

Appendix D

Thurrock Parking Strategy Consultation

Thurrock Council is seeking to update its parking policies and standards to support and manage parking both now and in the future. To do this, the Council has developed three new documents – the Parking Policy and Strategy, the Parking Design & Development Standards, and the Parking Enforcement Strategy.

These documents were uploaded onto the Thurrock Council Consultation Portal in November 2020 and the consultation closed after six weeks in December 2020. The consultation details can be found on the following webpage: <https://consult.thurrock.gov.uk/parking-strategy-2020>.

This document sets out the responses received to the survey within the consultation. A total of 31 people provided responses to the survey, and the consultation page has a total of 358 page visits across the six weeks. The survey was made up of 18 questions, with a mixture of pre-populated (yes/no) and open ended/free choice questions.

Survey Questions and Responses

Q1 - What are your three highest concerns regarding parking in Thurrock?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	16
Referencing parking enforcement	7
Referencing parking schemes	7
Referencing maintenance	3
Referencing legislation or policy	3
Referencing something other or not relevant	18

Comments Received

lighting in residential areas is poor, especially on service roads, which increases the chance of theft.

Lack of parking leading to the eroding of highway verges and damage to footways which aren't hardened to accommodate vehicle loadings

Dangerous parking outside schools , particularly in Chafford

Too much centralisation around centres requiring car travel, encouraging the need to drive.

Not enough residential parking areas

Pavement parking

Limited free parking spaces

Too difficult to pay- that is the ways to pay are too involved

Parking on footpaths

enforcement of parking

Lack of enforcement - parking across dropped kerbs, on corners, on yellow lines. It's all dangerous.

Parking on footways blocking pedestrian use

Vehicles parked obscuring junctions making turning dangerous. I can name hundreds of local junctions that are permanently obscured or are for large parts of the day/evening.

More development causing more traffic and more competition for existing facilities.

the way cars are parked on footpath

were a road is narrow and parking is permitted

I do not agree on short stay spaces near local shops. This has had a negative impact on local shops and businesses. Especially hairdressers who often can take 4 hours to complete one client who can only park for 2.

Dangerous driving and parking around school, with cars reversing and double parking in the road

Parking on pavements near junctions such that the view of on-coming traffic and pedestrians is obstructed. This is particularly bad outside some schools at the morning and afternoon drop-off and pick-up times, and parents often show scant consideration f

parking on the kerbs due to narrow lanes and

volume of parking near schools making it dangerous for children to cross roads and access on pavements

That you will introduce resident parking permits

Parking outside schools

Inconsiderate residential parking, i.e using pavement-instead of driveway/off street parking

Residents not using their allocated spaces, and instead parking immediately outside their front doors.

A lack of any sort of parking spaces everywhere

Council staff should have free parking.

Understanding the payment instructions

Argent street

Parking standards are insufficiently flexible & are constraining higher density housing development from coming forward in accessible locations, preventing Thurrock from meeting its growth & housing requirements & delivering sustainable development

1 hour parking is not always long enough

Kerbs being knocked out as cars bump the kerbs. A lot of the borough as a 5 inch kerbs which sit on the road and not within the construction of the road and therefore they don't have the foundation to hold them in place.

Lack of enforcement outside of town

Too much commercial and non local traffic

Cost of parking in Grays

Pedestrian, cyclist and wheelchair users safety.

Parking fines

Parking on grass verges

Parking outside a property constantly

provision of free parking areas

Dropped kerbs are not being enforced, and as part of your parking strategy, the traffic management act has given TBC specific duties to enforce this.

Lorries parking in inappropriate areas

Parking on pavements and generally inconsiderately forcing pram or disabled vehicle users onto the carriageway

Increasing parking charges in the town centres driving shoppers to out of town location such as Lakeside.

parking on pavements

I do not agree with the permit holder policy. I have 4 disabled people living at my home. Currently we have 3 cars including a disability vehicle. We may need another at some point. This is common with multi generational properties.

