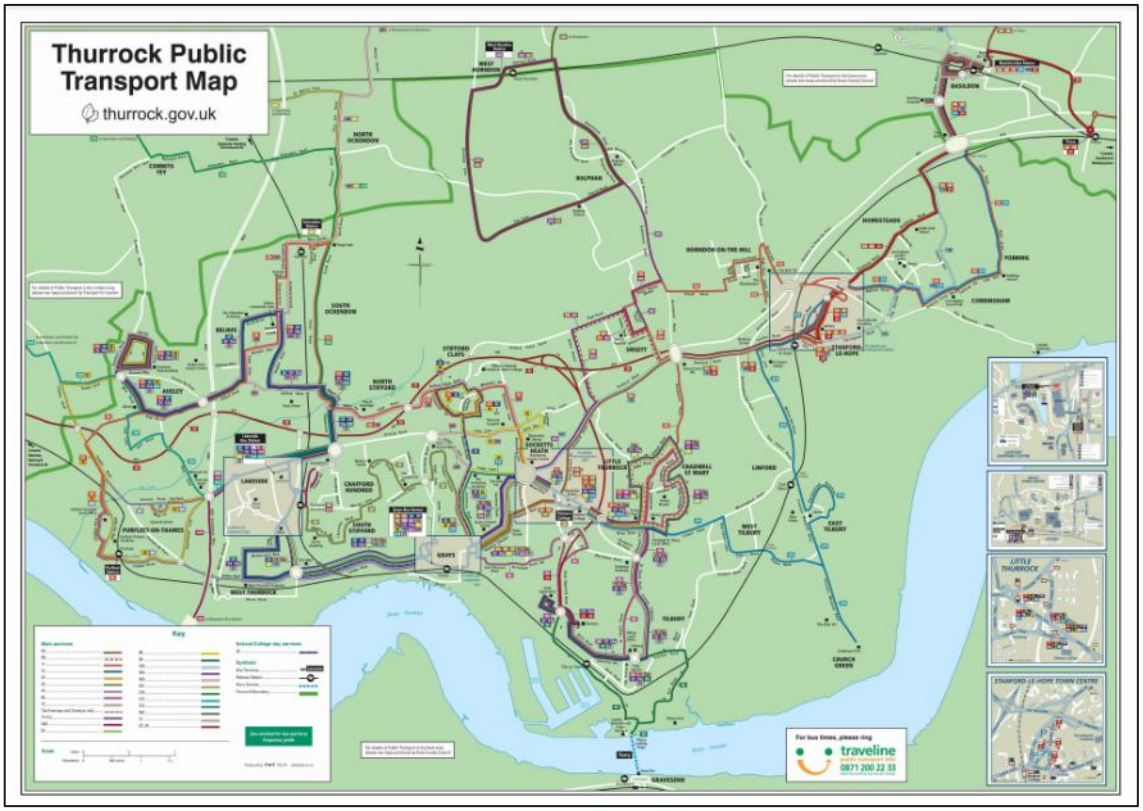
2 Current Bus Offer to Passengers

Overview

2.1 In this chapter, an overview of Thurrock's current bus network is provided. This information, along with input from local stakeholders, has been used to develop the recommendations which are set out in Chapter 4. In particular, areas where there are significant gaps in the network, or where it is clear that improved network provision would help to alleviate underlying socioeconomic issues, have been taken forward into the recommendations for enhancement. An overall map of the Thurrock Bus network is provided in Figure 2.1.

2.2 At the outset, it is important to note that the network of services that operators provide is based upon achieving a commercially viable service, but does not explicitly acknowledge need. A number of the current commercial services are marginal, and over recent years, changes to the network have resulted in greater concentration on the core network. Although the council financially supports a number of services, it is not able to support all of the services it would like, to provide a high-quality service to all communities.

Figure 2.1: Map of Thurrock Bus Network



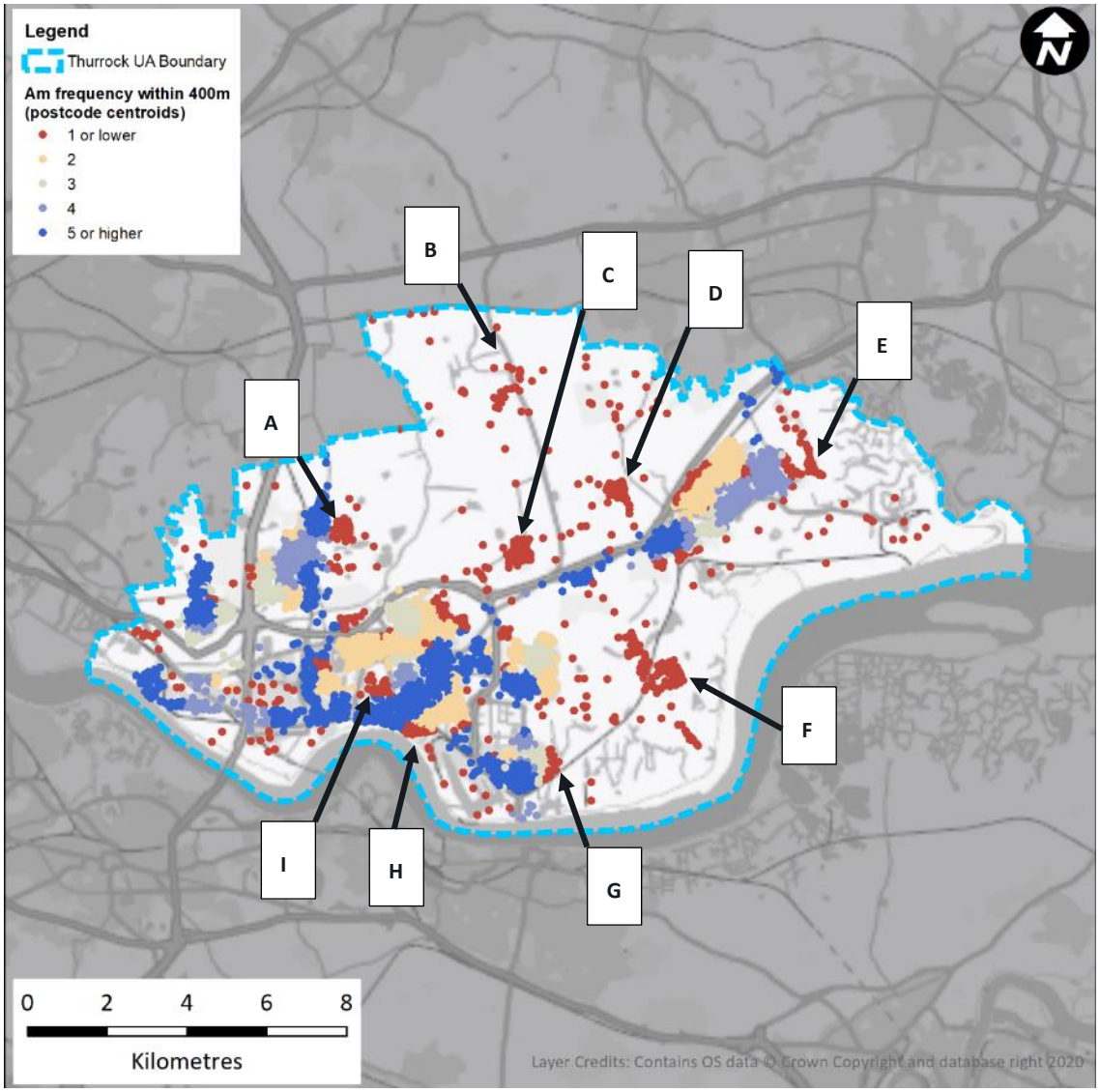
Source: Thurrock Council

Accessibility

2.3 Analysis examining the frequency of bus services by proportion and spatial location across Thurrock has been conducted to highlight locations where there is currently poor or no service provision in the AM peak period (08:00-08:59). This analysis is limited by the input data[5] and should not be considered in terms of the absolute numbers presented below, however, it is a good indication of the relative level of service across the borough and is a useful indication of potential gaps in the service.

2.4 Figure 2.2 shows postcodes within 400 m of Bus Stops. They are coloured by service frequency, revealing concentrations population served by a low level of frequency.

Figure 2.2: Population (Postcodes) by access to their highest bus service Frequency within 400m



2.5 The figure reveals:

- Significant parts of urban Thurrock are well served with at least three buses per hour.

[5] The data records services at each bus stop in the hour between 08:00 and 08:59. Therefore a location with its only service at 07:55 (even though it might arrive at Grays or Basildon between 08:00 and 08:59) will show as having "no service"

- Low levels of service are concentrated at the locations shown in Table 2.1.

Table 2.1: Poorly Served Communities in Thurrock

Figure 2.2	Location	Notes on Bus Service
A	Part of South Ockendon	No service east of main road
B	Bulphan	Infrequent Monday to Saturday service to Brentwood (565). Three days a week service to Grays (265)
C	Orsett	Hourly service Monday to Saturday daytimes (5B)
D	Horndon-on-the-Hill	6 services per day (11), Monday to Friday
E	Fobbing	14 services per day, Monday to Fridays; 4 services per Saturday (11, 374)
F	East Tilbury	8 services per day, Monday to Fridays; 4 services per Saturday (374)
G	Fort Road	Just over 400m from regular service. Little housing
H	Grays Beach	No bus service. Approx. 600m from transport interchange and 800m from Grays shopping centre
I	Badgers Dene	No bus service. Approx. 800m from transport interchange and 600m from Grays shopping centre

2.6 Other areas indicating a low level of service frequency are largely trading estates and warehouses.

Operational Structure

2.7 There are four operators running services in the area. These are:

- Ensignbus
- First Essex
- NIBS Buses/Stephensons[6]
- Transport for London (TfL)

2.8 The TfL services are provided by other operators under contract to TfL and link Thurrock with parts of Greater London.

2.9 Some services, particularly those operated by First, operate into Essex.

2.10 The high frequency services are shown in Table 2.2 (A full list of all bus services in Thurrock is provided in Appendix A).

2.11 This shows that while the Monday to Saturday daytime services are comprehensive, evening and Sunday services have less coverage.

[6] Part of the same owning group

Table 2.2: Frequent Bus Services in Thurrock Area (Approximate Buses per Hour)

Route	Links	Operator	Mon-Fri Daytime	Mon-Fri Evening	Sat Daytime	Sat Evening	Sun Daytime	Sun Evening
5A/5B	Pitsea – Basildon – Stanford-le-Hope – Grays	First Essex	2	0	2	0	0	0
22	Aveley – Lakeside – Grays	Ensignbus	3	0 [7]	2	0 [7]	1	1 [8]
33	Chafford Hundred – Grays	Ensignbus	2	0	1	0	0	0
44	Lakeside – Purfleet-on-Thames – Grays	Ensignbus	2	1	2	0	1	0
66	Chadwell – Tilbury – Grays	Ensignbus	2	0	2 [8]	0	1 [8]	0
73/73A	Lakeside – Grays – Tilbury	Ensignbus	2	0 [7]	2	0 [7]	2	0.5
77/77A	Aveley – Lakeside – Grays – Tilbury	Ensignbus	0 [9]	2	0 [9]	2	0	0
83	Lakeside – Grays – Chadwell St. Mary	Ensignbus	2	0	2	0	0	0
88	Stifford Clays – Grays	Ensignbus	1 [10]	0	1	0	0	0
99	Tilbury Ferry – Tilbury Station	Ensignbus [11]	2	0	2	0	0	0
100	Basildon– Grays – Lakeside	First Essex	3	1	3	1	2	0
370	Lakeside – Romford	TfL [12]	4	2	4	2	2	2
372	Lakeside – Hornchurch	TfL [13]	3	2	3	2	2	2
X80	Chafford Hundred – Bluewater	Ensignbus	1	1	1	1	1	0

[7] Evening service provided by service 77/77A

[8] Part route only

[9] Daytime service provided by services 22 and 73

[10] Two buses per hour at peak times

[11] Supported by c2c as required by the Essex Thameside rail franchise

[12] Currently contracted to Arriva

[13] Currently contracted to Stagecoach

2.12 The network is generally comprehensive, but in some areas, complex. The complexity is primarily seen where the provision of Ensignbus services to particular areas at different times of day is by different service numbers.

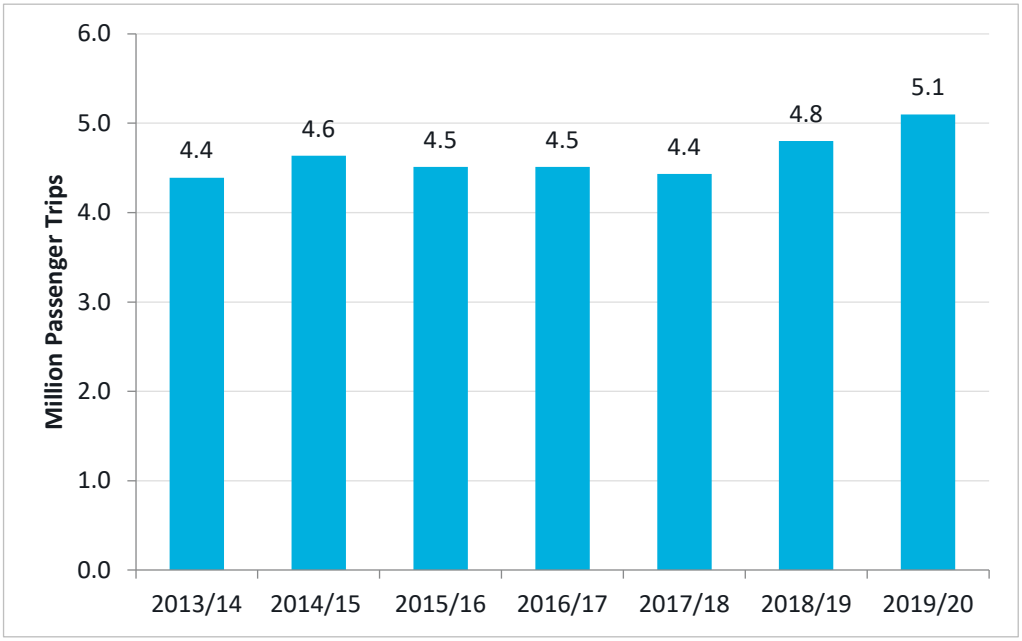
2.13 For example, Monday to Saturday early mornings routes 22 and 73 are merged to form route 77, but Monday to Saturday evenings routes 22 and 73A are merged to form route 77A. On Sundays, route 73 becomes route 73A to serve part of Chadwell served during the week by route 83.

2.14 This has been forced on Ensignbus to achieve reliability. Both passenger demand and the operator's preference would be to run the 77 service at all times, but the periodic instances of delay caused by traffic congestion has forced it to split the service in Grays during the daytime. This is inconvenient for passengers and costs Ensignbus resources.

Patronage

2.15 The number of passenger trips recorded in the borough by DfT bus statistics has shown a rise in the last two years (pre-COVID-19). The numbers are shown in Figure 2.3.

Figure 2.3: Annual Bus Passenger Trips (2013-2020)

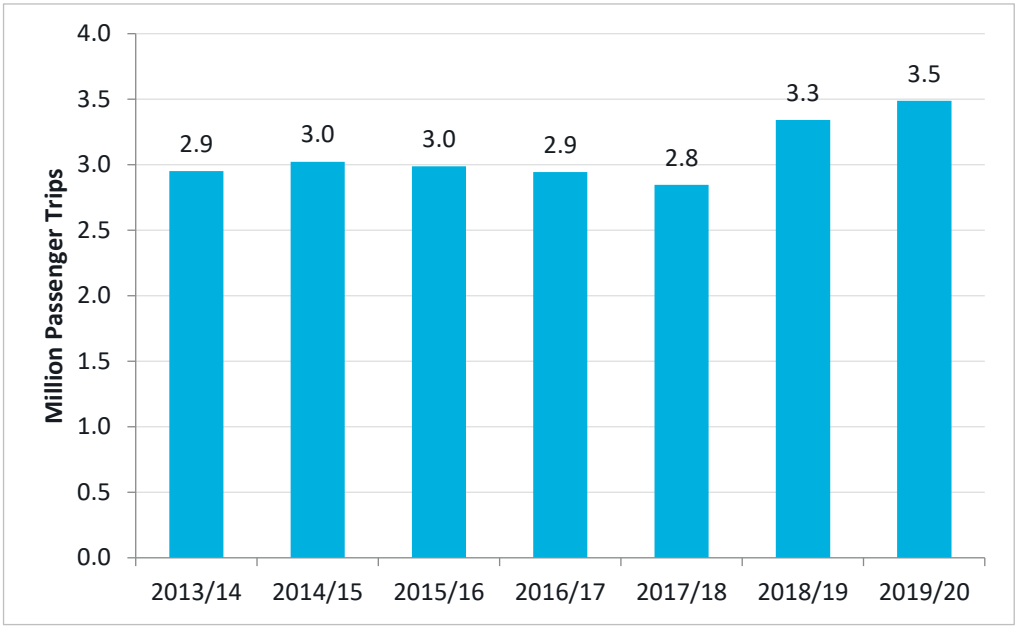


DfT Bus Statistics Bus0109.ods

2.16 Breaking this down by operator, the corresponding graph for Ensignbus is shown in Figure 2.4. This shows that Ensignbus has driven the growth in passengers, which is largely associated with additional services for the Amazon Distribution Centre[14].

[14] Source – Thurrock Transport Officer

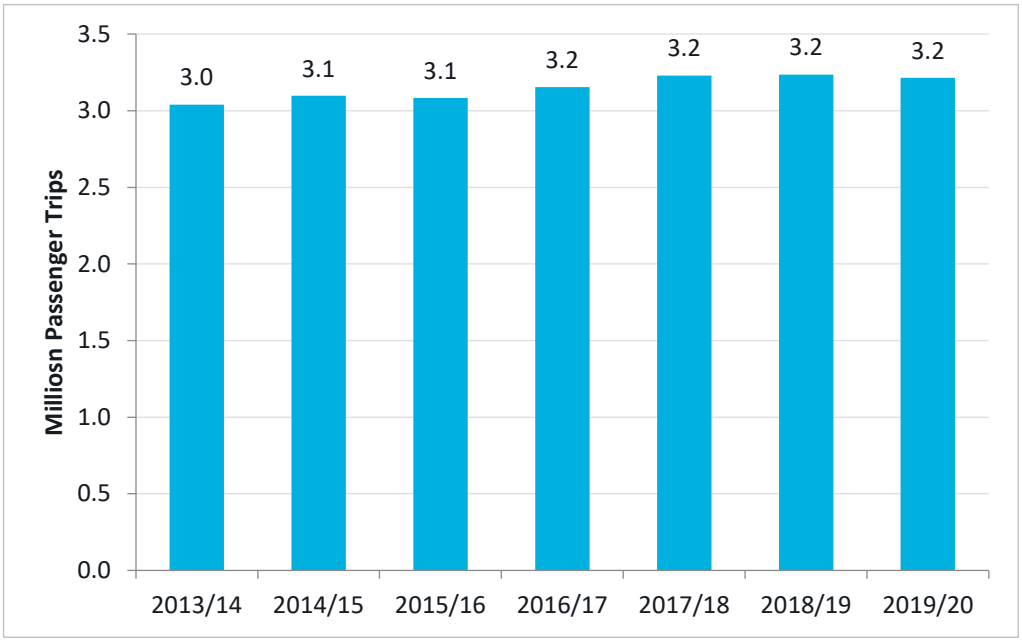
Figure 2.4: Annual Ensignbus Bus Passenger Trips (2013-2020)



2.17 Passenger trips on the Thurrock tendered services operated by NIBS and Stephensons are of the order of 90k per annum.

2.18 Data from TfL shows that the passenger numbers on its three routes into Thurrock have remained largely constant. The results for the **whole** routes are shown in Figure 2.5.

