

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 February 2024**

Council Chamber, Civic Offices 3, New Road, Grays, Essex, RM17 6SL.

Membership:

Councillors Luke Spillman (Chair), Alex Anderson (Vice-Chair), Vikki Hartstean, Tom Kelly, Jacqui Maney and Lee Watson

Substitutes:

Councillors John Cecil, John Kent, Gary Collins, Terry Piccolo and James Thandi

Agenda

Open to Public and Press

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1. Apologies for Absence	
2. Minutes	5 - 12
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on the 15 th November 2023 and 5 th December 2023.	
3. Items of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972. To agree any relevant briefing notes submitted to the Committee.	
4. Declaration of Interests	
5. Portfolio Holder Annual Report - to follow	

6. **ITB Capital Programme 2024/25** **13 - 24**
7. **Tilbury and Grays Towns Fund Update - to follow**
8. **Regeneration Projects Update - to follow**
9. **Work Programme** **25 - 28**

Queries regarding this Agenda or notification of apologies:

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

Agenda published on: **13 February 2024**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

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

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non-pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature

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

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 15 November 2023 at 7.00 pm

Present: Councillors Luke Spillman (Chair), Vikki Hartstean, Tom Kelly and Lee Watson

Apologies: Councillors Alex Anderson (Vice-Chair) and Jacqui Maney

In attendance:
Mark Bradbury, Interim Director of Place
Kevin Munnely, Assistant Director, Regeneration and Place Delivery
Luke Tucker, Senior Democratic Services Officer

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

24. Items of Urgent Business

There were two items of urgent business, the first item was regarding the readiness and publication of reports for the committee. The BVI Report and Town Funds Report.

Apologies were given by officers. In relation the BVI Report officers sought to discuss with the committee what the committee wished to see in a report to avoid duplications of reports that have already been presented to the committee and where scrutiny can add value. The Towns Funds Report was ready to be presented to the committee on the date, despite work pressures and illness of officers.

ACTION: Officers will look into making sure a situation like this does not reoccur.

Members asked why Appendix 1 was not attached to the agenda. Appendix 1 did not make it through the IT system due to the size of the file but was presented by officers at the committee meeting.

ACTION: Democratic Services will publish Appendix 1 now it has a version that can be moved through the IT system.

Members expressed their concern that they could not scrutinise effectively with incomplete reports.

The second item of urgent business was regarding the Local Plan. The Local Plan will be heard at committee the day before council as there was no plan for the committee to see the Local Plan Report to scrutinise it.

25. Declaration of Interests

No interests were declared.

26. Towns Fund - To Follow

The Assistant Director, Regeneration and Place Delivery presented the report to the committee. The report and presentation provided to update Members on progress on the delivery of the Tilbury Town Fund (TTF) and Grays Town Fund (GTT) programmes since the confirmation of funding from the Department of Levelling Up, Homes & Communities (DLUHC) in March 2023.

Thurrock Youth Zone

It has been identified the nearest youth zone is in The London Borough of Barking and Dagenham (LBBB). It was suggested that a visit to the Youth Zone in LBBB be arranged.

Member sought clarity regarding the money awarded by the board. £7 million of the £22.8 million is marked for the Youth Zone and asked where the other £15.8 million marked for.

Member also sought clarity regarding the ground lease and asked if the rent would be peppercorn or at market value.

- Officer said it was under negotiation.

Member asked if the construction cost outweighed the money that has been committed, would there be any impact for the Local Authority if they have to step in and fund the differential.

- Costings have been provided on actual development happening. The Local Authority is making sure that contingencies are in place and would not commit to build until funding has been secured. The Local Authority will not be the client for the contract but the operator.

Member expressed gladness that the Local Authority was working with a company with a good track record.

Member asked for more information regarding the lease.

- A reasonable length of lease to recoup the investment, possibly 40, 50 plus years but nothing has been agreed yet.
- Local Authority is not expecting a significant rent as it is a ground rent.

Member was happy with the funding stream for the project.

Member was disappointed that the rent was only peppercorn/low income and its location.

- Lease is still to be negotiated.

Member expressed concern for Tilbury residents.

Member asked if the ground lease arrangement is similar see what happens in other local authorities.

- It varies between local authorities. There are different models depending on local authority input. Thurrock council's expectation is that this is funded by the programme not the council. The local authority is renting the land not a building.

- None of the Youth Zone centres built so far have failed.

Heritage Projects – Pontoon

Member identified that there was a high demand for Thames Clipper services. Members look forward to hearing more details on the project in the future. £5.6 million pounds out of the £22 million has been allocated to the pontoon. Member asked if there were investments coming from elsewhere or if the money was solely coming out of the towns fund.

