

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

Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **4 November 2015**

Committee Room 1, Civic Offices, New Road, Grays, Essex, RM17 6SL

Membership:

Councillors Brian Little (Chair), Martin Kerin (Vice-Chair), Chris Baker, Robert Gledhill, Steve Liddiard and Peter Smith

Substitutes:

Councillors Russell Cherry, Garry Hague, Barry Johnson and Michael Stone

Agenda

Open to Public and Press

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1. Apologies for Absence	
2. Minutes	5 - 8
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 16 September 2015.	
3. Items of Urgent Business	
To receive additional items that the Chair 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.	
4. Declaration of Interests	
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Queries regarding this Agenda or notification of apologies:

Please contact Jessica Feeney, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **27 October 2015**

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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.

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

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 16 September 2015 at 7.00 pm

Present: Councillors Brian Little (Chair), Martin Kerin (Vice-Chair), Chris Baker, Steve Liddiard and Peter Smith

Apologies: Councillors Robert Gledhill

In attendance: Councillor Gerrish, Portfolio holder for Transport
Ann Osola, Head of Highways
John Pope, Public Transport Manager
Matthew Essex, Head of Regeneration
Stephen Taylor, Programmes and Projects Manager
Jessica Feeney, Senior Democratic Services Officer

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.

8. Minutes

The Minutes of the Planning, Transport and Regeneration Overview and Scrutiny Committee, held on 29 July 2015, were approved as a correct record.

9. Items of Urgent Business

There were no items of urgent business.

10. Declaration of Interests

There were no declarations of interest.

11. Heritage, Arts and Culture Ambitions in Thurrock

The Programmes and Projects Manager introduced the report to the Committee. It was explained that Cabinet received the 'Unleashing Creative Ambition' report in December 2013 which re-aligned the approach to arts, culture and heritage with the Council's vision and priorities. Since then a number of initiatives had been developed including the Thurrock Trailblazers Programme and the Village Beach Festival held in July, which celebrated the work of local artists, musicians and historians. The approach was formalised into an emerging Arts, Culture and Heritage Strategy which was aligned with Council priorities and would be used to outline a clear direction of travel in the coming years to stakeholders and potential funders.

The Programmes and Projects Manager outlined the four ambitions and gave examples of the key proposals for the first phase of implementation;

- Creating fantastic locations - Identifying and developing opportunities to enhance and create performance, visual art and heritage hubs as part of the Growth Programme in Purfleet, Grays and Tilbury/ East Tilbury
- Growing the appetite for culture and heritage - Supporting the creation of new workspace for artists and creative businesses in Thurrock
- Developing the sector – Mapping existing creative and heritage based activities and events across the borough
- Exciting events and activities - Delivery of the Thurrock Trailblazers Programme with local schools and creative industries

Councillor Kerin requested more information regarding the types of jobs that would be created and how Thurrock residents could occupy them. The Committee was informed that colleges had been looking into what courses were required to enable residents to fulfil the jobs; one example given was a degree in costume design that was available in Thurrock which enabled job opportunities at the Royal Opera House Costume Centre.

Councillor Smith questioned officers regarding the expenditure figures for the Village Beach Festival; officers informed the Committee that the Village Beach Festival was a free admission event and if proved successful tickets could possibly be introduced in the future. Councillors expressed that ticket prices should be affordable so that no residents were excluded. Officers agreed with the Councillors and explained that a report was being created regarding the expenditure of the Festival in October.

Councillor Liddiard suggested that Tilbury Fort was a good location to hold events for the public, and explained that young people performing was a great way to demonstrate Arts and Culture ambitions in Thurrock.

Resolved:

- 1. Members were invited to review the emerging strategy, to approve the direction and the developing priorities.**
- 2. For Members to receive an update report on the expenditure of the Village Beach Festival.**

12. Feedback from the Fobbing and Horndon on the Hill Site Visit on the 12 September 2015

The chair of the Committee thanked Councillor Gerrish, Councillor Stewart and residents from both villages for taking their time out to attend the site visit on the 12 September.

The Committee was informed that the site visit started at Gifford's Cross Road car park. The following observations were noted whilst on the site visit at Fobbing:

- Gifford Cross car park was the closest bus stop to Fobbing and was also the closest Doctors, ATM and Chemist.

- The location was a significant distance from Fobbing and had a steep hill.
- It was noted that pathways were overgrown and drains were blocked.
- The seven bus stops on the Fobbing route was a good indicator of the topography and distance.
- Elderly and vulnerable people living in Fobbing felt that the bus was their only means of transport to the hospital, doctors and shopping as taxi prices were seen to be too expensive.
- The walking distance from Fobbing to the Five Bells roundabout was very long and the crossing of the road towards Basildon was seen as dangerous.
- The 374 and 100 bus service used the same route to Basildon from this area and the 200 uses part of the route; both bus routes were run by different companies. The chair of the Committee was also informed that buses would race each other to get ahead and pick up the passengers waiting, leaving the remaining bus with no passengers.

The chair explained that the site visit then moved on to Horndon on the Hill and the following notes were made:

- Two people had left the village as they could not use the current bus service.
- Residents felt the 265 service was not fit for purpose as the first bus left at 9:30am and there was no service on a Saturday.
- It was hard to identify that there was a bus stop, this confused residents.
- The 265 was unsuitable for those disabled but not in a wheelchair as the steps on the bus were too high.
- There was no access from Horndon on the Hill to Orsett Hospital via bus.
- The walk to the nearest bus stop was long and hilly and the footbridge was difficult for the elderly or infirmed.

The chair informed the Committee that the annual parking report was on the agenda for the Planning Transport and Regeneration Overview and Scrutiny this municipal year, it was added that the Civil Parking enforcement made a profit of £182,000 and that this was likely to continue as it had a business-like approach in place. The chair explained that the use of any surplus income from Civil Enforcement is restricted to transport related issues like the operation of public passenger transport services. It was commended that the Civil Parking Enforcement surplus income and monies from other departments who spent money on travel costs in rural areas be utilised by the Transport department to assist the rural bus provision.

The Committee urged that the issues were looked into holistically. Councillor Gerrish thanked the chair and agreed to look into the proposed comments.

The chair suggested that every other hour one bus from the 100 service diverted into Fobbing, it was added that a similar programme would also work for Horndon on the Hill. The Public Transport Manager explained that the 100

and 200 bus service was managed by a commercial company and that they would not reroute.

Councillor Kerin requested to see an objective measurable way to address the priority of the bus services, officers confirmed that this would be provided.

Resolved:

- 1. That the Portfolio Holder and Officers note the comments made regarding the Fobbing and Horndon on the Hill Site Visit. The chair of the committee thanked Cllr Gerrish, Cllr Stewart and Residents from both villages for taking their time out on Saturday to attend the site visit.**

13. Work Programme

The Committee requested that the following items were added to the work programme.

- Lakeside progress update
- Traveller transitional sites and permanent sites
- Tilbury Update

The meeting finished at 7.50 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**

4 November 2015	ITEM: 5
Planning, Transport and Regeneration Overview and Scrutiny Committee	
Economic Development Strategy Refresh - Update	
Wards and communities affected: All	Key Decision: Key
Report of: Tim Rignall, Economic Development Manager	
Accountable Head of Service: Matthew Essex, Head of Regeneration	
Accountable Director: Steve Cox, Assistant Chief Executive	
This report is Public	

Executive Summary

Thurrock's ambitious growth agenda is backed by more than £6bn of private sector investment and aims to deliver 18,500 new homes and 26,000 new jobs by 2021. The Thurrock Economic Development Strategy 2007 was created to provide strategic guidance to the Council and its partners in their attempts to create the required economic conditions to achieve these ambitious goals.

At the meeting of this Committee in March 2015 members were advised of the need to refresh the strategy reflecting progress that had been made in implementing the strategy and changes in the external environment, for example the recession.

Since that meeting:

- Work has been undertaken to refresh the economic baseline for Thurrock to understand the extent to which progress had been made against the economic challenges identified in the 2007 EDS; and
- To make sure that the Council, and its partners, are in the best position to focus attention (and resources) on the most pressing issues, an analysis has been undertaken to map out key changes brought about since the previous EDS.

The two pieces of work will aid consideration of how successful previous interventions have been, to assess how relevant these key economic challenges remain and to identify areas of focus moving forward. It should be noted that the review period has been marked by one of the most severe economic downturns on record and that as such the achievements highlighted are even more notable. In line with the previous EDS, the updated analysis shows that Thurrock boasts some clear economic strengths and opportunities, as well as a number of challenges.

This work will now inform the development of the refreshed strategy and a timeline for this has been identified.

1. Recommendation(s)

- 1.1 To note the report and acknowledge key achievements in addressing the economic challenges identified in the 2007 EDS despite the economic downturn.**
- 1.2 To Identify areas of focus for the refreshed Economic Development Strategy.**
- 1.3 To consider whether the Committee would like a bespoke workshop session to discuss the emerging draft strategy during November 2015.**

2. Introduction and Background

- 2.1 In November 2008 Thurrock Council adopted the Thurrock Economic Development Strategy (EDS) as the key guidance document for economic growth and jobs led regeneration in Thurrock.
- 2.2 The purpose of the strategy is to create conditions that will stimulate business growth, inward investment and increase sustainable employment and it identifies the key opportunities and challenges that influence the economy of Thurrock.
- 2.3 At its meeting on 4 March the Committee received a report which outlined the content of the strategy, provided a brief update on the progress made since 2008 and highlighted the need for a refresh of the strategy. Since the last meeting work has been undertaken to update the economic baseline for Thurrock. This baseline has been used to inform an assessment of progress against each of the key challenges identified in the Thurrock EDS.
- 2.4 This report sets out performance in relation to each of the key economic challenges for Thurrock identified in 2007, highlights some of the emerging issues to be addressed by the refreshed strategy and sets out the timetable for the refresh to be completed.

