

Thurrock: A place of opportunity, enterprise and excellence, where  
individuals, communities and businesses flourish

## Council

To the Members of Thurrock Council

The next meeting of the Council will be held at **7.00 pm** on **23 March 2016**

**Council Chamber, Civic Offices, New Road, Grays, Essex, RM17 6SL**

### Membership of the Council:

Sue Gray (Mayor)  
Cathy Kent (Deputy Mayor)

Tim Aker  
Chris Baker  
James Baker  
Jan Baker  
Clare Baldwin  
Russell Cherry  
Colin Churchman  
Mark Coxshall  
Leslie Gamester  
Oliver Gerrish  
Robert Gledhill  
Yash Gupta (MBE)  
Graham Hamilton  
Garry Hague  
James Halden  
Shane Hebb

Terence Hipsey  
Clifford Holloway  
Victoria Holloway  
Barry Johnson  
Roy Jones  
Tom Kelly  
John Kent  
Martin Kerin  
Charlie Key  
Steve Liddiard  
Brian Little  
Susan Little  
Sue MacPherson  
Ben Maney  
Tunde Ojetola  
Bukky Okunade

Barry Palmer  
Jane Pothecary  
Robert Ray  
Joycelyn Redsell  
Barbara Rice  
Gerard Rice  
Andrew Roast  
Peter Smith  
Graham Snell  
Richard Speight  
Deborah Stewart  
Michael Stone  
Pauline Tolson  
Kevin Wheeler  
Lynn Worrall



**Lyn Carpenter**  
Chief Executive



**Councillor Sue Gray**  
Mayor of Thurrock



## **Agenda**

Open to Public and Press

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	To approve as a correct record the Minutes of the meeting of the Council, held on 24 February 2016.	
<b>3</b>	<b>Items of Urgent Business</b>	
	To receive additional items that the Mayor 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.	
<b>4</b>	<b>Declaration of Interests</b>	
	To receive any declaration of interests from Members.	
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<b>6</b>	<b>Questions from Members of the Public</b>	<b>45 - 46</b>
	In accordance with Chapter 2, Part 2 (Rule 14) of the Council's Constitution.	
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	In accordance with Chapter 2, Part 2(Rule 14) of the Council's Constitution.	
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In accordance with Chapter 2, Part 2 (Rule 14) of the Council's Constitution.

<b>19</b>	<b>Reports from Members representing the Council on Outside Bodies</b>
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Name of Committee	Date
Health and Wellbeing Overview and Scrutiny Committee	12 January 2016
Housing Overview and Scrutiny Committee	6 January 2016
Planning Transport and Regeneration Overview and Scrutiny Committee	9 February 2016
Corporate Parenting Committee	3 December 2015
Children Services Overview and Scrutiny Committee	9 February 2016
Planning Committee	11 February 2016

- 21 Update on motions resolved at Council during the previous year 179 - 186**
- 22 To consider motions from Members in the order in which they were submitted 187 - 192**

In accordance with Chapter 2, Part 2 (Rule 15) of the Council's Constitution.

**Queries regarding this Agenda or notification of apologies:**

Please contact Jenny Shade, Senior Democratic Services Officer by sending an email to [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)

**Future Dates of Council:**

25 May 2016 (Annual Council)

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## **Information for members of the public and councillors**

### **Access to Information and Meetings**

Members of the public can attend all meetings of the council and its committees and have the right to see the agenda, which will be published no later than 5 working days before the meeting, and minutes once they are published.

### **Recording of meetings**

This meeting may be recorded for transmission and publication on the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is to be recorded.

Members of the public not wishing any speech or address to be recorded for publication to the Internet should contact Democratic Services to discuss any concerns.

If you have any queries regarding this, please contact Democratic Services at [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)

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If you wish to film or photograph the proceedings of a meeting and have any special requirements or are intending to bring in large equipment please contact the Communications Team at [CommunicationsTeam@thurrock.gov.uk](mailto:CommunicationsTeam@thurrock.gov.uk) before the meeting. The Chair of the meeting will then be consulted and their agreement sought to any specific request made.

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The use of flash photography or additional lighting may be allowed provided it has been discussed prior to the meeting and agreement reached to ensure that it will not disrupt proceedings.

The Chair of the meeting may terminate or suspend filming, photography, recording and use of social media if any of these activities, in their opinion, are disrupting proceedings at the meeting.

## Thurrock Council Wi-Fi

Wi-Fi is available throughout the Civic Offices. You can access Wi-Fi on your device by simply turning on the Wi-Fi on your laptop, Smartphone or tablet.

- You should connect to TBC-CIVIC
- Enter the password **Thurrock** to connect to/join the Wi-Fi network.
- A Terms & Conditions page should appear and you have to accept these before you can begin using Wi-Fi. Some devices require you to access your browser to bring up the Terms & Conditions page, which you must accept.

The ICT department can offer support for council owned devices only.

## Evacuation Procedures

In the case of an emergency, you should evacuate the building using the nearest available exit and congregate at the assembly point at Kings Walk.

## How to view this agenda on a tablet device



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Members of the Council should ensure that their device is sufficiently charged, although a limited number of charging points will be available in Members Services.

To view any “exempt” information that may be included on the agenda for this meeting, Councillors should:

- Access the modern.gov app
- Enter your username and password



# 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?**



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



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

## PROCEDURE FOR MOTIONS

No speech may exceed 3 minutes without the consent of the Mayor [Rule 19.8], except for the proposer of any motion who shall have 5 minutes to move that motion (except on a motion to amend where the 3 minute time shall apply) [Rule 19.8(a)]

**All Motions will follow Section A and then either Section B or C**

- |           |    |  |                            |
|-----------|----|--|----------------------------|
| <b>A.</b> | A1 | Motion is moved                            | [Rule 19.2]                |
|           | A2 | Mover speaks                               | [Rule 19.8(a) (5 minutes)] |
|           | A3 | Seconded                                   | [Rule 19.2]                |
|           | A4 | Secunder speaks or reserves right to speak | [Rule 19.3] (3 minutes)    |

Then the procedure will move to either B or C below:

<b>B.</b>		<b>C.</b>	
<b>IF there is an AMENDMENT (please see Rule 19.23)</b>		<b>If NOT amended i.e. original motion</b>	
B1	The mover of the amendment shall speak (3 mins).	C1	Debate
B2	The seconder of the amendment shall speak unless he or she has reserved their speech (3 mins).	C2	If the seconder of the motion has reserved their speeches, they shall then speak
B3	<b>THEN</b> debate on <b>the subject</b> .	C3	The mover of the substantive motion shall have the final right of reply
B4	If the seconder of the substantive motion and the amendment reserved their speeches, they shall then speak	C4	Vote on motion
B5	The mover of the amendment shall have a right of reply		
B6	The mover of the substantive motion shall have the final right of reply		
B7	Vote on amendment		
B8	A vote shall be taken on the substantive motion, as amended if appropriate, without further debate		

**Vision: Thurrock:** A place of **opportunity**, **enterprise** and **excellence**, where **individuals**, **communities** and **businesses** flourish.

To achieve our vision, we have identified five strategic priorities:

**1. Create** a great place for learning and opportunity

- Ensure that every place of learning is rated “Good” or better
- Raise levels of aspiration and attainment so that residents can take advantage of local job opportunities
- Support families to give children the best possible start in life

**2. Encourage** and promote job creation and economic prosperity

- Promote Thurrock and encourage inward investment to enable and sustain growth
- Support business and develop the local skilled workforce they require
- Work with partners to secure improved infrastructure and built environment

**3. Build** pride, responsibility and respect

- Create welcoming, safe, and resilient communities which value fairness
- Work in partnership with communities to help them take responsibility for shaping their quality of life
- Empower residents through choice and independence to improve their health and well-being

**4. Improve** health and well-being

- Ensure people stay healthy longer, adding years to life and life to years
- Reduce inequalities in health and well-being and safeguard the most vulnerable people with timely intervention and care accessed closer to home
- Enhance quality of life through improved housing, employment and opportunity

**5. Promote** and protect our clean and green environment

- Enhance access to Thurrock's river frontage, cultural assets and leisure opportunities
- Promote Thurrock's natural environment and biodiversity
- Inspire high quality design and standards in our buildings and public space

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# 100 Years in Memoriam

## Remembering Thurrock's Fallen of World War One

Each month during the centenary period of the First World War, Thurrock Council will pay tribute to the 834 local residents known to have lost their lives due to causes associated with the war and their service. At each meeting of Council until November 2018, the 100<sup>th</sup> anniversary of signing of the Armistice with Germany, a Roll of Honour will be published with the agenda detailing the casualties from that month 100 years ago to commemorate the sacrifice made by Thurrock residents.

### March – April 1916

DATE	SURNAME	FIRST NAME	AGE	WARD	RANK	SERVICE	DIED
04-Mar	LAYBOURNE	JOSEPH JACKSON	18	G	PTE	MIDDLESEX - 1	FRANCE
07-Mar	SAUNDERS	WILLIAM JOHN	23	W/TH	PTE	MIDDLESEX - 11	FRANCE
19-Mar	KEELING	OLIVER JOSEPH	21	G & SLH	PTE	ESSEX - 9	FRANCE
23-Mar	WORDLEY	ALBERT WILLIAM LEONARD	22	G & L/TH	FMN	MERC. MARINE	MEDITER'EAN
23-Mar	MANN	HENRY STEPHEN	24	L/TH	TRIMR	MERC. MARINE	MEDITER'EAN
23-Mar	BARWICK	GEORGE WILLIAM	28	TIL	PANTRY	MERC. MARINE	MEDITER'EAN
23-Mar	BEST	ALBERT	23	TIL	FMN	MERC. MARINE	MEDITER'EAN
08-Apr	GILL	JOHN FREDERICK	41	G	PTE	WEST KENT - 6	FRANCE
10-Apr	TWEEDIE - SMITH	DOUGLAS	19	MUCK	2/LT	RFC	HOME
18-Apr	HAWKINS	ELLIS WILLIAM	19	SLH	PTE	MIDDLESEX - 13	FRANCE
27-Apr	SILLS	LEONARD FREDERICK	25	S.OCK	L/CPL	ESSEX - 11	BELGIUM
28-Apr	HEYMER	WILLIAM ETHELBERT	23	G	PTE	SEAFORTH HIGH - 6	FRANCE

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## Minutes of the Meeting of the Council held on 24 February 2016 at 7.00 pm

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**Present:** Councillors Cathy Kent (Deputy Mayor), Tim Aker, Chris Baker, James Baker, Jan Baker, Clare Baldwin, Russell Cherry, Leslie Gamester, Oliver Gerrish, Robert Gledhill, Yash Gupta (MBE), Graham Hamilton, Garry Hague, James Halden, Shane Hebb, Clifford Holloway, Victoria Holloway, Barry Johnson, Roy Jones, Tom Kelly, John Kent, Martin Kerin, Charlie Key, Steve Liddiard, Brian Little, Susan Little, Sue MacPherson, Ben Maney, Tunde Ojetola (arrived 7.19), Bukky Okunade, Barry Palmer, Jane Potheary, Robert Ray, Joycelyn Redsell, Barbara Rice, Gerard Rice (arrived 7.20), Andrew Roast, Peter Smith, Graham Snell, Richard Speight, Michael Stone, Pauline Tolson, Kevin Wheeler and Lynn Worrall

**Apologies:** Councillors Sue Gray (Mayor), Colin Churchman, Mark Coxshall, Terence Hipsey and Deborah Stewart

**In attendance:** Lyn Carpenter, Chief Executive  
David Archibald, Interim Director of Children's Services  
David Bull, Director of Planning and Transportation  
Steve Cox, Assistant Chief Executive  
Roger Harris, Corporate Director of Adults, Housing and Health  
Sean Clark, Director of Finance & IT  
Jackie Hinchliffe, Director of HR, OD & Transformation  
Karen Wheeler, Head of Strategy, Communications and Customer Service  
David Lawson, Deputy Head of Legal & Monitoring Officer  
Richard Parkin, Head of Environment  
Matthew Boulter, Principal Democratic Services Officer  
Jenny Shade, Senior Democratic Services Officer

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Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

Before the start of the meeting, the Mayor invited Reverend Canon Darren Barlow to lead those present in prayer.

### **139. Minutes**

The Minutes of the meeting of Council, held on 27 January 2016, were approved as a correct record.

For accuracy Councillor Hebb stated that his Motion in Item 136 on Page 20 of the minutes should be corrected by replacing the word "fares" to read

“fairness” as the discussion was on the concept of fairness in terms of the fairness commission.

**140. Items of Urgent Business**

The Deputy Mayor informed the Council that she had not agreed to the consideration of any items of urgent business.

**141. Declaration of Interests**

Councillor Gledhill declared a non-pecuniary interest on Item 22, Motion 1, as his partner travels on C2C.

Councillor Potheary declared a non-pecuniary interest on Item 22, Motion 1, as she is a commuter on C2C.

Councillor C Holloway declared a non-pecuniary interest on Item 22, Motion 1, as he is a commuter on C2C.

Councillor Aker declared a non-pecuniary interest on Item 22, Motion 1, as he is a commuter on C2C.

Councillor Gerrish declared a non-pecuniary interest on Item 22, Motion 1, as he is a commuter on C2C.

**142. Announcements on behalf of the Mayor or the Leader of the Council**

Firstly the Deputy Mayor invited all those present to reflect and remember Thurrock’s fallen during World War One.

The Deputy Mayor stated on behalf of the Mayor that young people across Thurrock’s senior schools were making collages of images depicting what they saw as representing Thurrock. These would be displayed in the Mayor’s Parlour during April.

The Mayor attended a meeting with the Rotary Club of Mardyke Valley who were organising a Cycle Marathon in June and encouraged Councillors to support and sponsor cyclists.

The Mayor also held a thank you lunch for Officers to formally acknowledge their help and support shown to the Mayor over the past 8 years as a Councillor.

The Deputy Mayor also stated that Thames 21 would be at Grays Beach this Saturday from 10.00am-1.00pm, they were a group that try to keep UK rivers clean.

Finally, the Deputy Mayor took the opportunity to thank David Bull for his contribution and hard work to the Council and wished him well in the future.



The Leader of the Council, Councillor J. Kent, reiterated the Deputy Mayor's comments and thanked David Bull on the great achievements he had made since joining the Council in 2012. Councillor Kent stated that he would miss David's advice, enthusiasm and wished him well in his retirement.

Councillor J. Kent commented on the Lower Thames Crossing and reiterated the important points made at Council in January. Thurrock Council remained opposed to any further Thames Crossing in Thurrock and that it did not matter if it was Option C or A, Route 1, 2, 3 or 4; these proposals were no good for Thurrock. He stated that the Government and Highways England appear to be thoroughly confused on what they were consulting on and with the consultation process being launched on the 26 January 2016 it was clear that Option A had been dropped and was not part of the consultation process.

Councillor J. Kent stated that he had written to the Secretary of State to ask that the consultation process period be extended but had not received a reply. Since then the Transport Minister, Andrew Jones, has declared that Option A was still being considered by the Government. It was suggested that Councillor J. Kent write again to the Secretary of State to demand that the consultation process be stopped right now so that all Options could be looked at again and considered.

Councillor J. Kent reminded Members of the consultation taking place on Thursday 25 February at the London Cruise Terminal and urged members and residents to attend.

#### **143. Questions from Members of the Public**

A copy of the transcript of questions and answers can be viewed under the relevant meeting date at <http://democracy.thurrock.gov.uk/thurrock> and were attached at Appendix A to these minutes.

#### **144. Petitions from Members of the Public and Councillors**

The Deputy Mayor informed Members that, in accordance with the Council's Petition Scheme, the requisite notice had not been given by any councillors or members of the public that they wished to present a petition at the meeting.

#### **145. Petitions Update Report**

Members received a report on the status of those petitions handed in at Council Meetings and Council Offices over the past six months.

#### **146. Appointments to Committees and Outside Bodies, Statutory and Other Panels**

There were no changes to appointments to Committees, Outside Bodies, Statutory and Other Panels declared.

#### **147. The Children In Care Pledge**

Joseph Kaley, Chair of Children in Care Council, thanked the Members for allowing him the opportunity to speak to them about the Children in Care Pledge. He explained that the Pledge was a very important document representing the Young People of Thurrock, particularly those that did not have the courage to speak out. The Pledge had been adopted by Thurrock Council to ensure that social workers provided the care and support required to all children in the borough and encouraged all Members in their role as corporate parents to sign-up to this Pledge.

Councillor Okunade thanked Joseph Kaley for coming to Council to speak to Members and stated that this was a Government initiative with a promise between Thurrock Council and the Young Children in Thurrock.

Councillor Halden congratulated Joseph on his speech and commented on the Children's Voice element of the Pledge and asked how the Council were listening to that Voice. Councillor Halden stated that he was proud of the cross party commitment and the interaction between Members through the Corporate Parenting Committee.

Councillor S. Little also thanked Joseph on his eloquently delivered speech and stressed as a council, on any overview and scrutiny committee the pledge should be addressed. Councillor S. Little confirmed that the "Staying Put Policy", offering support to Looked After Children even when at university, is not quite here yet but that the Policy for savings and bank accounts of Looked After Children was in place.

Joseph Kaley commented that it should be the Council's focus on getting the Staying Put Policy right to ensure that the professionalism and passion of Foster Carers were taken into consideration.

#### **148. General Fund Budget Proposals**

The Deputy Mayor invited the Leader of the Council to introduce the budget and advised that he had 20 minutes to do so.

Councillor J. Kent

*I have to say Madam Deputy Mayor, that setting the Council's budget becomes increasingly difficult year on year, and I want to start by thanking Sean Clark and his officers, in fact all Senior Offices and Senior Members for their work over many many months that they have put in to getting the proposals and recommendations that we have before us this evening.*

*This year has been different in many ways. For a start we have a three way political split in the council, and yet despite that we have seen unprecedented co-operation from both the opposition groups in overseeing the necessary and difficult decisions the council has had to take.*

*The Leaders and Deputy Leaders of the Conservative and UKIP parties have joined with me and Councillor Barbara Rice, and the individual portfolio holders, in examining pretty much every line of each directorate's budget.*

*Between us we sought out ways of reducing spending while protecting the front line as far as possible. And then there was the overview and scrutiny process. These cross-party committees have looked over these proposals, suggesting changes and tweaks, but in the main have backed our suggestions and proposals.*

*We also have to look at how the rules have changed. From 2010 onwards the national government was putting pressure on councils to maintain council tax levels whilst at the same time cutting grants and offering what they call a council tax freeze grant, usually the equivalent to around one per cent on council tax. We took this bribe each year – bar one.*

*But now the government has changed so have the rules. The new, Conservative Government has ushered in the era of – what it calls – “Financial Self Sustainability”. They say that ever council in the country is being expected to raise council tax by very nearly two per cent and those with social care responsibilities such as us here in Thurrock, should add a further two per cent – the Social Care precept.*

*Madam Deputy Mayor, in helping decide on the level of Council Tax increase we asked the cross party Corporate Overview and Scrutiny Committee to look at all the issues and come up with a recommendation on the way forward.*

*I am really grateful to Councillors Hebb and Snell – as the Chair and Vice Chair of that committee – for undertaking that task, for taking it seriously and for their committee unanimously agreeing the recommended increase that we have before us this evening.*

*So led by Cabinet and endorsed by Councillors from all three of the major parties here in Thurrock – Labour, Conservative, UKIP – we have jointly come to the conclusion that if Thurrock Council is to be able to continue providing the services that people rely on – supporting the vulnerable, supporting families, supporting the young and the old – then we must support in turn tonight's recommendation to increase council tax by 3.99 per cent.*

*To put that into some context, unlike most of the rest of the country where Band D homes were the average, Band D homes account for less than a fifth of Thurrock homes, the vast majority – over two-thirds – were Band A, B and C. So if we look at the weekly cost of Thurrock's 3.99 per cent increase, a Band A home is 57p a week, for a Band B it's 67p a week, and for a Band C – which is the band most Thurrock homes fall into – it is 77p a week.*

*Madam Deputy Mayor, it is important to realise that moan as we might – and we all moan about our bills, I'm no different to anybody else in that – out of the 55 unitary councils in this country, Thurrock has the third lowest council tax. This means that we were only able to raise the third lowest amount of council*

*tax income – it's around £550,000 per one per cent increase; we receive the third lowest level of Revenue Support Grant from the government; we have the third lowest net budget; and we have the fifth lowest net budget per head of population.*

*This leads to two things; the first is that implementing the government's Social Care precept – the care tax – will bring in £1.1 million. The cost of our contractors implementing the Living Wage, I have to say that the living wage is a good thing and something we all support, but the cost to this council will be at £1½ million, a shortfall of £400,000 before any of the other demographic challenges we face in this area were considered.*

*The 1.99 per cent Council Tax increase will also bring in around £1.1 million, but we face new costs such as the Apprentice Levy – again a good initiative but one that will cost us half a million pounds – and the scrapping of the Council Tax Freeze grant that removes another £600,000 takes care of that entire increase. All of this at the same time as our government grant is being cut by a quarter in April – where we lose another £8 million.*

*The second is that since 2010, in real terms and taking inflation into account, our Council Tax bills here in Thurrock have effectively fallen in real terms by £100 pounds a year. This proposed rise recoups roughly half of that. So, hopefully with the support of our colleagues around this chamber, I am proposing that Council Tax should rise by 3.99 per cent this April.*

*The budget that we were proposing this evening is for a total of £110 million pounds.*

*It includes no new cuts to front line services and I point out that unlike many other councils we still have a weekly bin collection collecting three streams, we have no library closures and we have kept the street lights on. In fact this budget provides a little extra cash to maintain some subsidised buses, providing a new library facility for Purfleet and for additional street cleaning. How have we managed to do this?*

*From what I hear, there were those amongst our colleagues opposite who claim we were a left wing group unable to provide leadership at all. Madam Deputy Mayor I just do not accept that. We were sensible people; people who care about other people; people who care about Thurrock now and Thurrock in the future. We were sensible people who work hard for Thurrock now for the future of Thurrock; people who want local business to grow and prosper today, tomorrow and beyond; we were sensible people who have helped attract hundreds of new jobs and sensible people who were still working hard to ensure that even more new jobs come Thurrock's way; we were sensible people who work hard to help those who work hard and we work hard to protect those who cannot help themselves; in short, we were sensible people who have sensible ideas which were beginning to bear fruit – and I just want to look at some of those sensible ideas that we have led on these past few years.*

*We've led on creating a new-look Purfleet; a new town centre, new shops, new homes and new offices, with a new railway station and a huge television and film studio complex.*

*Over the past few years we have seen our schools improve well beyond expectations. If we got back to 2010 and 2011 our colleagues opposite seemed to at times take great pleasure at lambasting school performance; talking down Thurrock's young people; and damning their efforts. But not any longer. Madam Deputy Mayor in 2010 the vast majority of our schools needed improvement, today the vast majority were rated good or outstanding by Ofsted. That doesn't mean that there's not more work to do, of course there is, and we won't rest until every place of learning is rated as 'Good' or 'Outstanding'. If we go back to Purfleet and the High House Production Park, we have led the way, with two Royal Opera House centres, a national centre for learning and skills, dozens of artist studios and this week we hear the Royal Academy of Arts – yes THE Royal Academy of Arts – also want to come to Purfleet too.*

*On a more bureaucratic note, let's look at the Local Enterprise Partnership. It covers the whole of Kent, Essex and East Sussex and yet where do the millions of pounds come? They come to Thurrock, or through Thurrock to Thames Gateway South Essex – schemes like the £5 million for developing the A13 widening to ensure that we get the tens of millions pounds needed to complete the project, £5 million towards the Purfleet town centre proposal, £7½ million towards improving access to London Gateway and its jobs, £5 million for improving the borough's cycle network, thirty-five-and-a-half million pounds for improving pinch-point projects across South Essex and £14 million for sustainable transport plans across South Essex.*

*And what about jobs and business? I think we've led on jobs and business time and time again, from London Gateway, in the thousands, to the Old Courthouse in Grays – in the hundreds. Where-ever you look jobs were being created here in Thurrock and that's because we have worked alongside our business partners, large and small, showing a can-do and will-do attitude; we have led on and created an atmosphere here in Thurrock that acts like a magnet attracting billions, yes billions of pounds of private investment.*

*Despite the global recession Thurrock's employment rate is now above the national average, one of the more impressive changes is employment generation, where our leadership has encouraged private sector investment, is the creation of 5,000 jobs between 2007 and 2014, a growth of very nearly eight per cent which is more than double the national and regional averages.*

*Then we have the Business Board. We created a business led forum for local businesses large, small and intermediate to get together, to talk and discuss the future.*

*If we look here in Grays, just across the road we have the new South Essex College campus, a project made possible because this council took the right decision to put its land into the project. Now the whole of the town is*

*benefitting as hundreds and hundreds of students and associated workers come here every day.*

*What else have we led on in Grays? Saving the theatre and keeping the Thameside running, not selling it off as some had suggested the way forward to be. Instead we want to maintain our town's arts heritage until we can create a brand new 21st century complex on the riverside to become the flagship of a revitalised town literally making the best of our Thames-side location.*

*Thurrock Council has developed the best counter-fraud team in the Country, a team that works with police forces nationwide as well as supporting other councils, housing associations and even a government department.*

*We have led on creating our own wholly owned company to kick-start housing developments and create low-cost homes for local people; we've led on attracting new devolved powers from government – battling with Essex to ensure we don't lose out and working with Southend for the benefit of both boroughs; we have taken on industry giants like Serco, bringing back 400 staff members – as well as saving at least £300,000 each and every month, money which went straight to the company's profit margin and not to local services; and, of course, for the past four years and more we have led on fighting plans to tarmac our borough with a massive new motorway and Thames crossing.*

*Madam Deputy Mayor we have taken on and welcomed new Public Health responsibilities – despite our initial problems of over a million pounds of our money being given to Essex County Council. We still welcome those responsibilities although things were made more difficult when the government announced a £655,000 cut in the middle of this working year and after all our contracts had been let; and we still welcome Public Health responsibilities even though that cut has now been increased to £924,000 – nearly £1 million less to spend on local people's health – in the coming year.*

*On top of all of these successes, and on top of the continual cut-cut-cut in our finances, we have still managed business pretty much as usual. Yes there have been some cuts, but the vast majority of our services have continued with minimal impact – not only is this because we have managed the problem well, but it is also down to our hard-working and dedicated staff – from top to bottom. Madam Deputy Mayor we should here tonight say thank you to each one of our 2,000 workers. So I move the recommendations before us this evening – recommendations that protect the front line, invest in our priorities, protect our replenished reserves and – once again – will levy the lowest Council Tax in Essex.*

*The Deputy Mayor then invited the Leader of the Opposition to respond and advised that he had 15 minutes to do so.*

*Councillor Gledhill*

*Thank you Madam Deputy Mayor, and thank you Councillor Kent for your very informative budget speech as they tend to be every year. There were some*

*aspects of this report I will be supporting, for example, the Adult Social Care increase. For at least a decade, if not longer, irrespective of political leadership every Council has been raising this as an issue. But for five years of a Labour Government and at least five years of the Coalition Government, these issues were not really addressed. However, first year of Conservative Government we have the opportunity to start to fix this Adult Social Care time bomb that has been ticking, for as I say, more than a decade.*

*Will the Adult Social Care premium – I don't like calling it a care tax – solve the problem? No, no it won't. Will it make a dent in how much money we will need to spend on that this year? No, no it won't. Will it be the start of some serious conversations about funding for our older residents who were vulnerable and in need? Yes, I really hope it does, but what we have got to remember is that this care needs to be paid for. It will be paid for either directly through the council tax payments from taxpayers or what we pay through directly for income tax payers – from tax payers – but whatever way you look at it, it will come from the tax payer.*

*I must echo Councillor Kent's comments about the way this budget has been put together, what the Section 151 officer has done this year can only be described as some form of accountancy magic, and it really must be applauded. No extra cuts to front line services, except for those that already have been proposed and agreed last year by certain Members of this Chamber. But it just goes to show another example of what happens when government turns off the tax payer taps – innovation starts to become the norm and we don't end up with the same old, same old; and this is why it makes it very difficult, very, very difficult to oppose this budget – I say very difficult, but not impossible.*

*Now, as Councillor Kent has said, we had cross-party meetings with the Leaders and Deputy Leaders – and I know I missed one of them – but I can't remember a line by line breakdown of what was going on, on what is being spent, my apologies.*

*If we did have that then of course we would still be remembering roughly £13 million pounds on temporary staff and consultancy fees, will be the cost by the end of the year; roughly £10 million of that alone on temporary staff. £2 million spend on suppliers of taxis and other contract hire vehicles – which don't appear to be checked for financial viability or correct expenditure. £88,000 on professional subscriptions going to the Council, to obviously make sure that officers subscribe to certain national bodies to do their job properly. I can't quite work out why we were paying them for officers to ensure that they were keeping their qualifications up-to-date. My favourite of course, £45,000 on a paid union rep, something we were promised a long discussion on. I can't remember that at all, and if we had gone line by line, as has been suggested, we would notice that we spent £3000 on a male entertainment troupe, and I use that term quite politely. Now, this was a group that went to perform at Thameside; now fortunately this £3000 was one of the ones that was well spent, it made a very small profit – probably the first time the Council didn't lose its shirt when everyone else was.*

*Now at the moment we were also supporting what should only be described as commercial operations, now these commercial operations were being subsidised by the tax payer directly to the tune of £1.5 million pounds a year. Now, we were always told that there were reasons for this and we haven't got provision very well in this area and we need outside help for doing that – now if we weren't supplying a taxi service as a subsidised service we would end up with businesses taking up opportunities there; and when the businesses take up the opportunities there, the tax payer is not seeing their money wasted to support things that should at least break even.*

*Now I'm not saying that these services should be scrapped, far from it, that would be the wrong thing, and as Councillor Kent has pointed out, not shutting the Thameside instantly and putting the plans forward for a brand new Thameside Theatre that's on the side of the Thames is the right thing to do; but of course between now and then every council tax payer will be paying for this.*

*I'm also a bit concerned about the scaremongering that's in the report that's saying that if we don't agree the budget tonight the first thing that's going to go is subsidised bus services, street cleaning and libraries; now what were they being picked out when we have got, as I say, things that should be commercially viable being subsidised by the tax payer – they could easily choose those before hitting residents directly.*

*Now, one thing we haven't seen tonight is obviously the fabled graph of doom, a graph that only shows a portion of the money that this Council gets. And to put this into perspective – in 2010 we had £127 million pounds, sorry I've got that wrong my apologies, its one-two-six million pounds and then in 2015 we have got £122 million, a drop of just £5 million – a 4 per cent reduction – not this graph of doom that basically needs to be put on the first floor to show that its crashed so far it's in the basement, it's ridiculous.*

*Now we also see from last year that agenda item 1.8 to 1.8.3, to delegate powers back to Cabinet to agree certain borrowing and expenditure, last year we agreed as a Council not to support that so whenever we get grants in from outside, whenever we decide to spend huge, vast amounts of money on Gloriana, it should be decisions made in this full Council so all of our residents know that we have had a say and either we have all agreed or we didn't agree. We were not flooded with these enquiries last year, in fact I can only think of one, so I cannot see why we would want to delegate to Cabinet those powers again and I shall be rejecting those proposals and ask that they were not delegated and remain with Council.*

*Other than that Madam Deputy Mayor, as I say, I'm finding it very, very difficult to oppose the proposals – there were not massive cuts that were being done – this is not down to this administrations good management, this is down to Mr Clark and his team who as I say, pulled the rabbit out of the hat – the financial rabbit out of the hat – this year, and time and again, and they must be applauded. Thank you.*



The Deputy Mayor invited Councillor J. Kent to respond and advised that he had 10 minutes to do so.

Councillor J. Kent

*I shall take ten minutes as a ceiling not a floor, Madam Deputy Mayor. First of all I will thank Councillor Gledhill for his broad support, I tend to agree with him when it comes to support for Adult Social Care. All we have seen is the government moving the burden of taxation away from Central Government and putting it into Local Government; I think that this is a theme that we will see more and more over the next four and five years. As Councillor Gledhill quite rightly said, if we want good quality Social Care it has to be paid for, whether that's paid for by income tax, or paid for through Council Tax, this government – as it moves to financial self-sustainability for local authorities – it is quite clear, it will be down to local authorities to get the blame for raising these bills.*

*Councillor Gledhill came out with a series of examples of spending that he may not agree with, including the way that we hire acts at the Thameside Theatre; I have to say I don't think it's for Members of this Council to get involved in the operational detail of which acts were hired to go on stage at the Thameside Theatre.*

*I also wonder if Councillor Gledhill thinks that he hasn't seen each of the directorate line by line, how he comes up with those lines, but there we go. And finally, I'm glad that Councillor Gledhill appreciates the graph of doom, we will have to bring it back out. The graph of doom of course charts the fall in our Revenue Support Grant, a Revenue Support Grant that in three years' time will disappear altogether.*

*Councillor Gledhill rather disingenuously, I think, goes back to the £126 million budget that we set in 2010 and compares it, I'm sorry I didn't catch the year, to a budget of £122 million – the budget we set tonight is for £110 million; of course much of that difference is the new responsibilities that we have been given, back in 2010 we had a development corporation that provided all of our strategic planning, for example, that has now returned to the Council with the budget that went along with it. We now have responsibility for Public Health with a budget of another £8 million that was passed with it, and just earlier this year we took responsibility for Children's Health with I believe a budget of £3 million pounds for the first year, £4.5 million pounds in a full year; I think that more than accounts for the difference that Councillor Gledhill has pointed out. Thank you Madam Deputy Mayor.*

The Deputy Mayor then invited debate on the whole subject of the item.

Councillor Snell stated that over the past year he had attended many meetings with Councillor Jones at leadership level and attended the Budget Review Panel to have the chance to look at every aspect of the budget and the budget setting to find ways of making the Council work more efficiently. Opportunities at this time were given for Members to speak up and bring

forward items on the budget, raise any issues or concerns. Councillor Snell stated that everything that Councillor Gledhill had mentioned tonight had not been brought up prior to this budget report and felt it unreasonable to bring them up tonight.

Councillor Halden stated a positive point on the budget on how it had been formatted, an example of this was the Health Overview and Scrutiny Committee where Officers presented Members with 27 different options on how adult social care could be reformatted with each option having different cost and service implications. Councillor Halden stated this was the perfect way to do this with different options and scenarios available to Members.

Councillor G. Rice stated he supported the budget report and identified that Members had all committed to keep a weekly bin collection.

Councillor B. Rice stated that ample opportunity had been given to Councillor Gledhill to comment on the budget report after attending nine budget meetings and felt that it was unfair and an insult to Thurrock residents that no mention of his comments were made prior to tonight.

Councillor Worrall stated that with regards to Gloriana an executive group had met with Labour and UKIP Members in attendance apart from a conservative group member. It was stated that decisions were made regarding the budget at these meetings and commented that all groups should attend so that comments can be made at that time.

Councillor Ray stated that was he never invited to an executive group to discuss the budget so could not comment. He added that he felt the UKIP Party was not offering viable alternatives to the proposed budget as an opposition group.

Councillor S. Little stated that cuts had been made especially in Bulphan where there was no longer a library bus and a community café had been started with little financial support from the Council.

Councillor J. Kent thanked Members for all the contributions and for the support of Councillor Snell.

The Deputy Major asked the Chief Executive to explain the vote recording process in relation to budget and council tax setting.

The Chief Executive explained that Council were asked to vote on the recommendations within the report in a series of blocks. Some were required to have a recorded vote. Therefore, the voting would be conducted as follows:

- The Council would vote for recommendation 1.1. This would be unrecorded unless Members requested otherwise.
- The Council would then vote on recommendations 1.2, 1.3 and 1.4 together. This would be a recorded vote.

- The Council would then vote for recommendations 1.5 to 1.8.3 inclusive en-bloc. This would be unrecorded unless Members requested otherwise.
- Finally, the Council would vote on recommendations 1.9 to 1.14 en-bloc. This would be a recorded vote.

Councillor Gledhill requested that recommendations 1.2, 1.3, 1.4 be recorded individually and that recommendations 1.8 to 1.8.3 be voted on separately. This was agreed by Members.

The Deputy Mayor invited the Chamber to vote on recommendation 1.1 as printed in the report. All Members present voted in favour of the recommendation, whereupon the Deputy Mayor declared 1.1 to be carried.

The Deputy Mayor explained that a recorded vote would take place on recommendation 1.2, the result of which was:

For : Councillors Tim Aker, Chris Baker, James Baker, Jane Baker, Claire Baldwin, Russell Cherry, Leslie Gamester, Oliver Gerrish, Robert Gledhill, Yash Gupta, Garry Hague, James Halden, Graham Hamilton, Shane Hebb, Cliff Holloway, Victoria Holloway, Barry Johnson, Roy Jones, Tom Kelly, John Kent, Martin Kerin, Charlie Key, Steve Liddiard, Brian Little, Susan Little, Sue MacPherson, Ben Maney, Tunde Ojetola, Bukky Okunade, Barry Palmer, Jane Potheary, Robert Ray, Joy Redsell, Barbara Rice, Gerald Rice, Andrew Roast, Peter Smith, Graham Snell, Richard Speight, Michael Stone, Pauline Tolson, Kevin Wheeler, Lynn Worrall, Cathy Kent **(44)**

Against : **(0)**

Abstain : **(0)**

Whereupon the Deputy Mayor declared recommendation 1.2 to be carried.

