

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

Extraordinary Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **6.30 pm** on **9 February 2016**

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

Membership:

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

Substitutes:

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

Agenda

Open to Public and Press

	Page
1. Apologies for Absence	
2. Minutes	5 - 12
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 20 January 2016.	
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	
5. Lower Thames Crossing Witness Session Update	

The Committee to receive an update from the Director of Planning and Transportation regarding the Lower Thames Crossing Witness Session.

6. Highways England

A presentation by Highways England followed by questions from the Committee.

7. Members Statements

The Committee to receive statements from those Members who provided prior notice.

8. Additional Evidence

The Committee are requested to discuss any additional evidence that may be supplied in advance of the meeting.

9. Lower Thames Crossing Consultation Options **13 - 20**

10. Work Programme **21 - 22**

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: **1 February 2016**

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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 20 January 2016 at 7.00 pm

Present: Councillors Brian Little (Chair), Robert Gledhill, Steve Liddiard and Robert Ray

Apologies: Councillors Martin Kerin (Vice-Chair) and Peter Smith

In attendance: Ann Osola, Head of Highways & Transportation
Matthew Essex, Head of Regeneration
Andrew Millard, Head of Planning & Growth
Les Burns, Chief Highways Engineer
Sean Nethercott, Growth & Strategy Team Leader
Chris Atkinson, C2C Communications and Stakeholder Manager
Julie Davis, C2C - Group Station 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.

20. Minutes

The minutes of the Planning Transportation and Regeneration Overview and Scrutiny Committee held on the 4 November 2015 were approved as a correct record.

21. Items of Urgent Business

There were no items of urgent business.

22. Declaration of Interests

Councillor Gledhill declared a non-pecuniary interest in respect of Agenda Item 5 C2C timetable changes as many of his employees at his business could be affected by the changes.

23. C2C Train Timetable Changes

The Head of Highways introduced the report to members explaining that recent changes had occurred to the C2C timetable. The Communication and stakeholder manager and group area station manager was invited to the Committee to speak in doing so the following points were made;

- The Timetable had been changed due to a 15% increase in passengers in last 5 years, which had resulted in shifting carriages

around to match the demand, and also to improve links to and within London with 20-25% more trains stopping at TFL interchanges.

- C2C informed the Committee that they had already doubled the length of key trains in AM and PM peaks, and reduced the number of trains that called at West Ham; also season ticket holders had been offered a cash back equivalent to two days' travel as an apology for disrupted journeys.
- In the near future C2C would be identifying additional rolling stock for extra seats and had an agreement in principle in place with another train operator for some additional carriages which would be targeted at the busiest peak trains.
- There would be a focus on maintaining position as most punctual train operator in UK, introducing flexible season tickets to provide better value for money, and also stating a three year £33m station investment programme.
- C2C's franchise ends in 2029.

Councillor Halden proposed the following question 'There has been much concern regarding the C2C timetable change, however the suggestion of changes have been mooted. Can C2C explain how they are judging complaints and how that is informing possible changes?' C2C explained that C2C had an accurate load weigh data on each train that produced an accurate number of people on each train at each stop. It was added that C2C employees and network rail regularly carried out spot checks.

Councillor Halden asked a supplementary question 'how are C2C interrupting the data for the areas that are not as vocal on C2C's radar so that these are not forgotten about?' C2C explained that all passengers from Stations with long commutes deserved a seat, it was added that all passengers mattered to the organisation and areas certain areas would not be forgotten. The Committee was informed that more seats would be added to trains.

Councillor Liddiard highlighted that there had been many complaints from passengers in Tilbury, C2C were informed that there was big growth and regeneration taking place in Tilbury and that the service would need to cater for these changes.

Councillor Ray questioned when the C2C service would reach its maximum capacity. C2C explained that the capacity had already been met, but added that trains would be extended and more frequent due to a GPS breaking system that could be introduced in the future.

Councillor Gledhill queried what changes had already been made and how these would be communicated to passengers. The Committee was informed that many changes had taken place during the evening peak times which had resulted in success, it was added that the load weight data would be available on the website in the future to inform passenger what trains were less compacted.

Councillor Gledhill questioned if C2C had approached TFL to see if they had experienced a decrease in passengers and if TFL would fund C2C as passengers were using C2C instead of TFL services. C2C explained that this was something they were exploring.