3. Issues, Options and Analysis of Options

Thurrock EDS – Progress against economic challenges

- 3.1 The 2007 Economic Development Strategy (EDS) set out a number of key economic challenges for Thurrock:
 - The need for new employment;
 - A relatively unbalanced employment base;
 - A relatively weak skills base;

- A relatively limited educational offer;
 - A relatively low rate of enterprise; and
 - A number of infrastructure constraints.
- 3.2 To make sure that the Council, and its partners, are in the best position to focus attention (and resources) on the most pressing issues, it is important to map out the key changes brought about since the previous EDS. This will aid consideration of how successful previous interventions have been, to assess how relevant these key economic challenges remain and to identify areas of focus moving forward.
- 3.3 The analysis attached at appendix 1 sets out performance in relation to each of the key economic challenges for Thurrock identified in 2007 for which data is readily available. In line with the previous EDS, the updated analysis shows that Thurrock boasts some clear economic strengths and opportunities, as well as a number of challenges.
- 3.4 It should be noted that the review period has been marked by one of the most severe economic downturns on record and that as such some of the achievements are perhaps even more notable. Some of the obvious highlights are:
- Thurrock saw its local employment rate decline after the economic downturn in 2007/08 – falling from 75.4% of residents in 2007, to just 70.0% of working age residents in 2011. However, following a sharp rise in 2012/13, the employment rate has settled considerably above the national average. In the 12 months to December 2014, 73.4% of working age residents in Thurrock were in employment - above the England (72.5%) average and only slightly below the rate for Essex County (74.1%).
 - The unemployment rate in Thurrock rose sharply after the onset of the economic downturn, peaking at 11.4% of economically active residents in Thurrock in the 12 months to March 2012 (9,400 people). It has declined since then. In the 12 months to December 2014, 6.0% of economically active residents in Thurrock were unemployed (5,000 people). The unemployment rate is now in-line with the rates for Essex County (6.0%) and England (6.2%) as a whole.
 - Between 2007 and 2013, there was an increase of 5,000 jobs in Thurrock (from 63,000 to 68,000). When compared to regional and national economic performance, jobs growth has been comparatively strong.
 - Putting Thurrock's jobs growth in a wider context the area has performed well in relation to many other parts of the country since 2007. London has seen the highest growth in workforce jobs at 13.4%. However, at 7.9%, Thurrock saw a significantly higher rate of jobs growth than the South East (3.7%) and Eastern (3.5%) regional averages. This was also above the rate of jobs growth in both neighbouring Essex County (5.5%) and nationally (3.8%).

- There has been a significant shift towards attainment at the highest qualification levels (NVQ3 and above) among working age residents, and away from qualifications at the lowest levels (NVQ1 and below). In total there are 14,200 more working age residents qualified at Level 3 and above in 2014 than in 2007, and 10,500 fewer residents aged 16-64 whose highest level of qualification is at NVQ Level 1 or below.
- In 2013/14, 57.9% of key stage 4 students in Thurrock achieved 5 A*-C grades at GCSE including English and maths. This was above the Essex County (56.5%) and England (53.4%) averages. This is a significant improvement on local performance in 2007/08, when only 42.6% of KS4 students in Thurrock achieved 5 A*-C grades at GCSE including English and maths.
- Thurrock has seen considerable growth in active enterprises in recent years. The number of active enterprises registered in the local area increased by 1,030 from 2007-2013. The number of Thurrock based enterprises increased throughout the period, even during the recession, and have picked up further in recent years. The extent of Thurrock success in growing its business base can be seen when comparing local performance with other areas of the country. At 25.0%, Thurrock saw a higher rate of business growth in between 2007 and 2013 than for any region in England, including London (23.4%). This was also significantly above the Essex County (6.3%) and national (7.7%) averages.
- Complimenting this, Thurrock has generally seen growth in business space. Compared to national trends, there has been particularly strong growth in industrial and retail space since 2007, reflecting major investments in the local area. This suggests that Thurrock may have gone some way to rectifying the issue of inadequate provision since 2007.

Continuing and future challenges

3.5 Whilst recognising a number of significant achievements the analysis also helps in pointing to a number of areas which might provide the focus for the refreshed EDS:

- There is a significant productivity challenge. The Thurrock economy was worth around £2.8bn (unadjusted for inflation and local price variations) in 2013, equivalent to £17,300 per head of population - 12.2% below the Essex County average of £19,700 and 28.2% below the England average of £24,100.
- Unemployment at 6% remains significantly above pre-recession levels, 3.3% of economically active residents in 2007, or 2,600 people.
- Whilst jobs growth has been strong further work will be needed to ensure that full benefit is realised from investment in the growth hubs to meet the 26,000 jobs target by 2021.

- Between 2007 and 2013 Thurrock's industrial structure remained somewhat uneven: that is to say, within the local economy there remain particularly strong concentrations of employment in a few key areas of activity and a relatively low share of employment in most other industrial groups. Further work is needed to diversify the economic base to make it more resilient.
- Thurrock still has relatively low proportions of residents who are qualified at NVQ Level 3 and above – 40.5% of working age residents in 2014, compared to 53.2% nationally. There is also a relatively high proportion of working age adults with low or no qualifications, including 12,600 Thurrock residents aged 16-64 with no qualifications – making up 12.2% of working age residents, compared to just 8.6% nationally.
- A relatively low proportion of Thurrock students went on to a sustained education destination (54% compared to 64% for England). Although this was an improvement on 2009/10, when 51% of Thurrock students were registered in a sustained education destination.
- There continues to be a relatively low proportion of Thurrock young people going on to Higher Education.
- Of all of the VAT registered businesses registered in 2011, nearly three-quarters (74.8%) were still trading in 2012. This was significantly above the 24-month survival rates for businesses born in 2008 and only marginally below the England average (75.5%). At the same time, this was still lower than the rate for businesses born in Thurrock in 2007 (79.4%), suggesting there remains scope for survival rates to improve further.

The Committee is invited to use the analysis to identify areas of focus for the refreshed EDS.

Timeline for refresh of the EDS Strategy

- 3.6 A timeline has now been set to produce a revised strategy for the Cabinet meeting on 13 January 2016. The timeline and activity plan is summarised below:

Date: Week comm.	Activity
19/10/2015	Agreement of stakeholder lists for discussions
26/10/2015	Information review - Discussions with Council officers and partners to include finance, planning, regeneration and economic development. This will be on a workshop and 1:1 basis.

2/11/2015	Discussions with stakeholders in the six growth hubs to include business representatives, South Essex College and Members. At the same time identify new projects and priorities.
9/11/2015	Draft first version of report and present to stakeholders.
16/11/2015	Review report comments, complete amendments and produce second draft. Workshop with PTR O&S Members to discuss draft
23/11/2015	Report and strategy entered into Cabinet process
13/01/2016	Cabinet

- 3.7 Provision has been included within the timetable for a workshop session with Members of this Committee. Members are asked to indicate whether this is an option that they would like to pursue.

4. Reasons for Recommendation

- 4.1 The Council has acknowledged that regeneration and growth is a priority. This strategy is part of a suite of key strategies which will guide the development of policies and programmes to deliver the vision for Thurrock defined within the Community Strategy.

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

- 5.1 There has been no consultation to date. This is the first stage in the consultation process and there will be a wider consultation once a draft of the refreshed strategy has been developed.

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

- 6.1 The strategy will support all the corporate policies and priorities.
- 6.2 The earlier report on the EDS suggested that the Community Regeneration Strategy and Economic Development Strategy would be merged into one key strategy document through this process.

7. Implications

7.1 Financial

Implications verified by: **John Smith**
Accountant, Corporate Finance

There are no direct financial implications associated with this report, however the delivery programmes that support economic growth will help to generate additional National Non Domestic Rates collections, thus increase the amount of retained rates achieved by the Council. This will support the achievement of

objectives defined within the Thurrock Corporate Plan and Medium Term Financial Strategy.

7.2 Legal

Implications verified by: **Ann Osbourne**
Planning and Regeneration Solicitor

There are no legal implications of this report which is for noting.

7.3 Diversity and Equality

Implications verified by: **Becky Price**
Equalities and Cohesion Officer

This strategy is a key route to securing local benefit from Thurrock's growth programme, and will underpin the achievement of the Council's vision and priorities defined in the Thurrock Community Strategy.

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):

- Thurrock EDS: Progress against priority areas (attached as Appendix 1).
- Draft Thurrock Economic Baseline (currently available from the Economic Development Team, Civic Offices, New Road, Grays RM17 6SL).

9. Appendices to the report

- Thurrock EDS: Progress against priority areas (attached as Appendix 1).