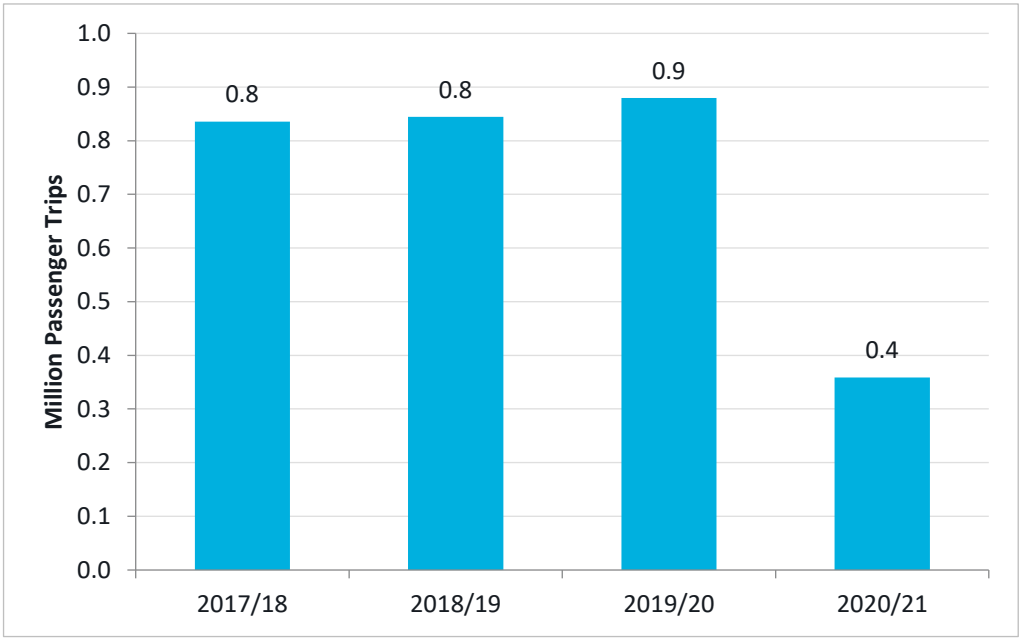
Figure 2.5: Annual TfL Bus Passenger Trips on routes 347, 370 and 372 (2013-2020)



https://tfl.gov.uk/corporate/publications-and-reports/buses-performance-data

2.19 TfL have provided access to Oyster/contactless “touch in” records for the bus stops they serve in Thurrock for the last four years. These are shown in Figure 2.6.

Figure 2.6: Annual TfL "touch in" Trips on routes 347, 370 and 372 within Thurrock (2017-2021)

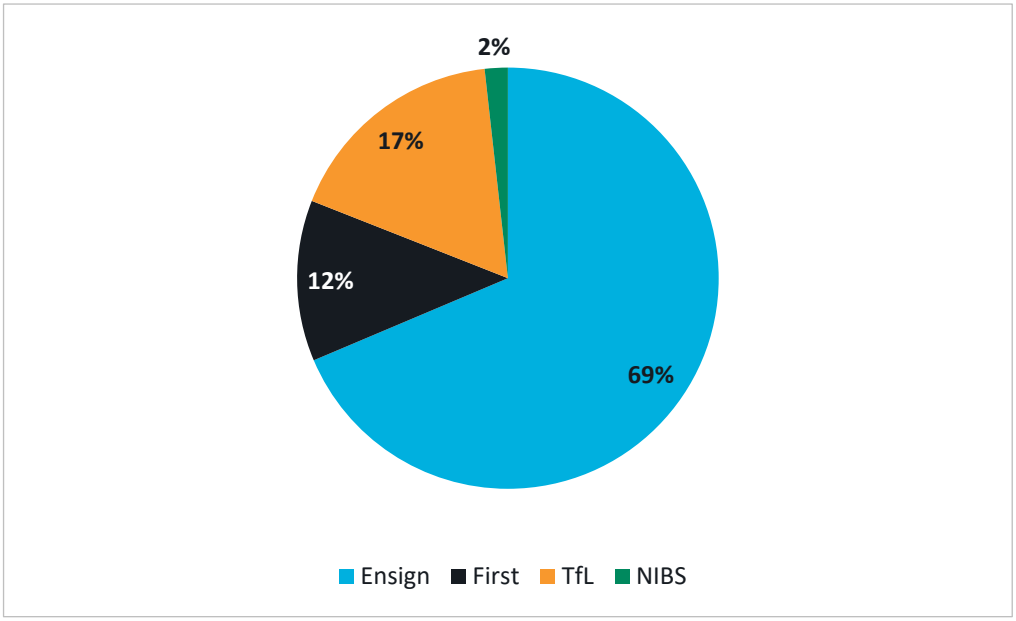


2.20 This data will capture all passenger trips wholly within Thurrock together with passengers boarding in Thurrock for destinations within Greater London. It does not include passengers travelling to Thurrock from origins within Greater London.

2.21 First Essex have provided Covid data (Figure 3.3) which show that the average weekly Thurrock demand was approximately 12,000 per week. This suggests that First was carrying around 630,000 Thurrock passengers a year.

2.22 Based on the passenger numbers above, we can estimate the market share in Thurrock between the operators as shown in Figure 2.7. This shows that Ensignbus have around 70% of the market measured this way.

Figure 2.7: Estimated Operators market share by trips passenger within the Thurrock area (2019/20)

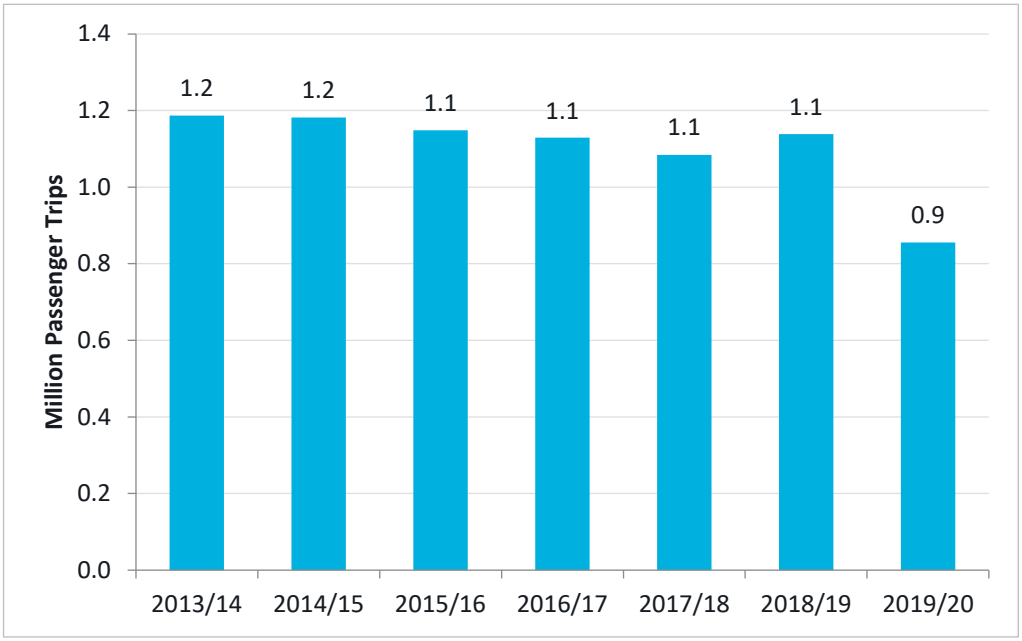


Source: Steer Analysis

Concessions

2.23 Trips made by concessionary pass holders have remained broadly constant until 2019/20 when a 10% dip was observed. The numbers travelling are shown in Figure 2.8.

Figure 2.8: Annual Concessionary Pass Holder Bus Passenger Trips (2013-2020)



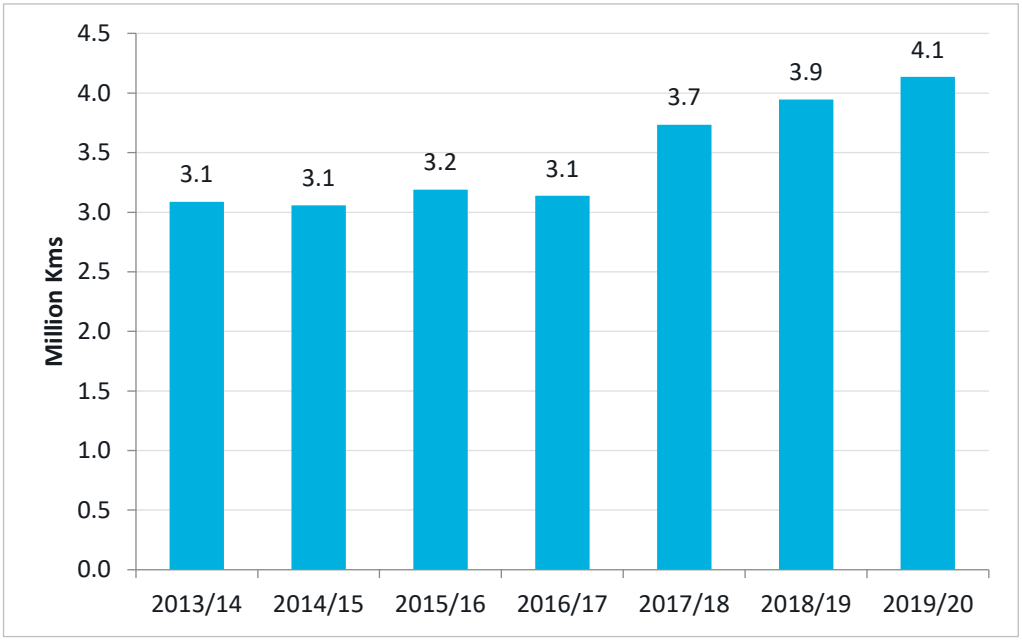
2.24 The fall may be due to the onset of the COVID-19 pandemic at the end of that year. Up to then no discernible effect from the rise in the female retirement age (and therefore the qualification for a bus pass) was visible.

2.25 There are currently 20,808 concessionary pass holders in Thurrock of which 19,137 are older persons. The remainder are those with a registered disability, 632 of whom have a Companion pass.

Mileage

2.26 The mileage operated has also risen over recent years. The changes are shown in Figure 2.9.

Figure 2.9: Annual Bus Kilometres (2013-2020)



Analysis of DfT Bus Statistics Bus0208.ods

Supported Services

2.27 A total of eight services are not commercial, supported by public authorities.

2.28 Three services are supported by Thurrock Council and awarded through a tender process. These are:

- 11 linking Purfleet-on-Thames with Basildon
- 265 linking Bulphan with Grays
- 374 linking Grays with Basildon

2.29 TfL services are also not commercially operated, but are funded by TfL (with no financial support from Thurrock Council). These are:

- 347 linking Romford with Ockendon
- 370 linking Romford with Lakeside
- 372 linking Hornchurch with Lakeside

2.30 Two services are fully supported by Essex County Council. These are

- 269 linking Grays with Brentwood
- 565 linking Bulphan with Brentwood

2.31 These services represent approximately 22% of bus mileage in the area.[15] The services supported by Thurrock represent 7% of bus mileage.

2.32 The Thurrock supported services are described in Table 2.3.

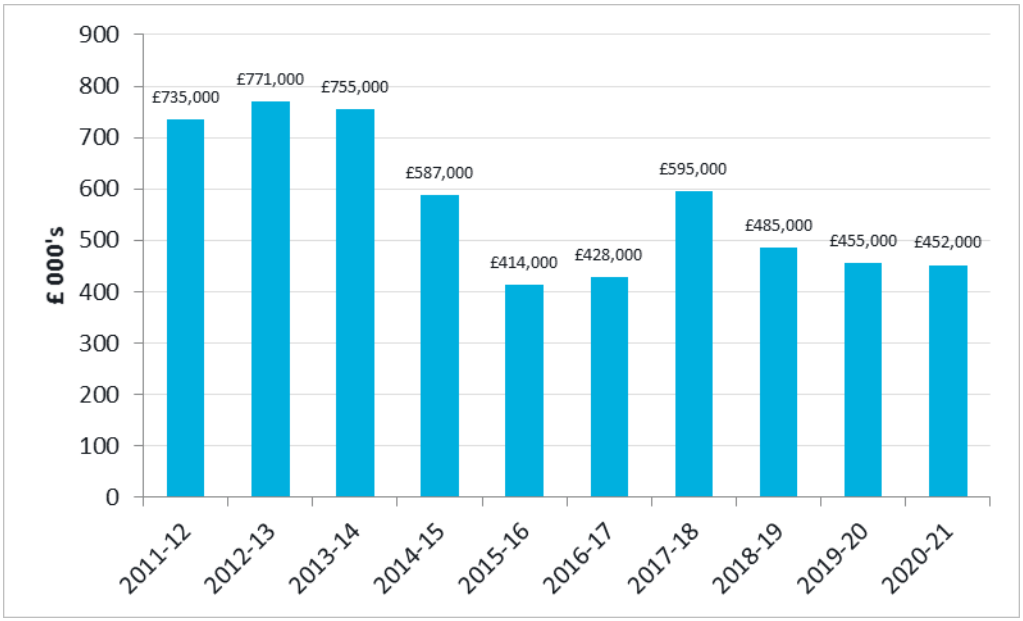
[15] DfT Bus Statistics Bus0208.ods 2019/20

Table 2.3: Subsidised Bus Services (2020/21)

Service	Operator	Gross Financial Support	Mileage	£/Mile
11	NIBS Buses	£232,815	92,484	£2.52
265	Stephensons[16]	£22,200	7,748	£2.87
374	NIBS Buses	£197,128	84,512	£2.33
Total/Average		**£452,143**	**184,744**	**£2.45**

2.33 The funding spent on supported services within Thurrock has declined significantly over the past 10 years, as illustrated in Figure 2.10.

Figure 2.10: Funding for Supported Bus Services: 2011 – 2021



Source: Thurrock Council

2.34 This has resulted in a service being provided for every community unserved by a commercial service but has not allowed the provision of any evening or Sunday services. One community only has a service to Grays three days a week offering two return trips, one has no Saturday service and the level of service offered to all communities is unattractive. This has created isolated and increasingly inaccessible communities.

Reliability

2.35 The Traffic Commissioners set a reliability target that 95% of services should be within a window of tolerance of one minute early and five minutes late. The majority of services in Thurrock achieve this standard; across 2019/20, more than 91% of services ran on time, while in 2020/21 (when services were impacted by the pandemic), more than 97% of services ran on time.

2.36 The general characteristic of bus service time keeping in Thurrock is that most services run punctually much of the time; but that any significant disruption the adjoining trunk roads

[16] While NIBS have the contract for this service, the registered service is operated by Stephensons, part of the same group.

(M25 and A13) has a disproportionate effect on congestion on the conventional street network in Thurrock. In extremis this can result in buses running many hours late. Much of the good timekeeping is delivered by the operators adding contingency time in their timetables and terminus buffer times. This "padding" slows down journey times, making the bus less attractive to passengers and adds to the operators' costs.

2.37 In addition, service X80 – linking Lakeside and Bluewater shopping centre in Kent – is particularly prone to disruption as it uses the Dartford Crossing to cross the River Thames.

2.38 In 2019/20, the only bus services with less than 80% of trips running on time were services 5A, 5B, and 100.[17] These services are longer than most in Thurrock as they provide interurban connections with Basildon, Chelmsford and Pitsea in Essex. This increased length means that there is more opportunity for delays to accrue during service operation.

2.39 In recognition of this, from 1st September 2021, First Essex split the 100 service into two separate routes either side of Basildon. This introduces additional turn round time at Basildon and journey times have been lengthened between Basildon and Lakeside. To keep costs under control, the frequency has been reduced from four to three buses per hour.

2.40 Ensignbus states that they have "never cancelled a journey due to there not being a bus or driver available – that's not to say we don't cancel journeys, but it is always caused by problems outside our control, like the Dartford Crossing being closed or delayed, heavy traffic, road works etc."[18] This is achieved by having spare buses and drivers available at all times. This no doubt adds to Ensignbus' operating costs which, in turn, may be reflected in its fare levels.

Bus Stops

2.41 There are a total of 612 bus stops in Thurrock. 160 of these are equipped with a passenger waiting shelter.

Bus Priority

2.42 Bus Priority infrastructure provision is limited in Thurrock. Currently there are only three areas with significant bus priority measures;

- Askey Farm Land/London Road, South Stifford. Eastbound, close to the junction for Askeys Farm Lane:
  - Section 1: 35 m (Figure 2.11)
  - Section 2: 35 m (Figure 2.12**Error! Reference source not found.**)
- High Road, North Stifford (next to the North Stifford interchange):
  - Eastbound: 24 m (Figure 2.13)
  - Westbound: 21 m (Figure 2.14)
- Stifford road, entering Aveley: 44 m (Figure 2.15)

2.43 These are generally in place to allow full size buses to use roads that have physical 6'6" width restrictions. Illustrations of these sections are provided in the figures below.

[17] Thurrock Bus Statistics

[18] E-mail Correspondence with Ensignbus

Figure 2.11: Askey Farm Land/London Road, South Stifford, Section 1

Source: Thurrock Council

Figure 2.12: Askey Farm Land/London Road, South Stifford, Section 2

Source: Thurrock Council

Figure 2.13: High Road, North Stifford (next to the North Stifford interchange); Eastbound

Source: Thurrock Council

Figure 2.14: High Road, North Stifford (next to the North Stifford interchange); Westbound

Source: Thurrock Council

Figure 2.15: Stifford road, entering Aveley

Source: Thurrock Council

Journey Time Changes

2.44 As a consequence of the limited bus priority provision and the general rise in traffic congestion, planned bus journey times have had to be lengthened in recent years to maintain punctuality and provide some resilience from delays. For example;

- Service 44 08:30 from Lakeside to Grays: In 2010, morning peak services took 29 minutes; today these services take 33 minutes (a 14% worsening).
- Service 73 Lakeside to Grays: in 2010, morning peak services took 10 minutes; today these services take 14 minutes (a 40% worsening).
- Service 100 Basildon to Lakeside: In 2010, morning peak services took 57 minutes; today these services take 63 minutes (a 7% worsening).
- Service 370 from Romford to Lakeside at 09:04: in 2010, morning peak services took 58 minutes; today these services take 62 minutes (a 7% worsening).

Parking

2.45 Thurrock Council is in the process of preparing a parking strategy considering the scope of parking across the unitary authority. The three tables presented below show the current number of parking spaces across the borough and their distribution.

Table 2.4: Total On-Street and Off-Street Spaces (2018)

Location	Number of Spaces
Marked bays for off-street parking	1,161
Marked bays for on-street parking	1,255
Off-street parking spaces not marked out as individual bays	78
On-street parking spaces not marked out as individual bays	195

Source: Parking Policy and Strategy, Thurrock Council (2020)

Table 2.5: Car Parks in Grays (2018

Location	Number of Spaces
Darnley Road (off-street short stay)	30
Argent Street (off-street long stay)	42
Cromwell Road (off-street long stay)	60
Crown Road (off-street long stay)	96
Station House, opposite rail station main entrance (off-street long stay)	10
Grays Beach, Thames Road (off-street long stay)	48
Multi-storey car park	740
Morrison's supermarket	540
Grays Station	168

Source: Parking Policy and Strategy, Thurrock Council (2020)

Table 2.6: Car Parks Outside Grays (2018)

Location	Number of Spaces	Charges
Gordon Road (Grover Walk), Corringham	112	Free
Gordon Road (Police station), Corringham	53	Free
Giffords Cross, Corringham	78	Free
Defoe Parade, Chadwell St Mary	56	Free
Lodge Lane, Grays (Socketts Heath)	56	Free
Cornwell House, Purfleet-on-Thames	100	Pay
Canterbury Parade, South Ockendon	100	Pay[19]

Source: Parking Policy and Strategy, Thurrock Council (2020)

2.52 The total direct cost of parking enforcement in Thurrock in 2018/19 was £579,201. Adding in the administration, infrastructure and capital costs, this figure comes to £701,401. However, parking enforcement remains a net generator of income for the area – in 2018/19 once the income from charges is considered, the net income from parking is £406,951.[20]

Current Staffing

2.53 Thurrock has five key staff members working on buses in the Thurrock Passenger Transport Unit (PTU). Their job titles and roles are explained in Table 2.7Table 2.4.