The Deputy Mayor explained that a recorded vote would take place on recommendation 1.3, the result of which was:

For : Councillors Tim Aker, Chris Baker, James Baker, Jane Baker, Claire Baldwin, Russell Cherry, Leslie Gamester, Oliver Gerrish, Yash Gupta, Graham Hamilton, Cliff Holloway, Victoria Holloway, Roy Jones, John Kent, Martin Kerin, Steve Liddiard, Bukky Okunade, Barry Palmer, Jane Potheary, Barbara Rice, Gerald Rice, Peter Smith, Graham Snell, Richard Speight, Michael Stone, Kevin Wheeler, Lynn Worrall, Cathy Kent **(28)**

Against : Councillor Ray **(1)**

Abstain : Councillors Robert Gledhill, Garry Hague, James Halden, Shane Hebb, Barry Johnson, Tom Kelly, Charlie Key, Brian Little, Susan Little, Sue MacPherson, Ben Maney, Tunde Ojetola, Joy Redsell, Andrew Roast, Pauline Tolson **(15)**

Whereupon the Deputy Mayor declared recommendation 1.3 to be carried.

The Deputy Mayor explained that a recorded vote would take place on recommendation 1.4, the result of which was:

For : Councillors Tim Aker, Chris Baker, James Baker, Jane Baker, Claire Baldwin, Russell Cherry, Leslie Gamester, Oliver Gerrish, Robert Gledhill, Yash Gupta, Garry Hague, James Halden, Graham Hamilton, Shane Hebb, Cliff Holloway, Victoria Holloway, Barry Johnson, Roy Jones, Tom Kelly, John Kent, Martin Kerin, Charlie Key, Steve Liddiard, Brian Little, Susan Little, Sue MacPherson, Ben Maney, Tunde Ojetola, Bukky Okunade, Barry Palmer, Jane Potheary, Robert Ray, Joy Redsell, Barbara Rice, Gerald Rice, Andrew Roast, Peter Smith, Graham Snell, Richard Speight, Michael Stone, Pauline Tolson, Kevin Wheeler, Lynn Worrall, Cathy Kent **(44)**

Against : **(0)**

Abstain : **(0)**

Whereupon the Deputy Mayor declared recommendation 1.4 to be carried.

The Deputy Mayor invited the Chamber to vote on recommendation 1.5 to 1.7 as printed in the report. All Members present voted in favour of the recommendations, whereupon the Deputy Mayor declared these to be carried.

The Deputy Mayor invited the Chamber to undertake a vote on recommendation 1.8 to 1.8.3 as printed in the report, the result of which was:

For : 27

Against : 16

Abstain : 1

Whereupon the Deputy Mayor declared recommendations 1.8 to 1.8.3 to be carried.

The Mayor invited the Chamber to undertake a recorded vote on recommendations 1.9 to 1.14 as printed in the report, the result of which was:

For : Councillors Tim Aker, Chris Baker, James Baker, Jane Baker, Claire Baldwin, Russell Cherry, Leslie Gamester, Oliver Gerrish, Robert Gledhill, Yash Gupta, Garry Hague, James Halden,

Graham Hamilton, Shane Hebb, Cliff Holloway, Victoria Holloway, Barry Johnson, Roy Jones, Tom Kelly, John Kent, Martin Kerin, Charlie Key, Steve Liddiard, Brian Little, Susan Little, Sue MacPherson, Ben Maney, Tunde Ojetola, Bukky Okunade, Barry Palmer, Jane Potheary, Robert Ray, Joy Redsell, Barbara Rice, Gerald Rice, Andrew Roast, Peter Smith, Graham Snell, Richard Speight, Michael Stone, Pauline Tolson, Kevin Wheeler, Lynn Worrall, Cathy Kent (44)

Against : (0)

Abstain : (0)

Whereupon the Deputy Mayor declared recommendations 1.9 to 1.14 to be carried.

## **RESOLVED**

### **That the Council:**

- 1.1 Considers and acknowledges the Section 151 Officer's (Director of Finance and IT's) report on the robustness of the proposed budget, the adequacy of the Council's reserves and the Reserves Strategy as set out in Appendix 1, including the conditions upon which the following recommendations were made;**
- 1.2 Following the recommendations of Corporate Overview and Scrutiny and the Cabinet, agree to a 2% Council Tax increase in respect of Adult Social Care;**
- 1.3 Following the recommendations of Corporate Overview and Scrutiny and the Cabinet, agree to a 1.99% Council Tax increase in support of the general budget;**
- 1.4 Approve a General Fund net revenue budget for 2016/17 of £110,289,954 allocated to services as set out in paragraph 5.3;**
- 1.5 That Cabinet recommend to Council that delegation be granted to the Director of Finance and IT, in consultation with the Chief Executive and Leader of the Council, the authority to make the relevant submissions to government to secure the four year settlement and freedom to use capital receipts for transformation purposes if considered to be in the Council's best interest;**
- 1.6 Approve the Dedicated Schools Grant as set out in section 7 and Appendix 4;**

- 1.7 Approve the new General Fund capital schemes as set out in section 9 and Appendix 5;**
- 1.8 Delegate to Cabinet:**
  - 1.8.1 The approval of any expenditure, including loan and equity advances, related to Gloriana Thurrock Ltd developments and these be deemed as part of the capital programme;**
  - 1.8.2 The ability to agree schemes where it can be evidenced that there is a spend to save opportunity and these be deemed as part of the capital programme; and**
  - 1.8.3 The ability to agree schemes that use any unbudgeted contributions from third parties, including those by way of grants or developers' contributions, and these be deemed as part of the capital programme.**

#### **Statutory Council Tax Resolution**

**(Members should note that these recommendations were a result of the previous recommendations above and can be agreed as written or as amended by any changes agreed to those above).**

- 1.9 Calculate that the Council Tax requirement for the Council's own purposes for 2016/17 is £57,135,138 as set out in the table at paragraph 5.3 of this report.**
- 1.10 That the following amounts be calculated for the year 2016/17 in accordance with Sections 31 to 36 of the Act:**
  - (a) £390,012,962 being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(2) of the Act.**
  - (b) £332,877,824 being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(3) of the Act.**
  - (c) £57,135,138 being the amount by which the aggregate at 1.10(a) above exceeds the aggregate at 1.10(b) above, calculated by the Council in accordance with Section 31A(4) of the Act as its Council Tax requirement for the year. (Item R in the formula in Section 31B of the Act).**
  - (d) £1,169.46 being the amount at 1.10(c) above (Item R), all divided by Item T (Council Tax Base of 48,856), calculated by the Council, in accordance with Section 31B of the Act,**

as the basic amount of its Council Tax for the year (including Parish precepts).

- (e) £0 being the aggregate amount of all special items (Parish precepts) referred to in Section 34(1) of the Act.
- (f) £1,169.46 being the amount at (d) above less the result given by dividing the amount at (e) above by Item T, calculated by the Council, in accordance with Section 34(2) of the Act, as the basic amount of its Council Tax for the year for dwellings in those parts of its area to which no Parish precept relates.

1.11 To note that the County Council, the Police Authority and the Fire Authority have issued precepts to the Council in accordance with Section 40 of the Local Government Finance Act 1992 for each category of dwellings in the Council's area as indicated in the tables below.

1.12 That the Council, in accordance with Sections 30 and 36 of the Local Government Finance Act 1992, hereby sets the aggregate amounts shown in the tables below as the amounts of Council Tax for 2016/17 for each part of its area and for each of the categories of dwellings.

**2016/17 COUNCIL TAX FOR THURROCK PURPOSES EXCLUDING ESSEX FIRE AUTHORITY AND ESSEX POLICE AUTHORITY**

Amounts for the Valuation Bands for 2016/17							
A £	B £	C £	D £	E £	F £	G £	H £
779.64	909.58	1,039.52	1,169.46	1,429.34	1,689.22	1,949.10	2,338.92

1.13 That it be noted that for the year 2016/17 Essex Police Authority has stated the following amounts in precept issued to the Council for each of the categories of dwellings as follows:

Amounts for the Valuation Bands for 2016/17							
A £	B £	C £	D £	E £	F £	G £	H £
101.40	118.30	135.20	152.10	185.90	219.70	253.50	304.20

1.14 That it be noted that for the year 2016/17 Essex Fire Authority has stated the following amounts in precept issued to the Council for each of the categories of dwellings as follows:

<b>Amounts for the Valuation Bands for 2016/17</b>							
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>
<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b>45.12</b>	<b>52.64</b>	<b>60.16</b>	<b>67.68</b>	<b>82.72</b>	<b>97.76</b>	<b>112.80</b>	<b>135.36</b>

**2016/17 COUNCIL TAX (INCLUDING FIRE AND POLICE AUTHORITY PRECEPTS)**

<b>Amounts for the Valuation Bands for 2016/17</b>							
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>
<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b>926.16</b>	<b>1,080.52</b>	<b>1,234.88</b>	<b>1,389.24</b>	<b>1,697.96</b>	<b>2,006.68</b>	<b>2,315.40</b>	<b>2,778.48</b>

**149. Housing Revenue Account Base Budgets and Rent Setting 2016-17**

Councillor J. Kent, Portfolio Holder for Finance, presented the report that set out the proposals for the Housing Revenue Account based budget for 2016/17 and highlighted the proposals for rent and service charges. The report also identified the changes within the base budget between 2015/16 and 2016/17.

In July 2015, the Government announced key policy changes that impacted the Housing Revenue business plan and these were:

- 1% reduction in social rents for four years from 1 April 2016
- Pay to Stay proposals from 2017/18
- The disposal of high value properties as they become vacant

Councillor J. Kent referred Members to the six recommendations in the report to which he proposed were accepted. These recommendations had been through the Overview and Scrutiny and Cabinet process.

Councillor J. Kent stated that when the item was discussed by Cabinet the Shadow Portfolio Holder for Housing was not present, no questions or no calls-ins were made.

Councillor Ojetola apologised for arriving late into the Council Chambers.

Councillor Ojetola stated that he had taken the comments on board and that he did not attend Cabinet anymore as no real answers were given. The 'Call In' process was used recently at the Housing Overview and Scrutiny Committee on the proposed demolition of Seabrooke Rise Flats. Councillor Ojetola commented that help should be given to those on the housing waiting list as required and as and when homes became available.

Councillor G. Rice stated that in 1979 Thurrock Council had reached the gold standard with 25,000 council homes in the borough until Margaret Thatcher decided to sell them off but not having the opportunity to replace them. In



1979, it took six months for a married couple to have a council house compared to the waiting list of 6,500 people today, which was a disgrace.

Councillor Redsell asked what action was being taken to clear the traveller's site on Gammon Fields.

Councillor Worrall updated Members on the exemption in the 1 per cent reduction in rents; an initial meeting had taken place with DCLG but confirmed very little information was available and that proof of significant hardship would need to prove to warrant this 1 per cent reduction. Councillor Worrall stated that details had been released that increase to the rent could be made to Sheltered Housing Accommodation, which would mean that extra rent could be made to old age pensioners not nobody else. As a Cabinet it was decided not to penalise old age pensioners and those living in sheltered housing accommodation.

Councillor Hebb stated that young people should be given the opportunity to the 'Right to Buy' scheme and not feel they have to live off the welfare state system.

Councillor Kerin stated that with the increase in the Joint Income to £30,000 some residents might feel that working extra hours might result in them losing their homes.

Councillor Halden called a Point of Order at 8.56pm to go straight to the vote.

Councillor B. Rice explained to Members how hard it was for ordinary young people of Thurrock who did not want to rely on the state to be able to buy a home.

Councillor B. Rice stated that even for the "Right to Buy" scheme young people could not even afford the deposit.

Councillor Gledhill called for a Point of Order – stating that Councillor Halden had called Point of Order at 8.56pm to go straight to vote. He asked that Legal check the constitution for the correct process.

The Deputy Mayor invited the Chamber to vote on the recommendations.

Upon being put to the vote, Members voted unanimously in favour of the recommendations, whereupon the Deputy Mayor declared these to be carried.

## **RESOLVED**

- 1. That the changes included in the base budget for 2016/17 be agreed.**
- 2. That the 1% rent reduction outlined in the Summer Budget be noted.**

3. That a 1% increase in de-pooled service charges for 2016/17 be agreed.
4. That a 2.5% increase in garage rents for 2016/17 be agreed.
5. That a 1.5% increase in to central heating charges in 2016/17 be agreed.
6. That a 2.5% increase in traveller's sites rents be agreed.

#### **150. Treasury Management Strategy 2016-17**

Councillor J. Kent, Leader of the Council, presented the report which set out the Annual Borrowing and Investment Strategy and the Annual Minimum Revenue Provision Statement. It was stated that the function had again contributed towards protecting front line services and would be used to facilitate the housing development programme for the borough; thorough building schemes such as Gloriana.

Councillor J. Kent stated that it was unfair for Councillor Hebb to ask why the Council were not doing more to help residents buy their own homes when schemes like Gloriana and Shared Equity were available.

Councillor J. Kent summed up by stating that the report was important in what it aimed to achieve and deliver and therefore he moved the recommendations.

Councillor Gledhill thanked Sean Clark for the excellent report and that it delivered what the borough needed to improve, which in turn would improve the business rate income.

Councillor Ray thanked Councillor J. Kent for his presentation and Sean Clark for the thorough report.

Upon being put to the vote, Members voted unanimously in favour of the recommendations, whereupon the Deputy Mayor declared this to be carried.

#### **RESOLVED**

1. That the Council approve the Treasury Management Strategy for 2016/17 and its application to 2015/16 including approval of the Annual Minimum Revenue Provision (MRP) Statement for 2016/17 and its application to 2015/16.
2. That the Council approve the adoption of the Prudential Indicators as set out in the report.
3. That the delegate the approval of any changes to the Prudential Indicators to Cabinet where required due to the delivery mechanism for affordable homes in the borough as outlined in the report

**4. That the Council note the revised 2015/16 and 2016/17 Treasury Management projections as set out in the report.**

**151. Thurrock Local Plan: Issues and Options (Stage 1) and Design Strategy Consultations**

Councillor Speight, Cabinet Member for Regeneration, introduced the report following the 12 February 2014 Cabinet giving authorisation for the preparation of a new Local Plan to guide the future development of Thurrock.

The preparation and publication of the Thurrock Local Plan Issues and Options (Stage 1) Consultation represented the first key stage in the plan making process and provided the local community and stakeholders with their first opportunity to help shape the future development of the borough.

Councillor Speight stated that a draft Thurrock Design Strategy for public consultation will also be published. The intention of this Strategy was to promote the higher standards of design in Thurrock and provide detailed guidance to developers and landowners.

The consultation of both the Issues and Options and the Strategy would run for a six week period beginning on Friday 26 February.

Councillor Hebb stated that every resident in Thurrock needed to be engaged and encouraged to read and contribute to the consultation process.

Councillor S. Little asked how specifically the engagement of residents in rural communities would take place.

Councillor Ojetola welcomed and thanked the portfolio holder for his report and stated that on Planning Committees discussions had taken place on grey areas of the development plan and that it was a good opportunity for everyone to contribute to the way forward. Councillor Ojetola also wished David Bull a well-deserved retirement.

Councillor Gledhill also thanked David Bull for his hard work and was sorry to see him go.

Councillor Gledhill stated his support for the recommendation and that it was important for the Council to get the consultation right and obtain as many views of local residents as possible.

Councillor Hamilton asked for an update on the renovation the State Cinema in Grays. Councillor Speight would provide an update outside of the committee.

Councillor Jones stated that it was an excellent report and that Officers had attended local forums and explained to residents in rural areas in the past, which he felt might help Cllr S. Little's community.

Councillor Speight would liaise with Councillor S. Little on how best to consult with rural communities outside of the committee.

*At 9.16pm, the Deputy Mayor moved a motion to suspend Council Procedure Rule 11.1 to allow the meeting to continue beyond the 2.5 hour time limit until completion of business. Members indicated their agreement to the proposal.*

Councillor G. Rice stated how important this document was and how it attracted a high network of families; with regard to the timetable could this Plan move forward before the Lower Thames Crossing or Option D had been agreed. Councillor Speight stated that the consultation paper consisted of 40 questions some of which related to the Lower Thames Crossing. Councillor Speight would provide an update in writing of progress to Members once this information was to hand.

Councillor Speight also stated that outreach work was to take place with proposed road shows. Dates and times of these roadshows were not known at present but these would be provided to Members.

Councillor Speight thanked David Bull for all his hard work and contributions and moved the recommendations in the report.

Upon being put to the vote, Members voted unanimously in favour of the recommendations, whereupon the Deputy Mayor declared this to be carried.

## **RESOLVED**

**That the Council authorise public consultation on both the Thurrock Local Plan Issues and Options (Stage 1) Consultation Document and the Thurrock Local Plan Design Strategy Document.**

### **152. Constitution Working Group - Governance Review**

Councillor J. Kent, Leader of the Council, introduced the interim report following a governance review where the constitution working group had met over the last year to discuss best practices and potential protocols.

It was recommended that the setting of the Council Tax Base and the Determining the Collection Fund Balance should be delegated to the section 151 Officer.

Members were then referred to 14 other areas of the constitution working group which they seek the permission of Council to continue investigating and exploring before coming back to Council.

Councillor Ojetola thanked the Constitution Working Group for their hard work, time and openness. It was suggested that a time frame be added to the recommendations and asked that this item be returned to Council for an update.

Councillor Ray, as a member of the Constitution Working Group, thanked all Members that turned up the meetings. He noted that no UKIP member was on this group.

Councillor J. Kent agreed the urgency of this document but due to time constraints this item might not appear on the agenda in time for Annual Council. It was recommended that it was brought back in September 2016.

Upon being put to the vote, Members voted unanimously in favour of the recommendations, whereupon the Deputy Mayor declared this to be carried.

## **RESOLVED**

- 1. That the options discussed at Constitutional Working Group set out in the report were investigated further for best practice and that potential protocols, changes to procedures or draft amendments to the Constitution be developed for consideration where appropriate.**
- 2. That the pursuant to the recommendation that the function of setting the Council Tax Base and Determining the Collection Fund Balance be delegated to the section 151 Officer.**

### **153. Report of the Cabinet Member for Education**

Councillor J. Kent, Leader of the Council, directed Members to the report in the agenda and reiterated that no matter what the status of a school was in the borough, the Council remained determined to work with everyone at that place of learning and offer help where required to ensure that school was as good as it could be.

Councillor J. Kent briefly commented on:

- Thurrock Education Alliance - excellent progress in developing strong partnership work both between schools of all types and the Council.
- Thurrock Education Awards - how pleased Councillor J. Kent was to see so many Members at the awards in November which were a true celebration of the success of the Council schools.
- Early Years - Continue to improve and shows a further rise in pupils achieving a Good level of Development.
- Key Stage 1 - At, or very close, to the national average.
- Young People Not in Education, Employment or Training (NEET) – Confident that each NEET in the borough is known to the Council and that the number of under 16s is below average.

- Continuation of the Arts and Cultural Entitlement – There were now 28 schools involved in the pathfinder programme commissioned by the Royal Opera House.
- GCSE Results – Saw a dip locally and nationally following the change in grade boundaries.

*Councillor Ojetola left the Council Chambers at 9.30pm*

Councillor Gledhill stated that 1 in 5 jobs were logistically based in Thurrock and asked the Leader of the Council what help was available to re-train adults or those later in life to find logistic or non-logistic employment. Councillor J. Kent stated that the Council was working with the Thurrock Business Board and industrial experts in the borough, including the Ports, to get a logistic academy up and running to enable adults to re-train.

Councillor Halden asked what plans were in place in helping smaller schools or those schools that stand alone to help nurture relationships with each other.

Councillor J. Kent stated there were some small schools in close proximity to each other which some have already federated but stated that it would be a real mistake for the Council to be prescriptive about the right size of a multi academy trust. The Council would offer any help, guidance or support for those schools that would like to merge.

Councillor S. Little asked with INSPIRE what specific schemes were available for Thurrock care leavers. Councillor J. Kent referred to a scheme promoted by The Prince's Trust who work with all care leavers; the Princes Trust had invited Members to see The Prince's Trust in action and would encourage all Members to do this.

Councillor Kerin asked for information on the regional school commissioner responsible for raising standards in the Academy in Thurrock. Councillor J. Kent stated that academies were not accountable to local authorities or to the minister but accountable to the regional school commissioner for the east, Tim Culson, based in Cambridge who had been invited to join the education alliance to drive up standards in academies.

Councillor Gupta thanked Councillor J. Kent for an excellent report and asked if a school that was not achieving high standards what help was given by the Council to that school. Councillor J. Kent commented that this depended on the school's individual circumstances and that generally support was provided by the education alliance and various sub-groups also the PEER groups between schools.

#### **154. Report of the Cabinet Member for Communities and Public Protection**

Councillor Potheary introduced the report which covered a very wide range of statutory services with the overall aim of protecting the public and

developing the community in Thurrock. In doing so, Councillor Potheary highlighted some of the key achievements of the Portfolio:

- Public Protection brings together a number of services designed to keep Thurrock residents safe and include Environmental Protection, Civil Protection, Thurrock Community Safety Partnership, Trading Standards, Licensing, Health and Safety and the Food Safety Team.
- Highlight from this year is the focus on pursuing Fly Tippers – With the result of 13 offences so far this year with further prosecutions in the pipeline.
- Excellent work on trading standards – from faulty hover boards to unhealthy, illegal imported puppies, work continues by the team to keep Thurrock residents safe.
- A large part of this role has been working with Essex Police and holding them to account.
- As Portfolio Holder, attending on the Police & Crime Panel in Chelmsford holding the Police Crime Commissioner to account on Thurrock's behalf.
- Concerns over the recent inspection on the Essex Police which echoed some of the major concerns of Thurrock on Police cuts.
- Parking regulation and enforcement management – An increase in train commuters parking in residential areas has resulted in the implementation of resident parking permits.
- Community development across the borough to build really strong communities.

Councillor Gledhill asked how the Council could force landlords and owners of public living spaces to clean up rubbish.

Councillor Roast suggested that the Council invite the Chief Constable and the Crime Commissioner back to Council to discuss what plans they have to keep Thurrock residents safe.

Councillor Potheary apologised for not being at January Council and if Members were in agreement she would invite the Chief Constable and the Crime Commissioner back to Council.

*Councillor Hague left the Council Chambers at 9.48pm*

Councillor Cherry commented on the nuisance of quad bikes in the Chadwell St Mary Ward and asked what more could the portfolio holder do to stop this. Councillor Potheary agreed that it was anti-social behaviour taking place in public spaces and that communication with Essex Police had taken place.

Councillor Potheary urged residents to report every incident as the Police were looking for trends in data.

Councillor Cherry asked what measures were being taken to secure Claudian Way against Traveller incursions. Councillor Potheary did not have this information to hand but would supply Councillor Cherry with an update.

Councillor Kerin asked the portfolio holder what the pollution levels were in London Road, Grays. Councillor Potheary stated that London Road was one of the worst areas for bad air population and that an Air Pollution Plan was in place.

#### **155. Questions from Members**

The Mayor informed the Chamber that one question to the Leader of the Council had been received and no questions to Cabinet Members, Committee Members appointed to represent the Council on a Joint Committee were received.

A copy of the transcript of questions and answers can be found at Appendix A of these minutes.

#### **156. Reports from Members representing the Council on Outside Bodies**

A report from Councillor Cathy Kent regarding Coalhouse Fort was tabled at the meeting.

#### **157. Minutes of Committees**

The Minutes of Committees, as set out in the Agenda, were received.

#### **158. Update on motions resolved at Council during the previous year**

Members received an information report updating them on progress in respect of Motions resolved at Council over the past year.

#### **159. Motion submitted by Councillor Aker**

Councillor Aker introduced his Motion and requested that it be altered to accommodate Councillor Gerrish's amendment but to change the word "or" for "and". Councillor Aker felt that this was a small change which had a significant impact. The meeting agreed to this alteration and it was seconded by Councillor Snell.

The Motion therefore read as follows:

*"Thurrock Council calls on C2C rail company to return to its pre-December 13th timetable and to swiftly add sufficient carriages to the current timetable to adequately cover the demand for services in Thurrock".*



Councillor Aker stated that the Motion had been raised due to the chaos the changes to the C2C timetables on the 13 December 2015 had caused residents. Councillor Aker confirmed that he met with C2C in December who promised flexibility in elements of the timetable and that more carriages would be provided.

Councillor Aker urged Members to put pressure on C2C to deal with these issues now and to seek advice from the legal team to identify if C2C were in breach of the franchise agreement.

Councillor Gerrish proposed the tabled amendment which read as follows and was seconded by Councillor J. Kent:

*“Thurrock Council calls on C2C rail company to return to its pre-December 13th timetable or to swiftly add sufficient carriages to the current timetable to adequately cover the demand for services in Thurrock”.*

Councillor Kent supported the amendment which sent a clear message to C2C that since the franchise of C2C the service had worsened.

Councillor G. Rice, as a commuter on C2C, stated the service was unacceptable and had concerns over the safety of passengers and urged the Chief Executive to meet with C2C.

Councillor Gerrish provided the Members with figures on the current number of peak time trains and carriages for Grays, Chafford Hundred and Ockendon stations.

Councillor B. Little stated the only agenda item on the Planning Transport and Regeneration Overview and Scrutiny Committee in March was C2C. Unfortunately no representative from C2C was available to attend. It was apparent that the changes in the timetable and the number of carriages had not worked. Items of work proposed by C2C on signalling and a dual line were in the pipeline.

Councillor B. Little stated that emergency steps needed to be done by C2C to ensure the safety of Thurrock residents.

Councillor Halden supported Councillor Gerrish's Motion and that C2C needed to act before the summer on health and safety grounds to ensure the safety of passengers.

Councillor Worrall stated that consideration should be given to those residents who did not have their own transport and with the growth in the Tilbury Docks area the need for more carriages was essential.

Councillor Ray stated that C2C had confirmed that they had reached their maximum capacity and that work was proposed on the braking systems and extending tracks.

Councillor Gledhill stated that it was unacceptable that C2C were not able to attend the Overview & Scrutiny in March and that C2C should be made accountable for these changes and that consultation with C2C was vital for future plans of this service.

Councillor Speight agreed that bringing back just the service prior to the 13 December would not benefit all passengers.

Councillor Hamilton stated that if there were no other choices available to passengers than using C2C this was their only option.

Councillor Snell stated that the new timetable appeared to be a classic case of computer modelling not working in practice. The service needed to be improved by C2C and the current situation of passengers, including pregnant women, having to stand was unacceptable.

*Councillor Gupta left the Council Chambers at 10.25pm*

As mover of the amendment, Council Gerrish summed up by welcoming the good debate amongst Members.

As mover of the altered original Motion, Councillor Aker stated that it was crucial that no wiggle room was given to C2C and that it was imperative that the service be improved.

The Deputy Mayor called a vote on Councillor Gerrish's amendment:

For : 12

Against : 25

Abstain : 0

The Deputy Mayor declared the amendment lost.

The Deputy Mayor called a vote on the substantive altered motion, the Chamber voted overwhelmingly in favour of the motion and the Deputy Mayor declared the altered motion carried.

*Councillors Key, Palmer and Tolson left the Council Chambers at 10.31pm*

#### **160. Motion submitted by Councillor Jones**

The Motion, as printed in the Agenda, was proposed by Councillor Jones and seconded by Councillor Snell who reserved his right to speak later. The Motion read as follows:

*In light of recent events where the Borough of Thurrock was brought to a virtual standstill on the 28th January and 9th February because of events relating to the Dartford crossing, we request that Thurrock Council send a*

*letter to both Essex Police and Essex Fire and Rescue Services to rethink their proposals to drastically cut essential services to the borough of Thurrock and work with Highways England on an action plan to combat the chronic congestion that affects the whole Borough during such incidents.*

A proposed amendment to Motion 2 had been submitted by Councillor Gledhill and seconded by Councillor Halden.

*In light of recent events where the Borough of Thurrock was brought to a virtual standstill on the 28th January and 9th February because of events relating to the Dartford Crossing, we request that Thurrock Council send a letter to both Essex Police and Essex Fire and Rescue Services to work with Thurrock Council and Highways England on an action plan to combat the chronic congestion that affects the whole Borough during such incidents.*

Councillor Gledhill thanked Councillor Jones for putting the Motion forward. The amendment was proposed to differentiate the interpretation of the need of change for the two services and how they should be working with external partners to ensure they were able to implement the efficiencies they proposed. Councillor Gledhill reminded Members of the two recent congestion incidents and stated that having reductions in the Police and Fire Services would not have made any difference in these situations and that the Government could not be blamed for high winds and diesel spills.

Councillor Gledhill stated that the proposals for change that have been put forward would not affect their ability to respond to calls and stated what needed to be done was for the Police, Fire Service, Thurrock Council and Highways England to get together to talk and ensure when incidents like these happen they were dealt with appropriately.

Councillor C. Holloway stated he was in support of the original Motion, as further retraction of services would affect the health and safety of the borough.

Councillor Speight stated that he agreed with the original Motion, it covered all the ground needed but stated that any further discussions should be wider ranged across the borough to ensure that the Ports were included in strategic discussions.

Councillor Hebb stated that having a plan between the Council, Highways England and the emergency services was vital and supported Councillor Gledhill's amendment.

Councillor J. Kent, spoke against Councillor Gledhill's amendment and confirmed that the Chief Executive had met with the Police at a high level since those two incidents to look at a plan to get police officers onto key roundabouts and junctions and keep the traffic flowing. Councillor J. Kent stated that this could not be done if cuts were continually being made to the Police Service.

Councillor Jones summed up by stating how passionate he was about the proposed cuts to Essex Police and Essex Fire and Rescue and Thurrock should be considered as a special case as it is the industrial hub of Essex. Councillor Jones stated to Members that these cuts were unacceptable and that if a major incident did occur there may not be sufficient services available to cope.

Councillor Halden stated that bringing Fire and Police Service was a good way forward together but no number of resources could fix these congestions.

Councillor Snell stated that some perspective was needed on the situation was required and there was no need to change the Motion.

Councillor Gledhill stated that it would be the tax payers who would pay for any extra services.

Councillor Jones agreed that shared premises between the Essex Police and Essex Fire and Rescue was a good idea.

The Deputy Mayor called a vote on the Cllr Gledhill's amendment. The Chamber voted overwhelmingly against the amendment and the Deputy Mayor declared the amendment lost.

The Deputy Mayor called a vote on the original Motion:

For	:	26
Against	:	0
Abstain	:	12

The Deputy Mayor declared the Motion was carried.

**The meeting finished at 10.57 pm**

Approved as a true and correct record

**CHAIR**

**DATE**

Any queries regarding these Minutes, please contact  
Democratic Services at [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)

## Appendix A to the Council Minutes – 24 February 2016

### **Item 6 – Questions from Members of the Public.**

Two questions were submitted from members of the public.

#### **1. From Mr Perrin to Councillor Worrall**

Are you entirely satisfied with the quality of the work done by contractors such as Mears and Wates including sub-contractors employed by them and do you consider such work to be value for money?"

#### **Councillor Worrall**

Thank you Mr Perrin, am I entirely satisfied with the quality of work done by contractors? No not every single time over the last three years our transforming homes programme has refurbished over 5,000 Council homes a responsive repairs contract handles over 40,000 repairs a year, well over 100 a day on average. To say that each of these would be delivered perfectly every single time would just be unrealistic. Am I entirely satisfied that when issues are raised through the correct channels they are taken seriously and officer work hard to address those issues? Yes I am. Repairs satisfaction levels are carried out independently of this Council, this means that people with no housing department bias are involved with asking the questions, those responses are reported at every cabinet meeting as you know Mr Perrin as you are a regular attendee of Cabinet you will know that these figures consistently show satisfaction level of above 85% and this year they have been better still around 88%. But as always I will push this further to see what we can do as a Council to get this above 90% and I would like to take it to 95% I announced in the January Cabinet meeting that I would get a cross party working group together to look at this, this group has now been formed and we will begin a series of meetings and visits throughout March, this starts next week and a report of the finding will be finalised in April.

#### **Deputy Mayor**

Thank you Councillor Worrall

#### **Deputy Mayor**

Mr Perrin, do you wish to pose a supplementary question?

#### **Mr Perrin**

I ask this question, yet again, as your recent claim to an 85% satisfaction rate for work done by Mears, Wates and Keepmoat appears to be at odds with the number of dissatisfied tenants making complaints to their respective Councillors, just ask some of your fellow Councillors what they perceive to be the highest cause for complaints by tenants and they will tell you it is to do with the standard of work carried out in the home, which is still ongoing. I am

also given to understand that yesterday you were made aware of serious flooding in the home of Mrs Dierdre Lodge, caused by faulty capping of water pipes after the removal of a water cistern. I believe that the method used to calculate the satisfaction figure is at best spurious, at worst deliberately misleading or you are in denial that any problems exist. Do you accept that the standard of work is equally if not more important than cost and that if repairs and maintenance are carried out to a high standard at the outset, in the long term, the cost will be less than that of a papering over of the cracks job which will probably have to be redone in a matter of months rather than years. Can you assure tenants of Council housing that quality and a high standard of workmanship will be the main criteria for awarding contracts and that any lowering of standards in order to cut costs will not be accepted?

### **Councillor Worrall**

We have a governance structure in place for each of our contracts which closely monitor their performance across all aspects of delivery. This includes a monthly review of customer satisfaction, quality of works, cost and timeframes. This approach enables us to quickly identify if any aspects of delivery that might fall below target so they can be promptly addressed with a contractor.

Headlines from performance to the end of Quarter 3 are as follows:

- The Transforming Homes programme has achieved a resident satisfaction of 81% good to excellent rating, which is 5 percentage points higher than the 2014/15 outturn.
- Resident Satisfaction with the Repairs Service averages 88% in 2015/16 which is 4 percentage points higher than 2014/15 and 6 percentage points higher than 2013/14.

In addition to this, over 30% of the contract spend is within the local economy, with 120 jobs and 27 apprenticeships having been created across the housing delivery programmes. 32% of the delivery workforce is based locally and over 300 of the subcontractors are registered in Thurrock.

We are committed to stringent contract management that ensures that housing programmes deliver value for money, the necessary improvements to our housing stock and improve the lives and opportunities of our residents.

## **2. From Ms Webster to Councillor Worrall**

Councillor Worrall. Does Thurrock Council have any plans to review the scope of which HMOs are within its mandatory licensing policy so that HMOs under three or more storeys are brought within the policy - this may help to alleviate the poor living conditions experienced by some of our most vulnerable people, who feel they have no other choice but to accept the poor conditions they are living in when renting from unscrupulous private agents/landlords?

## **Councillor Worrall**

Thank you for your question Teresa, firstly I should explain to those that are here this evening what this is really about, what is a HMO. A HMO is a house in multiple occupations, a home occupied by more than two that who are not all member of the same family. Minimum standards applying to HMOs are set out under the Housing Act 2004, national regulations and codes of practice. So Local authorities like us cannot legally require or enforce on landlords to comply with a different standard. The government published a consultation paper in November last year about changes to the mandatory licensing of HMO's in England. And its proposing to change the definition of HMO's to bring smaller properties under mandatory licensing which would be the two floors that I'm sure you are alluring to there. The consultation period ended December 2015 and we await that outcome. However I can say as an authority we promote good standards in privately rented accommodation through a Landlord Accreditation Scheme. We would encourage any concerns relating to conditions in private rented accommodation to be brought to the attention of our Private Housing Team at the Council.

## **Deputy Mayor**

Thank you Councillor Worrall

## **Deputy Mayor**

Ms Webster, do you wish to pose a supplementary question?

## **Ms Webster**

Thank you Councillor Worrall, I would like to ask because that in the interim there's no dates set for when the mandatory two story licensing is going to come in, is whether Thurrock Council will impose their own additional licensing on the two story properties given the poor conditions that I have identified with approximately 47 properties in East Tilbury?

## **Councillor Worrall**

Thank you, I have has this conversation with Officers on many occasions and I think that is there is very little that we can actually do outside of the law, we have to operate within the guidelines that are set, So I think that first, if you do know of anybody that you believe is living in conditions that are not what you expect them to be, that you would either send them to me or to a member of the team and we can get the well homes team to go out and visit them, as well as inspecting and holding landlords to account, they could also offer them advise on benefits, making sure that they are getting everything they are entitled too. This is a service that is paid for out of the health budget and I encourage you to use, I think that secondly we need to wait and see what comes out of the consultation, there's nothing much that we can do to encourage to do anything outside of that, we have to hope that really this government recognises that there are unscrupulous landlords out there and

so I would hope that they do bring them in line with us as the private landlords should be brought in lined with us as the social landlords, we wouldn't get away with it as the Council so why should landlords, and so I think that once we have seen what actually comes out of it. If it doesn't go far enough I encourage you, yourself to write to our MP for her to put better pressure on this government, she obviously has better contacts in the government than we have accrued, and us a Council should also write. So I think we need to wait, there is nothing that we can do, you would literally have to go street to street and consult with every resident in that street on every HMO that still in there and we would still need to go to the government for agreement that we could have those licenses there.



