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| 21 January 2013 | | ITEM: 7 |
| Planning, Transport and Regeneration Overview & Scrutiny Committee | | |
| BUDGET 2013/14 – 2014/15 SAVINGS AND CAPITAL PROPOSALS | | |
| Report of: Martin Hone, Director of Finance & Corporate Governance | | |
| Wards and communities affected: All | Key Decision: No | |
| Accountable Head of Service: Sean Clark, Head of Corporate Finance | | |
| Accountable Director: Martin Hone, Director of Finance & Corporate Governance | | |
| This report is public | | |
| <i>If the report, or a part of this, has been classified as being either confidential or exempt by reference to the descriptions in Schedule 12A of the Local Government Act 1972, it is hereby marked as being not for publication. The press and public are likely to be excluded from the meeting during consideration of any confidential or exempt items of business to which the report relates.</i> | | |
| Date of notice given of exempt or confidential report: N/A | | |
| Purpose of Report: To invite the Committee to note and review proposals for budget savings that will support the aim of balancing the budget for the 2013/14 and 2014/15 financial years. The report also sets out the capital bids that have been put forward that are relevant to this committee. | | |

EXECUTIVE SUMMARY

Members of this committee have already scrutinised a number of savings proposals that are being considered as part of the budget setting process for 2013/14 – 2014/15. This report brings forward further proposals to achieve this aim.

The report also informs the committee of the capital bids that have been submitted by officers that fall within the remit of this committee.

Overview and Scrutiny are asked to review and comment on the savings proposals that are set out in Appendices 1 and 3 and the capital bids that are set out in Appendix 2.

1. RECOMMENDATIONS:

- 1.1 That the Committee notes and reviews the additional proposals for budget savings set out in Appendices 1 and 3 to this report; and**
- 1.2 Notes and reviews the capital bids set out in Appendix 2 to this report.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 The Council's MTFS has been reported throughout the year and was recently considered by Cabinet on 12 December 2012 where Cabinet acknowledged that there was still a budget deficit despite the savings that had already been proposed.
- 2.2 The report also informed Members that officers were working on additional proposals to close this budget deficit with the aim of delivering a balanced budget for the financial years 2013/14 and 2014/15.
- 2.3 Further proposals were submitted to Cabinet on 16 January 2013 and those proposals relevant to this committee are included at Appendix 1 to this report for the Committee's consideration.
- 2.4 The Committee should be aware that government announced the level of central government support that the Council can expect for the financial years 2013/14 and 2014/15 – the total reduction is just short of £12m against a budgeted reduction of £6m over the two years.
- 2.5 As such, even if all proposals submitted to Cabinet on 16 January are accepted, the 2013/14 financial year will be balanced but there remains a budget deficit of £1.476m for the financial year 2014/15. Officers are currently working on additional proposals to close this budget deficit.
- 2.6 The Committee should also be aware that the Director of Finance and Corporate Governance has received savings proposals from other Members of the Council and through the Lets Talk campaign. These proposals are currently being worked up by officers. Should any be relevant to this committee, an Appendix 3 will be issued to Members in advance of the committee meeting for consideration alongside the officer proposals.
- 2.7 Officers have also submitted capital scheme bids to be included in the capital programme. There are only limited resources available and all bids are competing for these resources.
- 2.8 Appendix 2 sets out the bids that are relevant to this committee with the current financial recommendation as to whether the project can be resourced or not. The Committee is asked to challenge the need and level of the bids to inform the compilation of the draft capital programme for consideration by Cabinet and Council in February 2013.

3. ISSUES, OPTIONS AND ANALYSIS OF OPTIONS:

- 3.1 The officer proposals are set out in Appendix 1 and any other proposals in Appendix 3. There is obviously choice as to whether these or other proposals should form part of the budget or not although, if not accepted, alternatives will have to be identified.
- 3.2 Members should note that officers continue to work with their Portfolio Holders and Cabinet to balance the budget for 2014/15.

4. REASONS FOR RECOMMENDATION:

- 4.1 The scrutiny of proposals for savings and capital bids ahead of the formal budget setting next February is an integral part of the Council's overall approach to financial planning.

