

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **21 January 2020**

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

Membership:

Councillors Martin Kerin (Chair), John Allen (Vice-Chair), Alex Anderson, Oliver Gerrish, Andrew Jefferies and David Van Day

Substitutes:

Councillors Steve Liddiard, Sue MacPherson, Gerard Rice and Luke Spillman

Agenda

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Agenda published on: **13 January 2020**

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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.

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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:

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- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

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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.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 October 2019 at 7.00 pm

Present: Councillors Martin Kerin (Chair), John Allen (Vice-Chair) and Oliver Gerrish

Apologies: Councillors Alex Anderson and Andrew Jefferies

In attendance:
Andrew Millard, Interim Director of Place
Leigh Nicholson, Interim Assistant Director of Planning,
Transport and Public Protection
Sean Nethercott, Strategic Lead of Strategic Services
Wendy Le, Democratic Services Officer

(At 19.02, the Committee membership was inquorate so the Chair adjourned the meeting for 15 minutes to allow time for Committee Members to arrive.)

(The meeting resumed at 19.17.)

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.

6. Minutes

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 July 2019 was approved as a true and correct record.

7. Items of Urgent Business

There were no items of urgent business.

8. Declaration of Interests

There were no declarations of interest.

9. Thurrock Local Plan Issues and Options (Stage 2) Report of Consultation

The report was introduced by Andrew Millard and provided an update on Thurrock's Local Plan and set out the key messages identified from the Issues and Options (Stage 2) (IO2) Consultation Document that ran from 12 December 2018 to 8 March 2019. It must be noted that the IO2 Consultation was not a plan, but a consultation. A total of 17 events titled 'Your Place, Your

Voice' (YPYV) was held across the borough that engaged with residents of the borough in each ward during the consultation period.

The top 10 comments were identified through the IO2 Consultation which related to:

- The need for housing;
- Air quality concerns;
- More or better sporting facilities;
- Solutions for traffic congestion;
- Protection of natural landscapes for enjoyment and ecology;
- Better community facilities including GP services;
- The need for more police presence;
- Re-routing of HGVs away residential and village areas;
- Better walking and cycling paths; and
- Extra bus routes with more services and increased rail capacity.

Due to the Lower Thames Crossing (LTC) proposal, there was a delay in forming a full Local Plan and in bringing it forward and the LTC was not expected to be finalised until 2021.

The next stage in the preparation of the Local Plan was the rollout of Design Charrettes which was resources that would be provided by the government and would bring together key stakeholders to collaborate on a place-making vision to guide the regeneration of the selected area.

Referring to page 18, the Chair noted the fourth bullet point in the introduction on the duty to co-operate with London and neighbouring South Essex authorities. He went on to say that he was keen for the plan to be Thurrock centric in that it was owned by Thurrock's communities and to ensure that unmet housing needs were still met to benefit Thurrock's residents. Sean Nethercott answered that there was a duty to cooperate and when the time came for the Local Plan to be examined, would show that Thurrock Council had consulted with neighbouring Local Authorities (LAs) on meeting cross boundary issues. It was clear that housing was a key issue and over the past few years, had been in consultations with South Essex authorities on technical work such as strategic housing assessment and the joint strategic plan which considered the scale of housing needs. He went on to explain that although the work was at an early stage, it had been suggested that it was necessary for Thurrock to meet unmet housing needs. However, it had not been evidenced yet as to why housing needs could not be met within the LAs' own boundaries and why Thurrock was the location to meet those housing needs.

The Chair questioned the criteria the service had in place to meet other unmet housing needs if needed and how it would benefit Thurrock's existing communities. He thought there should be key principles in place and asked what these were. In response, Sean Nethercott said the service had to look at what criteria Thurrock would use to judge acceptability on their own sites to

meet their own needs first. The set of criteria would include transport sustainability, impact on surround communities, impact on the Green Belt and environmental impact to enable for sites to be judged in a consistent manner. A list of available supplies of land would be considered against the set of criteria to meet Thurrock's housing needs first. If there was leftover land, it would only then be considered to decide whether additional sites was needed to support economic growth. If this was the case, then the additional sites would be allocated for development and through this, the housing needs of neighbouring authorities could then potentially be met.

Referring to page 35, the Chair mentioned one of the comments in response to the IO2 Consultation regarding an opportunity for a new sports centre. He went on to say that the Local Plan was an opportunity for old sports clubs such as the Grays Athlete Club to be refreshed and asked how the Local Plan could help in this. Andrew Millard answered that there had been discussions with the Grays Athlete Club over the years and there had been more than one representation made to bring the club back and up to date. The discussions were ongoing within the remit of the Local Plan and was a key issue to examine.

The Chair mentioned that a sporting club would require land for its facilities and asked how the Local Plan would help to identify the right site. Andrew Millard replied that it was the responsibility of the developer to identify a suitable site through the Local Plan or through the planning process. The Local Plan would be able to help in identifying suitable land but it was for the sporting club to work alongside the service in this.

In terms of the YPYV events, the Chair questioned if the service had engaged with community groups such as the forums or established resident groups. Sean Nethercott confirmed that the service had attended a number of community forums but the challenge had been timing because some of the events did not fit in with the meeting times of the community forums. The process of engagement had started and would continue throughout the Local Plan process and the plan could not go ahead without the support of the community who were the key stakeholders. The Chair agreed and mentioned that during the Tops Club project, there had been a good community engagement with the Seabrooke Rise Residents Group who had supported the project.

Adding to this, Andrew Millard said that the YPYV events had been successful and that the Design Charrettes would encourage further engagement with the community and resident groups.

The Vice-Chair commented that housing was one of the biggest issues in Thurrock and that there was less than 10,000 homes in supply for social housing. He went on to say that demand for housing was high with 8,218 people on the waiting list and sought the service's opinion on what was deemed to be a good number of social housing that Thurrock Council could deliver on.

In response, Andrew Millard said that hidden behind the numbers was a wide range of housing needs that included the size of properties, form of construction and tenure amongst other factors. Social housing was driven by that demand in the figure that the Vice-Chair had stated and the current number for affordable housing stood at 35% but the number may need reassessing as part of the Local Plan process as well as the type of social housing needed. Assessment would need to be undertaken on how the social homes would be delivered whether it would be through the Housing Revenue Account (HRA) or through Thurrock Regeneration Limited (TRL) and there may also be a need to work more closely with the private sector.

Andrew Millard went on to say that the service had consulted with Ward Councillors on the types of housing needed within their respective wards. He mentioned one comment from a Ward Councillor in relation to care leavers who needed suitable accommodation during their leaving care pathway and he reiterated his point about creating the right types of housing in the right places.

The Vice-Chair noted an earlier point made regarding environmental impact and said that there was consideration of more housing in areas that were already densely populated. He stated that homes should be sustainable and mentioned that Gravesham Council had input solar panels in most of their social houses. He questioned whether the service should consider the use of solar panel in their social houses to ensure these were sustainable.

Andrew Millard confirmed that social housing had to be considered in terms of construction, quality and energy efficiency. Regarding densely populated areas, there was a need to consider parking in those areas and there should be consideration of building homes around stations where there would be more choices of transport modes to potentially encourage less use of cars. The idea was to not exacerbate those densely populated areas in terms of air quality and consideration had to be given on how places would work with the environmental factors in mind.

Andrew Millard went on to mention a comment made from an agent regarding the whole of South Essex and its obsession with the car which needed to be reduced and that imagination was needed on how areas could work with the transport methods that was currently in place. He pointed out that Thurrock had a good amount of railway stations for its size thus enabling a good choice of sustainable transport.

Suggesting that the Council could borrow money at an attractive rate, the Vice-Chair went on to say that it would be good if the Council was the main stakeholder for the affordable homes needed in Thurrock. Regarding the number of 32,000 homes needed in Thurrock, the Vice-Chair questioned whether it was possible for Thurrock to acquire the 35% needed for affordable housing. Andrew Millard replied that 35% was the identified figure needed for affordable housing through the Local Plan and that there was a history of this figure not being achieved across some sites due to various reasons including the lack of site opportunities and low land value which was not economically

viable. However, some advantages of a plan led approach was that it enabled the service to look at different approaches which led the Council to be in a great position where there were more identified potential sites for affordable housing than needed. The Council's approach to the Local Plan enabled the service to reach the identified figure and higher for affordable housing.

Calculating the 35% of affordable homes needed from the 32,000 homes needed in Thurrock, the Vice-Chair thought the figure would be around 11,000 and would need to include an eclectic mix of various types of housing for different needs. He went on to say that he had mentioned modular homes in the past as there would be more value for money from this type of housing build which could be used in Tilbury. The sustainability and longevity of modular build homes was estimated to be around 50 years and the Vice-Chair thought that the housing supply would be resolved by then. Andrew Millard replied that there had been an interest in the borough revolving around modular homes which was being considered.

Councillor Gerrish asked if the service could breakdown the details in the number of businesses, organisations and resident groups that had responded to the YPYV. In response, Sean Nethercott said that breakdown could be provided separately but would take a while for the service to filter the results specifically as these had been collected through paper forms and online. There had been around an estimated 3,000 responses to the YPYV events and about 400 of those had been from organisations.

Councillor Gerrish felt it was important to draw the distinction between the responses given as the viewpoint from a developer might give a different insight. Referring to the consultation comments provided within the report, he noted that these reflected some of the concerns that Thurrock residents had raised.

Referring to Andrew Millard's earlier comment on an agent's comment regarding South Essex's obsession with the car, Councillor Gerrish felt caution had to be taken when delivering schemes to ensure that enough car parking spaces were provided to avoid the problem of parking congestion. He went on to question how the Local Plan would now go forward following the IO2 consultation.

Answering Councillor Gerrish's comment on parking, Andrew Millard confirmed that schemes would still ensure enough parking spaces were incorporated. Designed a place with little to no parking spaces was a 'recipe for disaster' but the idea of building near railway stations was to provide a wider choice of transport modes to reduce air pollution. There were other mechanisms to consider such as car pools and parking had to be considered in an integrated manner. Regarding consultation responses, Andrew Millard said that Thurrock's infrastructure would be drawn out through these alongside evidence based work and other consultation exercises.

Councillor Gerrish commented that reducing air pollution could also be undertaken through the encouragement of using electric cars which would

also need more charging points. On the Local Plan process and its timeline, he felt the timeline had moved back and queried when the next decision would be made in regards to the next steps of the Local Plan.

Andrew Millard explained that the next steps would be in 16 – 18 months' time which would be the 'Preferred Option' stage where the service would work closely with developers. Following on from this stage, after another 16 – 18 months, the service would then look to hold discussions with the Ministry of Communities, Housing and Local Government (MCHLG) regarding the LTC timeline to decide when the Local Plan could be brought forward. If the Local Plan could be moved forward, then a significant amount of work would be required along with the needed resources.

On the delivery of the schemes through the Local Plan process, Councillor Gerrish questioned how reactive versus proactive the service's methods would be. He went on to mention that the service would need to build upon the consultation responses from residents to bring together a similar vision and plan that was well supported as seen with the Purfleet Regeneration scheme. He stated that social housing had to play a central role in the Local Plan process and the challenge was on how developers could participate in the process. He suggested that the delivery of the plan could be done outside of the Local Plan and through the Council's company, TRL as all available resources should be considered.

In response, Andrew Millard said that the Purfleet Regeneration scheme was underpinned by a master plan and infrastructure so had worked well. In addition, principles had to be pinned to a master plan. With the 32,000 homes needed, a range of potential sites had to be identified for these.

On the earlier discussions regarding sports facilities, Councillor Gerrish agreed that there was need for sports facilities but added that open spaces in the borough also need to be protected to ensure these spaces did not become 'concrete jungles' or spaces for development. Andrew Millard explained that open spaces had to be considered in terms of whether these were fulfilling its intended purpose and whether there was evidence that there was a betterment for the surrounding community if the open space was put to other uses. To ensure the health and wellbeing of a community, it was important that better places were generated for people to meet and play and this lay in creating great urban spaces where needed.

Regarding air quality, the Vice-Chair stated that this was also effected by other factors and not just Particle Matters (PM) from transport vehicles. He mentioned dust from industrial buildings in Tilbury and felt that this needed to be monitored. He asked how the Council was protecting Tilbury from the dust that was believed to be arising from the Tilbury docks. Andrew Millard explained that the biggest issue identified within air quality was the PMs which had to be tackled and was more prominent in congestion spots as monitored through the Air Quality Monitoring Assessment (AQMA) systems. The service had been looking into how certain industrial buildings could be 'lifted and

shifted' to another location within the borough away from residential areas to reduce factors such as noise and dust to those areas.

Noting the consultation responses from residents within the Tilbury ward, the Vice-Chair sought more detail on the steps to be taken within that ward. Andrew Millard explained that each geographical area of Thurrock was different and that the Design Charettes would help to identify what was needed within each community through community engagement. The suggestion of shops and restaurants within Tilbury had to be assessed through whether there was demand for these and had to be rationalised with space availability. Thurrock's town centres came with a lot of floor space that could be utilised and solutions needed commercial realism thus tying needs and design in with how realistic it would be to reshape an area.

The Chair thought that realistically, shops such as the butchers and fishmongers could not be brought back to the 21st century as there was little demand for these now. In addition, with changes such as Amazon, it was not possible to go back to a time of more shops on the High Street as most items could be bought online. He went on to question how Thurrock Council could help wards within Thurrock to adapt to the future of retail.

Andrew Millard explained that the High Street hierarchy had changed in the 21st century and it was now online shopping sites that stood at the top. With this in mind, town centres had to adapt to become the local supermarket for the local community. He went on to say that the town centres in Thurrock needed to be refreshed and reimagined to attract the locals instead of competing with the internet or even Thurrock's shopping centre, Lakeside. Shops could provide services such as a coffee shop or hairdressers, a service that could not be bought online. Imagination needed to be less of retail and more on meeting immediate local needs.

In response, the Vice-Chair said that the Port of Tilbury was receiving more ships that were bigger in size which would be bringing more people in to the area. He thought that having more restaurants or even hotel accommodation could cater to these people's needs but Tilbury currently had little to offer and the Port of Tilbury was trying to promote cruises. Andrew Millard replied that the service would need to work with the Port of Tilbury to find a solution to drive prosperity but consideration had to be given on whether there was a market for certain facilities.

The Vice-Chair felt that if Tilbury was improved to attract more people to the area, then there could be more demand for facilities in the area. Andrew Millard answered that the issue was the same for Grays and Purfleet as it was also by the riverfront which was not being utilised. The service had worked with the Tilbury Two project on reconnecting Tilbury back to the river but there needed to be an attracter and the scheme had to be economically viable.

Councillor Gerrish felt that there was a need to address climate change as well, specifically regarding the CO2 emissions and other broader concerns. He sought reassurance that the Local Plan would not contribute to climate

changes. Andrew Millard reassured the Committee that consideration would be given to climate change and was incorporated into areas of geography, transport modes and sustainable forms of construction within the Local Plan.

The Vice-Chair questioned what the Council's stance was on the LTC and other potential crossings in Thurrock. Andrew Millard confirmed that the Council was still opposing the LTC and other potential crossings. The Council was pushing the MCHLG to remove the LTC's proposal to enable the Local Plan to come forward.

Councillor Gerrish mentioned that councils in other parts of Essex had succeeded in bring a plan forward without reducing their hospital provision. He sought clarification on whether a general hospital would be a part of the Local Plan and if there were discussions held with health partners on this. Andrew Millard confirmed that a general hospital was included in the Local Plan and said the Council would need to work with a whole range of stakeholders that included health providers on the Local Plan.

Following up, the Vice-Chair said that Thurrock was the third largest authority without its own hospital and would increase when more homes were built. He thought the population of Thurrock was large and should have a hospital in place as the closest one was Basildon Hospital which had issues in the past. Andrew Millard was unable to confirm as he was not experienced in the health sector but he had had wider discussions with health partners to plan for health facilities within Thurrock.

The Committee was satisfied with the broad principles of the Local Plan discussed and the number of issues that had been raised and considered.

RESOLVED:

That the Planning, Transport, Regeneration Overview and Scrutiny Committee provided comment on the contents of the report and the approach to preparing a new Local Plan.

10. Work Programme

Noting the number of 'to be confirmed' reports, Councillor Gerrish asked that these be assigned to a meeting date. Andrew Millard replied that he would look at each report and assign to a date. He suggested that the Mode of Transport – Trends and Changes report could be assigned to the 17 March 2020 meeting date.

The Chair mentioned that at the last Full Council meeting, the Portfolio Holder for Housing had mentioned a report regarding new homes that would be heard at Overview and Scrutiny. He sought clarification on which scrutiny committee the report would go to. Andrew Millard confirmed that the report would fall under the remit of the Housing Overview and Scrutiny Committee but understood that there was overlap in some committees on reports. He suggested that he would provide a verbal update to the 21 January 2020

meeting on the related reports from Housing Overview and Scrutiny Committee to the Planning, Transport, Regeneration Overview and Scrutiny Committee.

The Vice-Chair asked that the Parking Strategy report cover the topic of enforcement. Andrew Millard explained that parking enforcement issues were covered under the remit of Cleaner, Greener and Safer Overview and Scrutiny Committee.

The meeting finished at 9.00 pm

Approved as a true and correct record

CHAIR

DATE

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21 January 2020	ITEM: 5
Planning, Transport, Regeneration Overview and Scrutiny Committee	
A13 East Facing Access Scheme Update	
Wards and communities affected: All	Key Decision: N/A
Report of: Mat Kiely, Transportation Services Strategic Lead	
Accountable Assistant Director: Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection.	
Accountable Director: Andrew Millard – Director of Place	
This report is public	

In 2018 the Council submitted a funding bid for £48.5m through the Major Road Network (MRN) Funding Submission for an east facing access on the A13. Following a Ministerial Announcement by the Secretary of State for Transport in October 2018, DfT invited Thurrock Council to make an Outline Business Case and Detailed Design for the scheme.

The Outline Business Case and Detailed Design cannot be taken forward until a robust process of Options Assessment has been undertaken. This report seeks to update Members on the general progress relating to the A13 East Facing Access (EFA) scheme and to provide greater detail on the Options Assessment Report (OAR) process.

The report also sets out the next steps in relation to proposed timescales for progressing scheme options to Outline Business Case, updated scheme costs, detailed design and Full Business Case submission to DfT.

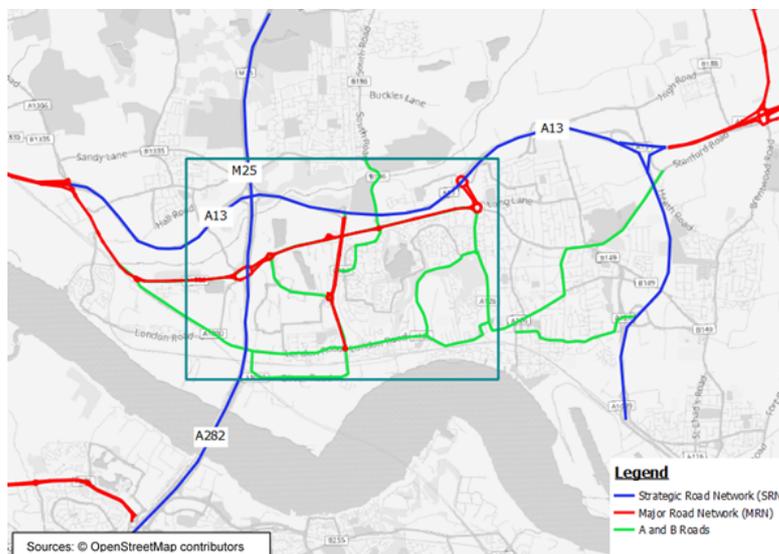
1. Recommendations

- 1.1 The Committee note and endorse the work undertaken to develop the A13 East Facing Access scheme to date.**
- 1.2 The Committee note and endorse the Options Assessment process identifying the sifting process and prioritisation of schemes for submission to the Department for Transport.**
- 1.3 The Committee note the funding implications associated with the A13 East Facing Access scheme options, as set out in Section 7.**

2. Introduction and Background

- 2.1 The implementation of an A13 East Facing Access road project (often referred to as 'East Facing Slip Roads') is a long-held ambition for Thurrock Council. Access improvements would enhance capacity at J30 of the M25 (a nationally significant part of the strategic road network) and would support free-flowing traffic on the A13 and unlock congestion and gridlock issues across Thurrock, South Essex and the wider Thames Estuary area.
- 2.2 The Thurrock Local Plan Issues and Options Stage 2 Consultation Document (December 2018) set out the Council's ambition to deliver 32,000 new homes and 24,500 new jobs. In many ways, the level of growth is dependent on the capacity of the A13.
- 2.3 The project is fundamentally focused on simplifying the A126/A13 access arrangements leading to significant benefits in terms of relieving congestion and associated potential environmental improvements by reducing traffic flows and travel distances on the adjacent road network, including the A1306 and B186.
- 2.4 As shown in Figure 1, the area of scope for the A13 EFA scheme includes the A13 between M25 J30 and North Stifford Interchange, the A1306 Arterial Way, the A126 and the B186.

Figure 1: Area of impact



- 2.5 The Option Assessment Report (OAR) sets out the key transport problems, transport needs, objectives and high-level options for the East Facing Access scheme. The aim of the OAR is to identify and consider all reasonable scheme options, to set out why certain options have not been selected and which options have been prioritised for inclusion in the Outline Business Case.