## Item 18 – Questions from Members

The Mayor informed the Chamber that 1 question had been submitted to the Leader and no questions to Cabinet Members, Committee Chairs and Member appointed to represent the Council on a Joint Committee had been received.

### QUESTIONS FROM MEMBERS TO THE LEADER

#### 1. From Councillor Aker

*Given Highways England's reluctance to send a consultation pack with freepost reply envelope to every resident in the borough, will the leader of the Council look into using the £30,000 fighting fund to see each resident is sent a consultation pack and given a chance to object to the Thames Crossing going through Thurrock.*

#### **Councillor J. Kent**

I think here are a couple of things we need to be absolutely clear on. First of all the responsibility for publicising and supplying information for the Lower Thames Crossing rests with Highways England. However as it seems that they are not sure what they are consulting it is important that this council helps to keep local people informed about what is being consulted upon where information can be found and where best is to respond. Since the New Year the Council has encouraged residents to be aware of the issues and then to take active part in the consultation exercise. Councillor Aker was at the Orsett Hall public meeting and that was in fact before we knew when the consultation would start, before we knew option A was being consulted upon, of course we now know that option A is now back on the table. So I think the council has done its best through traditional and social media to make sure that as many people know about the consultation as is possible, and I think actually we have not done a bad job of that. I got to say Councillor Aker refers to a £30,000 fighting fund and he's not the first member tonight to refer to a fighting fund I think we need to be clear that there isn't a fighting fund, I don't think such a fund would be legal, I'm not sure if we would be allowed to do it. What we have done Cabinet, we have put forward the proposal of a £30,000 pot of money that would allow us to bring in experts that would support our case, as our own staff are busy running transport and regeneration and doing their best to try and find some spare time to look at the effects of these proposals might have. It seems sensible and of course Council this evening has now agreed that a small sum of money should be set aside so that we can both get independent people to look at the proposals to look at how our plans for growth and hope for free flowing traffic will be impacted by a crossing, provide us with expert opinion to counter what is being put forward by the government and then if the crossing were to go ahead to be ready and be well prepared to support them residents that would be affected when it comes to helping them get the best mitigation measures that are possible against the noise and pollution that would follow. So I think in short madam mayor, I don't believe that we should be using council funds to do the job of Highways England.

## **Deputy Mayor**

Councillor Aker do you wish to pose a supplementary question?

## **Councillor Aker**

Thank you Councillor Kent for clarifying the position with regards to the £30,000, has any talks with highways England, has the point been raised that only a few wards actually had these consultation events going on, when my ward doesn't have a consultation event, but all wards are going to be affected if this crossing goes through, have you had any conversation with them and have they explained why they are limiting their consultation events to only a few places in the borough.

## **Councillor J. Kent**

I think at the outset of the consultation, I argued very strongly that the council agreed and argued that to start with an 8 week consultation period for a scheme that would possibly spend £6 billion is ludicrously short, I think we have all been unhappy with the geographic spread of the kind of expedition and consultation events Highways England have run for instant events in Maidstone but not an event in Aveley, I entirely agree with you. As for whether Highways England have heard what we have said, if they have they certainly haven't decided that they are going to do anything different, I would remind everybody that we do have a further public meeting tomorrow with highways England and two members of parliament have promised to come and I think it would be appropriate if people put that question directly to them then.

## **QUESTIONS FROM MEMBERS TO CABINET MEMBERS, COMMITTEE CHAIRS AND MEMBERS APPOINTED TO REPRESENT THE COUNCIL ON A JOINT COMMITTEE**

No questions received.

### QUESTIONS FROM MEMBERS OF THE PUBLIC

There is 1 question from the members of the public.

1. **From Mr Alan Field to Councillor J Kent**

We understand that Thurrock Council intends to sell unneeded community and council assets. I would like to ask the leader if it is the council's intention to use some of the money realised from these sales to support community projects and assets or to keep it all in house.

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## Item 8 : Petitions Update Report – 23 March 2016

Petition No.	Description	Presented by (and date)	Portfolio Holder	Status Full copies of the responses may be obtained from Democratic Services
470	Petition to demolish Butler, Davall and Greenwood High Rise blocks in Grays.	14/10/15	Cllr Worrall	<p>At the meeting of Cabinet held on 14 October 2014 (decision 01104415) it was resolved to:</p> <ol style="list-style-type: none"> <li>1. Cabinet not to award decant status to three Grays high rises – Butler, Davall and Greenwood House, but instead to note that continued consultation should take place with residents to include detailed design on alternative home provision to ensure residents are given a clear unambiguous set of choices.</li> <li>2. Cabinet to agree that officers consider feedback from this consultation as part of the development of the emerging master plan for Grays Town Centre.</li> <li>3. Cabinet to note that the Council’s new build development on Seabrooke Rise will be allocated in accordance to the Council’s existing Lettings Policy and existing residents of the Seabrooke Rise high rise towers will not benefit from enhanced priority status at the current time, therefore Council explores a local lettings plan as a matter of urgency.</li> <li>4. Cabinet to note that the Council is currently reviewing the proposed Housing Development Plan and Estate Regeneration Programme in the light of</li> </ol>

## Item 8 : Petitions Update Report – 23 March 2016

				<p>the Government's imposed reductions in rent. The Council are assessing the implications and options available to ensure that the financial parameters of the HRA are met, whilst retaining an affordable and deliverable programme of housing investment and new build development.</p>
471	<p>The petition is with regards to the shelters on Dilkes Park on the Belhus Estate, the undersigned would like them to be removed. Issues include groups of individuals setting fires, taking drugs, drinking and generally terrorising residents.</p>	22/10/15	Cllr Potheary	<p>Resident of the surrounding area of Dilkes Park have suffered from persistent antisocial behaviour in the area resulting in worry for the community.</p> <p>Although the Police, supported by the Council, have been addressing the issues and taking action in the area against perpetrators, it is agreed that these shelters should be removed.</p> <p>On visiting the site it can be seen that the shelters are not in keeping with what is otherwise a very family friendly park.</p> <p>The shelters are repeatedly damaged and vandalised, leading to the Environmental workforce having to continually commit resource to address ongoing issues.</p> <p>The intention is to have the shelters removed before Christmas 2015.</p> <p>There is a risk that this will just move the problem of the antisocial behaviour, however</p>

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				<p>the Police will continue to work with the Council and the Community to address any ongoing issues.</p> <p>It should be noted that removal of the shelters will be an estimated cost of £4000.</p> <p><u>Update – 8 February 2016</u></p> <p>Shelters have been removed.</p>
472	Residents of Long Lane (Rugby Club end), Kerry Road, Jesmond Road and Laird Avenue are asking for a one way system for the bus route number 88.	28/10/15 at Council	Cllr Gerrish	<p>Bus route 88 is operated by a private operator, Ensign Buses, and they have confirmed there are no major operational issues and do not intend to register a route change with the traffic commissioners as requested.</p> <p>In such circumstances the Council have no or few powers to act due to bus deregulation.</p>
473	<p>The residents of Webster Road call on the Council to commence a review in aid of securing additional parking arrangements / facilities in the immediate vicinity. A suggestion is the potential reconfiguration of the land outside properties with the lowest door numbers in Webster Road on the grass section in front of houses (i.e. numbered 1,3,5,2,4,6 etc).</p> <p>Residents call on Thurrock Council to discuss this with the local residents to see how this piece of land could be changed / adapted to accommodate more vehicles. A</p>	25/11/15 at Council	Cllr Gerrish	<p>An investigation into the possibility of providing parking on the Highway green in front of properties 1-9 &amp; 2-10 Webster Road.</p> <p>The area will be reviewed with a view to providing verge protection to the green to permit parking whilst retaining the pleasant feel of the area and to assist with drainage. A scheme proposal will be drawn up and a cost estimate will be calculated.</p> <p>However, a preliminary view of the site indicates that currently vehicles are parking in the turning head in front of the green and I must point out that that some of this will be</p>

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	potential example can be found in Deveron Gardens in South Ockendon.			lost to permit access to the green and allow for vehicles to turn.  Officers will advise when furthers costs are known.
474	The petition is too keep gate 129 between College Avenue and Bradleigh Avenue, Grays closed. It has been gated and closed to the public since 2008 following local residents fighting long and hard for it to be. The Pathway is close to a school and house.	1/12/15	Cllr Gerrish	The current Gating Order is valid until October 2017. Officers are exploring the case for permanently stopping up the footpath using the Council's powers under s116 of the Highways Act, and proposals will be subject to formal consultation in due course.
475	The residents of Blackshots and surrounding areas are against any charging of the car park at Impulse Leisure as this could have a devastating effect on adjacent roads.	27/01/16	Cllr Redsell	Impulse Leisure carried out a consultation exercise during November and December 2015, seeking public views on the introduction of parking charges at Blackshots Leisure Centre. This was a management response to identify potential solutions to parking problems at the site.  Impulse clearly recognised from the response to their consultation exercise that car parking charging was a controversial and sensitive issue and concluded that even if charges were considered as a way forward, this could only be the case if the Council implemented a residents only parking scheme in surrounding roads. The Council's view however is that parking charges at Blackshots are not a practical or preferred solution and it has been made clear to Impulse that we will not be introducing residents parking for nearby roads.



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				<p>Furthermore, the Council's interpretation of the formal lease between the parties is that the introduction of charges to the current parking arrangements would represent a variation. The Council has written to Impulse Leisure, advising that no such variation would be agreed to, but also committing to working with them to try to identify other ways of improving the parking issues at the site.</p> <p>It is therefore considered quite clear that parking charges will not be introduced at the Blackshots Leisure Centre.</p>
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<b>23 March 2016</b>	<b>ITEM: 10</b>
<b>Council</b>	
<b>Lower Thames Crossing - Council Consultation Response</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key
<b>Report of:</b> Cllr Oliver Gerrish, Portfolio Holder, Highways and Transportation	
<b>Accountable Head of Service:</b> Ann Osola, Head of Service, Transportation and Highways	
<b>Accountable Director:</b> Steve Cox, Corporate Director of Environment and Place	
<b>This report is Public</b>	

## Executive Summary

This report sets out the proposed response to Highways England’s consultation on route options for a proposed Lower Thames Crossing. The response consists of the position set out in Section 3 of this report, the Evidence Gathering Report developed by Planning, Transportation, Regeneration Overview and Scrutiny Committee summarising the various representations made to the Council in relation to the consultation; and a report by the Council’s technical advisors, Peter Brett Associates, who have provided a critique the detail of Highways England’s proposals.

### 1. Recommendation(s)

**That Council:**

- 1.1 Endorse the Council’s opposition to Highways England’s proposed options for a Lower Thames Crossing, based the points set out in Section 3 of this report.**
- 1.2 Endorse the total response package, consisting of the points agreed in Recommendation 1.1, together with the Evidence Gathering Report and Technical Report, for submission to Highways England by the consultation deadline of 24<sup>th</sup> March 2016.**

### 2. Introduction and Background

- 2.1 Highways England has published options for a Lower Thames Crossing with consultation taking place between 26 January and 24 March 2016.

- 2.2 Throughout the process of public consultation, Thurrock Council's policy towards another Lower Thames Crossing has been "opposed to government plans for a further river crossing in Thurrock and committed to continue campaigning, alongside residents, on this issue". This was agreed on 28 November 2012, unanimously reaffirmed on 25 November 2015 and again confirmed by all Councillors at Full Council on 27 January 2016.
- 2.3 Prior to the commencement of Highways England's consultation, the Council organised a public meeting on 25 January. The consultation material had not been shared with the Council at this time.
- 2.4 On 9 February 2016, Planning, Transportation, Regeneration Overview and Scrutiny Committee (PTR O & S) hosted a Lower Thames Crossing Witness Session, where representations from Thurrock residents, businesses and community groups, as well as political representatives, were heard. The questions raised by these groups included concerns about the health and environmental impacts, especially due to increased air pollution, noise levels and loss of the Green Belt, and the value for money achieved from the 14% traffic congestion reduction on the existing crossing.
- 2.5 PTR O & S at its formal session on the evening of 9 February received a synopsis of the Witness Session, a presentation on the LTC Route Options from Highways England, and representations from Councillors and from Stephen Metcalfe MP.
- 2.6 A further public meeting was held at the Tilbury Cruise Terminal on the 25 February 2016 which was attended by approximately 1000 people, the majority of whom were vociferously against any further river crossing in Thurrock. Presentations were received from the Council Leader, Thurrock's two MPs and Highways England, followed by questions from the public.
- 2.7 The views expressed in these meetings are summarised in Section 3 of this report, with further details of stakeholder views provided in the Evidence Gathering Report at Appendix 1.
- 2.8 Thurrock Council also engaged the services of Peter Brett Associates to provide a technical assessment of the consultation materials. Their findings are summarised in Appendix 2.

### **3. Issues, Options and Analysis of Options**

- 3.1 The Council's response to the Lower Thames Crossing Consultation covers the following points:

Thurrock Council is unanimously opposed to any Lower Thames Crossing at the proposed locations for the following reasons:

- 3.1.1 The traffic movement data on which the appraisal partly relies is historic - 2001 demand data. It is the foundation of the Highways England (HE) decision making yet there have been significant new developments in the sub-region over the last decade, and trip making patterns have changed as a result.
- 3.1.2 Route 3 has a slightly higher benefit to cost ratio, but there is no clear headway between options. Benefit to Cost ratios at lower end do not include wider economic benefits but the upper end does.
- 3.1.3 For the Highways England's preferred route (Route 3) these are 2.3 (lower) and 3.4 (upper). For every £1 invested HE claim a return of £2.30 - but this return is made up substantially of time savings arising from traffic on the new route. Given there are significant questions over the accuracy of the data from 2001, there must be questions over the accuracy of the modelling and therefore the travel time savings, and hence over the accuracy of the benefits.
- 3.1.4 Route corridors A and C fulfil substantially different strategic functions. Location C is likely to be less effective in alleviating congestion at Dartford Crossing than location A.
- 3.1.5 If a new crossing is built at location C, when incidents occur on the Dartford Crossing, there is no evidence that the local road network can cope with traffic diverting from the Dartford Crossing to the Lower Thames Crossing. Highways England's preferred option may cause worse community and environmental problems over the wide area, particularly on the key roads of the A13 and A2 when diverting traffic hits bottlenecks.
- 3.1.6 Any gridlock will worsen pollution in the area in increased emissions from vehicles and the number of vehicles. The future modelled scenario has an increased traffic movement from 140,000 vehicles a day now with the existing crossing to nearly 240,000 a day in total by 2041.
- 3.1.7 At the existing crossing traffic volumes in 2025 are predicted to be around 14% lower than a scenario without a new crossing. By 2041 they are predicated to be just 7% lower. This suggests that location C options have very limited benefits in terms of the main objective 'to relieve the congested Dartford Crossing and approach roads'. In consequence, there is unlikely to be a significant long term difference to general traffic conditions at the existing crossing.
- 3.1.8 The detailed information available to Highways England is yet to be published. There is a lack of information to make an informed decision over any route and the strategic case tests have not been met. More information is specifically required on wider traffic flows and impacts on junctions.
- 3.1.9 The need for a new crossing has not been demonstrated. Further work is required to explore alternative modes of travel. More freight could go by rail. It

is not shown how the options could support sustainable travel and land use integration as set out in Government Guidance.

- 3.1.10 The environmental harm caused by the scheme has not been fully assessed or quantified, including the impacts on health and local amenity and this may not be out-weighed by any economic or transport benefits - clearly further work is required on air quality and public health before the Government makes a decision. It must be given weight alongside economic and transport benefits.
- 3.1.11 As Option 1 within Corridor A has been reintroduced, after the consultation has started, a full 'like for like' assessment should be provided.
- 3.1.12 The public interest 'compelling case' required for Compulsory Purchase Orders has not yet been met.
- 3.1.13 The consultation has been flawed, with inadequate comparative information, inadequate capacity at venues, and inadequate hard copy consultation materials. The consultation should be at least extended but preferably halted to allow further work.
- 3.1.14 The Council has written two letters to the Secretary of State for Transport to this effect dated 11<sup>th</sup> February and 29<sup>th</sup> February respectively, but has yet to receive a reply. On the 15<sup>th</sup> March, a further letter was sent to the Chancellor of the Exchequer.
- 3.1.15 What is needed is a full strategic road network and local access road review to maintain resilience over the longer term.
- 3.1.16 The Council requests that joint work be instigated by Thurrock Council, the Department for Transport, and Highways England on the effect of pollution from vehicles on the health of residents.
- 3.1.17 Should Government insist on progressing a LTC option after the consultation that Thurrock Council should have a seat around the table to help protect residents and businesses from the least - worst option.

#### **4. Reasons for Recommendation**

- 4.1 The recommendations support an effective and integrated Council response to Highways England's proposals for a Lower Thames Crossing.

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

- 5.1 This report has been informed by the feedback from: i) representatives of the local residents, businesses, community groups and local parties; ii) a special PTR O&S hearing; iii) dialogue with parties across a wider geography who have opinions on a Lower Thames Crossing through Thurrock; and iv)

technical expert advice on the implications of the Highways England's options on the economy, growth and transport.

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

6.1 The Council's objections to Highways England's Lower Thames Crossing proposals are aligned with Council's corporate plan priorities of "improving health and well-being" and "promoting and protecting our clean and green environment".

## **7. Implications**

### **7.1 Financial**

Implications verified by: **Sean Clark**  
**Director of Finance and IT**

The Council has agreed an annual budget to respond to the consultation in the first instance and to support and further negotiation, surveys, etc once a decision has been reached.

### **7.2 Legal**

Implications verified by: **Vivien Williams**  
**Planning and Regeneration Solicitor**

The Local Government Act 1986, Code of Recommended Practice on Local Authority Publicity requires that the Council's consultation response 'provides a balanced and factually accurate view in a fair manner'.

### **7.3 Diversity and Equality**

Implications verified by: **Natalie Warren**  
**Community Development and Equalities Manager**

There are no direct equality implications resulting from this report. Any final decision regarding the Lower Thames Crossing will need to be informed by an equality impact assessment with due consideration to the health impact of the proposal on all people with protected characteristics.

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

The proposed scheme will have varying degrees of impact upon the Borough in terms of the environment, economic growth and the delivery of the Council's regeneration agenda.

**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):

- Cabinet 9 March 2016 Lower Thames Crossing Consultation
- Planning, Transport, Regeneration Overview & Scrutiny 2 March 2016
- Planning, Transport, Regeneration Overview & Scrutiny 9 February 2016 report: Lower Thames Crossing – Highways England's Options
- Cabinet 10 February 2016 report: Lower Thames Crossing – Highways England's Options
- Highways England consultation documents are available at: <https://highwaysengland.citizenspace.com/cip/lower-thames-crossing-consultation>
- The consultation is also available through Thurrock Council's website at: <https://www.thurrock.gov.uk/thames-crossing/thames-crossing-campaign>

**9. Appendices to the report**

- Appendix 1 – Evidence Gathering Report
- Appendix 2 – Peter Brett Associates Technical Report – to be tabled

**Report Author:**

Ann Osola

Head of Service

Highways & Transportation



# Lower Thames Crossing

## Evidence Gathering Report Planning, Transportation, Regeneration Overview and Scrutiny Committee



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## **1. Introduction**

- 1.1 This report summarises representations from the public, businesses, Councillors, Members of Parliament, Thurrock Council's highways and transportation experts and Highways England in response to Highways England's Route Option proposals for a Lower Thames Crossing.

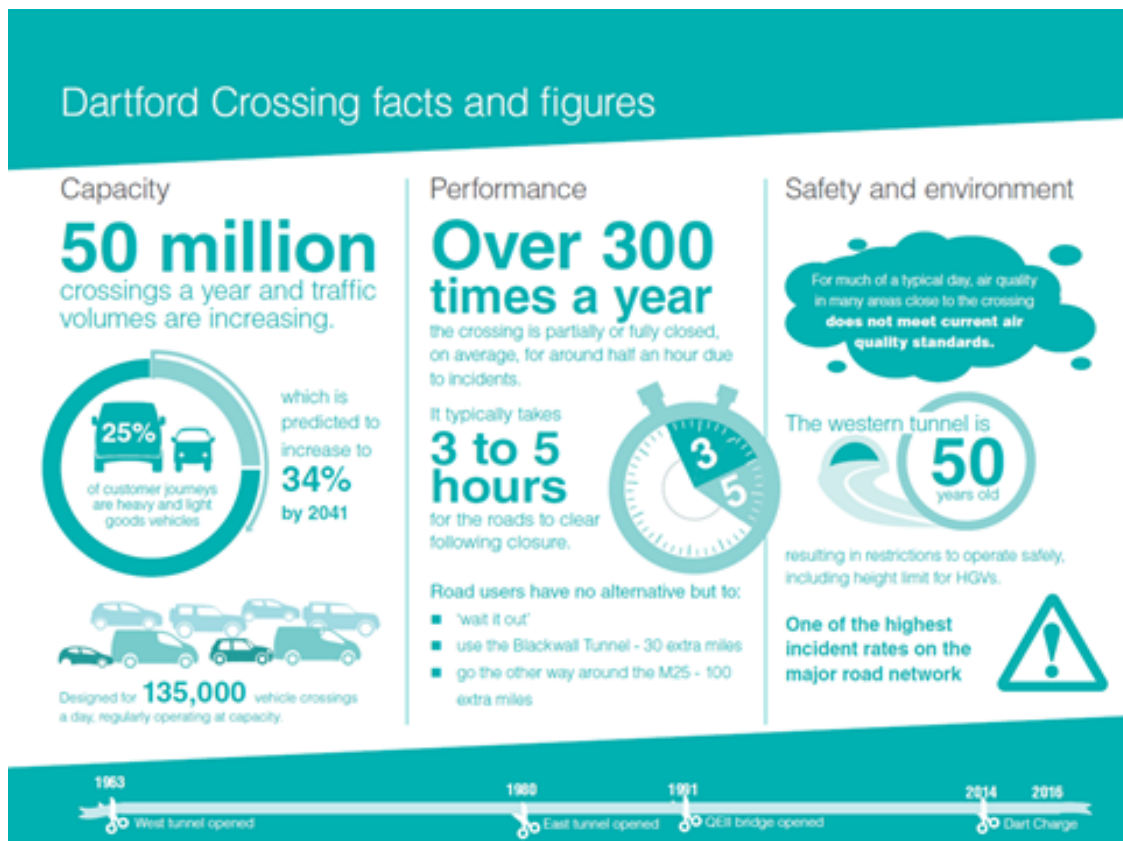
## **2. Background**

- 2.1 In 2009 the Department for Transport examined five locations where an additional crossing could be built. The report found that the most easterly of these (Locations D and E) would bring very limited congestion relief to the existing crossing and would have relatively high scheme costs, which would mean that they would be unlikely to provide value for money.
- 2.2 In 2013 further analysis of the three remaining options (Locations A, B and C) together with an option known as C Variant (which would involve widening of the A229 between the M2 and M20) was carried out. In 2013 the Department for Transport ran a public consultation on the need for a new crossing and invited views on:
- Location A (at the existing crossing)
  - Location B (connecting the A2 and the Swanscombe Peninsula with the A1089)
  - Location C (east of Gravesend and Tilbury)
  - C Variant (widening of the A229 between the M2 and M20)
- 2.3 Later that year the Government announced its decision not to proceed with Location B due to limited public support, the potential impact on local development plans and limited transport benefits. In 2014, the Government published its response to the consultation, confirming the need for an additional crossing between Kent and Essex. The response acknowledged that there was no preference at that stage concerning the location, and that further work would be carried out to develop and appraise route options for both Location A and C before choosing where to site a new crossing.
- 2.4 The Council held a public meeting on Monday the 25<sup>th</sup> of January 2016 at Orsett Hall in anticipation of a consultation on the remaining routes.
- 2.5 On Tuesday the 26<sup>th</sup> of January, Highways England commenced the new consultation, which is due to run until the 24<sup>th</sup> of March 2016. The consultation document included a recommendation in favour of Route 3 (one of 3 Location C options).
- 2.6 At the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 February 2016, Members received a number of other representations which are considered in more detail below. The Committee resolved that those representations be incorporated with more detailed advice from our transport experts into a report to Cabinet as part of the Council's response to the Lower Thames Crossing Consultation. The Committee also resolved that the Council's Director of Planning and Transportation should liaise with Highways England to ensure that Lower Thames Crossing consultation materials and maps are made available to Thurrock Council, members of the public and Councillors.

2.7 The Committee also resolved that the Chair of the Committee, in agreement with the Group Leaders write a letter to the Secretary of State for Transport. The letter would request that the 300 addresses of residents whom received letters regarding their property being lost/affected would be provided to the Council. The letter would also request an extension to the consultation period and raise concerns over the inadequate information.

### 3. Highways England Presentation

3.1 The Highways England representative, Mr Martin Potts, opened the presentation to Members of the Committee with a number of slides. The image below outlines Highways England case in favour of the crossing.



3.2 Mr Potts explained Highways England opinion of the benefits of the proposed scheme, these included 5000 new jobs with £7billion contributed to the economy, unlocking the potential for investment in housing and regeneration. Mr Potts explained that the crossing would be a safer, faster and more reliable route, which would offer value for money and provide a return on investment. The consultation route options are highlighted on the Highways England image below.



3.3 Mr Potts highlighted the follow key points:

- Development of the proposals were assessed against the scheme objectives based on Economy, Transport, Community and Environment, through work with local authorities, environment bodies, commercial organisations and utility companies.
- Location C, route 3 was Highways England’s proposed solution although 3 options north and 2 options south of the river were to be consulted on.
- It was explained that the new crossing would enable relief to the western end of A127 and A2 and significant relief to the existing Dartford Crossing Corridor, there would also be lesser relief to the M20.

3.4 Members were advised that the 8 week consultation period was closing on the 24 March 2016. The Committee were informed that there were 24 information public events, digital and online consultations, public events and questionnaires.

3.5 Members were given the opportunity to question Mr Potts. The Member questions and responses are summarised below.

- *Councillor Kerin felt that the proposed Lower Thames Crossing options would not enable communities to flourish and would add significant pressures to the borough. It was stated that Highways England must have a full understanding of the impact.*
- *Councillor Rice explained how residents were upset concerning the potential impact on their property and land. The Highways England representative explained that there was no correct time to share the unsettling news, but informed the Committee that 266,000 letters had been sent to make those that may have been affected aware of the consultation before it came to an end.*
- *Councillor Smith shared that communities felt disappointed due to the lack of information specifically regarding air quality statistics. Highways England explained that air quality assessments had been carried out which demonstrated how the preferred options would reduce traffic and recover air quality levels at the QE2 Bridge. It was questioned further by Councillor Smith what was in place to manage the risk of two accidents occurring at both crossings at the same time. The Highways England representative explained that national safety improvement targets were incorporated into the plan.*
- *Councillor Ray questioned why route 1 option A, a bridge adjacent to the current QE2 Bridge was discarded. The Highways England representative explained that the route was discarded due to the short life assessment which would not offer a substantial return on investment, it was added that the route would also require construction on live carriageways which would be dangerous for contractors. Councillor Ray queried if a Route 1 tunnel had been considered instead of a bridge, it was confirmed that this was also discarded.*
- *Councillor Gledhill questioned if the requested junctions for larger businesses such the Port of Tilbury would be included into the consultation. Highways England confirmed that there was a question in the consultation relating to this. It was questioned further what had been put in place to ensure that Thurrock benefited from the expected 5,000 jobs that were to be available from the Lower Thames Crossing nationally. Highways England informed the Committee that there had been discussion with contractors as to what they would do for local communities such as apprenticeships and training.*
- *Councillor Gledhill queried if the 14% of traffic from the QE2 Bridge being diverted to the proposed Lower Thames Crossing would balance out traffic flow. Highways England explained that a second crossing would enable relief for the QE2 Bridge but would not equally balance out the traffic.*
- *Councillor S Little explained that Orsett residents had received 300 letters from Highways England, it was felt that many other residents were still unaware of the proposals.*
- *Councillor Aker questioned if Highways England would post a letter with the consultation documents to every household in Thurrock with a free post return*

*stamp. The Highways Group Manager agreed to look into this and informed the Committee that Highways had reached out to communities in other ways such as adverts, public consultations, and online consultations.*

- *Councillor Snell queried how long it would be before the new Lower Thames Crossing would reach its full capacity. The Highways England Group Manager explained that route C would cope with traffic increases in the future however there was capacity to open a third lane.*
- *Councillor Worrall stated that information regarding the consultation materials and crossings had not been publicised correctly. Councillor Worrall felt that Councillors were carrying out work for Highways England to ensure that their Wards were provided with the correct information. The Committee requested that all consultation materials were provided to Thurrock Councillors and residents.*
- *Councillor Gerrish questioned what consultation response was required to discard the Lower Thames Crossing Options. Highways England informed the Committee that an independent consultation analysis by Ipsos MORI would be carried out then a consultation report would be sent to the Government.*
- *The Leader of the Council highlighted that the 300 letters had been sent to residents without any warnings or indication to the Council beforehand. Highways England explained that arrangements were shared as much as possible.*

#### **4. Representations from the Public and Businesses**

- 4.1 A Witness Session has been held which received representations from 16 residents groups, Forums, members of the public and three businesses. These representations are summarised in **Annex 1**. These were reported to the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 February 2016.
- 4.2 Participants were concerned about various issues including flood risks and air quality impact on Thurrock residents' health and wellbeing. It was felt that the current options were not long term sustainable solutions to traffic growth and that the new routes would reach their full capacity in the near future. Interested parties highlighted that statistics used by Highways England were out of date and they alternatively raised many positive aspects of location D. Residents and communities feared that the only wildlife hospital in the region based in Orsett would be affected including rare wildlife. It was also felt that the green belt required to be preserved along with Grade 2 listed buildings.
- 4.3 Representations were received from Tilbury Port, Vopak and Green Energy. The Port of Tilbury supports Location C and are interested in developing local access to Tilbury Port in conjunction with their planned expansion proposals. Vopak also supported Location C, but had no particular preference for a route. They cited the continuous growth in traffic in the last 5 years and the increasing incidents of serious gridlock, which may lead to business reconsidering Thurrock as a location of future investment.

4.4 The Council's Director of Planning and Transportation explained that the questions raised from the afternoon and evening Witness Sessions had been recorded and that all queries would be answered. The Committee agreed that the following points from the Witness Session and Overview and Scrutiny Committee would be used to form a report to Cabinet in March:

- The Committee notes the strength of feelings and concerns shown by all interested parties.
- Seeks better engagement and consultation with the public.
- Seeks improved availability of consultation material to all interested parties.
- Seeks an extension of the consultation period.
- Agrees that consultants specifically look at the effects of the 3 proposals on congestion within the borough and the impact on the Strategic Road Network, particularly in the east of borough. Notes concerns were raised regarding M25 congestion.
- That the Scrutiny report would investigate issues around air quality, noise, environment degradation, loss of green belt and impact on health in the borough.
- Issues in relation to the Business Case would be linked into a review of data and whether the proposals would be value for money.
- Consultants would investigate strategic issues in relation to the 14% of traffic rerouting from the Dartford Crossing that would use the Lower Thames Crossing and how quickly the former would reach its full capacity.
- Further details would be sought from Highways England as to local traffic generation and route allocation.
- Notes concern that no considerations had been given to the alternative modal options. The Minister at the Select Committee on Crossings specifically said that sustainable transport and integrated land use and multi modal options would be considered. It was explained that Officers would be seeking through their consultants to see if this had taken place and how it would affect decision making when moving towards the preferred option in the future.

## **5. Correspondence from Stephen Metcalfe**

- 5.1 At the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 February 2016, the Chair of the Committee read a written statement to Members which was produced by the South Basildon and East Thurrock Member of Parliament Stephen Metcalfe. The statement highlighted objections in principle and shared concerns over air quality, environment and the out of date evidence base for the proposals. The MP's statement specified that he remained firmly opposed to all the options, however if following the consultation Highways England were determined to press forward with a new crossing in Thurrock, it was stated that Thurrock must have confidence that this was a genuine consultation and not a public relations exercise.
- 5.2 The MP's statement explained that he remained committed to getting the best deal for Thurrock and promised to do the very best he could to work with all involved to make the best of a very difficult and unsettling situation. The Committee were informed that the MP would be holding a number of drop-in session events for residents to bring



their concerns directly, Members were informed that the details for these would be made public in the near future.

## **6. The Councils Independent Expert Advice**

- 6.1 The Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 February 2016 resolved to seek further expert advice on the transport and economic implication of the Lower Thames Crossing proposals. Peter Brett Associates were engaged to evaluate the information supplied as part of the consultation. Their findings are covered by separate report. Key issues were presented to Scrutiny Committee for discussion as outlined below.
- 6.2 The traffic movement data on which the appraisal partly relies is historic (2001 demand data) and does not satisfy the DfT's own requirements to base assessment on more recent data. Highways England's assessment of the scheme uses two benefit to cost ratios (BCRs) for each option – an Initial BCR, which excludes Wider Economic Benefits and Reliability impacts, and an adjusted BCR, which includes Wider Economic Benefits and Reliability Impacts. There is typically only a 0.1 - 0.3 difference between like for like BCR figures, e.g. Routes 2,3 and 4 have an initial BCR of 2.2, 2.3 and 2.1 respectively (lower end) and an adjusted BCR of 3.3, 3.4 and 3.1 (upper end). There is no clear headway between the options considered and the preferred scheme in terms of the costs and benefits of each option. Route 3 has the slightly higher BCR and there are differences for all routes depending on whether there are eastern or western links in Kent. The “benefits” in the BCR are substantially made of the journey time savings arising from traffic using the new route. Given there are significant questions over the accuracy of the traffic modelling and the likely level of benefits, then until more accurate data is available concerning contemporary journey patterns and tangible benefits where there is some degree of confidence, identifying a preference for a particular route is clearly premature.
- 6.3 The route locations A and C fulfil substantially different strategic functions, and location C is likely to be less effective in improving the wider resilience of the Strategic Road Network than location A. The supporting information includes a “resilience” test concerning the implications of a partial closure of the northbound Dartford Crossing (SAR Volume 5, para 4.9.8). The overall traffic flow reductions as a result of such a closure are greater for location C than location A, showing that location A (route 1) is actually the more resilient proposal. This demonstrates the interdependencies between the existing and proposed crossing (in the event of one of the frequent closures of the Dartford crossing). Once the new crossing is open, combined traffic levels crossing using both crossings will increase from 140,000 a day to 240,000 a day total by 2041. There is no detailed analysis or evidence of the impacts of the frequent closure of the existing crossing and the diversion of traffic; indeed it may cause worse community and environmental problems on the A2 and A13 when the diverting traffic hits bottlenecks.
- 6.4 Forecast traffic volumes on Routes 3 and 4 are broadly similar, at around 77,000 annual average daily traffic movements (AADT) in 2025 rising to 89,000 vehicles (AADT) in 2041. At the existing Dartford Crossing, traffic volumes in 2025 are

predicted to be around 14% lower than a scenario without the new crossing. By 2041, traffic volumes at the Dartford Crossing are predicted to be 7% lower than the without scheme scenario, as any spare capacity on the existing crossing is utilised by diverting or previously suppressed traffic and new traffic growth. So with only 14% of traffic being attracted to the new route from the existing crossing, the scheme has limited benefits in terms of one of its core objectives to 'relieve the congested Dartford Crossing and approach roads'. Clearly the modelled 14% diversion of traffic from the existing Dartford Crossing is quite low and is unlikely to make a significant long term difference to general traffic conditions at the existing crossing and more importantly the 14% will not substantively address the existing problems at the Dartford Crossing. For example closure due to high winds and delays on the approach to the tunnels due to oversized vehicles.

- 6.5 There is a lack of information needed to make an informed decision over any route and the strategic case tests have not been met, particularly regarding the rationale for the scheme. In particular the output/analysis for Route 1 appears to have not been presented fully, with no detail being provided concerning wider flows, junction impacts etc.
- 6.6 In any event, the work on detailed route options is premature given that the strategic planning case has not been agreed and the required stages in reaching this point have not been properly assessed or developed. Highways England has mapped out the stages it has apparently gone through in reaching this stage of the process as summarised in their Figure 2.2 of the 'Identification and Description of Shortlisted Routes'



- 6.7 It is not accepted or agreed by Thurrock Council that the strategic case and long-list through to shortlist selection has been adequately consulted upon, or that due weight has been applied to the many constraints in reaching the routes for consultation.
- 6.8 The Strategic Business Case should be represented in the light of each option to demonstrate the need for the proposed Crossing. No consideration has been given to the integration of alternative modes within the scheme, or the way in which the scheme could support the sustainable travel and land use integration objectives set out in the National Planning Policy Framework (NPPF) and National Planning Policy Framework (NN-NPS).