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

- 5.1 Regular meetings of Directors' Board, the Leadership Group and the wider Council management group have been held since the budget exercise commenced in July.
- 5.2 Public consultation has been taking place since November as part of the Lets Talk campaign.

6. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

- 6.1 The savings options and capital bids set out in the appendices will impact on a wide variety of policies, priorities, performance and sections of the community.

7. IMPLICATIONS

7.1 Financial

Implications verified by: **Sean Clark**
Telephone and email: **01375 652010**
sclark@thurrock.gov.uk

The financial implications have been clearly set out throughout the body of the report and the implications of savings options set out in the appendices.

7.2 Legal

Implications verified by: **David Lawson**
Telephone and email: **01375 652087**
dlawson@thurrock.gov.uk

Local authorities are under an explicit duty to ensure that their financial management is adequate and effective and that they have a sound system of internal control and management of financial risk. This budget report contributes to that requirement although specific legal advice may be required on the detailed implementation of any agreed savings options.

7.3 **Diversity and Equality**

Implications verified by: **Samson DeAlyn**
Telephone and email: **01375 652472**
sdealyn@thurrock.gov.uk

This is a set of wide ranging and far reaching proposals, a significant number of which may have an impact on staff and residents. Each of these savings proposals will need to undergo an Equality Impact Assessment to identify potential adverse impacts on any groups.

As these proposals are going through the formal approval and scrutiny process, they will need the Equality Impact Assessment evidence to be presented for each item.

The Equality Act has raised the bar in terms of public sector equality duties for example a proposed requirement to consider socio-economic impact before implementing any policy. Whilst this requirement is subject to implementation at a later stage the Council needs to ensure that appropriate consideration is given to all new equality requirements in the policy and decision making process.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT (include their location and identify whether any are exempt or protected by copyright):

- Various budget working papers held in Finance & Corporate Governance Directorate

APPENDICES TO THIS REPORT:

Appendix 1 – Officer Savings Proposals.

Appendix 2 – Capital Bids

Appendix 3 – Further Proposals Submitted From Other Members of the Council and the Public

Report Author Contact Details:

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2013/14 – 2014/15 Budget - Savings Proposal

**Service: Planning and Transportation -
Proposal Number: PT001**

| |
|-----------------------------------|
| Description of Proposal |
| Restructure of Directorate |

Proposed Saving

| Proposed Saving in 2013/14 | Proposed Saving in 2013/14 | Proposed Saving in 2014/15 | Proposed Saving in 2014/15 |
|---------------------------------------|---------------------------------------|---------------------------------------|---|
| £'000s | FTE Staff | £'000s | FTE Staff |
| 210 | 5 | 130 | 3 |

| | 2013/14 £'000s | 2014/15 £'000s |
|---------------------------|---------------------------|---------------------------|
| People | 210 | 130 |
| Property | - | - |
| Third Party | - | - |
| Infrastructure/Kit | - | - |

Base Budget 2012/13

| | £'000s |
|---|---------------|
| Expenditure | |
| Employees | 2,403 |
| Other Direct Running Costs (Premises, Transport and Supplies) | |
| Third Party Payments | |
| Transfer Payments | |
| Capital Financing Costs | |
| Support Services Costs | |
| Gross Expenditure | |
| Income | |
| Sales, Fees and Charges | |
| Grant and External Contributions | |
| Support Services Income | |
| Gross Income | |
| Net Expenditure | |

Recent Changes to Base Budget

| | £'000s |
|---|---------------|
| Growth approved in the 2012/13 Base Budget | 0 |
| Savings approved in the 2012/13 Base Budget | 0 |

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| Impact of Proposal on public / services | The restructure of the Directorate will be designed to maintain service provision whilst making savings from employee costs. |
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| Impact of Proposal on performance | Performance will not be impacted. |
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| Impact of Proposal on staff | Offers of interest will be sought for voluntary redundancy to reduce where possible the need for compulsory redundancies. |
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| Practical requirements regarding implementation and timetable | |
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| Equalities Impact | |
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2013/14 – 2014/15 Budget - Savings Proposal

Service: Planning and Transportation -
Proposal Number: PT002

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|--------------------------------|
| Description of Proposal |
| LDF operating budget reduction |