Report Author:

Tim Rignall
Economic Development Manager
CEDU

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Thurrock EDS: progress against priority areas

The 2007 Economic Development Strategy (EDS) set out a number of key economic challenges for Thurrock. These related to areas such as jobs growth, skills and employment and enterprise performance.

In line with the previous EDS, our updated analysis shows that Thurrock boasts some clear economic strengths and opportunities, as well as a number of challenges. To make sure the Council is in the best position to focus attention (and resources) on the most pressing issues, it is important to map out the key changes brought about since the previous EDS. This should help the Council to consider how successful previous interventions have been and to assess how relevant these key economic challenges remain.

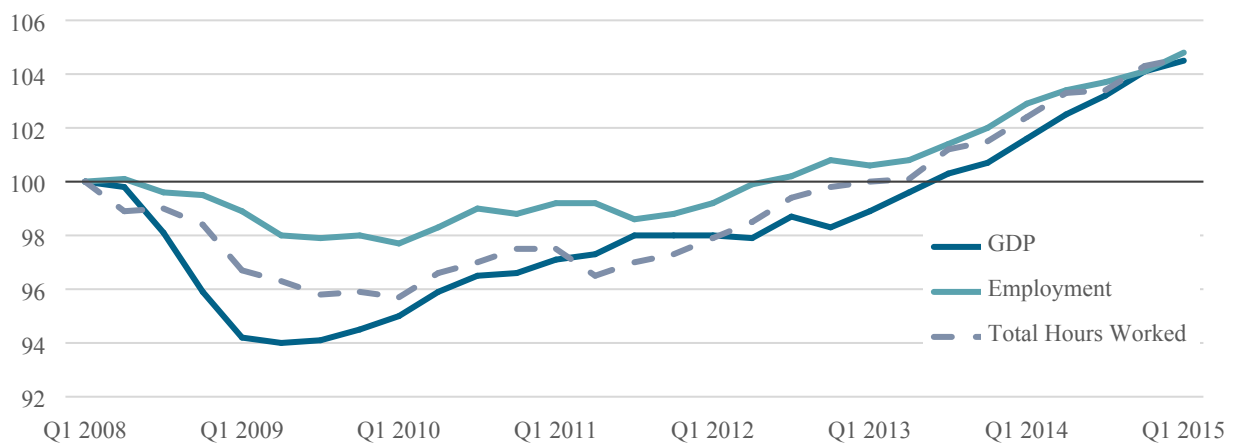
This note sets out performance in relation to each of the key economic challenges for Thurrock identified in 2007 for which data is readily available. It should also be noted that this period has been marked by one of the most severe economic downturns on record.

National economic context

During the 2008 to 2009 economic downturn UK Gross Domestic Product (GDP) fell by around 6% and did not return to its pre-downturn levels until mid-2013. The number of people employed also fell following the downturn, but by just 2.3%.¹ With employment proving more resilient than GDP, the UK produced less output on average per worker employed, indicating a significant decline in the UK's productivity (output per hour worked).

Figure 1: Index of GDP (chained volume measure), employment and hours since Quarter 1 (Jan to Mar) 2008, seasonally adjusted

Index, Q1 2008 = 100



Source: ONS

¹ ONS (2015) - GDP and the Labour Market – Q2 2015 Quarterly Update

In recent periods economic performance has picked up. With unemployment falling towards pre-recession levels for most workers (youth unemployment remains elevated) and signs of rising pay growth in recent data, evidence of a tightening labour market has started to emerge.

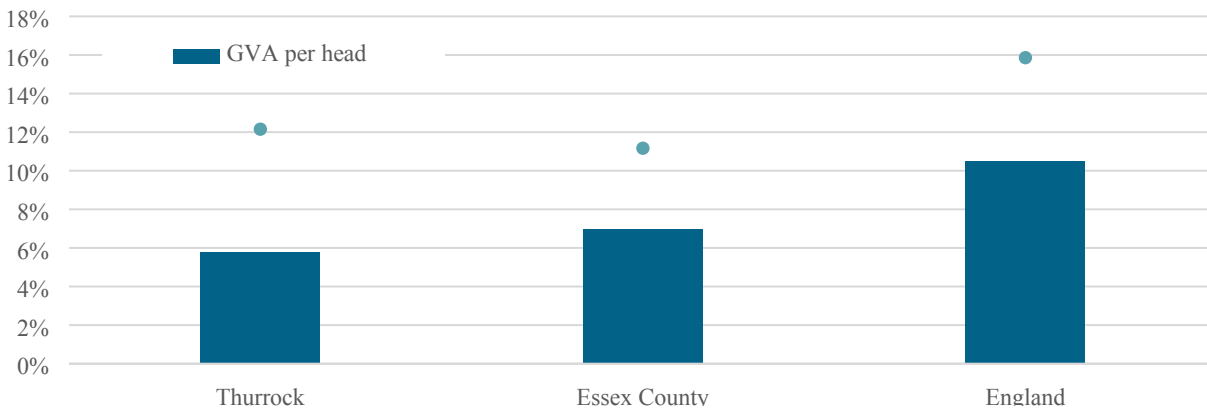
Thurrock’s economic performance

Output

The Thurrock economy was worth around £2.8bn (unadjusted for inflation and local price variations) in 2013, equivalent to £17,300 per head of population - 12.2% below the Essex County average of £19,700 and 28.2% below the England average of £24,100.

As **Figure 2** shows, growth in economic output (GVA²) has been below average in recent years. Between 2007 and 2013, nominal GVA growth was relatively similar in Thurrock (12.2%) and Essex County (11.2%), but below the England average (15.9%). And, taking into account population change, growth in nominal GVA per head in Thurrock (5.8%) was significantly lower than for both Essex County (7.0%) and England (10.5%) during this time.

Figure 2: Percentage change in nominal GVA and GVA per head 2007-2013



Source: ONS

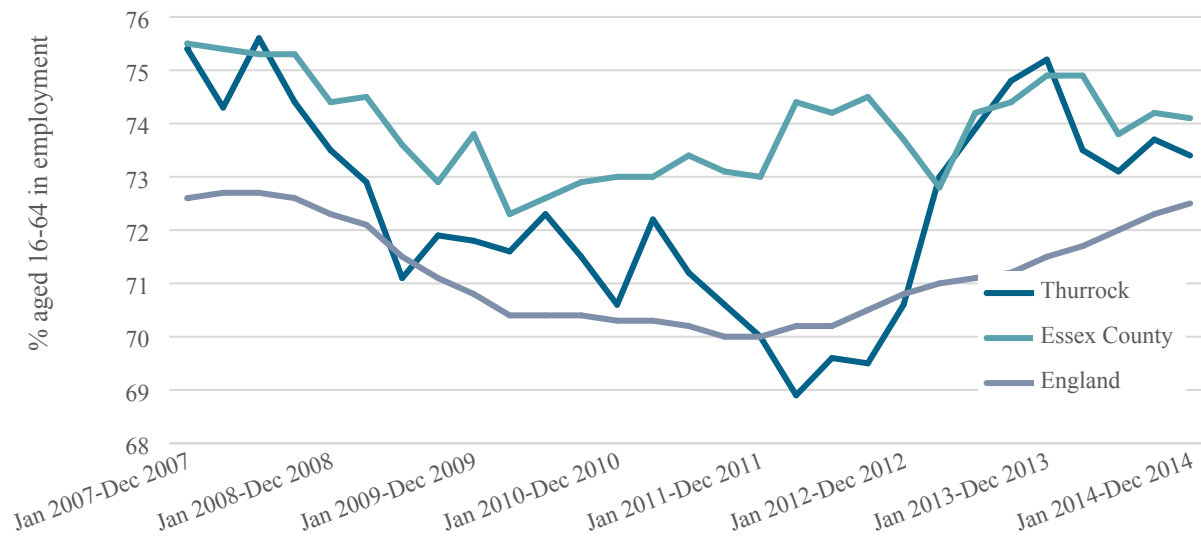
Employment

As **Figure 3** shows, in-line with national trends, Thurrock saw its local employment rate decline after the economic downturn in 2007/08 – falling from 75.4% of residents in 2007, to just 70.0% of working age residents in 2011. However, following a sharp rise in 2012/13, the employment rate has settled considerably above the national average. In the 12 months to December 2014, 73.4% of working age residents in Thurrock were in employment - above the England (72.5%) average and only slightly below the rate for Essex County (74.1%).³

² Gross Value Added (GVA) is a measure of the increase in the value of the economy due to the production of goods and services. It is measured at current basic prices, which include the effect of inflation, excluding taxes (less subsidies) on products (for example, Value Added Tax). GVA plus taxes (less subsidies) on products is equivalent to Gross Domestic Product (GDP).