3. Issues, Options and Analysis of Options

3.1 Current and future issues

3.2 As set out above, there has been a longstanding desire to improve the connection between the Lakeside basin and the strategic road network. Many of the traffic-related issues in the basin and surrounding built-up area are directly related to the lack of direct access to the A13 to travel east.

3.3 The local road network does not experience the traditional 'commuter' peaks in the morning and evening rush hours. Due to the prevalence of the retail employment in the area, the evening peak extends from early afternoon through to early evening through the week and weekends meaning that the poor traffic conditions are experienced by shoppers, workers and residents for a considerable portion of the week.

3.4 Excess traffic on the local roads has been seen to lead to:

- Congestion and slow journey speeds through much of the day;
- Collision concentrations can be seen at the Stifford Interchange due to the high volumes of conflicting traffic, moving in a constantly stop-start manner due to queuing;
- The A1306 in particular is the location for Air Quality Management Areas (AQMA), where the amount of private and commercial traffic has pollution impacts.

3.5 Through the analysis of national traffic forecasts, it is estimated that vehicle trips at peak times are expected to increase between 17-26% across the study area between 2018 and 2036. Without key infrastructure investment or significant changes in travel demand and behaviour, this growth will exacerbate the existing issues and make it unviable for business to expand or move to the area.

Objectives

3.6 The overarching objective of the A13 East Facing Access scheme is to improve strategic connectivity to the east which will reduce congestion across the study area. This will have an impact on journeys along the A13, traffic visiting and leaving Lakeside as well as local traffic.

3.7 Reducing congestion will increase the capacity available in the local network, which will be able to accommodate future population, housing and economic growth planned in Thurrock.

3.8 The scheme will support sustainable growth and improve local accessibility, not only by road but also by other sustainable modes; the scheme will help to reduce severance on the B186 and A1306 and where possible create opportunities for dedicated infrastructure for walking and cycling.

- 3.9 The scheme will also reduce the likelihood of accidents, improve air quality and have minimal impacts on the local environment in order to ensure there are overall improvements to physical and mental wellbeing.

Option assessment process

- 3.10 In order to align with the DfT’s Transport Appraisal Process, the following three-stage process has been adopted to support the selection of scheme options:

A - Appraising a range of strategic level solutions (rather than specific interventions) including all transport modes, managing demand as well as an option to do nothing.

The result of Stage A was the identification of online and offline highway approaches to be the focus for the remainder of the appraisal process.

B - Undertaking a long-listing exercise identifying many feasible online and offline highways options which fall under the preferred strategic approach, and then assessing those options against a range of social, economic and environmental criteria to lead to a shortlist.

The outcome of Stage B was the progression of options 6B, 1A, 4B, 4A and 2A to Stage C for further appraisal.

C - Appraising the shortlisted options (6B, 1A, 4B, 4A and 2A) to understand in greater depth the likely impacts and deliverability of the scheme options.

The result of Stage C was the identification of a set of preferred options to take forward for detailed assessment in the Outline Business Case (OBC).

The first two stages have been completed using a combination of desktop constraint and opportunity analysis, engineering judgment and stakeholder (Thurrock Council officers) involvement.

- 3.11 The framework used to appraise the options assessment was Mott MacDonald’s in-house Investment Sifting and Evaluation Toolkit (INSET). INSET functions by undertaking a scoring assessment of multiple criteria, categorised by broader themes. The themes considered are:

• Transport Benefits	• Wider Economic Benefits
• Environment	• Social Impacts
• Alignment with Objectives	• Deliverability

- 3.12 The full criteria applied under these broad themes at each stage can be seen in Appendix A.

Stage A

3.13 In Stage A, the strategic level solutions identified for appraisal were:

- Do nothing
- New/improved bus services
- Increased rail frequencies
- Demand management
- Park & Ride
- Online highway improvements – improving the existing highway infrastructure.
- Offline highway improvements – new roads or substantial infrastructure
- Traffic management
- Active travel

3.14 The scoring of the strategic solutions determined that online and offline highway solutions were the most appropriate to take forward to Stage B. Active travel initiatives also scored highly, but such interventions on their own will not support the wider strategic connectivity objectives of the A13 EFA scheme. Consequently, active travel improvements are advised to be incorporated into both online and offline highways proposals.

Stage B

3.15 For the Stage B appraisal, a total of 21 potential online and offline highways schemes were drawn up. Sketches and descriptions can be found in Appendix B. All options were presented to officers from Thurrock Council to gather local knowledge and consolidate understanding as to which options are likely to be most plausible and feasible. These views were then incorporated into the scoring for the Stage B appraisal.

3.16 The Stage B appraisal assessed the transport benefits, wider economic benefits, environment, social impacts, alignment with objectives and deliverability themes in greater detail. The scores assigned to the 21 potential online and offline highway schemes in Stage B also incorporate several constraints. These included:

• Environmental designations	• Ancient Woodland	• AQMAs
• Flood zones	• Wildlife sites	• Buildings
• Travellers site	• Listed buildings	• Infrastructure
• Rail line	• Overbridges	• Level changes

3.17 Following completion of Stage B, the highest scoring options were **6B and 1A. Options 4B, 4A and 2A** scored slightly lower than the top performing options but were still recognised as valid schemes to progress to the short-list. (Option scoring is attached in Appendix C)

Stage C

- 3.18 The five short-listed options were reappraised at Stage C, including undertaking preliminary traffic modelling to understand the relative impacts. The preferred options (1A and 6B) were progressed to the Outline Business Case (OBC) stage.

Confirmation of the options and next steps

- 3.19 It is suggested that the options to be taken forward to OBC are Options 6B and 1A. These options have been shown to score the highest in all themes and against most criteria throughout the Stage A and B assessment.

Figure 2: Option 6B

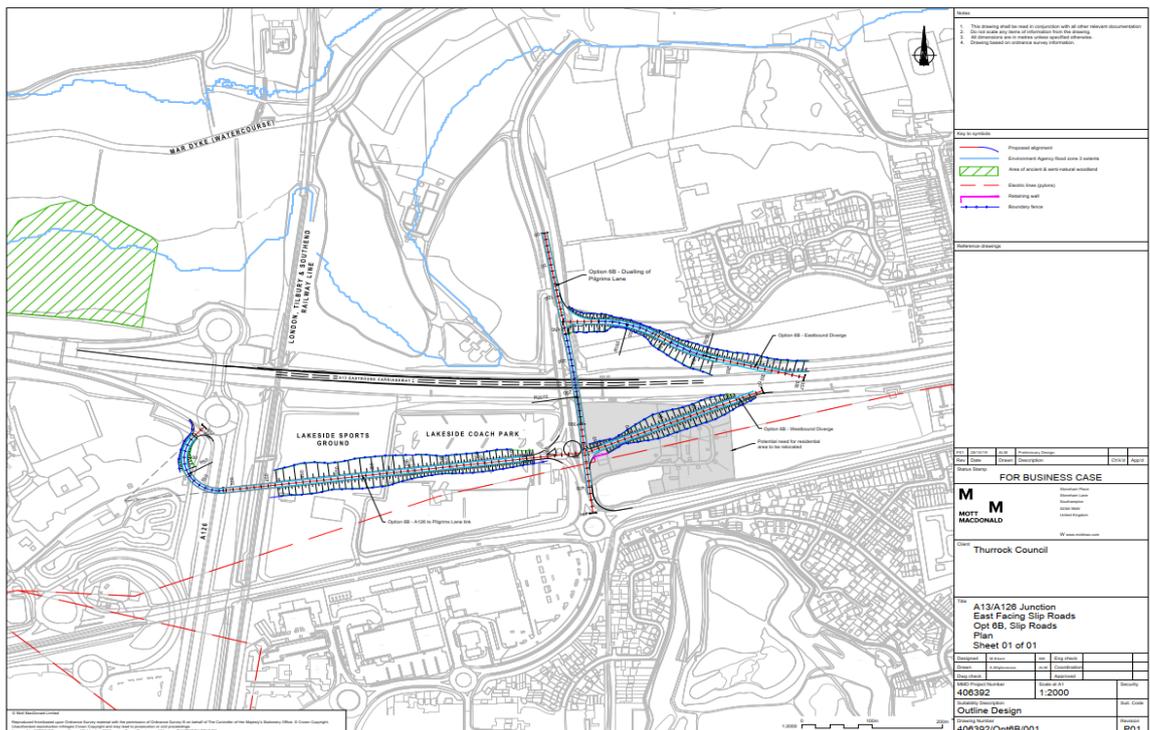
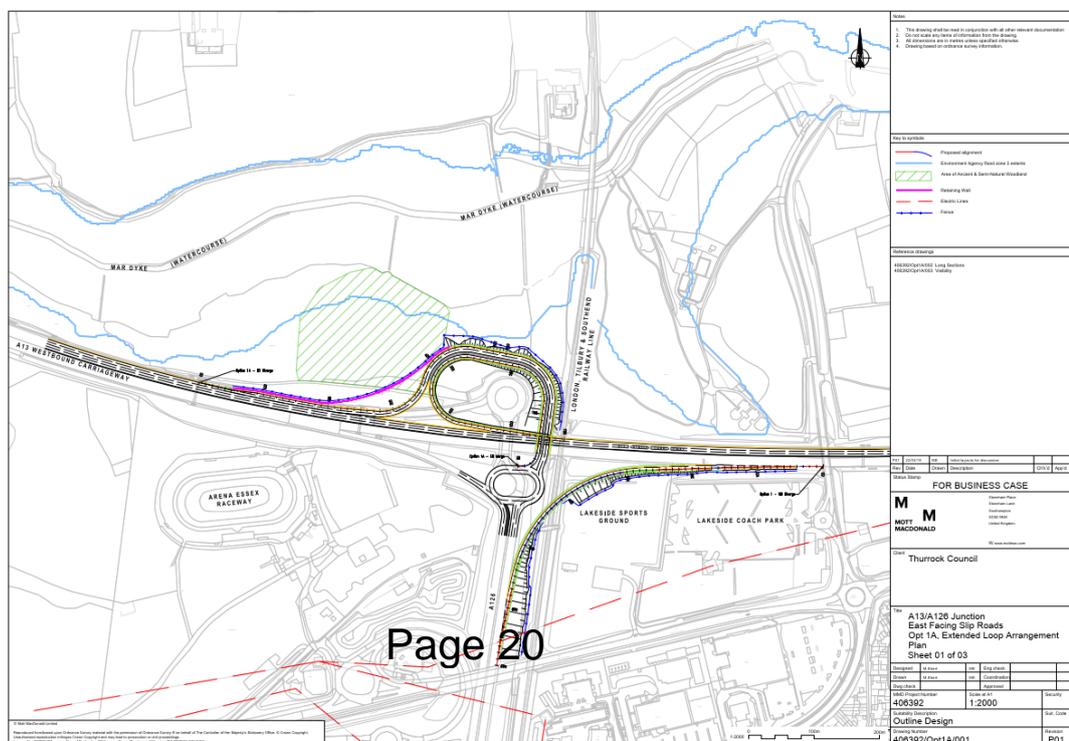


Figure 3: Option 1A



3.20 The above options scored particularly highly against the potential to deliver improved connectivity on both the local and strategic networks, and thereby reduce congestion, severance and accidents.

Rank	Scheme	Transport Benefits	Wider Economic Benefits	Environment	Social Impacts (QOL)	Alignment with objective	Deliverability
1	6B	Very good	Very good	Neutral-poor	Very good	Very good	Neutral-good
2	1A	Very good	Good	Poor	Very good	Good	Neutral-good

3.21 Nevertheless, both options will potentially have environmental and deliverability issues which will need to be mitigated during the design development stages. Option 1A would involve removal of an area of designated ancient woodland which would require significant mitigation. Option 1A also involves rail crossings and the loss of part of the existing football ground. Option 6B avoids the ancient woodland and public open space but has more significant impact on the existing football ground as well as an existing residential area and coach park. It also has the potential to frustrate the proposed housing development at Arena Essex.

3.22 The cost estimate for the preferred schemes has increased from the initial costs identified in the 2018 MRN submission. This is a result of undertaking a more robust costing approach to the scheme and the need to apply a higher level of risk funding to the proposed schemes.

3.23 The OBC will be submitted to DfT in February 2020. The Council can expect to receive confirmation from DfT within 4-6 weeks, following Minister approval. DfT will advise regarding the timeline and submission for the Full Business Case so that procurement of detailed design, project management and construction contracts can be progressed.

It is anticipated that the scheme will commence on site towards in mid-2023.

4. Reasons for Recommendation

4.1 A13 East Facing Access presents a ‘game changing’ opportunity in terms of enhanced connectivity and the network relief that will be applied across the local and strategic network. This scheme will improve capacity at J30 of the M25 (a nationally significant part of the strategic road network). It will also deliver free-flowing traffic on the A13 and unlock congestion and gridlock issues across Thurrock, South Essex and the Thames Estuary.

4.2 Delivering this additional capacity at J30, by removing both east bound and west bound traffic from this junction, will help to unlock the Council’s requirement to deliver new homes and jobs in Thurrock. East Facing Access will also support the emerging South Essex 2050 Vision and Joint Strategic Plan (JSP) which identifies the A13 Corridor as a Strategic Area of

Opportunity for the wider South Essex area where there is a need to deliver over 100,000 new homes in the period up to 2038 to meet future housing needs.

- 4.3 Failure to deliver an access improvement scheme on the A13 could stifle development potential within Thurrock and across the wider South Essex area.
- 4.4 Options 6B and 1A are to be taken forward to Outline Business Case submission to DfT in February 2020. These options have scored particularly highly against scheme objectives and potential to deliver improved connectivity on both the local and strategic networks. The scheme costs for Options 1A and 6B have increased from the initial MRN submission, and these costs will need to be borne by a combination of DfT funding and local sources, including developer contributions and Council funds.

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

- 5.1 Scheme options have been discussed and analysed within several workshop sessions in order to identify all reasonable possibilities. These options have undergone a 'sifting' process in order to identify the most suitable schemes.
- 5.2 High level discussion, with DfT and Highways England have progressed in order to gain a level of support for the scheme options.
- 5.3 Following submission of the OBC the Council will commence a more robust and focused programme of community and stakeholder engagement. This will include community events and opportunities for the scheme objectives and details to be discussed and understood further.
- 5.4 The consultants for this scheme have a wide level of experience in community engagement and they will work closely with the Council's Community Engagement team to ensure that every opportunity for input and discussion is afforded.

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

- 6.1 A13 East Facing Access will have an impact upon all communities within Thurrock. Implementing a scheme which improves connectivity and subsequently removes congestion and gridlock from the road network and improves traffic flow on local roads will support economic growth and promote Thurrock's Local Plan aspirations.
- 6.2 Improved network functionality and resilience will make Thurrock a more attractive place for business and developers to locate and enhance communities, making Thurrock a place where people of all ages can work, play, live and stay in a clean environment that everyone has reason to take pride in.

7. Implications

7.1 Financial

Implications verified by: **Mark Terry**
Senior Financial Accountant,
Corporate Finance

The OBC identifies costs associated to scheme options 1A and 6B.

Scheme costs for Option 1A are currently estimated to be **£69,520,000**.

Scheme costs for Option 6B are currently estimated to be **£69,290,000**.

DfT funding allocations will be attributed to 90% of the total scheme cost. The remaining 10% is to be allocated from contributions from Thurrock Council and other sources (such as developer contributions).

Thurrock Council has already committed £3.5m to this scheme through the internal capital bid process. Developer contributions, equating to c£2.9m have been sought and are currently at different levels of negotiation and discussion.

A potential funding gap, of c£550,000 (for Option 1A) and c£530,000 (for Option 6B) has been identified. These costs are subject to additional scrutiny and may increase / decrease as scheme design and other factors are progressed.

It should be noted that both scheme options include a risk contingency of approximately £19m and that any additional costs, following submission of the OBC, would be borne by Thurrock Council.

Should the indicative costs exceed the provisional estimate for the scheme (inclusive of the contingency), then this will be reported back to Members. These costs will be better understood once detailed design work has been undertaken.

7.2 Legal

Implications verified by: **Tim Hallam**
Acting Head of Law, Assistant Director of Law
and Governance and Monitoring Officer

Legal Implications are contained within the body of the report, setting out the MRN bidding process, the Ministerial Announcement by the Secretary of State for Transport in October 2018 and DfT invitation to progress an Outline Business Case and Detailed Design.

An Options Assessment Report has been submitted to DfT and the Outline Business Case will be submitted to the department in February 2020 as requested, allowing detailed design and Full Business Case submission to be progressed.

There will be opportunity to apprise the Committee of the consenting route and likely timescales for business case submission and scheme construction. These elements can be covered in more detail as required.

7.3 **Diversity and Equality**

Implications verified by: **Natalie Smith**
Strategic Lead – Community Development and Equalities

An Equality Impact Assessment will be undertaken as the preferred A13 East Facing Access scheme is progressed.

The assessment will focus on key groups and locations across the borough to identify if the scheme has any adverse impact upon them and the mitigation measures that should be considered and applied, taking account of legislative considerations such as the Equality Act.

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):

- MRN Funding submission

9. **Appendices to the report**

- Appendix A – Assessment criteria
- Appendix B – Longlisted Schemes
- Appendix C – Scheme Option Scoring

Report Author:

Mat Kiely

Transportation Services Strategic Lead

Transport Development

APPENDIX A

Assessment Criteria

APPENDIX A

Appendix A

6 Initial option assessment (Steps 5 - 6)

6.1 Step 5 – Generating options

6.1.1 In order to identify an appropriate intervention that can achieve the objectives set out in Chapter 5, a multi-layered optioneering process is required.

6.1.2 Optioneering within Stage 1 of the Transport Appraisal Process for a transport intervention can be undertaken in a three-step process of Multi-Criteria Assessment (MCA) framework:

- A. Appraising a range of strategic level solutions (rather than specific interventions) including all transport modes, managing demand as well as the option to do nothing. The result of this stage is to identify which strategic approaches should be focused on in the remainder of the appraisal
- B. Undertaking a long-listing exercise identifying as many feasible options which fall under the preferred strategic approach, and then assessing those options against the criteria to lead to a shortlist.
- C. Further assessment of the shortlisted options to identify a set of preferred options to take forward of further assessment in the Outline Business Case (OBC).

6.1.3 The content of the previous chapters of this report highlight that the fundamental transport issues are caused by available capacity are outweighed by excess demand in the local area. Strategic solutions should therefore be seeking to introduce additional capacity, reduce the demand on the network or a combination of the two.

6.1.4 At Stage A (the strategic level), potential solutions can be drawn from all transport modes and methods of managing demand. The list of solutions has been identified as:

- Do nothing
- New/improved bus services - provide more bus services on the A13, A1089, A282 and on smaller roads in and around the Chafford Hundred/Grays area.
- Increased rail frequencies - increase services from Chafford Hundred, Grays, Tilbury Town and Purfleet railway stations
- Demand management - implement parking charges at intu Lakeside shopping centre, or install road charges on or between the A13, A282 and A1089
- Park & Ride – build a remote Park & Ride site and provide onward transport
- Online highway improvements – improving the existing highway infrastructure.
- Offline highway improvements – new roads or substantial infrastructure to provide east facing access to the A13
- Traffic management - implement effective road closures in the Grays/Chafford Hundred area which do not worsen the level of traffic congestion elsewhere in the area. Also apply Traffic Regulation Orders to restrict the types of vehicles able to route through the area.
- Active travel – providing dedicated infrastructure for pedestrians and cyclists, improving the local connectivity and safety

6.1.5 The outcome of Stage A will provide one or more selected strategic solutions which have been assessed as providing the best opportunity for meeting the scheme objectives and resolving the identified transport problems.

6.1.6 At Stage B, a second round of optioneering will identify a long-list of options drawn from the preferred strategic solutions.

6.2 Multi-criteria assessment methodology

6.2.1 The MCA framework used in evaluating the potential solutions and options is Mott MacDonald's in-house **Investment Sifting and Evaluation Toolkit (INSET)**. INSET is a scalable and flexible tool that can be adapted for any stage of the scheme business case development process to help decision-makers manage information on investment options and evaluate them across multiple criteria. It provides a clear and transparent audit trail to demonstrate how selected schemes have been prioritised or selected for further scheme development and enables a wider conversation around the merits of individual schemes or investment decisions. For other studies, INSET has been used in stakeholder engagement sessions, transport committee meetings and in peer review settings to illustrate how robust decisions have been arrived upon.

6.2.2 INSET functions through undertaking a scoring assessment of multiple criteria which could include social, economic or environmental indicators of scheme performance. Assessment criteria are commonly defined as measurable elements that can be linked to an evidence base. Based on the detail of the data provided, a scoring framework is developed through which each of the criteria can be appraised. This can range from a simple "Yes/No" query (e.g. does the scheme pass through a flood risk area?) to a more quantified response based on scoring bands (e.g. how much employment land could be unlocked by this intervention?).

Themes

6.2.3 For the assessment of the A13 East Facing Access study, the following themes have been set:

- Transport benefits
- Wider economic benefits
- Environmental impact
- Social impacts
- Alignment with objectives
- Deliverability

6.2.4 Underpinning the assessment of these themes are structured main and sub criteria. The number of criteria changes depending on the stage of the assessment as the level of detail and appraisal increases. Table 10 provides the incremental evolution of the criteria used for assessment at the three stage of optioneering.