Proposed Saving

| Proposed Saving in 2013/14 £'000s | Proposed Saving in 2013/14 FTE Staff | Proposed Saving in 2014/15 £'000s | Proposed Saving in 2014/15 FTE Staff |
|---|--|---|---|
| 85 | 0 | 100 | 0 |

| | 2013/14 £'000s | 2014/15 £'000s |
|---------------------------|-------------------|-------------------|
| People | - | - |
| Property | - | - |
| Third Party | 85 | 100 |
| Infrastructure/Kit | - | - |

Base Budget 2012/13

| | £'000s |
|---|--------|
| Expenditure | |
| Employees | |
| Other Direct Running Costs (Premises, Transport and Supplies) | |
| Third Party Payments | 505 |
| Transfer Payments | |
| Capital Financing Costs | |
| Support Services Costs | |
| Gross Expenditure | |
| Income | |
| Sales, Fees and Charges | |
| Grant and External Contributions | |
| Support Services Income | |
| Gross Income | |
| Net Expenditure | |

Recent Changes to Base Budget

| | £'000s |
|---|---------------|
| Growth approved in the 2012/13 Base Budget | 0 |
| Savings approved in the 2012/13 Base Budget | 0 |

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| Impact of Proposal on public / services | There will be a delay to the production of LDF documents against the recently approved timetable (LDS) and the possible suspension of production of some documents. |
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| Impact of Proposal on performance | See above |
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| Impact of Proposal on staff | Staff are not affected by this proposal. |
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| Practical requirements regarding implementation and timetable | |
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| Equalities Impact | |
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2013/14 – 2014/15 Budget - Savings Proposal

Service: Planning and Transportation -
Proposal Number: PT003

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|--------------------------------|
| Description of Proposal |
| Bus Subsidy Reduction |

Proposed Saving

| Proposed Saving in 2013/14 £'000s | Proposed Saving in 2013/14 FTE Staff | Proposed Saving in 2014/15 £'000s | Proposed Saving in 2014/15 FTE Staff |
|---|--|---|---|
| 0 | 0 | 250 | 0 |

| | 2013/14 £'000s | 2014/15 £'000s |
|---------------------------|-------------------|-------------------|
| People | - | - |
| Property | - | - |
| Third Party | - | 250 |
| Infrastructure/Kit | - | - |

Base Budget 2012/13

| | £'000s |
|---|--------|
| Expenditure | |
| Employees | |
| Other Direct Running Costs (Premises, Transport and Supplies) | |
| Third Party Payments | 677 |
| Transfer Payments | |
| Capital Financing Costs | |
| Support Services Costs | |
| Gross Expenditure | |
| Income | |
| Sales, Fees and Charges | |
| Grant and External Contributions | |
| Support Services Income | |
| Gross Income | |
| Net Expenditure | |

Recent Changes to Base Budget

| | £'000s |
|---|--------|
| Growth approved in the 2012/13 Base Budget | 0 |
| Savings approved in the 2012/13 Base Budget | 0 |

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| Impact of Proposal on public / services | Unless operators are able to turn currently subsidised services into self sustaining services there will be a reduction in coverage to some parts of the borough. |
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| Impact of Proposal on performance | See above |
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| Impact of Proposal on staff | Staff are not affected by this proposal. |
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| Practical requirements regarding implementation and timetable | |
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| Equalities Impact | |
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2013/14 – 2014/15 Budget - Savings Proposal

**Service: Planning and Transportation -
Proposal Number: PT004**

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| Description of Proposal |
| Community transport funding reduction |

Proposed Saving

| Proposed Saving in 2013/14 | Proposed Saving in 2013/14 | Proposed Saving in 2014/15 | Proposed Saving in 2014/15 |
|---------------------------------------|---------------------------------------|---------------------------------------|---|
| £'000s | FTE Staff | £'000s | FTE Staff |
| 20 | 0 | 80 | 0 |

| | 2013/14 £'000s | 2014/15 £'000s |
|---------------------------|---------------------------|---------------------------|
| People | - | - |
| Property | - | - |
| Third Party | 20 | 80 |
| Infrastructure/Kit | - | - |