The Chair of the Committee questioned C2C's target for next week regarding seat availability, it was explained that PM peak trains would be improving with the changes that had been made. It was also questioned how many additional carriages C2C were looking to purchase, the Committee was informed that there could possibly be 16/20 carriages purchased.

The Chair of Committee also felt that there was not an accurate comparison of passengers when looking comparing results between autumn 2015 and January 2016 it was question if this was a true reflection. C2C explained that this was not an accurate reflection but explained that there were more issues with the timetables other than seasonal use.

The Committee was informed that C2C were undergoing a survey carried out by national passenger service within the next seven months.

The Committee requested an update report in March.

RESOLVED

- 1. The Committee receives a presentation from C2C on the recent timetable changes.**
- 2. The Committee commented on the timetable changes to inform C2C's ongoing timetable development and C2C response plans to stakeholders.**

24. Thurrock Local Plan Progress Update

The Committee were inform by the Head of Planning and Growth that the Council had adopted the local plan in the shape of the core strategy and policies for management of development (December 2011), however on the 12th February 2014 cabinet gave approval to undertake a review of the core strategy and being the preparation of a new local plan to guide the devilmnt of the borough over the period to 2035.

Following the adoption of the SCI in November and approval of the LDS in December 2015, it was proposed to take a report to Council on the 24 February seeking authorisation to publish the Thurrock Local Plan issues and options 1 consultation document that will then be the subject of a six week consultation event in February and March 2016.

Head of Planning and Growth informed the Committee of the key issues which the public could be given the opportunity to consider and comment on. The Chair of the Committee questioned how the Council managed the residents desires compared to the resident's needs. The Head of Planning and Growth explained that the Youth Forum was a combination of resident's communications and evidence.

Councillor Gledhill questioned if the timescale would be affected if there was a delay on the Lower Thames Crossing announcement. The Head of Planning and Growth explained that there would be no impact on the issues and options 1 consultation if the announcement was delayed. It was questioned further by Councillor Gledhill as to how the Local Plan would be communicated to travellers. The Head Planning and growth explained there was a new slimmer and user friendly focused document. The committee were informed that residents would also be able to engage in road shows, events and summer walks along with electronic and written surveys.

Councillor Gledhill suggested that a question was added to the consultation regarding what would residents would like changed in their area. It was added that Little Thurrock Rectory and possibly West Thurrock would prefer shops and housing rather than secondary employment as the small roads could not cater for large vehicles. The Head of Planning and Growth agreed to look at including this in the consultation questions.

The Chair of the Committee requested that the Thames and its foreshore were added to the draft list of questions for the first stage. It was questioned how the green belt was used by local authority in context with the new local plan. Head of Planning and Growth explained that they had been carrying out various technical studies and that the green belt would be included in later stages.

RESOLVED:

- 1. The Committee noted the report and provided comments on the approach being adopted by the Council preparing a new Local Plan**
- 2. The Committee continues to receive regular progress reports on the preparation of the Local Plan and provides oversight of the Plan making progress.**

25. Grays Development Framework Consultation

The Head of Regeneration introduced the report to Members explaining that a vision for the redevelopment in Grays was developed in July 2013 following an extensive public consultation exercise. It was added that a number of opportunities have been identified to use the Councils land holdings to generate funds to enable delivery of key projects such as a new theatre

complex and supporting the creation of a new underpass. The key principles of what the framework would do were as follows;

- New homes
- New shops and restaurants
- Creation of link public squares from the war memorial to Grays Beach
- Develop the evening economy
- Improved accessibility
- Enhanced arrival and meeting place at the rail station
- Re connect the town centre to the river
- A new riverside visitor destination

The Head of Regeneration highlighted the next steps in the Grays Development Framework to the Committee;

- Consultation January/February 2016
- Cabinet March 2016
- Use for regeneration and for funding bids
- Local Plan consultation October/November 2016
- Inclusion in Local Plan

Councillor Gledhill and Councillor Liddiard commended the work on the Grays Development Framework.

Councillor Gledhill suggested that the Grays rail station underpass would benefit if shops were incorporated on each side of the underpass within the plan; it was felt that this would make the underpass public friendly rather than hidden away. The Head of Regeneration supported the comments made and explained that the underpass could possibly be used as the entrance and exit of the station.