- 6.9 The environmental harm that would be caused by the scheme has not been fully assessed or quantified, (including impacts on health and amenity), and this may not be out-weighed by any economic or transport benefits. Highways England notes that the scheme has significant impacts on:
- greenbelt land
  - landscape character
  - scheduled ancient monuments
  - listed buildings
  - conservation areas
  - functionally linked land and wildlife sites
  - Mardyke floodplain
  - Biodiversity
- 6.10 Further work is required to fully understand the environmental impact, in particular on air quality and public health and those impacts should be given appropriate weight when considered alongside any economic or transport benefits.
- 6.11 The preferred scheme is potentially in conflict with and would have a significant impact on Thurrock's strategic growth plan. In the earlier route options assessment process, Option B was rejected due to 'limited public support, the potential impact on local development plans and limited transport benefits. However, the HE preferred scheme also has significant potential impact on Thurrock's local development plans by severing and blighting large areas of potential development land to the north of the river Thames from the A1089 corridor through to East Tilbury, and north of the A13. It does not adequately address the impact on potential development in terms of access and operation. Highways England claim that the routes have 'the potential to unlock opportunities for housing and jobs', but this has not been demonstrated.
- 6.12 The preferred scheme could prejudice the much needed A13 upgrades that are already planned and essential to jobs growth and the expansion of the Ports. The existing housing and employment allocations have been planned in conjunction with a range of strategic road infrastructure improvements that have been delivered over time to allow traffic to circulate regionally between Chelmsford, Southend/Basildon, Thurrock and East London. These improvements include the A13 Wennington to Barking Extension, the A130 link to Chelmsford and the Saddlers Farm junction. More recently the M25 Junction 30 scheme and improved A13 link to the A126 has been committed and is being constructed on site and the A13 widening between the A128 and the A1014 is due to start on site in August this year. The proposed junction arrangements for the Lower Thames Crossing could have a significant impact in terms of access for existing users along the A13, in particular access to the Ports.
- 6.13 In light of the representations above, and in the light of the reintroduction of Option A to the consultation process, a full and 'like for like' assessment should be provided. The public interest 'compelling case' required for compulsory purchase orders has not yet been met, and the timescales of the consultation should now be extended to allow full consideration of the issues by affected parties and other stakeholders.

*Actions Taken in Relation to Resolutions of PTR O & S at its Meeting of 9 February 2016*

- 6.14 The resolutions of PTR O & S were actioned as follows:
- i. The Committee noted all representations from interested parties these are included in the Minutes.
  - ii. The Director of Planning and Transportation has liaised with Highways England to ensure that Lower Thames Crossing consultation materials and maps are made available to Thurrock Council, members of the public and Councillors. All members were contacted to ascertain the needs of their wards and 22,000 questionnaires and 2,000 maps were requested of which, at the point of writing this report, Highways England supplied half of the requirement.
  - iii. The Chair of the Committee in agreement with Group Leaders prepared a letter to the Secretary of State for Transport. The letter challenges the evidence on which the case for a crossing is made and requests an extension to the consultation period due to concerns over the inadequate information and consultation resources. It also requests the names and addresses of the 300 Thurrock residents and property owners who have received letters from Highways England informing them that their properties may be required for the new Crossing. No response has yet been received from the Secretary of State. However, Highways England has advised that they are unable to supply this information as it is covered by the Data Protection Act.

*Public Meeting 25 February 2016*

- 6.15 The Council facilitated a public meeting at the Tilbury Cruise Terminal on the 25 February 2016 which was attended by approximately 1000 people. Presentations were received from Highways England, Jackie Doyle-Price MP, Stephen Metcalfe MP, Cllr John Kent and George Abbot representing Thurrock Residents. The meeting was vocal in opposing any new crossing in Thurrock. A common theme in points raised by the audience was a desire to revisit Corridor Option D (a crossing to the east of Thurrock at Canvey Island).

*Meeting of the Thurrock Business Board 29 February 2016*

- 6.16 On the 29 February 2016, a meeting of the Thurrock Business Board was convened to consider Highways England's proposals in relation to a Lower Thames Crossing. Board Members were broadly in favour of a new crossing, but expressed concerns that further work was needed in relation to proposed junctions, and that further information was required to give comfort that the proposed solution would alleviate rather than add to congestion in Thurrock.
- 6.17 Businesses also expressed concern that the current congestion issues arising in Thurrock when problems arose on the Dartford Crossing could not wait ten years to be addressed. It was proposed that a Congestion Task Force should be established, bringing together business stakeholders with Highways England, and their

contractors, Local Highway Authorities on both sides of the crossing and Emergency Services to develop and progress a programme of mitigation measures to alleviate the problem.

- 6.18 On 2 March 2016, Planning, Transport, Regeneration Overview and Scrutiny Committee received an update on engagement to inform the Council's response to Highways England's Lower Thames Crossing consultation. It considered the views of the Thurrock Business Board and resolved to recommend to Cabinet that Thurrock Council established a Congestion Task Force, in partnership with Highways England, neighbouring Local Highway Authorities, Essex Police, Essex Fire Brigade, and local businesses to alleviate acute congestion arising from incidents on the Dartford Crossing.
- 6.19 On 9 March 2016, Cabinet agreed to the establishment of the Congestion Task Force and further resolved to write to the Rt. Hon. George Osborne, the Chancellor of the Exchequer, requesting that funding for a Lower Thames Crossing be reviewed on the basis that available evidence fails to demonstrate that the economic and transport benefits outweigh harm to the environment.
- 6.20 Officers were requested to seek further expert opinion to investigate the implications of Highways England's proposals for a LTC: i) on pollution from vehicles and the effects on the health of residents; ii) that any economic, social or transport benefits are not out-weighed by the environmental harm caused by the scheme; and that proposals for future work are brought back to Cabinet as appropriate.

## **7 Summary and conclusions**

- 7.1 This report outlines the representations received by Planning, Transport, Regeneration Overview & Scrutiny Committee and Cabinet to inform Thurrock Council's response to Highways England's Route Option consultation for a Lower Thames Crossing.

## **Annex 1 - The Lower Thames Crossing Witness Session**

**David Bull, Director for Planning and Transportation** - David outlined the route options from the Highways England proposals. Noted that the route 3 is the preferred option but the cost benefits are very similar across all routes proposed. He went through the timetable for objections and the process over the next 3 years that Highways England are following.

*Community Forums, Charities and Residents speakers – 3 minutes each*

**Bonnors Residents Associations** – The association questioned the benefits of option C bring to Thurrock and whether the 14% traffic reduction at current crossing is big enough to justify a £6bn scheme.

**Woolings Close Community** – The community raised concerns about all roads coming through Thurrock and how the QE2 bridge closure could lead to Thurrock's network completely grid locked. The data provided by Highway England is questionable especially that traffic model has been based on 15 year old data and air quality in some areas is twice the allowed limit and which would result in increased exposure to risk of death. This shows that the new route through Thurrock would not really be fixing the congestion problem and that it would be a waste of £6bn of public funds.

**Horndon on the Hill Society & Community Forum** – The forum expressed their opposition to option C and to any other options going through Thurrock. The proposed route will not change the current congested situation on junction 29 or 30 and would restrict access to minor roads and further increase congestion on A13 and A127 in peak time. The new crossing will cause damage to the environment, loss of greenbelt and increased pollution and noise levels; all of which would lead to heart diseases etc. The forum also expressed their dissatisfaction that the figures / evidence for option D and A were not published and that the Government has not acted on the concerns raised by the residents of Thurrock to date.

**Future East**, the forum for aging in the East of England, have informed that they would submit their response in writing as they required more speaking time.

**Bulphan Forum** – The current proposal in the forum's view is not acceptable and the solution to the problem can only be overcome by option D which was dropped too early. The data provided by the Highways England is questionable when scrutinised in detail. The greenhouse gases are higher as compared to the option D. The current proposal should not be implemented due to the health grounds. The forum raised their concerns about the flood risk assessment not being developed until the route is decided. Concerns were also raised about the connections on the Kent side not including Paramount Park etc.

**Lower Dunton Group** – were not present

**Stanford Forum** – The forum expressed their opposition to any crossing through Thurrock. The proposed scheme would increase the pollution and extend current gridlock further afield. This will have adverse impact on the Essex Fire service response time. Also, since the proposed route does not have access off into Thurrock, the route is really a Thurrock by-pass. Overall, the forum stated that the Government is failing in its duty of care to Thurrock residents.

**Orsett Forum** – The forum would prefer to see a solution which doesn't threaten health and wellbeing of residents of Thurrock and thus option D seemed to be the best option. The central area greenbelt presents a peaceful and tranquil place and it is used by horse riders, hikers and cyclists. The truth is that the new crossing is beneficial for big businesses and it is supported by the Councillors of Kent and Essex not by the residents of Thurrock. The motorway is not going to change our lives for the better. Crossing further east would be better as at the Canvey Island crossing there would be more opportunity for pollution dispersion and thus environmental impact could be minimised. The Government should look at long term effect of the crossing.

**South Essex Wildlife Hospital**, is the only facility in region with 24/7 service including veterinary support – In the hospital's view the proposed scheme will destroy the wildlife habitats and there are no resources mentioned to help mitigate the effects. The scheme does not fulfil legal or moral requirement because of the complexity of bio diversity where rare creatures will be affected.

**Campaign for Preservation of Rural England (CPRE)** – The CPRE raised concerns about 130,000 people, industry and commerce currently residing in Thurrock and the necessity of the greenbelt being preserved to keep people healthy. All proposed routes consume huge amounts of greenbelt and no route serves a main purpose and chaos would still happen on the roads even with a tunnel. The project should be stopped and a judicial review should be started so the Government would have to review the whole situation including the outer ring.

**Mr Bobby Lockwood, Resident from Baker Street** – Mr Lockwood raised his concerns about Grade 2 listed cottages in Baker Street which are over 300 years old. The new route would require a demolition of the listed cottages. Also, the scheme would cause increased air pollution, noise levels and would not reduce current traffic chaos. Mr Lockwood recalled the 2008 proposal to build a road and rail tunnel linking to Ebbsfleet which could be looked at again. Mr Lockwood expressed strong opposition to route 3 and to any motorways through Thurrock.

**Mr Steven Taylor, Advisor to Thurrock Planning Committee** – Mr Taylor stated that the current proposal is destructive and the Government should be designing long term strategic solution dealing with an increased freight traffic and not only to increase the capacity but also to disperse it. The current proposals do not present solutions to the existing crossing's capacity issues.

**Mr Frank Woollard, Resident** – Mr Woollard said that option C routes 2 to 3, 70mph road through flood plain and greenbelt, would leave the existing crossing still over capacity therefore, further, an orbital ring road should be built to avoid gridlocks. With DP World and ports increasing demand, the capacity of new route would be reached quickly. The proposed route has a major adverse effect on the area as it increases the greenhouse gases and threatens the conservation area of Orsett's Baker Street.

**Mr Michael Norcross, Bulphan Resident** – was not present

**Mr Peter Saunders, Chadwell Forum** – Mr Saunders expressed the opposition to all options going through Thurrock. He was concerned about health impacts and inadequate environmental impact assessment carried out. Mr Saunders stated that Chadwell has a lower life expectancy than other wards already and that the proposed scheme would

increase risk of respiratory diseases in Thurrock due to the pollution. The Government did not allow sufficient time to look at free flow at the existing crossing and it seems that the volume of traffic has decreased between 2004 and 2013/14. Mr Saunders also raised his concern about the advice given by Highways England representative he was given at the Orsett Hall meeting which indicated that DP World were not consulted on the issue as Highways England didn't think that they were a major player and were not affected by the new crossing.

**Mrs Pegly, King Edward Drive** – Mrs Pegly was dissatisfied with the minimal information presented due to the small size of the maps. It would seem that route 2 and 3 pass dangerously close to schools and colleges, including Marshfoot Road Gateway Academy, Orsett school, nursery and hospital, and South Ockendon school. The proposed route would increase air pollution and bring toxic emissions closer to our residents and children and the noise levels would disturb our sleep.

**Public Gallery** – further concerns raised including that the wrong question had been asked in Highway England's Project Brief.

**Teresa O'Keeffe, Orsett Resident** – raised her concerns about the age of data used and fact that the figures presented may be out of date. Also, the impact of community severance was not measured, road through elderly communities will not help any of them, isolated communities may not survive.

*Businesses opportunity to speak* – 5 minutes each

**Vopak / Greenergy** – In Vopak's view Thurrock is an excellent location for logistics, this brings congestion, which has to be relieved in some way. There are 100,000 people employed in Borough, the industry do not have a strong view on crossing, however, congestion constantly disrupts business flow and resident flow. The consequence of delaying the new crossing may be that some businesses will relocate and new businesses will not come in, therefore, there is a danger in trying to delay the construction. Vopak have expressed their support to option C without stating a preference for any of the proposed three routes.

**Business Referral Network and LG Networks** – The Local Authority has worked hard to improve image but Thurrock is still an unattractive place to live and work in and the uncertainty around the new crossing is not helping. The traffic management on junction 30 and 31 and on the Dartford crossing has not been implemented; roundabouts are getting blocked by 4.8 metre Lorries. Implementing simple improvements could bring relief to the road network. In the short term, car-pooling and a free toll crossing with separate lanes could be introduced for those sharing a car. There are also a longer term issue such as the current state of A13 always being littered. Thurrock do not deserve another road covered in mess. The Government should go back to Option D which is less damaging.

**Perry Glading, Statement from Port of Tilbury (read by David Bull)** - In Ports opinion it is imperative that Thurrock extracts maximum value from the project. The Port is in favour of the option C with a proviso of a real step change in connectivity to and from Port. The Port supports improvements to local road network and calls for new road junctions on all option C routes to be near East Tilbury as this would enhance the access to Port Estate including new



Port expansion site. The Port called on Highways England to minimise environmental and air quality impacts.

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<b>23 March 2016</b>	<b>ITEM: 11</b>
<b>Council</b>	
<b>Thurrock Joint Health and Wellbeing Strategy 2016 - 2021</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key
<b>Report of:</b> Councillor Barbara Rice, Portfolio Holder for Adult Social Care and Health	
<b>Accountable Head of Service:</b> n/a	
<b>Accountable Director:</b> Ian Wake, Director of Public Health, Roger Harris, Corporate Director of Adults, Housing and Health, David Archibald, Interim Corporate Director of Children’s Services, Mandy Ansell, Acting Interim Accountable Officer NHS Thurrock CCG	
<b>This report is</b> Public	

## Executive Summary

The purpose of this report is to ask Council to approve Thurrock’s Joint Health and Wellbeing Strategy 2016 – 2021.

The Strategy focuses on prevention and early intervention to ensure that Thurrock people can ‘**add years to life and life to years**’.

The goals and outcome-focused objectives set out within the Strategy focus on the areas that will make most difference to the health and wellbeing of the population. These have been developed through a period of engagement and in response to detailed needs analysis.

Success of the Strategy will be measured through an Outcomes Framework. This will enable the Health and Wellbeing Board, Overview and Scrutiny Committee, and the Public to identify whether the Strategy is being delivered.

Further work will take place to develop co-produced action plans. The action plans will clearly set out action owners and will enable the relevant organisations and individuals to be held to account for their part in delivering the Strategy.

### 1. Recommendation(s)

- 1.1 That Council agree Thurrock’s Joint Health and Wellbeing Strategy 2016 - 2021 and Outcomes Framework.

## **2. Introduction and Background**

- 2.1 The Health and Social Care Act 2012 introduced the requirement for all local areas to have a Health and Wellbeing Strategy that identified priorities for reducing inequalities in health and wellbeing and improving the health and wellbeing of the local population. The Strategies are prepared jointly by the Council and CCG and owned by Health and Wellbeing Boards who are then responsible for overseeing their delivery.
- 2.2 Thurrock's first Health and Wellbeing Strategy was introduced in 2013 and is due to expire at the end of March 2016. The 2013 Strategy focused on the following priority areas for Adult Health and Wellbeing and Children and Young People's Health and Wellbeing:

### **Adult Health and Wellbeing**

- Improve the quality of health and social care;
- Strengthen the mental health and emotional wellbeing of people in Thurrock;
- Improve our response to frail elderly people and people with dementia; and
- Improve the physical health and wellbeing of people in Thurrock.

### **Children and Young People's Health and Wellbeing**

- Outstanding universal services and outcomes;
- Parental, family and community resilience;
- Everyone succeeding; and
- Protection when needed.

- 2.3 It was agreed by the Health and Wellbeing Board that the refreshed Strategy would:
- Be co-created via effective engagement with providers and the community;
  - Be driven using intelligence from the Joint Strategic Needs Assessment;
  - Add value to strategic plans to reduce health inequalities;
  - Address wellbeing and not just health;
  - Systematically align partner resources with strategic priorities;
  - Ensure there were clear delivery mechanisms in place;
  - Be able to hold partners to account for actions; and
  - Ensure that outcomes were presented in an accessible and compelling way.
- 2.4 The work to develop the 2016-2021 Strategy has incorporated the points in 2.3 with the aim of producing a goal-based Strategy that drives change and holds partners to account. More importantly, the Strategy identifies areas of focus (goals and objectives) that will improve the health and wellbeing of the local population.

2.5 Council is asked to agree the Strategy and Outcomes Framework.

### **3. Issues, Options and Analysis of Options**

#### **Overview**

- 3.1 The focus of Thurrock's Health and Wellbeing Strategy is prevention and early intervention. A focus on prevention and early intervention across the health and care system will allow resources to be placed where they are most effective and provide Thurrock citizens with the best opportunity to **'add years to life and life to years'**.
- 3.2 Councillors will be acutely aware of the current pressures on public services, which includes both a reduction in available resources alongside an increase in demand and complexity of individuals requiring care and support. Not only is demand growing and resources shrinking, but the majority of the resource available for health and social care is focused on treating ill-health when it is most acute – e.g. in hospital. The Strategy aims to get better value from the 'Thurrock Pound' which means being able to shift resource to where it is most effective and where it can prevent, reduce and delay the need for care and support.
- 3.3 The Strategy recognises the importance of the wider determinants of health on achieving good health and wellbeing for all Thurrock people. It therefore has a far broader focus than health and social care services. We know that our ability to influence the wider determinants of health and wellbeing will have a significant impact on the life chances of the population - but will take some time to realise. For this reason, we are recommending that the Strategy's life span is five rather than three years. This also reflects comments made during the period of engagement, including at both the Health and Wellbeing Overview and Scrutiny Committee and Children's Services Overview and Scrutiny Committee meetings in January.
- 3.4 For the Strategy to be successful, it needs to drive both specific actions and also influence other agendas across the Council and beyond. Action plans linked to each goal will therefore contain a mixture of new and existing activity. This will include linking to and influencing agendas such as the vision for Primary Care, Economic Growth Strategy, Local Plan (Planning Framework), Stronger Together Programme, Building Positive Futures Programme, and the Children and Young People's Plan.
- 3.5 Thurrock's regeneration and economic development plans for example represent a huge opportunity to improve health and wellbeing, and to alleviate pressures on public services – both via creating employment opportunities, but also the development of infrastructure. Plans to develop the Integrated Health Living Centre in Tilbury are an excellent illustration of how health and wellbeing can be improved as part of plans for regeneration. The Council, NHS England and the CCG are working with the Purfleet development to improve health and care services, especially primary care.

- 3.6 To ensure that relevant strategies and plans are aligned with and helping to achieve the vision set out within the Strategy, a number of core principles have been established and reflect the tone of the Strategy and what we wish to achieve. These are:
- **Reducing inequality in health and wellbeing** – we want things to get better for everyone but we are also committed to ensuring that the poorest communities enjoy the same levels of opportunity, health and wellbeing as the most affluent;
  - **Prevention is better than cure** – rather than waiting for people to need help, we want Thurrock to be a place where people stay well for as long as possible;
  - **Empowering people and communities** – we don't just want to do things to people, but give people the opportunity to find their own solutions and make healthy choices;
  - **Seamless services** – good health and care services should be organised around the needs and outcomes people wish to achieve, not around the needs of organisations.
- 3.7 Through consultation and engagement and detailed analysis of available intelligence, five clear and concise goals have been identified. The goals are set to ensure that Thurrock's Strategy is focused, outcome-based and easy to understand. The five goals are:
- Opportunity for all
  - Healthier environments
  - Better emotional health and wellbeing
  - Quality care centred around the person
  - Healthier for longer

Further detail on what success looks like and how success will be monitored is detailed further in the report.

### **Goals and Objectives**

- 3.8 The Strategy must be able to drive change and success and it must be easy to identify and measure whether success is being achieved. For this reason, the Strategy is underpinned by a clear set of goals. The goals reflect common themes and suggestions made through the engagement process and analysis of need. The goals are underpinned by a number of clear outcome-focused objectives which help define what success looks like. These are as follows:

#### **Goal A – Opportunity for all**

- All children in Thurrock making good educational progress;
- More Thurrock residents in employment, education or training;
- Fewer teenage pregnancies in Thurrock; and
- Fewer children and adults in poverty.

### **Goal B – Healthier environments**

- Create outdoor places that make it easy to exercise and to be active;
- Develop homes that keep people well and independent;
- Building strong, well-connected communities; and
- Improve air quality in Thurrock.

### **Goal C – Better emotional health and wellbeing**

- Give parents the support they need;
- Improve the emotional health and wellbeing of children and young people;
- Reduce social isolation and loneliness; and
- Improve the identification and treatment of depression, particularly in high risk groups.

### **Goal D – Quality care centred around the person**

- Create four integrated healthy living centres;
- When services are required, they are organised around the individual;
- Put people in control of their own care; and
- Provide high quality GP and hospital care to Thurrock.

### **Goal E – Healthier for longer**

- Increase the number of people in Thurrock who are a healthy weight;
- Reduce the proportion of people who smoke;
- Significantly improve the identification and management of long-term conditions; and
- Prevent and treat cancer better.

### **Measuring success**

- 3.9 The delivery of the Strategy is supported by an Outcomes Framework. The Outcomes Framework contains the goals and outcome-focused objectives as detailed in 3.8 and a number of related performance indicators. The Outcomes Framework will allow the Health and Wellbeing Board to assess whether the Strategy is making a difference. The Outcomes Framework is appended to the report for Council's approval.
- 3.10 In addition to the Outcomes Framework, each goal will be supported by a range of actions set out within an action plan. The action plan will detail who is accountable for what action which will enable the Health and Wellbeing Board, Overview and Scrutiny Committee and the community to hold action owners to account.
- 3.11 It is important that the actions are well thought out and that action plans are co-produced. This will ensure that they are recognisable by Thurrock people and that Thurrock's communities feel that they jointly own the Strategy. Development of the action plans will commence after the Strategy and Outcomes Framework has been agreed.

## Consultation and Engagement

3.12 Consultation and engagement has been carried out on the initial priority areas (now goals) and Outcomes Framework throughout its development. This has included:

- An on-line survey to test initial areas of focus and seek the views of the public;
- Face-to-face contact with residents on the survey – primarily through Healthwatch, Ngage, and Thurrock Coalition;
- Attendance at community meetings – e.g. community forums, commissioning reference group; Youth Cabinet;
- Attendance at and discussion by staff forums;
- Discussion with partner organisations and committee meetings – e.g. Children and Young People’s Partnership Board, Health and Wellbeing Overview and Scrutiny Committee, Children’s Services Overview and Scrutiny Committee, Health and Wellbeing Board, Clinical Engagement Group; Head Teachers’ Forum; and
- Development and input via Health and Wellbeing Strategy Steering Group members.

The number of completed surveys during the period 21<sup>st</sup> November – 22<sup>nd</sup> January totalled 539. Specific and collated responses were also received from different voluntary sector organisations – namely SERICC and Thurrock Coalition.

3.13 Additionally, the Health and Wellbeing Board held an extended workshop on the draft Outcomes Framework at its January meeting which led to a further iteration of the Framework.

3.14 A full Engagement Report and analysis will be carried out, but key themes to come from engagement with the community include:

- Quality of and access to GPs – including time to get an appointment;
- Air Quality – particular mention of traffic congestion;
- Access to quality open space and affordable exercise facilities;
- Number of take away outlets;
- Ability to access good information and support – both about what services are available but also about lifestyle; and
- Loneliness and isolation was also mentioned by a number of people.

3.15 The themes detailed in 3.14 are reflected within the Outcomes Framework, and further detail from the engagement exercise will help to inform the development of the action plans.

3.16 Comments put forward by both the Health and Wellbeing Overview and Scrutiny Committee and Children’s Services Overview and Scrutiny Committee were:



- The Strategy should be longer than 3 years to reflect the time it will take to make a difference on certain issues;
- The Strategy should reflect dementia;
- The need to address intergenerational issues;
- The need to deal with systematic issues not just short-term issues;
- Health concerns relating to cheap cigarettes, laughing gas; and fast food.

3.17 Work is now being carried out to outline plans for ongoing dialogue with communities on health and wellbeing and for community involvement in the development of action plans.

### **Looking Back – 2013-2016**

3.18 Thurrock's first Strategy was agreed in 2013. The Strategy was split in to two parts – the first part focusing on Adult Health and Wellbeing, and the second part focusing on Children's Health and Wellbeing and also acting as the Children and Young People's Plan. With the reorganisation of the NHS having just taken place (Health and Social Care Act 2012), part one of the Strategy (Adult Health and Wellbeing) was very much focused on health and care services – namely the quality of health and social care.

3.19 Key achievements throughout the life of the 2013-2016 Strategy include:

#### **Adult Health and Wellbeing**

- Fully developed Local Area Coordination service – with evaluation reports showing the impact of the service;
- Development of a housing scheme designed specifically to keep older people well and independent (Bruyn's Court, Derry Avenue);
- Opening of four GP hubs offering extended opening hours during the weekend and a walk-in service;
- Basildon Hospital out of special measures;
- Development of Thurrock's first Better Care Fund to deliver closer working between health and social care;
- Further development and implementation of strength-based approaches – e.g. Asset Based Community Development;
- Delivery of Elizabeth House Extra Care Housing facility; and
- Maintaining the spotlight on Learning Disability Health Checks

#### **Children and Young People**

- Thurrock performing above the national/comparator average for children with good level development (GLD);
- The number of pupils achieving grades A-C GCSEs has improved;
- There is an improved rate of young people achieving at least a level 3 qualification by the age of 19;
- Thurrock has launched a Multi-Agency Safeguarding Hub;
- There has been strong performance on the number of young people not in employment, education or training (NEET); and

- The number of looked after children living in suitable accommodation has improved – whilst there is more to be done.

3.20 The refreshed Strategy will build on and consolidate the successes of 2013-16.

#### **4. Reasons for Recommendation**

4.1 To agree Thurrock's Joint Health and Wellbeing Strategy 2016 – 2021 and Outcomes Framework for the reasons set out under section 3.

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

5.1 Detailed consultation and engagement has been carried out on the development of Strategy's goals and objectives. This is detailed within 3.12 – 3.17. A detailed engagement report is to be written and can be circulated to Councillors as requested.

5.2 The Strategy and Outcomes Framework were endorsed by the Health and Wellbeing Overview and Scrutiny Committee at its meeting of the 9<sup>th</sup> February 2016. Cabinet were asked to endorse the Strategy at its meeting of the 9<sup>th</sup> March 2016. Both recommended the approval of the Strategy and Outcomes Framework.

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

6.1 The Strategy will make a significant contribution towards the Council and Community Strategy vision of 'Thurrock: A place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish' and related priorities. The Strategy sets out how the Community Strategy and Corporate priority 'Improve health and wellbeing' is to be delivered, as well as contributing towards the delivery of the four other priorities – in particular 'create a great place for learning and opportunity' via the Strategy's links to the Children and Young People's Plan. The Strategy will act as the Council's 'people' Strategy but also make the necessary connections with the 'place' agenda.

#### **7. Implications**

##### **7.1 Financial**

Implications verified by: **Jo Freeman**  
**Management Accountant Social Care and Commissioning**

Whilst the Strategy will need to be delivered within existing budgets, a focus on prevention and early intervention will require partners to review, and if

necessary refocus the allocation of resource. This will be essential to the success of the Strategy and to the reduction of inequalities in health and wellbeing across the Borough. A focus on prevention and early intervention is also expected to release resource from the more expensive areas of the system to be reallocated to areas that prevent, reduce and delay the need for care and support.

## 7.2 Legal

Implications verified by: **Dawn Pelle**  
**Adult Care Lawyer**

The Health and Social Care Act 2012 established a responsibility for Councils and CCGs to jointly prepare Health and Wellbeing Strategies for the local area as defined by the Health and Wellbeing Board.

## 7.3 Diversity and Equality

Implications verified by: **Natalie Warren**  
**Community Development and Equalities Manager**

The aim of the Strategy is to improve the health and wellbeing of the population of Thurrock. Doing so will mean reducing inequalities in health and wellbeing.

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

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

- Draft Thurrock Joint Health and Wellbeing Strategy 2016 – 2021
- Draft Thurrock Health and Wellbeing Strategy Outcomes Framework

### Report Author:

Ceri Armstrong  
Strategy Officer  
Adults, Housing and Health

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# THURROCK JOINT HEALTH AND WELLBEING STRATEGY 2016 - 2021



Adding Years to Life and Life to Years

## Foreword



I'm pleased to welcome you to Thurrock's Health and Wellbeing Strategy for 2016 – 2021.

Our Strategy looks at the areas we think can make the most difference to the health and wellbeing of Thurrock people. This means the things that can ensure we are all able to live a good life regardless of who we are or where we live. This can be ensuring our children are able to get good qualifications or that people can get GP appointments when they need them. It can also mean arming people with the information they need to make good choices about their life or simply to ensure that people who feel isolated can meet others and feel more connected where they live. I know 'wellbeing' will mean different things to each and every one of us.

There are huge opportunities in Thurrock and Thurrock people must be able to access them - for example the job opportunities created by the Council's regeneration programme. There are numerous plans and initiatives in train which will generate even more opportunities and possibilities – but we need to ensure those plans and initiatives are joined up.

I am all too aware that many of us live in poor health or do not achieve a good life, and I know that there are many reasons for this – not all of them easy to solve. Whilst the resources available to be spent on Thurrock people have diminished significantly over the years, I am confident that we can make the resource we do have go further by increasing the number of us who stay well and by intervening at the earliest opportunity to stop people reaching crisis point. This means changing the way some of our services operate and how they are focused. It also means recognising the strength of our communities and the individuals living in those communities and building alternatives to the traditional service response

I have been Chair of Thurrock's Health and Wellbeing Board since its establishment in 2013 and it's my strong belief that the Board and Strategy's primary purpose is to reduce health inequalities across our Borough. We know that people living in some parts of the Thurrock will live a number of years fewer than people living in other parts of the Borough. This is not acceptable and something the Strategy must seek to address.

I am pleased therefore that this Strategy focuses on prevention and early intervention. This is the main way we will reduce health inequalities and everyone needs to play their part – including the people of Thurrock.

Finally, it goes without saying that the people of Thurrock and the communities they live in are the backbone of the Borough. It is essential that we recognise the role they play and ensure that they can be as strong as possible. We also need to ensure that they recognise the Strategy and their part in it. I am committed to ensuring that we continue conversations with Thurrock people about how we can reduce inequalities together.

Councillor Barbara Rice  
Chair  
Thurrock Health and Wellbeing Board

# Overview of Thurrock's Health and Wellbeing Strategy, 2016 - 2021

## Our Vision

Our vision for improving the health and wellbeing of Thurrock people is to:

*Add years to life and life to years.*

We want Thurrock to be a place where people live long lives which are full of opportunity, allowing everyone to achieve their potential. To achieve this, we have set 5 goals, which we are all committed to achieving. The goals are ambitious and will require a lot of hard work from Thurrock Council, the NHS, voluntary organisations and communities themselves but we think that by working together, we can achieve these goals and make a real difference to the people of Thurrock.

Thurrock Health and Wellbeing Board

## Our Principles

### Reducing inequality in health and wellbeing

We want things to get better for everyone but we are also committed to ensuring that the poorest communities enjoy the same levels of opportunity, health and wellbeing as the most affluent.

### Prevention is better than cure

Rather than waiting for people to need help, we want Thurrock to be a place where people stay well for as long as possible.

### Empowering people and communities

We don't just want to do things to people, but give people the opportunity to find their own solutions and make healthy choices.

### Connected Services

Good health and care services should be organised around the needs of people, not around the needs of organisations

*"It's easy for me to be active where I live"*

*"Thurrock has great health services and it's easy to get to them"*

*"I was able to get a good job, and I now feel differently about life"*



*"My children have a great chance of getting good exam results and I'm optimistic about their future"*

*"There are plenty of activities in my community that I can get involved in"*

GOALS	A. OPPORTUNITY FOR ALL	B. HEALTHIER ENVIRONMENTS	C. BETTER EMOTIONAL HEALTH AND WELLBEING	D. QUALITY CARE CENTRED AROUND THE PERSON	E. HEALTHIER FOR LONGER
OBJECTIVES	A1. All children in Thurrock making good educational progress	B1. Create outdoor places that make it easy to exercise and to be active	C1. Give parents the support they need	D1. Create four integrated healthy living centres	E1. Reduce obesity
	A2. More Thurrock residents in employment, education or training.	B2. Develop homes that keep people well and independent	C2. Improve children's emotional health and wellbeing	D2. When services are required, they are organised around the individual	E2. Reduce the proportion of people who smoke.
	A3. Fewer teenage pregnancies in Thurrock.	B3. Building strong, well-connected communities	C3. Reduce social isolation and loneliness	D3. Put people in control of their own care	E3. Significantly improve the identification and management of long term conditions
	A4. Fewer children and adults in poverty	B4. Improve air quality in Thurrock.	C4. Improve the identification and treatment of depression, particularly in high risk groups.	D4. Provide high quality GP and hospital care to Thurrock	E4. Prevent and treat cancer better

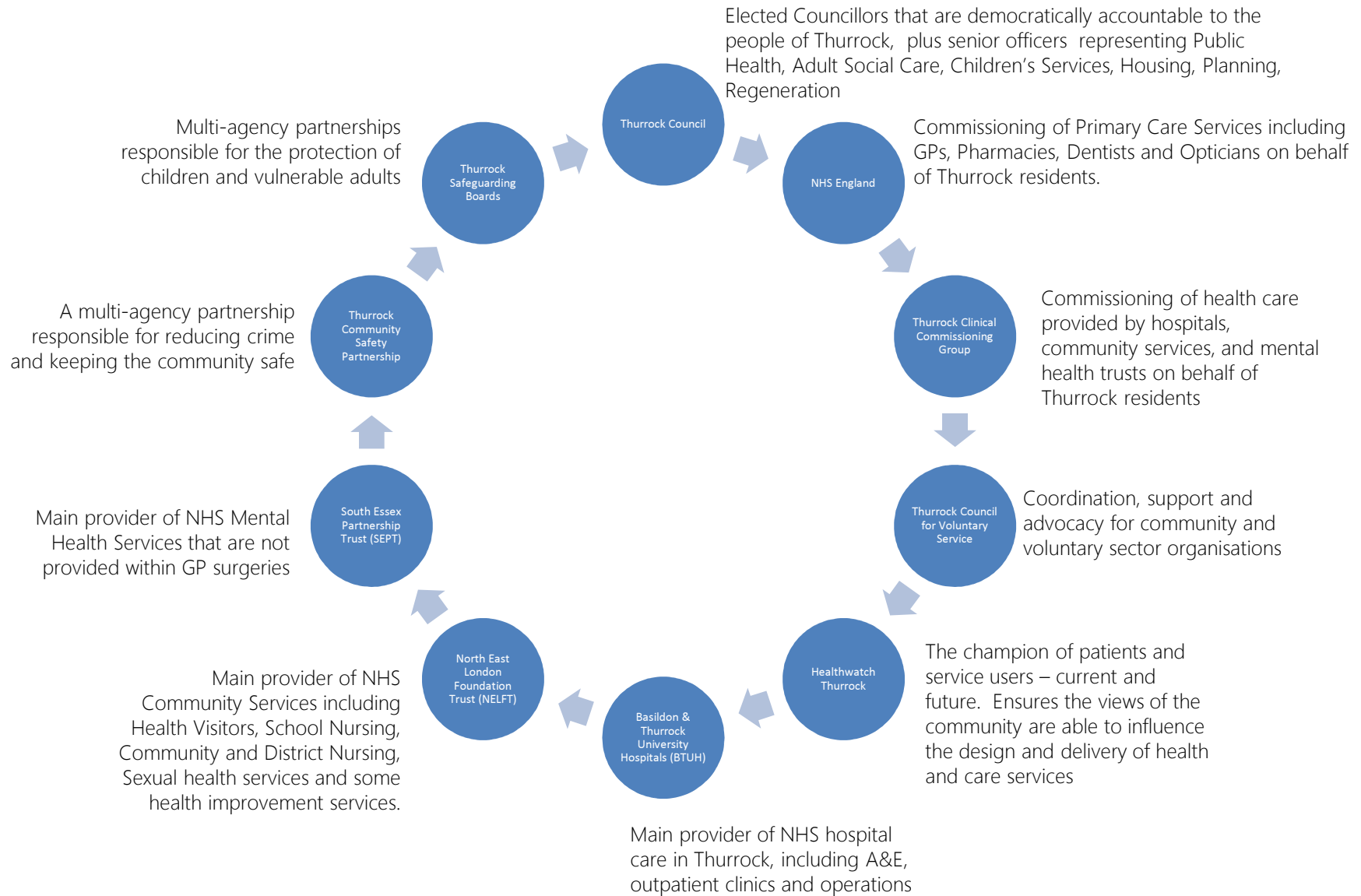
## Thurrock's Golden Thread

Thurrock Community Strategy's vision is: "Thurrock: a place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish"

The Community Strategy has five priorities, of which the Health and Wellbeing Strategy is responsible for defining and delivering **'Improve health and wellbeing'**



# Thurrock Health and Wellbeing Board – Who we are and what we do.



## Key facts about health and wellbeing in Thurrock

What our Joint Strategic Needs Assessment (JSNA) and our communities are telling us

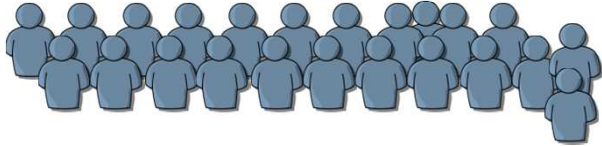


- Many people in Thurrock enjoy good health and wellbeing, but there are large differences in the health and wellbeing of different communities. A boy born in Tilbury today is predicted to live for ten years fewer than a boy born in Orsett.
- We have a relatively young population compared to England, but as people live longer, the proportion of our population aged over 65 is predicted to grow faster than the general population.
- We have a thriving community and voluntary sector but links with the Council and NHS could be strengthened.
- Thurrock is undergoing a major programme of regeneration which includes Tilbury, Purfleet, Grays and our waterfront. This presents huge opportunities for us to create healthy environments.
- Thurrock has gained national recognition for its programmes to strengthen communities. We want to further build on this success by encouraging community and volunteering activities.
- Air quality in some parts of the Borough needs to be improved.
- There are too few GPs and GP practice nurses serving too many patients. We need to transform our Primary Care to increase the number of front line clinicians and help them deliver quality care.
- Health, housing and social care services are not as joined up as they could be. We need to ensure that services are coordinated around the needs of the person, and not the needs of individual organisations.
- Too many people in Thurrock die before they reach their 75<sup>th</sup> birthday. The biggest killers are cancer, heart attacks, strokes and lung disease.