Base Budget 2012/13

| | £'000s |
|---|---------------|
| Expenditure | |
| Employees | |
| Other Direct Running Costs (Premises, Transport and Supplies) | |
| Third Party Payments | 197 |
| Transfer Payments | |
| Capital Financing Costs | |
| Support Services Costs | |
| Gross Expenditure | |
| Income | |
| Sales, Fees and Charges | |
| Grant and External Contributions | |
| Support Services Income | |
| Gross Income | |
| Net Expenditure | |

Recent Changes to Base Budget

| | £'000s |
|---|--------|
| Growth approved in the 2012/13 Base Budget | 0 |
| Savings approved in the 2012/13 Base Budget | 0 |

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| Impact of Proposal on public / services | A recent peer review of the TransVol service has indicated that the level of funding given by Thurrock is in excess of what is reasonably needed and that the organisation should make efficiency savings to lower their need for funding. This reduction is proposed to be staged over two financial years to allow TransVol to put in place the necessary changes to its funding structure. |
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| Impact of Proposal on performance | See above |
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| Impact of Proposal on staff | Staff are not affected by this proposal. |
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| Practical requirements regarding implementation and timetable | |
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| Equalities Impact | |
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2013/14 – 2014/15 Budget - Savings Proposal

Service: Regeneration

Proposal Number:

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| Description of Proposal |
| Reduction in Regeneration Service |

Proposed Saving

| Proposed Saving in 2013/14 £'000s | Proposed Saving in 2013/14 FTE Staff | Proposed Saving in 2014/15 £'000s | Proposed Saving in 2014/15 FTE Staff |
|---|--|---|---|
| 25 | 0 | | |

| | 2013/14 £'000s | 2014/15 £'000s |
|---------------------------|-------------------|-------------------|
| People | 0 | |
| Property | - | - |
| Third Party | 25 | - |
| Infrastructure/Kit | - | - |

Base Budget 2012/13

| | £'000s |
|---|-----------|
| Expenditure | |
| Employees | |
| Other Direct Running Costs (Premises, Transport and Supplies) | |
| Third Party Payments | 25 |
| Transfer Payments | |
| Capital Financing Costs | |
| Support Services Costs | |
| Gross Expenditure | 25 |
| Income | |
| Sales, Fees and Charges | |
| Grant and External Contributions | |
| Support Services Income | |
| Gross Income | |
| Net Expenditure | |

Recent Changes to Base Budget

| | £'000s |
|---|---------------|
| Growth approved in the 2012/13 Base Budget | 0 |
| Savings approved in the 2012/13 Base Budget | 0 |

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| Impact of Proposal on public / services | <p>This funding was a growth allocation in 2010-11 to support the development of the National Skills Academy. Cabinet agreed to support the academy to the value of £50k per year, 50% of this budget is with Regeneration and 50% with the Skills team. To date there have been no requests from the academy for support and the funding has supported the alignment of the skills programmes with regeneration programmes within the Council included evidence base development for skills matching to business, support to knowledge transfer programmes with local Universities and the Next Top Boss programme. Following this proposal these programmes linking skills and regeneration will no longer be supported financially by the Council. If the NSA requests funding in the future this will need to be considered on a case by case basis.</p> |
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| Impact of Proposal on performance | <p>The proposal will reduce forward planning activity for skills and regeneration but have no impact on performance.</p> |
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| Impact of Proposal on staff | <p>None</p> |
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| Practical requirements regarding implementation and timetable | <p>None</p> |
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| Equalities Impact | <p>The EqIA completed has not identified any equalities impacts from the reduction in services to the public</p> |
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2013/14 – 2014/15 Budget - Savings Proposal

Service: Regeneration

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| Description of Proposal: Reduction in Regeneration Service |
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Proposed Saving

| Proposed Saving in 2013/14 £'000s | Proposed Saving in 2013/14 FTE Staff | Proposed Saving in 2014/15 £'000s | Proposed Saving in 2014/15 FTE Staff |
|---|--|---|--|
| 202 | 4.5 | | |

| | 2013/14 £'000s | 2014/15 £'000s |
|---------------------------|-------------------|-------------------|
| People | 200 | |
| Property | - | - |
| Third Party | 2 | - |
| Infrastructure/Kit | - | - |

