

Policy and Resources Committee Meeting	
Meeting Date	26 March 2025
Report Title	Overnight vehicle issues at locations across Sheppey
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Martyn Cassell, Head of Environment and Leisure
Classification	Open
Recommendations	<ol style="list-style-type: none"> 1. The Committee are asked to approve use of the Civil Enforcement reserve to fund the initial works and enforcement activity for year 1. 2. Recommend to Full Council to charge £15 per vehicle per night at Shingle Bank (including the areas of green opposite), and Shellness Road, as per Community and Leisure committee's recommendation. 3. Delegate authority to Head of Environment and Leisure to progress the required traffic orders to protect the areas and any displacement issues and implement the overnight charging.

1 Purpose of Report and Executive Summary

- 1.1 The issues arising from overnight parking at various locations in Sheppey has been discussed by Community and Leisure Committee on 11 December 2024 and 5 March 2025, including the outcome of a public consultation.
- 1.2 As a result, the Community and Leisure Committee approved the implementation of an overnight charge at the Shingle Bank and surrounding areas at Minster and Shellness Road in Leysdown.
- 1.3 This report sets out the estimated expenditure in order to set the scheme up for the first year and requests approval of funding.
- 1.4 It also explains Community and Leisure Committee's proposal for setting the charge per night and requests referral to Full Council for approval.

2 Background

- 2.1 In recent years, a number of complaints have been received from members of the public, Borough and Parish Councillors, regarding the presence of a large number

of motorhomes, campervans and caravans parked along the Shingle Bank 'sea defence' in Minster and at Shellness in Leysdown.

- 2.2 The Shingle bank sea defence has become a popular location for visitors in large motorhomes, many of whom park for several days, but some of which can be present for weeks if not months. This is contributed to further by those without permanent homes and effectively 'living' in caravans in these areas plus vehicles left for storage. Shellness has similar issues which have improved following physical restrictions but still have vehicles staying for long periods.
- 2.3 Community and Leisure committee weighed up the costs of implementing an overnight charging scheme (costs of maintaining signage/enforcement against likely income) or permanently restricting access (likely one-off costs).
- 2.4 The committee also debated the results from the public consultation and agreed to implement an overnight charging scheme for all vehicles between 8pm and 8am at both locations, via our cashless parking app RingGo. The Committee recognised the possibility of challenges with enforcing the scheme and displacement of vehicles and agreed to review it after one year of operation.
- 2.5 In order to charge overnight, an Off-Street Parking Places Orders need to be put in place. These need to follow a strict Traffic Regulation Order (TRO) process which includes a formal consultation period consisting of advertising the proposals (both at the location and in local newspapers), considering consultation feedback and then installation of infrastructure e.g. surfacing improvement/lining/signage and safety measures such as CCTV. The target is to complete this process by the summer. Subsequent orders to protect other areas that may be affected by displacement of the vehicles may also be required. It is proposed to delegate the implementation to the Head of Environment and Leisure.
- 2.6 The estimated costs for year 1 that would need to be considered would be;

Description	Cost (£s)
CCTV camera (Shingle bank)	3,400
Implementing the traffic orders	1,200
Additional enforcement (all locations)	22,800
Signage (all locations)	3,500
Removal/improvement of concrete blocks (Shingle bank)	1,500
General repairs to the surfacing (Shingle bank)	5,000
TOTAL	£37,400

- 2.7 These costs are not within the current parking budget but can be funded from the civil enforcement reserve and therefore this committee was asked to approve the expenditure to be funded from the reserve by Community and Leisure Committee.

3 Proposals

- 3.1 The Committee are asked to approve use of the Civil Enforcement reserve to fund the initial works and enforcement activity for year 1.
- 3.2 Recommend to Full Council to charge £15 per vehicle per night at Shingle Bank (including the areas of green opposite), and Shellness Road, as per Community and Leisure committee's recommendation.
- 3.3 Delegate authority to Head of Environment and Leisure to progress the required traffic orders to protect the areas and any displacement issues and implement the overnight charging.

4 Alternative Options Considered and Rejected

- 4.1 To not approve the funding. This would mean the Community and Leisure Committee's decision to implement the overnight charging scheme could not be delivered and the problems encountered would continue.
- 4.2 To provide funding from another source e.g. general reserve. This is not recommended as the civil enforcement reserve is there to provide funding for managing on-street parking issues. Providing the parking scheme would continue to give vehicles the ability to park off the road and therefore meets the criteria for spend.

5 Consultation Undertaken or Proposed

- 5.1 Community and Leisure committee considered a public petition and public consultation during their decision making.
- 5.2 The relevant town and parish councils were consulted ahead of the decision.

6 Implications

Issue	Implications
Corporate Plan	This report cuts across a range of corporate plan priorities in Community, Environment and Running the Council.
Financial, Resource and Property	The main report suggests the costs for year 1. These are estimated and may vary slightly once formal quotes are obtained. The Civil Parking Enforcement reserve is a key part of on-street parking legislation. Income from Penalty Charge Notices (PCNs) issued to vehicles on-street (and in our car parks) is calculated each year. The costs of operating the service are then deducted from this total. If there is a surplus after this calculation, then the

	<p>funds need to be transferred to a ring-fenced reserve. This cannot be used against the Councils general balance and must be spent on transport related projects. If the calculation creates a deficit, then funds can be taken from the reserve to cover the costs.</p> <p>The current balance of the ring-fenced reserve is £82,420. We are predicting that the calculation will be in deficit this year (24/25) and reduce the reserve balance to £76,170. Therefore, there is sufficient funds to use for the implementation of the overnight parking scheme in Sheppey.</p> <p>Reducing the fund will reduce the ability to cover further deficits in future years.</p>
Legal, Statutory and Procurement	<p>Each option requires the support of legislation to implement whether that be Civil Enforcement Act, Environmental Protection Act etc. Traffic orders to protect other locations that could be affected by displacement of vehicles may be needed.</p> <p>Each option would also require on-going procurement of services or repairs and maintenance. Whilst it is not possible to estimate income we would receive from the scheme, it is expected that income will at least reduce the impact of the costs mentioned in the main report.</p>
Crime and Disorder	<p>Reports of anti-social behaviour have contributed to the raising of this matter at committee.</p>
Environment and Climate/Ecological Emergency	<p>Reports of inappropriate use of the locations such as littering and disposal of human waste need to be considered. Any plans to encourage overnight use of the locations need to be considered from a planning and ecological basis.</p>
Health and Wellbeing	<p>Those opposed to overnight charges state that they use the locations for leisure pursuits that improve their health and well-being. However, the congestion at the site may restrict others from enjoying the space.</p>
Safeguarding of Children, Young People and Vulnerable Adults	<p>Some of those located at the Shingle bank or Shellness may be vulnerable adults due to their housing situation.</p>
Risk Management and Health and Safety	<p>Enforcement operations will need to be risk assessed by the contractor.</p>
Equality and Diversity	<p>The use of the locations is expected to be for everybody. Balancing the uses is a difficult decision for Members to consider.</p>

Privacy and Data Protection	No issues recorded.
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7 Appendices

7.1 Not applicable

8 Background Papers

8.1 [Sheppey Area Committee September 2024](#)

8.2 [Community and Leisure Committee – December 2024](#)

8.3 [Community and Leisure Committee – March 2025](#)