# Key facts about health and wellbeing in Thurrock.

## What our Joint Strategic Needs Assessment (JSNA) is telling us.

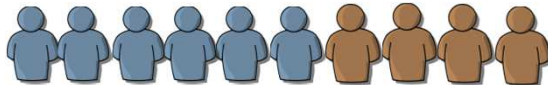
£



22 out of every 100 children grow up in poverty. This is a higher proportion than England's. Poverty and low aspiration is a very strong predictor of poor health and wellbeing.



7 out of 10 children achieve a 'Good Level of Development' after their first year at school, but we need to work with parents and teachers to help the remaining three get the best start in life.



A good education is a very strong predictor of good health in later life. Almost 6 in 10 young people in Thurrock achieve 5 good GCSEs. This is better than the average for England but there is more to do.



Being employed is one of the single biggest factors shown to improve and protect health and wellbeing. Almost 8 out of 10 adults in Thurrock are economically active, but we want to grow our local economy to give more employment opportunities to our residents.



More than 1 in 5 adults smoke and are at increased risk of cancer, lung disease and cardio-vascular disease. We want to reduce our smoking prevalence by helping people quit and discouraging young people from becoming addicted.

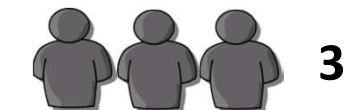
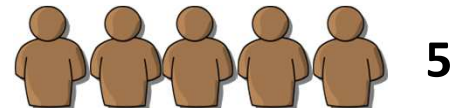
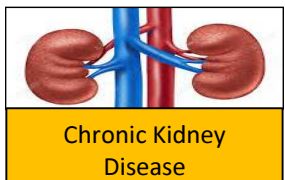
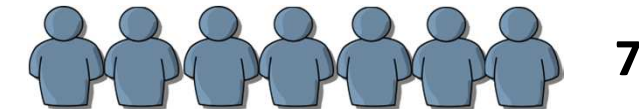
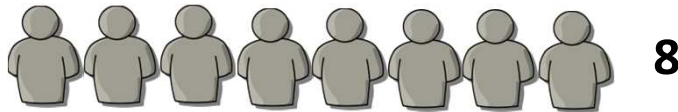
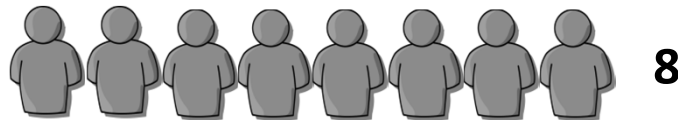
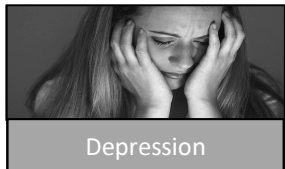


More than 7 out of 10 adults in Thurrock are either overweight or obese and at risk of developing serious health problems as a result. This is significantly higher than the average in England. We need to tackle our local obesity crisis.

# Too many people in Thurrock are living with long term health problems.

We need to get better at preventing, identifying and treating these to help people stay healthier for longer.

Out of every 100 adults who live in Thurrock, our local GPs will be treating:



# GOAL 1

## Opportunity for all



### ***What do we want to achieve?***

**Better educated children and residents who can access employment opportunities**

### ***What will achieving this goal look like?***

- All children in Thurrock making good educational progress
- More Thurrock residents in employment, education and training
- There will be fewer teenage pregnancies
- Fewer children and adults will live in poverty

### ***Why?***

*'Disadvantage starts before birth and accumulates throughout life'*

The best way to break the cycle of disadvantage and poor health is to take action early. Ensuring that children have a good start in life can lead to life-long improvements in health and wellbeing.

We know that more than one in five Thurrock children live in poverty. That makes it much harder for them to achieve their full potential in life. Our target is to halve this by 2020.

Thurrock is a place of opportunity. The ambitious programme of regeneration in the Borough means new jobs are being created – for example through the new Port (DP World) in the East of the Borough. Thurrock people must be able to access these jobs. That means people need to leave school with good qualifications and go on to get the skills they need to secure good jobs.



## GOAL 2 A healthier environment



### ***What do we want to achieve?***

- **Places and communities that keep people well and independent**

### ***What will achieving this goal look like?***

- Outdoor spaces that make it easy to exercise and to be active
- More homes will be built that keep people well and independent
- Communities will be stronger and better connected.
- Air quality will be improved

### ***Why?***

We want to keep people well for as long as possible. For this to happen, we need communities that are strong and inclusive. We also need the way Thurrock's neighbourhoods are designed and built to make it easy for people to lead active and healthy lives.

If children and adults are to be more active we need to create environments that encourage them to be more active – either at school or where they live. We also need to ensure that public space is attractive and that people feel safe when they use it.

Much has already been done to empower local communities to be strong and inclusive. The Stronger Together partnership is a ground-breaking initiative which promotes community activities that strengthen connections between people. It also encourages people to have a greater say in what happens in their neighbourhood, taking control over the decisions that affect them. We want to build on that work to build strong, well-connected communities.

# GOAL 3

## Better emotional health and wellbeing



***What do we want to achieve?***  
**Strengthen mental health and emotional wellbeing**

***What will achieving this goal look like?***

- Parents will be given the support they need when they need it
- Children will have good emotional health and wellbeing
- Fewer people will feel socially isolated or lonely
- Identification and treatment depression will be improved, particularly for those at greatest risk.

***Why?***

We know that at least one in four people will experience a mental health problem at some point in their life and that one in six adults will have a mental health problem at any one time. We also know that half of those with lifetime mental health problems first experience symptoms by the age of 14. Depression is the most common mental health problem making it a priority for us.

There are a number of things we can do to lessen the chance of poor mental health from occurring, or to prevent it from worsening. This includes ensuring that parents receive good support when they need it and identifying problems as early as possible. Tackling bullying is also important because it not only affects the mental health of children but can have long-term effects stretching into adulthood.

For people who do require long term medical care, we want to ensure that people are identified before they reach crisis point and that the service they receive is of high quality and tailored to the individual.

People with poor mental health often have poor physical health too, and we must ensure that we consider mental, physical and emotional wellbeing together.

We know that within our communities - particularly with Thurrock's older population and those with caring duties, many people will be suffering due to social isolation. Social isolation can have a significant impact on physical health as well as mental and emotional wellbeing. We must give people opportunities to connect.



# GOAL 4

## Quality care, centred around the person



### ***What do we want to achieve?***

- **Remodel health and care services so they are more joined up and focus on preventing, reducing and delaying the need for care and support.**

### ***What will achieving this goal look like?***

- Four new healthy living centres will be built with GPs, nurses, mental health services, wellbeing programmes, community hubs and outpatient clinics under one roof.
- Care will be organised around the individual
- People will feel in control of their care
- High quality GP and hospital care will be available to Thurrock residents when they need it.

### ***Why?***

There will always be times when people need treatment or care from GPs, hospitals, social care or other services. When they do, we want to ensure that services in Thurrock are joined up and organised around people's needs rather than the needs of organisations. When people are passed from one organisation to another to receive different services they often don't get the best package of care and valuable resources are wasted. That's why we have a vision to create four Integrated Healthy Living Centres in Thurrock which will provide a whole range of health and care services under one roof. This is part of providing holistic solutions, which go beyond treating conditions to supporting people.

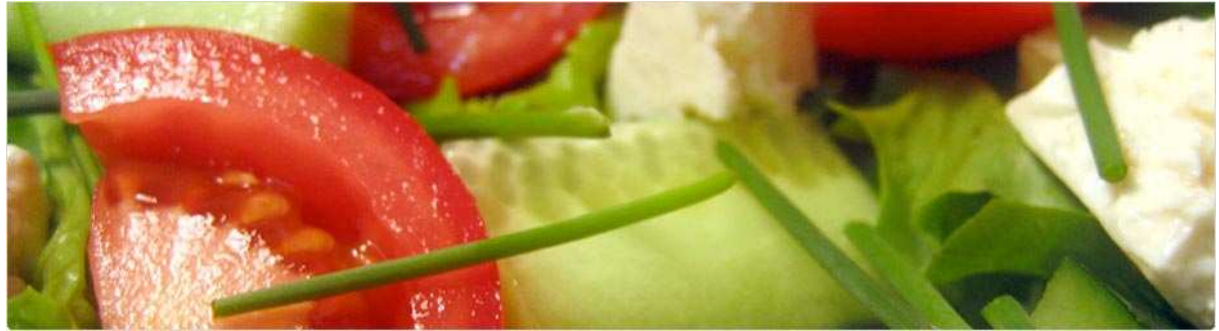
Hospitals are under huge pressure but much of that could be avoided if we get better at providing support at an early stage, to stop things progressing. So, instead of waiting for people to develop serious illnesses before we treat them, we want services to act at an early stage to prevent, reduce and delay the need for care and support.

When people use health and care services in Thurrock we want to make sure that healthcare is easy to access and that they get the best possible treatment. As far as possible, people should be in control of their own care. That is especially important for people who have long term conditions. We have already begun to develop some of these approaches, but we must work together and with communities to take this further.



# GOAL 5

## Healthier for longer



### ***What do we want to achieve?***

- **Reduce avoidable ill-health and death**

### ***What will achieving this goal look like?***

- A greater proportion of our population will be a healthy weight
- Fewer people in Thurrock will smoke
- The identification and early treatment of long term conditions such as diabetes or high blood pressure will be significantly improved
- More cancers will be prevented, identified early and treated better.

### ***Why?***

Thousands of us will be ill or die each year from diseases which are preventable. Promoting healthy lifestyle choices is vital. Smoking is still by far the most common cause of preventable ill health and death, and obesity is a growing problem which is particularly acute in Thurrock. These issues affect physical and mental health, they result in shortened lives and poorer quality of life, and they put huge strain on families and health services. Tackling these issues is vital, therefore, if we are to improve health and wellbeing in Thurrock.

To do this, we want to help people make healthy choices. For example, help people maintain a healthy weight we want to make it easy to be active, and have a healthy diet, and provide people with good information on how to live a healthy life.

Cancer is one common reason for ill health and death. Many cancers are avoidable through lifestyle changes but when people do have cancer we want to ensure that it is identified early, through screening programmes, and treated effectively when it does happen.



## How did we develop this strategy?



### **Community engagement**

We want Thurrock residents to recognise the priorities in this Strategy and to play their part in delivering them. That's why, as part of developing the strategy we asked people their views on :

- What our priorities should be;
- What they could do personally to contribute;
- One thing that would have the biggest impact on the health and wellbeing of Thurrock people and;
- Three actions the Health and Wellbeing Board should take.

The results are set out in a detailed report accessible here ([add link here](#)).

Key themes to emerge from the engagement exercise include:

- Air quality and pollutants created by traffic (including congestion);
- Access to services – particularly in relation to GP appointments;
- Access to open and green space;
- Affordability of exercise facilities;
- Good signposting of what's already available; and
- Mental Health support.

The themes identified above have either been captured within our five goals, Outcomes Framework or related action plans. If they haven't been included, we will be clear about why this is.

Ongoing conversations will take place with Thurrock residents to ensure that action plans and future strategy development are co-produced. It is also important that residents are involved in how the Health and Wellbeing Board measures how successful the Strategy is and whether it is achieving its goals and outcomes.

## Building on our strengths



We also know that there are important strengths in Thurrock which we want to build on. These include:

- **Strong neighbourhood associations and networks** - can have a very positive impact on someone's health and wellbeing;
- **Citizen-led** – recognising that things work best when local people are given the chance to be in the driving seat and that citizen action is more durable and sustainable than any short-term programme;
- **Relationship building** – isolation and loneliness is one of the biggest problems facing our society. We thrive when we are connected with our neighbours. We can all help each other to stay connected.
- **Social Justice** – celebrating the contribution that older people and people who have disabilities and health challenges can make to community life. An inclusive approach is at the heart of a strong community
- **Dynamic Regeneration** – Thurrock has been built upon employment-led migration of people in to the Borough. As such, we have a proud history of growth and dynamic change. Using the opportunities created by our ambitious regeneration programme to improve the health and wellbeing of existing and new communities will be a key feature of this Strategy.
- **“Acts of Random Kindness”** – we have found through the development of our Stronger Together programme that Thurrock people care for each other but do not necessarily want to become involved in associations. This Strategy acknowledges that these informal and spontaneous acts of random kindness play a crucial role in supporting people and building safe and supportive communities: as such we will support small neighbourhood level initiatives as well as larger, more formal programmes of community development.

## Making it happen



### How will we achieve our goals?

The goals we have set out are ambitious. They cannot be achieved by a single organisation or group of people but require the transformation of systems and communities. That means that everyone has a part to play. Shared goals need to be translated into collective action. By agreeing to shared goals the organisations which sit on the Health and Wellbeing Board are making a public commitment to be held accountable for achieving them.

The strategy will lead to a number of action plans which will set out who is responsible for what. Communities and individuals are an essential part of the 'how' so we want our action plans to be co-produced with the people of Thurrock people.

Good work is already taking place so action plans will show how existing initiatives contribute to achieving our goals. It will also be important to influence existing plans and strategies. A list of key strategies and plans that contribute to the Health and Wellbeing Goal are shown in Appendix A. We will also develop five new action plans in partnership with our community that will set out in detail how we will achieve each of our five goals

### How will we know if the Strategy is working?

We want to be clear about whether or not our strategy is working and to hold each other to account for achieving our goals. That's why we have developed an Outcomes Framework with measurable targets and trajectories for what we expect to achieve over the next five years. Thurrock Health and Wellbeing Board will be responsible for monitoring progress against the targets in our Outcomes Framework which is available here [\[link\]](#) and we will publish annual updates showing our progress against the targets we have set. [Click here to access our Strategy Outcomes Framework](#)

We will also want to ensure that Thurrock residents are noticing a difference and therefore we are committed to having an ongoing conversation with residents to find out what they think about the action we have taken and whether they think it's having an impact.

## Looking Back.....

### Our Strategy 2013-2016...What did we achieve?

#### Adult Health and Wellbeing

- Development of Local Area Coordination service
- Development of Derry Avenue housing scheme for older people
- Four GP hubs with extended opening and walk-in appointments
- Basildon Hospital out of special measures
- Development of Thurrock's first Better Care Fund Plan between the Council and Clinical Commissioning Group
- Further development of strength-based approaches
- Delivery of Elizabeth House Extra Care Facility

#### Children's Health and Wellbeing

- Thurrock performing above the national/comparator average for children with good level development (GLD)
- Improvement in the number of children achieving grades A-C at GCSE level
- Improved rate of young people achieving at least a level 3 qualification by the age of 19
- Launch of Thurrock's Multi-Agency Safeguarding Hub
- Strong performance on the number of young people not in employment, education or training
- Improved number of looked after children living in suitable accommodation

...and finally



We don't want this Strategy to be a document that gets agreed and then forgotten about. It must drive change and it must do so in partnership with local people.

We want to continue the dialogue with local people about how we make this Strategy a reality. We also want to ensure local people are part of how we measure if this Strategy is making a difference.

This is your Strategy and needs to make a difference to your life.

If you have any questions about the Strategy or would like to be involved in future discussions about how we make it real for Thurrock people, then please contact us:

8 [ASCpolicy@thurrock.gov.uk](mailto:ASCpolicy@thurrock.gov.uk)

! Strategy Officer, Adults, Housing and Health, Thurrock Council, New Road, Grays, RM17 6SL

**Thurrock Health and Wellbeing Strategy 2016 – 21**

GOALS	A. OPPORTUNITY FOR ALL	B. HEALTHIER ENVIRONMENTS	C. BETTER EMOTIONAL HEALTH AND WELLBEING	D. QUALITY CARE CENTRED AROUND THE PERSON	E. HEALTHIER FOR LONGER
OBJECTIVES	A1. All children in Thurrock making good educational progress	B1. Create outdoor places that make it easy to exercise and to be active	C1. Give parents the support they need	D1. Create four integrated healthy living centres	E1. Increase the number of people in Thurrock who are a healthy weight
	A2. More Thurrock residents in employment, education or training.	B2. Develop homes that keep people well and independent	C2. Improve the emotional health and wellbeing of children and young people.	D2. When services are required, they are organised around the individual	E2. Reduce the proportion of people who smoke.
	A3. Fewer teenage pregnancies in Thurrock.	B3. Building strong, well-connected communities	C3. Reduce social isolation and loneliness	D3. Put people in control of their own care	E3. Significantly improve the identification and management of long term conditions
	A4. Fewer children and adults in poverty	B4. Improve air quality in Thurrock.	C4. Improve the identification and treatment of depression, particularly in high risk groups.	D4. Provide high quality GP and hospital care to Thurrock	E4. Prevent and treat cancer better

Goal	Objective	Indicators	Baseline	Target %by 2020	Source
A. OPPORTUNITY FOR ALL	A1. All children in Thurrock making good educational progress	% of children achieving GLD at the end of year R	72.5%	80%	SFR36. www.gov.uk.
		Gap between above indicator and % of children on pupil premium achieving GLD at end of year R			
		% of all children achieving National Standard or greater depth	85%		
		% of young people gaining the higher grades in attainment and progress across the 8 subjects making up the National Curriculum (Attainment 8 and Progress 8)	70%		
		% of children achieving 5 good GCSEs at A – C including English and Maths			
	A2. More Thurrock residents in employment, education or training.	% of working age population who are economically active	77.7%		NOMIS
		% of the population of working age claiming Employment Support Allowance and incapacity benefits	5.0		NOMIS
		% of population claiming JSA	1.4%		NOMIS
		% of 16 – 19 year olds Not in Employment, Education or Training	5.3%		
	A3. Fewer teenage pregnancies in Thurrock.	Under 18 conception crude rate per 1000	36.1		PHOF indicator 2.04



Goal	Objective	Indicators	Baseline	Target %by 2020	Source
	A4. Fewer children and adults in poverty	% of children in poverty (all dependent children)	20.1		PHOF indicator 1.01i
		Number of households at risk of homelessness approaching the Council for assistance	2,400 pa (2015/16)		Corporate scorecard
B. HEALTHIER ENVIRONMENTS	B1. Create outdoor places that make it easy to exercise and to be active	% of physically active adults	66.3 (2014)	75%	PHOF indicator
		% of physically active children	-	-	Thurrock YP Survey
		Number of open spaces considered to be good quality/excellent	-	-	-
	B2. Develop homes that keep people well and independent	% of all major housing developments that have an approved HIA.	0	100%	Internal analysis
		% of major* planning applications that have been assessed by the HWB Housing and Planning Advisory Group	0	100%	Internal analysis
	B3. Building strong, well-connected communities	Number of hours of volunteering time	-	-	-
		Number of informal neighbourhood network groups			

Goal	Objective	Indicators	Baseline	Target %by 2020	Source
		Estimated Dementia Diagnosis Rate for people aged 65+ (%)	-	67%	Internal analysis
		Number of “dementia friends” in Thurrock	-	3750	-
	B4. Improve air quality in Thurrock	Annual mean level of NO2 in the declared AQMAs			
<b>C. BETTER EMOTIONAL HEALTH AND WELLBEING</b>	C1. Give parents the support they need at the right time	% successful outcomes from early intervention prevention parenting programmes	-	95%	-
	C2. Improve the emotional health and wellbeing of children and young people	% of children and young people reporting that they are able to cope with the emotional difficulties they experience.	-	-	Thurrock Young People’s Survey
		% of children and young people reporting that they know how to seek help when experiencing difficulties with emotional health and wellbeing	-	-	Thurrock Young People’s Survey
		% of children reporting being bullied in the last 12 months	-	-	Thurrock Young People’s Survey
	C3. Reduce social isolation and loneliness	Number of people who are supported by a Local Area Coordinator	42.3 (2013/14)		PHOF indicator 1.18i
		% of people whose self-reporting well-being happiness score is low.	11.5%		PHOF indicator 2.23iii

Goal	Objective	Indicators	Baseline	Target %by 2020	Source
	C4. Improve the identification and treatment of depression, particularly in high risk groups.	% of patients on a GP depression QOF register with a record of accessing IAPT	30.7% (2014/15) in year * may need to re-visit these figures.	Min. 40% on every QOF register	QMAS / Local PH Analyses
		% of people who recover after IAPT treatment	-	-	
		% of patients with a CVD or COPD, and without a diagnosis of depression, screened for depression in the last 24 months using a standardised tool.	-	-	QMAS / Local PH Analyses
		% of ASC clients over 65 screened for depression by frontline Thurrock Council SC staff	0	90%	Local analyses
<b>D. QUALITY CARE CENTRED AROUND THE PERSON.</b>	D1. Create four integrated healthy living centres	Number of IHLCs that are operational (with plans agreed for the remaining 2 hubs)	0	2	Local analysis
		Number of IHLCs with plans agreed by all partners.	0	2	Local analysis
		% of A&E attendances that are coded as emergency medicine category 1 investigation with category 1-2 treatment, category 2 investigation with category 1 treatment, and no investigation with no significant treatment			

Goal	Objective	Indicators	Baseline	Target %by 2020	Source
	D2. When services are required, the coordinated around the needs of the individual.	2% highest risk frail elderly in Thurrock with a care plan and named accountable professional	-	-	-
		Establish a data system linking records from primary, secondary, community, mental health and adult social care.		System operational	
		% of Early Offer of Help episodes completed within 12 months			
	D3. Put people in control of their own care	% of people who have control over their daily life	74.2% (14/15)	85%	SALT (Short and Long Term) Return
		% of people receiving self-directed support	70.3% (14/15)	-	SALT (Short and Long Term) Return
	D4. Provide high quality GP and hospital care to Thurrock	% of GP practices with CQC rating of at least good			CQC
		% of patients who would recommend their GP practice to someone new in the area			GP patient survey
		% of days in the year when hospital is on Black Alert			Internal analysis
	<b>E. HEALTHIER FOR LONGER</b>	E1. Increase the number of people in Thurrock who are a healthy weight	% of children overweight or obese at year 6	38%	< national average
% of adults overweight or obese			70.4%	65%	PHOF indicator 2.12
E2. Reduce the number of people		Smoking prevalence in those aged 18+	20.7%	<18%	PHOF indicator

Goal	Objective	Indicators	Baseline	Target %by 2020	Source
	smoking in Thurrock	Smoking prevalence in those aged 15-17	NA	3% reduction	Young People's Survey
	E3. Significantly improve the identification and management of LTCs	Mean score on an agreed GP Practice based LTC management score card	TBA		Local Analyses
		Unplanned care admission rate for conditions amenable to healthcare.			SUS
	E4. Prevent and treat cancer better	Breast cancer screening coverage	71.8%	75%	PHOF indicator 2.20i
		Cervical cancer screening coverage	72.8%	80%	PHOF indicator 2.20ii
		Bowel cancer screening coverage	54.6%	60%	PHOF indicator 2.20iii
		1-year survivorship after cancer (all cancers)	66.4% (2012)	70%	ONS

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<b>23 March 2016</b>	<b>ITEM: 12</b>
<b>Council</b>	
<b>Statement of Policy and Guidelines relating to the relevance of Convictions, Formal / Simple Cautions, Complaints and/or other matters – Taxi Licensing</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key
<b>Report of:</b> Cllr Mike Stone, Chair Licensing Committee	
<b>Accountable Head of Service:</b> Lucy Magill – Head of Resident Services	
<b>Accountable Director:</b> Steve Cox – Corporate Director of Environment and Place	
<b>This report is:</b> Public	

## **Executive Summary**

This report requests that Council agrees the recommendation made by the Licensing Committee on the 28 January 2016 to adopt the revised policy relating to the relevance of Convictions, Formal / Simple Cautions, Complaints and/or other matters to that it requires holders and applicants for Hackney Carriage and Private Hire Drivers to meet.

### **1. Recommendation(s)**

**1.1 That Council adopts the revised Statement of Policy and Guidelines relating to the relevance of Convictions, Formal / Simple Cautions, Complaints and/or other matters, as attached as Appendix A, as recommended by the Licensing Committee, and the policy shall have effect from the 1 April 2016.**

### **2. Introduction and Background**

2.1 Licences for drivers of hackney carriages and private hire vehicles may only be granted where the Council is satisfied that the individual is a fit and proper person to hold such a licence.

2.2 Since March 2002 hackney carriage and private hire drivers have been exempt from the Rehabilitation of Offenders Act 1974. Which means that all convictions, irrespective of age, sentence imposed or offence committed, remain live for the consideration in line with a hackney carriage or private hire drivers licence, where they are relevant to the application.

- 2.3 Local Authorities have the ability to set policy in relation to who it considers to be a fit and proper person, or who it considers not to be a fit and proper person, for persons driving hackney carriages and private hire vehicles licensed by them.
- 2.4 The current policy is now dated and requires reviewing to ensure that it remains fit for purpose.
- 2.5 The proposed changes have been developed from the experience of the Licensing Department and suggestions from licence holders.

### **3. Issues, Options and Analysis of Options**

- 3.1 At the Licensing Committee on the 28<sup>th</sup> January the revised Statement of Policy and Guidelines relating to the relevance of Convictions, Formal / Simple Cautions, Complaints and/or other matters as attached as Appendix A, was agreed following consultation with relevant stake holders.
- 3.2 The recommendation of the Licensing Committee was for the revised policy to be adopted by Council.
- 3.3 The following points are a summary of the proposed changes to the policy:
- Includes a particular reference to the failure to disclose/notify convictions, cautions or other relevant matters on application or during duration of licence, and that failure to do so may be treated as deception and could give rise to the refusal, revocation, or suspension for that reason alone.
  - Makes clear that Cautions issued by any authority will be included, not just the police.
  - Inclusion of Restorative Justice, Restorative justice gives victims the chance to meet or communicate with their offenders to explain the real impact of the crime, for any kind of communication to take place, the offender must have admitted to the crime, and both victim and offender must be willing to participate. Restorative justice can be used for any type of crime and at any stage of the criminal justice system, including alongside a prison sentence.
  - There is now an enhanced definition of the categorisation of offences with additional examples given.



- References to racially or religiously aggravated offences have been included, with the timescale for rehabilitation reflecting the seriousness of these Hate Crimes.
- The inclusion of counter terrorism offences.
- Splits motoring convictions into three Categories:
  1. Major,
  2. Intermediate,
  3. Minor,

and gives detailed examples of the type of offences under each category.

- Revised time periods for inclusion of motoring offences.
- Inclusion of reference to drivers repeatedly using unfit vehicles.
- Includes guidance on complaints received by the licensing department and other offences under the taxi legislation.

3.4 It is intended that the policy will have effect from the 1 April 2016.

#### **4. Reasons for Recommendation**

4.1 Following the consultation the policy has been considered by the Licensing Committee. Policy cannot be adopted by the Licensing Committee, and adoption is a Council Function.

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

5.1 All local stakeholders were written to asking for comments. Local stakeholders include all Thurrock Council Hackney Carriage and Private Hire Driver Licence holders, all Private Hire Operators.

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

6.1 None

#### **7. Implications**

##### **7.1 Financial**

Implications verified by: **Mike Jones**  
**Management Accountant**

There are no financial implications in relation to this report.

## 7.2 **Legal**

Implications verified by: **Chris Pickering**  
**Principal Solicitor - Litigation & Employment**

This adoption of the revised policy is a Council function.

## 7.3 **Diversity and Equality**

Implications verified by: **Natalie Warren**  
**Community Development and Equalities Manager**

An Equality Impact Assessment has been undertaken and there are no negative impacts of this policy.

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

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 - Revised Statement of Policy and Guidelines relating to the relevance of Convictions, Formal / Simple Cautions, Complaints and/or other matters

### **Report Author:**

Paul Adams  
Principal Licensing Officer



## Statement of Policy and Guidelines relating to the relevance of Convictions, Formal / Simple Cautions, Complaints and/or other matters

1. Licences for drivers of hackney carriages and private hire vehicles may only be granted where the Council is satisfied that the individual is a fit and proper person to hold such a licence.
2. The Council may fail to be satisfied that an individual is a fit and proper person to hold a driver's licence for any good reason. If adequate evidence that a person is a fit and proper person is not adduced or if there is good reason to question or doubt the evidence provided, then that could amount to good reason to refuse a licence.
3. In considering evidence of an individual's good character and fitness to hold a driver's licence, where previous convictions or other information relating to criminal and/or other matter(s) is disclosed, the Council will consider the nature of the offence, when it was committed, the date of conviction, and/or other matter(s), the individual's age when the offence was committed and any other factors which might be relevant. Where an individual has been convicted of a criminal offence, the Council cannot review the merits of the conviction [Nottingham City Council v. Mohammed Farooq (1998)].
4. If an applicant has ever lived outside the UK for a period of more than 4 continuous weeks, other than for a holiday, they will also need to supply a 'Certificate of Good Conduct' from the relevant embassy.
5. The guidelines do not deal with every type of offence, and do not prevent the Council from taking into account offences not specifically addressed in the guidelines, or other conduct, which may be relevant to an individual.
6. Any individual who is refused a driver's licence or has such a licence suspended or revoked on the ground that the Council is not satisfied he is a fit and proper person to hold such a licence has a right of appeal to the Magistrates' Court within 21 days of the notice of refusal.
7. When submitting an application for a licence to drive a hackney carriage or private hire vehicle, applicants are required to declare all previous convictions they may have. Individuals are also required to declare all formal/simple cautions, any matters of restorative justice and all endorsable fixed penalties they have received and to provide details of all criminal matters of which they are currently the subject of criminal investigation or prosecution.

### **Failure to Disclose Information**

8. Withholding information when submitting an application can be interpreted as deception and may lead to refusal of the application for this reason alone.

9. Failure to notify the Licensing Department of any arrest, conviction, caution or other relevant matter during the duration of the licence in accordance with a licence condition or bylaw, will also be treated as deception and may lead to refusal/revocation/suspension of a licence for this reason alone.

### **GUIDELINES ON THE RELEVANCE OF PREVIOUS CONVICTIONS, FORMAL/SIMPLE CAUTIONS, AND /OR OTHER MATTERS**

10. Each case will be decided on its own merits.
11. For the purpose of these guidelines formal and simple cautions and endorsable fixed penalties will be treated as though they were convictions.
12. Where an applicant has multiple convictions arising from a single incident, the convictions will generally be treated as one conviction for the purposes of these guidelines. In these circumstances the period for which the applicant would normally be expected to show free from conviction will be the longest applicable period calculated by reference to each offence.
13. Restorative justice is increasingly used by the police as a less formal way of dealing with issues as an alternative to the criminal court system. The Council recognise that restorative justice should not be dealt with as though it were a conviction, but that it can be taken into consideration, when deciding if a person is a 'fit and proper' to hold a licence.
14. Where any offence has resulted in a term of imprisonment, the time periods given will run from the date that the applicant was released from prison, not from the date of conviction.
15. Where an applicant has been subject to a bind over, restraining order or similar, imposed by a court, no application will normally be considered until a period of at least 6 months has elapsed from the period of any such order finishes.
16. A person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but would normally be expected to (a) remain free of conviction for an appropriate period and (b) show adequate evidence that he or she is a fit and proper person to hold a licence (the onus is on the applicant to produce such evidence). Simply remaining free of conviction will not generally be regarded as adequate evidence that a person is a fit and proper person to hold a licence.
17. Amongst situations where it may be appropriate to depart from the general policy, for example, may be situations where the offence is an isolated one with mitigating circumstances or where a conviction defaults outside of the policy between the application and determination date. Similarly, multiple offences or a series of offences over a period of time are likely to give greater cause for concern and may demonstrate a pattern of inappropriate behaviour, which will be taken into account. In any case which involves certain specified sexual offences, murder or manslaughter a licence will normally be refused.
18. A very serious view will be taken of any conviction; no matter how minor or serious, that occurs whilst the person is the holder of a current licence and especially if the offence occurred whilst in the course of their employment as a licensed proprietor, driver or operator.

19. The following examples afford a general guide on the action, which might be taken where convictions are disclosed.

**a) Dishonesty**

Drivers of hackney carriage and private hire vehicles are expected to be persons of trust. It is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal fare and in other ways.

Members of the public entrust themselves to the care of drivers both for their own safety and for fair dealing. Passengers may include vulnerable people.

For these reasons a serious view is taken of any conviction(s) involving dishonesty. An application will normally be refused where the applicant has a conviction for an offence, similar offence(s) or offence(s) which replace the below offences, and the conviction is less than 3 years ago

- i. Theft
- ii. Burglary
- iii. Fraud
- iv. Benefit Fraud (including offences under ss.111A and 112 of the Social Security Administration Act 1992)
- v. Handling or receiving stolen goods
- vi. Forgery (eg producing false insurance policy)
- vii. Conspiracy to defraud
- viii. Obtaining money or property by deception
- ix. Other deception

**b) Violence**

- i. An application will normally be refused where the applicant has a conviction for an offence, similar offence(s), or offence(s) which replace the below offences:
  - a. Murder
  - b. Manslaughter
  - c. Manslaughter or culpable homicide while driving
- ii. An application will normally be refused where the applicant has a conviction for an offence, similar offence(s), or offence(s) which replace the below offences and the conviction was less than 10 years ago:
  - a. Arson
  - b. Malicious wounding or grievous bodily harm (s.20 Offences Against the Person Act 1861) which is racially or religiously aggravated (s.29(1)(a) Crime and Disorder Act 1998)
  - c. Actual bodily harm (s.47 Offences Against the Person Act 1861) which is racially or religiously aggravated (s.29(1)(b) Crime and Disorder Act 1998)
  - d. Grievous bodily harm with intent (s.18 Offences Against the Person Act)
  - e. Grievous bodily harm with intent (s.20 Offences Against the Person Act)
  - f. Robbery
  - g. Possession of firearm

- h. Riot
  - i. Assault Police
  - j. Common assault with racially or religiously aggravated (s.29(1)(c) Crime and Disorder Act 1998)
  - k. Violent disorder
  - l. Resisting arrest
- iii. An application will normally be refused where the applicant has a conviction for an offence, similar offence(s), or offence(s) which replace the below offences and the conviction was less than 5 years ago:
- a. Racially or religiously -aggravated criminal damage (s.30 Crime and Disorder Act 1998)
  - b. Racially or religiously -aggravated s.4 Public Order Act 1986 offence (fear of provocation of violence) (s.31(1)(a) Crime and Disorder Act 1998)
  - c. Racially or religiously -aggravated s.4A Public Order Act 1986 offence (intentional harassment, alarm or distress (s.31(1)(b) Crime and Disorder Act 1998)
  - d. Racially or religiously -aggravated s.2 Protection from Harassment Act 1997 offence (harassment) (s.32(1)(a) Crime and Disorder Act 1998)
  - e. Racially or religiously -aggravated s.4 Protection from Harassment Act 1997 offence (putting people in fear of violence) (s.32(1)(b) Crime and Disorder Act 1998)
  - f. Racially or religiously -aggravated s.5 Public Order Act 1986 offence (harassment, alarm or distress) (s.31(1)(c) Crime and Disorder Act 1998)
- iv. An application will normally be refused where the applicant has a conviction for an offence, similar offence(s), or offence(s) which replace the below offences and the conviction was less than 3 years ago:
- a. Common Assault
  - b. Assault occasioning actual bodily harm (s.47 Offences Against the Person Act)
  - c. Affray
  - d. S5 Public Order Act 1986 offence (harassment, alarm or distress)
  - e. S.4 Public Order Act 1986 offence (fear of provocation of violence)
  - f. S4A Public Order Act 1986 offence (intentional harassment, alarm or distress)
  - g. Harassment – breach of restraining order – on conviction Protection from Harassment Act 1997 s.5(5)+s.5(6)
  - h. Obstruction
  - i. Possession of offensive weapon
  - j. Criminal damage

### **c) Drugs**

- i. An application will normally be refused where an applicant has an isolated conviction for an offence related to the possession of drugs in the previous 3 years.
- ii. An application will normally be refused where the applicant has more than one conviction for offences related to the possession of drugs in the previous 5 years.