- It is a work in progress.

Tilbury - Heritage Connectivity Projects

An introduction to the project was given by officers. Hub – Tilbury Station-St. Andrews Square, Heritage Links – Hairpin Bridge, Ferry Road Trail, Tilbury Pier Approach/Riverside, The Heart – Brennan Road, 15a Civic Square and Public Realm.

Member expressed their frustration that the square only comes to life around Christmas time.

Member asked if English Heritage had any involvement. There are world class historical assets in Tilbury and like the idea of connectivity.

Member gave praise to the board for their proposals.

- Officers explained English Heritage was involved initially. English Heritage wanted a refurbishment to the gift shop, but this was identified not be a priority by the towns board; dialogue is ongoing. Discussions are ongoing regarding the improvement of the vista along the seawall.

Member noted that the distribution of funding was good and further asked for more detail about pick up and drop off zones in the square.

- The aim is to make the space more flexible, there is no net loss of parking. Ensuring that the bus stops are laid out effectively, to make it easier to operate in the area.

Member of if there was enough funding to complete all these projects.

- Yes, and there are priority projects and flexible projects. There is flexibility in the projects.

Member asked who will be running the skills centre.

- Operated by Local Authority, Towns Board will pay for the refurbishment.

Member asked if the towns board would utilise the IMC (integrated medical centre).

- NHS has not confirmed.

Grays

An introduction was given by officers.

Member expressed concern how there hasn't been a meeting with board for a time and the restaurant proposal. Member also expressed the importance of getting the Grays Beach project right.

Member noted that the activity centre just needed to be a Scouts Hall structure.

Member noted it looked like nothing has been achieved for Grays.

ACTION: Member would like a briefing note before next PTR.

- Officer explained what scope creep was to the committee.

Member noted that there were other places for restaurants already in the town.

- Officer explained popup trucks could be an optional use for the town and beach which have been successful and can go on to use permanent units.

RESOLVED:

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

1.1 Notes the proposed changes to the original programmes and the progress on delivering the Tilbury & Grays Towns Fund programmes.

27. Work Programme

Members discussed the work programme.

- Report on the Local Plan will be heard on the 5th December 2023.
- Member expressed concern in regard to road infrastructure. An update on feasibility work on East Facing Slips and Lower Thames Crossing.

A full recording of the meeting can be viewed from the following link:

[Planning, Transport, Regeneration Overview and Scrutiny Committee - Wednesday, 15th November 2023 at 7:00pm](#)

The meeting finished at 8.35 pm

Approved as a true and correct record

CHAIR

DATE

Any queries regarding these Minutes, please contact Democratic Services at Direct.Democracy@thurrock.gov.uk

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 5 December 2023 at 7.00 pm

Present: Councillors Luke Spillman (Chair), Alex Anderson (Vice-Chair), Vikki Hartstean, Jacqui Maney, Lee Watson and Ben Maney

Apologies: Councillors Tom Kelly

In attendance: Mark Bradbury, Interim Director of Place
Kirsty Paul, Local Plans Manager
Luke Tucker, Senior Democratic Services Officer

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

28. Minutes

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 15th November 2023 will be presented at the February 2024 meeting of the Committee.

29. Items of Urgent Business

There were no items of urgent business.

30. Declaration of Interests

There were no declarations of interest.

31. Local Plan Report - to follow

The Director of Place presented the application and highlighted the following points:

- There is a statutory requirement placed on all local authorities to have an up-to-date Local Plan.
- The current Local Plan was adopted 8 years ago.
- A report seeking approval to commence consultation on the Thurrock Local Plan: Initial Proposals document and the Initial Proposals Integrated Impact Assessment will be presented to an extraordinary meeting of Council on 6th December 2023.
- The consultation will run for a minimum of 8 weeks.

Members asked the following questions to the Director of Place and the Local Plan Manager:

- The Chair questioned how the figures were reached in the Local Plan and if those figures are tangible.
 - Figures would be fleshed out throughout the year.
 - Biodiversity is new and only published on recently.
- The Chair wanted to see more information on biodiversity in the report.
 - Biodiversity of 20% is appropriate for the Local Authority.
- Councillor Anderson asked if local authorities cooperate with one another in the creation of Local Plans near border areas, for example West Horndon.
 - Thurrock Council cannot plan for other local authorities but there is a duty to cooperate and review impacts on the Greenbelt.

