

## Item 5 - App B

The previous Thurrock Transport Strategy (TTS) 2008 – 2021 set out the Council’s transport policies and priorities. However, there arose a need for this to be refreshed in response to a number of important changes to the context in which the TTS was developed. These changes include:

- The demise of the East of England Plan and regional planning bodies;
- A change to the timescale of the Thurrock Local Development Framework (LDF) Core Strategy and Policies for the Management of Development (previously to 2021, now to 2026) and changes to its priorities and policies;
- The new Government transport White Paper, published in January 2011;
- The publication of the National Planning Policy Framework in March 2012;
- A proposed major transport infrastructure improvement that is likely to significantly affect the Thurrock area – the new lower Thames crossing;
- Significant additional funding from the Local Sustainable Transport Fund (LSTF) to deliver sustainable transport improvements;
- The creation of Local Enterprise Partnerships (LEP), and their role in major transport improvements;
- The adoption in 2011 of the LTP3 Implementation Plan which sets out in detail the delivery schedule for the TTS and how this will be monitored; and
- The significant progress made on developing local operational policies for traffic management and maintenance as described in the Traffic Management Plan (TMP) and the Transport Asset Maintenance Plan (TAMP).

In summary this required the following broad changes to the TTS:

- Timescale of TTS changed from 2008 – 2021, to 2012 – 2026 to align with the LDF
- Revisions to Chapter 1: Introduction, particularly Section 1.2 Context, to account for the changes to the national, regional and local policy context;
- Revisions to the Policy Context within each “thematic” chapter (i.e. Accessibility, Congestion, Air Quality and Climate Change, Road Safety and Regeneration);
- Revisions to policy supporting text and where absolutely necessary policies themselves within the “thematic” strategies, in light of any relevant changes to the wider context;
- Integration of local maintenance policy and procedure, where appropriate, within each of the thematic chapters and strategies; and
- Removal of detailed implementation and monitoring information as this has been replaced by the separate production of the LTP3 Implementation Plan.

Appendix A sets out the key changes to the TTS in more detail.

**APPENDIX A: Detail of changes to policies or supporting text in the Thurrock Transport Strategy**

| <b>Policy in refreshed TTS (2012 – 2026) or Section</b> | <b>Policy in previous TTS (2008 – 2021) or Section</b> | <b>Reason for the change</b>  | <b>Change to policy or supporting text</b> | <b>Substance of the change</b>   |
|---|--|---|--|--|
| Policy TTS4 on Walking and Cycling                      | TTS4   | To align with the LDF policies CSTP 14 (Transport in the Thurrock Urban Area) and 15 (Transport in Greater Thurrock). | Policy                                     | Now specifies where it will be a priority to implement the network of core walking and cycling routes. Priorities will be Grays town centre, Tilbury, London Gateway and Lakeside Regional Shopping Centre.  |
| Policy TTS7 on Transport Interchange                    | TTS8   | To align with the LDF policy CSSP2 on Sustainable Employment Growth.  | Policy                                     | Specifies where the spatial priorities should be for improving access by public transport. The spatial priorities will be the strategic economic hubs of Grays, Purfleet, Lakeside Basin, London Gateway and Tilbury.  |
| Encouraging Modal shift                                 | Encouraging Modal shift                                | Council securing £5m from DfT's LSTF to deliver Personalised Journey Planning   | Supporting text                            | Text has been boosted considerably, explaining how the Council will work to develop a personalised journey planning service, which provides individuals with travel advice and incentives for making journeys by sustainable modes of transport. This will be targeted first and foremost in health deprived areas to encourage people to improve their health by using less sedentary modes of transport <sup>1</sup> . Similar changes have been made to the text on Workplace Travel Plans. |

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<sup>1</sup> It was planned that this programme would target 50% of households. Because of the successful delivery in year 1 of the LSTF, this has been revised such that the target is now for all households.

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|--|---|--|-------------------------------------|---|
| Encouraging Modal shift                          | Encouraging Modal shift                         | Council securing £5m from DfT's LSTF to deliver Station Travel Plans                               | Supporting text                     | The text on Station Travel Plans has been expanded. It now sets out that support for the development of Station Travel Plans will be funded through the Council's LSTF award up to 2014/15, by which time the Council hope to have a travel plan in place for all seven rail stations in Thurrock.  |
| Policy TTS11 on Travel Plans                     | TTS12   | To make clear reference to the adopted LDF policy PMD10 on Transport Assessments and Travel Plans. | Policy                              | Sets out that travel plans will be required for all development in accordance with Government guidance and the Council's LDF Policy PMD10 on Transport Assessment and Travel Plans.   |
| Policy TTS15 on Parking                          | TTS16   | To align with LDF Policy PMD8 on Parking Standards   | Supporting text                     | The text in the Parking section now explains that there will be as part of new development minimum car parking standards for residential parking and maximum standards for non-residential car parking. A reduced maximum standard for non-residential car parking and a reduced minimum standard for residential car parking will be required in those parts of Thurrock which have good levels of car parking enforcement available, coupled with high levels of accessibility. |
| Policy TTS16 on                                  | TTS17   | Updated to reflect the TMP   | Supporting text                     | It now sets out that the Council will work in conjunction   |