- iii. An application will normally be refused where the applicant has a conviction for an offence related to the supply of drugs in the previous 5 years.
- iv. If any applicant was an addict then they will normally be required to show evidence of 5 years free from drug taking after detoxification treatment.

**d) Sexual and Indecency Offences**

- i. Any conviction for an offence of a sexual nature or involving indecency will be viewed most seriously. In any application where such offences are declared or found to be recorded against the applicant, the matter will be referred to the Licensing Sub-Committee for a decision irrespective of how long ago the conviction was.
- ii. As hackney carriage and private hire vehicle drivers often carry unaccompanied passengers, applicants with a conviction for rape, indecent assault, other similar offences or similar offences under the Sexual Offences Act 2003, will normally be refused a licence.
- iii. Applicants with a conviction relating to sexual offences such as soliciting, importuning, indecent exposure, other similar offences or similar offences under the Sexual Offences Act 2003, will normally be refused a licence until they can show a substantial period (usually 7 years) free from any such conviction.
- iv. If an applicant has been placed on the Sex Offenders Register then the period of seven years shall run from the date of removal from that register. Under no circumstances will an application be accepted from any person still on the register.
- v. Where there is more than one conviction for this type of offence, or the conviction has arisen as the result of the use or operation of a licensed vehicle in the course of public or private hire, the application will normally be refused.

**e) Drunkenness**

- i. With a motor vehicle (No Disqualification)

A serious view will be taken of convictions of driving or being in charge of a vehicle while under the influence of drink.

An application will normally be refused where the applicant has a conviction, which does not result in disqualification, for an offence within 2 years of the date of the application.

More than one conviction for this type of offence, within the last 5 years of the date of conviction is likely to be refused.

- ii. With a motor vehicle (Disqualification)

Where a disqualification has occurred as a result of a drink-driving offence, at least 5 years free from conviction should normally elapse from the date of the restoration of the DVLA licence before an applicant is considered for a licence.

In addition, applicants will normally be required to show a period of at least 5 years has elapsed after completion of detoxification treatment if they were an alcoholic.

iii. Not in a motor vehicle

An isolated conviction for drunkenness need not debar an applicant from gaining a licence. In some cases, a warning may be appropriate.

More than one conviction for drunkenness could indicate a medical problem necessitating critical examination and refusal of a licence. In addition, applicants will generally be required to show a period of at least 5 years has elapsed after completion of detoxification treatment if they were an alcoholic.

**f) Safeguarding of Vulnerable Groups**

Where an applicant is included on the Children's or Adult's Barred Lists of the Independent Safeguarding Authority, no application for grant of a licence will be entertained whilst they remain on either list.

Where an applicant has been on either barred list and subsequently removed from it, no application will be entertained until seven years have elapsed after removal from the list.

**g) Counter Terrorism**

Any conviction for an offence of relating to counter terrorism will be viewed most seriously. In any application where such offences are declared or found to be recorded against the applicant, the matter will be referred to the Licensing Sub-Committee for a decision irrespective of how long ago the conviction was.



## MOTORING CONVICTIONS

### 20. MAJOR TRAFFIC OFFENCES

#### One Conviction

Where an applicant has one Major Traffic Offence, within the last 2 years, the application will normally be refused.

#### Two or more Convictions

Where an applicant has more than one Major Traffic Offences in the previous 5 years, the application will normally be refused.

#### Disqualification

If any conviction for a Major Traffic Offence results in a disqualification, applicants should refer to the section of these guidelines entitled "disqualification".

For the purposes of these guidelines the following motoring offences are classed as 'Major Traffic Offences':

AC10	Failing to stop after an accident
AC20	Failing to give particulars or to report an accident within 24 hours
AC30	Undefined accident offences
BA10	Driving while disqualified by order of Court
BA30	Attempting to drive while disqualified by order of Court
CD40	Causing death through careless driving when unfit through drink
CD50	Causing death through careless driving when unfit through drugs
CD60	Causing death through careless driving with alcohol level above the limit
CD70	Causing death through careless driving then failing to supply a specimen for alcohol analysis
CD71	Causing death through careless driving the failing to supply a specimen for drug analysis
DD40	Dangerous driving
DD60	Manslaughter or culpable homicide while driving a vehicle
DD80	Causing death by dangerous driving
DR10	Driving or attempting to drive with alcohol level above limit
DR20	Driving or attempting to drive while unfit through drink
DR30	Driving or attempting to drive then failing to supply a specimen for analysis
DR31	Driving or attempting to drive when unfit through drugs
DR40	In charge of a vehicle while alcohol level above limit

DR50	In charge of a vehicle while unfit through drink
DR60	Failure to provide specimen for analysis in circumstances other than driving / attempting to drive
DR61	Failure to provide specimen for drug analysis in circumstances other than driving / attempting to drive
DR70	Failing to provide specimen for breath test
DR80	Driving or attempting to drive when unfit through drugs
DR90	In charge of a vehicle when unfit through drugs
IN10	Using a vehicle uninsured against third party risks
LC20	Driving otherwise than in accordance with a licence
LC30	Driving after making a false declaration about fitness when applying for a licence
LC40	Driving a vehicle having failed to notify a disability
LC50	Driving after a licence has been revoked or refused on medical grounds
MS50	Motor racing on the highway
MS60	Offences not covered by other codes
MS90	Failure to give information as to identity of driver, etc.
UT50	Aggravated taking of a vehicle
TT99	Totting up – if the total of penalty points reaches 12 or more within 3 years the driver is liable to disqualification by the Court.

#### Aiding, Abetting, Counselling or Procuring

Offences as coded above, but with 0 changed to 2 (e.g. IN10 becomes IN12).

#### Causing or Permitting

Offences as coded above, but with 0 changed to 4 (e.g. IN10 becomes IN14).

#### Inciting

Offences as coded above, but with 0 changed to 6 (e.g. IN10 becomes IN16). Or similar offences or offences which replace the above offences.

## 21. INTERMEDIATE TRAFFIC OFFENCES

Any Intermediate Traffic Offence, which has attracted 4 or more penalty points will be treated as though it were a Major Traffic Offence.

### One Conviction

An isolated Intermediate Traffic Offence need not debar an applicant from gaining a licence. In some cases, a warning may be appropriate.

### Two or more Convictions

Where an applicant has more than one Intermediate Traffic Offences in the previous 12 months, the application will normally be refused.

### Disqualification

If any conviction for an Intermediate Traffic Offence results in a disqualification, applicants should refer to the section of these guidelines entitled "disqualification".

For the purposes of these guidelines the following motoring offences are classed as 'Intermediate Traffic Offences':

CU10	Using vehicle with defective brakes
CU20	Causing or likely to cause danger by reason of use of unsuitable vehicle or using a vehicle with parts or accessories (excluding brakes, steering or tyres) in a dangerous condition
CU30	Using a vehicle with defective tyres
CU40	Using a vehicle with defective steering
CU50	Causing or likely to cause danger by reason of load or passengers
CU80	Breach of requirements as to control of the vehicle mobile phones etc
CD10	Driving without due care and attention
CD20	Driving without reasonable consideration for other road users
CD30	Driving without due care and attention or without reasonable consideration of other road users
SP10	Exceeding goods vehicle speed limit
SP20	Exceeding speed limit for type of vehicle (excluding goods or passenger vehicles)
SP30	Exceeding statutory speed limit on a public road
SP40	Exceeding passenger vehicle speed limit
SP50	Exceeding speed limit on a motorway
SP60	Exceeding speed limit offence

### Aiding, Abetting, Counselling or Procuring

Offences as coded above, but with 0 changed to 2 (e.g. CU10 becomes CU12).

### Causing or Permitting

Offences as coded above, but with 0 changed to 4 (e.g. CU10 becomes CU14).

### Inciting

Offences as coded above, but with 0 changed to 6 (e.g. CU10 becomes CU16). Or similar offences or offences which replace the above offences.

## 22. MINOR TRAFFIC OFFENCES

Any Minor Traffic Offence which has attracted 4 or more penalty points will be treated as though it were an Intermediate Traffic Offence

### Two or less Convictions

Where an applicant has two or less Minor Traffic Offences in the previous 12 months, the application will normally be granted with a letter of warning being placed on the file.

### Three or more Convictions

Where an applicant has more than two Minor Traffic Offences in the previous 12 months, the application will normally be refused.

### Disqualification

If any conviction for a Minor Traffic Offence results in a disqualification, applicants should refer to the section of these guidelines entitled “disqualification”.

For the purposes of these guidelines the following motoring offences are classed as ‘Minor Traffic Offences’:

MS10	Leaving a vehicle in a dangerous position
MS20	Unlawful pillion riding
MS30	Play street offences
MS70	Driving with uncorrected defective eyesight
MS80	Refusing to submit to an eyesight test
MW10	Contravention of Special Road Regulations (excluding speed limits)
PC10	Undefined contravention of Pedestrian Crossing Regulations
PC20	Contravention of Pedestrian Crossing Regulations with moving vehicle
PC30	Contravention of Pedestrian Crossing Regulations with stationary vehicle
TS10	Failing to comply with traffic light signals
TS20	Failing to comply with double white lines
TS30	Failing to comply with a “Stop” sign
TS40	Failing to comply with direction of a constable or traffic warden
TS50	Failing to comply with traffic sign (excluding “Stop” sign, traffic lights or double white lines)
TS60	Failing to comply with school crossing patrol sign
TS70	Undefined failure to comply with a traffic direction sign

### Aiding, abetting, counselling or procuring

Offences as coded above, but with 0 changed to 2 (e.g. PC10 becomes PC12)

### Causing or permitting

Offences as coded above, but with 0 changed to 4 (e.g. PC10 becomes PC14)

### Inciting

Offences as coded above, but with 0 changed to 6 (e.g. PC10 becomes PC16) Or similar offences or offences which replace the above offences.

## 23. DISQUALIFICATION

### a) **Disqualification – Major Traffic Offence**

An application will generally be refused unless a period of 3 years has elapsed from the restoration of the DVLA licence, and 5 years where the disqualification relates to driving whilst unfit through drink or drugs.

### b) **Disqualification – Intermediate Traffic Offence**

An application will generally be refused unless a period of 2 years has elapsed from the restoration of the DVLA licence.

### c) **Disqualification – Minor Traffic Offence**

An application will generally be refused unless a period of 1 year has elapsed from the restoration of the DVLA licence.

## 24. SPENT CONVICTIONS

The Council will only consider spent convictions if it appears to be relevant for deciding whether the applicant is a fit and proper person to hold a licence and that justice cannot be done in the case, except by admitting or requiring evidence relating to that spent conviction(s).

## 25. VEHICLE FITNESS

If a licensed driver is found to be repeatedly driving unfit vehicles, that driver will be considered responsible and as a result will be referred to the Licensing Sub-Committee.

## 26. COMPLAINTS

All complaints will be kept on file. If a driver receives a complaint, an investigation will take place and, following that investigation, they may be referred to the Licensing Sub-Committee.

If a driver receives several complaints of a similar nature, they will be referred to the Licensing Sub-Committee.

## 27. OTHER OFFENCES

Offences under the Town Police Clauses Acts and Part II of the Local Government (Miscellaneous Provisions) Act 1976 and Hackney Carriage Byelaws and Section 167 Criminal Justice and Public Order Act 1994

One of the main purposes of the licensing regime set out in the Town Police Clauses Acts and Part II of the Local Government (Miscellaneous Provisions) Act 1976 (“the Acts”) and Hackney Carriage Byelaws, is to ensure the protection of the public. For this reason a serious view is taken of convictions for offences under the Acts (including illegally plying for hire and/or touting) when deciding whether an applicant is to be treated as a fit and proper person to hold a licence.

In particular, an applicant will normally be refused a licence if (s)he has been convicted of an offence under the Acts in the previous 2 years or has more than one conviction within the last 5 years.

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<b>23 March 2016</b>	<b>ITEM: 13</b>
<b>Council</b>	
<b>Setting of Licensing Fees for 2016/2017</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key
<b>Report of:</b> Cllr Mike Stone, Chair Licensing Committee	
<b>Accountable Head of Service:</b> Lucy Magill – Head of Resident Services	
<b>Accountable Director:</b> Steve Cox – Corporate Director of Environment and Place	
<b>This report is:</b> Public	

## Executive Summary

This report requests that Council agrees the recommendation made by the Licensing Committee on the 28 January 2016 for the setting of licence fees associated with licence applications under the remit of the Licensing Committee.

### 1. Recommendation(s)

**1.1 That Council adopts the licence fees as attached in Appendix A, as recommended by the Licensing Committee.**

### 2. Introduction and Background

2.1 Most licence applications attract a fee, different licensing regimes have different ways in which the fees are set, which generally is by one of three ways:

- A statutory set fee.
- A locally set reasonable fee that has by statute, a capped maximum amount.
- A locally set reasonable fee with no maximum cap.

2.2 With the exception of the statutory set fees, any fee charged must be based on cost recovery, no profit can be made on the licence fee income.

2.3 Fees that are set by statute, cannot be varied and must be charged as they are set within the legislation, this relates to all licences under the Licensing Act 2003 (Alcohol and Entertainment).

- 2.4 Fees that can be set locally with a capped maximum must be set on a cost recovery basis up to the cap. If the cost recovery is less than the capped amount then less than the cap should be charged, if it is higher than the cap then a loss will need to be made. This relates to fees under the Gambling Act 2005.
- 2.5 Fees that can be set locally without a cap, must be set on a cost recovery basis only, they cannot be used to generate an income to perform other functions of the Council. This relates to Taxis, Sex Establishments, Scrap Metal Dealers, Massage and Special Treatments, Street Trading and all Animal Welfare Licences.
- 2.6 Guidance does exist in relation to fee setting in the form of:
- Home Office Guidance on setting Scrap Metal Dealers Act 2013 Fees.
  - LGA Guidance on Locally Set Fees
  - Welsh Technical Panel Templates
  - Case law.
- 2.7 Generally fees cannot make a profit, case law has established that any surplus must be carried forward, and any deficit can also be carried forward and recouped.
- 2.8 Benchmarking of fees could be used only as a comparison, and should not be used as a fee matching exercise. Each authority will have different costs, structures and processes which will significantly could create differences in fees.
- 2.9 Thurrock Council's locally set licence fees were last agreed in 2011.

### **3. Issues, Options and Analysis of Options**

- 3.1. At the Licensing Committee on the 28 January 2016 the fees as attached in Appendix A were agreed following consideration of representations made arising out of the consultation undertaken in accordance with the legal requirements under the relevant legislation as detailed in section 5 of this report. In addition to the legal requirement all licence holders have been written to.
- 3.2. All responses to the consultation were presented to the Licensing Committee for consideration.
- 3.3. It is proposed that all changes to the licence fee will come into effect on the 1<sup>st</sup> April 2016.

#### **Animal Welfare Licences**

- 3.4. Animal welfare licences for the purpose of this report applies to:



- Boarding Establishment Premises (Animal Boarding Establishments Act 1963)
  - Dangerous Wild Animals (Dangerous Wild Animals Act 1976)
  - Dog Breeding Establishments (Breeding of Dogs Act 1973)
  - Pet Shops (Pet Animal Act 1951)
  - Riding Establishments (Riding Establishments Act 1964)
  - Zoos (Zoo Licensing Act 1981)
  -
- 3.5. Over the last few years there has been an increase in the amount of time that is spent on processing and approving these types of premises, an additional mid-term inspection now takes place, during a licensed premises busy period, which is reflected in the rise in the cost of the licence.
- 3.6. In addition to the fee the applicant will also continue to be invoiced for the fee charged to Thurrock Council for the Vet inspection of the premises. The Vet fee will vary from premises to premises.
- 3.7. Members of the Licensing Team have undergone training to reduce the need for a vet to inspect premises unless required by legislation or there are significant risks, to assist smaller business.

### **Hackney Carriage and Private Hire**

#### **Private Hire Operators Licences**

- 3.8. All Private Hire Operators Licences are currently issued for 1 year, with annual renewal, however there was a change to the legislation that came into effect from October 2015 that requires Local Authorities to issue 5 year licences, unless there is a good reason not to do so.
- 3.9. The proposal is to still offer a 1 year licence when requested by the applicant, or where circumstances may require so.
- 3.10. The proposal reduces the cost of each category of licence issued.

#### **Vehicle/Proprietors Licences**

- 3.11. Both Hackney Carriage and Private Hire Vehicle licensing shows an excess income made in previous years, which has been carried forward. To ensure cost recovery this excess income is being used to reduce the fee in the coming year.
- 3.12. It is still proposed to offer a discount of £50 to applicants of wheelchair accessible vehicles as an incentive to increase the number of wheelchair accessible vehicles available in Thurrock.
- 3.13. Recent legal opinion suggests that a fee for the transfer of ownership of a vehicle licence should not be charged separately, it is proposed that this fee

be removed and no charge is made for transfers. In the last year we received 5 applications for transfer.

- 3.14. Cost of a vehicle compliance check is £45 (£60 for wheelchair accessible vehicles), it is proposed that the initial compliance check cost is met within the licence fee, and that a fee is set for the additional midterm compliance test and retests, this will be charged in addition to the licence fee where necessary.

### **Hackney Carriage and Private Hire Drivers Licences**

- 3.15. All Hackney Carriage or Private Hire Drivers Licences are currently granted for 1 year, however there was a change to the legislation that came into effect from October 2015 that requires Local Authorities to issue 3 year licences, unless there is a good reason not to do so.
- 3.16. Currently the cost of the DBS check is included in the fee, a DBS check is carried out every three years. A DVLA Group 2 Medical is required every three years unless age or medical conditions require otherwise, the cost of the medical is met by the applicant and is not included in this fee.
- 3.17. It is proposed to issue a 3 year licence as standard, unless the applicant requests a 1 year licence. Where there is less than three years until the applicants DBS and or medical requires renewing, licences will only be issued for the time period outstanding, and the appropriate 1 or 2 year fee will be applied.
- 3.18. A DVLA check will be carried out every year, regardless of the length of licence; this is included in the fee.
- 3.19. The application fee for new applicants is to include up to 4 attempts to pass the Knowledge Test, further attempts will be subject to an additional fee as provided in Appendix A.
- 3.20. A deficit was incurred for both types of drivers' licences, which has been carried forward, resulting in an increase in the licence fee for this year.

### **Sex Establishments**

- 3.21. Sex establishments for this purpose are to include Sex Shops, Sex Cinema's and Sexual Entertainment Venues.
- 3.22. A deficit exists for this licence type, combined with the reduction of one licence, leaving just two licensed premises in Thurrock has resulted in an increase in the fee.

### **Licensing Act 2003**

- 3.23. These fees are currently set by legislation, although there is a proposal that these are to be set locally, a change to the legislation is not expected this year.

### **Gambling Act 2005**

- 3.24. A small deficit exists for this licence type; however there is no proposed change to this fee level as the deficit is sufficiently negligible to not warrant a change to the fee.

### **Scrap Metal Dealers Act 2013**

- 3.25. This Licence is granted for three years, as this licence has only been in effect for 2 years, it is too early to carry out a full review of the fee. The numbers of licences expected is consistent with the predictions included in the fee setting process. This fee will be reviewed next year.
- 3.26. The setting of this fee is still currently an executive function so this is for information only.

### **Massage and Special Treatments**

- 3.27. This function is currently operating on a cost recovery basis; there are no proposals to change the fee.

### **Street Trading**

- 3.28. All street trading licences are granted for a period of 1 year and fees are set locally.
- 3.29. Due to legal challenges nationally regarding street trading, together with the previous surplus made it is proposed to reduce the cost of licence fees to ensure cost recovery.
- 3.30. Traders are currently permitted to pay quarterly for licenses and it is proposed that this facility for all consent categories is withdrawn. Particularly for category B vehicles such as ice cream traders, is being reduced, however only an annual licence would be issued
- 3.31. Licences will be issued only once full payment is made and this will bring the street trading scheme in line with other licensing functions in addition to reducing administration costs.

### **Export Certificates**

- 3.32. The increase proposed reflects the deficit made previously and the increase in time taken due to the opening of the new port.

#### **4. Reasons for Recommendation**

- 4.1 The costs of providing each licensing regime has been considered by the Licensing Committee, along with all comments made during the consultation process. The fee schedule attached in Appendix A is the recommended fee structure from the Licensing Committee.

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

- 5.1 Section 70, Local Government (Miscellaneous Provisions) Act 1976, requires that public consultation is undertaken when the proposed fee for Hackney Carriage Proprietors Licences; Private Hire Vehicle and Operators Licences will exceed the prescribed limit of £25.
- 5.2 Where this limit is exceeded a notice must be placed in a local newspaper stating a number of prescribed requirements which will include the proposed fees and must give at least 28 days for persons to lodge objections.
- 5.3 If there are no objections, or any objections made have been withdrawn then the fee will come into effect after a specified date prescribed in the notice.
- 5.4 Any objections received must be considered by Thurrock Council. The requirement is to consider the objection but there is no requirement to revise the proposed fee unless they feel there is reason to.
- 5.5 There is no legislative requirement to consult on the change of fee for any other licensing regime. In line with good practice, for all fees that are subject to change, consultation has been undertaken with all licence holders and any relevant stakeholders.

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

- 6.1 This review will ensure the licensing service continues to be well managed and ensures that we can build pride, responsibility and respect to create safer communities.

#### **7. Implications**

##### **7.1 Financial**

Implications verified by: **Mike Jones**  
**Management Accountant**

As part of the budget process each year, the Council needs to review its fees and charges. The future development of the Medium Term Financial Strategy takes into account changes in fees and charges in broad terms over the period of the strategy.

This report sets out information for the Licensing Committee, the process of setting fees in accordance with Legislation, Guidance and good practice.

It is important that the fee levels are set where possible at cost recovery to ensure that the service is financial viable for the current financial year.

## 7.2 Legal

Implications verified by: **Chris Pickering**  
**Principal Solicitor - Litigation & Employment**

A Council is entitled to charge a reasonable fee for the grant of a licence, in accordance with relevant legislation, with a view to recovering the costs of issue and administration of those licences. This report set out what is considered reasonable and the process that has been followed.

## 7.3 Diversity and Equality

Implications verified by: **Natalie Warren**  
**Community Development and Equalities Manager**

To ensure any equality impact is managed, any change in fees must be communicated to all licence holders at the earliest opportunity, consultation on any proposed changes has been undertaken to ensure that customers have had an opportunity to contribute to any decision to change and the council has already considered those contributions before recommendation was made to this committee.

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

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 – Proposed fees for 2016/17.

**Report Author:**

Paul Adams

Principal Licensing Officer

Licensing Team, Resident Services

## Proposed Licensing fees 2016/2017

Appendix 1

<b>Taxi &amp; PHV</b>				
	Current	<b>Proposed 1yr</b>		
Hackney Carriage (HC) – Grant or renewal	£350	<b>£217</b>		
Hackney Carriage – Wheelchair accessible – Grant or renewal	£300	<b>£167</b>		
Private Hire Vehicle (PHV) – Grant or renewal	£325	<b>£313</b>		
Private Hire Vehicle – Wheelchair accessible – Grant or renewal	£275	<b>£263</b>		
Vehicle Replacement (Grant)	£40	<b>£40</b>		
Change of Ownership	£40	<b>£0</b>		
Vehicle Compliance test	N/A	<b>£45</b>		
	Current	<b>Proposed 1yr</b>	<b>Proposed 2yr</b>	<b>Proposed 3yr</b>
HC & PHV(combined licence)- Grant	£180	<b>£175</b>	<b>£310</b>	<b>£445</b>
HC & PHV(combined licence)- Renewal	£150	<b>£135</b>	<b>£270</b>	<b>£405</b>
HC (only) - Grant	£120	<b>£140</b>	<b>£240</b>	<b>£340</b>
HC (only) - Renewal	£100	<b>£100</b>	<b>£200</b>	<b>£300</b>
PHV (only) – Grant	£120	<b>£116</b>	<b>£192</b>	<b>£268</b>
PHV (only) - Renewal	£100	<b>£76</b>	<b>£152</b>	<b>£228</b>
	Current	<b>Proposed 1yr</b>	<b>Proposed 5yr</b>	
Operators with one vehicle	£100	<b>£70</b>	<b>£350</b>	
Operators with two to five vehicles	£300	<b>£241</b>	<b>£1,205</b>	
Operators with six to ten vehicles	£500	<b>£498</b>	<b>£2,490</b>	
Operators with eleven to twenty vehicles	£800	<b>£738</b>	<b>£3,690</b>	
Operators with twenty one or more vehicles	£1,000	<b>£918</b>	<b>£4,590</b>	
Checking and sealing taximeters	£5	<b>£20</b>		
Replacement drivers badge	£20	<b>£20</b>		
Replacement Plate (including accessories)		<b>£25</b>		
Door stickers (each)	£5	<b>£7</b>		
Additional Knowledge test	£20	<b>£22</b>		
DBS		<b>£66</b>		

<b>Animal</b>	Current	<b>Proposed 1yr</b>
Pet shops	£150	<b>£272 plus vet fee</b>
Boarding	£150	<b>£272 plus vet fee</b>
Breeding	£150	<b>£272 plus vet fee</b>
DWA	£150	<b>£272 plus vet fee</b>
Riding	£150	<b>£272 plus vet fee</b>
Zoo	£150	<b>£272 plus vet fee</b>

<b>LA2003</b>	<b>Statutory set no change</b>	
<b>Gambling</b>	<b>Statutory capped no change</b>	
<b>Sex Establishment</b>	<b>Current</b>	<b>Proposed</b>
New	£3,000	<b>£3,698</b>
Renewal	£2,000	<b>£2,698</b>
<b>Scrap</b>	<b>3 year Licence - review due 2017/18</b>	
<b>MST</b>	<b>Current</b>	<b>Proposed</b>
New	£120	<b>£120</b>
Renewal	£60	<b>£60</b>
<b>Street Trading</b>		
	<b>Current</b>	<b>Proposed</b>
Category A1	£2600 +£100 if trading between 11pm and 2am	<b>£1400 +£100 if trading between 11pm and 2am</b>
Category A2	£1,545	<b>£1,200</b>
Category A3	£1,545	<b>£1,200</b>
Category B	£1,000	<b>£650</b>
<b>Export Certificates</b>		
Certificate issued	£40	£65



<b>23 March 2016</b>	<b>ITEM: 14</b>
<b>Council</b>	
<b>Proposed amendments to Thurrock Health and Wellbeing Board membership</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Non-key
<b>Report of:</b> Councillor Barbara Rice, Portfolio Holder for Adult Social Care and Health	
<b>Accountable Head of Service:</b> n/a	
<b>Accountable Director:</b> Roger Harris, Corporate Director of Adults, Housing and Health	
<b>This report is public</b>	

## Executive Summary

The purpose of this report is to ask Council to agree to amend the Health and Wellbeing Board’s membership to include the senior Council officer responsible for the Borough’s regeneration agenda – the Corporate Director of Environment and Place. Doing so will ensure the links between the people and place agendas are recognised and cemented, and that the Board can influence the regeneration agenda to positively impact on the Health and Wellbeing of Thurrock’s population.

### 1. Recommendation(s)

- 1.1 That Council agrees to amend the Health and Wellbeing Board’s membership to include the Corporate Director of Environment and Place; and**
- 1.2 Subject to recommendation 1.1 above, the Monitoring Officer be requested to update the Terms of Reference of the Health and Wellbeing Board as set out in Chapter 5, Part 5 of the Council’s Constitution.**

### 2. Introduction and Background

- 2.1 As a committee of the Council, changes to the Health and Wellbeing Board’s membership have to be agreed by Council. The Health and Social Care Act 2012 states that the Board must be consulted about any proposed changes and that elected members must be nominated by the Leader of the Council.

- 2.2 The development of the Health and Wellbeing Strategy for 2016-2021 has highlighted the relationship between the ‘people’ and ‘place’ agendas, and the potential impact of the ‘place’ agenda on the health and wellbeing of Thurrock people.
- 2.3 Thurrock is the largest regeneration area in the UK, with six growth hubs:
- [Purfleet](#) - home of High House Production Park and soon a new town centre;
  - [Lakeside and West Thurrock](#) - already a major retail and leisure destination and set to expand to become a regional town centre;
  - [Grays](#) - the administrative hub of Thurrock will build upon the 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 expansion of the port;
  - [London Gateway](#) - the largest inward investment project in the UK sees DP World’s high tech deep-sea container port open in 2013 and be home to a high tech logistics business park creating thousands of new jobs; and
  - [Thames Enterprise Park](#) - creating an Environmental Technologies and Energy hub alongside a new import/export and blending facility for oil products on the site of the former Coryton Oil Refinery; it will include the world’s first bio jet fuel plant converting landfill waste into jet fuel in a partnership between Solena Fuels and British Airways.
- 2.4 Failure to recognise both the opportunities and threats the place agenda brings and subsequent failure to maximise or mitigate the impact of those opportunities and threats is a real risk to the Board’s ability to improve the health and wellbeing of Thurrock people and reduce related health and wellbeing inequalities.
- 2.5 This paper recommends a change to the Board’s membership to ensure that the necessary links between the ‘people’ and ‘place’ agendas are made, that opportunities are maximised, and that threats are controlled. .

### **3. Issues, Options and Analysis of Options**

- 3.1 For the reasons set out in section 2, achieving good health and wellbeing for all is connected to the Board’s ability to influence both the people and place agendas and recognise the connections between them. This is recognised within the newly refreshed Health and Wellbeing Strategy 2016-2021 and Outcomes Framework. For example, objectives ‘more residents in employment, education or training’ and ‘develop homes that keep people well and independent’ are examples of how the place agenda will influence the health and wellbeing of Thurrock people.
- 3.2 For the Board to be able to adequately recognise and influence Thurrock’s place agenda, it needs to understand what the key issues are and ensure they can be included on the forward plan for discussion and debate. The

most effective means of doing this and being able to link in with the place – and in particular the regeneration agenda – is to ensure appropriate representation within the Board’s membership. The Director of Housing was previously added as a member of the Board for the same reasons, and the Board also established a Housing and Planning Advisory Group to be able to positively influence the planning and development agenda.

- 3.3 The Council in preparation for a Corporate Peer Challenge identified the need to strengthen the relationship between the ‘people’ and the ‘place’ agendas – including through the Health and Wellbeing Board. Amending the Board’s membership as set out in this paper responds to the identified issue.

#### **4. Reasons for Recommendation**

- 4.1 For the reasons set out in sections 2 and 3, it is suggested that an addition to the Board’s membership of the Corporate Director of Environment and Place will help to ensure the relationship between the people and place agendas are cemented and that they work to positively influence the health and wellbeing of Thurrock people.

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

- 5.1 Consultation on the Health and Wellbeing Strategy highlighted the importance of the Board being able to influence the place agenda – including a recommendation from Directors’ Board that the Corporate Director of Environment and Place should sit on the Health and Wellbeing Board. The recommendation made by Directors’ Board is linked to the Council’s preparation for its Corporate Peer Challenge which focused on the ‘place’ agenda.
- 5.2 The Health and Wellbeing Board endorsed the proposed change at its meeting on the 10<sup>th</sup> March 2016.

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

- 6.1 The Health and Wellbeing Board, through the development of the Health and Wellbeing Strategy, is responsible for defining and delivering the priority ‘improve health and wellbeing’.

#### **7. Implications**

##### **7.1 Financial**

Implications verified by: **Laura Last**  
**Senior Finance Officer**

None identified.

## 7.2 Legal

Implications verified by: **Soloman Adeyeni**  
**Lawyer**

None identified.

## 7.3 Diversity and Equality

Implications verified by: **Natalie Warren**  
**Community Development and Equalities**  
**Manager**

Reducing inequalities in the health and wellbeing of Thurrock's population is a key aim of Thurrock's Health and Wellbeing Board and Health and Wellbeing Strategy. Achieving this means being able to influence the factors that contribute to health and wellbeing of the population – including the wider determinants of health and wellbeing. The place agenda has a significant impact on the health and wellbeing of Thurrock people, and the Board's ability to influence that agenda is key to its ability to improve health and wellbeing and reduce inequalities in health and wellbeing.

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

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

- None.

### Report Author:

Ceri Armstrong  
Directorate Strategy Officer  
Adults, Housing and Health

<b>23 March 2016</b>	<b>ITEM: 15</b>
<b>Council</b>	
<b>To Approve the Appointment of the Corporate Director of Children's Services</b>	
<b>Wards and communities affected:</b> N/A	<b>Key Decision:</b> N/A
<b>Report of:</b> Chief Executive, Lyn Carpenter	
<b>Accountable Head of Service:</b> N/A	
<b>Accountable Director:</b> Chief Executive, Lyn Carpenter	
<b>This report is Public</b>	

## Executive Summary

This report seeks the agreement of Council to appoint a Corporate Director of Children's Services.

The Council is required to appoint a Director of Children's Services to fulfil statutory functions and comply with the requirements of the Local Government and Housing Act 1989.

Following a robust selection process General Services Committee interviewed candidates on 2 March 2016 and unanimously agreed to:

- Recommend to Council to appoint Rory Patterson as Corporate Director of Children's Services

The Council are requested to agree to the recommendation of the General Services Committee.

### 1. Recommendation(s)

**1.1 To approve in accordance with the Council's Constitution the appointment of Rory Patterson as Corporate Director of Children's Services.**

### 2. Introduction and Background

2.1 Following the resignation of Carmel Littleton, the previous permanent Director of Children's Services, Council approved General Services Committee to

make arrangements for the recruitment of a Corporate Director of Children's Services.

- 2.2 In partnership with a specialist recruitment agency a full search process was conducted to identify suitably qualified and experienced candidates for the role. During February, General Services Committee met to agree a long list of candidates to undergo professional technical assessment. General Services subsequently agreed a short list of candidates.
- 2.3 A robust selection process was conducted including a full day of Stakeholder Panels on 29 February and panel interviews on 2 March.
- 2.4 The report asks Council to approve the recommendation of General Services Committee and appoint Mr Rory Patterson as Corporate Director of Children's Services. In accordance with the Council's Pay Policy Mr Patterson will be paid £132,000.00 per annum.

### **3. Issues, Options and Analysis of Options**

- 3.1 Under the Local Government and Housing Act 1989, the Council has a statutory duty to appoint a designated Director of Children's Services.
- 3.2 In accordance with the Council's Constitution statutory Chief Officer appointments are confirmed at Full Council.

### **4. Reasons for Recommendation**

- 4.1 To appoint a Corporate Director of Children's Services to ensure continuity of statutory functions and appropriate senior leadership of critical services.

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

- 5.1 The recommendation in this report is the outcome of a formal recruitment and selection process conducted by General Services Committee.
- 5.2 Pursuant to Rule 4 of the Employment Rules Cabinet has been notified and no objections received.

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

- 6.1 The recruitment of the Corporate Directors of Children's Services is essential to the Council to comply with the Local Government and Housing Act 1989 and to ensure statutory functions are maintained.

### **7. Implications**

#### **7.1 Financial**

Implications verified by: **Sean Clark**

## **Director of Finance & IT**

The Senior Management restructure created savings of £430k; the Corporate Director of Children's Services is fully funded within the new structure.

### **7.2 Legal**

Implications verified by: **Fiona Taylor**  
**Director of Legal Services**

The final decision on the appointment of statutory Chief Officers is by Full Council upon recommendation of General Services Committee.

### **7.3 Diversity and Equality**

Implications verified by: **Natalie Warren**  
**Community Development and Equalities  
Manager**

The Council is under a statutory obligation to ensure that appropriate equality consideration is given in the exercise of its services and functions.

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

N/A

### **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):

- Council Report: Recruitment of Directors 25 November 2015

### **9. Appendices to the report**

- N/A

### **Report Author:**

Lyn Carpenter - Chief Executive

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<b>23 March 2016</b>	<b>ITEM: 16</b>
<b>Council</b>	
<b>Cabinet Member Report – Highways and Transportation</b>	
<b>Report of:</b> Councillor Oliver Gerrish	
<b>This report is public</b>	

I am pleased to be able to introduce this report as portfolio holder for Highways and Transportation, as these services lie at the heart of the delivery of the Council's ambitions for transforming the lives of our residents. The past year was challenging in terms of budgetary constraints and an increased number of capital and strategic projects and it culminated in the unveiling of the Lower Thames Crossing consultation by Highway England. Nevertheless, I have placed real emphasis on delivering the outcomes necessary to progress the projects enabling future growth and to support our residents and communities in the campaign against the crossing going through Thurrock.