No speed bumps around school, vehicle driving too fast

Lack of enforcement of existing restrictions. In Chadwell St Mary parking regularly takes place on existing double yellow lines, and no measures are taken to stop this.

pay meters does not work properly (not a support of mobile pay)

parking on pavements in Chafford hundred restricting access to wheelchair users and those with pushchairs

That this scheme is a money making exercise to bring in revenue

Parking on pavements

Parking too close to junctions causing a hazard and obstruction

Parking on narrow pavements, meaning pedestrians have to walk in the road.

Parking spaces in town centres are not free

There is not enough parking for residents in permit only areas.

Council seem to forget the far end of argent street which has a dead end with a featured concrete weed garden

Permit policy is insufficiently flexible & is constraining higher density housing development from coming forward in accessible locations - this is preventing Thurrock from meeting its growth & housing requirements & delivering sustainable development

not enough parking in shopping areas, outside of town centres

Damaging being caused by parking and insufficient budgets to maintain. If parking is to be allowed on the footways then they must be strengthened to accommodate it, otherwise the cost will increase on the council maintaining and paying claims

Pavement parking obstructing traffic, buses and refuse collection in Chafford

Cost and convenience of parking for short trips.

Better signage of where to park for visitors to Grays

Pedestrian, cyclist and wheelchair users access

Parking tickets

Lack of enforcement for parking on grass verges

Vehicles ignoring yellow line restrictions

maintenance of parking areas

Parking enforcement levels

New developments providing unrealistic parking for the vehicles that will inevitably be there. If the density of development were reduced the parking would be less of an issue (less vehicles) and enable more parking provision. Be realistic !

Possible introduction of parking charges to park outside your own house.

parking on council green area

No cycle pathway to encourage children/parent to use alternative methods

Car-parking spaces are generally inadequate outside Grays itself. Your figure of 56 spaces being available at Defoe Parade, Chadwell St Mary, is incorrect and a massive overstatement.

4.13.3 says off street parking for household but you have restriction of only max of 4.3m width double parking in narrow streets limiting access - in particular for emergency vehicles (fire) and bin lorries

That the focus on electric vehicles does not take into account the HUGE cost of these vehicles which actively discriminates against the less well off (ie. most residents of Thurrock) who cannot afford to change older vehicles for electric

HGV parking

Parking at Purfleet primary- despite recent measures it's still very dangerous

Insufficient parking spaces for growing families, with young adults living with their parents and acquiring their own vehicles, especially when needed for college or work.

Available parking spaces are too narrow

Those in permit only areas who have permits showing are getting parking fines.

Cars just park up empty trash from their cars, it has become a taxi dump, Grays end have double yellow lines our end nothing

N/A

Q2 - the Parking Strategy addressed these concerns?

Response	No of responses
Yes - fully	0
Yes - somewhat	6
No	18
Not sure/ don't know	4

Q3 - If not, how would you like these to be addressed?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	0
Referencing parking enforcement	7
Referencing parking schemes	4
Referencing maintenance	1
Referencing legislation or policy	2
Referencing something other or not relevant	9

Comments Received

I guess if I'm still mentioning it, it hasn't changed

As above

More enforcement , working with schools to make drop off , pick up points , fining repeat offenders.

Better lorry parking provision needs to be made across Thurrock. More walking, cycling and bus routes to encourage other forms of transportation, plus local shops.

More parking enforcement on illegally parked vehicles, particularly those blocking footpaths.

"Prevent parking on verges with bollards of necessary.

Make easy ways to pay- e.g. cash not only by phone or online"

Parking wardens to patrol areas. Signs put up for yellow lines.

Enforcement on dropped kerbs, especially around schools.

Parking rules and the highway code should be promoted heavily. No parking on pavements, or within 10mtrs of a junction etc need to be highlighted and hammered home. Follow this by heavy enforcement. All of these rules are currently ignored by an ever growing number of people because the enforcement stopped long ago outside of town centre/station/shopping areas which are easy targets to raise funds through PCN and most are ignorant of the law or just plain arrogant. WRT the problems they cause. Since PCN is commonly viewed as a stealth tax on motorists rather than enforcement the message regarding improving behaviours is lost.