[19] Free up to 1 hour, 1 to 2 hours – 60p, over 2 hours £2.10

[20] https://www.patrol-uk.info/annual_reports/Thurrock/Thurrock-Council-Figure 2.parking_annualreport_2019.pdf

Table 2.7: Staff working on Public Transportation

Title	Task	Time per week spent on public transport
Passenger Transport Manager (Team Leader)	Passenger transport, school transport procurement	10%
Transport Officer	School transport procurement	0%
Transport Officer	Public transport	100%
Information and Monitoring Assistant	Public transport, other	95%
Senior Project Manager	Public Transport	20%

2.54 The PTU provides daily customer service on a variety of issues ranging from requests for new bus stops through to quality of service and safety of passengers, and provision of concessionary passes.

2.55 The PTU also works in connection with the Procurement team for the tendering and deployment of contracts for local supported bus services. These are invariably large-scale projects which can take some months to complete.

2.56 PTU has a dedicated Monitoring and Information Officer that regularly inspects and checks local bus services at certain areas/points within the borough. A total of 23 local bus routes are monitored at 11 sites at least twice every month. Monitoring sites include (but are not limited to) passenger interchanges at Grays and Lakeside Bus Stations, Socketts Heath Parade, Purfleet and Ockendon Rail stations. The team monitors most bus shelters and stops within the borough and carries out condition checks to ensure these are functioning sufficiently (sample images of the types of shelters which can be found in the Thurrock area are in Appendix C). Any vandalism or substantial damage is reported to a maintenance contractor for remedial action. Any small-scale maintenance required is usually completed by the team themselves in –house.

2.57 Bus services are monitored for their punctuality and to ensure their timetable remains reliable. Additionally, operational issues are checked and reported if necessary. Home to School transport routes are monitored periodically, and when necessary, specific route checks are undertaken. This is usually as a result of a customer enquiry/concern.

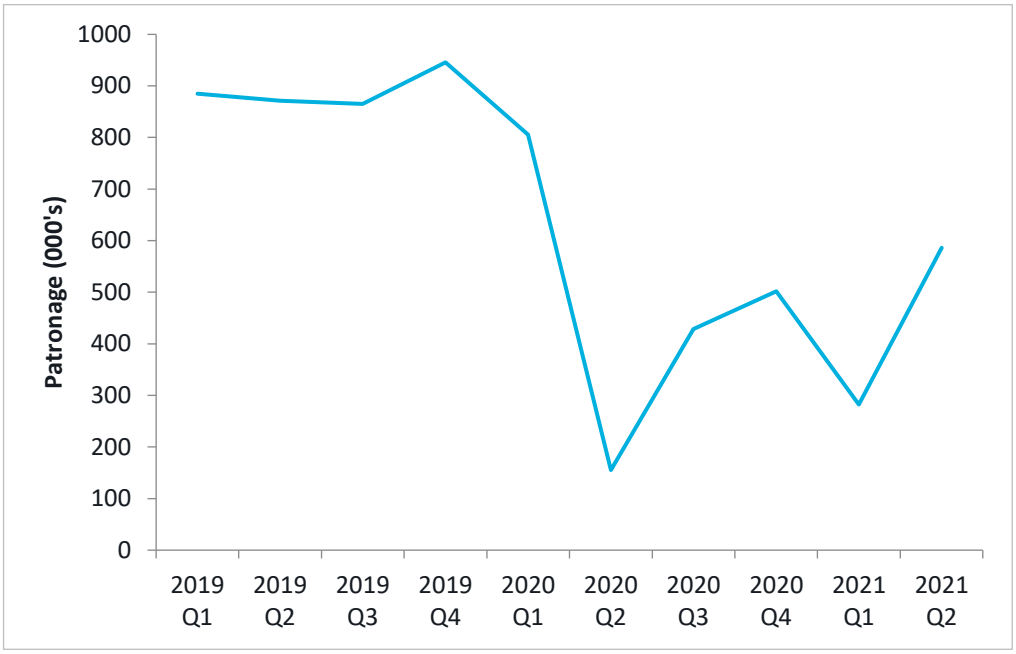
3 Covid – 19

Patronage

3.1 From March 2020, passenger numbers were significantly hit by the onset of the Covid – 19 pandemic.

3.2 Ensignbus has provided quarterly patronage data which is shown in Figure 3.1:

Figure 3.1: Quarterly Ensignbus Patronage during the Pandemic

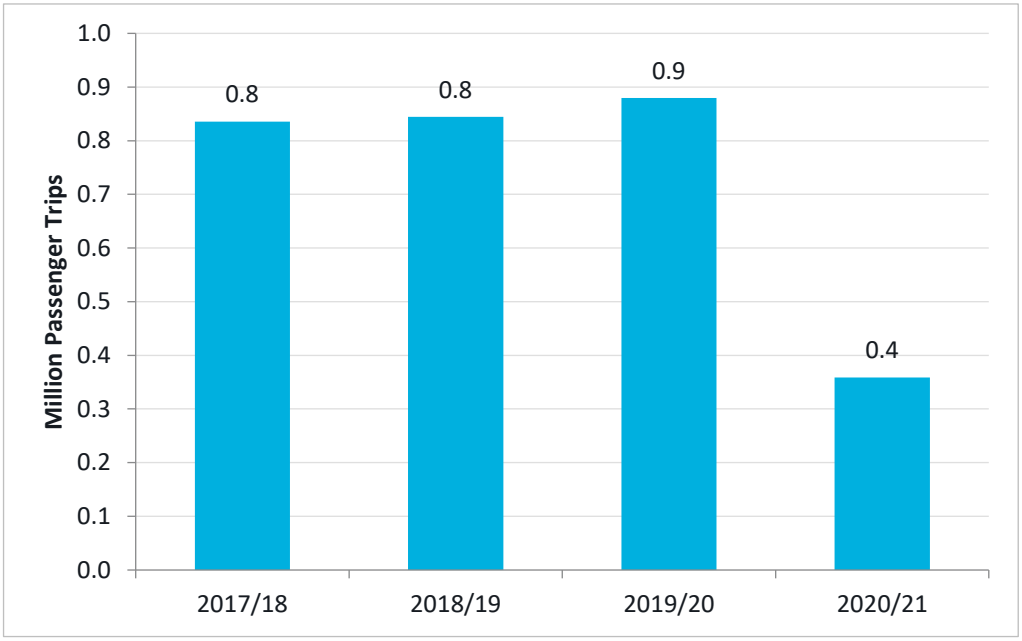


3.3 This shows that patronage dropped to around 20% of pre-Covid levels in 2020 Q2 and has recovered to just under 70% in 2021 Q2. Over the 2020/21 financial year patronage was at 38% of 2019/20 levels.

3.4 The reduction in commuter traffic, particularly into London will have had a significant knock-on effect on Ensignbus patronage feeding into Grays station.

3.5 TfL figures (Figure 3.2) show that the 2020/21 patronage on their three routes in Thurrock was 41% of that in 2019/20.

Figure 3.2: Annual TfL "touch in" Trips on routes 347, 370 and 372 within Thurrock (2017-2021)



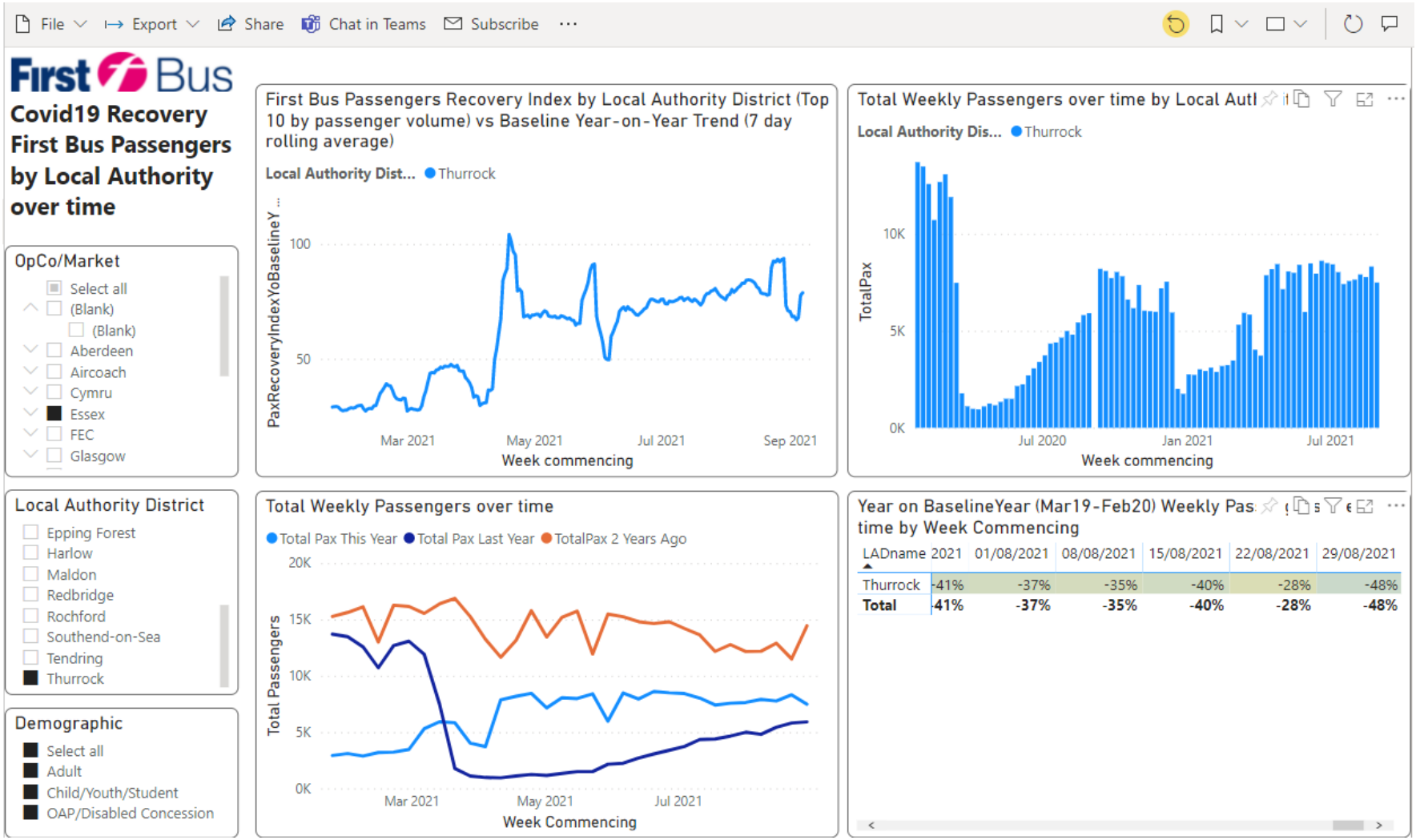
3.6 First have provided a display of graphs for demand in Thurrock over the pandemic period. This is shown in Figure 3.3. The graphs show a similar story of slow recovery from 2019 levels, with patronage approximately half of that from pre-Covid.

3.7 Early advice from the Government following the easing of national lockdown measures encouraged active or personal modes of travel such as the car, rather than passenger transport modes such as buses and trains. The subsequent response by the population has resulted in significant reductions in bus travel across the country since early 2020, with patronage levels failing to recover to 2019 levels.

3.8 The opportunities provided by enforced lockdown for more people to work from home has also meant a new way of working away from the office, negating the traditional commute. The reduction in rail commuter travel has therefore had a knock on effect on commuters using the bus to access railway stations. If, as projected, there is not a return to office working on a full-time basis by workers, this will inevitably result in a long-term reduction in patronage and therefore income for bus operators.

3.9 There is still a nervousness amongst some sections of the community to return to pre-pandemic travel levels, and for some the need to make a journey by bus has changed, and in some cases eliminated. Taken with the evidence provided by Ensign, TfL and First Essex, there are real concerns regarding the opportunity for patronage levels to recover in the short- to medium-term, impacting on the profitability of operators, and the viability of their routes. At present, the Thurrock network relies entirely on Government and Local Authority funding to survive, and is likely to be the case for the foreseeable future.

Figure 3.3: First Bus Passenger Demand in Thurrock during the Covid-19 Pandemic



4 Improvement Plans

Overview

4.1 This section of the plan provides an overview of the Improvement Plans and the areas they will focus on. These plans have been developed through collaboration with bus operators in Thurrock and through public engagement with residents and other stakeholders, and examination of the information in the preceding chapters. Ultimately this means that the plans for improvement here are based upon a detailed understanding of the local geography, developed through experience, and quantitative analysis.

4.2 In particular, stakeholders identified a need for more comprehensive timetabling on existing routes. A primary objective of BSIP's is to offer bus services over a larger part of the day and during more days of the week; as we have seen from the table of frequent services (Table 2.2). While there is some need to provide additional routes, this was not seen as a particularly key priority.

4.3 This BSIP is therefore focussed on providing higher levels of service, thus providing a more attractive service, ultimately generating additional patronage, to ensure that service improvements can be maintained without public financial support. This aligns with the BSIP guidance, which that BSIPs should "describe in outline how LTAs and operators in an area can achieve the overarching goal of the National Bus Strategy – **to grow bus patronage: both to build it back after the pandemic and then to increase it and raise buses' mode share."**[21] This can be considered the ultimate aim of this BSIP, and all elements of it build in this direction.

4.4 This chapter is built around 'Proposals for Improvement' section of Chapter 2 of the UK National Bus Strategy: Bus Service Improvement Plans Guidance.[22]

Proposals for Improvement

4.5 Each section below describes a category which must be fulfilled as part of the BSIP's movement towards achieving the goal above. Presented here are high level ideas and ambitions, more specific interventions and objectives have been outlined in Chapter 5.

Bus Promotion

4.6 Alongside the various detailed improvements described below, Thurrock proposes to work collaboratively with operators and other stakeholders to develop an effectively funded, comprehensive bus promotion scheme.

4.7 This is intended to promote the use of buses as an effective means of undertaking other activities: leisure, going to work, visiting friends & family, education, shopping, sports activities, etc.

[21] pp. 12 (Emphasis Added); National Bus Strategy: Bus Service Improvement Plans Guidance to local authorities and bus operators, Department for Transport, May 2021

[22] *Ibid.*

4.8 It will make merit of the fact that bus travel is a means to achieving other things.

More Frequent and Comprehensive

4.9 The BSIP guidance states that there should be "turn-up-and-go services on major routes and feeder or demand-responsive services to lower-density places."

4.10 Based on the evidence presented in previous chapters, we propose that specific services are targeted to provide a more frequent and comprehensive service across Thurrock. These improvements will target areas with poor provision or with demand that is in excess of the current offer.

4.11 Those proposed are ones that are considered to have a reasonable chance of commercial success after a period of "kickstart" support.

4.12 The proposals contain a mixture of:

- frequency enhancements on major routes;
- improvements to the current Thurrock supported network;
- enhancements to Sunday services

Better Integrated

4.13 This includes both with other modes and between bus services. The BSIP guidance states that this should be "including more bus-rail interchange and integration and inter-bus transfers". Within Thurrock, this issue is particularity pertinent around Ockendon station. Proposed interventions will target this location and attempt to ensure a higher level of bus-rail compatibility.

Bus Speed and Reliability

4.14 The BSIP guidance states that there should be "bus priority wherever necessary and where there is room"; ultimately this is to help make buses faster and more reliable.

4.15 It has been shown in Chapter 2, that bus reliability is generally good across the area. However, bus priority measures are presently limited. As part of the improvements to the overall network, we propose several key areas (detailed in Chapter 5) where it would be useful to think about putting key infrastructural elements in place to help improve bus speed and reliability.

Cheaper, simpler fares

4.16 The BSIP guidance states that there should be "more low, flat fares in towns and cities, lower point-to-point fares elsewhere, and more daily price capping everywhere".

4.17 Simplifying fares in Thurrock is complex, reflective of the multi-operator network in the area:

- Ensignbus and First offer their own commercially based fares
- NIBS/Stephenson's charge fares in accordance with their Thurrock and Essex contracts
- TfL services charge standard Oyster fares in line with the rest of Greater London

4.18 Thurrock Council proposes to work closely with the bus operators on this matter through the Enhanced Partnership process. It is hoped to be possible to, ultimately, deliver cheaper, simpler fares across the area. First steps could involve introducing flat fares in the evenings and at the weekend – this is something which will need to be carefully investigated and consulted upon before introducing.

4.19 Thurrock would like to commission research on the impact on both passengers and operators as any changes must be sustainable in the medium to long term.

4.20 This BSIP includes a proposal to fit separate tap-off smartcard/contactless readers on all buses which will put in place the technology to support touch-on/touch-off charging with capping.

4.21 In the medium term the aim is to deliver multi-modal fares which stretch across Bus, Ferry and Rail services, connecting these together to deliver a truly integrated system. However, it is acknowledged that this is unlikely to be a straightforward issue to deliver given the need to involve both TfL and the rail industry.

Easier to understand

4.22 The BSIP guidance states that there should be "simpler routes, common numbering, co-ordinated timetable change dates, good publicity, and comprehensive information online."

4.23 The numbering of routes already avoids any duplication, so already meets the need for basic numbering clarity.

4.24 Much of the network is straightforward and clear, but some elements of Ensignbus' services exhibit variations in route number between daytimes, evenings and Sundays. Most of these variations are a direct consequence of variable levels of traffic congestion at different times of day.

4.25 Through the Thurrock Enhanced Partnership, the co-ordination of service change dates will be sought, including agreement with Essex and TfL.

4.26 At present, marketing, publicity and service information is largely decentralised with each operator producing their own materials. Thurrock Council provide some systematic information by producing a comprehensive map (Figure 2.1) and brochures for its tendered services (Appendix B). TfL service timetables are included on its website to fill the gap that these are not available from TfL. As noted above, Thurrock proposes to introduce a collaborative bus marketing scheme.

4.27 As with fares, establishing a unified branding and market image for Thurrock will be challenging due to cross-border services.

4.28 Providing more real-time signage would significantly help people to understand service provision and frequency. Real-time service signage is expected to help increase patronage. Real-time information costs around £8,000 per site to provide and maintain for five years. In addition, improved audio-visual announcements on buses would improve the quality of the service for users, particularly those with visual impairments.

Easier to use

4.29 Delivering the above improvements should result in a transport network that is easier to understand.

Quality of Fleet

4.30 As described in Chapter 2, the quality of Thurrock's bus fleet is high. All the commercial operators have invested significantly in their fleets.

4.31 By the end of the year (2021), all of the Ensign commercially run services will be Euro VI with the exception of six Euro V double decker vehicles, while First Essex are currently upgrading their Enviro 400s to Euro VI. Both operators have hybrid buses in their fleets. TfL services are

all Euro VI or better. Crucially, this means that the only buses in the area which are not Euro VI are those which are provided on routes financially supported by Essex and Thurrock.

4.32 In the light of this current investment in Euro VI fleets, it is not considered appropriate to consider zero emission buses in this funding round. Rather it should be deferred until the Euro VI fleet is due for replacement, or sooner should the comparative cost become more positive. It is expected that the change to zero emission will become market led as the maturity of the technology improves. Co-ordination with the planning of the supporting infrastructure will be needed.

Monitoring

4.33 Where implementation of the above measures takes place, there is a requirement to ensure these have had a positive impact for bus users.

4.34 Re-establishing bus user satisfaction surveys will enable the council to identify whether there is awareness of enhancements implemented and if these are increasing opportunity, as well recording further enhancements into the BSIP.

Public Engagement

4.35 To ensure that there is support for the BSIP, and allow local residents to propose opportunities and considerations, public engagement has been undertaken to identify the priorities for improvement. The online form for this engagement can be found here: **https://consult.thurrock.gov.uk/bus-service**. This portal explains what the BSIP is for and offers an open format ability for contributors to respond with ideas and comments. Two hundred and fifty posters have been produced to help enable awareness of residents to the public engagement, with 130 displayed on buses. The remainder are being displayed at bus stops in each community and at community centres.

4.36 Community Liaison Officers are informing their contacts to make them aware of the engagement. All elected members have been contacted by email and 60 members of the Bus Users Group have been invited to respond. A meeting has been held with the Department for Work and Pensions to seek information from them about where people find access to work difficult because of the bus service. A direct approach has been made to seven stakeholders such as Chamber of Commerce, and Lakeside Shopping Centre. It is envisaged that these invitations to the community will continue indefinitely.

4.37 The engagement process will continue beyond the Bus Service Improvement Plan into the development of the Enhanced Partnership.