The Council's £10 million investment in LED retrofit of street lighting and in improvement of highways assets such as road surfaces, drainage and traffic signals alongside the annual programme of works has not only prevented the deterioration of our assets but also has already had a positive impact on the scenery of Thurrock streets bringing pride to our residents, businesses and communities. Furthermore, these street-scene and environment improvements will be strengthened by lower emission zones' implementation, especially with three new lorry parking being developed, and by considerate contractor initiatives which will improve the traffic flows during the peak times.

In connection with the regeneration and growth of the South East and the Growth Deal, a number of strategic projects have been developed. The Council is in the process of delivery of Local Sustainable Transport Fund scheme of £1million to improve accessibility to public transport across a number of locations including Grays Town Centre, Stanley Road and Clarence Road. A design consultant contract of £250k was acquired to develop £5 million cycling infrastructure project for first phase delivery in autumn 2016. The Council has also awarded a £1.7 million contract for the preliminary design of the £90 million A13 widening scheme and I am pleased that the lengthy negotiations on the legal agreement with the London Gateway Port Limited have been concluded giving the Council powers to deliver the road widening under the Harbour Empowerment Order. Additionally, £5m of A13 widening development funds are scheduled to be transferred to the Council from April 2016. In the meantime, the stakeholder engagement over the past year with Network Rail, c2c and bus operators achieved the progress on the Stanford-le-Hope interchange project to the preliminary design stage.

And finally, we have successfully dealt with an emergency of a size of two double decker buses, a sink hole on Hogg Lane. However, David Bull's departure as Director of Highways and Transportation at the end of February 2016 is a sad close to the year.

This report is essentially split into two parts. The first part outlines the responsibilities of the key areas of the Portfolio and some of the key successes. The second part focuses on the main challenges over the remainder of the year.

## **1. THE KEY SERVICE AREAS – RESPONSIBILITIES, PERFORMANCE AND PRIORITIES**

April 2015 saw the start of a new operating structure for Transportation and Highways Service Team. Therefore, Highways and Transportation Portfolio in the past year was divided into:

- Major Projects
- Highways Infrastructure Management;
- Highways and Transportation Services; and
- Transport Development Management.

### **Major Projects**

#### *Street Lighting*

The project involves replacement of the expensive and inefficient street lighting and for £6 million of prudential borrowing the scheme will convert Thurrock's illuminated street furniture to Low Emission Diode (LED) operations. The scheme to date involved the electrical and structural testing of all columns in the Borough to ensure safety of the lantern replacements. In addition, a retrofit of illuminated signs, illuminated bollards and zebra crossings has been delivered by Thurrock's project team. Phase 2 of the contract will see LED replacements on main distributor routes which would be followed by the lamp replacements in residential areas delivered by the project team. Upon completion this capital investment of £6 million, against an asset life of 20 years, would result in an annual saving of £680,000 per year in reduced electricity bills and maintenance costs which would be offset against a repayment cost of £430k per year, leaving a net budget saving of £250k from 2017/18 onwards.

#### *A13 Widening*

In November 2014, the Cabinet authorised the Director of Planning and Transportation in consultation with the Leader to enter into an agreement with The London Gateway Port Limited (D P World) allowing the Council to act as agent for DP World ("the Harbour Authority" under the Harbour Empowerment order 2008) in carrying out works required for the widening of the A13. The Cabinet also approved the carrying out of tender processes for contractors required in order to deliver the A13 widening scheme, and delegated authority to

the then Director of Planning and Transportation to award tendered contracts. In addition to LGF funding, DP World will contribute £10m under s106 agreement to the A13 widening.

I am now pleased to inform that as a result of the number of tender processes the Council has acquired the environmental assessment specialists, topographical surveyors and the preliminary design contracts (contract value £1.7 million) required to deliver the £90 million A13 widening scheme. Moreover, after lengthy negotiations the legal agreement with the London Gateway Port Limited has now been concluded. Additionally, from April 2016, the £5m of A13 widening development funds are scheduled to be transferred to the Council.

#### *Local Sustainable Transport Fund*

The Local Growth Fund (LGF) included the Thames Gateway South Essex (TGSE) Local Sustainable Transport Fund (LSTF) allocation of £5m which contained £1m for improvement of Thurrock bus infrastructure schemes of which £750k is currently being implemented in various Thurrock locations, including measures to address the unsatisfactory one-way system in Grays' Town Centre. A further £250k of works will take place in the 2016/17.

#### *Stanford-le-Hope Integrated Transport*

The £12.05 million Stanford-le-Hope transport package contains £7.5 million of LGF funding, £3 million of c2c/Network Rail contribution, £300k of the Council's Capital Works Programme and £550k of London Gateway (DP World) contribution. Consultants, on behalf of the current train operator c2c, have produced a feasibility study and initial design of the scheme and this has informed the project plan and project planning process. The stakeholder engagement over the past year with Network Rail, c2c and bus operators achieved the progress on the Stanford-le-Hope interchange project to preliminary design stage.

#### *Cycle Infrastructure Delivery Plan*

The team works proactively towards encouraging active travel, especially after successful Local Growth Fund (LGF) bid which indicatively allocated £5 million funding towards a network of improvements. The capital allocation will be ratified by South East Local Enterprise Partnership (SE LEP) via approval of a further business case submission in early 2016, outlining how the proposed network will support economic growth in the region.

A cycle audit was undertaken to review the existing routes and identify missing links and barriers to cycling, as well as new routes that would lead to increased uptake in cycling. The brief was to identify and prioritise schemes that can bring about modal shift in more congested areas, particularly on the home-to-work or school journey; and focussed in areas where access to housing, jobs and future growth is vitally important.

The result of this audit has fed into the production of a Cycle Infrastructure Delivery Plan to support the business case for economic growth in the Borough which is required in the next stage of the LGF bid. The January 2016 Cabinet agreed the programme of cycling network improvements as the basis for the Business Case for the draw-down of Local Growth Funding from the South East Local Enterprise Partnership (SELEP) in April 2016, and delegated authority to the Corporate Director, in consultation with the Cabinet Member and Chief Executive, to agree the final business case for SELEP approval.

Since then a design consultant contract of £250k was recently acquired to develop final proposal of the cycling infrastructure project for first phase delivery in autumn 2016.

### **Highways Infrastructure Management**

The Council, as Local Highways Authority, is responsible for maintaining highways infrastructure assets used by vast majority of Thurrock residents and visitors. This includes:

- 560km of carriageway;
- 1000km of footway;
- 133 structures;
- 168 roundabouts;
- 50 traffic signals;
- 17,500 lighting columns;
- 3,500 illuminated signs;
- 1,500 illuminated bollards;
- 30,000 signs; and
- 20,000 gullies.

According to the 59 count points, the annual average daily traffic flow through Thurrock (A roads) is about 1.75 million vehicles.

Last year the Council acknowledged that recent and continuing growth in Thurrock puts added pressure on this already aging and overloaded infrastructure and thus decided to invest £10 million in addition to the Department for Transport (DfT) capital funding allocation for providing capital improvements to its highway infrastructure. The £6 million of supplementary funding is invested in achieving savings on the Council's electricity expenditure and £4 million is spread over 3 year period. In 2015/16 this funding supported the annual capital programme and the schemes delivered included:

- improvement of the Treacle Mine Roundabout to resolve the flooding issues which regularly occur;
- road resurfacing whole stretches of roads, not just pot holes, along stretches of the A128, Daiglen Drive in South Ockendon and Long Lane in Stifford; and

- improvement of footpaths in Sherwood Road, Lawns Crescent and Stifford Road.

### *Highways Maintenance Efficiency Programme*

The Council's highways function is currently undergoing a modernisation programme as part of wider agenda for digital Council. This is also necessary for compliance with a number of quality issues principally related to the national Highway Maintenance Efficiency Programme (HMEP) ensuring eligibility for DfT's incentive funding.

From 2016/17 to 2020/21 an increasing share of the funding (incentive funding) will be allocated on the basis of compliance with the HMEP. This means that by 2020/21 low performing authorities would lose 20% of their maintenance funding. On current performance, without the programmed change, Thurrock would be in the lowest band. However, the Service has a Highways Modernisation Programme; developed from the recommendations of the 2015 HMEP Strategic Review which will improve Thurrock's standing and will avoid loss of funding.

### *Highways Inspectors*

The highways infrastructure requires to be inspected on a regular and ad hoc basis and involves a team of highways inspectors who ensure that the Council fulfils its statutory duty thus keeping the residents safe. This service was brought in-house in August 2015 and has been successfully integrated with the remainder of the highways infrastructure service.

### *Network Management*

Furthermore, under 2004 Traffic Management Act Thurrock Council as Local Highways Authority has a statutory responsibility to manage its local road network to support free movement of traffic both on Thurrock roads and on those of neighbouring Local Authorities.

A particular challenge in recent months has been the need to reconcile the requirement of utility companies, building and civil engineering contractors to undertake emergency repairs and infrastructure improvements with the needs of road users seeking to access local businesses and amenities.

A review of best practice has highlighted measures introduced in the City of London where anyone conducting works on or near the road is encouraged to take extra care to carry out their operations in a safe and considerate manner, with regard to pedestrians and other road users. Thus January 2016 Cabinet approved the development, for future approval, of a considerate contractor scheme to improve traffic management within Thurrock aimed at reducing the inconvenience to businesses and residents resulting from works on the highway.

## *Highways Objectives*

Investment and modernisation of our infrastructure is important to Thurrock's growth agenda, safety of the travelling public and promoting healthier lifestyles:

- Growth agenda - well-maintained infrastructure, in a sustainable funding environment, is pivotal in achieving the Council's growth agenda. Housing growth, for example, cannot be achieved without sufficient infrastructure to attract development and sustain it once complete.
- Safety - a network of roads in poor condition has a direct correlation to highway safety. As the local highway authority, the Council has a legal duty to maintain the network to a reasonable standard. Furthermore, an asset in poor condition is likely to promote a lack of pride in the community, and can be a precursor to crime, fear of crime and anti-social behaviour. Clearly, the Authority and relevant senior managers have a duty of care where any part of the asset is life expired and is prone to failure, which could result in members of the public being seriously injured.
- Promoting Healthier lifestyles - an asset in poor condition, particularly footways and cycle-ways, curtails promotion of sustainable modes of transport such as walking and cycling. Accordingly, assets in good condition increase the safety and attractiveness of these modes, with the resultant health benefits and the reducing need to access healthcare.

## **Highways and Transportation Services**

The highways and transportation services include the Passenger Transport Unit and Road Safety.

### *Passenger Transport*

The Passenger Transport Unit provides a comprehensive passenger transport service in partnership with other service directorates, other local authorities, Transport for London, stakeholders, bus, rail and taxi operators, community transport (Transvol), Port of Tilbury, Schools and infrastructure providers to achieve best value for customers and residents. This is achieved by the development and implementation of policies, the co-ordination, promotion and purchase of passenger transport and infrastructure enhancements and the operation of a fleet of passenger transport vehicles. The objective is to provide a passenger transport option for people to access work, education, food shopping and health care, offering an improved quality of life, a reduction in traffic congestion and social inclusion.

- *Thameside Rail Franchise* - 2014 saw the award of the Thameside Rail Franchise to c2c for a further 15 years. The franchise was won on strong commitments to invest in both infrastructure and services. Building on this opportunity, Thurrock has signed a Memorandum Understanding with c2c to

work closely in partnership to deliver future service and access needs. c2c is currently in the process of £12 million investment which affected Thurrock, especially areas of South Ockendon and Chafford Hundred, by changed train timetable in December 2015. I have personally been in discussions with c2c over the capacity problems arising from the major surge in passenger demand which followed the timetable changes. I fully support the Motion at February Council and the recommendations of Planning, Transportation, Regeneration Overview and Scrutiny Committee to lobby c2c for an urgent increase in rolling stock and a return to satisfactory levels of service. I further support the position that Thurrock residents forced to stand for long periods, or those who are unable to catch their preferred train due to it being packed to capacity, should be recompensed for the inconvenience.

- *Buses and Community Transport* - in 2015/16, whilst Passenger Transport had limited resources, public transport services were maintained for the majority of Thurrock's communities, particularly thanks to the bus routes 11, 265 and 374 which were underpinned by Council subsidies.

Trans Vol, our Community based Transport Service won service 265 allowing access to residents from Bulphan, which is extremely rural, and the operator agreed to serve Horndon- on- the- Hill at no extra cost.

Amber Coaches commercially supported service 374 linking Basildon to Grays via Linford, East and West Tilbury with a small contribution from the Council and service 11 which supports a number of areas with a link to Thurrock, Orsett and Basildon Hospital. Whilst a service to Fobbing could not be provided from the initial bus subsidy allocation, following a Motion to Council, a reduced service was reinstated (Service 14) between December 2015 and March 2016.

The Council also met its statutory obligation in issuing around 23,000 concessionary passes to eligible residents and funding £1.1 million of free journeys for concessionary pass holders.

I am delighted to note that, following the agreed £190k 2016/17 revenue allocation agreed at February Council, we have awarded tenders to maintain a bus service to all outlying routes, including Fobbing.

- *Tilbury Ferry* - the Council facilitated the ongoing operation of Tilbury Ferry, with support from the Port of Tilbury. A new waiting shelter and a non slip covering for the ramp were implemented in 2015/16 via the Local Sustainable Transport Fund. We are in discussions with the Port of Tilbury about future support for the Ferry to secure the service for years to come, as a sustainable means of accessing increasing numbers of jobs at the Port.

### *Road Safety*

I am pleased to inform that the Council's Road Safety team had a 1<sup>st</sup> successful year of working closely in the recently launched Safer Essex Roads Partnership

(SERP) with Essex Police which facilitates delivery of road safety schemes such as Surround A Town (SAT), Roadster or Theatre & Education road shows raising awareness amongst the young people to minimise child fatalities. The team's #mysmallchange initiative has been shortlisted for the second annual FirstCar Young Driver Road Safety Awards. There was no child fatality in 2015/16. Also, the Partnership enables the enforcement of various targeted areas keeping dangerous drivers off the road. Nevertheless, according to the Essex Police figures there were 335 collisions last year, including 59 serious and 3 fatal between August 2014 and August 2015.

Even though the Local Sustainable Transport Fund (LSTF) promotional road safety campaigns have now stopped due to unsuccessful LSTF revenue bid, the Road Safety team effectively delivers road safety and Bikeability training to all schools in the Borough having positive impact on future sustainable behaviour of 25,000 students' up to age 19. The team also provides road safety training to parents and children younger than year 3 students. Additionally, the Bikeability training is being piloted to the reception classes and young driver training is being offered to year 10 students.

### **Transport Development Management**

The Transport Development team provides a strategic transport service which co-ordinates, funds and delivers transport improvements to make Thurrock a safe, accessible and attractive place to live, work and visit.

The team deals with day to day transportation related enquiries from the public, businesses and Members, provides advice and support to other Thurrock Council services and other local authorities. It liaises with Thurrock's Planning teams and Developers to help deliver new development projects, ensuring they are properly integrated within the highway and transportation network without risk to safety, efficiency or the environment, in accordance with the Council's and Government policies and guidelines.

Through development proposals, the team promotes the objectives of sustainable transport and optimises opportunities for the funding of transport infrastructure through development projects. The team commissions and project-manages capital transport schemes secured through developer funding. The team also checks engineering drawings and supervises adoptable highway works to ensure that new transport infrastructure is designed and constructed to appropriate standards. The team advises and assists in the preparation of highways and transportation policies, including the Local Development Framework and Thurrock's transport policies.

With regard to strategy, the Transport Act 2008 places the duty for each Local Highway Authority to produce, develop and implement a Local Transport Plan (LTP). The latest LTP was produced in 2011 and is a vital tool to help Thurrock Council work with its stakeholders to strengthen its place-shaping role and its delivery of transport services to the community.



The Thurrock Transport Strategy (which sits above the LTP) has been developed to ensure that the key strategic objectives for transport are addressed. The Strategy document was refreshed for the period 2013 – 2026 and was approved by Cabinet in February 2013 to ensure that the Council's key priorities are appropriately emphasised, i.e. improvements to J30/31 of the M25 and A13 widening.

#### *Air Quality and Lower Emission Zone Pilot*

The Transport Development Management team is also working hard to bring improvements to air quality within current Air Quality Management Areas and further to production of Thurrock Air Quality and Health Evidence Base (October 2015) the Air Quality and Health Strategy reviews potential options for air quality improvements such as implementation of clean air zones, clear zones, engine switch off zones, bus quality partnerships, roadside emission testing, retrofit pollution reduction equipment and pollution barriers.

As part of an impact assessment of the strategy options, a pilot project is proposed which involves camera enforcement to control freight on unsuitable routes:

- Camera enforcement of existing width restrictions with bus bypass facilities at London Road/Askews Farm Lane and High Road, North Stifford;
- Introduction of new width restrictions with bus bypasses with camera enforcement in Aveley High Street/Stifford Road;
- Investigation of spot HGV camera enforcement (with bus exemptions but excluding other except for access rights) at London Road, west bound from its junction with Devonshire Road, London Road/Motherwell Way, South Road in South Ockendon, and Rectory Road/Towers Road.

As suggested by the 'Health Impacts and Air Pollution in Thurrock' Public Health report the pilot project focuses on lowering exposure of local residents to air pollution and emissions to mitigate health impacts. The January 2016 Cabinet gave their approval to consult on a pilot project to provide more effective management of HGV movements in sensitive areas, as a means of improving air quality and reducing conflict caused by freight vehicles in residential areas.

#### *Lower Thames Crossing Consultation*

Highways England have published options for a Lower Thames Crossing and the consultation has been taking place since 26 January and is due to end tomorrow, 24 March 2016.

Throughout the process of public consultations, Thurrock Council's policy towards another Lower Thames Crossing has been "opposed to government plans for a further river crossing in Thurrock and committed to continue campaigning, alongside residents, on this issue". This was agreed on 28

November 2012, unanimously reaffirmed on 25 November 2015 and again confirmed by all councillors at Full Council on 27 January this year.

The public meeting in South Ockendon on 25 January 2016 was attended by around 400 people and the meeting in Tilbury Cruise terminal on 25 February attracted 1,000 residents included representatives of all three political parties. Thurrock has been engaged in dialogue with all parties interested in opposing Lower Thames crossing through Thurrock, in particular with Gravesham District Council.

An extended Planning, Transportation, Regeneration Overview and Scrutiny meeting took place on the 9 February 2016 where the representation from Thurrock residents, businesses and community groups, as well as political representatives were heard. These views, alongside the technical expert advice on the implications of the three options on the business, growth and transportation have informed the Council Consultation Response. The response provides a balanced and factually accurate view in a fair manner in accordance with the statute of Local Government Act 1986, Code of Recommended Practice on Local Authority Publicity.

We have written to the Secretary of State for Transport asking for the current consultation to be suspended, pending the provision of adequate comparative data. We are undertaking further studies in relation to the claims associated with Highways England's Business Case, and the extent of potential impacts on the environment, and specifically air quality impacts on public health.

## **2. THE MAIN CHALLENGES MOVING FORWARD**

Since taking responsibility for this Portfolio, I have consistently promoted my view that the services within my Portfolio should now concentrate on making the good intentions in all our strategies actually happen. I have emphasised that projects involving job creation for local residents, business support for local businesses and capturing inward investment that improves local infrastructure, must be priorities for the months, and indeed years, ahead.

In this way, I am seeking to ensure that Thurrock is well placed to maximise the opportunities available to it, that we will compete to be an attractive location for investment and that local residents will directly benefit from our successes.

In recent months, I have become increasingly aware of the extent of current and potential future adverse impacts of Thurrock's location in relation to the M25 and the Dartford Crossing on our local road network, local communities and the environment. I am determined that we will equip ourselves with adequate evidence, and make robust representation to government ministers to ensure that Thurrock's interests are addressed.

For the remainder of the year, the significant areas of work will be:

**a) Securing maximum benefit through the Local Enterprise Partnership**

With most transport funding now contained within the devolved Local Growth Fund it is vital that Thurrock, together with the rest of Thames Gateway South Essex, articulates a compelling case through the Strategic Economic Plan to secure the necessary investment in local roads and infrastructure to support the delivery of our ambitious growth agenda. We will need to be ready to engage fully with Government following the submission of the Strategic Economic Plan to secure the full £200m which we are requesting across Thames Gateway South Essex to deliver critical infrastructure.

**b) Progressing the Transportation Agenda**

The provision of an effective, free-flowing transportation network is an essential requirement if the Council's regeneration ambitions are going to be achieved. In this regard, there are four key priorities that will be pursued with vigour; the widening of the A13 and resistance to a Lower Thames Crossing in the Borough. In addition, we will be working with the LEP and key partners in the rail sector to seek funding to address the challenges of surface level crossings in Thurrock and liaising with Highways England, Connect Plus and Essex Police to tackle congestion and manage litter and other antisocial behaviours associated high volumes of traffic and freight movements in the borough.

With regard to the latter, we are at the very early stages of mobilising a Congestion Task Force with Business, Police and Highways England to develop measures to address the impacts of Thurrock's roads resulting from incidents on Highways England's network. This is an immediate issue, which needs to be addressed regardless of how plans are taken forward for a Lower Thames Crossing. It is key to ensuring quality of life for local residents, and for the sustained viability of Thurrock's businesses, particularly those in the Freight and Logistics Sector.

**c) Supporting the Development of the Local Plan**

Having a clear and positive policy framework in place is critical to the delivery of the Council's wider regeneration ambitions. Developing the transport evidence base and infrastructure plan to underpin future development in the borough is crucial to ensuring our long term needs are met.

**d) Leading the delivery of key projects**

The recent decisions in respect of Purfleet Centre and Grays South and the work underway in Lakeside and Thames Enterprise Park give a clear indication of the way in which the Council will have to operate in future to secure delivery of its growth agenda. The Authority must continue to take the lead on complicated projects to broker relationships and use its influence, including committing its own resources, to achieve its ambitions.

#### **e) Refresh of Thurrock's Transport Strategy**

In parallel with the development of the Thurrock Local Plan, Highways and Transportation will be refreshing Thurrock's Transport Strategy to reflect Thurrock's growing business sector and the evolving needs of local communities. This plan will underpin future funding bids and investment opportunities

#### **f) Assisting in the delivery of growth and investment in the Borough**

Dealing effectively and efficiently with development proposals is vital to ensuring that Thurrock becomes a key location for investment and growth. The work of the Development Management service enables and assists in this being achieved. Major developments expected to progress over the next 12 months and beyond include commercial developments associated with London Gateway and the Port of Tilbury, retail and leisure developments at Lakeside and major education projects and housing developments including at the new Purfleet Centre.

#### **g) Taking actions needed to ensure that adverse impacts relating to Highways England's current and future road network on Thurrock's communities are adequately addressed**

This will include working with partners to mitigate the current recurring problems associated with the M25 and the Dartford Crossing, and to commissioning appropriate technical studies to underpin Thurrock's interests in relation to a possible future Lower Thames Crossing.

### **3. CONCLUSION**

I hope that from the contents of my report, Members will acknowledge the scale and breadth of the activities contained within this Portfolio. I am very aware of the importance of each of those services in contributing to the improvement of the quality of life for the residents of Thurrock.

There are particularly difficult challenges to my ambitions to ensure that those improvements are made, but no one should be in any doubt about my determination to deliver this important agenda, whatever the circumstance.

## Financial Information:

Table 1 - Highways and Transportation Revenue Budget

Services	Sub Services	Budget (£000)
Highways and Transportation Operational	Operational & Staffing	1,287.98
	Passenger Transport Contractors (including Ferry)	560.11
	<b>Operations Total</b>	<b>1,848.09</b>
Transportation	Transport Scheme Development	100.00
	Traffic Management	128.10
	Transport Asset Management	33.50
	Concessionary Fares	1,153.30
	<b>Transportation Total</b>	<b>1,414.90</b>
Highways	Drainage Maintenance	177.80
	Traffic Light Maintenance	190.26
	Street Furniture Maintenance	195.10
	Road Markings Maintenance	30.00
	Carriageway & Footway Maintenance	723.50
	Bridge Maintenance	111.20
	Bridge Assessment	15.00
	Street Lighting Maintenance & Electricity	1,343.57
	Public Rights of Way Maintenance	64.00
	<b>Highways Total</b>	<b>2,850.43</b>
Chargeable services	Private developments	- 10.46
	Statutory Duty fees	- 69.85
	Fees and Charges	- 13.18
	<b>Income Total</b>	<b>- 93.49</b>
	<b>Service Revenue Budget Total</b>	<b>6,019.93</b>

Table 2 - Highways and Transportation Capital Programme

<b>Projects</b>	<b>Budget (£000)</b>
Bridge Maintenance	428.00
Principal Roads resurfacing/reconstruction	450.00
Classified roads resurfacing/reconstruction	250.00
Unclassified roads resurfacing/reconstruction	130.00
Footway & cycleway maintenance	275.00
Street lighting maintenance	150.00
Drainage maintenance	310.00
<b>Total Maintenance</b>	<b>1,993.00</b>
Congestion	140.00
Traffic Management	135.00
Public Transport improvements	50.00
Walking and cycling infrastructure	200.00
Rights of Way	50.00
Road Safety	180.00
Safer routes to school	50.00
Parking	91.00
Air quality management	75.00
<b>Total integrated transport</b>	<b>971.00</b>
Developer funded (S106)	2,004.00
<b>Grand Total</b>	<b>4,968.00</b>

<b>23 March 2016</b>	<b>ITEM: 17</b>
<b>Council</b>	
<b>Cabinet Member Report – Housing</b>	
<b>Report of:</b> Councillor Lynn Worrall	
This report is Public.	

## Background

This report provides an overview of the key achievements, in 2015-16, relating to Thurrock's service delivery of Housing Services.

The report offers a performance insight on the services dealing with homelessness, the threat of homelessness, housing allocations, rent collection, support provision to service users, investment in housing stock, management of Thurrock owned housing stock and Private Sector Housing.

The Housing teams have implemented a suite of ambitious programmes designed to provide new homes, improve the quality of existing stock as well as the lives and opportunities of our residents whilst driving efficiency savings through stringent contract management. The core principles which are central to the delivery across all programmes are to ensure investment is targeted at maximising improvements to the assets and ensuring we have internal processes in place that challenge our contractors to deliver the best possible service and quality for our residents.

The Housing Needs team continue to play a key role in assisting Thurrock residents who are homeless or at risk of homelessness. In order to meet residents' housing needs and alleviate their housing predicaments, the service focuses on homeless preventions and adopts a collaborative and cooperative multi-agency work approach.

### 1. Executive Summary

1.1 Housing continued to be a good and responsible social landlord, delivering value for money and good services.

1.2 The service accomplished various goals, achieved objectives, and reached milestones, here are some of these achievements:

- 33 days is the average time taken to let an empty property (target: 35 days).
- 54% of the current Council housing stock has now benefited from internal improvements under the Transforming Homes Programme (5402 homes).
- More than 1300 Council homes have improved energy efficiency.

- In Year 3, the Transforming Homes Programme has collectively achieved a resident satisfaction rating of 81% good to excellent survey responses.
- 100% compliance has been achieved for Gas Servicing in Council properties.
- 70% of tenants rated housing services as Excellent or Good, the service is working towards achieving a satisfaction level of 75%.
- At 85%, satisfaction with the Well-homes initiatives is high
- Resident satisfaction with the Repairs Service has continued to improve and averages 88%.
- 94% of service request are dealt with within the targeted time framework.
- Despite a 6.5% rise in void demand during 2015/16 on the previous year, void rent loss is down 19.2% (£95K) on the same period last year.
- Rent collection continues to perform well and exceeding the profiled target (97.84% YTD vs 97% profiled target).
- Over 30% of the Transforming Homes programme spend is within the local economy.
- 20% of supply chain partners are registered in Thurrock.
- 363 tenants have benefited from welfare support and advice offered by the service.
- 52 households were directly helped and incentivised to downsize to a more suitable home.
- 2186 households approached the service for housing help and advice.
- 78 new affordable homes have been completed, including the Council's first HAPPI scheme.
- 39 affordable properties sourced within the private rented sector.
- 26 properties were recovered by the housing investigations team.
- Nearly 1450 enquiries from Councillors, MPs, and MEPs were responded to.

## **2. Residents Engagements**

- 2.1 Thurrock Housing has developed a strong residents' engagement strategy, and membership to the Tenants Excellence Panel has increased this year by 80%.



- 2.2 As part of a five years tenants' engagement plan, the service has surveyed the views of 1500 tenants so far this year
- 2.3 The Tenants engagement team hosted and facilitated four community days in the summer, introduced a social media campaign to engage with residents, and held various live Q&A Twitter sessions.
- 2.4 A recent initiative saw the establishment of an online residents involvement register. Thurrock social tenants can now feedback and inform the service of matters that concerns them, they can also inform the service on how they can further get involved.

Residents are kept abreast of the service performance via the publication online, and in noticeboards, of regular Housing Key Performance Indicators.

- 2.5 All the Housing Investment and Asset Management plans to date have been shaped by the ongoing consultation and engagement with residents across a range of service delivery streams.

**Our Housing Performance**

*How did we do in September ...*

Indicator	Target	Performance	Overall
Satisfaction with repairs	80%	87%	😊
Percentage of properties let to current tenants (Transfers)	25%	34%	😊
Number of complaints received	-	84	😞
Average re-letting time for properties (days)	35	33	😊
Number of illegally occupied properties recovered (year to date)	30	26	😞
Level of Rent Collection	94%	95.59%	😊

**Did you know that...**

- 100% of our properties are compliant with gas safety regulations.
- 37 households were helped to move to a smaller and more suitable property.
- In the last three months **210** residents have expressed their interest in engaging with the Council
- Since February, the Excellence Panel attendance has increased by **75%**
- Tenants can help us improve our services by joining the Excellence Panel, email us on [residentengagement@thurrock.gov.uk](mailto:residentengagement@thurrock.gov.uk) if you would like to join or find out more.

**twitter** The next set of dates for our live twitter sessions are **01st December 2015** and **05th January 2016**. Please tweet us with any of your housing queries.

If you would like any help or advice with any housing queries please call us on 01475 62602

Housing Investment & Delivery work in line with the Community Engagement Strategy in planning, engagement and evaluation & feedback across repairs, capital, new build and regeneration.

Residents are integral to the development of the programme and representatives from the Residents Excellence Panel continue to engage in the monitoring of the service through their attendance at operational governance meetings on a monthly basis. This enables insights and feedback from a resident's perspective.

- 2.6 Specific engagement events held recently include:
  - Five local drop-in sessions for residents on the Transforming Homes Programme explaining what can be expected from the programme, how to prepare before works start, the support that is available from Thurrock Council and our partnering contractors and giving the opportunity to view samples of the products and the colour choices offered on the programme.
  - Surgeries for leaseholders who own properties undergoing external and communal works on the Transforming Homes Programme.

### **3. Housing Needs**

- 3.1 Following the national and local trends, increases in homelessness and the risk of homelessness are becoming more prominent and acute in Thurrock. As many as 283 households made homeless assistance applications to the Authority. The impact of welfare reforms, and rent increases within the private rental sector, along with the scarcity of social housing and the lack of truly affordable housing are factors that continue to exacerbate and feed the problem.
- 3.2 Thurrock housing provides a key supporting and assisting role to mitigate these issues. 2186 households approached the council for help and were offered assistance and advice and 372 potential cases of homelessness were prevented.
- 3.3 356 social housing properties were offered to Thurrock Council applicants, and 52 households were directly assisted, incentivized to downsize.
- 3.4 The service was nationally recognised by achieving the: National Practitioners Support Service Gold standard challenge 3.
- 3.5 Housing plays a key role in supporting affected households and assists them in meeting their housing needs. This help takes different forms such as:
  - Provision of a housing options generic and specific advice.
  - Assisting under-occupying households to move to more suitable and affordable homes.
  - Making contacts with vulnerable households and at risks of homelessness.
  - Raising awareness and working with landlords in the private sectors.
  - Multi-agency work.

### **4. Estate Managements & Rent Collection:**

- 4.1 With a social housing portfolio of over 10000; Thurrock Council is the largest Landlord in the borough. Estate Officers play a crucial role in building community cohesion by under taking steps such as mediating between neighbours, and dealing with anti-social behaviours. Estate Officers are making the service accessible to tenants by offering housing in different public local locations such as hubs and children centres.
- 4.2 An ongoing exercise is taking place to get to know our tenants by visiting them, auditing their tenancies, and establishing what need they may have, and act upon them.
- 4.3 Estate Officers and Financial Inclusion officers assist tenants in sustaining their tenancies by different means, ranging from formal support in budgeting

and accessing benefits and funds, to representing them in panels and meetings. So far, 155 tenants were helped to move to another property of their choice, and 363 households have been supported to maintain their tenancies.

4.4 Thurrock Housing Rent and Welfare team provide a critical service. Not only it ensures rent is collected appropriately and in a timely manner, but it also provides support to tenants in order to assist them to maintain their tenancies and prevent homelessness. It is estimated that the above-mentioned support has prevented more than 79 households from becoming homeless.

4.5 At 97.84% the rent collection in December was above profiled target

4.6 Thurrock Housing provide sheltered social housing for vulnerable and elderly residents so to ensure that the latter can continue to have supported but independent living that meets their needs. In 2015, sheltered housing service was remodelled to deliver a more flexible, independent living service. Officers were trained to provide Estate Management Service, which includes void turn around, tenancy sign-up and dealing with ASB.

4.7 Housing Services works to resolve and deal with anti-social behaviour issues arising from or between social housing tenants, the service deals with Hate Crime committed within council tenancies.

- 213 visits paid to victims and perpetrators in order to address issues and needs, and 91 cases conference held to help vulnerable service users.
- 100% of all Multi Agency Safeguarding Hub referrals were actioned on time and within target.
- Also, 107 Hate Crime and Domestic Abuse related risk assessments were undertaken by the service.

4.8 The service performance continue to improve, where the average time it take to re-let an empty home has decreased to 33 days. 70% of surveyed tenants have rated housing services as Excellent or good, and 65% have rated their Estate Officer as Excellent or good.

4.9 Specifically designed posters are published quarterly on line and in the notice boards to provide tenants with an updating resident of the service performance.

## **5. Transforming Homes – Overview of Delivery**

5.1 The programme commenced in 2013 and is currently part-way through its third year.

5.2 The original programme timeframe aimed to upgrade all major internal components and carry out any required external works in 5 years to 2018, thereby raising all domestic Council assets to the new Thurrock standard.

- 5.3 In December 2015, Cabinet reviewed the financial implications of the budget announcements and key policy changes through the government’s introduction of the Housing and Planning Bill and Welfare Reform Bill 2015. Cabinet subsequently approved an extension of the Transforming Homes programme
- 5.4 The following table illustrates the numbers and types of works achieved by the programme to the end of December 2015:

**Figure 1: Works Completed by Element**

Element	Number Installed/Completed
Kitchens	3500
Bathrooms	2980
OT Showers	850
Boilers	1316
Re-wires	1160
External Works	752

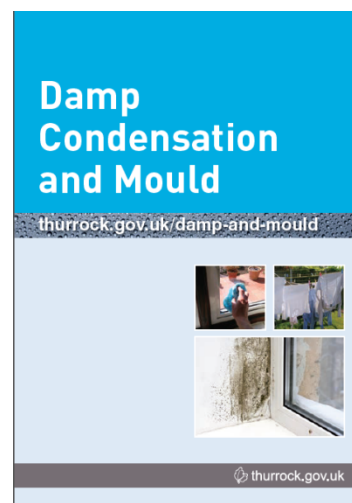
## 6. Thermal Efficiency Programme

- 6.1 Across the Housing Department we are continuously working to improve our stock whilst effectively supporting our residents to live in warm and health homes. A key contributing factor is to improve the overall thermal efficiency of our homes and support some of our most vulnerable residents out of fuel poverty.
- 6.2 Over the last two years, one of the key components of the Housing capital programme has been the thermal efficiency element. In both 2014/15 and 2015/16 we successfully secured external funding under a partnering scheme with Eon Energy as well as additional funding from the Government as part of the Green Deal. These funding streams supplemented the capital investment made by the Council and facilitated installation of external wall insulation to 342 homes across Grays, Tilbury, and Chadwell St. Mary.
- 6.3 The external wall insulation programme delivers energy savings for the residents, improves the fabric of the building and also has a positive impact on the aesthetics of the buildings where works have been completed.
- 6.4 Further energy efficiencies have been achieved through the installation of more efficient ‘A grade’ boilers in over 1300 homes through the Transforming Homes programme.
- 6.5 Plans for 2016 include the development of a scheme to upgrade communal lighting in our residential blocks with new, energy efficient LED lighting. The aim of the scheme is to improve the asset for our residents whilst also reducing both energy consumption costs and reactive repair and maintenance costs.