Sadly the only solution is to stop building houses. Thurrock is already seriously overdeveloped (largest regeneration in the UK) and every new development just adds to the problem. Our roads cannot take more cars, our green belt land needs to be preserved and our population needs to be reduced.

By making double yellow in areas that are narrow

Longer stay parking needs to be available around small local shops like on Stanford le Hope. This will have a positive effect on the local economy.

speed bumps to be introduced around school roads, more traffic wardens on site to deter poor parking. Cycle pathways introduced

Penalties for parking haphazardly outside schools that interferes with other road-users should be stopped. Existing restrictions should be regularly monitored and enforcement measure taken when necessary. Car-parks should be made safer for users, especially in the winter months and should have adequate CCTV that is properly monitored

prefer to have off street parking at home and reduce parking at station (encourage to use public transport or drop off and pick up)

"the school policies will only be as good as the enforcement in place around them and needs to be robust and consistent. Road closures as an option don't sound realistic.

cannot rely on police enforce commercial lorries parking up need to provide safe facilities alongside overnight ban enforceable by council

pavement parking - agree in targeted areas ban, but need to ensure not replaced by on street parking blocking access by narrowing road

"

You need to consider your demographic population. Also, and here's the thing, whilst you keep giving planning permission for more houses you will increase the population and hence increase the number of vehicles in Thurrock. So maybe rethink your new housing policies and STOP cramming more and more in.

Probably not within your remit, but children to attend their catchment school. Parking on pavements unless indicated otherwise to be banned borough-wide. Continue plans to increase HGV parking areas. Make companies (not the drivers unless owner-drivers) responsible for paying the HGV rest station fees. Support initiatives to reduce freight carried by HGVs and transfer freight to rail/waterways.

Fines for pavement parking in residential areas, double yellows on residential estates at junctions. As for the school I am unsure what the solution would be

Parking charges should be scrapped, more and larger parking spaces provided.

Council staff parking should be addressed as council staff should not have to pay to park their car. The allocated car parks for council staff members that we pay £40 a month for does not have enough spaces for council staff and the general public. If you do not park your car before 9am you cannot get a space and therefore you have to park elsewhere and pay for parking.

Add some double yellow lines, there is a couple of gaps at the end of the road where motor bikes and scooters mount the path as they use this part of Argent Street as a bypass

Please see representations submitted on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 - to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q4 - Do you agree with the policies listed within the Parking Strategy document?

Response	No of Responses
Yes – all	4
Yes – some	18
No	3
Not sure / don't know	4
Left blank	2

Q5 - Please detail any amendments you think should be made to these policies?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	0
Referencing parking enforcement	2
Referencing parking schemes	1
Referencing maintenance	0
Referencing legislation or policy	4
Referencing something other or not relevant	6

Comments Received

the cashless ticket machines are a mistake, not everyone has a smart phone, not everyone has contactless cards, not everyone has a bank account, the machines may collect less money but the option needs to be available.

Greater emphasis on out of town enforcement

Better residential parking facilities in older parts of Thurrock, where roads and homes were built pre 1930's

N/A

Parking is not to be viewed as a way to make money

Because there is a desire to reduce the overall number of vehicles does not make it so. There will be more vehicles in line with more housing and more employment. Whilst the policy for planning provision for parking remains unchanged the issues of domestic parking being woefully inadequate on new developments therefore spilling out will continue to exacerbate and cause the issues associated with it. Much as its a laudable goal to attain it is creating a legacy that will remain forever since once developed it will never revert. The minimum provision in new development must be increased significantly.

Some of the information on trends appears to be several years out of date. Post Covid, many people will be working from home and will likely get rid of their second car as it will not be required. Also there is an assumption that commuters will use two wheeled electric powered vehicles to get to stations etc. But again less people will be travelling to city offices and to date electric scooters remain illegal for use on roads and pavements.

no comment

Longer stay car parks and 4 car availability on permits

Verification of figures for current capacity. Review of charges, since what are considered to be excessive charges will inevitably result in an increase in unauthorised/illegal street parking.