Councillor Ray questioned the completion date of the Grays underpass development. The Head of Regeneration explained that the underpass had been a long working process with Network Rail, it was explained that there had been many changes of circumstances although the capital commitment remained the same. The Committee were informed that the ability to forward fund the design work was still a work in progress.

The Chair of the committee asked for clarification on the word density when used in context of the Grays Development Framework. The Head of Regeneration explained to the Committee that the density of buildings anticipated through the Framework were around four to six storeys in general.

The Committee felt that the suggested theatre was positioned too far from Grays High-street. The Head of Regeneration explained that this was not set in stone as the department were waiting on the consultation feedback.

RESOLVED:

- 1. The Committed provided its views on the framework as a basis for leading the regeneration of Grays town Centre**
- 2. The Committee commented on the approach to the consultation set out in this report.**

26. Fees and Charges 2016/17

The Head of Corporate Finance informed the Committee that the report sought approval to revise fees and charges for Thurrock Council with effect from 1 April 2016. It was explained that the report provided a narrative for all discretionary charges for each directorate, it was added that there was a wider review of commercial opportunities across the Council in progress. Members were informed that any proposed price changes proposed as part of the wider review will be managed under the delegated authority of the Chief Executive and relevant Cabinet Member.

Councillor Gledhill questioned why the statutory temporary access licences were marked as 'POA'. The Head of Transportation & Highways explained that the price of the application varied on the site and nature of what was required. It was agreed that the committee would be informed of the different statutory licence charges.

The report highlighted that the car parking charges were to be approved by the Committee. Members were confused what Committee these charges were to be approved by, the Head of Transportation & Highways agreed to investigate and feedback to the Committee.

Councillor Gledhill questioned the parity of street parking charges across the borough. The Head of Transportation & Highways informed the Committee that fees had been increased by 5% across the borough, and that it was not appropriate to charge high fees in some areas of the authority as the Council were mindful not to undermine the regeneration aspirations when setting charges. The Committee were informed that Thurrock Councils fees were average when compared to neighbouring boroughs.

Councillor Gledhill asked for clarification on the annual admin fee. The Head of Transportation & Highways explained that this fee was used to reimburse the cost of applications.

Councillor Gledhill highlighted that the street light usage fee was not included within the report. The Head of Transportation & Highways explained that residents were not charged for street light usage and that this would need to be reviewed and brought back to Committee in the future.

The Committee were informed that an additional fee to enable businesses to have tables and chairs on highways was added to the Highways Fees and Charges section of the report. Members of the Committee felt that they were not given enough information regarding the additional fee, Members were also

concerned that there was no consultation for residents and businesses. The Head of Corporate Finance agreed that the concerns raised would be incorporated into the Cabinet report.

RESOLVED:

That the committee considered the proposed charges as detailed in the appendix

27. Highways and Transportation Draft 2016/17 Works Programme

The Head of Transportation and Highways informed the Committee that the report was a fulfilment of the promises to return for comments on the prioritisation principles used to determine the schemes put forward for delivery within the maintenance block of the 16/17 highways and transportation capital programme.

Councillor Gledhill felt that the timescale of completion was very short; The Head of Transportation and Highways assured the Committee that the Council were confident in their service and schedule. The Committee discussed a site visit to view the transitioning of street lights. The Senior Democratic Services Officer and Ann Osola agreed to liaise.

Councillor Gledhill requested that the Council must inform the Police as to what street lights had been changed, to enable more accurate information when gathering evidence through CCTV cameras.

The Chair of the Committee requested that the estimated completion dates were circulated to all Councillors to reduce the number of questions being asked to the highways department. The Chair of the committee also requested that the Committee received an update report every three months to provide the committee with the cost that have been saved.

RESOLVED:

- 1. That the committee commented on the planned maintenance prioritisation criteria in line with government guidance on cost effective asset management as set out in appendix 1**
- 2. That the Committee commented on draft highways and transportation capital works programme 2016/17 in Appendix 2.**
- 3. That the committee noted the progress made on the delivery of the LED street Lighting Programme**

28. Work Programme

The Committee agreed that a C2C update report was added to the Work programme for March 2016.