Base Budget 2012/13

| | £'000s |
|---|------------|
| Expenditure | 533 |
| Employees | |
| Other Direct Running Costs (Premises, Transport and Supplies) | 7 |
| Third Party Payments | 25 |
| Transfer Payments | |
| Capital Financing Costs | |
| Support Services Costs | |
| Gross Expenditure | 565 |
| Income | |
| Sales, Fees and Charges | |
| Grant and External Contributions | |
| Support Services Income | |
| Gross Income | |
| Net Expenditure | |

Recent Changes to Base Budget

| | £'000s |
|---|--------|
| Growth approved in the 2012/13 Base Budget | 0 |
| Savings approved in the 2012/13 Base Budget | 0 |

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| Impact of Proposal on public / services | External grant funding has been secured for 2013-15 and staffing costs will be transferred to these funding sources so there will be no immediate impact on services. The impact of the proposal will occur in 2015-16. The impact will be the ceasing of 80% of the current economic development service and 60% of the environment strategy service including reductions in scale or ceasing work on business support activity, business engagement low carbon business support, climate change adaptation, environment strategy and strategic environment projects, partnership working, environmental compliance. The remaining function for environment will focus on its statutory requirements for energy and climate change, environmental planning and external funding opportunities. |
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| Impact of Proposal on performance | Over the last 2 years the Council has significantly improved its performance on business engagement and economic development, and maintained an effective performance on environmental compliance, projects, partnerships and external funding this has been publicly recognised by partners, business and funders. The Council performance in these areas will be reduced to a core minimum function with a core minimum delivery level through this proposal. |
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| Impact of Proposal on staff | <p>This proposal</p> <ul style="list-style-type: none"> • deletes 1 vacancy • transfers 2 fixed term contracts from general fund to grant funding • Requires 2 posts to be 30% income generating (income already secured for 2 years) <p>4 posts will be at risk in 2015-16</p> |
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| Practical requirements regarding implementation and timetable | The securing of grant funding allows a 2 year timetable for implementation |
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| Equalities Impact | The EqIA completed has not identified any equalities impacts from the reduction in services to the public The EqIA assessment of the affected staff is 75% female/25% male, 75% white british/25% BME and 25% disabled |
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| Description | Funding | | | | Comments |
|---|--------------------|--------------------|--------------------|--------------------|--------------------------------|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>Controlled Parking Zones in Grays Town Centre and South Ockendon.</p> <ul style="list-style-type: none"> • Local residents living in the streets just outside of the Grays town centre controlled parking zone (CPZ) are starting to experience parking difficulties and other nuisance caused by non-residents/commuters parking their vehicles in these streets all day. This situation is likely to worsen when the South Essex College Campus is completed. It is therefore proposed that a review of parking on the outskirts of the CPZ be undertaken and a consultation be undertaken with affected residents about the desirability of extending the controlled parking zone. If results of the consultation are positive, then a scheme design would be produced and, following the requisite statutory consultation, be implemented. • The streets around South Ockendon railway station have very few parking restrictions, and this encourages commuters to park their vehicles in these streets all day, thereby causing parking difficulties and other nuisance to local residents and their visitors, particularly those living on the Flowers Estate nearby. It is therefore proposed that a review of parking in this area be undertaken and a consultation be undertaken with affected residents about the desirability of extending the controlled parking zone. If results of the consultation are positive, then a scheme design would be produced and, following the requisite statutory consultation, be implemented. | 50 | 100 | - | - | Bid against limited resources. |