4.38 The Public Engagement Portal went live on 3 August 2021. After 35 days, a total of 84 respondents had participated via the online portal, with a further 16 responses submitted to the Council via email and via post. The large volume of data collected through this Public Engagement will help the Council to better understand the perception of buses by residents. A full summary of all responses has not been complied, but the following key themes support the proposed measures listed in this chapter.

4.39 Initial responses received by the Council via email and post highlight the following:

- a higher level of service frequency is the key requirement,
- concerns raised about the effect of a probable health service reorganisation (a network of four GP “superhubs” is proposed) on accessing healthcare,
- concerns on the effect of changes in educational opportunities, and
- space issues at Grays Bus Station.

4.40 Information received into the Council via the engagement portal allowed for the collection of a richer database of responses. High level responses showed:

- 70% of respondents use the bus at least monthly, however only 60% of respondents perceived themselves to be regular bus users.
- Two thirds of respondents had used the bus within the previous month, and the majority of these respondents had used the bus in the past week.
- Of the 30% of respondents who hadn't used the bus in the last six months, all had not used the bus prior to the first national lockdown in March 2020.
- The primary purpose for using the bus by respondents was to undertake journeys for utility, recreation and leisure, with shopping, for leisure, and meeting friends and family as the three most popular answers. Travelling for work was the next most popular answer.
- Bus users were most likely to purchase their ticket via contactless means (52%), with concessionary fare travel the next popular (35%). Only 20% of respondents used cash to purchase their tickets.
- Return journey tickets were the most likely purchase (37%) followed by single journey (17%) and Day and Monthly passes (15% each).
- There was a mixed response towards ticket pricing. While some responses identified that prices were reasonable (28%), especially those as part of a multi-day pass, there was a perception that prices were too high or expensive by nearly half of respondents (47%).
- Safety on buses was of minimal concern to respondents, with 100% of bus users expressing that they felt safe using the bus (84% always, 16% sometimes). Only one respondents from non-users stated they did not feel safe using the bus, with 97% perceiving buses to be safe or somewhat safe. Concerns raised were related to mask wearing as a result of the Covid-19 pandemic, behaviour of school children following the end of the school day or anti-social behaviour. Two comments related to physical safety – specific to trips and falls. Security was a greater concern for non-users.
- When asked about punctuality of buses, 80% of respondents had a favourable view, with 4% stating always and 76% stating usually. A similar response was seen amongst non-users, though 33% viewed services as punctual and reliable and 46% stating somewhat.
- Service frequency saw 45% of bus users state that services did not run frequently enough in Thurrock. Amongst non-users this increased to 53% stating no, and 38% stating somewhat.
- Nearly two thirds of bus users felt comfortable being able to access bus information. Over 50% of non-users also stated they would feel comfortable accessing information to enable them to use the bus for their next journey.
- Over 75% of bus users did feel there was either insufficient infrastructure to help them use the bus.
- Almost all respondents (98%) were residents of the borough, and only two (2%) stated they lived outside Thurrock but worked or studied in the borough.

4.41 Within the public engagement portal, sought to identify what improvements would bus users like to see. This was split into two questions, the first regarding improvements to the bus itself, and the second in regard to the whole journey including the travel at either end of bus travel.

4.42 Of the 49 responses to the first question, 38 were related to either increasing frequency of services (21 responses) or increasing the number of routes (17 responses). Nine responses related to payment options and the cost of ticket prices and ten responses related to bus information and on-board vehicle features. The second question provided similar answers o the first and the same themes.

4.43 Through this public engagement exercise, the Council has identified an opportunity to remain engaged with respondents. Two thirds of respondents were happy to engage in the future with the Council to get further views about buses in particular, and over 70% wished to be engaged with the new upcoming Transport Strategy, though only 40% wanted to contribute to focus groups to discuss other transport related issues within the borough.

4.44 Specific to the BSIP, 88% of participants in the online public engagement portal wished to be informed of the publication of the Thurrock Bus Service Improvement Plan.

5 Delivery

Overview

5.1 This chapter expands on the areas highlighted in Chapter 4 and provides more specific interventions relating to each of the targeted areas:

- Bus Promotion;
- More Frequent and Comprehensive services;
- Better Integrated services;
- Bus Speed and Reliability;
- Cheaper, simpler fares;
- Easier to understand services;
- Quality of Fleet; and
- Monitoring

5.2 Under each, the proposals which Thurrock Council will bring forwards as part of the BSIP are outlined and specific objectives identified.

Bus Promotion

5.3 £100,000 funding is sought to develop a comprehensive bus promotion scheme working collaboratively with operators and stakeholders.

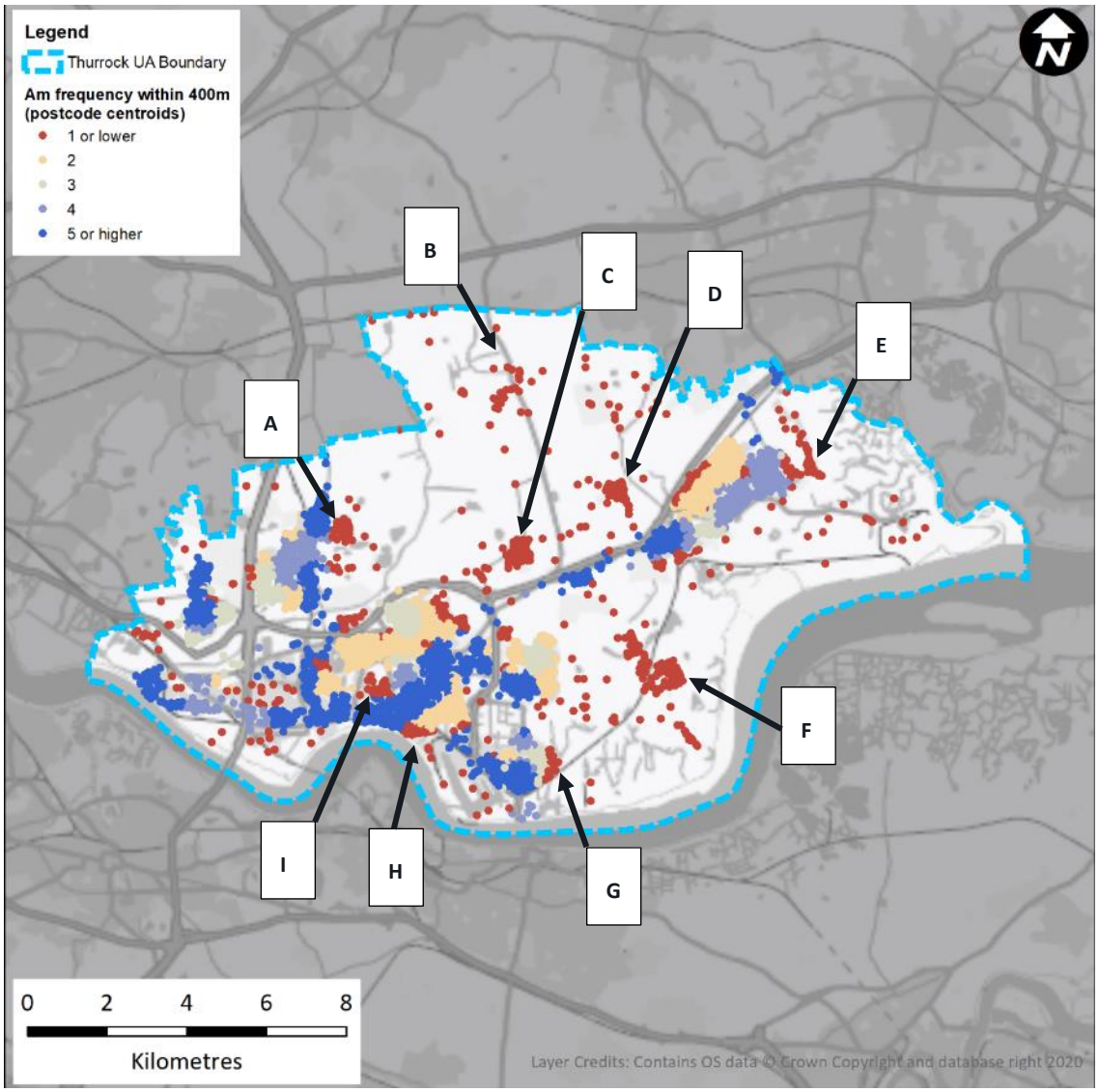
Objective:
To provide an effective bus promotion scheme for all bus services in Thurrock.
:

More Frequent and Comprehensive

5.4 To increase the offer of more frequent and comprehensive services, the following specific interventions are proposed.

5.5 For clarity in reading this section, Figure 2.2 is repeated below as Figure 5.1.

Figure 5.1: Population (Postcodes) by access to their highest bus service Frequency within 400m



Services 5A and 5B

5.6 Services 5A and 5B (Figure 5.2) combine to provide a half-hourly service between Grays, Stanford-le-Hope, Basildon and Pitsea[23]. The only difference between services 5A and 5B is that 5B takes a slightly longer route to serve the village of Orsett, including Orsett Hospital. Thus, Orsett only has an hourly service. In the past Orsett was served half-hourly, but as traffic congestion slowed the service down over time, the operator was able to avoid the cost of an additional bus by the rerouting of half the service.

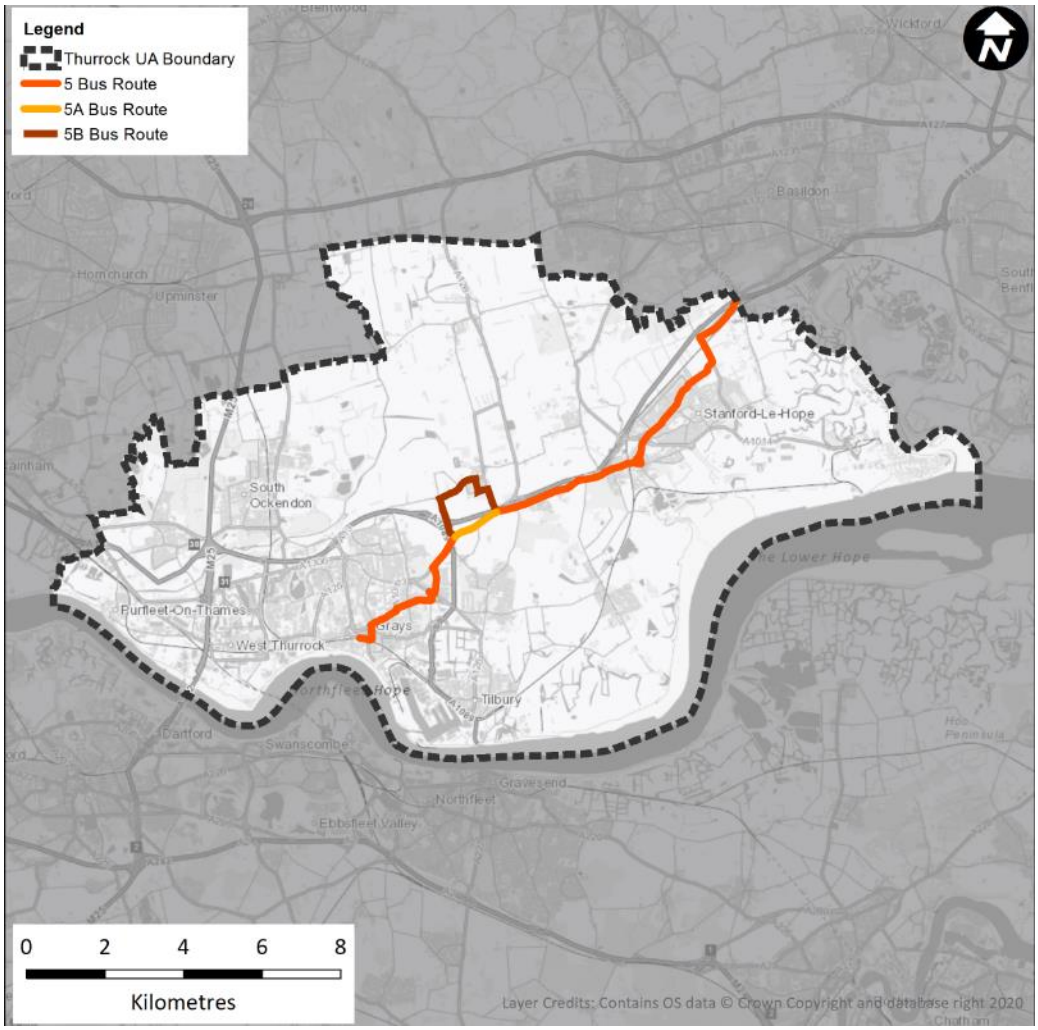
5.7 Orsett has been highlighted in the analysis (Community C in Figure 5.1) as an area with poor connectivity to the bus service.

5.8 Services 5A and 5B are provided commercially by First.

5.9 There is no evening or Sunday service.

[23] Outside Thurrock, these services are joined by service 5 to provide four buses per hour between Basildon and Pitsea.

Figure 5.2: 5 Bus Route



5.10 By converting 5A services to 5B services, this would help to effectively fill a gap in the service provision for the area. To do so will require one extra vehicle. It is noted that this will then provide a generous layover time at Grays – this may provide the opportunity to enhance other services. First will need some pump priming financial assistance to fund the additional bus and associated operating costs.

5.11 The projected gross cost for running all weekday journeys using the 5B route and providing a daytime hourly 5B service on Sundays is approximately £200,000 per annum.

Objective:

To provide a minimum half-hourly Monday to Saturday and hourly Sunday service to Orsett.

Service 11

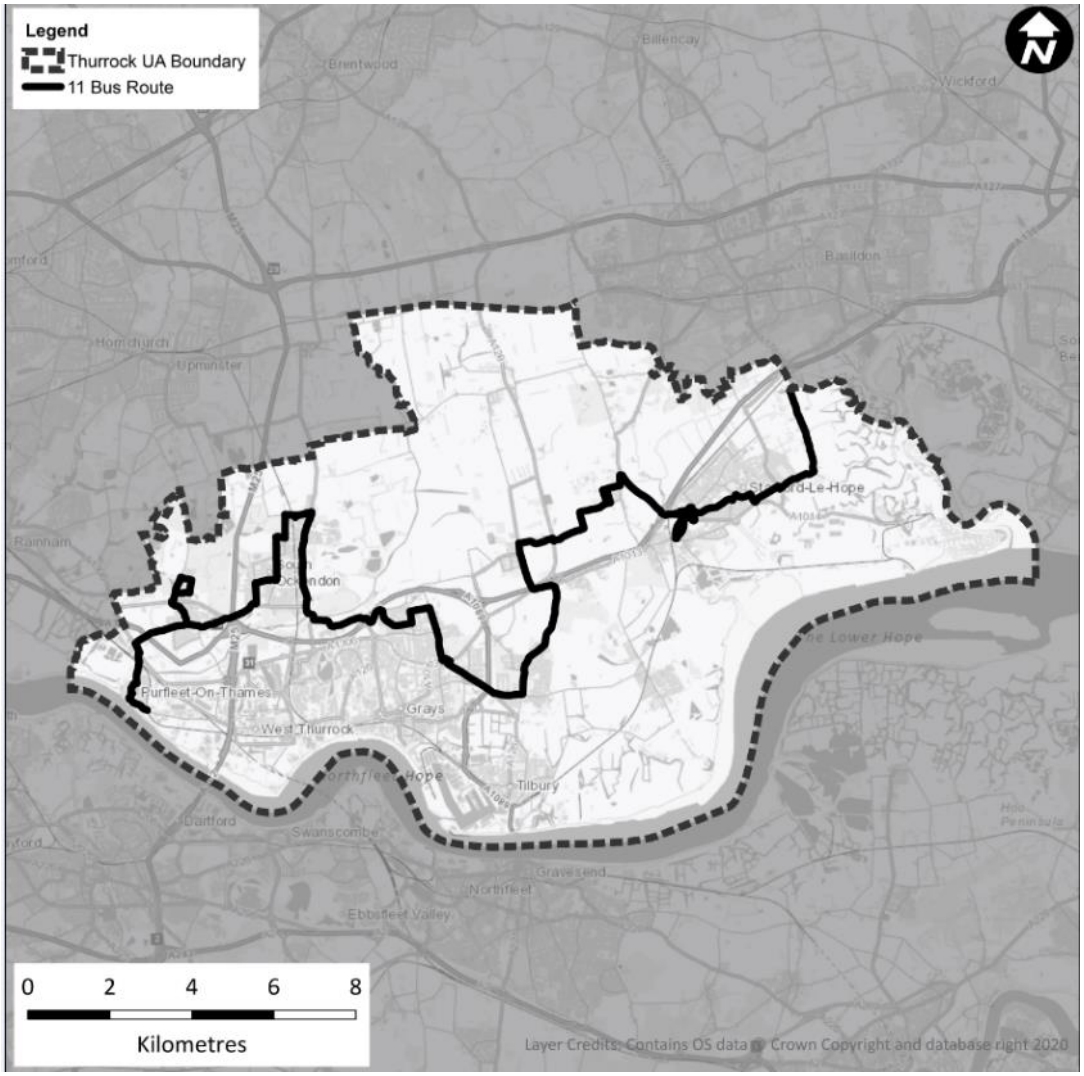
5.12 Service 11 (Figure 5.3) links Purfleet-on-Thames, Aveley, Ockendon, Chadwell St Mary, Stanford-le-Hope, Fobbing, Basildon Hospital and Basildon with a Monday to Friday two hourly service frequency. There is no Saturday or Sunday service.

5.13 It is a socially necessary service funded by Thurrock Council linking a number of isolated locations with local centres at Purfleet-on-Thames, Stanford-le-Hope and Basildon. Improving the frequency will provide major benefits to isolated and deprived communities within the

Borough. Parts of the service serve areas of future housing and employment development and it is important to have a basic usable bus service in place which can be improved as these developments come on stream.

5.14 It serves communities A, C, D and E in Figure 5.1.

Figure 5.3: 11 Bus Route



5.15 We propose that the route is also operated on a Saturday. To do this will require funding for approximately two to three years. After this it is expected that the enhanced service will have seen sufficient additional patronage that the subsidy required will be no greater than that currently in place from Thurrock Council.

5.16 Estimates suggest that this will cost about £80,000 per annum.

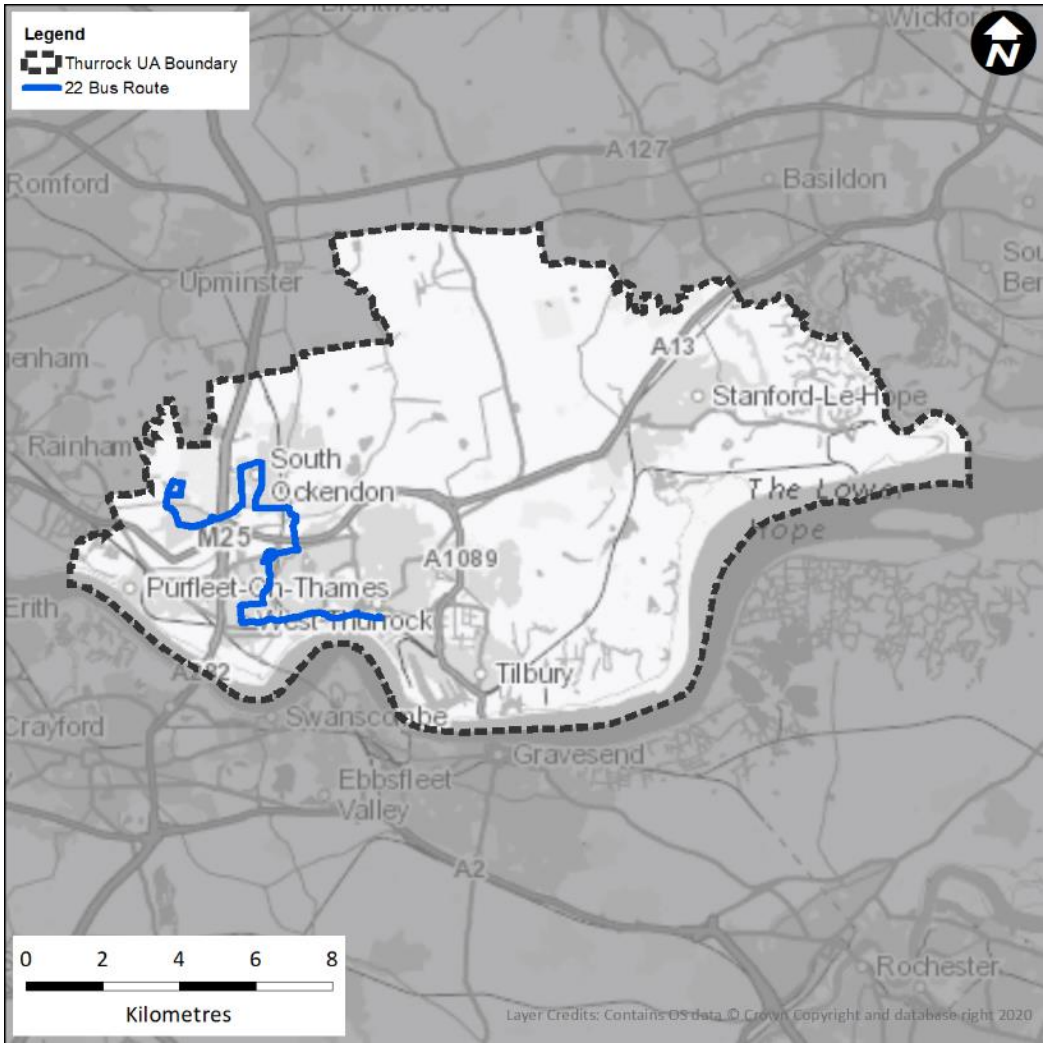
Objective:
To provide a Saturday service comparable to the Monday to Friday service for route 11.