More limitations on commercial vehicles driving through residential areas. STOP the learner lorries using Thurrock as their training grounds.

Parking everywhere should be free and adapted to current car sizes. There should be less restrictions for parking.

Please reconsider only paying for parking via mobile phone, not good for short term parking when trying to support local shopping (or make free for an hour \ use disks)

The issue of residential permits within parking control zones ought to be more restrictive as follows; 1-2 bed flats & 1-2 bed houses - 1 permit per household not including visitor permits; 2+ bed houses - 2 permits per household not including visitor permits; No permits to be issued where off-street parking is available to the residential units; not including visitor permits

Q6 - Are there any policies not listed that you think should be included?

Comment Type	No of Responses
Referencing a hazard (e.g. parking at junctions)	0
Referencing parking enforcement	2
Referencing parking schemes	1
Referencing maintenance	1
Referencing legislation or policy	4
Referencing something other or not relevant	3

Comments Received

cant think of any

A school parking policy

N/A

Don't bother with cycling- it is such a minority compared to driving, and gets much too much emphasis.

None

Application and enforcement of those that exist would be a good start rather than applying further un-enforced policy.

No

many

Provision of lorry-parks for overnight stays with washing, rubbish disposal and cafe facilities for the drivers at a nominal cost to users/their companies.

all those proposed details are only for commercial zone, what are about residents zone

heaven help us no more!

Staff parking.

No

Please see representations on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q7 - Do you have any additional comments or observations about these policies?

Comments Received

no

N/A

No

Despite the plans for HGV parking the reality is that HGV's are constantly encroaching on verges and laybys inappropriately destroying verges and pavements and frequently imposing on peoples quality of life. Putting up signs is again fine but achieves nothing without enforcement. Thurrock made a great job of trying to change this 12 months or so back and enforced the restrictions. That appears yet again to have largely been forgotten today.

"Good to see recognition that car park space sizes need to be larger in future to accommodate the trend for driving larger people carriers and SUVs. Also good to see some consideration for electric vehicles, however most of the current electric sales are pushed from companies rather than pulled by demand. It is too early to say if electric vehicles will ever be the solution to replace fossil fuelled vehicles as currently most buyers don't want them.

My biggest concern though is the continued push to build build build. We really do not need more houses or traffic in the borough. In 40 years It's gone from several small friendly connected towns to an over-crowded super town made up of East London overspill with grid-locked roads and all the other social problems associated with densely populated areas. Building more houses is causing the parking problem."

no

help resident to park peacefully at their houses

Introducing parking charges and fines actually reduces your regeneration as people will go elsewhere to shop.

No

Q8 - Do you agree with the content of the Parking Design and Development Standards?

Response	No of Responses
Yes – all	8
Yes – some	13
No	2
Not sure / don't know	5
Left blank	3

Q9 - Please detail any amendments you think should be made to this document?

Comments Received

none

Allocations by dwelling are proven to be inadequate. They should all be increased by a minimum of 1 and in larger capacity dwellings existing allocations doubled.

no comment

"what is ""1.5 – 2.0 spaces per dwelling"" means?

(one and half car to two cars)"

Within Section 4, Class C3/ dwellings the definition of 'high accessibility' area ought to be revised as follows "High accessibility is defined as within 1km walking distance of a rail &/or bus station, or within an existing or proposed controlled parking zone" - Please see representations submitted on behalf of Industrial Chemicals Ltd set out in letter of 14th December 2020 - to follow via email to Transport Development via transportdevelopment@thurrock.gov.uk

Q10 - Is there anything not included in this document that you think should be?

Comments Received

cant think of any

Specific allocation to any new build

Clear recongnision of disabled parking requirments

Logic based on reality.

many

"according to your website, why Highway dept decision is final and no appeal is allowed

if that is the case why all these surveys"

does it take into account growing trend for escooters to charge and park securely

no

Yes - see revision requested at 10 above & within submitted representations letter

Q11 - Do you have any additional comments or observations about this document?