³ ONS (2015) Annual Population Survey

Figure 3: Employment rate (% of residents aged 16-64 in employment)



Source: ONS APS

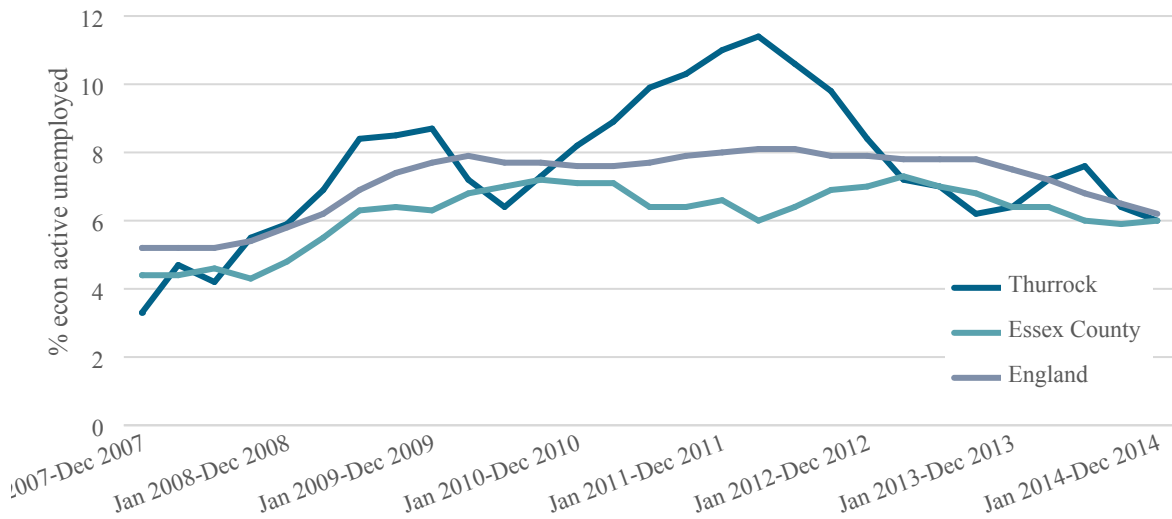
In total, there were 76,600 working age residents in employment in Thurrock in the 12 months to December 2014. Despite a fall in the last year, the *number* of residents in employment is estimated to have increased by 4,500 or 6.2% between 2012 and 2014, and 1,400 or 1.9% between 2007 and 2014.⁴ At the same time, the employment *rate* remains 2.0 percentage points below 2007 levels (indicating that population growth has outpaced employment growth).

Unemployment

In keeping with employment trends, the unemployment rate in Thurrock rose sharply after the onset of the economic downturn, peaking at 11.4% of economically active residents in Thurrock in the 12 months to March 2012 (9,400 people). It has tended to decline since then. In the 12 months to December 2014, 6.0% of economically active residents in Thurrock were unemployed (5,000 people). The unemployment rate is now in-line with the rates for Essex County (6.0%) and England (6.2%) as a whole. At the same time, unemployment remains significantly above pre-recession levels (3.3% of economically active residents in 2007, or 2,600 people).

⁴ ONS (2015) Annual Population Survey

Figure 4: Unemployment rate (% of economically active residents aged 16+)



Source: ONS APS

Thurrock’s EDS priorities

“The need for new employment”

The 2007 EDS stated that: “The overarching challenge for Thurrock is to create new jobs” and included a headline target to create 26,000 more jobs in the local economy by 2021. An increase in job opportunities was considered vital to the Thurrock’s “economic, social and environmental sustainability”, particularly in light of the area’s growing population.⁵ **Table 1** outlines in more detail the potential for jobs growth in key industrial sectors, as set out in 2007.

Table 1: Potential employment growth in Thurrock 2007-2021

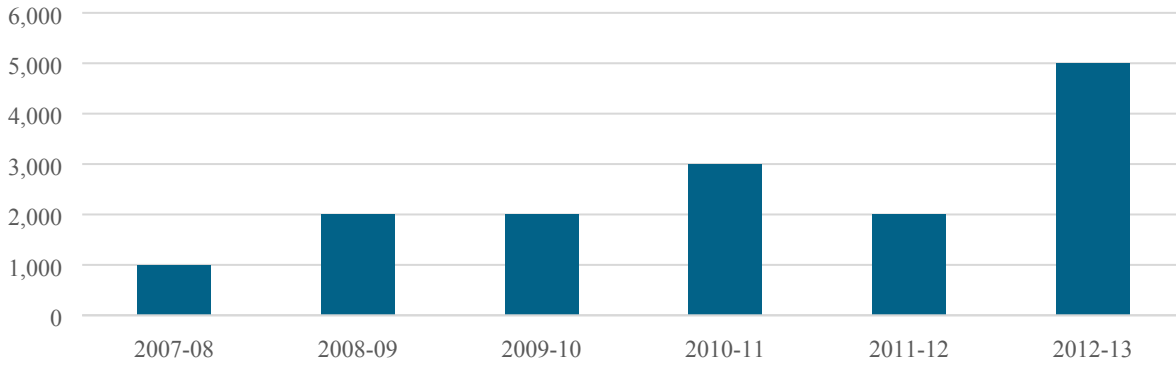
‘Core’ Sectors	
Port, Logistics and Transport	10,000
Retail	3,000-11,000
Construction	1,300
Total: core sectors	14,300 - 22,300
‘Opportunity’ Sectors	
Business Services	2,000
Recreation & Leisure	1,800
Environmental Tech, Recycling and Energy	1,000-1,500
Creative Industries	1,000
Public Sector Services	2,000
Total: opportunity sectors	7,800 - 8,300
Total	
Total: overall	22,100 – 30,600

Source: Thurrock Economic Development Strategy 2007

⁵ Thurrock Economic Development Strategy (2007)

As **Figure 5** shows, between 2007 and 2013, there was an increase of 5,000 jobs in Thurrock (from 63,000 to 68,000). Extrapolating trend growth from 2007-2013 would see an increase of 11,800 jobs by 2021.⁶ This would be short of the 2007 target, although recent investments in the local economy (e.g. London Gateway, Port of Tilbury, Lakeside) may offer potential for faster jobs growth in the coming years.

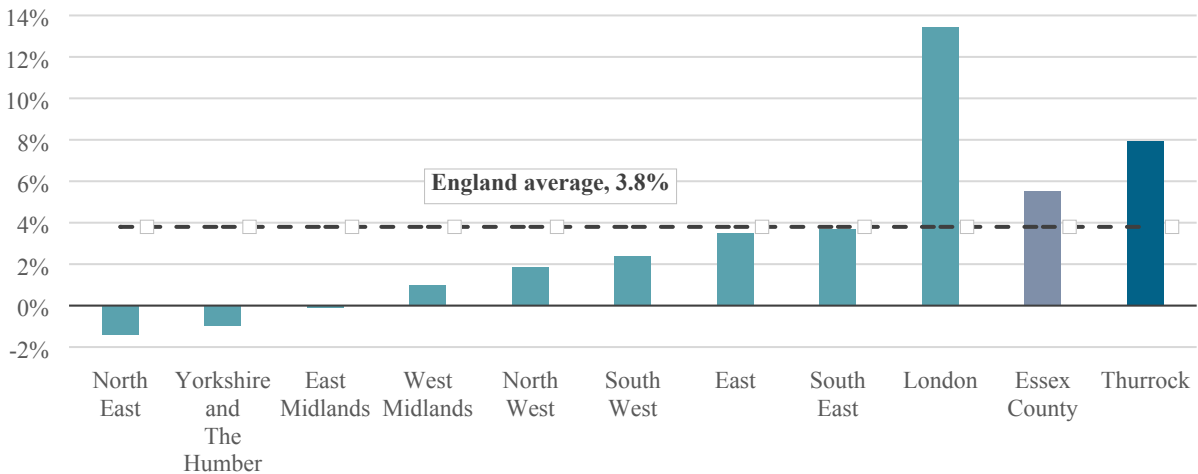
Figure 5: Jobs growth in Thurrock 2007-2013 (cumulative)



Source: ONS Jobs Density

Moreover, putting Thurrock’s jobs growth in a wider context, it is evident that the area has performed relatively well in relation to many other parts of the country since 2007. **Figure 6** shows the percentage change in workforce jobs between 2007 and 2013. As can be seen, London was the region that saw the highest growth in workforce jobs at 13.4%.⁷ However, at 7.9%, Thurrock saw a significantly higher rate of jobs growth than the South East (3.7%) and Eastern (3.5%) regional averages.⁸ This was also above the rate of jobs growth in both neighbouring Essex County (5.5%) and nationally (3.8%).