Service 22

5.17 Service 22 (Figure 5.4) links Aveley, Lakeside and Grays. It runs every 20 minutes, Mondays to Fridays, every 30 minutes on Saturdays and hourly on Sundays. It is part of Ensignbus' core

commercial network. However, the bulk of the Thurrock core network runs at 15-minute intervals, leaving service 22 (and the 100, see below) as an inconsistent outlier. Improving to a 15-minute service frequency would provide a consistency in service levels into Grays, the main urban centre in the South of Thurrock.

Figure 5.4: 22 Bus Route



5.18 To achieve this improvement, an additional two vehicles will be required.

5.19 A gross cost estimate of approximately £350,000 per annum has been projected.

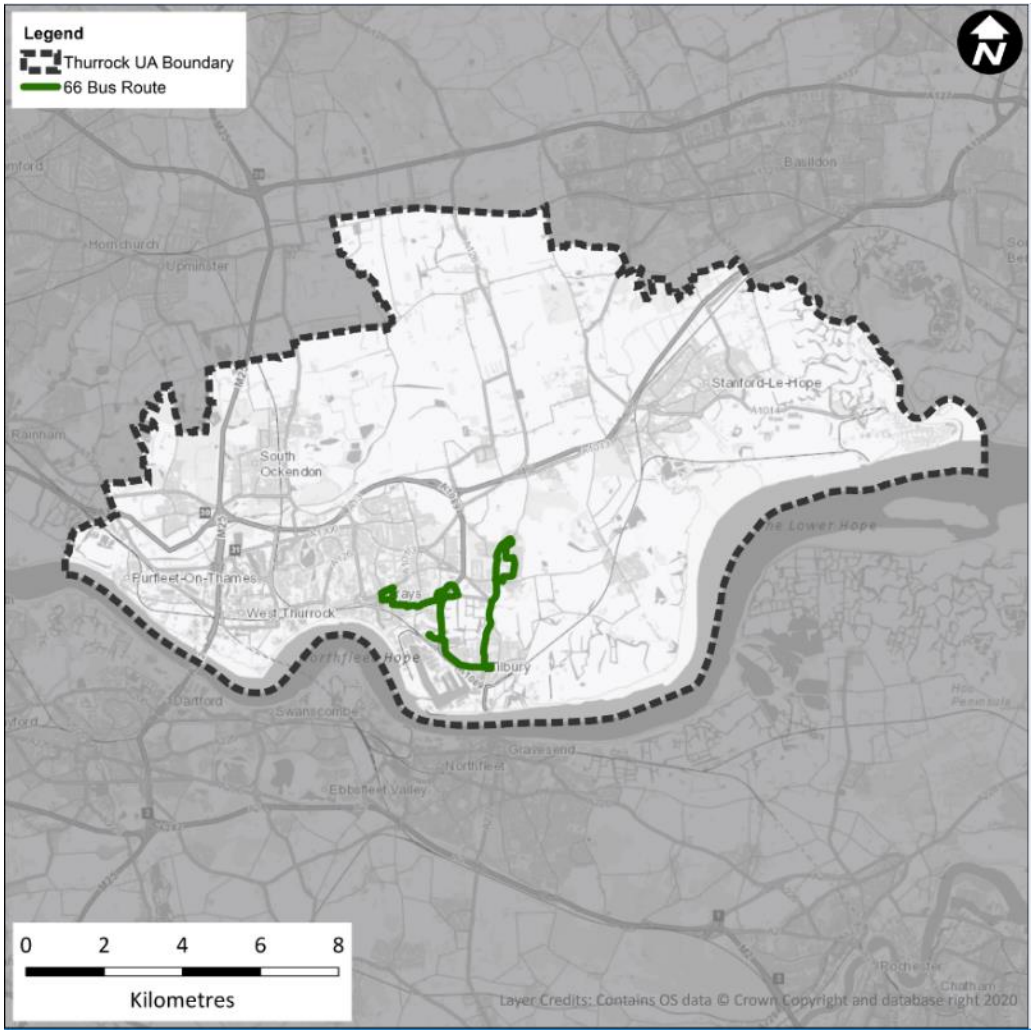
Objective:
To improve the Service 22's frequency to 15-minute intervals, Mondays to Fridays, and from every 30 minutes to every 20 minutes on Saturdays.

Service 66

5.20 Service 66 (Figure 5.5) links Grays, Tilbury and Chadwell St Marys. It runs every half hour Mondays to Saturdays and hourly on Sundays. However, there is no evening service after 19:00 and on Saturdays and Sundays there is no service after 17:30. The section of route between Tilbury and Chadwell St Marys is not served on Saturdays and Sundays. It provides vital connectivity for the Tilbury area, including the Amazon warehouse located there. Many of

the employees in the Tilbury area do not work 'normal' office hours but work shifts with varying start times and lengths. It is operated commercially by Ensignbus.

Figure 5.5: 66 Bus Route



5.21 It is proposed that an hourly Monday to Saturday evening service is provided and that Saturday service is enhanced to include the section between Tilbury and Chadwell St Marys. This will improve connectivity to Tilbury and ensure that a wide range of workers have access to the transport network at most times of day.

5.22 In consultation with the service provider, the Council has projected an annual gross cost estimate of approximately £150,000.

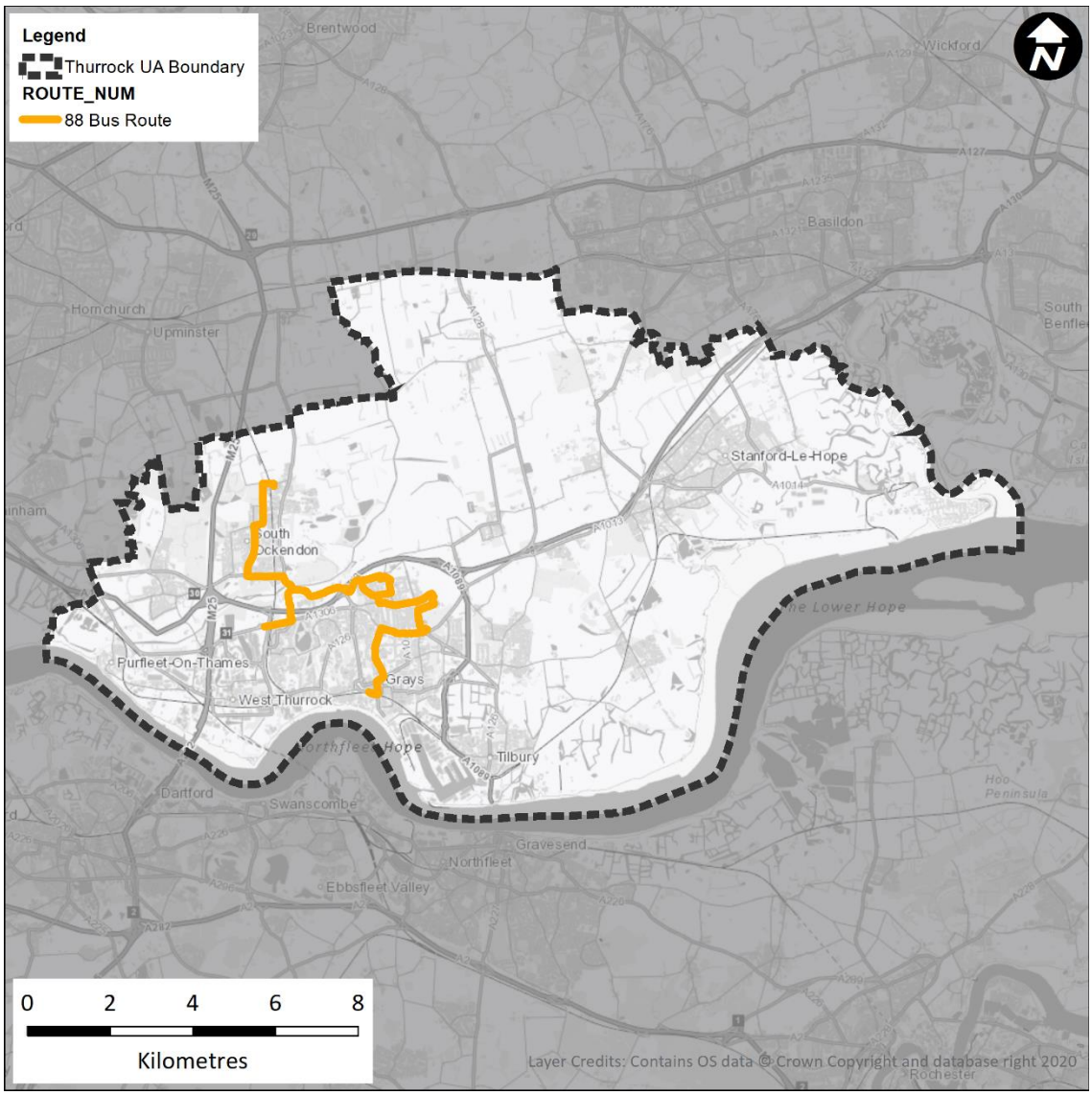
Objective:
To enhance Service 66 so as to provide an evening service and a Saturday link between Tilbury and Chadwell St Marys.

Service 88

5.23 Service 88 links Stifford Clays with Grays and runs hourly Monday to Saturdays with additional peak buses during the week. As noted below (5.38), Ockendon station is poorly served by bus, so it is proposed to extend service 88 to link Stifford Clays with Lakeside and Ockendon station. The service will operate between 06:00 and 22:00, Monday to Saturday.

5.24 In consultation with the service provider, the Council has projected an annual gross cost estimate of approximately £900,000.

Figure 5.6: 88 Bus Route

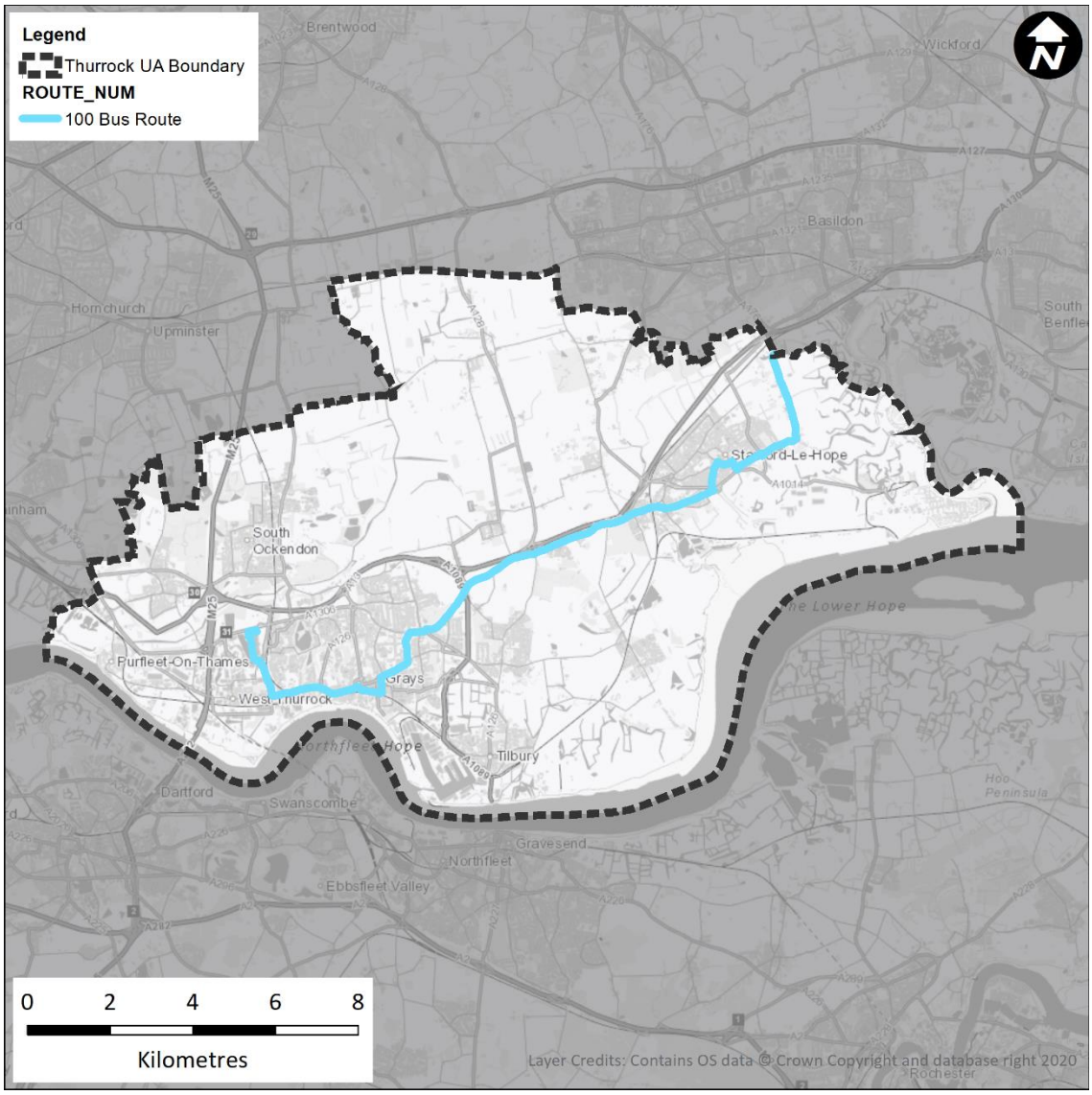


Objective:
To extend service 88 to link Stifford Clays with Lakeside and Ockendon; thereby significantly improving bus access to Ockendon station.

Service 100

5.25 Service 100 links Basildon, Basildon Hospital, Stanford-le-Hope, Grays and Lakeside with at a Monday to Saturday service frequency of approximately 20 minutes. On Sundays it operates every 30 minutes, but there is no Sunday evening service.

Figure 5.7: 100 Bus Route



5.26 It is operated commercially by First.

5.27 It is proposed that the Monday to Saturday service is enhanced to every 15 minutes to provide a “turn up and go” service and that a Sunday evening service is added.

5.28 In consultation with the service provider, the Council has projected gross cost estimates for this change at approximately £200,000 per annum.

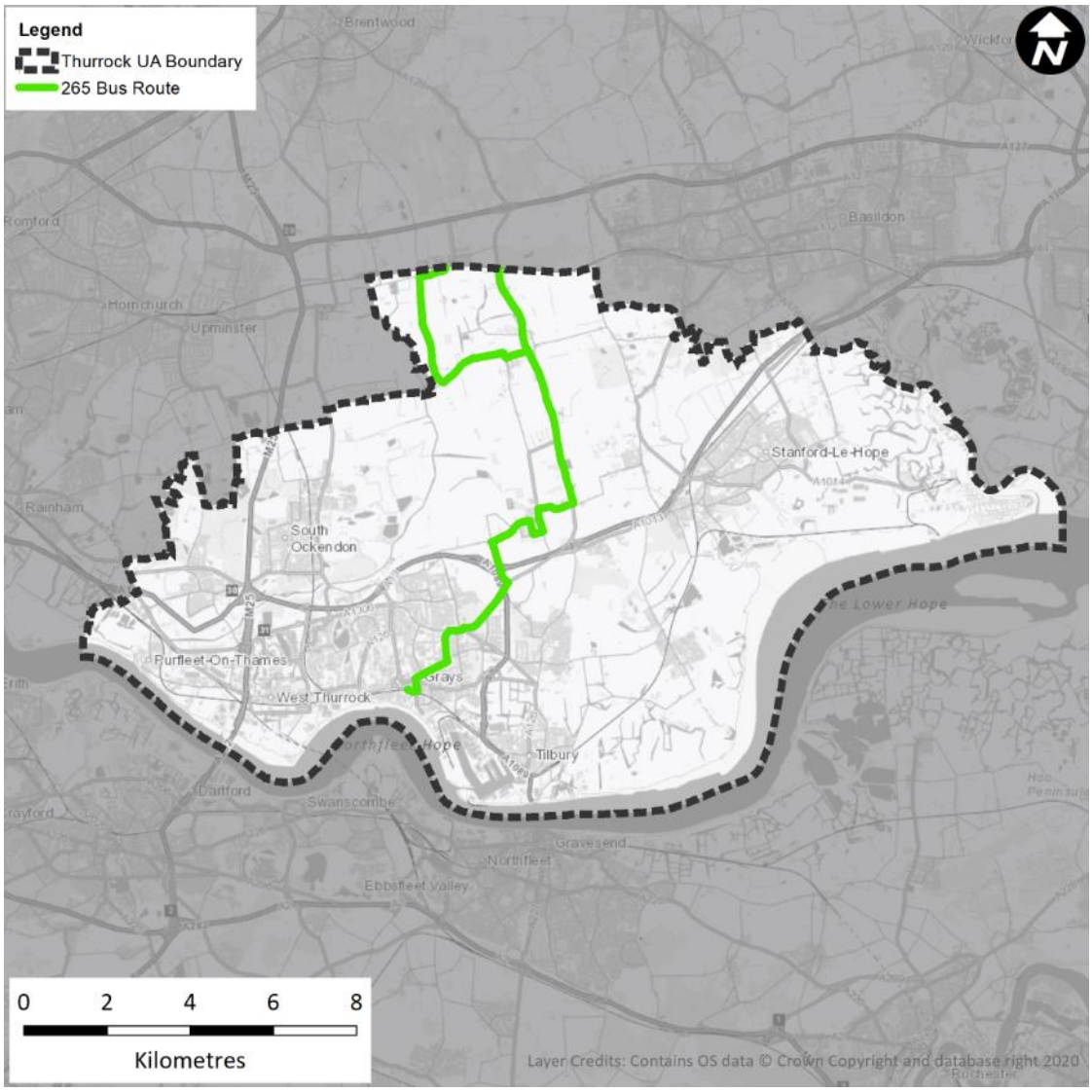
Objective:
To provide a Monday to Saturday “turn up and go” service and Sunday evening service on route 100.

Service 265

5.29 The 265 service (Figure 5.8) connects West Horndon to Grays. Currently the service only runs on Mondays, Wednesdays and Fridays. We propose that the current service provision is replicated on Tuesdays and Thursdays, providing access to the Grays to residents throughout the working week.

5.30 It serves communities B and C in Figure 5.1.

Figure 5.8: 265 Bus Route



5.31 This improvement could be implemented at the cost of around £20,000 per annum. It is unlikely that this cost would ever be recovered through fare revenue so an ongoing subsidy will be required

Objective:

To provide a Monday to Friday service on 265.

Service 374

5.32 Service 374 (Figure 5.9) links Basildon, Basildon Hospital, Fobbing, Stanford-le-Hope, East Tilbury, Chadwell St Mary and Grays at a Monday to Friday service frequency of approximately 90 minutes and a Saturday frequency of around 3 hours.