The meeting finished at 9.25 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**

9 February 2016	ITEM: 9
Planning, Transport, Regeneration Overview & Scrutiny Committee	
Lower Thames Crossing Consultation Options	
Wards and communities affected: All	Key Decision: Key
Report of: Cllr Brian Little, Chair	
Accountable Head of Service: Ann Osola, Head of Service, Planning and Transportation	
Accountable Director: David Bull, Director of Planning & Transportation	
This report is Public	

Executive Summary

The Lower Thames Crossing consultation is taking place between 26 January and 24 March 2016. Highways England proposed a dual carriageway connecting Junction 1 of the M2 to the M25 between Junctions 29 and 30, which crosses under the Thames at a site just east of Gravesend and Tilbury, known as Location C, and seeks views on three routes north of the river and two routes south of the river. In Highways England view this proposal “best matches the objectives and balances the need of road users, the community, the environment and business”.

The consultation is available online and the copies of the consultation materials, maps and questionnaires are available in main Thurrock Libraries. Highways England has also organised all day public information events at 11 different Thurrock locations between 3 and 18 February 2016.

1. Recommendation(s)

That Committee:

- 1.1 Hear representations from all interested parties and report their views in a report to Cabinet in March for their consideration.**

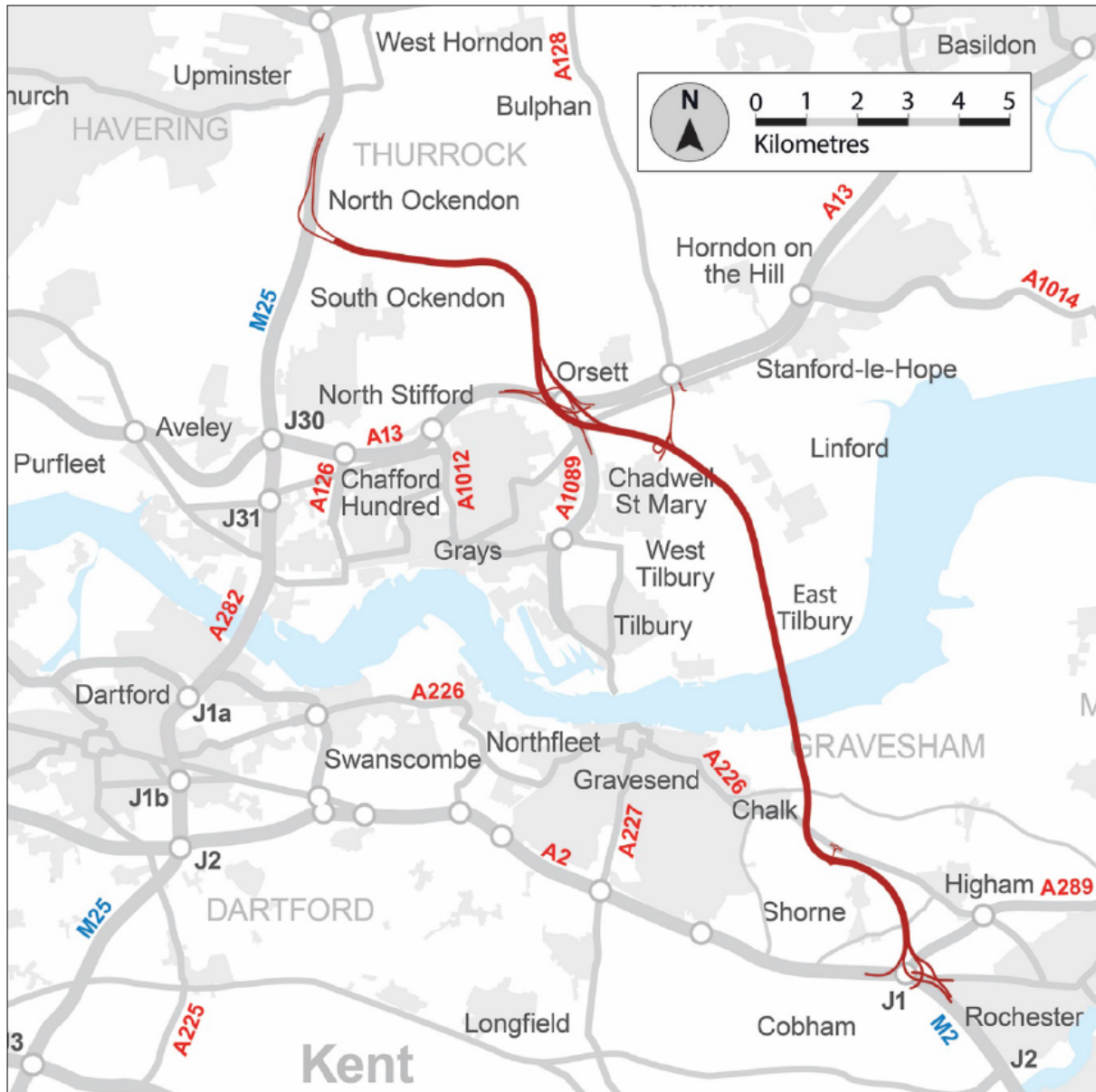
2. Introduction and Background

- 2.1 For over 50 years, the Dartford Crossing has provided the only road crossing of the Thames east of London. It is a critical part of the UK's major road network carrying local, national and international traffic.
- 2.2 The existing crossing has a typical daily traffic flow of 137,000 vehicles with the highest throughput for 2015 recorded in May of 162,140 vehicles when the original design capacity was 135,000 vehicles. The Crossing suffers from high level of incidents and delays and is highly unreliable in comparison to other routes on the strategic road network.
- 2.3 The recent removal of toll booths and introduction of electronic payments in peak time shortens the queue over the bridge. The widening of the junction 30 on M25 will further improve capacity and help to alleviate the delays.
- 2.4 Throughout the process of public consultations Thurrock's policy towards another Lower Thames Crossing was "opposed to government plans for a further river crossing in Thurrock and commits to continue campaigning, alongside residents, on this issue". This was agreed on 28 November 2012 and unanimously reaffirmed on 25 November 2015 when Councillor Kent's motion was declared carried.