## 7. Damp & Mould Programmes – Overview of Delivery

7.1 Damp and Mould is a major issue faced by a number of our residents and this is a common theme with large social landlords. Mould and dampness are often considered as the same issue and therefore, over the delivery of our programmes, we have embedded an approach that ensures the matter is appropriately understood and addressed based on the physical findings within the home.

7.2 Predominately within the housing stock, mould and dampness can be attributed to condensation. The cause of condensation is associated to inadequate space heating and ventilation meaning the environment within resident's homes becomes humid and causes condensation to form on cold surfaces and associated mould to form throughout the home. There are a number of everyday normal household functions which increase moisture within a home environment and in a number of instances residents are often unaware of the impact they are making. To address this factor, the Housing department has taken steps to educate residents through different communication channels.



7.3 This year (2015/16) we have continued to allocate resources to address the damp and mould issues through surveys and remedial works. This is achieved both through reactive maintenance and proactive identification as part of the Transforming Homes programme:

**Figure 2: Damp/Mould Surveys & Remedial Works (2015/16)**

Work Stream	Number of Jobs
Transforming Homes Mould Surveys	122
Transforming Homes Remedial Works	53
Responsive Mould Surveys	884
Responsive Remedial Works	550

7.4 Remedial works undertaken following the surveys have included the following:

- Improved Ventilation Mechanisms
- Improved Insulation
- Improved Heating
- Resolution of building defects as leaks or structural damage
- Providing chemical or physical damp proof courses
- Proprietary Decorative Treatments

7.5 We are continuously working to ensure that our approach is fully considered and relevant and in line with the latest methods and techniques. In September 2015, we hosted a Conference in relation to the management of Damp and Mould which was attended by over 40 representatives from 14 different Local Authorities, Private Social Housing Landlords and our contracting delivery partners. The event provided a platform for all attendees share learning with a collective goal to understand the topic and ways in which it can be addressed, covering both building fabric defects and resident management and communication.

## **8. Repairs and Maintenance – Overview of Delivery**

8.1 Following the successful mobilisation of a new Repairs & Maintenance contract in early 2015, a number of key developments and improvements are being implemented in order to further drive efficiencies in service delivery. The main focus of the new Repairs & Maintenance contract is improving efficiency of service provision while maintaining a high quality, resident focused service driving the development of the service area over the coming years.

8.2 Significant progress has been in the first year of the contract, and this is reflected in the improvements in resident satisfaction:

- Resident satisfaction with the Repairs Service has continued to improve and overall satisfaction with the service averages 88% in 2015/16.
- This is 4 percentage points higher than the 2014/15 outturn of 84% and 6 percentage points higher than 2013/14 outturn of 82%.
- 88% of resident rate the service as good or excellent.
- 89% of residents are happy with the quality of their repair.
- 93% of residents confirmed their appointment slot was kept.
- 97% repairs are completed in target timescales.

8.3 The new repairs policy introduced this year provides vulnerable residents with an enhanced and differentiated service. Vulnerable alerts are now in place on our systems to ensure this is offered proactively. The new policy has also meant that residents who have benefitted from the significant improvements provided under the Transforming Homes programme are now responsible for the upkeep of these improvements.

8.4 In order to drive further value in the delivery of non-urgent repairs, a structured approach to batched programme delivery has been implemented. 5 batched programmes covering more than 4000 non-urgent or preventative repairs have been delivered:

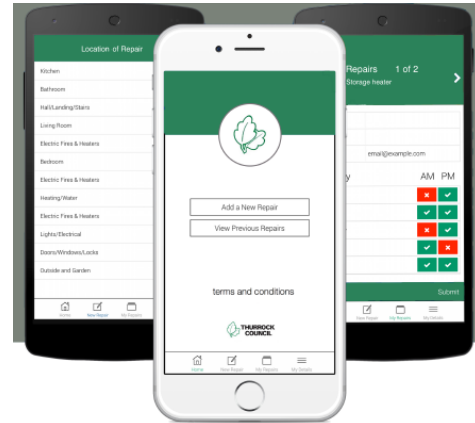
**Figure 3: Number of Jobs Completed by Programme 2015/16**

Programme	Jobs Completed
Mould Survey Programme	1177
Gutter Clearance	824
Jetting	1910
Fencing	108
Glazing	156

8.5 Our aim is to simplify access to repairs ordering making use of new technology as far as possible.

A new repairs reporting 'App' has now been developed for IOS and Android smart phones.

This is currently being tested by the Resident Excellence Panel.



## 9. Planned and Cyclical Maintenance – Overview of Delivery

9.1 A number of key developments have been made in planned maintenance throughout 2015/16 with the optimisation of contracts through improved procurement, consolidation and contractual specifications.

The 2015/16 programme has delivered:

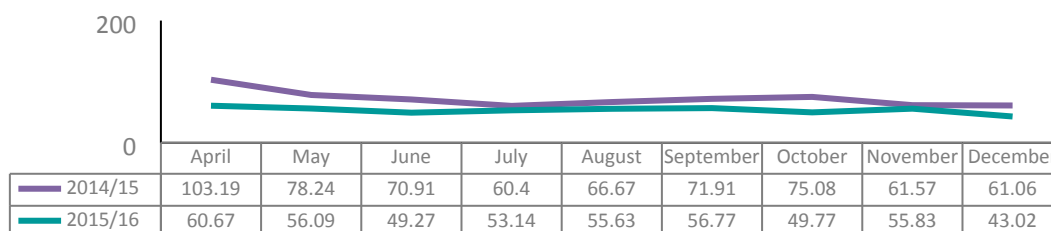
53 Planned Servicing and Maintenance Programmes including:

- Gas Servicing – 10,096 properties.
- Water Hygiene Servicing - 2,215 properties.
- Door Entry servicing and refurbishment. New programme on site to install new systems benefitting 744 properties.
- Lift Servicing and refurbishment. New programme underway delivering full refurbishment to benefit 217 properties.
- Assisted Decoration Programme for vulnerable residents – benefitting 670 properties.
- Electrical testing - 1,230 blocks.
- Asbestos Management.

## 10. Voids Delivery

- 10.1 The fit to let standard was revised in 2015 in line with the new Repairs Policy and now all aspects of the property are covered in the standard.
- 10.2 The works to Void properties are delivered to two standards, Silver or Gold. Silver void works are completed by our repairs contractor and are delivered to our fit to let standard. This means that essential works take place to bring the property back to the revised corporate standard for letting. Gold void works are completed by our Transforming Homes contractors. A full Transforming Homes survey is undertaken and new kitchens, bathrooms, re-wires and heating is installed where required. This means the property would be let at our Transforming Homes standard and as such takes longer than Silver void works.
- 10.3 Void demand has risen 6.5% so far in 2015/16 but performance has shown considerable improvements. A total of 84 void properties were carried over from 2014/15 into 2015/16. In addition to this, 467 voids have been raised so far in 2015/16 (to 1st December 2015). Last year (2014/15) 107 voids were carried over from 2013/14 with 427 voids raised in year to 31st December 2014.
- 10.4 The turnaround time for Standard Voids year to date is 33 days.

**Figure 4: Void Turnaround Times All Voids – both Silver and Gold standard**



- 10.5 In terms of rent loss through voids, this improved performance has had a positive impact and despite a 6.5% rise in void demand in 2015/16 on the previous year, void loss is down 19.2% on 2014/15 to date.

**Figure 5: Rent loss through voids by Year**

Year	Rent Loss
2014/15	£497,186.00
2015/16	£401,859.00



## **11. Delivering Social Value**

11.1 The significant investment which is currently taking place in the Council's housing stock represents a real opportunity to provide additional social value to the local communities in the borough. Our commissioning, contract management and partnering approach supports a framework for social value delivery that works with all sectors to support training and employment opportunities for all segments of our communities.

11.2 The key successes during 2015/16 are:

- Over 30% of the Transforming Homes programme spend is in the local economy and 20% of supply chain partners are registered in Thurrock.
- 27 apprenticeships have been created across all housing investment and delivery programmes.
- 32% of the delivery workforce is based locally and 305 sub-contractors are registered in Thurrock.
- 120 jobs have been created or retained across all delivery programmes.
- 68 residents have been supported through pathways programmes which maximise value for local residents through provision of training, work experience and job opportunities.
- 127 young people have benefitted from support from the Princes Trust with 78% participants supported moving into employment, education, training and volunteering.
- Shortlisted for a TPAS award for Contractor Engagement on delivery of Social Value outcomes.

## **12. Building Homes for Local Residents:**

12.1 The Council's housing development programme continues to drive the provision of good quality, new affordable housing across a range of tenures and housing types. The first affordable schemes (the Echoes at Seabrooke Rise in Grays and Bruyns Court in South Ockendon) have been completed, providing 78 new homes for local families and a further 12 units will be completed within 2016 at Bracelet Close in Corringham. The first Gloriana Thurrock Limited project (St Chads in Tilbury) is now in site and will complete the first of 128 new homes in 2017.

12.2 Work is well underway on the second wave of affordable housing projects including those at Calcutta Road in Tilbury, Claudian Way in Chadwell St Mary and the former Topps Club site in Grays. However, the anticipated 1% cut in rents (reported in December 2015) included within the Welfare Reform Bill is likely to reduce the ability of the Council to bring forward further affordable housing schemes through the Housing Revenue Account and has

necessitated a review of the wider development and estate regeneration programmes. As a result, previously reported development opportunities in Purfleet (former VOSA testing site) and South Ockendon (former Prince of Wales pub) are likely to be held back to be incorporated into any future estate regeneration programme whilst some of the additional, smaller sites highlighted as opportunities in September 2015 will not now be progressed.

- 12.3 Within this context, it is anticipated that Gloriana will take on a more prominent role in continuing to supply good quality housing across the Borough whilst generating a return to the Council which could be used to support wider service and/or housing delivery. The second anticipated Gloriana scheme, Belmont Road in Grays, has continued to progress, following initial Cabinet approval in March 2015, and a planning application is expected to be submitted shortly.
- 12.4 Building affordable homes to meet local housing needs offers more than just housing options for our residents; it offers apprenticeships, work experience and employment opportunities. At least 25% of the labour used on recent developments lived within a local post code; ensuring that the development programme provides local jobs and makes a direct contribution to the local economy.
- 12.5 More than 300 apprentice weeks have been granted, 71 students were given work experiences, 10 university students undertook project works and 820 students attended construction workshops or short courses
- 12.6 The Council's work on Housing Development is increasingly being acknowledged with the housing scheme at St Chads Road having won a design award and the Council having been shortlisted as a finalist for the Chartered Institute of Housing's 'New Developer of the Year' award.

### **13. Developing the Housing Asset Management Strategy**

- 13.1 The delivery of housing repairs, investment and regeneration programmes, as approved by Cabinet in recent years, has driven an approach to asset management. This has emphasised an efficient, effective and long-term approach which aligns to wider corporate objectives. In parallel to the major capital works being undertaken through Transforming Homes, Cabinet has approved a new Repairs & Maintenance contract, an associated Repairs Policy, as well as planned maintenance programmes which lie behind a move from a responsive to a planned approach to asset management.
- 13.2 Asset management in the context of council housing is the management of the physical assets owned by Thurrock Council Housing Division i.e. houses, land, garages. An asset management strategy aims to ensure that the current and future assets are maintained to an appropriate standard to maintain asset value and to fully support the needs of the local communities.
- 13.3 Work is now underway to draw the agreed principles together into a new Housing Asset Management Strategy which builds on the improved resilience achieved to date and sets in place the approach, principles and objectives for housing asset management going forward.

13.4 There are three key strategic objectives that frame this approach. These objectives support the further development of an asset base that exceeds minimum required standards and meets resident’s needs and aspirations now and in the future.

Objective 1: Maintaining and Improving Housing Standards in Existing Stock	To ensure that current housing assets meet the statutory requirements, the Thurrock local decency standard, as well as standards for energy efficiency
Objective 2: Understanding and Optimising Performance	Optimising the value and use of housing assets, supported by an asset performance management and appraisal framework.
Objective 3: Informing the standards and performance in new build council owned properties	Informing the standard and specification of new homes where the Council will be the landlord taking into account the operational maintenance and life time costs of the new assets.

#### 14. Private Sector Housing:

14.1 Apart from being a responsible social landlord, the Housing Team has a statutory duty to ensure that properties in the Private Sector are suitable for residents to live within. Whilst the services primary focus is on reducing and eliminating Health & Safety hazards in privately owned and rented properties, it also undertakes initiatives – such as The Well Homes project- which is a proactive programme with a holistic approach to support and help residents improve their living conditions, health and wellbeing.

14.2 The service endeavours to resolve disrepairs issues, providing advice and assistance, and help ensuring health hazards are removed; either by preventative methods, intervention, or even enforcement if necessary.

14.3 Housing health & safety hazards cover a wide ranging spectrum such as: excess cold : lack of heating and hot water, damp and mould, electrical safety, fire safety.

14.4 The Private Housing service has:

- Delivered an estimated £744,779 savings to NHS and society through the reduction or removal of housing health and safety hazards.
- Improved 63 homes occupied by vulnerable households and removed 53 household from Fuel Poverty
- Fully inspected, and followed-on, 157 Landlord and Tenants Housing H&S complaints

- Visited 244 households, and offered a further 150 households with informal advice and mediation.
- 127 households benefited from a Well Homes assessment; reaching out to 327 people in the borough. (This is since the new provider started in August last year, 260 from the start of the year)
- Via Well Homes the service made a total of 314 referrals to a support network of a variety of partners. 85 of these referrals were made to other Council services for support and assistance.

## 15. Housing Finance

### Housing Revenue Account

- 15.1 In February 2015 Council agreed the Housing Revenue Account (HRA) budget for 2015/16, which set a balanced budget, along with Council's overall budget that included the Housing General Fund. The current financial position is being monitored against these base positions and is reported below. The HRA Business Plan sets out how the Council will manage all aspects of its HRA services using the income raised locally through council rents and other sources of HRA income for revenue and capital purposes. The Housing General Fund budgets are set as part of the Council's Medium Term Financial Strategy (MTFS).

Housing Revenue Account (HRA)	Budget to Date £	Actuals to Date £	Variance £	FY Budget £	FY Forecast £	FY Variance £	% Variance
Repairs & Maintenance	9,271,054	9,061,683	(209,371)	12,670,878	12,881,634	210,756	1.7%
Estate Services	5,042,176	4,632,900	(409,276)	6,604,133	6,462,540	(141,593)	-2.1%
Tenancy Support	3,449,168	3,116,736	(332,432)	4,062,682	4,056,981	(5,700)	-0.1%
Service Improvement	19,186	8,943	(10,243)	82,764	82,770	6	0.0%
Financing & Recharges	2,971,183	9,998,145	7,026,962	24,614,552	24,546,873	(67,679)	-0.3%
Rent & Income	(35,901,207)	(27,441,191)	8,460,016	(48,827,707)	(48,827,707)	0	0.0%
Development	594,520	1,174,108	579,588	792,698	792,698	0	0.0%
<b>TOTAL HRA</b>	<b>(14,553,919)</b>	<b>551,324</b>	<b>15,105,244</b>	<b>0</b>	<b>(4,210)</b>	<b>(4,210)</b>	

- 15.2 As at the end of December 2015 the HRA is forecasting a small underspend of £4,210 against this balanced position. There is forecast to be an overspend on Repairs and Maintenance due to higher than budgeted expenditure on voids due to the number of properties falling void. Responsive Repairs costs relating to Mears are forecast to be higher than budgeted due to increased costs relating to exclusions and set up costs.
- 15.3 The Repairs and maintenance overspend is offset by an underspend in Estate Services of £141,593. Underspends on building maintenance on CCTV and Concierge account for the majority of the underspend with minor underspends elsewhere. In addition there are small underspends forecast on tenancy Support and Financing and Recharges. The budget is expected to come in online by the end of the year.

## Housing General Fund

- 15.4 The Housing General Fund full year budget for 2015/16 is £2,460,627. As at 31st December 2015 the forecast for the whole year is £2,331,348 an overall forecast underspend of £129,279 against budget. The forecast underspend is due mainly to the completion of a number of work areas prior to the year end.

Housing General Fund	Budget to Date £	Actuals to Date £	Variance £	FY Budget £	FY Forecast £	FY Variance £	% Variance
Homelessness	227,848	219,744	(8,105)	470,780	441,708	(29,072)	-6.2%
DFG Capital Recharge	0	0	0	1,535,000	1,535,000	0	0.0%
Private Sector Housing	181,210	119,254	(61,956)	281,995	196,429	(85,566)	-30.3%
Hostel Provision	161,000	184,918	23,918	208,342	205,918	(2,424)	-1.2%
Travellers Sites	(35,224)	8,212	43,436	(35,491)	(47,707)	(12,217)	34.4%
<b>TOTAL Housing General Fund</b>	<b>534,834</b>	<b>532,127</b>	<b>(2,707)</b>	<b>2,460,627</b>	<b>2,331,348</b>	<b>(129,279)</b>	<b>-5.3%</b>

## Transforming Homes and Development

- 15.5 The Transforming Homes budget for 2015/16 is £13.6m. The overall programme agreed by Cabinet in December 2015 is £58.4m over the next 5 years. Programme spend is forecast to be contained within the overall £58.4m budget. Work is ongoing to ensure the viability of existing development schemes and the estate regeneration proposals as they are developed within the HRA Business Plan. The impact of the Welfare Reform and Work Bill and Housing and Planning Bill continue to be assessed in terms of Business Plan implications.

## 16. Looking ahead to 2016/17 and beyond

- 16.1 Our aim is to continue the successes to date and ensure we continue to deliver resident focused services with a programme of investment that ensures current and future assets are maintained to an appropriate standard, and fully support the needs of the local communities.

- 16.2 Key Priorities for the coming year include:

- Continuing the delivery of the Transforming Homes programme for year 4 and beyond, re-profiling in accordance with the constraints of the revised investment budget following the 1% rent reduction.
- Maintaining high levels of service provision from the Repairs and Maintenance Contract.
- Continued and improved engagement and consultation with residents on the delivery of the Repairs and Maintenance service and planned investment programmes.
- Develop a Housing Management Strategy that builds on the achievements to date and responds to the recent changes in government policy.

- Maximize the energy efficiency of our homes pursuing all opportunities for external funding streams to support this.
- Progress the delivery of social value offers from current programmes to continue the tangible benefits delivered for local residents and the local economy.
- Maximise the capabilities that will be available through the new housing management system to further enhance our strategic investment planning

## **17. Our vision for the future:**

- 17.1 The coming year is likely to bring many changes to the Authority as a whole, and the service in particular.
- 17.2 Two new development are planned, 12 units family accommodations in Bracelet Close, and 128 family dwellings in St Chads. These developments will deliver a much needed affordable housing.
- 17.3 Budgetary initiatives, along with welfare reforms ones are likely to add further pressures on the service, the reduction in the rent charge by 1% over the next four years will no force the service to re-consider the delivery scale and time of its Transforming Homes programme.
- 17.4 The rolling out of the Universal Credit, the reductions and changes to the benefits system, the introduction of near market value rent (Pay to Stay) will require from the service to changes its way of working and focus on proactive interventions.
- 17.5 In the coming months, Housing will need to change in order to be able to support its tenants and other service users.
- 17.6 New innovative ways of working will need to be considered and implemented, including intervening in the housing market, whether by providing suitable affordable housing, or even enabling a cross-sector housing options (e.g. setting up social letting agencies).
- 17.7 Housing will continue its approach in reaching out and working with other services such: Health, Social Services, and Education.

### QUESTION TIME

**Questions from Members to the Leader, Cabinet Members, Chairs of Committees or Members appointed to represent the Council on a Joint Committee in accordance with Chapter 2, Part 2 (Rule 14) of the Council's Constitution.**

There is one question to the Leader and 5 questions to Cabinet Members, Committee Chairs and Member appointed to represent the Council on a Joint Committee.

### QUESTIONS FROM MEMBERS TO THE LEADER

**1. From Councillor Ojetola**

Please inform residents of Thurrock what type of 'purdah' (communications restrictions) will be in place in the Council in the run up to the referendum.

### QUESTIONS FROM MEMBERS TO CABINET MEMBERS, COMMITTEE CHAIRS AND MEMBERS APPOINTED TO REPRESENT THE COUNCIL ON A JOINT COMMITTEE

**1. From Councillor Halden to Councillor B. Rice**

Do you agree that it is worth exploring the idea of key worker housing in terms of attracting young GP's to practice and stay in Thurrock?

**2. From Councillor Aker to Councillor B. Rice**

How many complaints did Thurrock Council receive regarding outside private suppliers contracted in to provide adult social care since April 2015?

**3. From Councillor Aker to Councillor Worrall**

How many property sales have been completed through the right to buy social mobility fund since the scheme started in 2015?

**4. From Councillor G Rice to Councillor Potheary**

Please will the Portfolio member tell the community in Chadwell what plans the Council have with the Police to deal with the anti-social behaviour on unlicensed motor bike riders in Chadwell St Mary?

**5. From Councillor Hebb to Councillor G Rice**

Would the Portfolio Holder ask the Environmental Health Services to contact the owner or occupiers of the Sand Pits Car Park in Stanford-le-Hope to tidy the area and maintain the standard weekly; failing this they investigate an enforcement option?



## Item 21 - Update on Motions agreed by the Council – 23 March 2016

Date	From	Motion	Status	Accountable Director
25/03/15	Cllr Gledhill	We call on Thurrock Council to investigate taking similar action to Essex and Harlow Councils and apply for an injunction to help stop unauthorised traveller encampments in Thurrock.	<p>The granting of an interim injunction in Harlow against unauthorised encampments and the future court hearing to establish whether a full injunction will eventually be granted is being closely followed to see if a similar measure would be an appropriate measure in Thurrock. This is being done both locally and through the Essex Countywide Traveller Unit, of which Thurrock is a member council. A further response will be submitted when the outcome of these court proceedings is known.</p> <p><u>Update – January 2016</u></p> <p>On 16<sup>th</sup> December 2015 Harlow Council and Essex County Council were granted a full injunction in Harlow. It bans 35 named persons from setting up unauthorised encampments on any land in Harlow. It also protects 321 vulnerable sites across Harlow including parks and playgrounds, previously occupied sites, highway verges, schools, cycle tracks and private land identified by Harlow Council and Essex County Council from persons unknown setting up unauthorised encampments. Officers are now looking at the work Harlow have undertaken in conjunction with Essex County Traveller Unit to see if a similar measure would be an appropriate in Thurrock.</p>	Gavin Dennett
25/03/15	Cllr Gledhill	This Council thanks all retiring elected members for their service to Thurrock.	No action required.	David Bull
22/07/15	Cllr Ojetola	<p>Radicalisation of youths seems to be quite rampant, doing nothing is not an option as parents are losing their children to extremism.</p> <p>We call on Thurrock Council to create a member led committee to co-ordinate a multi-agency approach</p>	A full briefing note on the background, current provision and options for greater Member involvement / panel was provided to Constitution Working Group Members in August 2015.	David Bull

## Item 21 - Update on Motions agreed by the Council – 23 March 2016

		to tackle the threat of extremism and radicalisation in line with our Duty to Prevent.		
23/09/15	Cllr Halden	<p>Legal highs are quickly becoming a social disaster, from both the point of view of being harmful as substances, but also giving a very incorrect impression of the dangers of substance abuse, especially amongst younger people.</p> <p>We instruct Council to consult with Essex Police on the most effective way of tackling the use of legal highs in public spaces, including Public Space Protection Orders, with the relevant Overview and Scrutiny Committee monitoring the outcome.</p> <p>In addition we instruct the constitution working group to consider how to best exercise and delegate all of our streamlined public protection powers that come from the 2014 Crime and Disorder act to be accessible to all members.</p>	<p>The Head of Public Protection has consulted with the Local Police Commander to determine whether the Police would support the application of a Public Spaces Protection Order (PSPO) in Thurrock to impose control measures on the use of legal highs.</p> <p>The Police have indicated that based on the evidence available to them and the practicality of enforcing control measures against an otherwise legal activity they would not prioritise enforcement of any control measures imposed by a potential PSPO at this time.</p> <p>Should further evidence alter the Police position with regard to the prioritisation of enforcement resources for legal high work they will update the Council and liaise with the relevant council department to consult on a PSPO for this purpose.</p>	Gavin Dennett
23/09/15	Cllr Worrall	<p>Thurrock Council are concerned over implications for tenants and housing stock of the Conservative government's Emergency Budget's housing measures:</p> <ul style="list-style-type: none"> <li>• Housing Benefit withdrawn for 18–21 year olds;</li> <li>• Housing Benefit/ Local Housing Allowance (LHA) frozen for five years;</li> <li>• Tax Credits and Housing Benefit/LHA include only first two children in households born after April 2017;</li> <li>• Market rents charged in social housing where incomes are £30,000, additional rent</li> </ul>	<p>A paper is scheduled to be considered by Cabinet on 11<sup>th</sup> November on the principles the council may adopt for mitigating detrimental impact that these proposals may otherwise have on our existing affordable housing building programme. This is set to be followed by a report to Housing O&amp;S with the results of the more detailed impact assessments that are currently being undertaken.</p> <p>In addition the Council is in the process responding to recent formal consultations issued in respect of the market rents proposals for all households exceeding £30,000.</p> <p>David Bull will be writing to the MPs in October with the</p>	David Bull

## Item 21 - Update on Motions agreed by the Council – 23 March 2016

		<p>receipts go to Treasury not Housing Revenue Account or Council.</p> <p>The impact will increase poverty, homelessness and numbers at risk of being homeless, amongst young and very low income families.</p> <p>For individual tenants who have faced significant above inflation rent increases and falling incomes over the last few years, the Budget proposal to cut social sector rents by 1% for the next four years will be welcome.</p> <p>That a 1% rent cut will mean loss of rental income to Housing Revenue Account of £18.75 million by 2019/2020, that loss will have significant consequences for Council's plans to build new homes, maintain and refurbish existing stock of homes.</p> <p>The Council resolves to write to the two MPs for Thurrock to lay out concerns and to highlight the impact on Thurrock residents of these measures in Westminster.</p>	<p>current understanding of the proposed measures on Thurrock Residents.</p>	
23/09/15	Cllr Ray	<p>This Council calls for those Councillors who passed away during their service as a member of Thurrock Council (since the turn of the new century) to be commemorated in the Council Chamber for their work and contributions to the community of Thurrock.</p>	<p>Research has been undertaken to identify around ten councillors who have passed away while still serving on the council since 1998. Officers are now looking into the various options for designing a suitable memorial.</p>	Fiona Taylor
23/09/15	Cllr Halden	<p>The current crisis with refugees has led to calls for national and local governments to act in support. The chamber agrees with this.</p> <p>Thurrock resolves to play its part to aid refugees and will make this position known to the Home</p>	<p>Officers have been looking at how the council currently supports refugees and those seeking asylum and how it can do so in the future. There is a well-established process for dealing with unaccompanied asylum seekers who are looked after as children in care. Thurrock has recently looked after higher numbers of</p>	Carmel Littleton

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		<p>Office.</p> <p>We instruct the council to be ready with clear plans for service support from housing, social care, to public protection.</p> <p>While we welcome the notion of using international aid funding to help with costs, we of course understand local pressures we are already under and therefore council will make representations to the Home Secretary that support must be evenly sought across local authorities to avoid disproportionate costs being applied to the taxpayer.</p>	<p>unaccompanied asylum seeking children than in previous years and is already playing a full part in offering support.</p> <p>Departments across the council are looking in details at how refugees subject to the new resettlement scheme can be accommodated successfully in the borough and the funding available from government to achieve this. Early details of government funding for the scheme have been released and these are informing departmental plans. A letter has been sent to the Home Secretary requesting that support is evenly sought across local authorities to avoid disproportionate costs falling to the taxpayer.</p>	
28/10/15	Cllr Redsell	<p>We call on Thurrock Council to take action with its partners to help prevent the use of motorbikes and similar vehicles on our green spaces.</p>	<p>The Council work closely with Essex police to address this problem across the Borough. There are posters advising residents against this anti-social behaviour and requesting that they report such illegal use to either the Police or crimestoppers; which have been displayed in all housing communal areas.</p> <p>Specific concerns are brought to the multi-agency community safety partnership Local Action Groups for discussion and attention. This has led to a section 59 notice being served at Blackshots and a subsequent reported reduction in nuisance vehicles.</p> <p>The Police will continue to deal with such reported nuisance with support as required from their partners.</p>	Lucy Magill
28/10/15	Cllr J. Kent	<p>Thurrock Council is concerned at reports that government is considering scrapping Universal Free School Meals for infant school children.</p> <p>We believe that such a move would be damaging to both the education and health outcomes of our young people so resolve to write to the Treasury</p>	<p>Letter to Treasury, DfE and Thurrock 2 MP's sent out.</p>	Carmel Littleton

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		and Department for Education to show our support for the continuation of Universal Free School Meals as well as to our two members of parliament to make them aware of our concerns.		
28/10/15	Cllr Ray	That this Council will explore ways of working with NHS partners to fully endorse and promote the importance of giving blood and signing up for organ and tissue donation in Thurrock.	<p>Ian Wake, the Council's Director of Public Health has discussed Councillor Ray's motion with senior colleagues in NHS Thurrock CCG.</p> <p>The Council's Public Health team have agreed to develop a joint communications campaign with the CCG to promote blood and organ donation and encourage our population to participate in both of these important national programmes.</p>	Roger Harris / Ian Wake
28/10/15	Cllr Potheary	<p>Essex Police have recently announced they plan to close two of the borough's police stations and sell off a third, as well as cut the number of PCSOs in Thurrock from 38 to just 6. After already making cuts of £40million, Essex Police is facing having to make over £60million worth of cuts by 2020 thanks to the Government. The dramatic reduction in the number of police officers and PCSOs on our streets is a big issue for our residents and has worrying implications for community safety.</p> <p>The Council resolves to write to the two MPs for Thurrock to set out our concerns about the detrimental impact of police cuts on Thurrock residents and community safety, and ask them to lobby for better funding for Essex Police.</p>	Letters sent to both MPs	Lucy Magill
25/11/15	Cllr Kent	This Council remains opposed to government plans for a further river crossing in Thurrock and commits to continue campaigning, alongside local residents, on this issue.	The Council is expecting a Government decision on route options for the Lower Thames Crossing before the end of January. Two public meetings have been organised to discuss the issues on January 25th and February 25th and a special extended Planning,	David Bull

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			<p>Transportation and Regeneration Scrutiny is planned for 9 February 2016. Highways England's proposals were published on 26th January with a preferred option for a bored tunnel between Gravesend and Tilbury.</p> <p>Revised Text:</p> <p>The Government decision on route options for the Lower Thames Crossing was published on 26<sup>th</sup> February 2016. Since then two public meetings have been organised to discuss the issues on January 25th and February 25th and also a special extended Planning, Transportation and Regeneration Scrutiny took place on 9 February 2016.</p> <p>Highways England's preferred option is for a bored tunnel between Gravesend and Tilbury</p> <p>A PTR Scrutiny report has been produced and discussion took place at Cabinet on 9 March 2016. Three letters seeking to extend and then stop the flawed consultation were sent to the Secretary of State for Transport. No replies have been received.</p> <p>This Council meeting is being asked to sign off the formal consultation response in the opposition to the LTC through Thurrock.</p>	
25/11/15	Cllr Halden	<p>Thurrock Council adopts the official position of being pro grammar school and desires that Thurrock children should have access to them.</p> <p>The Authority should actively pursue / explore opportunities for grammar schools to expand into Thurrock via an annex.</p>	<p>Local authority officers met with the Regional Schools Commissioner representative on 14.1.15 to explore opportunities for grammar schools to open an annexe in Thurrock. Exploratory discussions will be held over the coming weeks with local grammar schools.</p>	Carmel Littleton
25/11/15	Cllr Stewart	<p>That we ask Cabinet, at its next meeting, to immediately fund an alteration to the bus route to serve Fobbing over the winter months.</p>	<p>This has been implemented. Route 14 serves Fobbing to Basildon via Corringham and will operate until the end of the financial year.</p>	David Bull

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27/1/16	Cllr Hebb	That Thurrock Council looks to encourage the extension of the current Oyster Card Railcard / Contactless Payment Scheme and/or its replacement from Grays C2C station to all zones across the borough as they would both be helpful and a support to residents and growth. Council resolves to work with external agencies to realise this request.	Discussions are ongoing between Council Officers and c2c to progress this request.	Ann Osola
27/1/16	Cllr Halden	The chamber resolves to write to the Secretary of State for Health with regards to poor communication/ engagement from representatives of NHS England and NHS commissioning, particularly with reference to the consultation on the PET CT Scanner (cancer services) which we view as an unsound consultation.	On the 5 February 2016 a letter was sent to The Rt. Honourable Jeremy Hunt M.P, Secretary of State for Health, House of Commons.	Ian Wake
27/1/16	Cllr Stone	Further to the proposed cuts to the fire service across the borough of between one third and one half. This council resolves to express its concerns by:  a) Objecting to these proposals through the Essex Fire and Rescue Service (EFRS) public consultation - and urges residents to do the same.  b) Raising these concerns with the two members of parliament to enlist their support  c) Urging the EFRS to consider expanding the level of fire cover in Thurrock due to the rapid increase in jobs, industry and homes.	The Fire Authority will be attending Cleaner, Greener, Safer Overview and Scrutiny on March 17th as part of their consultation exercise. This will give members the opportunity to raise their concerns.  Both MPs have been written to.  A link to the EFRS public consultation has been included on the Council's website under Have my say (consultation portal).	Lucy Magill / Karen Wheeler
24/2/16	Cllr Aker	A letter has been sent from the Leader of the Council to the Chief Executive of c2c setting out this request. No response has been received to date.	A letter has been sent from the Leader of the Council to the Chief Executive of c2c setting out this request. No response has been received to date.	Ann Osola

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			<p>C2C have endeavoured to find additional carriages to relieve the overcrowding in peak periods on services through Thurrock. However they have not been successful to date.</p> <p>Council officers pressed C2C to attend PTR Scrutiny on 1st March 2016 but they were unable to attend. It has now been agreed that the Cabinet Member for Highways and Transport and the PTR Scrutiny Chair will meet with C2C to discuss progress on the issues. A letter explaining the reasons for the Council motions has been sent to C2C.</p>	
24/2/16	Cllr Jones	<p>In light of recent events where the Borough of Thurrock was brought to a virtual standstill on the 28th January and 9th February because of events relating to the Dartford crossing, we request that Thurrock Council send a letter to both Essex Police and Essex Fire and Rescue Services to rethink their proposals to drastically cut essential services to the borough of Thurrock and work with Highways England on an action plan to combat the chronic congestion that affects the whole Borough during such incidents.</p>	<p>Essex Police and Essex Fire and Rescue Service have been written to.</p>	Lucy Magill



### **Motions Submitted to Council**

**In accordance with Chapter 2, Part 2 (Rule 15) of the Council's Constitution**

#### **Motion 1**

**Submitted by Councillor G Rice**

“We call upon Thurrock Council to write to the Home Secretary calling for Royal Commission on the Police Structure in England and Wales to reduce Police management costs and put the savings made back into Front Line Policing to protect our local communities.”

#### **Monitoring Officer Comments:**

There are no Legal implications as a result of this motion.

#### **Section 151 Officer Comments:**

There are no Financial implications as a result of this motion.

#### **Is the above motion within the remit of Council to approve?**

Yes

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**Motions Submitted to Council**

**In accordance with Chapter 2, Part 2 (Rule 15) of the Council's Constitution**

**Motion 2**

**Submitted by Councillor Gledhill**

We call on Cabinet to consider trialling the use of an external provider to help issue enforcement notices for littering and help enforce our designated public place orders.

**Monitoring Officer Comments:**

A notice of motion relates to a matter which affects the authority or the authority's area and relates to a matter in respect of which the authority has a relevant function.

**Section 151 Officer Comments:**

Any financial implications would depend on the nature of an agreement with any external agency. Should the motion be accepted, the financial implications would have to be set out clearly in the report and be within the overall budget envelope agreed by Council.

**Is the above motion within the remit of Council to approve?**

Yes

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**Motions Submitted to Council**

**In accordance with Chapter 2, Part 2 (Rule 15) of the Council's Constitution**

**Motion 3**

**Submitted by Councillor Snell**

"This Chamber agrees that excessive bureaucracy and costs emanating from the EU have a detrimental effect on the efficiency and cost of Thurrock Council meaning that Thurrock Council would be better off if Britain was to vote to leave the European Union"

**Monitoring Officer Comments:**

A notice of motion relates to a matter which affects the authority or the authority's area and relates to a matter in respect of which the authority has a relevant function.

**Section 151 Officer Comments:**

It is not possible to determine whether Thurrock Council would be financially better off if Britain was to vote to leave the European Union. Thurrock Council has received, and continues to receive, grants from the European Union for a number of activities.

Whether this would be replaced by direct grants or through more direct financial support is not known.

**Is the above motion within the remit of Council to approve?**

Yes

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