Option scoring

- 6.2.5 INSET allows for a variety of scoring mechanisms which can be tailored to suite specific criteria. For example, environmental impacts may be scored on a 5-point or 7-point scale from large negative being the lowest score and large positive the highest score. Alternatively, an option's fit to local policy may range from 0-5 where 5 is a strong fit. Some criteria may simply have a yes or no answer. INSET not only allows for various methods to be used within the same framework, it can also 'normalise' all scores to allow the different mechanisms to be treated in the same way.
- 6.2.6 Furthermore, INSET allows criteria to be weighted depending on importance to the overall assessment.

6.3 Step 6 – Initial sifting

INSET Stage A

- 6.3.1 At this stage, transport benefits have been treated as the most important factor. Therefore, the category has been given a weighting of two, whereas all other categories are one. Additionally, within the deliverability category, the complexity score has been deemed twice as important as the estimated costing of the scheme. The deliverability category weighting has remained at one.
- 6.3.2 Table 11 summarises a comparison of how the strategic solutions scored against the six assessment themes. Whilst a Do Nothing scenario has been included within the assessment, it is used as a baseline against which to compare the other solutions. As such, it's performance will not be commented as it will clearly fail to resolve the known transport problems.
- 6.3.3 Within the table, very good describes criteria which the scheme does not have any negative qualities against. Good describes the criteria schemes mostly provide benefit to, with reasonably good highlighting that there are some negativities. Neutral describes the criteria that the scheme does not impact. Very poor indicates that there are no positives the scheme provides when compared with the criteria and poor describes criteria where the negatives outweigh the positives.
- 6.3.4 Offline and online highway are shown to be most effective at providing transport benefits whilst it is felt that bus priority lanes, traffic management and demand management will have the least impact due to the failure to result in mode shift and an improvement in the operation of the network.
- 6.3.5 For the Wider Economic Benefits theme, the assessment concludes that offline highway will have the highest impact through its ability to mitigate for planned or future growth. Aspirations to deliver growth may come forward quicker with offline improvements that allow access to land.
- 6.3.6 Active travel, bus priority lanes, park & ride, new/improved bus services and increase rail services all have positive environmental benefits, whilst offline and online highway schemes have negative environmental impacts. All other schemes are neutral.
- 6.3.7 All schemes are expected to have a positive impact on quality of life, apart from demand management which will be costly to the user and unfairly disadvantage those on lower incomes.
- 6.3.8 Active travel is the scheme that is most in line with the objectives, due to the fact it is sustainable and has positive benefits to health. Traffic management and demand management do not align to any of the objectives in a significant way.

- 6.3.9 All schemes have been scored highly for deliverability except for rail services which would require new signalling systems to allow more services, and park & ride largely due to the complexity and cost..
- 6.3.10 An offline highway scheme comes out with the highest overall benefits. It is expected to provide benefits in all categories apart from the environment. This will be considered at the following stage. Active travel, bus priority lanes and online highway also rate highly.
- 6.3.11 However, bus priority has very low transport benefits, whilst the lanes may improve journey time for passengers, there is not likely to be a significant enough increase in patronage to have an impact on the congestion. Additionally, the introduction of bus priority lanes likely means a reduction in traffic lanes, which would lead to increased congestion in some areas which would not solve the problem assessed in this report. Furthermore, any improvements to the bus service are unlikely to result in the necessary modal shift to reduce congestion.
- 6.3.12 Whilst an active travel scheme has positive implications, it would have no large impact on existing congestion or providing additional capacity for future development. Instead, active travel should be considered with a scheme which will also improve capacity.

Table 11: INSET Stage A – Comparison of strategic solution scores

Scheme	Transport Benefits	Wider Economic Benefits	Environment	Social Impacts (Quality of Life)	Alignment with Objectives	Deliverability
Offline highway	Very Good	Very Good	Poor	Good	Good	Very Good
Active Travel	Reasonably Good	Neutral	Good	Good	Very Good	Very Good
Online highway	Very Good	Good	Poor	Good	Reasonably Good	Very Good
Bus Priority Lanes	Neutral	Neutral	Good	Good	Reasonably Good	Very Good
Traffic management	Neutral	Neutral	Neutral	Good	Neutral	Very Good
Park & Ride	Reasonably Good	Neutral	Good	Good	Good	Neutral
New/ improved bus services	Reasonably Good	Neutral	Good	Good	Reasonably Good	Reasonably Good
Increased rail frequencies	Reasonably Good	Neutral	Good	Good	Reasonably Good	Neutral
Do nothing	Neutral	Neutral	Neutral	Neutral	Very Poor	Very Good
Demand management	Neutral	Neutral	Neutral	Poor	Neutral	Very Good

- 6.3.13 The conclusions of the initial sifting of the strategic solutions are provided in Table 12 along with a decision on whether they should pass to the next stage of the assessment or not.

Table 12: INSET Stage A - Strategic solution summary

Option	Description	Pass / Fail	Summary of assessment
A	Do nothing	Fail	<ul style="list-style-type: none"> ○ The existing problems with congestion and delay will remain, no additional capacity will be created ○ The air quality in the area will continue to be affected ○ Drivers will still have to sit in congestion ○ No immediate costs
B	New/ improved bus services	Fail	<ul style="list-style-type: none"> ○ Could lead to slight increase in patronage ○ Minimal impact on capacity and reduction in emissions ○ Provides sustainable alternative for local residents ○ Can be costly and complex to implement
C	Increased rail frequencies	Fail	<ul style="list-style-type: none"> ○ Could lead to slight increase in patronage ○ Minimal impact on capacity and reduction in emissions ○ Provides sustainable alternative for commuters to/from the area ○ Would be costly and complex to implement new signalling systems
D	Demand management	Fail	<ul style="list-style-type: none"> ○ Congestion and delay could be shifted elsewhere if road charges were implemented ○ The relative impact on overall congestion and omissions would be minimal ○ Cause of economic disparity ○ Reasonably low cost
E	Park & Ride	Fail	<ul style="list-style-type: none"> ○ Would likely lead to a small increase in capacity ○ The correct location could improve accessibility of new development ○ Potentially small reduction in emissions ○ Can be costly and complex
F	Online highway	Pass	<ul style="list-style-type: none"> ○ Would provide some reduction in congestion and increase capacity slightly ○ Minimal positive environmental impacts ○ Can be delivered more easily than offline highway improvements
G	Offline highway	Pass	<ul style="list-style-type: none"> ○ Could significantly reduce localised congestion and improve capacity ○ Minimal positive environmental impacts ○ Could be implemented with sustainable measures ○ Costly and complex to implement
H	Traffic management	Fail	<ul style="list-style-type: none"> ○ Could have a negative impact on congestion and capacity overall ○ Could locally improve air quality and noise pollution, but have a negative impact elsewhere ○ Potentially improving the local area for residents ○ Low cost
I	Bus Priority Lanes	Pass	<ul style="list-style-type: none"> ○ Reduce journey time for passengers ○ Limited potential to result in mode shift ○ Potentially reduce traffic lanes, therefore increasing congestion in some areas ○ Provides sustainable alternative for local residents ○ Can be costly to acquire the land
J	Walking/cycling infrastructure	Pass	<ul style="list-style-type: none"> ○ Improve local connectivity ○ Minimal impacts on congestion and air quality ○ Sustainable alternative, health benefits ○ Can be implemented alongside another scheme, therefore reasonable low cost

INSET Stage B

6.3.14 A long-list of 21 offline and online highway interventions have been identified for the second appraisal stage, for which sketches and descriptions can be seen in Table 13.

APPENDIX B

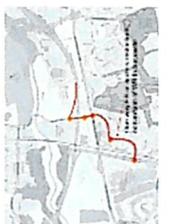
Longlisted Schemes

EXHIBIT

EXHIBIT 101-102

Option	Image	Description	Option	Image	Description
6A		<ul style="list-style-type: none"> Construction of east facing slips between Pilgrims Lane and A13 New junctions required on Pilgrims Lane north and south of A13 Link to WTAW reconfigured New link road parallel with A13 to the south, elevated to cross railway line Link road joins A126 at new raised junction 	9B		<ul style="list-style-type: none"> Construction of realigned EB off-slip leading to existing overbridge New EB link constructed from northern dumbbell roundabout, rising in an elevated loop to gain height to cross the rail line. Continuation of new link as a dedicated lane to new junction on Pilgrims Lane, north of A13 Construction of EB slip to A13 from new junction as simple taper Construction of WB off-slip from A13 to end at new junction on Pilgrims Lane Continuation of WB slip to cross rail line and join A1260 north of West Thurrock Arterial Way Demolition of existing EB off-slip, undertaken off-line Construction of realigned EB off-slip and overbridge, reconfigured dumbbell roundabouts north and south of A13 on A126 Link road from northern dumbbell roundabout to Pilgrims Lane, over rail line New roundabouts constructed on Pilgrims Lane, north and south of A13 East facing simple taper on and off-slips from new junctions to A13 New link road from southern roundabout on Pilgrims Lane to A126, north of West Thurrock Arterial Way Demolition of existing eastbound off-slip and overbridge.
6B		<ul style="list-style-type: none"> Construction of east facing slips between Pilgrims Lane and A13 New junctions required on Pilgrims Lane north and south of A13 Link to West Thurrock Arterial Way reconfigured New link road parallel with A13 to the south, elevated to cross railway line and the link to West Thurrock Arterial Way reconfigured New roundabout within Essex Arena site linked to reconfigured dumbbell roundabout on A126 	9C		<ul style="list-style-type: none"> Construction of realigned EB off-slip starting to the east of the existing diverge New overbridge across A13 Realigned roundabout on A126, south of A13 EB simple taper on-slip constructed within the curve of the off-slip Similar WB on and off-slip constructed to the south of A13, avoiding new crossings over rail line Demolition of existing EB off-slip and WB off-slip completed off-line, existing over bridge demolition would require closure of A13 Affect part of Brickbarn Wood, designated ancient woodland Reduce area to the south of A13 available for residential development
7		<ul style="list-style-type: none"> Construction of realigned EB off-slip leading to existing overbridge EB simple taper on-slip constructed within the curve Overbridge made two-way, no widening required Construction of WB off-slip over rail line Demolition of existing EB off-slip, can be done off-line Affect all Brickbarn Wood, designated ancient woodland 	10		<ul style="list-style-type: none"> Construction of realigned EB off-slip and overbridge, reconfigured dumbbell roundabouts north and south of A13 on A126 New simple taper EB on-slip constructed from the northern roundabout over rail line WB off-slip constructed as simple taper over rail line, to join A126 north of West Thurrock Arterial Way New east facing slips to end at existing rail abutment Demolition of existing eastbound off-slip and overbridge
8		<ul style="list-style-type: none"> Construction of realigned EB off-slip leading to existing overbridge New EB link constructed from northern dumbbell roundabout, rising in an elevated loop to gain height to cross the rail line EB on-slip to A13 constructed as a simple taper Construction of WB off-slip, requiring a new bridge over the rail line Demolition of existing EB off-slip, undertaken off-line Affect part of Brickbarn Wood, designated ancient woodland 	11		<ul style="list-style-type: none"> Construction of auxiliary lanes from/to M25 J30 and new dumbbell roundabouts north and south of A13 connected by a new overbridge Existing westbound facing slips would need to be demolished New east facing slips to end at existing rail abutment. Merging onto the A13 on the approach to M25 J30 would be difficult to construct
9A		<ul style="list-style-type: none"> Construction of realigned EB off-slip leading to existing overbridge New EB link constructed from northern dumbbell roundabout, rising in an elevated loop to gain height to cross the rail line EB on-slip to A13 constructed as a simple taper Construction of WB off-slip, requiring a new bridge over the rail line Demolition of existing EB off-slip, undertaken off-line Affect part of Brickbarn Wood, designated ancient woodland 			

Table 13: Longlisted schemes

Option	Image	Description	Option	Image	Description
1A		<ul style="list-style-type: none"> Construction of realigned eastbound (EB) off-slip and additional EB entry slip Realigned A126 roundabout, linked to EB slips by new overbridge Construction of westbound (WB) off-slip, crossing the rail line to the east Required demolition of the existing off-slip and bridge, over bridge would require closure of A13 Part of Brickbarn Wood, designated ancient woodland, would be affected 	4A		<ul style="list-style-type: none"> Increase capacity from Lakeside shopping car parks to WTAW (not highway) Dualling of WTAW between Lakeside and Pilgrims Way New junctions constructed on Pilgrims Lane to south and north of A13 East facing simple taper slips onto A13
1B		<ul style="list-style-type: none"> Realigned EB off-slip starting east of existing diverge point New EB entry slip within curve of EB off-slip, joining A13 as auxiliary lane taper New overbridge and realigned A126 roundabout Requires demolition and reconstruction of existing railway bridge to widen A13 Construction of westbound (WB) off-slip, crossing the rail line to the east Required demolition of the existing off-slip and bridge, over bridge would require closure of A13 Part of Brickbarn Wood, designated ancient woodland, would be affected 	4B		<ul style="list-style-type: none"> Increase capacity from Lakeside shopping centre to B186 Fenner Road and along Fenner Road to the A13 Junction improvements at WTAW New junctions constructed on Pilgrims Lane to south and north of A13 East facing simple taper slips onto A13
2A		<ul style="list-style-type: none"> Construction of a new exit from existing northern dumbbell roundabout Existing A13 bridge made two-way, no widening required New exit from northern dumbbell lead to elevated slip road over railway EB on slip requires bridge over A13, simple taper Construction of westbound (WB) off-slip, crossing the rail line to the east Majority of the work could be completed off-line Less effect on Brickbarn Wood, but would also cross a public open space 	4C		<ul style="list-style-type: none"> Increase capacity from Lakeside shopping car parks to WTAW (not highway) Dualling of WTAW between Lakeside and Pilgrims Way New junction on Pilgrims Lane north of A13 and an EB facing simple taper on-slip Westbound traffic would follow existing routes
2B		<ul style="list-style-type: none"> Construction of a new exit from existing northern dumbbell roundabout Existing A13 bridge made two-way, no widening required New exit from northern dumbbell lead to elevated slip road over railway EB on-slip would join A13 as auxiliary lane taper Requires demolition and reconstruction of Pilgrim Lane bridge to provide width on A13 Construction of westbound (WB) off-slip, crossing the rail line to the east Majority of the work could be completed off-line Less effect on Brickbarn Wood, but would also cross a public open space 	4D		<ul style="list-style-type: none"> Increase capacity from Lakeside shopping centre to B186 Fenner Road and along Fenner Road to the A13 Junction improvements at WTAW New junctions constructed on Pilgrims Lane to south and north of A13 East facing simple taper slips onto A13 Introduction of traffic restrictions in residential area, potentially introducing dedicated bus/cycle infrastructure
3A		<ul style="list-style-type: none"> Increase capacity on West Thurrock Arterial Way to attract EB traffic to M25 M25 J30 is at capacity, so elevated slip roads creating a fourth level of separation would be required. New EB and WB slips would connect to A13 east of existing slips 	4E		<ul style="list-style-type: none"> Increase capacity from Lakeside shopping centre to B186 Fenner Road and along Fenner Road to the A13 Junction improvements at WTAW New junctions constructed on Pilgrims Lane to south and north of A13 East facing simple taper slips onto A13 Introduction of traffic restrictions in residential area, potentially introducing dedicated bus/cycle infrastructure Construction of westbound (WB) off-slip located further west, crossing the rail line to the east Increase capacity from Lakeside shopping car parks to WTAW (not highway) Dualling of WTAW between Lakeside and A1012 Junction improvements at Pilgrims Lane and Elizabeth Road
3B		<ul style="list-style-type: none"> Increase capacity on West Thurrock Arterial Way to attract EB traffic to M25 EB traffic would join A13 at M25 J30 	5		

APPENDIX C

Scheme Option Scoring

Table 15: INSET Stage B Scores

Rank	Scheme	Transport Benefits	Wider Economic Benefits	Environment	Social Impacts (Quality of Life)	Alignment with Objectives	Deliverability
1	6B	Very Good	Very Good	Very Poor	Very Good	Very Good	Good
2	1A	Very Good	Good	Poor	Very Good	Good	Good
3	4B	Very Good	Good	Very Poor	Good	Good	Very Good
4	4A	Very Good	Very Good	Very Poor	Neutral	Good	Very Good
5	2A	Very Good	Good	Very Poor	Good	Good	Good
6	1B	Very Good	Good	Poor	Very Good	Good	Very Poor
7	4E	Very Good	Good	Very Poor	Good	Good	Good
8	5A	Very Good	Good	Very Poor	Very Good	Good	Very Poor
9	4C	Very Good	Good	Very Poor	Neutral	Very Good	Very Good
10	6A	Good	Good	Very Poor	Good	Good	Very Good
11	7	Very Good	Very Good	Very Poor	Very Good	Good	Very Poor
12	Do nothing	Neutral	Neutral	Neutral	Neutral	Reasonably Good	Very Good
13	8	Very Good	Good	Very Poor	Very Good	Good	Very Poor
14	5	Good	Reasonably Good	Very Poor	Poor	Good	Very Good
15	4D	Good	Reasonably Good	Very Poor	Poor	Good	Very Good
16	2B	Very Good	Good	Very Poor	Good	Good	Very Poor

Option 6B

- 6.3.24 Option 6B was appraised as being the best performing option at INSET Stage B. The scheme scored ‘very good’ in its ability to deliver transport benefits. The introduction of east-facing slip roads provides a strategic connection directly to the A126 without the need to route through the A1306 or B186 to get to and from the Lakeside Basin. As well as leading to shorter journey times for longer distance trips, this will reduce traffic and congestion on the local road network and at the Stifford interchange potentially making local journeys quicker.
- 6.3.25 By providing new slip roads onto the A13 from the B186 rather than the A126, this option avoids the Brickbarn Wood ancient woodland. Less traffic on the local roads will generally lead to an improvement in air quality. However, there is a potential impact on the receptors within the AQMA near the A13 that reduces the score. Reduced traffic on the local roads suggests that Option 6B is likely to have a positive impact on social indicators such as safety, severance and journey quality.
- 6.3.26 Despite constraints associated with land use and ownership, specifically the sports ground, coach park and travellers’ site to the north of the A1306, and land within the Essex Arena site, it is not considered that these are insurmountable in delivering the scheme. If this option can be designed to provide improved access to the potential development at Essex Arena it will mitigate for the existing planning constraints associated with the site. The option will require several new structures, although these are not thought to be particularly complex in nature.
- 6.3.27 Figure 36 shows the proposed schematic for option 6B.

Figure 36: Option 6B



Option 1A

- 6.3.28 Option 1A scored the second highest in Stage B INSET appraisal. As this option provides direct access from the A13 to the A126 without interacting with any existing roads, it is anticipated that it will result in the highest level of benefit in improving local and strategic road connectivity. It is also expected to remove the most traffic from local roads and therefore reduce congestion. These transport benefits enable additional road capacity to be released which allows Thurrock to mitigate for future growth.
- 6.3.29 The redistribution of traffic away from local roads will provide social and environmental benefits such as reducing severance and accidents, whilst also improving air quality through AQMAs. However, Option 1A cuts through a proportion of Brickbarn Wood and therefore scores poorly against the environmental themes.
- 6.3.30 In terms of deliverability, the option is technically quite complex to implement, due to the necessary closure of the A13 and the need to build a large new bridge over the rail line.
- 6.3.31 Figure 37 shows the proposed schematic for option 1A.

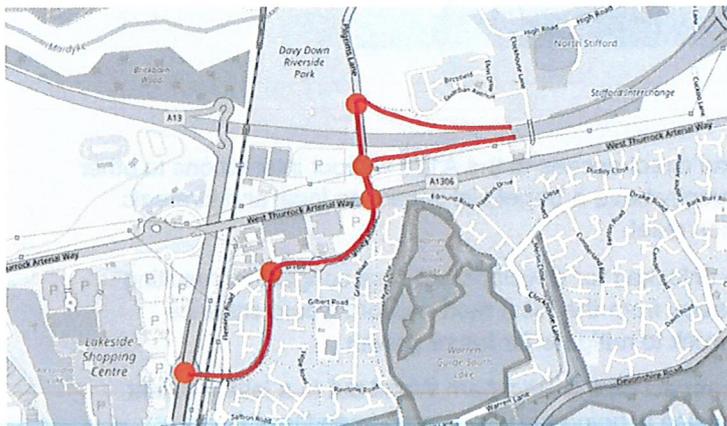
Figure 37: Option 1A



Option 4B

- 6.3.32 Option 4B provides east-facing slip roads in the same manner as Option 6B. However, instead of providing a new direct route to the A126, the option seeks to improve the B186 with selected widening and junction improvements.
- 6.3.33 Through avoiding the need to travel through the Stifford interchange and the A1306, the option is predicted to have some impact on strategic and local connectivity as well as congestion alleviation. At the same time, improved local connectivity may also improve by increased capacity on the B186 which can then be used to accommodate future growth.
- 6.3.34 This option avoids the ancient woodland but impacts the air quality score due to location of the AQMA near the A13. Option 4B is also expected to lessen the number of accidents and improve severance, minimising the social implications.
- 6.3.35 Whilst the scheme aligns with policy and scheme objectives, the option is not expected to enable a substantial amount of population and economic growth.
- 6.3.36 The deliverability aspect of the scoring was very positive due to the lower costs and relative ease of implementing the scheme in comparison to 1A.
- 6.3.37 Figure 38 shows the proposed schematic for option 4B.