- 2.5 A meeting at Orsett Hall on 25 January 2016 attracted around 400 people and included representation from all political parties. A further public meeting is scheduled to be held at the Culver Centre, South Ockendon on Thursday 25 February, and any relevant comments will be incorporated into Scrutiny's report to Cabinet in March.

3. Issues, Options and Analysis of Options

- 3.1 Highways England has completed their evaluations and recommended a new road crossing at Location C, at a site just east of Gravesend and Tilbury. The proposed scheme has a dual carriageway connecting junction 1 of the M2 to the M25 between junctions 29 and 30, which crosses under the River Thames.
- 3.2 This report contains only broad information on the consultation and the Members are advised to visit Highways England website for further details.
- 3.3 The option proposed would provide a 70mph motorway to motorway connection with the greatest improvement in journey times and it would alleviate congestion at the existing crossing. The new road would be 15 mile long and consist of a 2-mile twin bored tunnel. Please see Picture 1 below.

Picture 1 – Preferred Scheme



- 3.4 The scheme would cost between £4.3 and £5.9 billion and subject to funding and planning process the new crossing is anticipated to be opened in 2025 (public funding) or 2027 (private funding).
- 3.5 The benefits to the road users in journey times include 12 minutes reduction in journey time between M2 junction 4 and M25 junction 28. The economic assessment indicates that UK's GDP could benefit from this option by over £7 billion and that over 5,000 new jobs nationally could be created. The adjusted benefit cost ratios (BCRs) for the options range from 2.9 to 3.4 which presents high value for money.
- 3.6 A bored tunnel solution has been preferred over a bridge and an immersed tunnel because it is the least environmentally damaging solution. A bored tunnel would generate the least of noise and visual impact during both,

construction and operation, and would have the least impact on the protected habitats and species in Thames Estuary and Marshes Ramsar sites.

- 3.7 The analysis of the three routes north of the river proposed in this consultation indicate that Route 3 would provide the shortest route with the lowest environmental impact which would be constructed with the least disruption to existing traffic routes. Route 3 presents the greatest improvement to journey time and, being an entirely new road, would deliver a modern high quality 70mph road. Please see a picture 2 of the three routes north of the river below.