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| Network Efficiency                                  |   | and its policy to develop the working arrangement with the Essex Traffic Control Centre |                                     | with Essex Traffic Control Centre to use UTMC as a way of monitoring, operating and controlling traffic signals in the borough.<br><br>It also explains that the Council will work with the utility companies and others to record and share information on planned roadworks, and the Council will cooperate with the main utility companies to develop a Code of Practice to reduce the impact of roadworks. |
| Policy TTS17 on Public Transport                    | TTS18   | Council securing £5m from DfT's LSTF to deliver 'metrorail' concept                     |                                     | Additional explanatory text has been added to reflect the LSTF programme and its aim to further enhance the use of the existing rail assets within the Borough by developing a "metrorail" marketing and promotional campaign.   |
| Policy TTS17 on Public Transport                    | TTS6 and TTS18 on Inter-urban Public Transport  | Policies TTS6 and 18 tended to cover similar areas and so there was unnecessary overlap | Policy                              | TTS6 deleted and amalgamated with TTS18 (from previous TTS) into new policy TTS17 to capture all public transport network matters under one policy.  |
| Policy TTS18 on Strategic Road Network Improvements | TTS19   | Updated to reflect the LDF and the LEP's priorities                                     | Supporting text                     | Now identifies the need for the following major network improvements on strategic routes to facilitate growth: <ul style="list-style-type: none"> <li>• M25 widening to dual four lanes between</li> </ul>   |

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|   |   |  |                                     | <p>Junction 27 and Junction 30 (currently underway);</p> <ul style="list-style-type: none"> <li>• M25 improvements to Junction 30. The text states that the Council will be particularly supportive of an option that will include benefits for Junction 31;</li> <li>• A13 widening of the section between Junction 30 of the M25 and the junction with the A126;</li> <li>• A13 widening of the section between the A128 and the A1014, partly to help deliver the London Gateway development; and</li> <li>• A1014 London Gateway Improvements (this might become a trunk road once the London Gateway port becomes operational).</li> </ul> |
| Policy TTS18 on Strategic Road Network Improvements | TTS19   | Updated to reflect the LEP's priorities for improved river crossing capacity | Supporting text                     | <p>The supporting text goes on to state that if there is a proven need after taking account of these measures (see above) then the case for increasing the capacity on the river crossing should be explored, including:</p> <ul style="list-style-type: none"> <li>• By enhancing the existing infrastructure to provide for separate capacity for local traffic distribution to relieve pressure;</li> <li>• By planning and building a new river crossing</li> </ul>   |

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|   |   |  |                                     | <p>linking in to existing highways infrastructure wherever possible expanding or upgrading as appropriate; and</p> <ul style="list-style-type: none"> <li>• By building new highways infrastructure only where absolutely necessary.</li> </ul> |
| Policy TTS20 on Reducing Emissions from Transport | TTS21   | To reflect the aim in the TAMP of replacing ageing street lighting with more energy efficient ones   | Supporting text                     | Includes new section on street lighting   |
| N/A   | TTS22 on Neutralising CO2 Emissions from Growth | The LDF Core Strategy and Policies for Management of Development has included and adopted a wider approach to neutralising all carbon dioxide emissions (including those from transport) through LDF Policy PMD14. This renders TTS22 redundant. | Policy                              | As policy TTS22 has been made redundant and therefore unnecessary, it has not been included in the refresh Thurrock Transport Strategy.   |
| Policy TTS24 on Reducing Freight Emissions        | TTS26   | Council securing £5m from DfT's LSTF to deliver improvements to freight  | Supporting text                     | Various changes, notably it now sets out that the Council will develop a local "Eco-Freight" accreditation scheme, where operators demonstrating significantly  |

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|  |   |   |                                     | improved environmental performance and management can be recognised for their achievements.  |
| Policy TTS25 on Adapting to Climate Change       | TTS27   | To reflect the structural maintenance approach in the TAMP to adapting highway assets to climate change | Supporting text                     | <p>It now sets out that when undertaking maintenance schemes, the Council will also work to integrate climate change adaptation measures, including:</p> <ul style="list-style-type: none"> <li>• Incorporating heat resistant paving materials;</li> <li>• Ensuring that maintenance regimes can cope with the increased cutting of verges;</li> <li>• New planting schemes requiring minimal maintenance;</li> <li>• Strengthening embankments;</li> <li>• Ensuring that new signage can withstand higher wind speeds;</li> <li>• Maintaining and improving the drainage network along those economically important routes that are in Flood Zone 3 and also in residential areas prone to persistent flooding incidents.</li> </ul> |
| Policy TTS26 on Safer Walking and Cycling        | TTS28   | To reflect the approach set out in the TAMP to how structural and routine maintenance can support       | Supporting text                     | It now explains that the Council will ensure that routine maintenance procedures and interventions, such as dealing with pot-holes or raised drainage grating, take account of the need to promote the safety of   |

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|  |  | making walking and cycling more attractive   |                                     | pedestrians and cyclists. For example, pot-holes on Walking and Cycling Core routes will be given additional priority.  |
| Policy TTS28 on Prioritising Safety Interventions              | TTS30 and 31   | Policies TTS30 and 131 tended to cover similar areas and so there was unnecessary overlap  | Policy                              | Policies TTS30 and 31 in the previous version have been amalgamated, mainly to capture the Council’s approach to Killed or Seriously Injured accidents under one policy, which is now Policy TTS28. |
| Chapter 8 on Implementation, Monitoring and Programme Delivery | Chapter 8 on Monitoring and Implementation Framework | Development of the LTP3 Implementation Plan has negated the need for this to be covered within the LTP3 strategy (the refreshed TTS) | Supporting text                     | Text has been reduced significantly   |