Comments Received

Southend charge for parking in Disabled bays where the authorised authority is outside of the borough

Nothing not previously stated. The whole parking issue is a cause. The outcomes of the current lack of provision is manifested in effects!

no

All very fine, but unless restrictions are backed up with enforcement the strategy will fall at the first hurdle.

no

Please see submitted representations letter

Q12 - Do you agree with the content of the Parking Enforcement Strategy?

Response	No of Responses
Yes – all	6
Yes – some	14
No	3
Not sure / don't know	4
Left blank	4

Q13 - Please detail any amendments you think should be made to this document?

Comments Received

not keen on residential parking permits

N/A

provision should be made for recruitment of more officers

There is a clear focus at enforcement where it generates income through parking charges / PCN. Pretty much everything else is ignored. It is clear that the part enforced is self funding. What about the remainder of the Thurrock nothing

no comment

"Long stay car parks around local shops.

No 3 car limit.

"

engagement and awareness for communities to "self police" through appropriate peer pressure

How much this all costs

Parking on foot paths is prohibited already, but there is no effective enforcement.

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Q14 - Is there anything not included in this document that you think should be?

Comments Received

no dont think so

N/A

Re-education of motorists to understand and follow the highway code may be a start in the right direction?

many

"ability to enforce footpath parking

increased officers for patrolling school times "

How many people you will employ to do this and the costs of this to the council tax payer

Not sure if this is the right place to make this comment, but while tickets are still being issued, allow unused time, which has been paid for but is not needed, to be transferred to another vehicle arriving and parking in that space.

Staff parking and larger permit parking.

No comment provided

Q15 - Do you have any additional comments or observations about this document?

Comments Received

no

The documents are all too long and confusing. Proposed changes should have been more clearly defined and highlighted.

I would like to see stricter measures to tackle pavement parking that blocks access for pedestrians, wheelchair users and cyclists.

N/A

no

"on your page 9, please could you explain the flowchart.

And what a way to force us to pay the PCN immediately with this phase ""50% discount if you pay within 14 days""

how many PCN have you cancelled so far ?"

parking enforcement is a useful money making exercise for the council it is never about safety otherwise you would just have a fixed penalty without the discount for early payment.

No comment provided

Q16 - Do you think the overall Parking Strategy will enable us to manage parking within Thurrock effectively?

Response	No of Responses
Yes	7
No	10
Not sure / don't know	14
Left blank	0

Q17 - Could you tell us how you think the strategy could be improved?

Comments Received

As covered earlier.

Already have

Look at the cause and effect. More houses mean more people mean more cars. Go back to the root cause of the parking issues and stop building more and more new houses when the infrastructure does not support this.

Not enough emphasis on tackling residential parking issues

Omitting to include details of the parking control zones within the consultation document has not assisted review & critique of the document

Q18 - Are there any other comments or observations you would like to make about the Parking Strategy?

Comments Received

no

Some detailed out and about observation and engaging with residents in hot spots

Any strategy needs to discourage the need to drive in the first place and favour local people, with smaller cars, and electric. This needs to integrate with a wider transport strategy and localised businesses.

My disabled partner uses an electric wheelchair, but often has to abort a journey because of vehicles blocking pavements. I consider this an area where little action is being taken and would like to see improvements.

N/A

It seems rather a waste of time and money- grand visions generally are, you know!

Its a great idea but the content is not based on logic and reality.

No.

no comment

too much to read and i do understand this survey is useless as you have made the decision already

More rigour regarding conversion of garages into e.g. dining rooms/spare bedrooms is needed to make sure there are still sufficient off-street parking spaces. Although all documents address future development, it would be good to see some ideas for improving the parking opportunities in previous developments which have not catered for car ownership, or not made adequate provision.

More attention to improving public transport so we have more choice on how to travel and ditching the car. Like the idea of car pools especially for young drivers

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