Picture 2 - North of the river routes

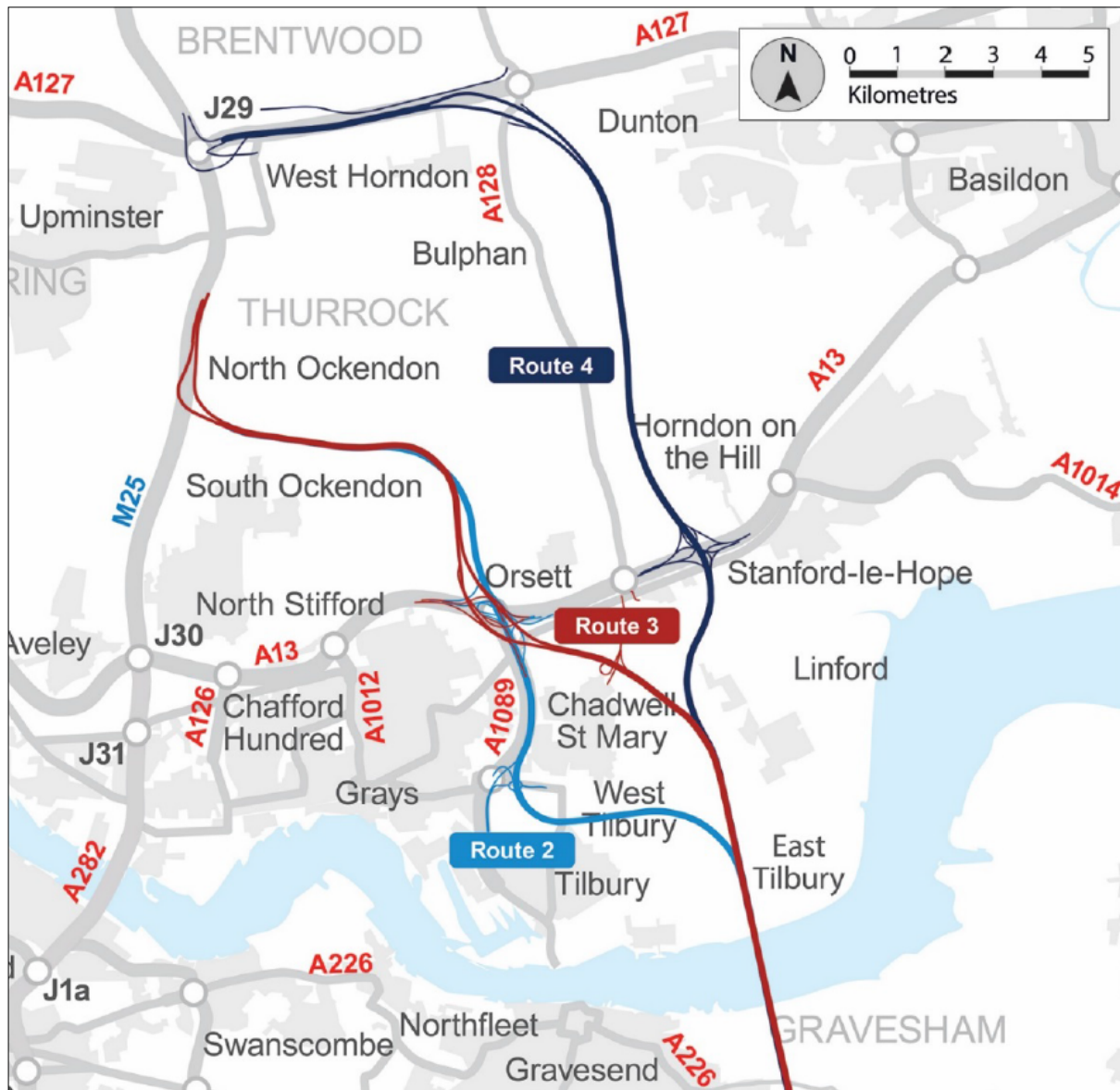
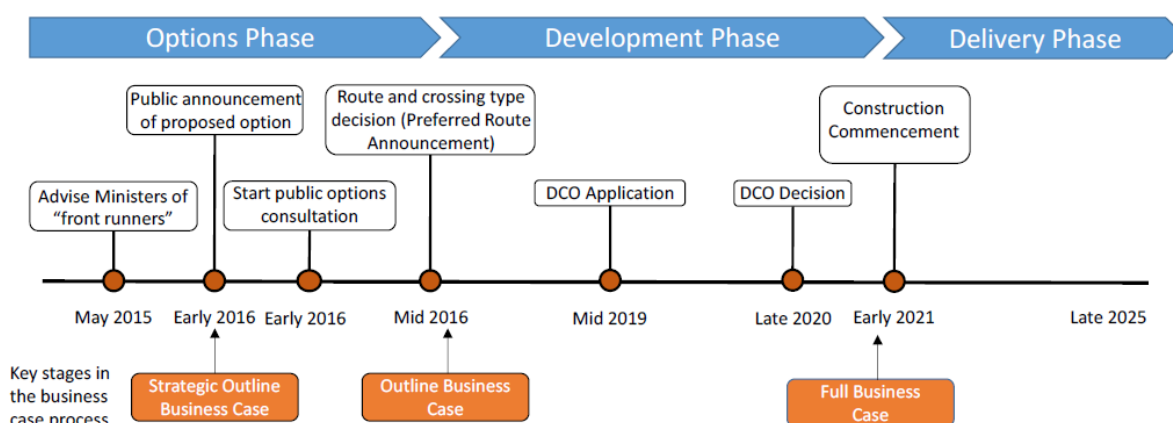