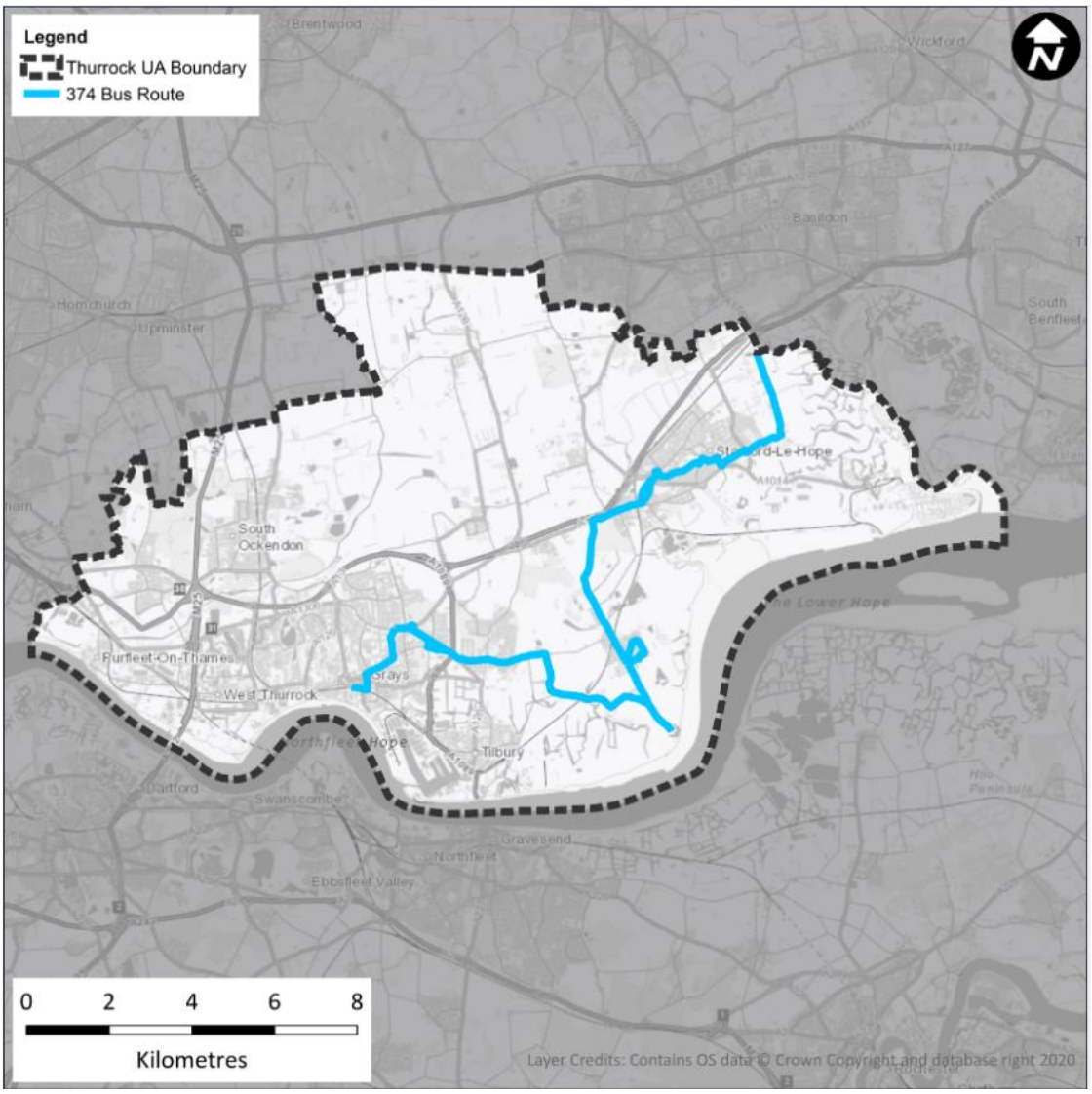
5.33 It is a socially necessary service funded by Thurrock Council linking a number of isolated locations with local centres at Grays, Stanford-le-Hope and Basildon. Improving the frequency will provide major benefits to isolated and deprived communities within the Borough. Parts of

the service serve areas of future housing and employment development and it is important to have a basic usable bus service in place which can be improved as these developments come on stream.

5.34 It serves communities E and F in Figure 5.1.

5.35 It is proposed that the service frequency should be improved to hourly, Monday to Saturday. To do this will likely require additional funding for approximately two to three years, to pay for an additional vehicle on the route, and deliver a marketing campaign to make the route widely known around the area. After the growth period, it is expected that the enhanced service will have seen sufficient additional patronage that the subsidy required will be no greater than that currently in place from Thurrock Council.

Figure 5.9: 374 Bus Service Route



5.36 Estimates for the gross cost of this enhancement is approximately £200,000 per annum.

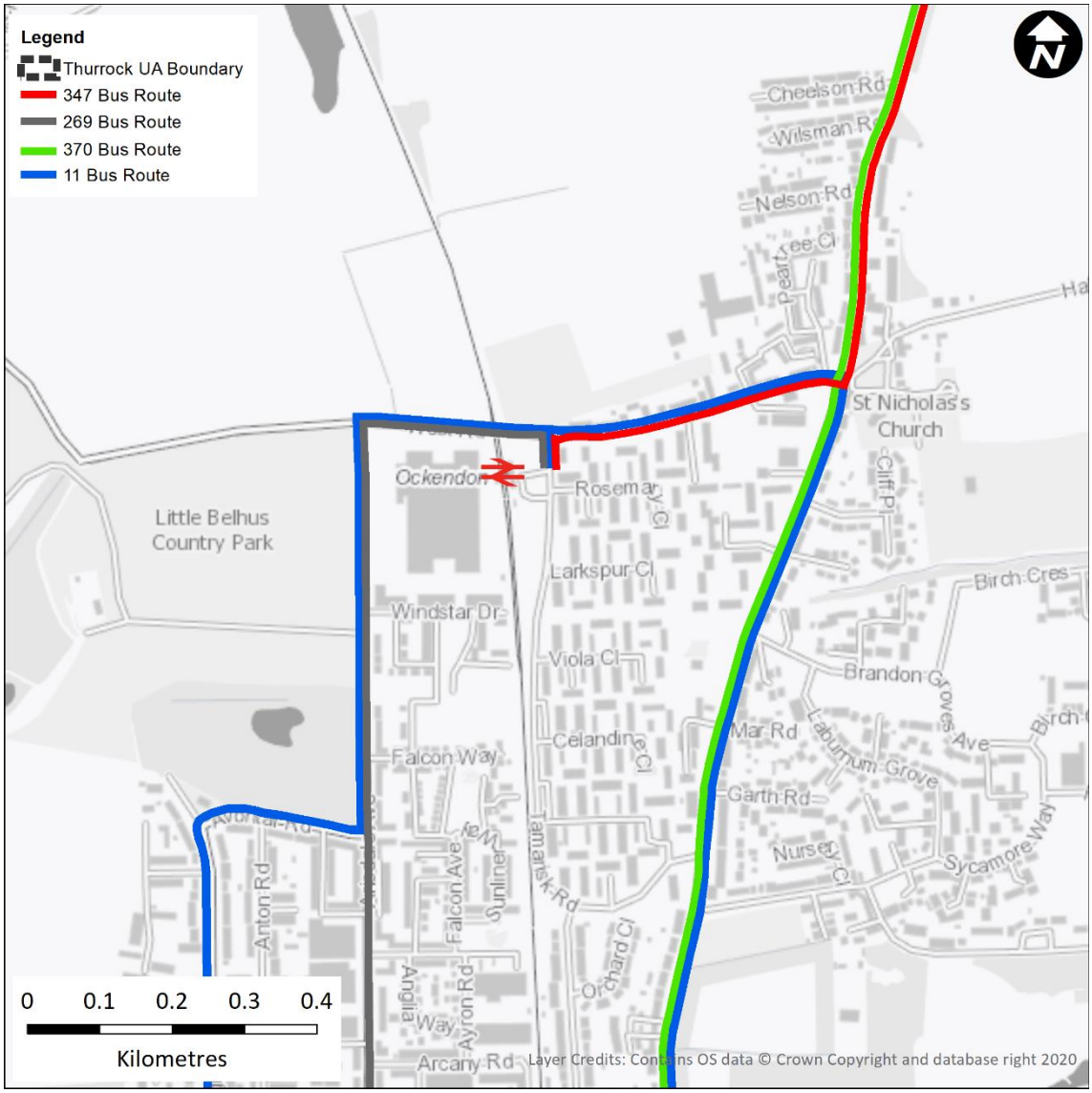
Objective:
To provide a minimum of one bus per hour along route 374, Monday to Saturday daytimes.

Better Integrated

Ockendon Station

5.37 Ockendon station, on the c2c route between Upminster and Grays has frequent[24] train services to London and Southend. The station has no car parking provision. Whilst the station is served by routes, 11, 269 and 347 (Figure 5.10), all of these routes are infrequent and uncoordinated. TfL route 370 (which runs every 15 minutes) passes near the station, but the nearest stops are 500 m away. To provide a reliable all day interchange, a better bus service level to the station is desirable.

Figure 5.10: 11, 269, 347 and 370 Bus Routes



5.38 Diverting the frequent TfL service 370 was rejected as having a too poor effect on existing 370 customers. After discussion with Ensignbus, it is proposed to extend service 88 to terminate at Ockendon station every 30 minutes connecting with trains to and from London (Figure 5.6).

5.39 The cost is provided in paragraph 5.24.

[24] Half hourly all day with additional peak services to/from London

Objective:
To better improve bus service levels at Ockendon station

Superbus Services

5.40 First has recently divided service 100 into two sections removing a direct link between Chelmsford and Thurrock.

5.41 After discussions with First, Thurrock proposes to reinstate and improve this connection by extending the existing X10 service. Currently this links Stansted and Basildon hourly seven days a week.

5.42 It is proposed to extend this to serve Grays and Lakeside on a limited stop basis using main roads without serving other communities off the A13. All trips would be extended, seven days a week.

5.43 In consultation with the service provider, the Council has projected an annual gross cost estimate of approximately £650,000

Objective:
To extend service X10 to provide a fast link between Lakeside, Grays, Basildon, Chelmsford and Stansted Airport.

Demand Responsive Services

5.44 A number of rural communities within Thurrock – East and West Tilbury, Linford, Horndon on the Hill, and Fobbing have no evening services. These largely rural or brownfield areas are unlikely to generate enough demand for a regular bus service to these areas. Provision of demand responsive transport (DRT) at these times would be a logical solution.

5.45 Thurrock Council has engaged with DRT application provider Tandem, who has experience setting up services in areas with similar geographies to this. This service will require subsidy, but on a per-trip basis, rather than paying for the fixed costs of a standard bus service or the use of larger DRT vehicles.

5.46 In addition, along with no fixed costs, there are no ongoing subscription fees – just a small fee per passenger journey – lowering the cost of trialling new services. There are small initial set up costs and there will be an ongoing need for promotional expenditure. There are also options for blended models, using a combination of buses during peak hours and demand responsive taxis off-peak.

5.47 Indicative pricing for the Tandem services is shown in Table 5.1**Error! Reference source not found.**. The locations are cross referred back to Figure 5.1.

Table 5.1: Approximate Gross Cost per taxi trip for Tandem Services

Location Served	Figure 5.1 map reference	To/from Basildon	To/from Lakeside
Horndon on the Hill	D	£14.50	£23.00
Fobbing	E	£8.50	£29.00
East Tilbury	F	£23.00	£17.50

5.48 Tandem states that they would aim to secure better prices after formal negotiation with local partners.

5.49 Ultimately this means that this form of service has potential to offer better value for money than attempting to develop a conventional bus service to these areas for evenings and Sundays. If successful, it will make the case to provide fixed route services at these times to some areas.

5.50 The intended concept is for the user to pay the daytime bus fare and Thurrock Council would pay the difference to Tandem. This is likely to result in an average subsidy of around £20 per passenger trip. 30 customers per day, 350 days a year would result in an average annual cost of £200,000.

Objective:
To seek funding to support a DRT trial for evening and Sunday provision to smaller communities unserved by conventional buses

Bus Speed and Journey Time Reliability

Bus Speed and Journey Time Reliability Improvement Measures on Lakeside - London Road - Grays - Socketts Heath corridor

5.51 Currently London Road is a key route along which significant numbers of Thurrock's buses run. It is also one of the areas of Grays with the highest levels of air pollution multiple designated Air Quality Management Areas, largely generated by the high levels of road traffic along this corridor. Measures to remove through car use, reduce local car use and improve bus speeds would be beneficial to the provision of cost-effective bus services in Thurrock and help improve air quality. Details of the optimum scheme are still to be worked through, but this is route a high priority for intervention and supported by bus operators whose services travel along this route.

Objective:
To seek funding to investigate Bus Speed and Journey Time Reliability Improvement on the London Road – Grays – Socketts Heath corridor

Traffic Light Priority

5.52 Traffic Signals in Thurrock are managed through a central system, however they are not optimised to support bus movements. Enhancing the traffic signal systems to cooperate with oncoming buses would help to support bus services in Thurrock, and minimise delays.

Objective:
To seek funding to investigate and implement Traffic Signal Optimisation to support Bus Movements across Thurrock.

5.53 Through our consultation with operators, Ensignbus have identified key locations within their network where their services experience regular delays. These require further investigation to determine what opportunities could be provided and are shown in Appendix D.

Cheaper, simpler fares

5.54 Paragraph 4.16 above refers to BSIP guidance requiring a greater emphasis on enhancing fare structures to help reduce the costs for users. Early engagement has been undertaken with operators within the borough, and the challenges that need to be explored further to enable measures such as simplification of fares, price capping and integrated tickets to be implemented have been identified.

5.55 However, it has been noted that investing in "tap-off" smart/contactless card readers mounted at appropriate locations[25] at bus exits would permit the introduction of "tap-on, tap-off" (in effect post) purchase of tickets which could then subsequently be used to facilitate capping. Thurrock Council will continue to work with our operators to move towards this goal.

5.56 Outcomes from the public engagement demonstrated a clear desire by communities and bus users for enhancements to bus ticketing so that payments for journeys are easier, and that ticketing and fares across different bus operators can be simplified and reduced and integrated with other modes such as rail.

5.57 The Council wishes to commission the following research projects as intermediate steps towards cheaper simpler fares:

Objective:
Research a flat fare structure for Thurrock in the evenings and at the Weekend.

Objective:
Procure "tap off" card readers for all buses used on local services in Thurrock, together with full sets of card readers for the Tilbury – Gravesend ferry.

Objective:
Provide an integrated multi-modal and multi-operator ticket in Thurrock.

Easier to understand

5.58 The National Bus Strategy and BSIP guidance puts an emphasis on demystifying buses and making them easier to use and understand by all users. To support this aim, Thurrock Council will look to expand its provision of information for all users to help make it easier to understand when are where the bus goes, and making this information more accessible o more users through audio and visual mediums.

5.59 The Council already has invested in Real Time Passenger information displays, however some of these have reached the end of their design life, and the technologies have been surpassed. A programme of renewal is funded to replace the legacy estate of older dot-matrix displays,

[25] i.e. away from the boarding flow where passengers use the tap-on reader on the driver's ticket machine

but there remains a large number of stops which could benefit from the provision of RTPI. Each display costs £8,500 with an annual maintenance cost of approximately £200.

5.60 To support Real Time information, the Council also wishes to support all users, particularly those with visual impairments and users who are unfamiliar with the bus route. The provision of audio-visual announcements on buses will enable this measure to be undertaken. The Council is aware of at least 60 buses within fleets in the borough which will require retro-fitting with audio-visual announcements. Costs are identified at being approximately £8,000 per vehicle, though there is a reduction in price for single decker vehicles. This approximates to a minimum sum of £480,000 to retrofit the remaining fleet, but additional vehicles may also be identified.

5.61 The Council would also like to further enhance the information available about bus service provision in the borough. The development of high quality information and timetables, with a more accessible and attractive website with higher awareness will help to achieve this. A sum of £100,000 will help to support this measure, involving specialist creative content and design support to help deliver information to the intended audience. Collaborative working with other Essex Authorities could enhance this outcome and be supported by the ForwardMotion brand that was developed by Thurrock, Southend and Essex Councils through the DfT Access Fund.

5.62 The Council wishes to implement the following three objectives linked to this theme.

Objective:
Add a series of real-time information stands to bus stops.

Objective:
Retrofit audio-visual announcements to buses.

Objective:
Provide high quality printed timetable and map information. Provide one -stop website providing all maps, timetables and fares for all operators in Thurrock

Quality of Fleet

5.63 Within a few months, the only non-Euro VI buses running in Thurrock will be those used on Council subsidised services and six Euro V buses operated by Ensignbus. NIBS/Stephensons has informed the council that to convert these services to Euro VI would cost £23,000 per annum, per bus, for Ensignbus the cost is £20,000 per vehicle. Indicative pricing for converting the services to Euro VI for three years is provided in Table 5.2.

Table 5.2: Indicative cost to convert Thurrock fleet to Euro VI

	Service Number			
	11	374	265	Ensignbus
Number of vehicles	2	3	1	6
Cost per vehicle	£23,000	£23,000	£23,000	£20,000
Cost per annum	£46,000	£69,000	£23,000	-
Cost for three years	£138,000	£207,000	£69,000	£120,000
Total			**£414,000**	**£120,000**

Source: Thurrock Council

5.64 The two objectives relating to this theme are set out below:

Objective:
To convert the subsidised fleet to Euro VI technology.

5.65 Thurrock, and the operators within the area, also recognise that there will be a need to keep moving towards new technologies, particularly those which reduce emissions from buses. As such, Thurrock would like to undertake a study to optimise the introduction of zero-carbon buses, to make sure that their fleet remains at the forefront of bus technology.

Objective:
To undertake research and studies to help understand new Bus technologies.

5.66 Thurrock, and the operators within the area, would like to consider the retrofitting of USB charging points to the fleet so that all buses offer this provision. Indicative costs established through engagement with operators is approximately £2000 for a single decker bus, and £4000 for a double decker bus.

Objective:
Fund the installation of USB chargers on existing buses.

Monitoring

5.67 Ongoing monitoring of bus services is crucial, in particular where investment has been made to enhance the service through a range of measures. In addition, understanding the level of satisfaction by users is also critical. Thurrock Council would like to undertake annual monitoring of Bus Passenger Satisfaction as well as monitoring and evaluation of schemes implemented through the BSIP.

5.68 The Council has determined a sum of £30,000 per year is required to complete and report on Bus Passenger Satisfaction within the borough and provide monitoring and evaluation of measures.

Objective:

Fund annual Bus Passenger Satisfaction surveys and undertake monitoring and evaluation.

6 Reporting

Summary

6.1 Thurrock Council will publish six-monthly performance figures against the targets set down in this BSIP. These are given in Table 7.2.

6.2 These will be made available on the Thurrock Council website and local bus operators will be encouraged to include them on their websites too.

6.3 Thurrock Council will seek to engage with key stakeholders, such as the Thurrock Bus User Group, to discuss the outcomes of targets and where further enhancements can be made. This will also provide an opportunity to review measures listed within the BSIP.

6.4 Hard copies will be made available on request.

7 Overview Table

Introduction

7.1 This section summarises the key outputs of the BSIP and how it meets requirements set out in the Strategy. The purpose of this section is to give readers, including passengers and the Department, an overview of the commitments in the BSIP which Thurrock and bus operators will work towards to improve local bus services.