| Description | Funding | | | | Comments |
|--|--------------------|--------------------|--------------------|--------------------|---|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>Verge and Footway Parking: Borough-wide review of Verge and Footway Parking and Design, Consultation and Implementation of pilot verge and/or footway parking prohibition scheme. Verges and footways are, like roads , all part of the highway, and as part of its Network Management Duty under the Traffic Management Act 2004, it is the responsibility of the Council to provide for the safe and expeditious movement of traffic, including pedestrians, on its highway network.</p> <p>The public has a legal right of way to pass along such highways, but has no legal right to park vehicles on the highway, with the primary responsibility for finding acceptable parking spaces resting with the vehicle owners/keepers. The demand for parking space often exceeds the availability of off-street facilities, and in these circumstances, it is appropriate to accept a degree of on-street parking, provided that this does not compromise the safety and efficient movement of traffic and does not damage the highway or services buried within it.</p> <p>The parking of vehicles on grass verges and footways is becoming increasingly widespread and creates significant problems in many areas for residents, highway users and for the Council. The circumstances of each case vary widely and it is therefore difficult to identify a single solution that can be applied universally.</p> <p>In view of this, it is proposed to undertake a Borough-wide review of verge and footway parking, and from the information gathered, identify a pilot area in which a verge and/or footway parking prohibition scheme would be appropriate. Following this, a consultation exercise would be undertaken with key stakeholders, including residents and business users directly affected by the pilot scheme, prior to implementation. If successful, the pilot scheme could then be rolled out to other areas of the Borough.</p> | 50 | - | - | - | <p>Feasibility (revenue) would need to be done before inclusion in capital programme. Bid against limited resources.</p> |

| Description | Funding | | | | Comments |
|--|--------------------|--------------------|--------------------|--------------------|--|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| - | | | | | |
| <p>Replacement of obsolete remote monitoring system for faults on traffic signal installations in Thurrock. Since the start of 1991, the Monitron Remote Monitoring System (RMS) for 16 traffic signal installations in Thurrock has been operated, maintained and serviced successfully, however over time this system software and hardware has become obsolete and unsupported. Earlier this year, the RMS in-station based at Essex County Council in Chelmsford failed, and since then, it has not been possible to remotely monitor these installations to identify faults, and the Council is therefore reliant on traffic signal issues being identified by third parties. This means that it takes longer to identify and repair traffic signal faults on these installations, which in turn increases the likelihood of traffic delays and collisions.</p> <p>The Monitron out-station units which communicate to the RMS in-station are also obsolete pieces of equipment, which have been maintained by utilising spare parts and stock. These units are being replaced with Siemens equivalent equipment gradually as part of traffic signal refurbishments, to enable the installations to be monitored by the Siemens RMS in-station. However, Thurrock does not have a refurbishment programme, and hence funding is required to replace the obsolete Monitron out-station units with Siemens out-station units, thereby reinstating the fault management service.</p> | 69 | - | - | - | Can this be funded from the Transport Grant? Else bid against limited resources. |

| Description | Funding | | | | Comments |
|--|--------------------|--------------------|--------------------|--------------------|----------------------------------|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>Upgrade of lighting units on existing illuminated traffic signs with LED lamps. It is estimated that there are in the region of 2,600 illuminated signs in the Borough, required primarily for the direction, regulation and safety of traffic on Thurrock's highway network. The vast majority of these signs are illuminated by down-flood lighting units, each containing two 8 watt fluorescent tubes, which due to the gearing arrangement, each consume in the region of 14 watts, i.e. 28 watts per lighting unit. The life-expectancy of the fluorescent tubes is 1 year. There is insufficient flexibility in the street lighting maintenance budget to enable the tubes to be replaced in bulk annually, and hence their maintenance is undertaken reactively, as and when the tubes fail. Reactive maintenance of this kind is expensive, and places an unsustainable burden on the already stretched maintenance budget. The unreliability of tubes operating beyond their life-expectancy also increases the safety risk to road users. It is therefore proposed that down-flood lighting units be upgraded over a 4-year period by replacing the fluorescent tubes with energy-efficient and more durable LED (light emitting diode) lamps. The lighting units fitted with the LED lamps would each consume in the region of 4 watts in total, and the lamps would have a life expectancy of 10 years. The estimated cost of upgrading all illuminated signs in the Borough is £475,000. Once the 4-year upgrade programme is completed, it is anticipated that the annual energy cost and maintenance savings from this proposal could be in the region of £36,000 and £40,000 respectively, giving a total annual saving of £76,000 and an anticipated payback period of 6.25 years.</p> | 120 | 120 | 120 | 115 | Consider as a spend to save bid? |