Table 1 indicates the cost/benefit appraisal for the various options.

Comparison of costs, benefits and reduction in journey time

Features	Eastern Southern Link with		
	Route 2	Route 3	Route 4
Capital Cost Range (P50/P90 Out-turn)	£4,294m to £5,981m	£4,279m to £5,937m	£4,620m to £6,390m
O&M Costs over 60 years	£553m	£586m	£607m
Adjusted benefit cost ratio	3.3 - 2.4	3.4 - 2.5	3.1 - 2.2
Value for money	High	High	High
Reduction in Journey time between junction 3 and 28 on M25 using the Dartford Crossing	3 mins southbound 4.5 mins northbound	3 mins southbound 4.5 mins northbound	3 mins southbound 5 mins northbound
Reduction in journey time between M2 junction 4 and M25 junction 28 using new crossing at C	11 mins	12 mins	11mins
Route length	14.7 miles	14.2 miles	16.8 miles

Table 2 shows the timescales for scheme development (assuming public funding)



4. Reasons for Recommendation

4.1 The recommendation supports proper engagement with residents and other Thurrock stakeholders to inform a Council response.

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

5.1 This report supports a wider Highways England consultation on scheme options.

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

6.1 The scheme proposed in the consultation will affect all residents of Thurrock, the communities, the environment and businesses. The government's analysis show a positive impact on the regeneration of national economy however the negative externalities produced in the process of construction and in operations is considered to be greater and long lasting for the local environment.

6.2 The new crossing is has potential negative impacts on our corporate priorities of improving health and well-being and promoting and protecting our clean and green environment.

7. Implications

7.1 Financial

Implications verified by: Mike Jones
Group Accountant

There are no financial implications of this report.

7.2 Legal

Implications verified by: Vivienne Williams
Planning & Regeneration Solicitor

There are no legal implications of this report.

7.3 Diversity and Equality

Implications verified by: Natalie Warren
Community Development & Equality Manager

There are no direct diversity and equality implications arising from the report. Meaningful consultation with all of Thurrock's communities during this Lower Thames Crossing consultation will be important.

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):

- 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

- None

Report Author:

Ann Osola

Head of 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
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
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
Grays Update	April 2015	Officers	Mathew Essex
C2C Timetable Changes	January 2016	Members	Ann Osola
Work Programme	Continuous	Members/Officers	Democratic Services Officer
9 February 2016			
Lower Thames Crossing	November 2015	Officers	Ann Osola
2 March 2016			
Shaping the Council Budget update (if applicable)	May 2015	Officers	Sean Clark
Lakeside progress update	November 2015	Members/Officers	Andy Millard

Work Programme

Item	Date Added	Request By (Members/Officers)	Lead Officer
Traveller transitional sites and permanent sites	November 2015	Members/Officers	Andy Millard
Tilbury Programme Update	April 2015	Officers	Mathew Essex
C2C update Report	January 2016	Members	Ann Osola
Work Programme	Continuous	Members/Officers	Democratic Services Officer

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/>