Figure 38: Option 4B



Option 4A

- 6.3.38 Option 4A provides east-facing slip roads in the same manner as Option 6B. However, instead of providing a new direct route to the A126, the option seeks to dual the carriageway and improve junctions along the A1306.
- 6.3.39 The option is expected to have some impact on improving local and strategic connectivity as well as alleviating congestion. Although the A13 east-facing slips are in place, traffic may still route via B186 Fenner Road to access INTU lakeside. Greater network capacity may also be established between the Lakeside shopping centre car parks and the West Thurrock Arterial Way. The scheme improves access to land enabling development whilst mitigating for forecast growth in the area.
- 6.3.40 The scheme bypasses the ancient woodland but is still has a very poor environmental score due to the impacts on AQMAs near the A13. Air quality overall, however, across the study area is not worsened by this option.

- 6.3.41 No extensive positive social implications are expected with option 4A, as the scheme is unlikely to reduce accidents or severance on the local network.
- 6.3.42 Option 4a scored very highly for deliverability due to relatively low cost and that it is technically not challenging to implement.
- 6.3.43 Figure 39 shows the proposed schematic for option 4A.

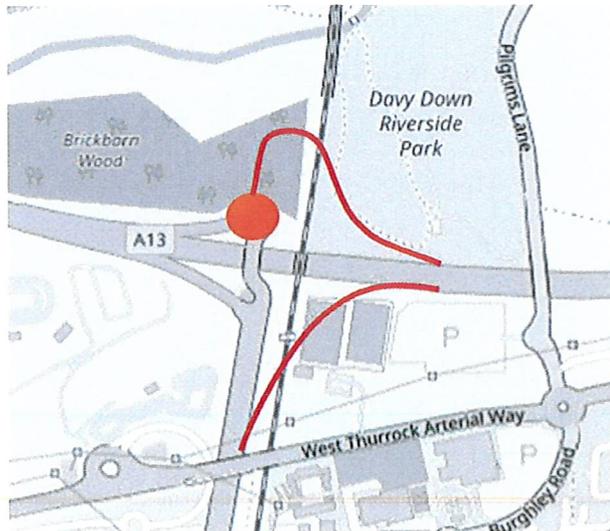
Figure 39: Option 4A



Option 2A

- 6.3.44 Option 2A provides an eastbound direct access to the A126 without interactions to other existing roads. This will subsequently have a beneficial impact on local and strategic connectivity along with congestion relief.
- 6.3.45 Whilst no additional land will be unlocked for development, less congestion resulting from the redistribution of traffic away from the local road network would enhance network capacity, enabling Thurrock to mitigate for future growth.
- 6.3.46 Environmentally, Option 2A will impact on the Brickbarn Wood but to a lesser extent than Option 1A. However, the option is going to greatly impede on Davy Down Riverside Park; open space heavily valued by the public. The AQMA covering the A13 will be impacted by Option 2A although there will be improvements in other areas.
- 6.3.47 The social implications of the scheme are positive with reductions in collisions and the level of severance expected.
- 6.3.48 Option 2A aligns with wider policy objectives and works to encourage population and economic growth. There are, however, concerns whether the option will encourage sustainable growth and contribute to improvements in physical and mental wellbeing.
- 6.3.49 Overall, Option 2A scores fairly well for deliverability as the scheme ranks medium for cost and is not hugely complicated to construct. Whilst most of the construction work could be completed off-line, two new structures do need to be built over the rail line which adds to the technical complexity of the project.
- 6.3.50 Figure 40 shows the proposed schematic for Option 2A.

Figure 40: Option 2A



Disregarded options

- 6.3.51 Prior to assigning scores for options 6B, 1A, 4B, 4A and 2A in INSET Stage C, it is important to detail why the remaining options assessed in INSET Stage B were not progressed. Table 16 shows the highway options disregarded before INSET Stage C.

21 January 2020		ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee		
Stanford-le-Hope Interchange Update		
Wards and communities affected: All	Key Decision: N/A	
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects		
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects		
Accountable Director: Andrew Millard, Director of Place		
This report is Public		

Executive Summary

This is to update Members on the progress of the Stanford-le-Hope Interchange project.

The paper provides an update on steps taken to drive the delivery of the project.

1. Recommendation(s)

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee comments on the progress on the Stanford le Hope Interchange project.

2. Introduction and Background

2.1 This scheme involves the construction of new station buildings with footbridge and lifts, passenger information system, bus turnaround facility, passenger drop-off points and cycle parking.

2.2 There are a number of stakeholders involved in the scheme including UK Power Networks, C2C, Network Rail and the Port of London Authority and it will be delivered under a Development Agreement with C2C, who are the principal land owner.

Since the last update to the PTR Overview & Scrutiny Committee in March 2017, progress has been made. However, there have been a number of

issues arising which need to be addressed in order to drive the project forward to completion.

- 2.3 Works were undertaken in March 2019 to demolish the existing station building. These works were required to be undertaken by the end of March in order to secure funding from the NSIP fund. Further works undertaken in August 2019 involved the removal of steel beams over the café building on the site. These were followed by works improving station security and operations which were undertaken between 21 October and 20 December 2019. The temporary station arrangements involved installation of the temporary ticket office, change to the station car park layout to improve drop-off and pick-up provisions, relocation of the station power supply and construction of the new access to platform 1 which re-introduced the ticket gate line.

3. Issues, Options and Analysis of Options

Construction & Design

- 3.1 The preliminary design of the scheme with a cantilevered deck proved to be an expensive option to deliver. Consequently a review of the scheme design was undertaken to identify alternative design and construction options to deliver the project within the budget envelope.
- 3.2 The review identified that the scheme could be delivered by amending the design to incorporate retained fill of the void area beneath the existing deck. Contractors are currently working on the detailed design with a view to taking this option forward in consultation with the key stakeholders involved in the scheme.

London Road Bridge

- 3.3 London Road Bridge is situated adjacent to Stanford le Hope Station and carries London Road over Mucking Creek. This bridge was constructed in 1924 and is in poor condition. Since the bridge adjoins the station forecourt, it will need to be reconstructed prior to or at the same time as the project works. It was identified early on in the scheme development that significant repair works would be required to this bridge, however having undertaken feasibility work it would be more cost effective to replace the bridge rather than repair it.
- 3.4 Colleagues in Highways and Environment have submitted an internal Capital Bid to secure funding for the works to reconstruct the bridge.

Land Interests

- 3.5 Officers have been negotiating with the Port London Authority (PLA) to acquire a strip of land on the eastern side of Mucking Creek which is required to move the project forward. Due diligence is currently in the process of being

reviewed by Assets team which is a necessary activity to progress the purchase of the land.

- 3.6 As an alternative to the acquisition above, the project team is currently exploring the possibility of acquiring further land adjacent to the current station car park in order to relieve some congestion in the locality as well as providing additional parking and the potential for a bus waiting or turnaround facility rather than providing this on the station forecourt area.

Next steps

- 3.7 It is anticipated that on site activities at Stanford-le-Hope will be resumed in early 2020.
- 3.8 The next phase of work will involve platform 1 widening works at the furthest end from London Road.
- 3.9 The project team aims to deliver the scheme by August 2021 and is working with c2c to prepare a first issue of an eNewsletter to provide updates on progress throughout the lifetime of the project.

4. Reasons for Recommendation

- 4.1 To update the Committee on the progress on Stanford-le-Hope Interchange project.

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

- 5.1 Consultation was undertaken as part of planning process and further stakeholder engagement is continuing. This includes meetings with the residents of Chantry Crescent and local Councillors.

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

- 6.1 The Stanford-le-Hope scheme supports the Place corporate priority, in particular:
- roads, houses and public spaces that connect people and places

7. Implications

7.1 Financial

Implications verified by: **Rosie Hurst**
Interim Senior Management Accountant

There are no direct implications arising specifically from this update report

7.2 Legal

Implications verified by: **Assaf Chaudry**
Major Projects Solicitor

Since this is an update report, there are no specific direct legal implications. Legal Services will provide any legal advice in relation to this project as and when required.

7.3 Diversity and Equality

Implications verified by: **Becky Price**
Team Manager – Community Development and Equalities

There are no direct implications arising specifically from this update report

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

Not applicable.

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

None

9. Appendices to the report

None

Report Author:

Anna Eastgate

Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects
Place

21 January 2020	ITEM: 7
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Integrated Transport Block Capital Programme 2020/21, DfT Block Maintenance Capital Programme 2020/21 and A126 Safer Roads Programme	
Wards and communities affected: All	Key Decision: N/A
Report of: Mat Kiely, Transportation Services Strategic Lead	
Accountable Assistant Directors: Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection and Julie Nelder, Assistant Director of Highways, Fleet and Logistics	
Accountable Directors: Andy Millard, Director of Place and Julie Rogers, Director of Environment and Highways	
This report is Public	

Executive Summary

This report sets out the recommended programme of work which will utilise the funding allocations available to the Transport Development Service and Highways Infrastructure within the 2020/21 financial year.

The report covers the Integrated Transport Block Capital allocation that is allocated to the Council through the Department for Transport's (DfT) annual capital settlement of £971,000 and DfT Block Allocation for Maintenance of £1,938,000.

It sets out the proposed programme of expenditure for 2020/21, to implement improvement and enhancement schemes covering the following strategic priority areas as set out within the Council's Transport Strategy and Implementation Plan.

Public Transport Infrastructure	Walking, Cycling & Rights of Way
Parking Management	Minor Works
Freight Management	Road Safety Engineering
Safer Routes to Schools	Traffic Management

In addition, DfT have confirmed that the Council will receive a further £2,488,792 (over the next 3 years) to deliver safety improvements on the A126 section of the road network. This funding has been allocated through the Safer Roads Fund with £907,194 allocated to the 2020/21 financial year.

With respects to the DfT Block Maintenance Allocation the Council achieved its full allocation by obtaining Band 3 via Highway Maintenance Efficiencies Programme (HMEP) which secured an additional £334,000.

1. Recommendations

1.1 Planning Transport and Regeneration Overview and Scrutiny comment on the report and the following Cabinet recommendations:

1.1.1 Approve the Integrated Transport Block Capital Programme for 2020/21 (as detailed in Appendix 1) and notes the process by which the Safer Routes to School and Road Safety Engineering programme are assessed and prioritised for implementation.

1.1.2 Notes and approves the A126 Safer Roads fund programme for the next 3 years (as detailed in Appendix 2).

1.1.3 Delegates authority to the Director of Place, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the ITB and Safer Roads programmes taking into account local views and priorities.

1.1.4 Approve the DfT Maintenance Block Allocation programme for 2020/21 (as detailed in Appendix 2).

1.1.5 Delegates authority to the Director of Environment and Highways, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the DfT Maintenance Block Allocation programme.

2. Introduction and Background

2.1 This report seeks approval for the 2020/21 Integrated Transport Block (ITB) Capital Programme. The programme sets out how the Council will prioritise funding from the Department for Transport (DfT) to enhance transport infrastructure and service provision within the Borough. It also establishes the provision for variation to the programme and the means by which requests for additional works are considered and authorised.

This report also identifies the DfT Safer Roads fund allocation that will be used to deliver safety improvements on the A126 section of the road network. Funding will be allocated over the next 3 years.

2.2 This report also seeks approval for the 2020/21 DfT Block Allocation Programme which is prioritised in alignment with Thurrock Council Highways Assets Management Strategy. This is the key document which ties into the HMEP programme.

3. Issues, Options and Analysis of Options

2020/21 Integrated Transport Block Capital Programme

- 3.1 The DfT annual settlement provides the allocation for Integrated Transport Block (ITB) schemes and Maintenance Block Allocation depending on HMEP banding. The total Integrated Transport Block capital programme allocation for Thurrock in 2020/21 amounts to £971,000 and £1,938,000 for Maintenance.
- 3.2 The ITB programme has the ability to deliver an extensive range of transport improvements which reflect the vision and aims set out within the Council's long term Transport Strategy (2013-26). Tackling congestion, delivering accessibility, improving air quality and making Thurrock's roads safer are core elements of the Transport Strategy which support sustainable growth and regeneration in the Borough.
- 3.3 It is recommended that the 2020/21 ITB programme focuses on Road Safety, Freight Management, Walking, Cycling and Rights of Way, Public Transport, Traffic Management and Safer Routes to Schools. It should be noted that the benefits of some schemes will overlap due to the nature of work delivered. For example, traffic management schemes will deliver air quality benefits while rights of way and safer routes to school schemes can encourage walking and cycling and help to reduce congestion and improve local air quality.
- 3.4 It is important to identify a consistent methodology for prioritising and delivering certain elements of the ITB Capital Programme. As previously agreed, Safer Routes to Schools (SRTS) and Road Safety Engineering proposals will continue to be delivered by applying set criteria in order to prioritise and deliver these schemes over a 5 year period.
- 3.5 Members are advised that the allocation is not 'ring fenced' for spend in the specific areas set out by DfT and therefore, Local Authorities have some flexibility to manage these allocations. As a result, the funding allocations may be amended within the total allocation to meet local needs on the network.
- 3.6 The table below provides a summary of how the DfT funding is allocated across the Council's ITB works programme. These allocations are informed by the Council's Transport Strategy and Implementation Plan. The full programme of works is attached at Appendix 1.

Table 1

Integrated Transport Block (ITB) allocation	
Public Transport Infrastructure	£45,000
Walking & Cycling (RoW)	£71,000
Parking Management	£45,000
Minor Works	£70,000
Freight Management	£240,000
Road Safety Engineering	£250,000

Safer Routes to Schools	£250,000
Total	£971,000

- 3.7 The Maintenance Programme is built around the good practice principals set out in the Code of Practice for Well Maintained Infrastructure. The Council's adopted approach to this is via Highway Maintenance Strategy, which focus on maintaining and prioritising the asset in the most efficient way. Not just focusing on the financial element, but also the end user. It is therefore generated on a data lead approach.

A126 Safer Roads fund

- 3.8 The A126 has been identified, through the Safer Roads Foundation assessment, as being one of 50 'A' roads in the United Kingdom where there is the highest risk of collision resulting in death or serious injury.
- 3.9 The Council will receive £2,488,792 to deliver a range of measures aimed at improving safety for all road users along the A126 – between the A13 (Lakeside) and Tilbury with implementation programmed over a 3 year period.
- 3.10 The funding allocation for the next 3 years is set out below.

Table 2

A126 Safer Roads allocation			
2020-21	2021-22	2022-23	Total
907,194	790,799	790,799	2,488,792

- 3.11 Measures will include improved lining, signage, roadside clearance, cycle lanes, new and upgraded signalised crossings and traffic calming. More detail information from the Safer Roads funding submission is attached in Appendix 2.
- 3.12 In November 2019 the Transport Development team made a number of 'capital bids' for additional funding to support priority traffic improvement schemes which would go beyond the funding allocation by DfT. These schemes include A1306 enhancements, which coupled with the A126 funding would significantly improve capacity and safety on the road network in this part of the Borough.

Variation

- 3.13 The Council receives regular requests for improvements to be carried out on the transport network. These requests are prioritised using the agreed scheme determination process. The responsibility to authorise recommendations is delegated to the Director of Place and Director of Environment and Highways in consultation with the Cabinet Member for Highways and Transport.

- 3.14 Whilst there is limited flexibility within the programme once agreed, in some cases requests will need to be implemented within the current financial year rather than held pending a future programme. This might include works to protect the public from risk of injury for example.
- 3.15 Similarly, delegated authority can be used if schemes are subject to cost changes as a result of increasing scope or unforeseen revisions to schemes.

4. Reasons for Recommendation

- 4.1 Approving the recommendations set out in this report will enable the ITB Capital Programme, Maintenance Block Allocation Programme and the Safer Roads programme to be implemented to ensure ongoing improvements to transport infrastructure and service provision within the Borough.

5. Consultation

- 5.1 The ITB Capital Programme and Maintenance Block Allocation Programme has been developed in line with the priority areas identified and agreed in the Council's Transport Strategy and Highway Maintenance Strategy, following extensive community and stakeholder engagement.
- 5.2 Local residents, interest groups and key stakeholders (including the Thurrock Road User Group, Congestion Taskforce, Bus User Group, Local Access Forum and Your Place, Your Voice etc.) have been influential in providing regular input for the evidence base that has informed the development of the ITB Capital Programme. Input and feedback from these groups has also supported the direction of the Safer Roads funding submission, although focused engagement (including site exhibitions) will be explored and progressed in 2020. Ward Members will be advised of works affecting their respective wards.

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

- 6.1 The ITB Capital Programme, Maintenance Block Allocation Programme and Safer Roads fund will help improve and enhance the transport network across the Borough making it safer, less congested and more accessible, thereby promoting and supporting People, Place and Prosperity within Thurrock.

7. Implications

7.1 Financial

Implications verified by: **Mark Terry**
Senior Financial Accountant

The Council will be allocated capital funding of £971,000 for ITB and £1,938,000 Block Allocation for Maintenance in 2020/21.

In June 2018 the DfT confirmed Thurrock Council's funding allocation of £2,488,792 from the Safer Roads fund. Funds will be received in advance of the 2020/21 financial year and are to be apportioned as set out in Section 3.4 of this report. Further information is available at

<https://www.gov.uk/government/speeches/road-safety-recent-progress-and-future-work>

The cost of implementation will be contained within the funding announced by Government or built into future capital programmes.

7.2 Legal

Implications verified by: **Tim Hallam**
Acting Head of Law, Assistant Director of Law and Governance and Monitoring Officer

The legal implications are included in the body of the report.

7.3 Diversity and Equality

Implications verified by: **Natalie Smith**
Strategic Lead of Community Engagement and Development

An Equality Impact Assessment has been undertaken for the 2020/21 ITB Capital Programme and the Safer Roads fund. The EQIA recognises the transport interventions that will support improved quality of life in the Borough and its social and economic regeneration as well as transport priorities for, congestion & CO2 mitigation, accessibility, safety, air quality and climate change adaptation.

Access to services and the safety of residents have been highlighted and will be addressed throughout the plan period. The ITB and Safer Roads programme takes account of specific areas of the borough and population where implementation will be prioritised to improve road safety, air quality and access to services, taking account of legislative considerations such as the Equality Act. These have been applied to the capital programme.