Figure 6: % Jobs growth 2007-2013



Source: ONS Jobs Density

⁶ ONS (2015) Jobs Density

⁷ This is one of the defining trends since 2007: while the economic recovery has been relatively ‘jobs rich’, jobs growth has been heavily focused on London. England has seen total jobs rise by around 1.01m from 2007-2013 (from 26.6m to 27.6m) – with 635,000 of these jobs (62.9%) created in London. Source: ONS (2015) Jobs Density

⁸ ONS (2015) Jobs Density

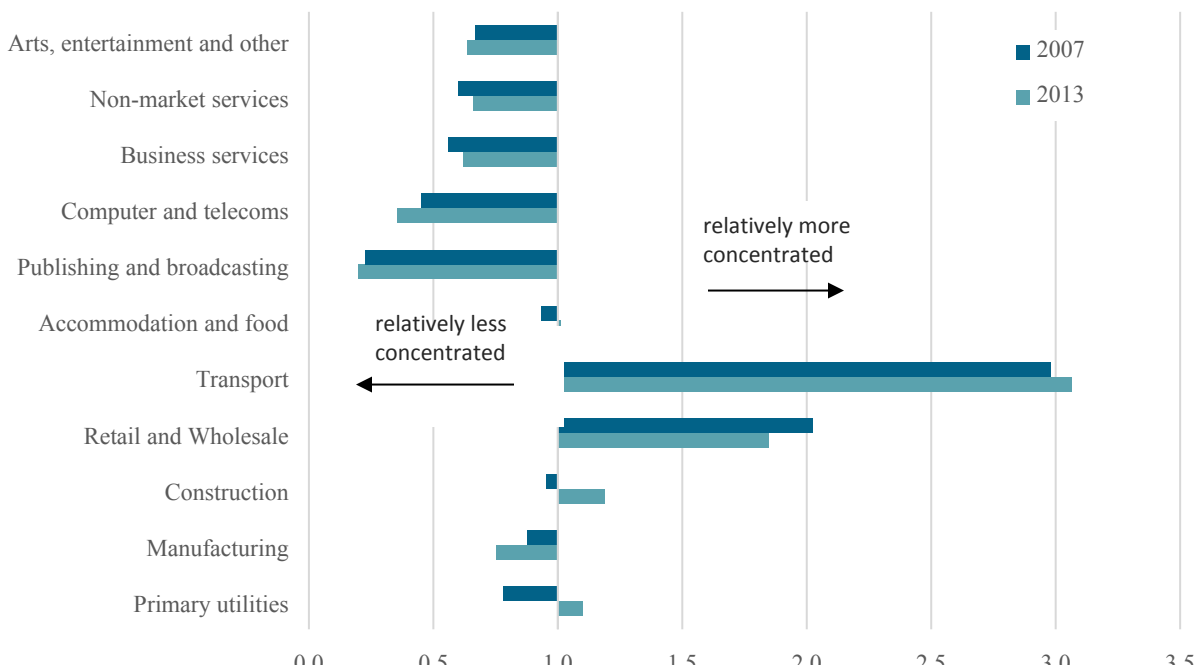
Without a significant uplift in job creation in the coming years, Thurrock does not appear to be on track to meet the 26,000 jobs target by 2021. However, when compared to regional and national economic performance, jobs growth has been comparatively strong in recent years.

“A relatively unbalanced employment base”

The EDS acknowledged that the Thurrock economy has historically been driven by the presence of several large sectors which have dominated the business base in employment terms, particularly: transport; logistics; port functions; and retail. The EDS set out the challenge to diversify the economy to be “less dependent upon a relatively narrow range of sectors”. At the same time, increased diversification could not be at the expense of the area’s “core sectors”.⁹

To establish how successful Thurrock has been in diversifying its economy, **Figure 7** sets out a detailed sectoral analysis of local employment, based on location quotients.¹⁰

Figure 7: Location Quotient, 2007 and 2013 (vs UK)



Source: East England Forecasting Model

As the chart shows, between 2007 and 2013 Thurrock’s industrial structure remained somewhat uneven: that is to say, within the local economy there remain particularly strong concentrations of employment in a few key areas of activity and a relatively low share of employment in most other industrial groups. More specifically, compared to the national (UK) average:

⁹ The core employment growth sectors were the sectors already strong in Thurrock, generating natural growth and employment. The opportunity employment growth sectors were sectors less established, where future growth would need to be induced by partners - Thurrock Economic Development Strategy (2007)

¹⁰ A location quotient (LQ) is a ratio that compares an area to a larger reference area according to some characteristic or asset. It can reveal what makes a particular area “unique” in relation to the national average. An LQ of greater than one implies relative concentration of employment (compared to the UK average); an LQ of less than one implies a relative lack of concentration in a given sector.

- There is a particularly high concentration of employees in the transport grouping, and this has become more concentrated since 2007 (LQ of 3.1 in 2013, up from 3.0 in 2007).
- The share of employees in retail and wholesale was also very high, with an LQ of 1.8 (although, down from 2.0 in 2007), while construction has become more important to the local economy since 2007 (LQ of 1.2, up from 1.0 in 2007).
- Employment is less concentrated in most other sectors, most significantly in the higher value-added business services and computer and telecoms sectors. These sectors had LQ's in 2013 of 0.6 and 0.4 respectively. This has not changed significantly since 2007.

Why does the concentration of industries matter?

To an individual, it matters because the pattern of geographical concentration of industries influences the economic opportunities available in the area in which they live. For example, a potential employee faces a very different labour market in Thurrock to other parts of Greater Essex.

To policy makers, the geographical concentration of economic activity matters because it may have an impact on the potential for economic growth in the economy (depending on the sectors). Economic inequalities can also result from an uneven economic geography.

“A relatively weak skills base”

The 2007 EDS highlighted a relatively low level of higher level qualifications in the Thurrock labour force, particularly with regards to Level 3 qualifications and above. It also noted relatively low rates of progression from secondary school to further and higher education (FE and HE) and called for a “platform for uplift” in the quality of the local skills base, ensuring these are relevant to the business base.¹¹

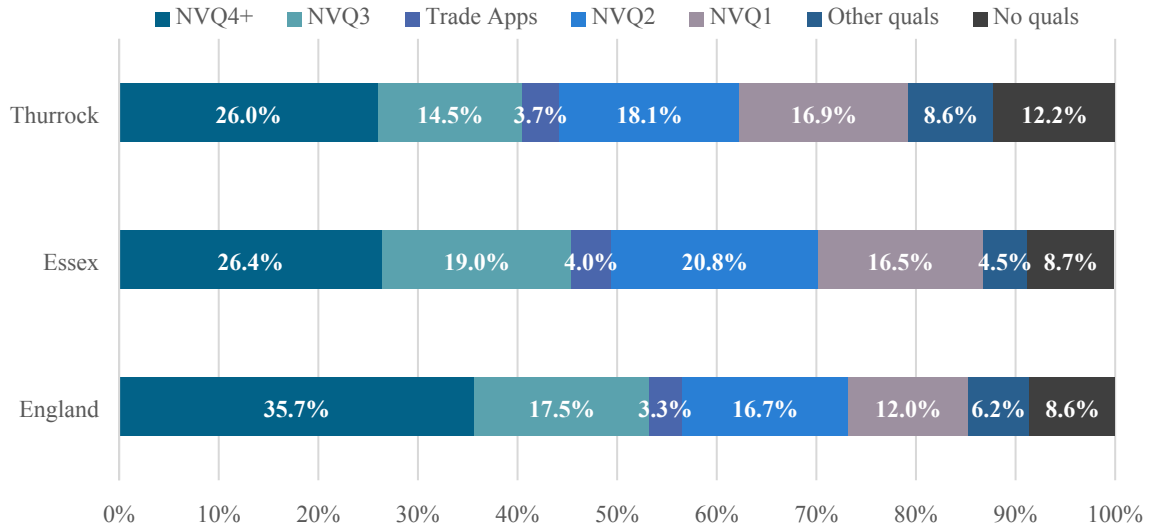
Adult skills

Looking at data for 2014, Thurrock still has relatively low proportions of residents who are qualified at NVQ Level 3 and above – 40.5% of working age residents in 2014, compared to 53.2% nationally.¹² There is also a relatively high proportion of working age adults with low or no qualifications, including 12,600 Thurrock residents aged 16-64 with no qualifications – making up 12.2% of working age residents, compared to just 8.6% nationally.

¹¹ Thurrock Economic Development Strategy (2007)

¹² ONS (2015) Annual Population Survey

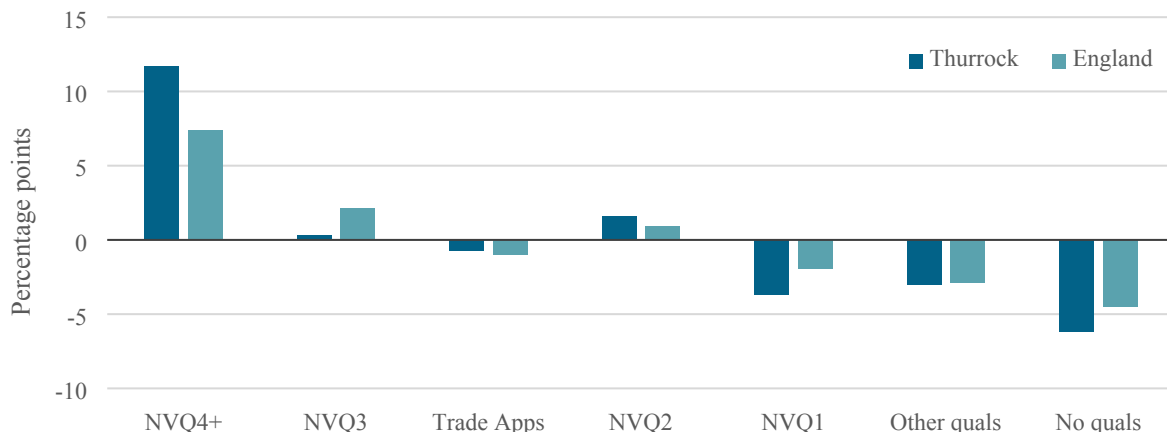
Figure 8: Qualifications profile 2014 (% residents aged 16-64 by highest level of qualification)



Source: ONS APS

However, there have been considerable **improvements in qualifications attainment in recent years**. Between 2007 and 2014 there was a significant shift towards attainment at the highest qualification levels (NVQ3 and above) among working age residents, and away from qualifications at the lowest levels (NVQ1 and below). In total there are 14,200 more working age residents qualified at Level 3 and above in 2014 than in 2007, and 10,500 fewer residents aged 16-64 whose highest level of qualification is at NVQ Level 1 or below (including ‘other qualifications’). While these trends have also taken place nationally, they have been particularly marked in Thurrock - as **Figure 9** shows.