| Description | Funding | | | | Comments |
|---|--------------------|--------------------|--------------------|--------------------|--|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>CCTV Enforcement (School Safety) Vehicle. In October 2012, Cabinet approved a 6-month trial of a CCTV enforcement vehicle through a short-term lease agreement with a parking management company, and to use of the income generated by penalty charge notices issued from evidence generated by the vehicle to offset the cost of the trial.</p> <p>The main use of the CCTV enforcement vehicle would be to improve the safety of school children through the more effective enforcement of dangerous parking near primary schools. These parking contraventions are notoriously difficult for Civil Enforcement Officers on foot patrols to enforce, as the driver is usually with the vehicle and therefore usually drives away before the penalty charge notice can be served. This is reflected in the fact that just 15 penalty charge notices were issued in 2011/12 for the contravention of parking in a restricted area outside a school.</p> <p>The information gathered from the trial would enable an informed decision on the future of mobile enforcement in the Borough, based on real experience of operating a CCTV enforcement vehicle in Thurrock. If the trial is successful, then financial provision will have to be made for the indefinite continuation of mobile enforcement in the Borough, which is the main purpose if this bid. It is anticipated that the income generated from penalty charge notices issued on the back of evidence generated by the vehicle will offset this capital and revenue costs, particularly if the vehicle stays in operation beyond the 3 year pay back period for the prudential borrowing for the capital costs.</p> | 75 | - | - | - | <p>Borrowing costs could be offset by income generated. Inclusion in programme would be based on results of current trial. If continue to lease vehicle, this would be a revenue cost.</p> |

| Description | Funding | | | | Comments |
|--|--------------------|--------------------|--------------------|--------------------|--|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>The construction of a Bus Turn around area on the forecourt of Stanford-le-hope station. As part of the Planning consent for the construction of the new Thurrock Gateway Port the developers (DP World) entered into a Section 106 Agreement to construct a Bus Turn Around at Stanford-le-hope Rail Station. The intention is for buses to be able to run a reliable service between Stanford-le-hope Station, Corringham and the new DP World development without timetables being delayed or disrupted by the c2c rail service and hold ups at the Level Crossing.</p> <p>However, the existing station forecourt is not large enough to accommodate the requirements of the turn around area. Therefore, the result of the Consultant's report is a proposal for the existing site to be enlarged by extending the existing bridge southwards over Stanford Brook (also referred to locally as Hassenbrook Stream) to cover in the stream, (without restricting the free flow of the watercourse). The new bridge deck is to form an extension to the forecourt area. This would allow busses to swing in off London road from the east and to turn out again back towards DP World with out crossing over the level crossing.</p> <p>The estimated cost of the recommended scheme proposed (including detailed design costs) is £802,600.</p> <p>The DP World contribution commitment is for £500,000</p> <p>This leaves a shortfall of £302,600. This is the funding being sought.</p> | 303 | - | - | - | Total cost £803k, part funded (£500k) from DP section 106 contribution. Bid against limited resources. |
| Support to the Refurbishment of the State Cinema (provisional) | TBD | TBD | TBD | - | Include within the capital programme subject to the realisation of capital receipts and/or third party |

| Description | Funding | | | | Comments |
|-------------|--------------------|--------------------|--------------------|--------------------|--|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| - | | | | | funding and a business case to Cabinet. |

| Description | Funding | | | | Comments |
|--|--------------------|--------------------|--------------------|--------------------|--|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>Grays Magistrates Court - Following the closure of many Regional Courts, Grays Magistrates was transferred into the Council's ownership in 2011. The building is currently partially used by the Youth Offending Team but could be transformed by a full Capital refurbishment project to provide more than 11,800 sqft of affordable managed workspace.</p> <p>Standing at the northern end of the High Street in a prominent position the building could support the new vision to transform Grays into the Borough's administrative hub. This would provide a quick win for the Council to deliver a programme of major change within Grays Town Centre</p> <p>Initial research on the proposed conversion has been conducted to assess whether there is a market for small business accommodation in Grays. Several operators of business centres in the region were approached and asked for their opinion on the viability of the project. The operators approached were:-</p> <ul style="list-style-type: none"> • NWES • Oxford Innovations • Basepoint • Capital Space • Atlantic Business <p>The consensus from these operators was the current shortage of lettable office accommodation in the area would ensure that high quality refurbishment would be attractive, they all expressed strong interest in managing the centre once the refurbishment work was complete. From experience with other business centres, Riverside Business Centre and Thurrock Centre for Business, it is clear that the building will be able to generate sufficient revenue to operate as a successful business centre. It is proposed that an experienced operator would be employed by the Council to manage the facility under a lease arrangement.</p> <p>It is projected that the Centre could generate sufficient income from the licence fees/lease to cover the operational costs of the centre and service a debt in the medium term.</p> | 232 | 160 | - | - | <p>Government Grant of £1.4m available. Include within the capital programme subject to the realisation of capital receipts and/or third party funding and a business case to Cabinet.</p> |