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 Transport Strategy
- Implementation Plan
- DfT Safer Roads funding application
- Highway Maintenance Strategy

9. Appendices to the report

- Appendix 1 – 2020-2021 Integrated Transport Budget
- Appendix 2 – Safer Roads budget schedule, severity map and Project Plan
- Appendix 3 – Highways Maintenance Capital Works Programme 2020-21

Report Author:

Mat Kiely

Transportation Services Strategic Lead

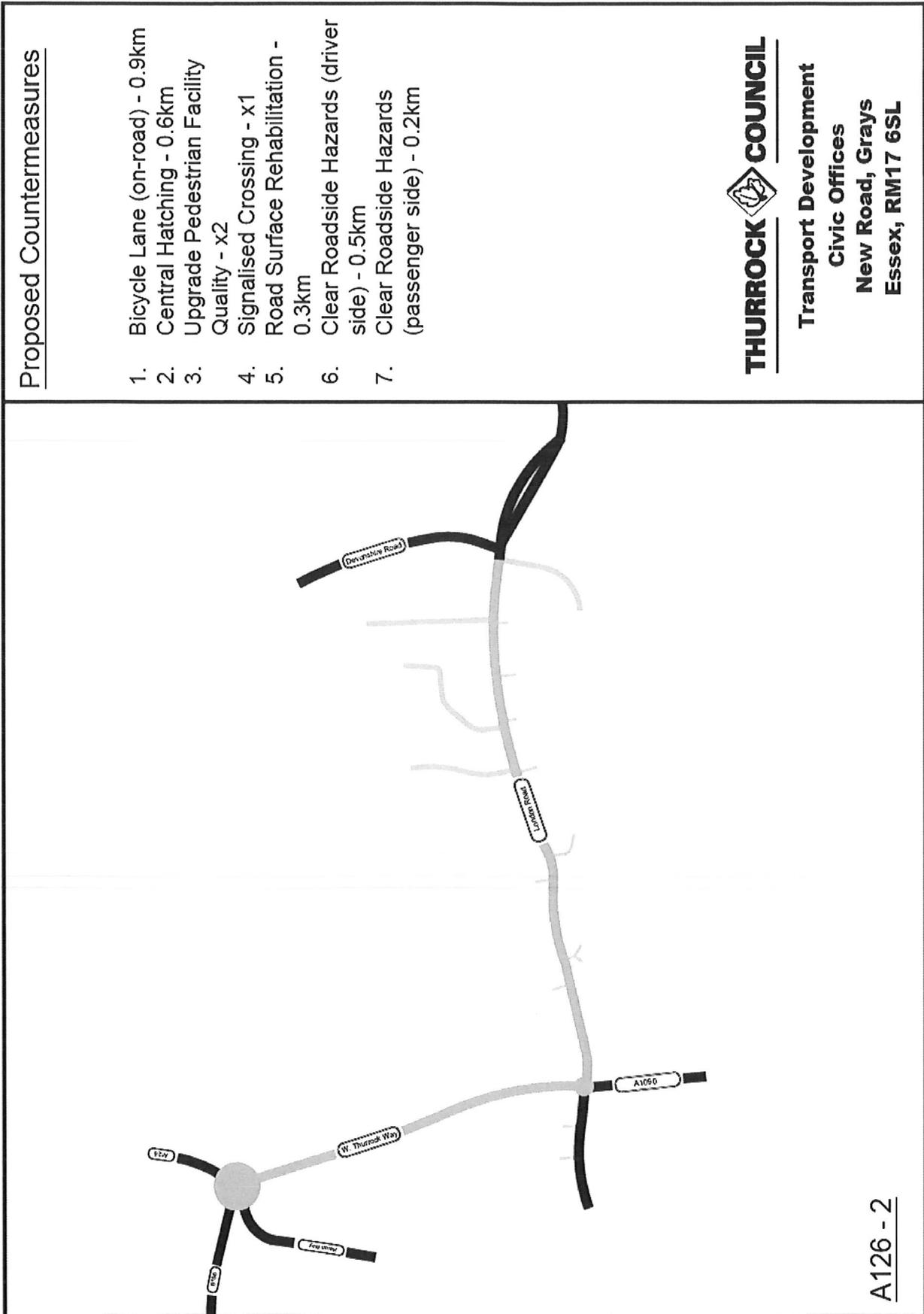
Transport Development

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2020-2021 Integrated Transport Budget

Budget Code	S106 code	Funding type	Project Name	Type	Capital Budget	Carry Over	External funding	Total budget	Comments
Allocations			PASSENGER TRANSPORT		£45,000	4.63%			
			WALKING & CYCLING		£71,000	7.31%			
			PARKING MANAGEMENT		£45,000	4.63%			
			MINOR WORKS		£70,000	7.21%			
			FREIGHT MANAGEMENT		£240,000	24.72%			
			ROAD SAFETY ENGINEERING		£250,000	25.75%			
			SAFER ROUTES TO SCHOOL		£250,000	25.75%			
			CARRY OVER		£205,000				
			Total ITB (excluding CARRY OVER)		£971,000				
			Overall Budget PROVISION		£1,176,000				
			PASSENGER TRANSPORT						
			Bus Infrastructure improvements		45,000			£45,000	
Sub Total					45,000	0	0	45,000	
			WALKING & CYCLING						
			PRoW Infrastructure improvements		71,000			£71,000	
Sub Total					71,000	0	0	71,000	
			PARKING MANAGEMENT						
			Ad-Hoc Parking Requests	Ad-Hoc Requests	25,000			£25,000	
			Disabled Parking Bays	Ad-Hoc Requests	20,000			£20,000	
Sub Total					45,000	0	0	45,000	
			MINOR WORKS						
			Road Safety Audits	FEASIBILITY	10,000			£10,000	
			Ad-Hoc Speed Surveys	Ad-Hoc Requests	10,000			£10,000	
			Ad-Hoc Minor Works	Ad-Hoc Requests	50,000			£51,000	
Sub Total					70,000	0	0	71,000	
			FREIGHT MANAGEMENT						
			ROUNABOUT SCHEME - SHIP LANE	BANK	165,000	25,000		£190,000	
			H-O-T-H SCHEME	FEASIBILITY & DESIGN	65,000	10,000		£75,000	
			ORSETT VILLAGE CONSULT	CONSULTATION	10,000			£10,000	
Sub Total					240,000	35,000	0	275,000	
			ROAD SAFETY ENGINEERING						
			SAFETY CAMERA & RED ROUTE SCHEME- LODGE LANE	IMPLEMENTATION	200000	50,000		250000	EF - Kerb-it budget Required
			SAFETY CAMERA SCHEME - ?	FEASIBILITY & DESIGN	50,000			£50,000	
Sub Total					250,000	50,000	0	£300,000	
			SAFER ROUTES TO SCHOOL						
			Warren Primary - Silver	carry over		20,000		20000	
			St. Cleres School - Silver	carry over		20,000		20000	
			Horndon On The Hill Primary - Silver	carry over		20,000		20000	
			Benyon Primary - Bronze	carry over		20,000		20000	
			Ockendon Academy - Bronze	carry over		20,000		20000	
			Harris Primary Mayflower - Bronze	carry over		20,000		20000	
			Corringham Primary School - Bronze		20000			20000	
			9 other schools once accredited		230000			230000	
Sub Total					250,000	120,000	0	£370,000	
TOTAL					971,000.00	205,000.00	0.00	£1,177,000	

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Proposed Countermeasures

1. Bicycle Lane (on-road) - 0.9km
2. Central Hatching - 0.6km
3. Upgrade Pedestrian Facility Quality - x2
4. Signalised Crossing - x1
5. Road Surface Rehabilitation - 0.3km
6. Clear Roadside Hazards (driver side) - 0.5km
7. Clear Roadside Hazards (passenger side) - 0.2km

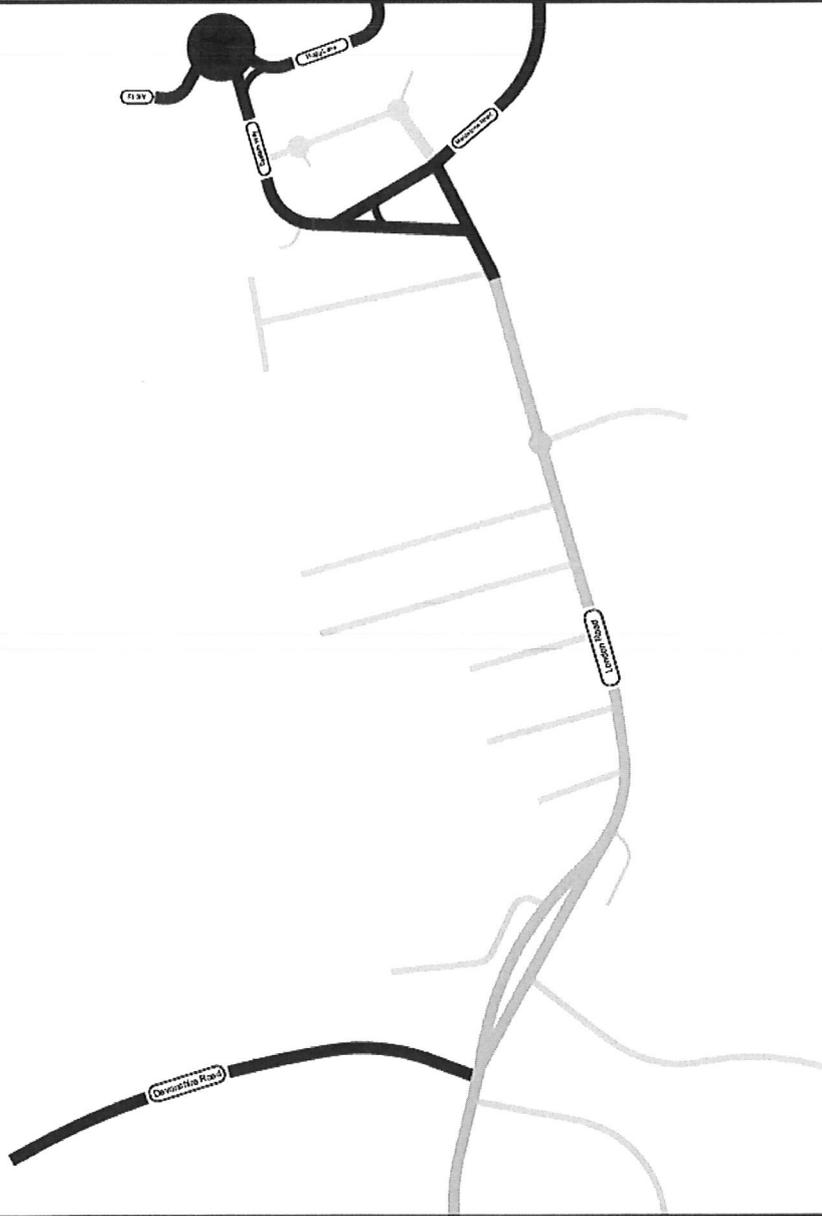


**Transport Development
Civic Offices
New Road, Grays
Essex, RM17 6SL**

A126 - 2

Proposed Countermeasures

1. Bicycle Lane (on-road) - 0.3km
2. Clear Roadside Hazards (driver side) - 0.1km
3. Traffic Calming - 0.9km
4. Skid Resistance (paved Road) - 0.2km



**Transport Development
Civic Offices
New Road, Grays
Essex, RM17 6SL**

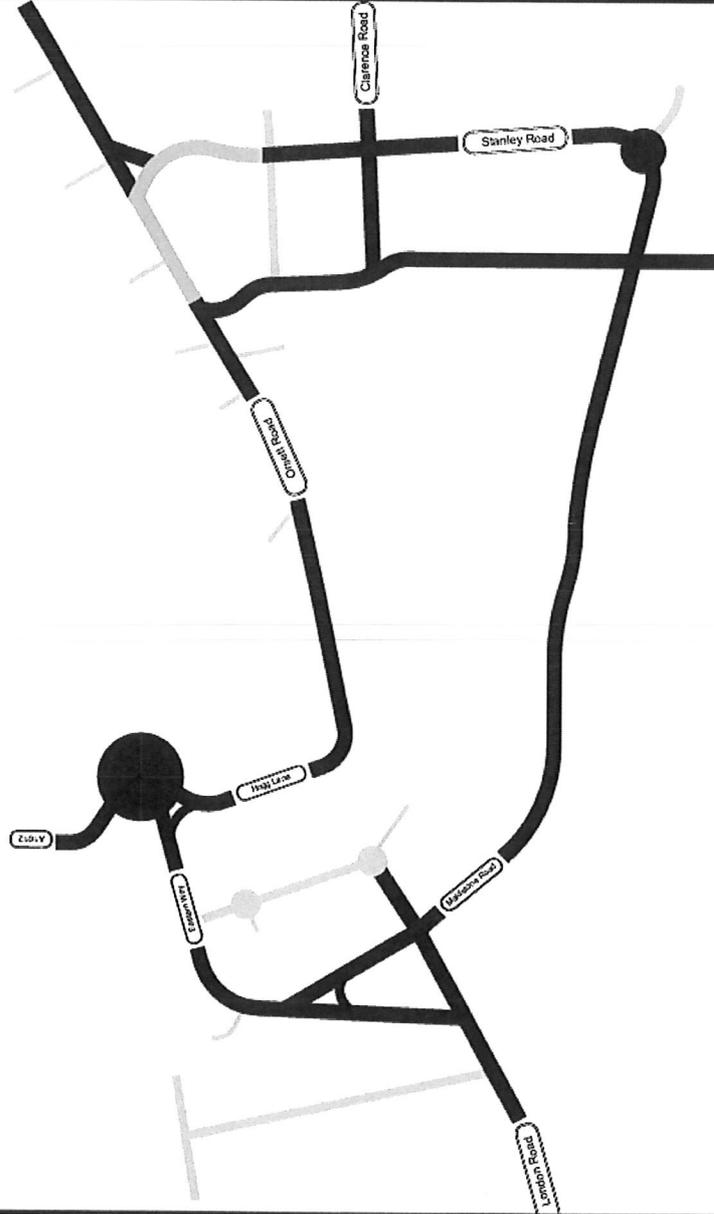
A126 - 3

Proposed Countermeasures

1. Bicycle Lane (on-road) - 0.2km
2. Traffic Calming - 0.2km
3. Sight Distance (obstruction removal) - 0.2km



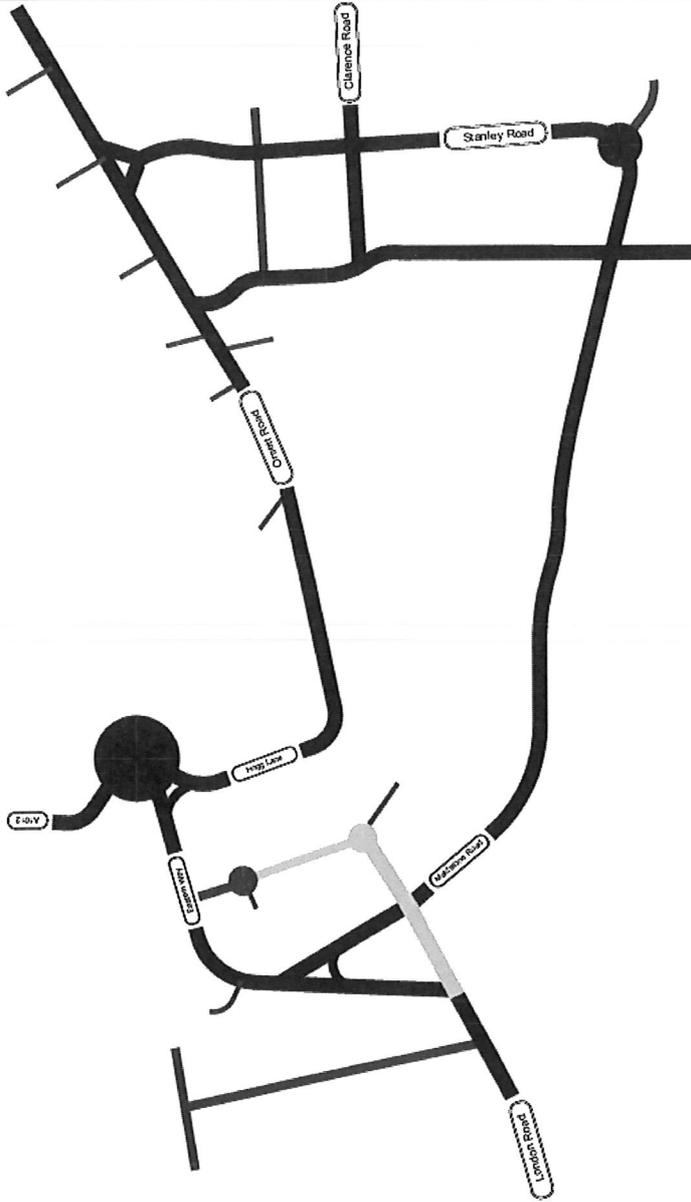
**Transport Development
Civic Offices
New Road, Grays
Essex, RM17 6SL**



A126 - 3b

Proposed Countermeasures

1. Central Hatching - 0.2km



**Transport Development
Civic Offices
New Road, Grays
Essex, RM17 6SL**

A126 - 4



A126 - 6

Proposed Countermeasures

1. Improve Delineation - 1km
2. Bicycle Lane (on-road) - 0.3km
3. Central Hatching - 0.5km
4. Signalised Crossing (location 1.1km)
5. Clear Roadside Hazard (driver side) - 0.8km
6. Clear Roadside Hazards (passenger side) - 0.1km
7. Road Surface Rehabilitation - 0.9km
8. Traffic Calming - 3.4km
9. Clear Roadside Hazards (bike lane) - 0.2km
10. Sight Distance (obstruction removal) - 1.2km



THURROCK COUNCIL
 Transport Development
 Civic Offices
 New Road, Grays
 Essex, RM17 6SL

Budget Schedule

Item	Description	Length/ Quantity	Estimated Cost (£)
01	Central Hatching	1.3km	60,000
02	Clear Roadside Hazards (driver side)	1.4km	283,568
03	Clear Roadside Hazards (passenger side)	0.3km	59,835
04	Road Surface Rehabilitation	1.2km	420,000
05	Skid Resistance (paved road)	0.2km	85,714
06	Bicycle Lane (on road)	1.4km	36,936
07	Bicycle Lane (off road)	0.3km	55,355
08	Signalised Crossing	2 sites	160,000
09	Upgrade pedestrian facility quality	2 sites	50,644
10	Site Distance (obstruction removal)	1.5km	60,272
11	Improve Delineation	1km	37,257
12	Traffic Calming	4.5km	911,562
13	Clear Roadside Hazards (bike lane)	0.2km	41,395
Sub Total			2,262,538
Cost contingency risk allowance (cost overrun)			226,253
Total			2,488,792

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Highways Maintenance Capital Works Programme 2020-21				
Allocations	DfT Maintenance block allocation		DfT	1,604,000
	Incentive fund Band 3 Block		TC	334,000
	Total Maintenance			1,938,000
	TOTAL			1,938,000
Cost Code	Project	Funding Source	Budget	
E2828	LTP Maintenance - Bridges			
Sub Total				-
E???	LTP Maintenance - Classified Maintenance (Resurfacing / Reconstruction)			
	SOUTHEND ROAD	CORRINGHAM	DfT	
	FERRY ROAD	TILBURY	DfT	
	STANFORD ROAD	ORSETT	DfT	
	BRENTWOOD ROAD	CHADWELL ST MARY	DfT	
	BRENTWOOD ROAD	ORSETT	DfT	
	MARSHFOOT ROAD	CHADWELL ST MARY	DfT	
	SOUTH ROAD	SOUTH OCKENDON	DfT	
	PRINCESS MARGARET ROAD	EAST TILBURY	DfT	
	EAST TILBURY ROAD	LINFORD	DfT	
	LONDON ROAD	PURFLEET	DfT	
	SOUTHEND ROAD	GRAYS	DfT	
	DOCK ROAD	TILBURY	DfT	
	BULPHAN BYPASS	BULPHAN	DfT	
	BURGHLEY ROAD	CHAFFORD HUNDRED	DfT	
	BUTTS LANE	STANFORD-LE-HOPE	DfT	
	ELIZABETH ROAD	CHAFFORD HUNDRED	DfT	
	HIGH ROAD	ORSETT	DfT	
	FENNER ROAD ROUNDABOUT	CHAFFORD HUNDRED	Reserve	
	FENNER ROAD	CHAFFORD HUNDRED	Reserve	
	LAKESIDE CENTRAL ROUNDABOUT	WEST THURROCK	Reserve	
	LONDON ROAD	AVELEY	Reserve	
	MUCKINGFORD ROAD	LINFORD	Reserve	
	PILGRIMS LANE ROUNDABOUT	NORTH STIFFORD	Reserve	
	SANDY LANE	AVELEY	Reserve	
	BURGHLEY ROAD ROUNDABOUT	CHAFFORD HUNDRED	Reserve	
	ST ANDREWS ROAD	TILBURY	Reserve	
	LODGE LANE	GRAYS	Reserve	
	ROMFORD ROAD	AVELEY	Reserve	
Patching	PRE-PATCHING	-	DfT	
Jointing	JOINTING	-	DfT	
Sub Total				990,000
E???	LTP Maintenance - Unclassified (Resurfacing / Reconstruction)			
	WHITMORE AVENUE	STIFFORD CLAYS	DfT	
	KING EDWARD DRIVE	GRAYS	DfT	
	WARD AVENUE	GRAYS	DfT	
	GORDON ROAD	CORRINGHAM	DfT	
	THE SORRELLS	CORRINGHAM	DfT	
	WATERSON ROAD	CHADWELL ST MARY	DfT	
	BUCKINGHAM HILL ROAD	LINFORD	DfT	
	FORT ROAD	TILBURY	DfT	
	FEENAN HIGHWAY	TILBURY	DfT	
	SHANNON WAY	AVELEY	Reserve	
	DUNLOP ROAD	TILBURY	Reserve	
	LONG LANE	ORSETT	Reserve	
	RAYLEIGH ROAD	STANFORD LE HOPE	Reserve	
	COOPER SHAW ROAD	WEST TILBURY	Reserve	
	GUN HILL	WEST TILBURY	Reserve	
	ONE TREE HILL	CORRINGHAM	Reserve	
	INGLEBY ROAD	CHADWELL ST MARY	Reserve	
	HALTON ROAD	CHADWELL ST MARY	Reserve	
	WOKINDON ROAD	CHADWELL ST MARY	Reserve	
	PARKERS FARM ROAD	ORSETT	Reserve	
	MEDINA ROAD	GRAYS	Reserve	
	CASTLE ROAD	GRAYS	Reserve	
	WARLEY HALL LANE	BULPHAN	Reserve	
	PARKSIDE	GRAYS	Reserve	
Sub Total				358,000
E???	LTP Maintenance - Footway & Cycleway Maintenance			
	BELLMARINE AVENUE	CORRINGHAM	DfT	
	DAINES CLOSE	SOUTH OCKENDON	DfT	
	WINDSOR AVENUE	GRAYS	DfT	
	SCHOOL LANE	ORSETT	DfT	
	VICTORIA ROAD	STANFORD LE HOPE	DfT	
	CARNACH GREEN	SOUTH OCKENDON	DfT	
	HATHAWAY ROAD	GRAYS	DfT	
	SPRINGHOUSE ROAD	CORRINGHAM	DfT	
	ADELAIDE ROAD	TILBURY	DfT	

	FOOTPATH 129	GRAYS	Reserve	
	CHADWELL ROAD	GRAYS	Reserve	
	ABBOTTS DRIVE	STANFORD LE HOPE	Reserve	
	BEECHCROFT AVENUE	LINFORD	Reserve	
	BRANKSOME AVENUE	STANFORD LE HOPE	Reserve	
	THORS OAK (45 - Abbots Drive)	STANFORD LE HOPE	Reserve	
	RACHAEL CLARKE CLOSE	CORRINGHAM	Reserve	
	GORDON ROAD	HORNDON	Reserve	
	VICTORIA ROAD	HORNDON	Reserve	
	RAPHAEL AVENUE	TILBURY	Reserve	
	GAINSBOROUGH AVENUE	TILBURY	Reserve	
	MELBA GARDENS	TILBURY	Reserve	
	LEIGHTON GARDENS	TILBURY	Reserve	
	RUSSEL ROAD	GRAYS	Reserve	
	LEICESTER ROAD	TILBURY	Reserve	
Sub Total				240,000
E2877	LTP Maintenance - Streetlighting			
	Borough wide column replacement		DfT	50,000
Sub Total				50,000
E2878	LTP Maintenance - Other infrastructure (drainage)			
	Borough wide drainage remedials		DfT	150,000
Sub Total				150,000
	LTP Maintenance - Traffic Signals			
	Boroughwide signal upgrades		DfT	100,000
Sub Total				100,000
	LTP Maintenance - Other Road Markings			
	Boroughwide		DfT	50,000
Sub Total				50,000
	LTP Maintenance - Other Safety Barriers			
Sub Total				-
	MAINTENANCE TOTAL			1,938,000

21 January 2020	ITEM: 8
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Grays Town Centre Update	
Wards and communities affected: Grays Thurrock & Grays Riverside	Key Decision: N/A
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects	
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects	
Accountable Director: Andrew Millard, Director of Place	
This report is public	

Executive Summary

This report updates Members about changes to traffic management in Grays Town Centre and, in particular, the reintroduction of two-way traffic in Orsett Road.