Table 7.1: BSIP Overview Table Template

BSIP Overview Table Template	
Name of authority or authorities:	Thurrock Council
Franchising or Enhanced Partnership (or both):	Enhanced Partnership
Date of publication:	29 October 2021
Date of next annual update:	31 October 2022
URL of the published report:	https://www.thurrock.gov.uk/travel-strategies/strategy-documents

Table 7.2: BSIP Targets

Targets	2018/19	2019/20	Target for 2024/25	Description of how each will be measured (max 50 words)
Journey Time:	N/A	N/A	>1.0	This will be measures as a Bus Passenger Satisfaction Index against a baseline undertaken through annual monitoring. Year 1 survey will be given a score of 1.0, and annual scores will be rated against this index
Reliability:	91.2%	91.2%	95%	Based on reliability data compiled by Thurrock Council for the Traffic Commissioner
Passenger Numbers:	4.8 million	5.1 million	5.5 million	Based on combined annual

				passenger numbers recorded from all bus operators within Thurrock
Average passenger satisfaction:	89%[26]	83%[27]	90%	Determined through annual Bus Passenger Satisfaction Survey

Table 7.3: Delivery Details

Delivery – Does your BSIP detail policies to:	Yes/No	Explanation (max 50 words)
Make improvements to bus services and planning		
More frequent and reliable services		
Review service frequency	Yes	
Increase demand responsive services	Yes	To help rural communities in Thurrock gain better connectivity, subsidised, 'Tandem' services will be provided. This will provide value-for-money, demand-responsive services.
Consideration of bus rapid transport networks	No.	The polycentric geography of Thurrock means that there are limited options for a singular infrastructure intervention (such as a BRT) network. As such, attention has been focussed on improving the existing bus network, rather than developing a high-profile, but low-benefit rapid transit system.
Improvements to planning/integration with other modes		
Integrate services with other modes	Yes.	The BSIP will develop better connections between C2C train services stopping at Ockendon and routes 11, 269, and 374. This will involve rerouting some services, in order to provide closer connections between the bus stops and the rail station.
Simplify services	Yes.	Implementation of Bus Speed and Reliability measures will enable simplification of the network due to the need to

[26] Bus Passenger Survey Autumn 2019, Passenger Focus – England-wide score

[27] The route ahead: getting passengers back on buses, June 2021, Passenger Focus – England-wide score

		remove congestion contingency currently built in at busy times of day.
Review socially necessary services	Yes.	This document is founded on accessibility analysis, which cross-checked service frequencies against population density. This has ensured that all of the suggested changes put in place will benefit communities which are presently underserved by the network.
Invest in Superbus networks	Yes	Provision of fast service linking Thurrock with Stansted Airport
Improvements to fares and ticketing		
Lower fares	Yes	A longer term study to review and negotiate fares and integrate fares and ticketing between bus operators ,the ferry and rail operator c2c who provide links between 7 stations in Thurrock with a more direct journey than by bus
Simplify fares	Yes	See above.
Integrate ticketing between operators and transport	Yes	See above.
Make improvements to bus passenger experience		
Higher spec. buses		
Invest in improved bus specifications	Yes.	Currently the majority of the bus network in Thurrock is relatively modern – almost all vehicles are Euro VI. This funding will be used to convert the remaining buses to Euro VI standards.
Invest in accessible and inclusive bus services	Yes.	Enhanced audio and visual information for bus users both at stops and on services
Protect personal safety of bus passengers	No	Not perceived to be a major issue in Thurrock
Improve buses for tourists	No	Not relevant to Thurrock
Invest in decarbonisation	Yes.	This document sets out a desire for research funding, which should help bus operators to make informed decisions about how best to move towards decarbonisation, as the technology becomes available.
Improvements to passenger engagement		

Passenger charter	Yes.	All operators have existing passenger charters in operation.
Strengthen network identity	Yes	Plans include focus on greater levels of passenger information.
Improve bus information	Yes.	New shelters will be delivered, with real-time information. Additionally, a marketing campaign will be undertaken, which will allow help to improve awareness of the Thurrock bus brand.
Other		
Public Engagement – existing users, stakeholders and non-users	Yes	Public engagement strategy will continue to assess priorities for action.
Monitoring	Yes	Undertaking Bus Passenger Satisfaction surveys to monitor performance and perceptions of performance

A Thurrock Bus Services

A.1 Table A-1 shows the frequent bus services in Thurrock, while table A-2 shows those that only operate occasionally.

Table A.1: Frequent Bus Services in Thurrock Area

Route	Links	Operator	Approximate Buses per hour					
			Monday – Friday		Saturday		Sunday	
			Daytime	Evening	Daytime	Evening	Daytime	Evening
5A/5B	Pitsea – Basildon – Stanford-le-Hope – Grays	First Essex	2	0	2	0	0	0
22	Aveley – Lakeside – Grays	Ensignbus	3	0 [28]	2	0 [28]	1	1 [29]
33	Chafford Hundred – Grays	Ensignbus	2	0	1	0	0	0
44	Lakeside – Purfleet-on-Thames – Grays	Ensignbus	2	1	2	0	1	0
66	Chadwell – Tilbury – Grays	Ensignbus	2	0	2 [29]	0	1 [29]	0
73/73A	Lakeside – Grays – Chadwell – Tilbury	Ensignbus	2	0 [28]	2	0 [28]	2	0.5

[28] Evening service provided by service 77/77A

[29] Part route only

Route	Links	Operator	Approximate Buses per hour					
			Monday – Friday		Saturday		Sunday	
			Daytime	Evening	Daytime	Evening	Daytime	Evening
77/77A	Aveley – Lakeside – Grays – Chadwell – Tilbury	Ensignbus	0 [30]	2	0 [31]	2	0	0
83	Lakeside – Grays – Chadwell St. Mary	Ensignbus	2	0	2	0	0	0
88	Stifford Clays – Grays	Ensignbus	2	0	1	0	0	0
99	Tilbury Ferry – Tilbury Station	Ensignbus [31]	2	0	2	0	0	0
100	Chelmsford – Basildon– Grays – Lakeside	First Essex	4	1	3	1	2	0
370	Lakeside – Romford	TfL [32]	4	2	4	2	2	2
372	Lakeside – Hornchurch	TfL [33]	3	2	3	2	2	2
X80	Chafford Hundred – Bluewater	Ensignbus	1	1	1	1	1	0

Table A.2: Occasional Bus Services in Thurrock Area

Route	Links	Operator	Monday – Friday	Saturday	Sunday	Note
5X	Wickford – Basildon – Grays	First	College service	No service	No service	

[30] Daytime service provided by services 22 and 73

[31] Supported by c2c as required by the Essex Thameside rail franchise

[32] Currently contracted to Arriva

[33] Currently contracted to Stagecoach

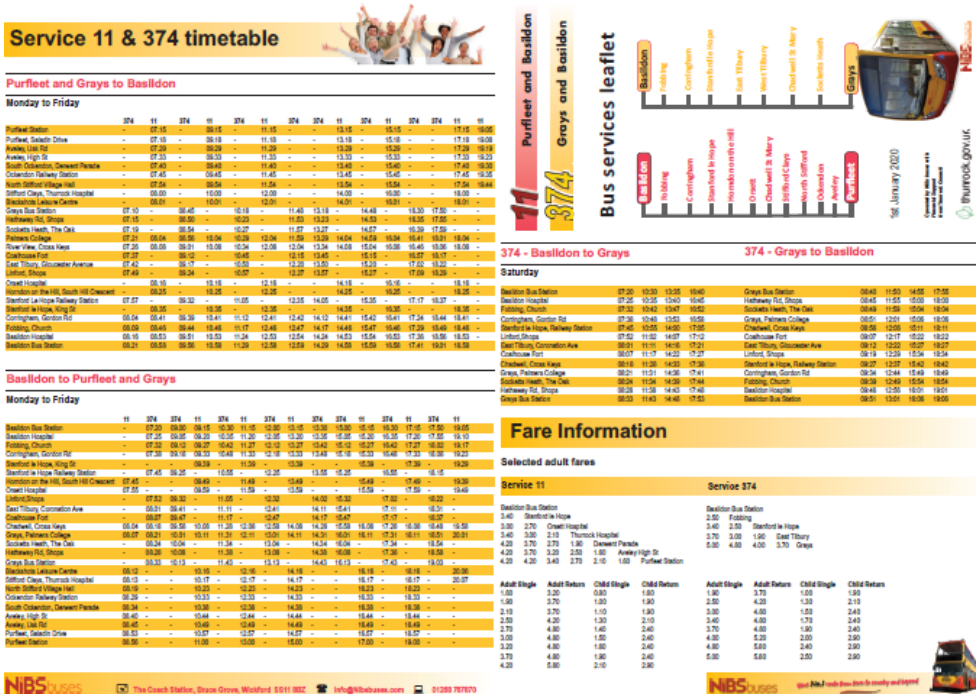
Route	Links	Operator	Monday – Friday	Saturday	Sunday	Note
11	Purfleet-on-Thames – Aveley – South Ockendon – Stanford-le-Hope – Fobbing – Basildon	NIBS Buses	6 services per day	No service	No service	Supported by Thurrock
25	Purfleet-on-Thames – William Edwards School	Ensignbus	School Service	No service	No service	
27	Socketts Heath – Hassenbrook Academy	Ensignbus	School Service	No service	No service	
32	Aveley – Grays	Ensignbus	School Service	No service	No service	
265	West Horndon – Bulphan - Grays	Stephensons	2 full services Mon, Wed and Fri Only.	No service	No service	Supported by Thurrock
269	Grays – South Ockendon –Brentwood	NIBS Buses	4/5 services per day	4/5 services per day	No service	Supported by Essex County Council
347	Ockendon – Romford	TfL [34]	4 services per day	4 services per day	No service	Supported by TfL
374	Grays – Chadwell – East Tilbury – Stanford-le-Hope – Fobbing – Basildon	NIBS Buses	8 services per day	4 services per day	No service	Supported by Thurrock
51	Chafford Hundred – Grays – Tilbury – Orsett – Pitsea	NIBS Buses	School Service	No service	No service	
565	Bulphan – West Horndon – Brentwood	First Essex	7 services per day	4 services per day	No service	Supported by Essex County Council
Z1	Aveley – Lakeside – Grays – Chadwell – Tilbury – Amazon Tilbury	Ensignbus	4/5 services per day at peak hours	4/5 services per day at peak hours	4/5 services per day at peak hours	
Z2	Canning Town – Barking – Dagenham – Rainham – Amazon Tilbury	Ensignbus	19 services per day at peak hours	19 services per day at peak hours	19 services per day at peak hours	
Z4	Pitsea – Basildon – Corringham – Stanford-le-Hope – Amazon Tilbury	Ensignbus	4/5 services per day at peak hours	4/5 services per day at peak hours	4/5 services per day at peak hours	

[34] Currently contracted to Blue Triangle

B Publicity Material

B.1 Below, samples of the material currently used to advertise bus services in Thurrock are presented.

Figure B.1: Service 11 & 374 Leaflet



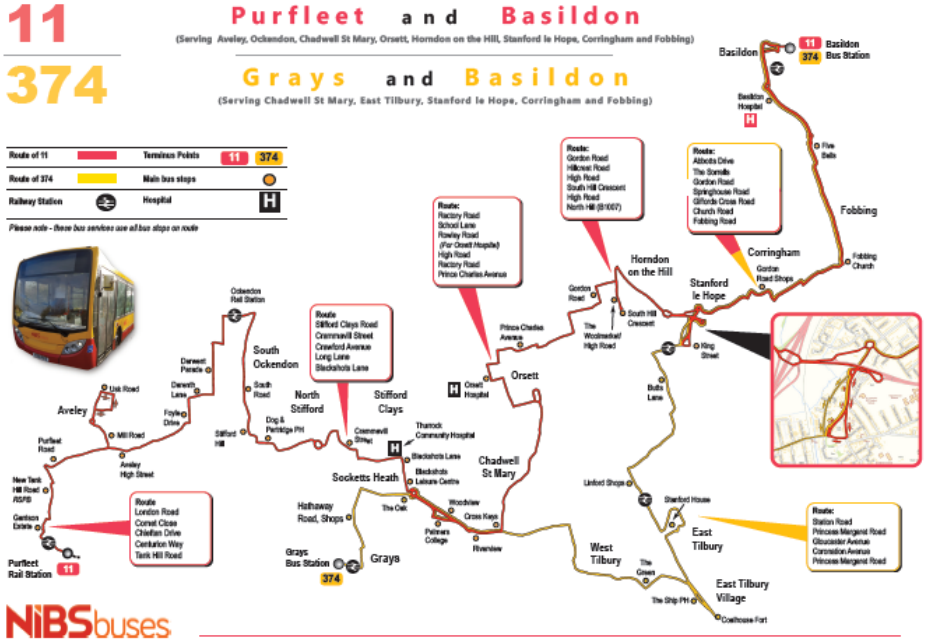


Figure B.2: Service 265 Leaflet

C Bus Shelter Design

Figure C.1: Sample Bus Shelter

C.1 There are 160 sheltered bus stops within Thurrock, with a combination of those funded directly by the local authority, and some funded through an arrangement with Clear Channel, on which advertising was sold. The contract with the supplier came to an end in 2019, and the Council has implemented a new refresh programme. A sum of £1.26m has been allocated to replace 90 of the 160 shelters, and a decision will be made in the future whether to fund or remove those shelters not initially prioritised. An example of a new shelter as part of the renewal programme is shown in Figure C-1. In addition, shelters which had a legacy Real Time Passenger Information display, will be replaced as part of the programme. These Real Time displays have become obsolete, with parts being sourced from other live or damaged units. They will be replaced by modern LED display with sizing and form factor appropriate to the location. Digital advertising is also being led in-house on shelters and Real Time displays, allowing the Council to generate a revenue to ensure the ongoing maintenance of real time displays and shelters.

D Bus Speed and Journey Time Reliability Improvement Concepts Submitted by Ensignbus

D.1 Ensignbus have submitted four plans showing potential bus speed and journey time reliability schemes that would benefit their bus operations.