Figure 9: Change in % of residents aged 16-64 by qualification (pp, 2007-2014)



Source: ONS APS

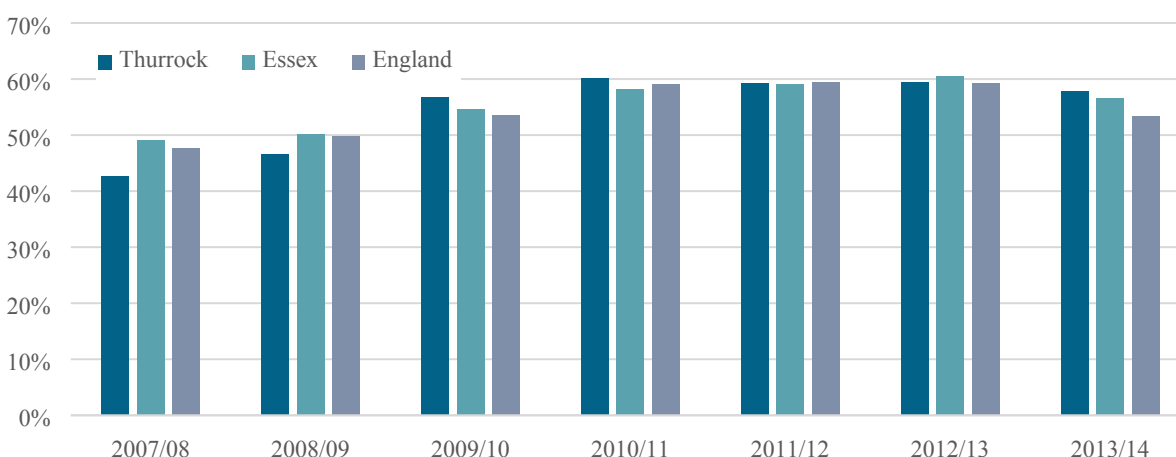
This matters because if Thurrock’s residents are to benefit from the jobs available in the local economy, they need to have in-demand skills. And employment rates vary significantly by qualification level: 84.4% working age residents qualified at NVQ4+ were in employment in 2014, compared to 63.1% of those qualified at NVQ1 and below (including ‘other qualifications’).¹³

Education attainment

One contributory factor to improving adult skills is improvements in education performance in Thurrock at GCSE level. In 2013/14, 57.9% of key stage 4 students in Thurrock achieved 5 A*-C grades at GCSE including English and maths. This was above the Essex County (56.5%) and England (53.4%) averages.¹⁴

As **Figure 10** reveals, this is a significant improvement on local performance in 2007/08, when only 42.6% of KS4 students in Thurrock achieved 5 A*-C grades at GCSE including English and maths. It should also be noted that figures for 2013/14 are not directly with earlier years due to major education reforms (which could explain the small decline in performance in the most recent year).¹⁵

Figure 10: Percentage of pupils at the end of Key Stage 4 achieving at GCSE and equivalents (5 A*-C grades including English & maths)



Source: Department for Education

Destinations of school leavers

Looking at the destinations of students following A Levels or other level 3 qualifications (in the key stage 5 cohort), 71% of Thurrock students continued, or remained, in an education or employment destination in 2012/13, in-line with the national rate.

Table 2: Percentage of students, in 2011/12, who entered an A Level or other Level 3 qualification, going to, or remaining in, an education or employment destination in 2012/13 (state-funded)

Area	Thurrock	Essex	England
Sustained education or employment/training destination			

¹³ ONS (2015) Annual Population Survey

¹⁴ Department for Education (2015) Performance Tables

¹⁵ In particular, two major reforms have been implemented which affect the calculation of key stage 4 (KS4) performance measures data in 2014: Professor Alison Wolf's Review of Vocational Education recommendation; and, An early entry policy to only count a pupil's first attempt at a qualification.

Sustained education destination	54.0%	59.0%	64.0%
Sustained Employment and/or Training destination	16.0%	12.0%	6.0%
Education/employment/training combination destination	1.0%	1.0%	1.0%
Percentage not recorded in the measure			
Destination not sustained	12.0%	8.0%	9.0%
Destination not sustained / recorded NEET	3.0%	3.0%	2.0%
Activity not captured in data	14.0%	17.0%	18.0%
UCAS acceptance for deferred entry	---	3.0%	3.0%

Source: Department for Education

Looking more closely though, a relatively low proportion of Thurrock students went on to a sustained education destination (54% compared to 64% for England). Although there was an improvement on 2009/10, when 51% of Thurrock students were registered in a sustained education destination,¹⁶ a relatively high proportion of students did not have a sustained destination or were recorded as Not in Employment Education or Training (NEET).

More specifically, 310 people aged 16-18 were Not in Employment Education or Training in Thurrock at the end of 2014, 5.2% of the people in this age group known to the authority, compared to 4.6% for Essex County.¹⁷

“A relatively limited educational offer”

The 2007 EDS identified that Thurrock did not offer “significant breadth in availability and delivery of FE and HE”. The strategy sought to support the development of an education and learning offer that was strong in both depth and breadth.

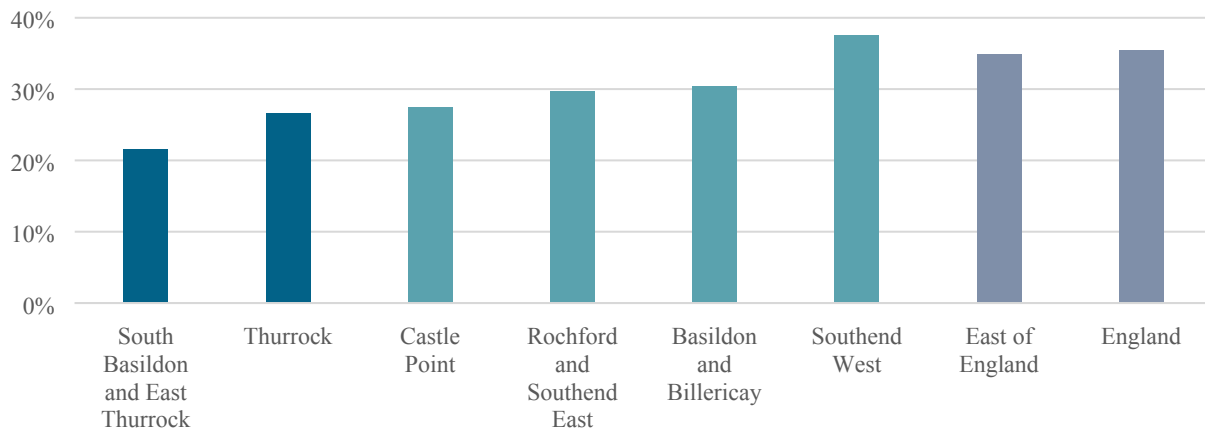
UCAS applications

There continues to be a relatively low proportion of young people going on to Higher Education. **Figure 11** shows 18 year old application rates for the parliamentary constituencies in South Essex compared to the East of England and England averages. It shows a significant variation within the South Essex, with the lowest application rates among 18 year olds in South Basildon and East Thurrock (21.6%) and Thurrock (26.6%). This was far below the England average of 35.4%.

¹⁶ Department for Education (2012) destinations of key stage 4 and key stage 5 pupils.

¹⁷ Department for Education (2015) NEET data by local authority

Figure 11: January deadline application rates in 2015 for UK 18 year olds



Source: UCAS Analysis and Research

Apprenticeships

There has also been an expansion in the number of apprenticeships, reflecting national trends. Compared to 2007/08, there was a 120% increase in the number of apprenticeship starts in 2013/14. Apprenticeships play an important role in matching skills to business and employer needs.

Table 3: Apprenticeship starts in Thurrock, by level

Year	Intermediate	Advanced	Higher	Total starts*
2007/08	370	180	0	540
2008/09	400	190	0	600
2009/10	480	180	0	670
2010/11	810	340	0	1,150
2011/12	870	390	0	1,270
2012/13	770	520	20	1,310
2013/14	750	410	30	1,190
2014/15	650	450	30	1,130
Change 2007/08 – 2014/15	280	270	30	590
% Change 2007/08 – 2014/15	75.7%	150%	n/a	109.3%

* Rounding may mean intermediate + advanced + higher ≠ total starts.