1. Recommendation(s)

1.1 That Committee comment on the update of the project progress.

2. Introduction and Background

2.1 Grays is Thurrock's cultural and business centre and it is a vitally important economic hub supporting a wide range of services for residents across the borough.

2.2 Re-introducing two-way working at Orsett Road (between Derby Road and Stanley Road) is the final part of phase 2 of the Grays town centre traffic management improvements, approved by Cabinet in September 2015.

2.3 Detailed traffic modelling undertaken in 2018 showed that making Orsett Road two-way would work provided that Crown Road was made two-way first.

2.4 Since the last update in January 2019, the civil engineering and traffic signals designs have both been completed and Crown Road has been made two-way. This was challenging as Crown Road is a busy route that passes through a residential area, is used by a number of bus services and taxis, and provides access to the multi-storey car park.

- 2.5 At present, the traffic signals at the four key junctions in Grays Town Centre work independently of each other. To optimise the way that the traffic signals work and improve traffic flow, the signals will be linked and Split Cycle Offset Optimisation Technique (SCOOT) system.

3. Issues, Options and Analysis of Options

Programme

- 3.1 Some civil engineering works were undertaken between 4 and 30 November and works affecting Titan Road and Cart Lane were completed in preparation for signals works on Derby and Orsett Road junction
- 3.2 The full programme for implementing two-way working on Orsett Road is set to resume in January 2020 and is set out below:
- Subject to obtaining a highway permit, the work will start on 16 January 2020 to avoid traffic measures being in place over the Christmas period;
 - Two-way system is planned to be installed by week commencing 30 March 2020; and
 - The Split Cycle Offset Optimisation Technique (SCOOT) installation and commissioning on Derby/Clarence, Stanley/Clarence, Stanley/Orsett and Orsett/Derby is planned to be completed by the end of April 2020.
- 3.3 Subject to the outcome of an internal Capital Bid, it is planned to upgrade the Zebra crossing in front of the Old Courthouse following the implementation of two-way system.
- 3.4 In order to implement the Orsett Road two-way system in accordance with the programme, civils and signal installation works will have to be undertaken simultaneously at two junctions. This introduces a risk of disturbance to traffic flows around the town and will need to be effectively monitored and managed.
- 3.5 A communications plan is in place and local residents and businesses have been informed, a dedicated email address for inquiries has been set up to manage communication with the public. A note has been sent to all members informing them of the works.

4. Reasons for Recommendation

- 4.1 To update the Committee on the progress of the works on the two-way system in Orsett Road.

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

- 5.1 None

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

6.1 The improvements to Grays Town Centre support the Thurrock Council Corporate Vision:

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

And support the following Corporate Priority to:

“Encourage and promote job creation and economic prosperity.”

7. Implications

7.1 Financial

Implications verified by: **Rosie Hurst**
Interim Senior Management Accountant

There are no financial implications arising specifically from this update report.

7.2 Legal

Implications verified by: **Courage Emovon**
Acting Strategic Lead / Deputy Head of Legal Services

The Traffic Management Act 2004 places a duty on local authorities to make sure that traffic moves freely and quickly on their roads and the proposals in this report are derived from the Council’s duties as a local traffic authority pursuant to the provisions of the Traffic Management Act 2004.

7.3 Diversity and Equality

Implications verified by: **Becky Price**
Team Manager – Community Development and Equalities

There are no direct implications arising specifically from this update report.

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

N/A

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- Grays Town Centre Transport Study (Cabinet Report December 2014)
- Grays Town Centre Traffic Management (Cabinet Report September 2015)
- Grays Town Centre Traffic Flow Update (PTR O&S Report January 2019)

9. Appendices to the report

- N/A

Report Author:

Anna Eastgate

Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects

Place

21 January 2020		ITEM: 9
Planning, Transport, Regeneration Overview and Scrutiny Committee		
A13 Widening Update		
Wards and communities affected: All	Key Decision: Not applicable	
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects		
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects		
Accountable Director: Andrew Millard, Director of Place		
This report is public		

Executive Summary

This is to update Members on the progress in delivering the A13 Widening scheme.

1. Recommendation

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee comments on the progress on the A13 Widening scheme.

2. Introduction and Background

2.1 This project involves widening the A13 Stanford le Hope By-pass from 2 to 3 lanes in both directions, from the junction with the A128 (Orsett Cock roundabout) in the west to the A1014 (The Manorway) in the east and replacing four bridges. Once the project is completed, there will be a continuous three-lane carriageway from the M25 to Stanford le Hope, reducing congestion, improving journey times and supporting further economic growth.

2.2 Since the last update to the PTR Overview & Scrutiny Committee in January 2019, some progress has been made, however, there have been a number of issues which have arisen that have had an impact on the cost and programme of the Project. These issues are summarised in paragraphs 3.2 to 3.9 of the report.

- 2.3 In March 2019, various traffic management measures were implemented on the A13 and A1013 including temporary speed limits, temporary barriers, narrow lanes, speed enforcement cameras and free vehicle recovery service.
- 2.4 These measures enabled the main works to start.
- 2.5 The archaeological mitigation works were completed in early July 2019, freeing up areas of the site for construction.
- 2.6 In recent months, activity has increased significantly along the A13, with drainage installation works, earthworks, piling and utilities works taking place at the side of the road.
- 2.7 At Horndon Road bridge, the piled foundations and pile caps have been completed and work is progressing with the abutments and wingwalls.
- 2.8 At the end of August/ beginning of September, Saffron Gardens Bridge was safely demolished during a weekend closure of the A13 and the carriageway was reopened to traffic two hours early. During this closure, BT Openreach took the opportunity to divert some of its apparatus at the BP Services, thereby avoiding the need for further road closures
- 2.9 As a result of the traffic disruption that occurred at Horndon on the Hill and A1013, Stanford Road during the above weekend closure, an action plan was developed for future weekend closures. Officers continue to review and monitor closures to ensure safety and efficiency on the road network.
- 2.10 At Orsett Cock roundabout, the piled foundations and pile caps have been installed and work is underway to construct the abutments and central piers for the new Orsett Cock East and West bridges.
- 2.11 The project team are working hard to get the remaining Statutory Undertakers' diversions completed over the winter to ensure that earthworks and drainage can continue in March when the weather and site conditions improve.

3. Issues, Options and Analysis of Options

- 3.1 It is often the case with projects of this scale and complexity that a start on site reveals issues that impact on the anticipated delivery of the project and which cannot readily be anticipated and planned for. A risk register is reviewed and updated with the contractors on a monthly basis.

Key issues

- 3.2 Below is a summary of the key issues that have arisen:
- 3.3 Diversion and protection of statutory undertakers' assets impacted by the Project has been delayed;

- 3.4 Ground investigation works in particular locations along the route has revealed a need to adapt and change construction methodology and change specifications;
- 3.5 There were some discrepancies and gaps between what was in the as-built drawings for the existing road and what was discovered once work commenced. This in particular impacted significantly on the cost of the drainage works;
- 3.6 Topographical study work was found to be unreliable and had to be repeated;
- 3.7 The substructure and wing walls at the Orsett Cock east and west bridges had to be significantly redesigned to overcome concerns about public safety and buildability;
- 3.8 Change requests which have been driven by the need to satisfy key stakeholders (in particular local residents and landowners) have been a consideration and where possible incorporated into the design;
- 3.9 A number of these issues has impacted on the ability of the Project to bring forward the design in a timely way resulting in works being undertaken in parallel as opposed to sequentially;
- 3.10 Delays in finalising the detail design of the bridges and structures and obtaining Technical Approval Authority approval and check certificates.

Mitigation

- 3.11 Given the issues set out in this report, Thurrock Council and its contractors have undertaken a number of steps to mitigate any further impacts. These mitigation measures include:
 - Usual project management tools are being used including risk registers, change logs, approvals, clear systems and processes and ways of working etc.
 - Appointment of external auditors – Thurrock Council appointed expert transport infrastructure auditors to undertake a detailed review of the scheme. As a consequence there is a clear action plan of project improvements that has been substantially implemented
 - Strengthened the project team – Thurrock Council has brought on board an additional project management resource to focus on commercial issues and retained the services of the external auditor. Together, they will work their way through the outstanding compensation events and quotations. Aecom has also brought on board a senior quantity surveyor, risk manager and programme manager.
 - Programme challenge workshop – a report identifying ways in which time and cost can be saved. This is already identifying efficiency savings in particular with regard to costs.

- Collaborative planning – the parties are undertaking collaborative planning to understand the inter-dependencies on the project and how they can be effectively managed to avoid impacts on critical path
- Ways of working – co-location of contractors on site to ensure efficient agreement on issues which can then be quickly resolved
- A monthly dashboard reporting mechanism to track blockers and identify ways of relieving them
- Elements of parallel working which can ensure the workforce and plant and equipment is being utilised to maximum effect
- Early warnings and improvements to communication to ensure efficiency

Update on Project expenditure

- 3.12 As a consequence of the above issues including a number of compensation events, the Project is no longer within the budget envelope and the rate of spend has increased over the course of the last couple of months.
- 3.13 The potential options available to bridge the forecast funding gap are currently being explored and have not been confirmed. It is likely that a combination of funding sources will be required to meet the funding gap. The main options under consideration include:
- An increase in grant funding towards the delivery of the Project;
 - Funding contributions from the private sector; and
 - Funding contributions from Thurrock Council.
- 3.14 Thurrock Council recognises the need to seek alternative funding through whatever route is available and the use of its own funds.
- 3.15 The Council has recently been successful in securing additional funding from SELEP to contribute to the project. This indicates that despite the challenges, partners locally and across the region continue to support the project and remain committed to its success, not least because of the mitigation which has been put in place.

Update on programme

- 3.16 At the time of the January update, the Project was expected to complete in autumn 2020. Since then the further issues arising with the Project and highlighted in this report have meant that the timeframe for delivery is under review.
- 3.17 At the time of writing this report, there is no change to the current published programme. It is acknowledged that when the current issues with regard to delays have been addressed, there will be a need to re-profile the forecast spend on the project and produce and publish an update to the programme to manage stakeholder expectations.

4. Reasons for Recommendation

- 4.1 To comply with the reporting arrangements agreed by Cabinet and ensure democratic scrutiny of the A13 Widening scheme.

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

- 5.1 A communication plan has been prepared and agreed.
- 5.2 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.
- 5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions.

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

- 6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting economic prosperity.
- 6.2 The A13 Widening scheme also supports the Thurrock Transport Strategy (2013 – 2026) and in particular policy TTS18: Strategic road network improvements by creating additional capacity to reduce congestion, improve journey times, facilitate growth and improve access to key strategic economic hubs.

7. Implications

7.1 Financial

Implications verified by: **Rosie Hurst**
Interim Senior Management Accountant

There are no financial implications arising specifically from this update report.

7.2 Legal

Implications verified by: **Tim Hallam**
Acting Head of Law, Assistant Director of Law and Governance and Monitoring Officer

Since this an update report, there are no specific direct legal implications. Legal Services will provide any legal advice in relation to this project as and when required.

7.3 Diversity and Equality

Implications verified by: **Becky Price**
Team Manager – Community Development and Equalities

There are no direct implications arising specifically from this update report.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder, or Impact on Looked After Children)

The contractor is required to risk assess all aspects of this project and put in place appropriate procedures and measures to safeguard lives as well as the environment.

The contractor is also required to prepare a sustainability plan that reduces carbon emissions and reduces the project's carbon footprint.

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- None

9. Appendices to the report

- None

Report Author:

Anna Eastgate

Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects
Place

21 January 2020	ITEM: 10
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Fees and Charges Pricing Strategy 2020/21	
Wards and communities affected: All	Key Decision: N/A
Report of: Kelly McMillan, Business Development Manager	
Accountable Assistant Director: Leigh Nicholson, Interim Assistant Director of Planning Transport and Public Protection; Julie Nelder, Assistant Director of Highways, Fleet and Logistics and; Michelle Thompson, Acting Assistant Director of Property and Development.	
Accountable Director: Andrew Millard, Director of Place; Julie Rogers, Director of Environment and Highways and; Sean Clark, Director of Finance, Governance and Property	
This report is Public	

Executive Summary

This report specifically sets out the charges in relation to services within the remit of this Overview and Scrutiny Committee. Charges will take effect from the 1 April 2020 unless otherwise stated. In preparing the proposed fees and charges, Directorates have worked within the charging framework and commercial principles set out in Section Three of the report.

Further director delegated authority will be sought via Cabinet to allow Fees and Charges to be varied within financial year in response to legal, regulatory or commercial requirements.

The full list of proposed charges is detailed in Appendix 1, and the proposed deletion of current fees and charges are detailed in Appendix 2 to this report.

1. Recommendations

- 1.1 **That Planning, Transport and Regeneration Overview and Scrutiny Committee note the revised fees, including those no longer applicable, and comment on the proposals currently being considered within the remit of this committee.**
- 1.2 **That Planning, Transport and Regeneration Overview and Scrutiny Committee note that director delegated authority will be sought via**

Cabinet to allow Fees & Charges to be varied within a financial year in response to commercial requirements.

2. Background

- 2.1 The paper describes the fees and charges approach for the services within the Planning, Transport and Regeneration Overview and Scrutiny Committee remit for 2020/21 and will set a platform for certain pricing principles moving forward into future financial years.
- 2.2 The paper provides narrative for the Planning, Transport and Regeneration areas:
- Highways and Fleet
 - Parking
 - Passenger Transport
 - Highways Infrastructure
 - Network Management
 - Transport Development
 - Planning and Growth
 - Development Management
 - Building Control
 - Land Charges
 - Corporate Property and Assets
 - Property related lease, letting and licensing
 - Public Protection

3. Thurrock Charging Policy

- 3.1 The strategic ambition for Thurrock is to adopt a policy on fees and charges that is aligned to the wider commercial strategy and ensures that all discretionary services cost recover.
- 3.2 Furthermore, for future years, while reviewing charges, services will also consider the level of demand for the service, the market dynamics and how the charging policy helps to meet other service objectives.
- 3.3 Rather than a set increase across all service lines, when considering the pricing strategy for 2020/21 some key questions were considered:
- Where can we apply a tiered/premium pricing structure
 - How sensitive are customers to price (are there areas where a price freeze is relevant)
 - What new charges might we want to introduce for this financial year
 - How do our charges compare with neighbouring boroughs
 - How do our charges compare to neighbouring boroughs and private sector competitors (particularly in those instances where customers have choice)
 - How can we influence channel shift
 - Can we set charges to recover costs

- What do our competitors charges
- How sensitive is demand to price
- Statutory services may have discretionary elements that we can influence
- Do we take deposits, charge cancellation fees, and charge an admin fee for duplicate services (e.g. lost certificates.)

3.4 For Planning, Transport and Regeneration a number of different methods to tier their charges depending on the service area are used:

- **Highways Licensing** – uses a combination of fixed minimum charges, and variable percentage charge based on specific financial thresholds being exceeded.
- **Street Naming** – use tiered charges based on number of properties
- **Transport Development** – use a number of different charging methods, including minimum charges, deposit retention, financial bonds, and percentage based charges based on specific financial threshold levels.
- **Planning Performance Agreements** – uses the number of properties being developed by the developer per annum to set the charge levels.

3.5 The key following points should be noted for 2020/21 fees and charges:

- **Permits** – fees and charges are unchanged for the 1st and 2nd permits and increased by inflation for the 3rd permit for 2020/21, with amendments being made in relation to charity permits and a new temporary resident's permit to aid new residents/car owners.
- **Parking Bays** – suspension fees remain unchanged for 2020/21
- **Parking Charges** – remain unchanged for 2020/21.
- **Penalty Charge Notices** – are set statutorily and unchanged for 2020/21
- **Passenger Transport** – DBS checks will remain unchanged for 2020/21
- **Bus Passes** – fees and charges are unchanged for 2020/21
- **Bus Stops** - bus stop suspension charge is unchanged for 2020/21
- **Highways infrastructure** – specific fees and charges have been revised to better scale with larger application requirements, using value thresholds to switch to a percentage value of actual costs; as well as having the minimum charge fee increased in line with actual costs where applicable.
- **Network Management** – Fees and charges are unchanged for 2020/21.
- **Transport Development** – the main transport and development fees and charges are unchanged for 2020/21, with the exception of:
 - **Travel plans** – monitoring charges initially set were set in line with other Local Authorities. These have now been reduced in line with costs incurred.
 - **Bikeability** - training is currently funded by a grant, however this is expected to be partially removed in 2021/22, with award announced summer 2020. Charges will enable continuation of Bikeability training across the borough.
 - **Scooter Training** - Fee of £30 per session will remain for 2019/20 academic year. This planned to increase to £40 per session in 2020/21 academic year to ensure cost recovery

- **Transport** – Vehicular MOT Testing – charges are now shown in the report and remain unchanged for 2020/21.
- **Pre-Planning Application** – charges are unchanged for 2020/21
- **Planning Performance Agreement** – charges are unchanged for 2020/21
- **Building Control** – charges are unchanged for 2020/21
- **Land Charges** – charges are unchanged except for the introduction of an assisted personal search fee to ensure cost recovery.
- **Corporate Property & Assets** – have changed the majority of their charges for 20/21 from Price-On-Application (POA); to more accurately reflect to the client the actual costs incurred for the services delivered.
- **Town Centre Management** – new promotional activity fees have been introduced to help support projects and event run by the Town Centre Management team to help revitalise our high streets, with differing charges for commercial and charitable operators.

4. Proposals and Issues

4.1 The fees and charges for each service area have been considered and the main considerations are set out below.

4.2 To allow the Council services to better respond to changes in the commercial environment for fees and charges; delegated authority will be sought through Cabinet to permit the Director of the Service Area jointly with the Director of Finance to vary service charges within financial year due to commercial considerations.

- This will allow service areas, providing services on a traded basis to vary their fees and charges to reflect commercial and operational considerations that impact the cost recoverability calculations.
- Any changes to Fees and Charges due to commercial considerations will require the consultation with, and agreement of, the relevant Portfolio Holder.

5. Transport and Highways

5.1 Visitors Permits

Resident Permit schemes were introduced in order to preserve the limited parking spaces available on-street for residents around towns and train stations and to protect residents from the incursion of commuter parking.

All residents entitled to a Residents' Permit are entitled to purchase Visitor Permits. Charges have remained unchanged for a number of years, the cost of which does not offer a reasonable return.

With the first book of Visitor Permits free annually to each household within a Permit area, they are provided in blocks of 20 which equates to 30 pence per day per visitor. The cost of Visitor Permits thereafter is currently £6.00.

It is proposed that Thurrock's charges remain unchanged for 2020/21 to support the Council's place-making agenda.

5.2 Residents Permits

Residents, first permit will remain unchanged and will continue to be issued free of charge, as will the second permit and a £2 increase will be added to the third permit in line with inflation. A benchmarking exercise took place and Thurrock charge less than neighbouring boroughs and will need to look to increase this as a phased approach in 21/22.

A temporary resident permit has been introduced to assist residents who have just bought a new vehicle, are in the process of transferring a foreign vehicle to a Thurrock address or just moved home. The permit is valid for eight weeks and gives residents' time to get the right document(s) for a full resident parking permit. There will be a £10 fee for administration purposes.

5.3 Other Permits

Operational Permits will also remain unchanged at £120 per annum as this is for those that have cause to visit residents as part of their working duties.

Business Permits were changed in FY18/19, and focused on incentivising users towards purchasing annual permits; thereby reducing administration with permit management accordingly. It is not planned to increase them further in 2020/21.

Commuter Permits were introduced in FY18/19 at levels which compared with neighbouring councils, using two levels of permit charge based on the locations that could be parked at. It is not planned to increase these in 2020/21.

Contractor Permits were introduced in FY18/19, to support businesses operating in the borough. It is not planned to increase these in 2020/21 until the impact can be assessed. This will allow businesses regularly operating in Thurrock to reduce their operating costs; and reduce the likelihood of them receiving a penalty charge notice.