Figure D.1: Ensignbus Plan 1

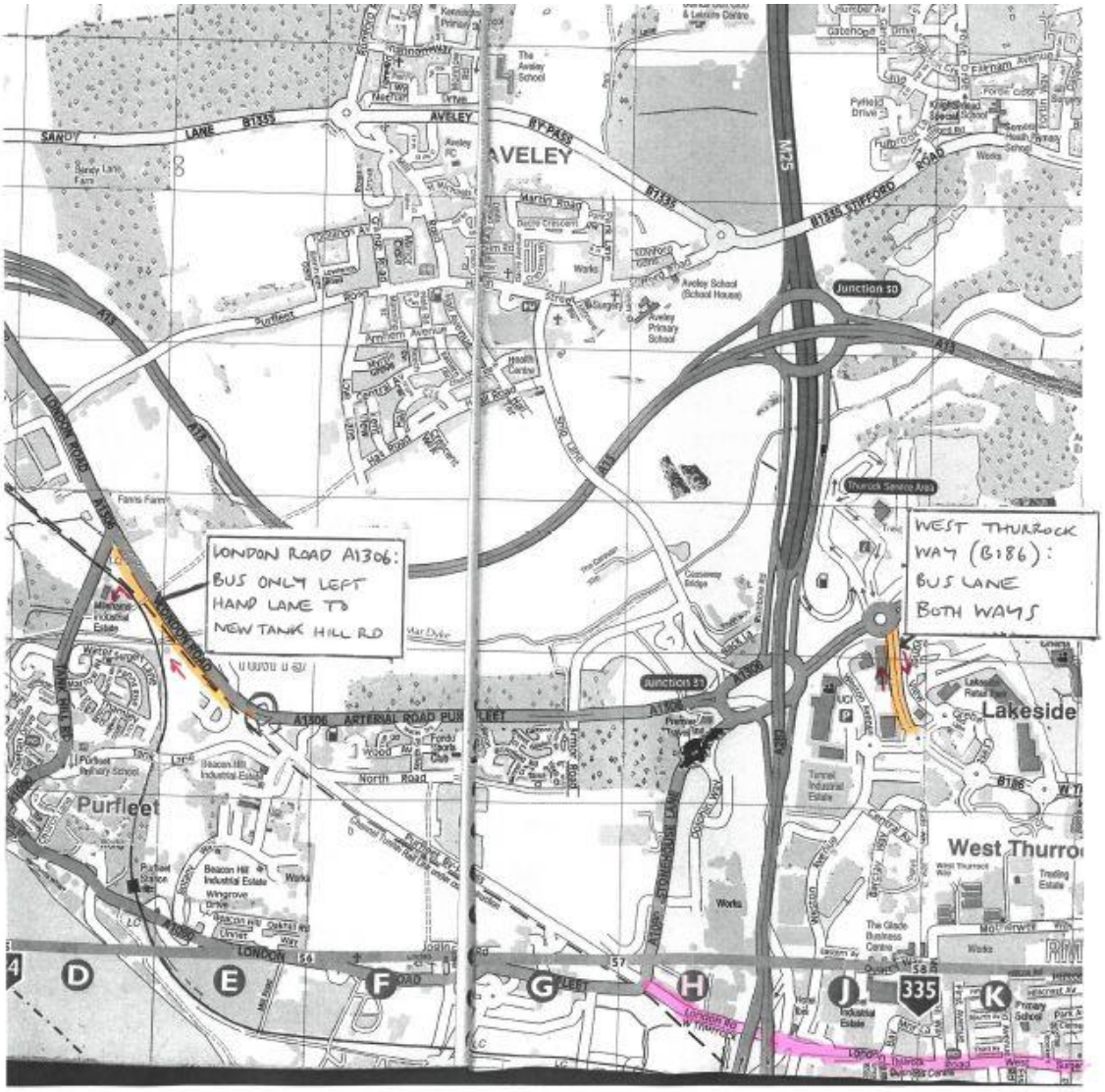


Figure D.2: Ensignbus Plan 2

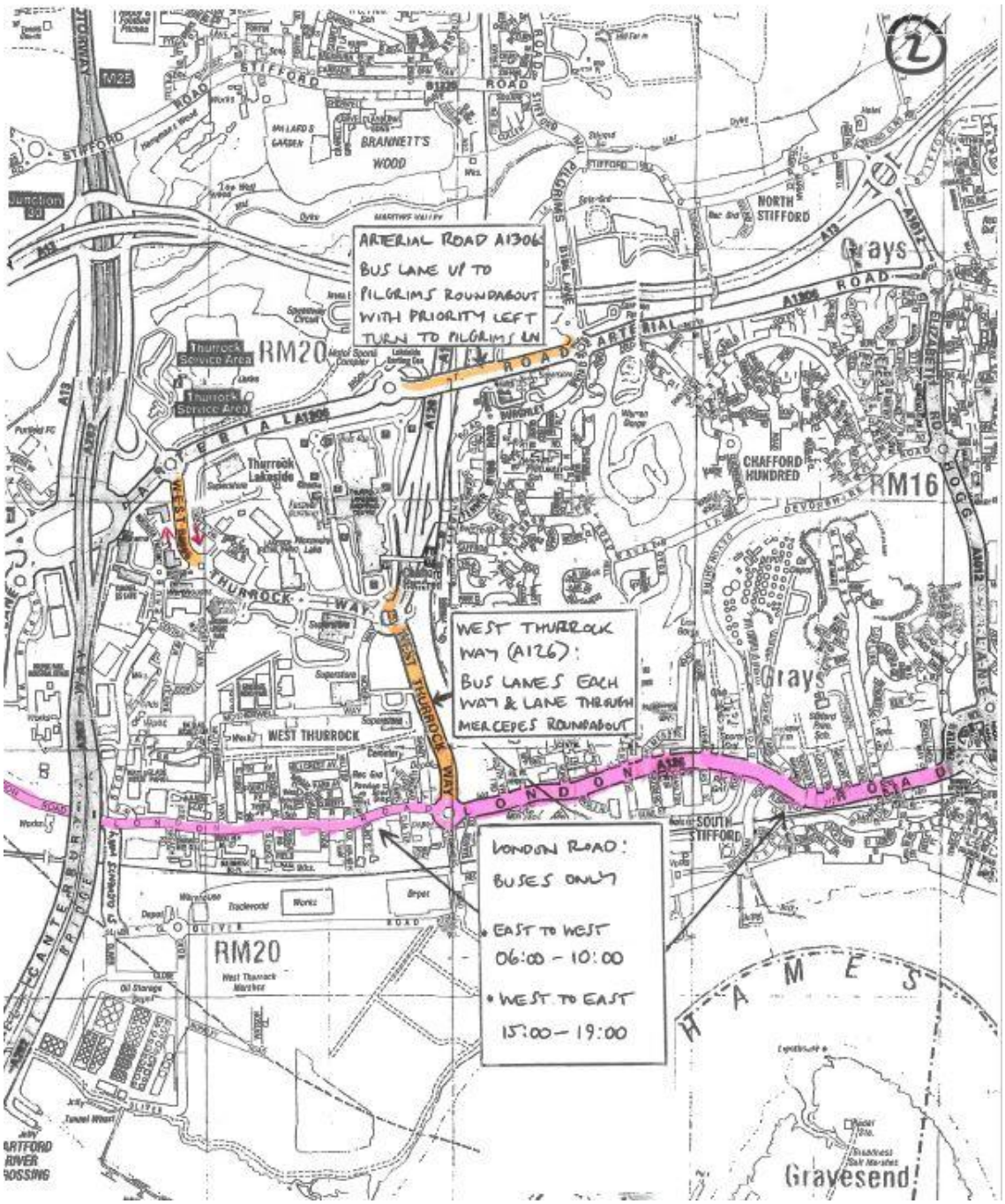


Figure D.3: Ensignbus Plan 3

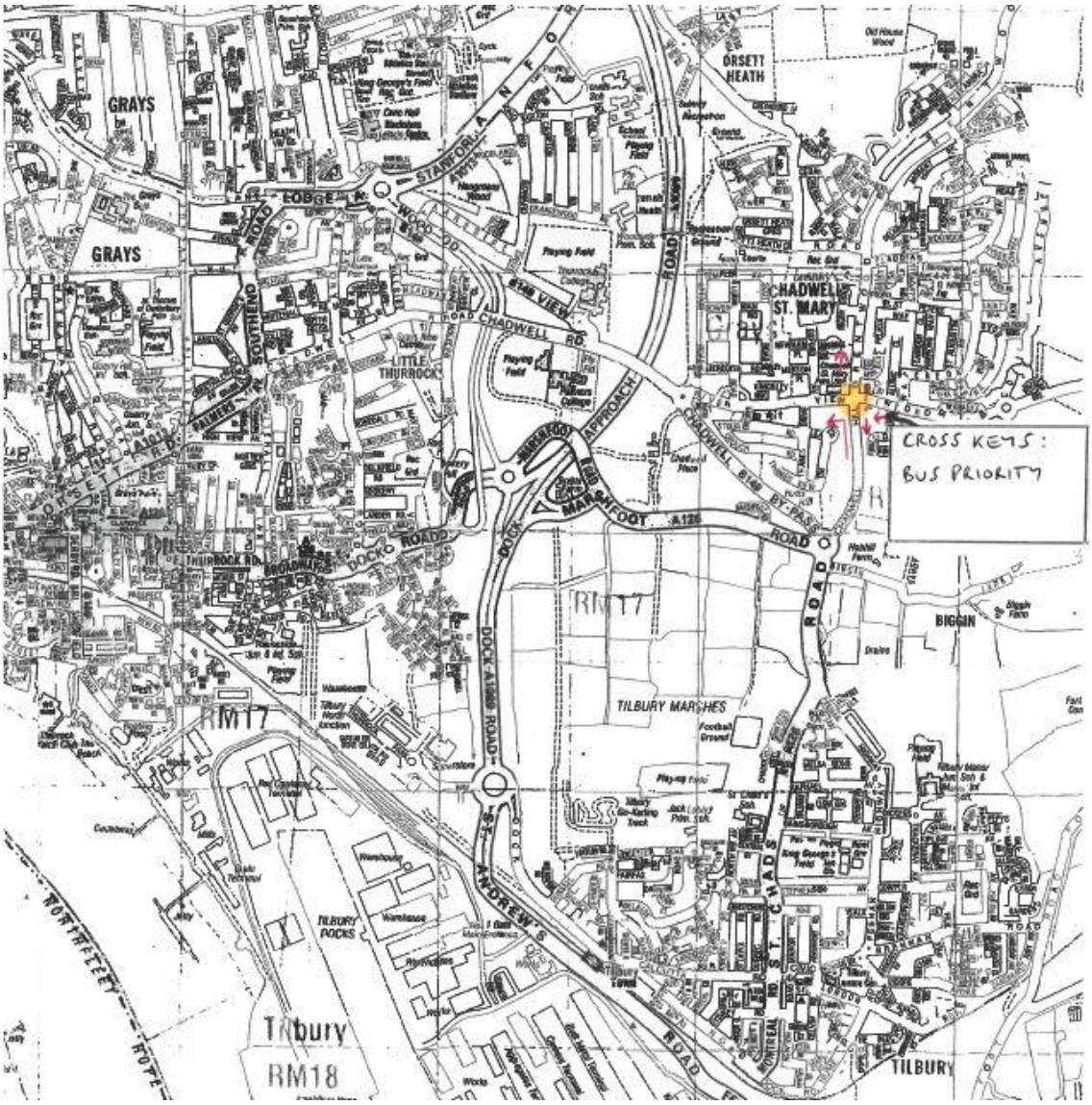
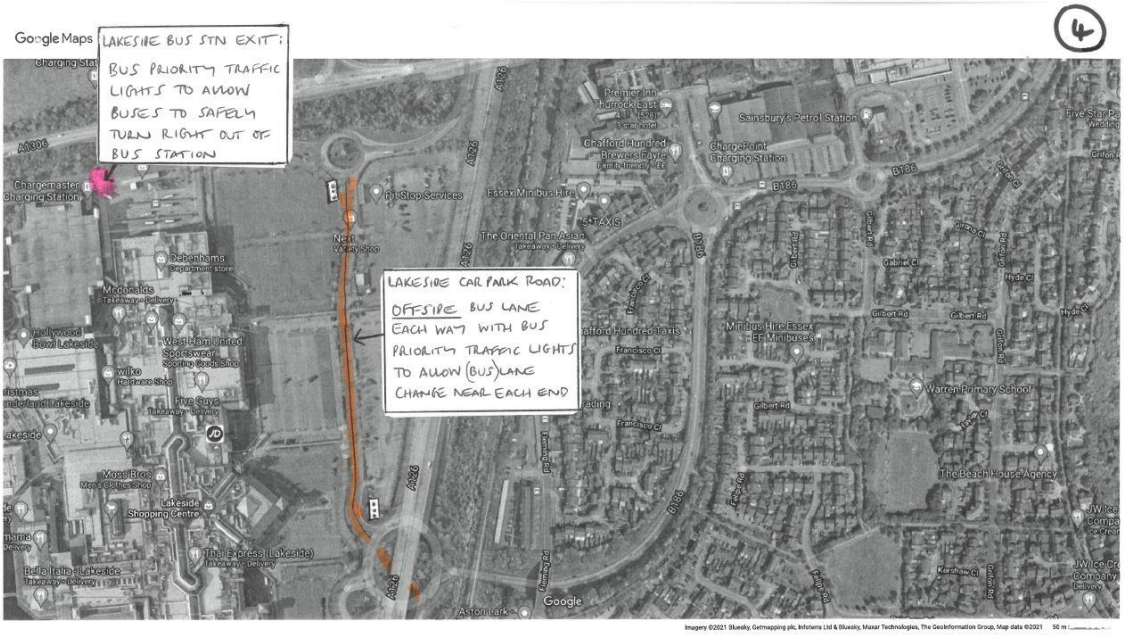


Figure D.4: Ensignbus Plan 4



Control Information

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5 October 2021	ITEM: 11
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Approach to the Local Plan	
Wards and communities affected: All	**Key Decision:** N/A
Report of: Sean Nethercott, Strategic Lead – Strategic Services	
Accountable Assistant Director: Leigh Nicholson, Assistant Director – Planning, Transportation and Public Protection	
Accountable Director: Julie Rogers, Public Realm	
This report is Public	

Executive Summary

This Report provides an update on the steps that the Council is taking to prepare a sound Local Plan in accordance with all relevant legal and procedural requirements and consistent with national policy. This includes progress in preparing a Framework Version of the Local Plan, evidence base development and the Thurrock Design Charrette Process.

1. Recommendation(s)

1.1 That the Committee note the report and provide comment on the approach being adopted by the Council in preparing a new Local Plan.

1.2 That the Committee continues to receive regular progress reports on the preparation of the Local Plan and provides oversight of the Plan making process.

2. Introduction and Background

2.1 The National Planning Policy Framework (NPPF) sets out that the planning system should be plan-led and that up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

2.2 The NPPF requires that Plans should:

a) Be prepared with the objective of contributing to the achievement of sustainable development;

b) Be prepared positively, in a way that is aspirational but deliverable;
c) Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, business, infrastructure providers and operators and statutory consultees;
d) Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
e) Be accessible through the use of digital tools to assist public involvement and policy presentation; and
f) Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

The plan-making framework

2.3 The process of preparing a Local Plan is heavily regulated with Local Planning Authorities required to have regard to national policy as set out in the Planning and Compulsory Purchase Act 2004 (as amended) and Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). Plan-makers are also required to have regard to the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG), which set in policy and guidance on the nature and content of Local Plans.

2.4 The NPPF requires that development plans must include **strategic** policies to address each local planning authority's priorities for the development and use of land in its area, and **non-strategic** policies which set out a more detailed policy framework for the consideration of different types of development.

Strategic Policies

2.5 Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure, and other commercial development;
b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
c) community facilities (such as health, education and cultural infrastructure); and
d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

2.6 Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any nonstrategic policies that are needed.

2.7 Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

2.8 Broad locations for development should be indicated on a key diagram, and land use designations and allocations identified on a policies map.

2.9 Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area.

2.10 Where a single local plan is prepared the non-strategic policies should be clearly distinguished from the strategic policies.

Non-Strategic Policies

2.11 Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.

3. The Emerging Thurrock Local Plan

3.1 Work is now underway in producing a Framework Version of the Thurrock Plan which responds to the requirements set out in the NPPF in terms of the scope, nature and content of planning policy required to manage the future development of Thurrock. Reflecting the NPPF requirements, the framework version of the plan is structured as set out below.

Proposed Structure of Thurrock Local Plan

1. Introduction
2. Our Borough
3. Key Issues and Challenges for the Future
4. Our Vision For Thurrock
5. The Spatial Strategy
6. Strategic Policies
7. Spatial Planning Areas – Place-making policies and proposals
8. Development Policies
9. Appendices

3.2 Following the preparation of a Framework version of the Local Plan, work will begin in preparing a first draft of the Regulation 18 Local Plan, with the intention of having Chapters 1- 4 as set out above largely completed by the end of 2021.

3.3 While it is not possible to make significant progress in drafting the Spatial Strategy, the Strategic Policies or Spatial Planning Area policies at this time, pending the ongoing development of the Local Plan evidence base, work has also begun on the drafting of suite of non-place specific Development Management policies for possible inclusion within the plan, with a view to these being completed in draft early in early 2021.

Development of the Local Plan Evidence Base

3.4 The preparation of all policies should be underpinned by relevant and up-to-date evidence focused tightly on supporting and justifying the policies set out in the Local Plan. Given the scale and complexity of the Thurrock Local Plan, it has been necessary to commission a significant number of technical studies to ensure that the plan is positively prepared (meets future development needs); justified (based on evidence); effective (deliverable over the plan period); and consistent with national policy.

3.5 While the process of building the Local Plan evidence base is ongoing and will continue throughout 2022, work on developing the Spatial Strategy, Strategic Policies and Spatial Planning Area policies and proposals will be taken forward on an iterative basis to allow for the preparation and publication of a Regulation 18 Draft Local Plan in 2022 and Regulation 19 Local Plan in 2023.

3.6 Among the technical studies currently in production or about to be commissioned before the end of 2021 are the following:

Thurrock Local Plan Technical Studies

- Thurrock Local Plan Climate Change Strategy
- Thurrock Local Plan Energy Strategy
- Thurrock Local Plan Infrastructure Baseline Study
- Thurrock Local Plan Interim Infrastructure Delivery Plan
- Thurrock Transport Baseline Report
- Thurrock 2050 -Vision for Movement
- Thurrock Transport Strategy
- Thurrock Strategic Transport Model
- Strategic Growth Area Transport Access Strategies
- Thurrock Housing Sites Assessment
- Thurrock Local Plan Housing Delivery Strategy
- South Essex Strategic Housing Market Assessment
- Thurrock Economic Development Needs Assessment
- Thurrock Centres Study
- Thurrock Local Plan Stage 2 Green Belt Study
- Thurrock Local Plan Stage 2 Landscape Character Stage 2 Report
- Thurrock Local Plan Green and Blue Infrastructure Strategy
- Thurrock Design Strategy Refresh
- Spatial Planning Area Development Frameworks
- Strategic Growth Locations Concept Plans
- Strategic Growth Area Infrastructure Delivery Plans
- Thurrock Local Plan Regulation 18 Integrated Assessment

3.7 In order that Members are fully sighted on the emerging outputs of this technical work it is proposed to set up a programme of Member Briefing Workshops to sit alongside the Local Development Plan Taskforce as a means for disseminating information and facilitating Member discussion on the plan-making process.

Thurrock Design Charrettes Progress Update

3.8 The roll out of the Thurrock Design Charrette process commenced in December 2020 with the launch of an online Consultation Portal. This was quickly followed by a series of 8 Design Charrette Workshops across the Borough involving landowners, scheme promoters and developers who are currently promoting sites for allocation through the Local Plan.

3.9 The Design Charrette workshops have been very well attended and have been invaluable in deepening and developing a shared understanding of the

issues and opportunities associated in taking for the future development of 8 areas under consideration (Bulphan, Chadwell St Mary, Corringham, East Tilbury, Horndon on the Hill, South Ockendon, Orsett and Stanford-le-Hope).

3.10 The information obtained from these discussions will now be used to help inform the wider plan-making process including the nature and scope of the evidence needed to support the production of the Local Plan. The information generated will also be used to help inform the Community Design Charrette Workshops which will now begin to be rolled out in November. A further series of community meetings will also be arranged for those areas which lie outside the Design Charrette Areas in order to brief residents and local communities on progress and to receive feedback on local need and priorities as a follow on from earlier rounds of Your Place Your Voice consultation activity.

3.11 Following the conclusion of the public consultation process work will then begin on the production of a series of reports and Development Frameworks which will establish a vision and guiding principles to steer the future development of the Charrette areas. It is intended that the place based Development Frameworks will sit alongside the formal Local Plan assessment of individual sites and their suitability for allocation in the Plan, with both processes being combined to produce a Housing Supply Topic Paper which will give an early indication of how the scale and distribution of Thurrock's future housing needs will be met.

3.12 The emerging Local Plan also has a significant role to play in delivering a wide range of Council priorities and its production will be informed by on-going work in preparing or updating a number of other Corporate Strategies. These include updates to the Councils Economic, Housing and Health and Well-being Strategies, as well as the preparation of 'new' strategies in relation to Climate Change, Energy and Design.

3.13 Of major importance to the Local Plan process is the need to prepare a new Thurrock Transport Strategy (TTS) which fully supports the delivery of the Local Plan as well as the Council's wider transport, economic, health and environmental objectives.

3.14 Alongside the statutory plan-making process, the Council will also seek to further develop and strengthen its relationships with Government and in particular with the Ministry for Housing, Communities and Local Government (MHCLG), the Department for Transport (DfT), the Department for Business Energy and Industrial Strategy (BEIS), together with key delivery partners such as Homes England (HE), Highways England (HE) and the Environment Agency (EA) to ensure that the delivery of the Local Plan is not compromised by a lack of funding for the delivery of strategic infrastructure interventions required to support the Councils growth aspirations and meet community needs.

Member Engagement

3.15 In view of the importance of achieving effective Member engagement in the Plan process, work is underway in preparing a Member Engagement Strategy which will mirror the staged preparation of the Thurrock Plan and provide an opportunity for all Members to engage fully with the process. It is therefore proposed to bring the Member Engagement Strategy to the next meeting of the Taskforce for review and comment. Although, the detailed staging of activities has yet to be worked up, it is envisaged that the programme for engaging with Members should be integrated and be delivered at the following levels:

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

3.16 It is hoped that by adopting a front-loading approach towards engaging Members in the plan-making process, it will be possible to achieve broad and early support for the Plan which will assist the process move forward quickly through the various statutory stages toward submission and adoption.

4. Reasons for Recommendation

4.1 It is essential that the Council has an up-to-date Development Plan in place and the supporting documentation that will help drive its delivery.

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

5.1 The Local Plan has been previously subject of formal consultation (Issue and Options 2) and engagement with Planning, Transport and Regeneration Overview and Scrutiny Committee, the Local Plan Group, All Member Briefings, and Group and Ward Member Meetings.

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

6.1 The Local Plan has an impact on the delivery of all of the Council's corporate objectives.

7. Implications

7.1 **Financial**

Implications verified by: **Laura Last**

Senior Management Accountant

There is a dedicated budget for plan making to cover the basic costs of preparing planning policy documents.

7.2 **Legal**

Implications verified by: **Ian Hunt**

Assistant Director of Law and Governance & Monitoring Officer

The current system of plan making is contained in the Planning and Compulsory Purchase Act 2004 and the Town & Country Planning (Local Planning) (England) Regulations 2012 ('2012 Regulations') and supported by the National Planning Policy Framework and Planning Practice Guidance. The Issues and Options Consultation Stage 2 is a preparatory step for the production of a draft Local Plan as required under Regulation 18 of the 2012 Regulations. In due course, the draft Local Plan shall be prepared and publicised in accordance with the statutory and policy frameworks.

The Authority has a statutory duty pursuant to Section 13 of the PCPA 2004 to keep under review matters which may affect the development of its area. It should be noted that the Secretary of State has intervention powers under section 21 PCPA 2004 and default powers under Section 27 of PCPA 2004 where he thinks that the Authority are failing or omitting to do anything necessary in connection with the preparation, revision or adoption of a development plan document. In such cases, the Secretary of State may, under section 27, prepare or revise the document or direct that the Authority do so.

Under the Council's Constitution and in accordance with the statutory provisions contained in section 9D of the Local Government Act 2000 and the Local Authorities (Functions and Responsibilities) (England) Regulations 2000, Full Council has the power to make decisions in relation to the preparation and adoption of the Development Plan.

7.3 **Diversity and Equality**

Implications verified by: **Becky Lee**

Team Manager

The Council has a statutory duty under the Equality Act 2010 to promote equality of opportunity in the provision of services and employment opportunities between people who share a protected characteristic and people who do not share it. Through a process of proactive engagement, the Council will ensure that the consultation process associated with the emerging Development Plan will provide an opportunity for all sections of the community, including harder to reach groups, to become fully involved in

helping to shape the future planning and development of Thurrock. This activity will build on principles already set out in the council's Collaborative Communities Framework and specifically "involving residents in the decisions that affect their lives using co-design and co-production methods in the issues facing Thurrock as well as the solutions".

Feedback from the consultation process will support and inform a comprehensive Community Equality Impact Assessment that will underpin the Local Plan in addition to supporting policies.

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

There are no other implications associated with the report.

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

- None

9. Appendices to the report

- None

Report Author:

Sean Nethercott

Strategic Lead – Strategic Services

Public Realm

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Work Programme

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

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

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

Work Programme

Parking Policy and Strategy and Parking Design and Development Standards	Leigh Nicholson	Officers
Flooding in Thurrock – January 2021	Leigh Nicholson	Officers
Procurement of Fuel Cards	Matt Trott	Officers
~~Transport Strategy and Vision Update~~	~~Mat Kiely~~	Members – *Briefing Note agreed by Chair*
Work Programme	Democratic Services	Standing item
5 October 2021		
A13 Widening Project	Colin Black	Members
Stanford-le-Hope Interchange Report	Colin Black	Members
Bus Services Improvement Plan	Mat Kiely & Julie Rogers	Officers
Approach to Local Plan	Leigh Nicholson	Members
Work Programme	Democratic Services	Standing item
7 December 2021		
Approach to the Local Plan	Leigh Nicholson	Officers
Highways Term Maintenance and Street lighting Contract Procurement	Peter Wright	Officers
Review of Projects and Schemes	Colin Black	Members

Work Programme

Fees and Charges	Julie Rogers & Sean Clark	Officers
Work Programme	Democratic Services	Standing item
1 February 2022		
Integrated Transport Block Capital Programme 2021/22 - Highways Maintenance allocation and programme 2021/22	Mat Kiely and Peter Wright	Officers
Towns Fund Update	Rebbeca Ellsmore	Members
Cycling and Tranche Funding	Mat Kiely/Leigh Nicolson	Members
Trams Network	Leigh Nicholson	Members
East Facing Slips Updates	Leigh Nicholson	Members
Work Programme	Democratic Services	Standing item

Clerk: Grace Le Last updated: 27 September 2021

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