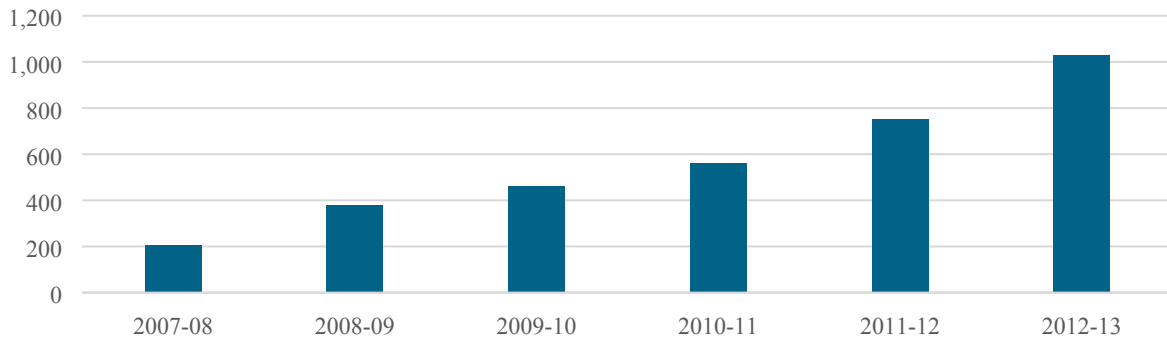
Source: BIS FE data library: apprenticeships

“A relatively low rate of enterprise”

The 2007 EDS pointed towards low but improving rates of enterprise formation in Thurrock, combined with relatively high rates of business failure. The challenge set out in the EDS was to facilitate higher rates of sustainable business formation by building on an improving enterprise base and supporting Thurrock businesses to grow, develop and diversify.

Thurrock has seen considerable growth in active enterprises in recent years. Using data from the ONS Business Demography series, the number of active enterprises registered in the local area increased by 1,030 from 2007-2013.¹⁸ The number of Thurrock based enterprises increased throughout the period, even during the recession, and has picked up further in recent years.

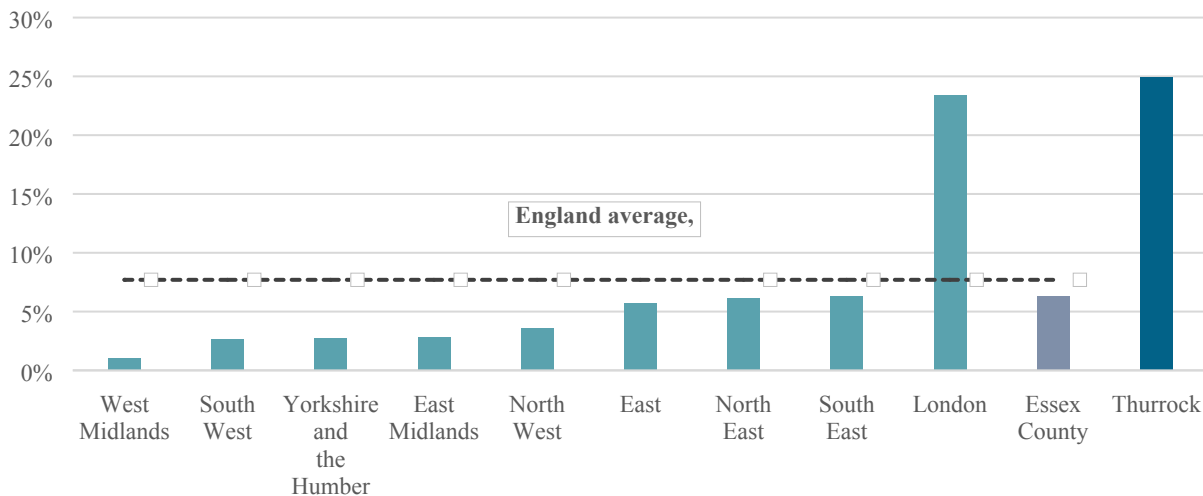
Figure 13: Active enterprise growth in Thurrock 2007-2013 (cumulative)



Source: ONS Business Demography

The extent of Thurrock success in growing its business base can be seen when comparing local performance with other areas of the country. At 25.0%, Thurrock saw a higher rate of business growth in between 2007 and 2013 than for any region in England, including London (23.4%). This was also significantly above the Essex County (6.3%) and national (7.7%) averages.

Figure 14: % growth in active enterprises 2007-2013

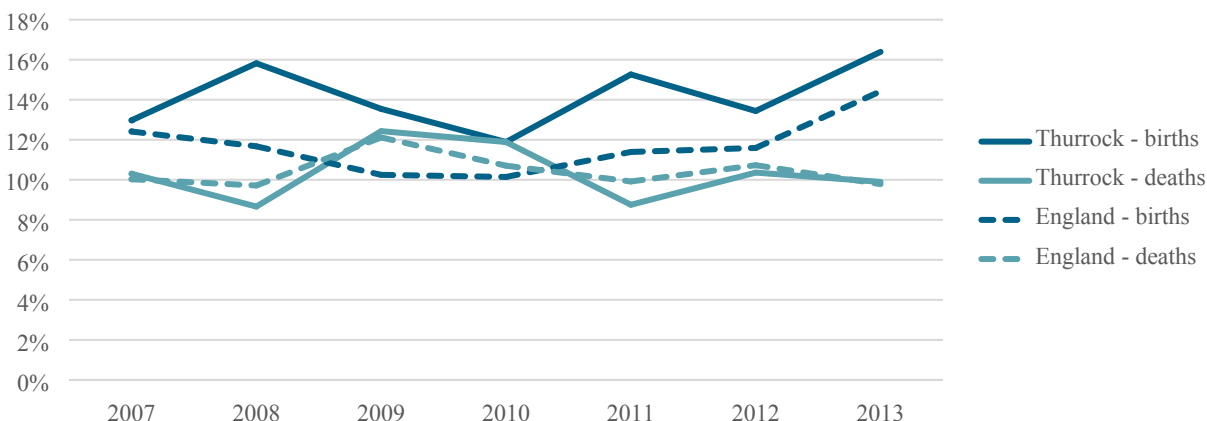


Source: ONS Business Demography

Figure 15 (overleaf) illustrates in more detail the nature of business performance, showing Thurrock consistently outperforming the national average in terms of new business registrations between 2007 and 2013, while the rate of business failures was marginally below the national average in most years (with the exception of 2009-2010).

¹⁸ ONS (2015) Business Demography. Note: this definition of an active business is based on activity at any point in the year, whereas ONS Business Counts is based on an annual snapshot at a point in time.

Figure 15: Business births and deaths 2007-2013 (% of active enterprises)



Source: ONS Business Demography

Looking more closely at business survival, as **Table 4** shows, survival rates in Thurrock worsened following the economic downturn, but have generally improved since the recession. Of all of the VAT registered businesses registered in 2011, nearly three-quarters (74.8%) were still trading in 2012. This was significantly above the 24-month survival rates for businesses born in 2008 and only marginally below the England average (75.5%). At the same time, this was still lower than the rate for businesses born in Thurrock in 2007 (79.4%), suggesting there remains scope for survival rates to improve further.

Table 4: Survival rates of businesses born since 2008, Thurrock and England (%)

Year of birth / age in years	Thurrock						England					
	2007	2008	2009	2010	2011	2012	2007	2008	2009	2010	2011	2012
1 year	94.4	92.7	92.6	89.0	93.7	94.7	95.4	92.1	90.9	86.8	93.1	91.1
2 year	79.4	73.7	72.1	75.2	74.8	--	81.3	73.9	73.9	72.5	75.5	--
3 year	57.9	53.3	58.2	57.8	--	--	62.9	57.9	59.7	57.1	--	--
4 year	48.6	43.8	48.4	--	--	--	51.9	48.8	48.9	--	--	--
5 year	42.1	37.2	--	--	--	--	44.4	41.2	--	--	--	--

Source: ONS Business Demography.

A wider range of metrics, available only at LEP level, shows the South East LEP area having a proportion of 15.8% of its businesses being 'fast-growing', compared to the national average of 16.0%.¹⁹

“A number of infrastructure constraints”

Complimenting this, Thurrock has generally seen growth in business space. The EDS called it “imperative” that Thurrock was able to offer quality, sustainable and flexible sites offering opportunities for future growth and development.²⁰ Between 2007 and 2012, Thurrock saw an increase of:

- 86,000 m² of industrial floorspace;

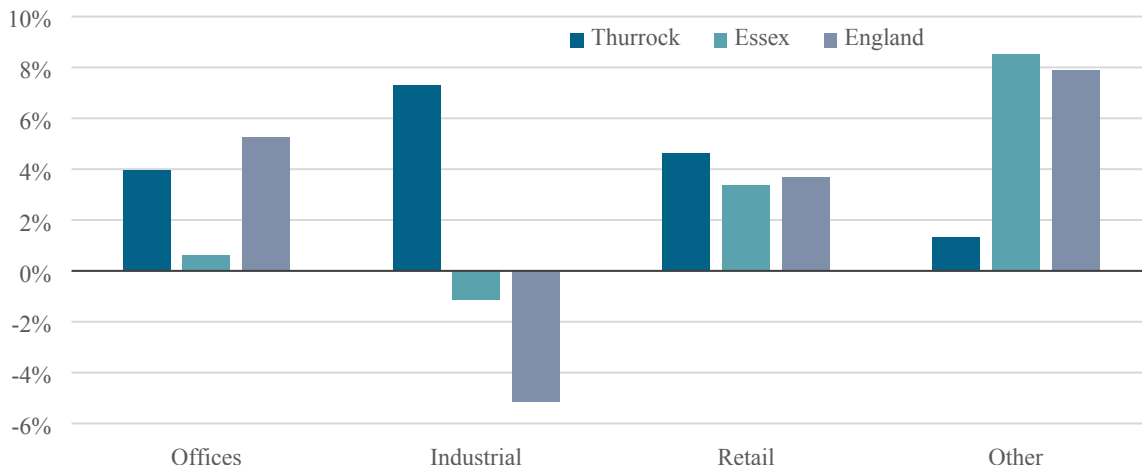
¹⁹ Enterprise Research Centre (2015) Growth Dashboard – June 2015.