NHS permits have a fee of £120 per annum in 2018/19, the same as operational permits therefore it is suggested that there is no change for 2020/21, to minimise NHS budgetary pressure.

Registered Charity organisations can be issued up to 5 free permits per annum subject to justifying the need based on the scope of the charity. Any additional permits required by the charity will be charged at £10 each. This fee will offset the administration costs incurred by the authority for processing the permit. Local benchmarking has been completed and this fee will bring us in line with our neighbouring boroughs.

5.4 Parking Bays

The suspension of parking bays is a discretionary charge. The charge for this remains unchanged. The current fee is considered to cover the cost of any loss of income as a result of a suspension, and would not be increased in FY20/21 as parking charges remain unchanged.

5.5 Parking Charges

Parking charges remain unchanged for 2020/21 in order to continue to support local businesses and the Council's place-making agenda.

5.6 Penalty Charge Notices

The charges for penalty charge notices are statutory charges and cannot be changed by the local authority.

5.7 Passenger Transport

DBS Checks for education transport operators for PSV drivers and passenger assistants will remain unchanged for 2020/21. This is in line with Essex County Council (ECC) but will be reviewed annually as some of the operators are procured by both Thurrock Council and ECC.

Any increases will also be reflected in the operator's contract costs with the Council at contract renewal/review stage.

The proposal is to change the way the fees are currently charged in relation to utility requests for a bus stop to be suspended. The new charges are £150.00 first day per stop and £150.00 for second day capped at £300.00.

5.8 Bus Passes

Any resident that applies for their first bus pass under the government's entitlement criteria is to receive their pass free. This is a statutory requirement and no changes to this arrangement have been proposed.

Any replacements for the loss of a pass will see a £10 admin fee remain. This is in line with other authorities' charges especially as the clientele are elderly.

The same administration fee is liable for any pupil who is entitled to education transport and has an annual ticket.

5.9 Highways Infrastructure

To enable cost recovery on 3rd party incidents on the Highway three new charges have been introduced:

Initial Response Charge for attendance at the incident - This is to cover the initial assessment following an incident where damage has occurred on the highway. This includes checks to determine driver details, insurance company and Highway make safe etc. (Overall initial assessment) with a cost of £406.

Additional charge per hour for attendance at the incident - This is a new charge relating to the above, if prolonged attendance is needed on site (including provision of prolonged emergency response) at £215 per hour.

Cost reinstatement of permanent repairs following damage to the public Highway - This allows to cover the actual repairs to the highway that need to be carried out following damage caused. i.e., to repair a bridge after it has been struck by a vehicle.

A new consolidated charge has been produced for simplicity and replaces the old charging mechanism in relation to Street naming and numbering new properties; this charge had been benchmarked and set to £159.00 for the first address / property, after this each additional property will be £40 thereafter

Highways Operation has a new fee added allowing for key retrieval from Highway Assets e.g., Gullies, soakaways etc. The new fee will be introduced at £150 per visit.

5.10 Network Management

Permit charges have been reverted back to reflect the same charges in 2018/19 as these cannot be increased until the Permit scheme has been operational for 3 years and a clear business case demonstrates that the Scheme requires an increase to be cost neutral

Traffic Management – or giving of a notice under section 14(2) of the 1984 Act for reason mentioned in section 14(1)(a) has been benchmarked and set to increase by £70.00, the new charge is £650.00.

In addition we also increased anything done by a local traffic authority in connection with or in consequence of the making of an order under section 14(1) as above has been benchmarked and set to increase by £100.00, with a new charge of £1100.00

Inflation has been added to all fixed fee amounts where charges haven't been altered.

5.11 Transport Development

Current fees for agreements pursuant to Sections 38 and 278 of the Highways act (adoption of road and highway licenses for developer works) have been bench-marked against neighbouring Authorities.

Neighbouring Authorities have increased fees over the last few years and Thurrock is comparable, with the Commuted Sums of Maintenance (CSM) calculation having been changed in 2017/18 so that the new calculation accounts for road surface costs. These fees and charges are unchanged for 2020/21.

Accident data provision is unchanged for 2020/21.

Fees for the monitoring of travel plans were initially set in line with other Local Authorities. These have now been reduced in line with costs incurred.

Bikeability training is currently funded by a grant, however this is expected to be partially removed in 2021/22, with award announced summer 2020. Charges will enable continuation of Bikeability training across the borough.

- Road Safety - Bikeability Training Level 1 - £5
- Road Safety - Bikeability Training Level 2 - £10
- Road Safety - Bikeability - Learn to Ride - Under 16s - £10
- Road Safety - Bikeability - Learn to Ride - Over 16s - £20
- Road Safety - Bikeability - Balance Bikes - £60
- Road Safety - Bikeability - Learn to Ride - Over 16s - £20

The current fee for Scooter Training of £30 per session will remain for 2019/20 academic year. This planned to increase to £40 per session in 2020/21 academic year to ensure cost recovery

Traffic Regulation Orders – Should it be necessary to create or amend a permanent Traffic Regulation Order, a fairly lengthy process is involved, including a statutory 21 day consultation period and advertisements in a local newspaper. The charges for amending, varying or creating an Order requires the same process.

6. Planning

6.1 Development Management – Standard Planning Fees

Income derived from the previous increase is ring fenced by statute to be used for the development and improvement to planning services. Further information on these fees can be found at the ECAB Planning Portal.

6.2 Development Management - Additional Planning Fees

Thurrock Development Management offers other planning services that are over and above the nationally set fees.

The income received from these services has been ring fenced through the Planning Services Business Plan (2017-2020) which was agreed by the

Commercial Board in May 2017. This income has to be spent within the Planning Service.

6.3 Building Control

Fee income is dependent entirely on market forces. The Building Control Account is governed by legislation that requires that the Council does not produce a profit or loss over a three year rolling period and that any increase in income has to be ring-fenced with the Building Control account.

6.4 Land Charges

Local Land Charges (LLC) income is derived from charges associated with the sale and purchase of property in Thurrock. This account functions on a cost recovery basis, therefore any increase in income cannot be used outside of the LLC budget.

The introduction of an assisted personal search fee for an optional service available will ensure the cost incurred by the service are recovered.

7. Corporate Property and Assets

7.1 Corporate property – the majority of the charges for financial year 2020/21 have changed from Price-On-Application (POA), to more accurately reflect to the client the actual costs incurred for the services delivered. The remaining charges within this area are also increased to reflect actual costs for the service delivered.

7.2 Further, fees and charges related to commercial matters are negotiated on a case by case basis when agreeing a new lease or variation and therefore the income potential from this area is limited.

7.3 These charges will continue to be reviewed as part of the ongoing business activities to ensure that they remain market competitive and to ensure a full cost recovery model.

8. Town Centre Management

8.1 New Promotional Activity Space fees will effectively capitalise on otherwise unutilised space on the boroughs high streets as a source of income for the council. In line with similar fees for the region, the price point differs for charity and commercial bookings.

8.2 The fees have been set for Grays and Corringham, reflecting the existing demand in Grays and a charging pilot being trialled in Corringham:

- Grays - Commercial (per day) - £132
- Grays - Charity (per day) - £48
- Corringham - Commercial (per day) - £120
- Corringham - Charity (per day) - £43.20

8.3 Income generated via these bookings will be directed to the Town Centre Management (TCM) budget, and will in turn fund projects and events arranged or facilitated by the TCM team, helping to enhance and revitalise the boroughs high streets.

9. Reasons for Recommendation

9.1 The setting of appropriate fees and charges will enable the Council to generate essential income for the funding of Council services. The approval of reviewed fees and charges will also ensure that the Council is competitive with other service providers and neighbouring councils. The ability to vary charges within financial year will enable services to more flexible adapt to changing economic conditions.

9.2 The granting of delegated authority to vary these charges within financial year will allow the Council to better respond to commercial challenges.

9.3 The wider financial implications and effect on individual service budgets will be presented in the final Cabinet Paper in February 2020

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

Consultations will be progressed where there is specific need. However, with regard all other items, the proposals in this report do not affect any specific parts of the borough. Fees and charges are known to customers before they make use of the services they are buying.

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

The changes in these fees and charges may impact the community; however it must be taken into consideration that these price rises include inflation and no profit will be made on the running of these discretionary services.

12. Implications

12.1 Financial

Implications verified by: **Joanne Freeman**
Finance Manager

The effect of any changes to fees and charges on individual income targets will be determined as part of the 2020-21 budget setting process in which Corporate Finance and service areas will review anticipated level of demand, fee increases, previous performance and potential associated costs. Future reports will set out the 2020-21 targets across all directorates.

12.2 Legal

Implications verified by: **Tim Hallam**
**Acting Head of Law, Assistant Director
of Law & Governance**

Fees and charges generally fall into three categories – Statutory, Regulatory and Discretionary. Statutory charges are set in statute and cannot be altered by law since the charges have been determined by Central government and all authorities will be applying the same charge.

Regulatory charges relate to services where, if the Council provides the service, it is obliged to set a fee which the Council can determine itself in accordance with a regulatory framework. Charges have to be reasonable and must be applied across the borough.

Discretionary charges relate to services which the Council can provide if they choose to do so. This is a local policy decision. The Local Government Act 2003 gives the Council power to charge for discretionary services, with some limited exceptions. This may include charges for new and innovative services utilising the Council's general power of competence under section 1 of the Localism Act 2011. The income from charges, taking one financial year with another, must not exceed the cost of provision. A clear and justifiable framework of principles should be followed in terms of deciding when to charge and how much, and the process for reviewing charges.

A service may wish to consider whether they may utilise this power to provide a service that may benefit residents, businesses and other service users, meet the Council priorities and generate income.

Decisions on setting charges and fees are subject to the Council's decision making structures. Most charging decisions are the responsibility of Cabinet, where there are key decisions. Some fees are set by full Council.

12.3 Diversity and Equality

Implications verified by: **Becky Price**
Team Manager, Diversity & Equality

The Council is responsible for promoting equality of opportunity in the provision of services and employment as set out in the Equality Act 2010 and Public Sector Equality Duty. Decisions on setting charges and fees are subject to Community Equality Impact Assessment process and the Council's wider decision making structures to determine impact on protected groups and related concessions that may be available.

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

None

13. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

None

14. Appendices to the report

- Appendix 1 – Schedule of Proposed Fees and Charges for 2020/21.
- Appendix 2 – Schedule of Fees and Charges no longer applicable.

Report Author:

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Commercial Services

Name of fee or Charge	Directorate	Overview and Scrutiny Committee	Owner	Statutory/Discretionary Charge	VAT Status 19/20	Charge excl. VAT 2019/20	VAT Amount 2019/20	Charge incl. VAT 2019/20	VAT Status 20/21	Charge excl. VAT 2020/21	VAT Amount 2020/21	Charge incl. VAT 2020/21	Change from last year (incl. VAT)	Change from last year (% incl. VAT)	New, Removed, Unchanged
Transport - MOT Test Station Services - MOT'S class 4 and 7	Environment and Highways	Planning, Transport, Regen	Matt Trott	D	E	£ 35.00	£ -	£ 35.00	E	£ 35.00	£ -	£ 35.00	£ -	-	UNCHANGED
Transport - MOT Test Station Services - MOT'S class 4 and 7 Retest Fee	Environment and Highways	Planning, Transport, Regen	Matt Trott	D	E	£ 15.00	£ -	£ 15.00	E	£ 15.00	£ -	£ 15.00	£ -	-	UNCHANGED
Transport - MOT Test Station Services - MOT'S class 5	Environment and Highways	Planning, Transport, Regen	Matt Trott	D	E	£ 50.00	£ -	£ 50.00	E	£ 50.00	£ -	£ 50.00	£ -	-	UNCHANGED
Transport - MOT Test Station Services - MOT'S class 5 Retest Fee	Environment and Highways	Planning, Transport, Regen	Matt Trott	D	E	£ 20.00	£ -	£ 20.00	E	£ 20.00	£ -	£ 20.00	£ -	-	UNCHANGED
Street Naming and Numbering - New Properties - Each additional property address thereafter	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 40.00	£ -	£ 40.00	O	£ 40.00	£ -	£ 40.00	£ 40.00	-	NEW
Highway Gully Attendance (Key Retrieval)	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 150.00	£ -	£ 150.00	O	£ 150.00	£ -	£ 150.00	£ 150.00	-	NEW
Initial Response Charge for attendance to an incident involving the Highway	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 405.63	£ -	£ 405.63	O	£ 405.63	£ -	£ 405.63	£ 405.63	-	NEW
Additional charge per hour for attendance at the incidence	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 215.55	£ -	£ 215.55	O	£ 215.55	£ -	£ 215.55	£ 215.55	-	NEW
Cost reinstatement of permanent repairs following damage to the public Highway	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	Actual cost plus 18% Contract management fee	£ -	Actual cost plus 18% Contract management fee	O	Actual cost plus 18% Contract management fee	£ -	Actual cost plus 18% Contract management fee	£ -	-	NEW
Highways - Licences - Consideration of an application for a licence in writing to erect or retain on or over a highway any scaffolding or other structure, in connection with any building, or demolition or the alteration, repair, maintenance or cleaning of any building which obstructs the highway pursuant to Section 169(1) and (2) of the 1980 Act.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	£210 for first month + £400 refundable deposit, £62 per month thereafter	£ -	£210 for first month + £400 refundable deposit, £62 per month thereafter	Z	£217 for first month + £400 refundable deposit, £64 per month thereafter	£ -	£217 for first month + £400 refundable deposit, £64 per month thereafter	£ -	-	INCREASED
Highways - Anything done in connection with the clearance of accident debris pursuant to Section 41 and 130 of the 1980 Act in respect of accidents occurring on or after 1st April 1999	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	O	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	-	UNCHANGED
Highways - Consideration of a request in respect of a highway maintainable at the public expense to execute such works as are specified in the request for constructing a vehicle crossing over a footway or verge in that highway pursuant to Section 184 of the 1980 Act	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£375 upfront payment; if the crossing does not meet criteria £300 is refundable; £150 is refundable upon satisfactory completion	£ -	£375 upfront payment; if the crossing does not meet criteria £300 is refundable; £150 is refundable upon satisfactory completion	O	£375 upfront payment; if the crossing does not meet criteria £300 is refundable; £150 is refundable upon satisfactory completion	£ -	£375 upfront payment; if the crossing does not meet criteria £300 is refundable; £150 is refundable upon satisfactory completion	£ -	-	UNCHANGED
Highways - Licences - Consideration of an application for consent to carry out any works in a street to provide means for the admission of light to premises situated under, or abutting on, the street pursuant to Section 180(2) of the 1980 Act	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	-	UNCHANGED
Highways - Licences - Consideration of an application for consent to make an opening in the footway of a street as an entrance to a cellar or vault there under pursuant to Section 180(1) of the 1980 Act.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	-	UNCHANGED
Highways - Licences - Consideration of an application for consent under Section 179(1) of the 1980 Act to construct works to which that Section applies under any part of the street	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	Z	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	Actual Costs + £200 up to £1000; then after that 20% of actual costs	£ -	-	UNCHANGED
Highways - Licences - Consideration of an application for consent for the obligation to erect a hoarding or fence in accordance with Section 172(1) of the 1980 Act to be dispensed with pursuant to sub-section (2) of that Section.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	£210 for first month + £400 refundable deposit, £62 per month thereafter	£ -	£210 for first month + £400 refundable deposit, £62 per month thereafter	Z	£217 for first month + £400 refundable deposit, £64 per month thereafter	£ -	£217 for first month + £400 refundable deposit, £64 per month thereafter	£ -	-	INCREASED
Highways - License for table and chair arrangements on the public highway £250 per table (max 4 chairs per table) with a maximum of £2000 capped on application.	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 250.00	£ -	£ 250.00	E	£ 250.00	£ -	£ 250.00	£ -	-	UNCHANGED
Highways - Provision of (or recovery of) white bar markings	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 150.00	£ -	£ 150.00	O	£ 150.00	£ -	£ 150.00	£ -	-	UNCHANGED
Highways = Registration Fee for Skip Companies to operate in Thurrock	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 60.00	£ -	£ 60.00	E	£ 60.00	£ -	£ 60.00	£ -	-	UNCHANGED
Highways - Skip License (to Skip Companies)	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£35 for up to 7 days and up to every 7 days thereafter	£ -	£35 for up to 7 days and up to every 7 days thereafter	E	£36 for up to 7 days and up to every 7 days thereafter	£ -	£36 for up to 7 days and up to every 7 days thereafter	£ -	-	INCREASED
New Highways Information - Searches and Enquiries	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 65.00	£ -	£ 65.00	O	£ 67.00	£ -	£ 67.00	£ 2.00	+3.08%	INCREASED
Passenger Transport - DBS Check	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	Z	£ 55.00	£ -	£ 55.00	Z	£ 55.00	£ -	£ 55.00	£ -	-	UNCHANGED
Passenger Transport - The issue by a County Council, District Council, passenger transport authority or passenger transport executive in England, a County Council or County Borough Council in Wales, to a person eligible to receive travel concessions under a scheme established under Section 93 of the Transport Act 1985, of - (b) a duplicate by a London Borough Council or the Common Council of the City of London of a travel concession permit pursuant to section 52(4) of the London Regional Transport Act 1984 or pursuant to section 53(2)(b) of that Act in accordance with arrangements under section 50(1).	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 10.00	£ -	£ 10.00	O	£ 10.00	£ -	£ 10.00	£ -	-	UNCHANGED
Passenger Transport - The issue by a County Council, District Council, passenger transport authority or passenger transport executive in England, a County Council or County Borough Council in Wales, to a person eligible to receive travel concessions under a scheme established under Section 93 of the Transport Act 1985, of - (a) any permit or other document as evidence of entitlement to receive travel concessions	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	-	UNCHANGED
Passenger Transport - Utilities request for bus stop to be suspended	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	Z	£75 per day	£ -	£75 per day	Z	£150 first day per stop and £150 for 2nd day capped at £300	£ -	£150 first day per stop and £150 for 2nd day capped at £300	£ -	-	INCREASED
Permit Fees - Road Category - Cat 0-2 & TS - Immediate	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 60.00	£ -	£ 60.00	E	£ 55.00	£ -	£ 55.00	£ -5.00	-8.33%	DECREASED
Permit Fees - Road Category - Cat 0-2 & TS - Major	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 240.00	£ -	£ 240.00	E	£ 215.00	£ -	£ 215.00	£ -25.00	-10.42%	DECREASED
Permit Fees - Road Category - Cat 0-2 & TS - Major (PAA)	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 105.00	£ -	£ 105.00	E	£ 95.00	£ -	£ 95.00	£ -10.00	-9.52%	DECREASED
Permit Fees - Road Category - Cat 0-2 & TS - Minor	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 65.00	£ -	£ 65.00	E	£ 60.00	£ -	£ 60.00	£ -5.00	-7.69%	DECREASED
Permit Fees - Road Category - Cat 0-2 & TS - Permit Variation	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 45.00	£ -	£ 45.00	E	£ 45.00	£ -	£ 45.00	£ -	-	UNCHANGED
Permit Fees - Road Category - Cat 0-2 & TS - Standard	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 130.00	£ -	£ 130.00	E	£ 120.00	£ -	£ 120.00	£ -10.00	-7.69%	DECREASED
Permit Fees - Road Category - Cat 3&4 No TS - Immediate	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 40.00	£ -	£ 40.00	E	£ 35.00	£ -	£ 35.00	£ -5.00	-12.50%	DECREASED
Permit Fees - Road Category - Cat 3&4 No TS - Major	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 150.00	£ -	£ 150.00	E	£ 140.00	£ -	£ 140.00	£ -10.00	-6.67%	DECREASED
Permit Fees - Road Category - Cat 3&4 No TS - Major (PAA)	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 75.00	£ -	£ 75.00	E	£ 70.00	£ -	£ 70.00	£ -5.00	-6.67%	DECREASED
Permit Fees - Road Category - Cat 3&4 No TS - Minor	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 45.00	£ -	£ 45.00	E	£ 40.00	£ -	£ 40.00	£ -5.00	-11.11%	DECREASED
Permit Fees - Road Category - Cat 3&4 No TS - Permit Variation	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 35.00	£ -	£ 35.00	E	£ 35.00	£ -	£ 35.00	£ -	-	UNCHANGED
Permit Fees - Road Category - Cat 3&4 No TS - Standard	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	E	£ 75.00	£ -	£ 75.00	E	£ 70.00	£ -	£ 70.00	£ -5.00	-6.67%	DECREASED
Right of Way - Additional costs may be payable in the event of a public enquiry under the Highways Act 1980 Section 302 and / or Local Government Act 1972 Section 250	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	Actual costs of advertising and officers time	£ -	Actual costs of advertising and officers time	O	Actual costs of advertising and officers time	£ -	Actual costs of advertising and officers time	£ -	-	UNCHANGED
Rights of Way - Application for Highways Deposits of Statement, Maps and Declarations (Section 31(6) of the Highways Act 1980)	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£200 fee for the first parcel of land + £25 for each additional parcel	£ -	£200 fee for the first parcel of land + £25 for each additional parcel	O	£200 fee for the first parcel of land + £25 for each additional parcel	£ -	£200 fee for the first parcel of land + £25 for each additional parcel	£ -	-	UNCHANGED
Rights of Way - Local Authority Recovery of Costs for Public Path Orders Regulations 1993	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 1,800.00	£ -	£ 1,800.00	O	£ 1,800.00	£ -	£ 1,800.00	£ -	-	UNCHANGED
Rights of Way - Public Path Creation Order (section 25 and 26 of the Highways Act 1980)	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 1,000.00	£ -	£ 1,000.00	O	£ 1,000.00	£ -	£ 1,000.00	£ -	-	UNCHANGED
Stopping up of public highway - section 116 & 117 highways act 1980	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£2,500 minimum charge, or £65 per hour in excess of this	£ -	£2,500 minimum charge, or £65 per hour in excess of this	O	£2,500 minimum charge, or £65 per hour in excess of this	£ -	£2,500 minimum charge, or £65 per hour in excess of this	£ -	-	UNCHANGED