| Description | Funding | | | | Comments |
|---|--------------------|--------------------|--------------------|--------------------|---|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>CEDU have been asked to explore the potential to relocate Lowes Metals, a scrap metal yard in a residential area of east Grays. The business sits at the end of a cul-de-sac and produces a number of lorry movements through a narrow residential street. The business is also opposite the entrance to Manor Road Primary school.</p> <p>Should a suitable relocation site be forthcoming, the removal of the business would improve the amenity of the area and the site could be redeveloped for housing in accordance with its allocation in the emerging LDF Sites Specific DPD.</p> <p>At present, officers have not identified a suitable relocation site. Should one become available, the Council would have to persuade the business to relocate. If the business is unwilling to consider this, the Council could attempt to use its Compulsory Purchase Powers if a sufficiently compelling case could be produced. This could lead to extinguishment. Any relocation package is likely to be based on the Compensation Code, and pertain to the market value of the land, alongside disturbance and a loss payment.</p> | - | 5,000 | - | - | <p>Include within the capital programme subject to the realisation of capital receipts and/or third party funding and a business case to Cabinet.</p> |

| Description | Funding | | | | Comments |
|---|--------------------|--------------------|--------------------|--------------------|---|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>Comprehensive regeneration of a 58Ha brownfield site in Purfleet suitable for</p> <ul style="list-style-type: none"> • New homes 3,000 (circa. 33% houses and 66% apartments); • Retail (A1-5) 6,900m2; • Commercial (B1-8) 31,000m2; • Community; new primary school, health centre and community spaces; • Other; new hotel, station building, energy centres, refurbished jetty; and • Public realm; new parks, play areas, communal gardens, allotments and community orchard. <p>The council is the lead partner on the scheme. It is undertaking a number of roles including acquiring the land to deliver the scheme, through negotiation and potentially through Compulsory Purchase powers; promoting an outline planning application and running a procurement competition to select a delivery partner using the OJEU Competitive Dialogue process. The scheme is expected to produce up to 3,000 new homes, 1,560 new jobs in addition to a range of social, economic and environmental outcomes.</p> <p>This bid seeks to clarify the cash contribution required from the Council towards the project and established within the Capital Programme. In addition to the land assets already in its ownership, the Council has committed to provide up to £11.6m of additional funds to the scheme. This additional fund item is the total sum previously allocated to TTGDC surplus assets and a TBC £3m cash contribution. The funds will be used to fund land acquisitions.</p> | 11,600 | - | - | - | <p>Include within the capital programme subject to the realisation of capital receipts and/or third party funding and a business case to Cabinet.</p> |

| Description | Funding | | | | Comments |
|---|--------------------|--------------------|--------------------|--------------------|---|
| | 2013/14 £'000's | 2014/15 £'000's | 2015/16 £'000's | 2016/17 £'000's | |
| <p>-</p> <p>Funding is sought for a programme of works to realise the Grays Public realm improvements programme. The scheme, presently in the feasibility stage, seeks to improve the environment between the Thurrock Learning Campus and Grays Rail Station. This will help attract further investment to the area and start to reconnect Grays town centre with the river Thames. As part of the programme an alternative pedestrian rail crossing at the High Street is proposed in place of the dangerous level-crossing. A design team has recently been procured to provide a detailed scheme and work on planning permission and acquiring third party land / rights could start in 2013 with building work following afterwards.</p> | 1,000 | 1,000 | 1,000 | 1,000 | <p>Include within the capital programme subject to the realisation of capital receipts and/or third party funding and a business case to Cabinet.</p> |