²⁰ Thurrock Economic Development Strategy (2007)

- 19,000 m² of retail floorspace;
- 3,000 m² of office floorspace; and
- 1,000 m² of 'other' floorspace

As **Figure 16** shows, compared to national trends, there has been particularly strong growth in industrial and retail space since 2007, reflecting major investments in the local area. This suggests that Thurrock may have gone some way to rectifying the issue of inadequate provision since 2007, although this data does not reveal anything about the quality and suitability of floorspace being provided. It also indicates that the growth in office lagged behind the England average during this period.

Figure 16: % change in business floorspace, by type (2007-2012)



Source: VOA

4 November 2015	ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Highway Maintenance Update	
Wards and communities affected: All	Key Decision: Key
Report of: Cllr. Oliver Gerrish, Portfolio Holder for Highways and Transportation	
Accountable Head of Service: Ann Osola, Head of Transportation and Highways	
Accountable Director: David Bull, Director of Planning and Transportation	
This report is Public	

Executive Summary

The Council is committed to following best practice guidance to obtain maximum added value for investment in highway asset. Following on from the Local Government Association strategic review which was completed in January 2015 the Council has invested in new software to make better use of its highway asset information sets. The integrated data sets will inform the refresh of Council's policies which will determine priorities for the 2016-17 Highway Capital Programme.

1. Recommendation(s)

That the Planning, Transport, Regeneration Overview and Scrutiny Committee:

- 1.1 Notes the improvements being made in the Transportation & Highways department to make better use of the available information.**
- 1.2 Agrees to receive a report including a draft 2016-17 Highway Capital Programme of capital investment priorities at its January 2016 meeting.**

2. Introduction and Background

- 2.1 The Council, as Local Highway Authority, is responsible for maintaining Thurrock's highway network including:
 - 560km of carriageway;

- 1000km of footway;
- 133 structures;
- 168 roundabouts;
- 50 traffic signals;
- 1,750 lighting columns;
- 3,500 illuminated signs;
- 1,500 illuminated bollards;
- 30,000 signs; and
- 20,000 gullies

- 2.2 All of the above are used by Thurrock's residents, businesses and visitors. As Thurrock grows and evolves it is important to continue to maintain its existing highway asset as well as new infrastructure to accommodate new developments.
- 2.3 As the Local Highway Authority the Council has statutory responsibilities for highway maintenance and the safety of the road users. This includes the obligation to inspect and maintain the highway to a reasonable condition.
- 2.4 Historically, the Council has relied upon its Department for Transport (DfT) capital funding allocation for providing capital improvements to its highway infrastructure. Over the years, funding restrictions have had the effect of increasing the number of reactive repairs putting increasing pressures on existing revenue budgets.
- 2.5 In 2014-15 the Council, in recognition of the infrastructure deficit was able to allocate £10m of capital funding towards reducing this deficit.
- 2.6 The DfT has developed a range of initiatives designed to assist Local Highway Authorities to use best practice measures to maximise the value gained from limited highway maintenance budgets. This includes the establishment of the Highway Maintenance Efficiency Programme (HMEP), geared to sharing best practice and providing support to Local Highway Authorities in improving the efficiency of their operations.
- 2.7 In October 2014, the Council secured the funding support to allow a Local Government Association strategic HMEP review.
- 2.8 The DfT has changed their method of providing highway capital funding. This is now split into three categories. One category is, as before, based on the size and needs of the network. A new category Incentive Funding will be allocated to Local Highway Authorities who can demonstrate compliance with HMEP recommendations and operational standards. The third category is Capital Challenge funding which will be allocated on the basis of competitive maintenance bids. The emphasis on the Incentive Fund and Capital Challenge will increase through the funding period up to 2019. This funding arrangement is intended to incentivise all Local Highway Authorities to embrace evolving best practice. It is recognised that this process will require continual improvements over a number of years. Clearly, it is in

Thurrock's interest to develop working practices to allow us to make best advantage of the new funding arrangements.

3. Issues, Options and Analysis of Options

3.1 In December 2014, Cabinet accepted the recommendations from the Transportation & Highway Service Strategic Review to develop a highway improvement plan which will equip Thurrock Council with a modern efficient continually improving service able to secure and make best use of maintenance funding.

3.2 The Highways and Transportation team aligns its service delivery to the HMEP strategic review recommendation as presented to Cabinet in December 2014. These included:

- CPC4 – understanding your assets and setting priorities for each asset;
- EC2 – fit for purpose 'resilient and integrated' approach to asset management; and
- DC4 – asset data as a platform to develop a good programme management approach.

3.3 The Highways team possesses a large amount of data in various formats which has relied upon professional engineering judgement to integrate and inform investment decisions. The team has recently invested in new software which can amalgamate data sets to provide an integrated profile of highways assets across Thurrock. The information resulting from this revised process will enable better engagement with stakeholders. The asset information and the views of the stakeholders will be used to inform the 2016-17 Highways Capital Programme. This in turn will provide the basis for further development of the asset database and the optimisation of the highway lifecycle management. The Highways team will be able to support their decision making process with the objective and transparent reports which will enable wider engagement with community stakeholders.

3.4 In the development of this process, it would be beneficial if the Scrutiny Committee would agree to consider and discuss the next stage outputs which will be the creation of the draft Highways Capital Programme in January 2016 prior to submission to Full Council in March 2016.

4. Reasons for Recommendation

4.1 Transportation & Highways are developing a revised process for the efficient management of highways capital works. This has reached the position where the consideration and discussion from the Scrutiny Committee will assist in the further development of this process.

4.2 The proposed way forward supports the efficient discharge of Thurrock Council's statutory obligation as Local Highway Authority, the proactive

management of future revenue budgets and the preparation of future grant fund bidding.

- 4.3 The involvement of the Scrutiny Committee would broaden stakeholder input into the Highways Capital Programme prioritisation.
- 4.4 In January 2016 a draft Highways Capital Programme will be available prior to its submission to Full Council in March 2016. It would be beneficial if this Scrutiny Committee would consider and comment on this draft programme prior to finalisation of the Full Council report.

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

- 5.1 This report forms part a consultation process to inform the 2016-17 Highways Capital Programme.

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

- 6.1 This report is consistent with corporate priorities especially “protecting and promoting our clean and green environment”.

7. Implications

7.1 Financial

Implications verified by: **John Smith, Corporate Finance Consultant**

This report has no financial implications.

7.2 Legal

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

This report has no legal implications.

7.3 Diversity and Equality

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

This report has no diversity and equality implications.

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):

- Cabinet 17 December 2014 Highways Maintenance Efficiency Programme – Strategic Review and Recommendations for Improvement
- Council 11 March 2015 Cabinet Member Report – Highways and Transportation Capital Programme 2015/16
- Details of the HMEP programme are accessed on the website www.highwaysefficiency.org.uk

9. **Appendices to the report**

- None

Report Author:

Les Burns

Chief Highways Engineer

Transportation & Highways

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Work Programme

Committee: Planning, Transport & Regeneration Overview and Scrutiny

Year: 2015/2016

Item	Date Added	Request By (Members/Officers)	Lead Officer	Progress / Update required
29 July 2015				
Shaping the Council Budget update (if applicable)	May 2015	Officers	Sean Clark	
Thames Enterprise Park Update	April 2015	Officers	Andy Millard	
Grays South Update	April 2015	Officers	Mathew Essex	
Report on Local Bus Services	May 2015	Officer	Ann Osola	
Work Programme	Continuous	Members/Officers	Democratic Services Officer	
16 September 2015				
Heritage, Arts & Culture Ambitions in Thurrock	April 2015	Officers	Mathew Essex	
Work Programme	Continuous	Members/Officers	Democratic Services Officer	
4 November 2015				
Shaping the Council Budget update (if applicable)	May 2015	Officers	Sean Clark	
Economic Development Strategy Update	April 2015	Officers	Mathew Essex	
Highways Update	May 2015	Officers	Ann Osola	
Work Programme	Continuous	Members/Officers	Democratic Services Officer	
20 January 2016				
Shaping the Council Budget update (if applicable)	May 2015	Officers	Sean Clark	

Work Programme

Item	Date Added	Request By (Members/Officers)	Lead Officer	Progress / Update required
Issues and Options – Local Plan	April 2015	Officers	Andrew Millard	
Lower Thames Crossing	April 2015	Officers	David Bull & Ann Osola	
Investment in Highways Lighting	May 2015	Members/Officers	David Bull & Ann Osola	
Tilbury Programme Update	April 2015	Officers	Mathew Essex	
Work Programme	Continuous	Members/Officers	Democratic Services Officer	
2 March 2016				
Shaping the Council Budget update (if applicable)	May 2015	Officers	Sean Clark	
Lakeside progress update			Andy Millard	
Traveller transitional sites and permanent sites			Andy Millard	
Work Programme	Continuous	Members/Officers	Democratic Services Officer	

To be allocated; Grays South Update

Full details of Member's decisions can be viewed in the Minutes on the Council's Committee Management Information System - <http://democracy.thurrock.gov.uk/thurrock/>