Name of fee or Charge	Directorate	Overview and Scrutiny Committee	Owner	Statutory/Discretionary Charge	VAT Status 19/20	Charge excl. VAT 2019/20	VAT Amount 2019/20	Charge incl. VAT 2019/20	VAT Status 20/21	Charge excl. VAT 2020/21	VAT Amount 2020/21	Charge incl. VAT 2020/21	Change from last year (incl. VAT)	Change from last year (% incl. VAT)	New, Removed, Unchanged
Street Naming and Numbering - Re-naming of individual properties (Per property charge)	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 62.00	£ -	£ 62.00	O	£ 62.00	£ -	£ 62.00	£ -	-	UNCHANGED
Street Naming and Numbering - New Properties - First address	Environment and Highways	Planning, Transport, Regen	Peter Wright	D						£ 159.00		£ 159.00	£ 159.00		NEW
Street Naming and Numbering - New Properties - Re-naming of a building/block flat/industrial estate	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 140.00	£ -	£ 140.00	O	£ 140.00	£ -	£ 140.00	£ -	-	UNCHANGED
Street Naming and Numbering - Renaming of Street where requested by residents up to 50 properties	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 260.00	£ -	£ 260.00	O	£ 260.00	£ -	£ 260.00	£ -	-	UNCHANGED
Street Naming and Numbering - Renaming of Street where requested by residents 51 and over properties	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 465.00	£ -	£ 465.00	O	£ 465.00	£ -	£ 465.00	£ -	-	UNCHANGED
Street Naming and Numbering - Naming of new roads on new developments - Each new road name	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 205.00	£ -	£ 205.00	O	£ 205.00	£ -	£ 205.00	£ -	-	UNCHANGED
Traffic Management - or the giving of a notice under Section 14(2) of the 1984 Act for the reason mentioned in Section 14(1)(a).	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 580.00	£ -	£ 580.00	O	£ 650.00	£ -	£ 650.00	£ 70.00	+12.07%	INCREASED
Traffic Management - Anything done by a local authority in connection with or in consequence of a request to the Authority, the Chief Officer of Police or any other person specified by or under an order made under Section 49(4) of the 1984 Act to suspend the use of a parking place or any part of it.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 1,000.00	£ -	£ 1,000.00	O	£ 1,000.00	£ -	£ 1,000.00	£ -	-	UNCHANGED
Traffic Management - Anything done by a local traffic authority in connection with or in consequence of an event requiring traffic management measures	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	Actual Costs plus £200 upto £1000; then after that 20% if greater	O	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	upto £1000; then af	£ -	-	UNCHANGED
Traffic Management - Anything done by a local traffic authority in connection with or in consequence of the making of an order under Section 14(1)	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 1,000.00	£ -	£ 1,000.00	O	£ 1,100.00	£ -	£ 1,100.00	£ 100.00	+10.00%	INCREASED
Traffic Management - Consideration by a local authority of a request that, under Section 65(1) of the 1984 Act, it cause or permit a traffic sign (not being a sign which fulfils the conditions specified in Section 65(3A)(i) and (ii) to be placed on or near a road to indicate the route to specified land or premises.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 165.00	£ -	£ 165.00	O	£ 165.00	£ -	£ 165.00	£ -	-	UNCHANGED
Traffic Management - Permitting - Fixed Penalty Notices (FPN) - Working in breach of a condition (This is the same as FPN penalties under the notice system, the Authority may extend the 36 day period at its discretion in any particular case)	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£120 if paid within 36 days, discounted to £80 if paid within 29 days	£ -	£120 if paid within 36 days, discounted to £80 if paid within 29 days	O	£120 if paid within 36 days, discounted to £80 if paid within 29 days	£ -	£120 if paid within 36 days, discounted to £80 if paid within 29 days	£ -	-	UNCHANGED
Traffic Management - Permitting - Fixed Penalty Notices (FPN) - Working without a permit (The Authority may extend the 36 day period at its discretion in any particular case)	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£500 if paid within 36 days, discounted to £300 if paid within 29 days	£ -	£500 if paid within 36 days, discounted to £300 if paid within 29 days	O	£500 if paid within 36 days, discounted to £300 if paid within 29 days	£ -	£500 if paid within 36 days, discounted to £300 if paid within 29 days	£ -	-	UNCHANGED
Traffic Management - The placing by a local traffic authority of a traffic sign pursuant to Section 65(1) of the 1984 Act in accordance with a request of the kind referred to in the preceding paragraph.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	£ 165.00	£ -	£ 165.00	O	£ 165.00	£ -	£ 165.00	£ -	-	UNCHANGED
Traffic Management - Traffic Signal data information	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	S	Actual Costs (min charge £160) (plus VAT)	£ -	Actual Costs (min charge £160) (plus VAT)	S	Actual Costs (min charge £160) (plus VAT)	£ -	Actual Costs (min charge £160) (plus VAT)	£ -	-	UNCHANGED
Traffic Management - Wide load arrangements	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	O	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	Actual Costs plus £200 upto £1000; then after that 20% if greater	O	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	Actual Costs plus £200 upto £1000; then after that 20% if greater	£ -	-	UNCHANGED
Advertising on bus stops timetable case - A4 SIZE - per 6 month period	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	S	£ 100.00	£ 20.00	£ 120.00	S	£ 100.00	£ 20.00	£ 120.00	£ -	-	UNCHANGED
Advertising on bus stops timetable case - A3 SIZE - per 6 month period	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	S	£ 200.00	£ 40.00	£ 240.00	S	£ 200.00	£ 40.00	£ 240.00	£ -	-	UNCHANGED
Car parking - Discretionary suspension of the use of on/off-street parking places for waiting/loading - charge per parking space	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£25 per day	£ -	£25 per day	O	£25 per day	£ -	£25 per day	£ -	-	UNCHANGED
Car Parking - Off Street-Pay & Display Car Parking Grays Car Parks (excl. Grays Beach) - Over 1 hour under 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 1.08	£ 0.22	£ 1.30	S	£ 1.08	£ 0.22	£ 1.30	£ -	-	UNCHANGED
Car Parking - Off Street-Pay & Display Car Parking Grays Car Parks (excl. Grays Beach) - Over 2 hours under 4 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 1.75	£ 0.35	£ 2.10	S	£ 1.75	£ 0.35	£ 2.10	£ -	-	UNCHANGED
Car Parking - Off Street-Pay & Display Car Parking Grays Car Parks (excl. Grays Beach) - Over 4 hours under 6 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 3.08	£ 0.62	£ 3.70	S	£ 3.08	£ 0.62	£ 3.70	£ -	-	UNCHANGED
Car Parking - Off Street-Pay & Display Car Parking Grays Car Parks (excl. Grays Beach) - Over 6 Hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 4.83	£ 0.97	£ 5.80	S	£ 4.83	£ 0.97	£ 5.80	£ -	-	UNCHANGED
Car Parking - Off Street-Pay & Display Car Parking Grays Car Parks (excl. Grays Beach) - Under 1 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 0.58	£ 0.12	£ 0.70	S	£ 0.58	£ 0.12	£ 0.70	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Canterbury Parade, South Ockendon - 1 to 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 0.50	£ 0.10	£ 0.60	S	£ 0.50	£ 0.10	£ 0.60	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Canterbury Parade, South Ockendon - All day	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 1.75	£ 0.35	£ 2.10	S	£ 1.75	£ 0.35	£ 2.10	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Canterbury Parade, South Ockendon - Under 1 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	Free of Charge	£ -	Free of Charge	S	Free of Charge	£ -	Free of Charge	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Tamarisk Road, South Ockendon - 1 to 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 0.50	£ 0.10	£ 0.60	S	£ 0.50	£ 0.10	£ 0.60	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Tamarisk Road, South Ockendon - Over 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 1.75	£ 0.35	£ 2.10	S	£ 1.75	£ 0.35	£ 2.10	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Grays Beach - 0 to 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 0.58	£ 0.12	£ 0.70	S	£ 0.58	£ 0.12	£ 0.70	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Grays Beach - All day	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 2.67	£ 0.53	£ 3.20	S	£ 2.67	£ 0.53	£ 3.20	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Purfleet in Cornwall House - 0-2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 0.58	£ 0.12	£ 0.70	S	£ 0.58	£ 0.12	£ 0.70	£ -	-	UNCHANGED
Car Parking - Off-Street Pay & Display Car Parking Purfleet in Cornwall House - All day	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	S	£ 2.67	£ 0.53	£ 3.20	S	£ 2.67	£ 0.53	£ 3.20	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display - Long Stay Thames Road & Access Road to Yacht Club - 0 to 1 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 0.70	£ -	£ 0.70	O	£ 0.70	£ -	£ 0.70	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display - Long Stay Thames Road & Access Road to Yacht Club - 1 to 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 1.20	£ -	£ 1.20	O	£ 1.20	£ -	£ 1.20	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display - Long Stay Thames Road & Access Road to Yacht Club - over 2 hours	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 3.20	£ -	£ 3.20	O	£ 3.20	£ -	£ 3.20	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display - Short Stay (excl. Thames Road & Access Road to Yacht Club) - 0 to 1 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 0.70	£ -	£ 0.70	O	£ 0.70	£ -	£ 0.70	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display - Short Stay (excl. Thames Road & Access Road to Yacht Club) - 1 to 2 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 1.40	£ -	£ 1.40	O	£ 1.40	£ -	£ 1.40	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display - Short Stay (excl. Thames Road & Access Road to Yacht Club) - 2 to 4 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 2.30	£ -	£ 2.30	O	£ 2.30	£ -	£ 2.30	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display Quick Stops - 0 to 30 mins	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 0.70	£ -	£ 0.70	O	£ 0.70	£ -	£ 0.70	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display Quick Stops - 30 to 45 mins	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 0.90	£ -	£ 0.90	O	£ 0.90	£ -	£ 0.90	£ -	-	UNCHANGED
Car Parking - On-Street Pay & Display Quick Stops - 45 mins to 1 hour	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 1.40	£ -	£ 1.40	O	£ 1.40	£ -	£ 1.40	£ -	-	UNCHANGED
Car Parking - Penalty Charge Notices - Higher Level Contraventions - Penalty Charge	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£ 70.00	£ -	£ 70.00	O	£ 70.00	£ -	£ 70.00	£ -	-	UNCHANGED
Car Parking - Penalty Charge Notices - Higher Level Contraventions - Penalty Charge paid within 14 days	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£ 35.00	£ -	£ 35.00	O	£ 35.00	£ -	£ 35.00	£ -	-	UNCHANGED
Car Parking - Penalty Charge Notices - Lower Level Contraventions - Penalty Charge	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£ 50.00	£ -	£ 50.00	O	£ 50.00	£ -	£ 50.00	£ -	-	UNCHANGED
Car Parking - Penalty Charge Notices - Lower Level Contraventions - Penalty Charge paid within 14 days	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£ 25.00	£ -	£ 25.00	O	£ 25.00	£ -	£ 25.00	£ -	-	UNCHANGED
Parking Permits - Business Permits - Per Month thereof	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 40.00	£ -	£ 40.00	O	£ 40.00	£ -	£ 40.00	£ -	-	UNCHANGED
Parking Permits - Business Permits - Per year	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 360.00	£ -	£ 360.00	O	£ 360.00	£ -	£ 360.00	£ -	-	UNCHANGED
Parking Permits - Business Permits - for 6 months	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 200.00	£ -	£ 200.00	O	£ 200.00	£ -	£ 200.00	£ -	-	UNCHANGED
Parking Permits - NHS Permits	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 120.00	£ -	£ 120.00	O	£ 120.00	£ -	£ 120.00	£ -	-	UNCHANGED
Parking Permits - Annual Permit Commuter Car Parks Only	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 1,000.00	£ -	£ 1,000.00	O	£ 1,000.00	£ -	£ 1,000.00	£ -	-	UNCHANGED
Parking Permits - Non Commuter Car Parks / On Street Long Stay Only	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 500.00	£ -	£ 500.00	O	£ 500.00	£ -	£ 500.00	£ -	-	UNCHANGED
Parking Permits - Contractor Permits	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 150.00	£ -	£ 150.00	O	£ 150.00	£ -	£ 150.00	£ -	-	UNCHANGED
Parking Permits - Operational Permits	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 120.00	£ -	£ 120.00	O	£ 120.00	£ -	£ 120.00	£ -	-	UNCHANGED
Parking Permits - Dispensations	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	-	UNCHANGED
Parking Permits - Charitable Organisations	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O				O	up to 5x free permits per annum subject to justifying the need based on the scope of the charity, any additional permits required will be charged at £10 per additional permit	£ -	up to 5x free permits per annum subject to justifying the need based on the scope of the charity, any additional permits required will be charged at £10 per additional permit	£ -	-	NEW
Parking Permits - Replacement Permits	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 10.00	£ -	£ 10.00	O	£ 10.00	£ -	£ 10.00	£ -	-	UNCHANGED
Parking Permits - Residents Permits - Per year - 1st Permit per Household	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	-	UNCHANGED
Parking Permits - Residents Permits - Per year - 2nd Permit per Household	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	Free of Charge	£ -	Free of Charge	O	Free of Charge	£ -	Free of Charge	£ -	-	UNCHANGED
Parking Permits - Residents Permits - Per year - 3rd Permit per Household	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 66.00	£ -	£ 66.00	O	£ 68.00	£ -	£ 68.00	£ 2.00	+3.03%	INCREASED
Parking Permits - Visitor Permits - Additional Sheets of 20 per Household	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 6.00	£ -	£ 6.00	O	£ 6.00	£ -	£ 6.00	£ -	-	UNCHANGED

Name of fee or Charge	Directorate	Overview and Scrutiny Committee	Owner	Statutory/Discretionary Charge	VAT Status 19/20	Charge excl. VAT 2019/20	VAT Amount 2019/20	Charge incl. VAT 2019/20	VAT Status 20/21	Charge excl. VAT 2020/21	VAT Amount 2020/21	Charge incl. VAT 2020/21	Change from last year (incl. VAT)	Change from last year (% incl. VAT)	New, Removed, Unchanged
Highways - Consideration by a local authority of an application pursuant to any provision contained in an order under Section 1,6 9 or 14 of the 1984 Act for an exemption from any prohibition or restriction imposed by the order on the stopping, parking, waiting, loading or unloading of vehicles on a road	Environment and Highways	Planning, Transport, Regen	Phil Carver	D	O	£ 1,500.00	£ -	£ 1,500.00	O	£ 1,500.00	£ -	£ 1,500.00	£ -	-	UNCHANGED
Traffic Management - Anything done by a local traffic authority in connection with or in consequence of a request to vary an order under Section 1,6,9 or 14 of the 1984 Act so as to create an exemption or exclusion from a prohibition or restriction imposed by the Order on the stopping, parking waiting, loading or unloading of vehicles on a road.	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£ 1,500.00	£ -	£ 1,500.00	O	£ 1,500.00	£ -	£ 1,500.00	£ -	-	UNCHANGED
Highways - Licences - Consideration of an application for consent temporarily to deposit building materials, rubbish or other things in a street that is a highway maintainable at the public expense or to make a temporary excavation in it, and the undertaking of site inspections to monitor compliance with such consent pursuant to Section 171(1),(2) (4) and (5) of the 1980 Act.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposit if no damage caused	£ -	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposit if no damage caused	Z	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposit if no damage caused	£ -	£220 for up to 14 days, £50 for each additional week thereafter, +£400 refundable deposit if no damage caused	£ -	-	UNCHANGED
Traffic Management - Anything done by a local traffic authority in consequence of a request to revoke or amend an order under Section 6,32(1) (b) or 45 of the 1984 Act so that a particular length of road may cease to be a place where vehicles may be parked in accordance with the order.	Environment and Highways	Planning, Transport, Regen	Phil Carver	S	O	£ 1,500.00	£ -	£ 1,500.00	O	£ 1,500.00	£ -	£ 1,500.00	£ -	-	UNCHANGED
Commercial Matters - Administration fee for processing Commercial & Other Applications	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	£ 50.00	£ 10.00	£ 60.00	S	£ 50.00	£ 10.00	£ 60.00	£ -	-	UNCHANGED
Commercial Matters - Assignment of Leases (Council owned premises). Minimum Charge £900 plus VAT	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 900.00	£ 180.00	£ 1,080.00		-	DECREASED
Commercial Matters - Dilapidation Surveys and Schedules of Repair/Condition (Council Owned Premises). Minimum fee and hourly rate charge in preparing survey and supervising works	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 500.00	£ 100.00	£ 600.00		-	DECREASED
Commercial Matters - Licence to undertake alterations/building works	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 500.00	£ 100.00	£ 600.00		-	DECREASED
Commercial Matters - Licence to vary lease terms (Council owned premises)	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 675.00	£ 135.00	£ 810.00		-	DECREASED
Commercial Matters - New Letting - Non Standard Commercial Shop Lease	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 900.00	£ 180.00	£ 1,080.00		-	DECREASED
Commercial Matters - New Letting - Standard Commercial Shop Lease	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 500.00	£ 100.00	£ 600.00		-	DECREASED
Commercial Matters - Other Processes and Consents	Finance, and IT	Planning, Transport, Regen	Michelle Thompson	D	S	POA	£ -	POA	S	£ 500.00	£ 100.00	£ 600.00		-	DECREASED

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Highways - Licences - Anything done in connection with site inspections to monitor compliance with duties imposed by Section 172(3) and by Section 173(1) of the 1980 Act on a person who has erected a hoarding or fence.	Environment and Highways	Planning, Transport, Regen	Peter Wright	S	Z	Actual Costs + £150 Admin	£ -	Actual Costs + £150 Admin	Z	REMOVED	£ -	REMOVED	£ -	-	REMOVED
Street Naming and Numbering - New Properties - 1-5 Properties 4 weeks administration	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 159.00	£ -	£ 159.00	O	REMOVED	£ -	REMOVED	£ -	-	REMOVED
Street Naming and Numbering - New Properties - 6-25 Properties 6 weeks administration	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 260.00	£ -	£ 260.00	O	REMOVED	£ -	REMOVED	£ -	-	REMOVED
Street Naming and Numbering - New Properties - 26-75 Properties 8 weeks administration	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 370.00	£ -	£ 370.00	O	REMOVED	£ -	REMOVED	£ -	-	REMOVED
Street Naming and Numbering - New Properties - 76-100 Properties 10-12 weeks administration	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 475.00	£ -	£ 475.00	O	REMOVED	£ -	REMOVED	£ -	-	REMOVED
Street Naming and Numbering - New Properties - Over & Above 100 Properties - for every additional property	Environment and Highways	Planning, Transport, Regen	Peter Wright	D	O	£ 31.00	£ -	£ 31.00	O	REMOVED	£ -	REMOVED	£ -	-	REMOVED

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Work Programme

Committee: Planning, Transport, Regeneration Overview and Scrutiny Committee

Year: 2019/2020

Dates of Meetings: 9 July 2019, ~~17 September 2019~~ - postponed to 9 October 2019, 12 November 2019, 21 January 2020, 17 March 2020

Topic	Lead Officer	Requested by Officer/Member
9 July 2019		
Integrated Transport Block Capital Programme 2019/20	Mat Kiely/Leigh Nicholson	Officer
17 September 2019 (postponed)		
Local Development Plan Task Force Update - Issues and Options 2 Consultation	Sean Nethercott/Leigh Nicholson	Chair
9 October 2019		
Thurrock Local Plan Issues and Options (Stage 2) Report of Consultation	Sean Nethercott/Leigh Nicholson	Chair
12 November 2019 – CANCELLED		
Grays One Way System Update	Ayesha Basit	Chair
Fees and Charges 2019/20	Kelly McMillan	Officer
Stanford le Hope Hub Interchange Update	Paul Rogers/Ayesha Basit	Members
A13 Widening Scheme Update	Paul Rogers	Chair
21 January 2020		

Work Programme

Housing Delivery Process – Verbal Update	Andrew Millard	Chair
A13 East Facing Access Scheme Update	Mat Kiely	Chair
Stanford le Hope Interchange Update	Anna Eastgate	Members
Integrated Transport Block Capital Programme 2020/2021, DfT Block Maintenance Capital Programme 2020/2021 and A126 Safer Roads Programme	Mat Kiely	Officer
Grays Town Centre Update	Anna Eastgate	Chair
A13 Widening Update	Anna Eastgate	Officer
Fees and Charges Pricing Strategy 2020/21	Kelly McMillan	Officer
Work Programme	Democratic Services	Standing item
17 March 2020		
Modes of Transport – trends and changes		Members
Work Programme	Democratic Services	Standing item
TBC		
Freight Strategy	Andrew Millard	
Parking Strategy		Members
c2c Update	Chris Atkinson (external)	Members