Councillor Watson arrived at the meeting at 19:16pm

- Councillor Anderson asked what the Local Plan would do to level the playing field.
 - Housing and health are the main concerns. There is a need for affordable housing. The Local Authority is not a provider of GP's but needs to think of facilitating health needs of people where they live.
- Councillor Anderson asked how similar the plan will look actualised on the map.
 - Plan for 17,000 new homes
 - Lower Thames Crossing could add time.
 - Plan contains many options.
- Councillor Anderson asked what would happen if the Lower Thames Crossing were cancelled.
 - Plan has factored in the Lower Thames Crossing but is flexible.
 - Other sites may need to be revisited.
- Councillor Watson asked why no sites are going through Planning.
 - Waiting for approval and permission.
- Councillor Watson further asked if it would cause an impact.
 - Not a direct impact, if approved it would need to be considered.
- The Chair asked what net-zero means for the Local Authority.
 - Net-zero carbon emissions.
- Councillor Anderson asked what net-zero means in practice.
 - A result of no additional carbon emissions when building homes.
 - Net-zero homes are more expensive to build but cheaper to run.
 - Net-zero will be more clearly defined in future reports.
- The Chair noted the cost to build a net-zero home being £20,000-£30,000 more expensive and an impact on affordability.
 - New technology is hoped to bring the price down.
- Councillor Anderson asked if all homes in the plan are net zero.
 - Only homes in new neighbourhoods.

- The Chair asked what affordable housing means and if there were plans for social housing.
 - Social housing is included as well as first time buyer homes.
 - The plan is to blend social and other rents.
- The Chair would like to see a commitment of affordable homes.
- Councillor Watson stated the Local Plan is an ideological approach, the plan is fluid and that it is the residents plan.
- The Chair disagreed. The committee debated the pros and cons of the plan.
- The Chair asked about traffic modelling.
 - A detailed model to show the impact has not yet been created but will be developed with stakeholders throughout the year.
- Councillor Watson asked if there is any way to improve the flow of traffic at junction 31 of the M25.
 - Possibilities of moving traffic offences at the junction
 - Traffic modelling work is the next stage.
- The Chair noted that traffic was a major concern, traffic improvements would improve the quality of life of residents.
- The Chair asked why he should vote for the Local Plan and informed the committee he was not happy with the progress framework prioritising growth over people.
 - To give residents a say.
- Councillor Maney informed the committee that if the council does not vote for the plan, a plan would be forced upon the Local Authority.
- Councillor Watson stated you have to weigh up the risks and said the Council should take the risk.
- The Chair asked if there were concerns of cynicism from residents regarding health and medical services.
 - Infrastructure delivery plan includes health, education and community facilities.
 - Land cannot be allocated if infrastructure isn't there.
- The Chair asked how the Local Authority can make Thurrock more attractive for health professionals.
 - The infrastructure plan sits alongside the Local Plan.

The Chair put the recommendation to vote.

RESOLVED:

That the Planning Transport & Regeneration Overview & Scrutiny note that Council will be recommended to approve the contents of the Thurrock Local Plan: Initial Proposals document (Regulation 18) for public consultation.

32. Work Programme

Members discussed the work programme.

- Members sort updates on regeneration projects (Grays underpass, Stanford-le-Hope station)

- Members sort an update on the Towns Fund for Grays and Tilbury
- Members sort an update on Purfleet-on-Thames funding.

The meeting finished at 8.41 pm

Approved as a true and correct record

CHAIR

DATE

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Democratic Services at Direct.Democracy@thurrock.gov.uk**

21 February 2024	ITEM: 6
Planning, Transport and Regeneration Overview and Scrutiny Committee	
Integrated Transport Block (ITB) Capital Programme 2024/25. Highways Maintenance Allocation and Programme 2024/25.	
Wards and communities affected: All	Key Decision: Non-Key
Report of: Mat Kiely, Head of Transportation and Peter Wright, Head of Highways Infrastructure	
Accountable Assistant Director: Julie Nelder – Assistant Director for Highways and Transportation	
Accountable Director: Claire Demmel – Interim Director of Transformation (Public Realm)	
This report is Public	
Version: Final	

Executive Summary

This report sets out how the Transportation Services team will prioritise the annual funding allocation from the Department for Transport (DfT) Integrated Transport Block Capital Programme (ITB). This funding is allocated to enable Thurrock Council to deliver identified policy improvements, infrastructure, and service provision within Thurrock in the 2024/25 financial year.

The report also sets out how the Highways DfT Maintenance Block Allocation and Pothole Fund for 2024/25 for the Highways Maintenance Service will be prioritised in alignment with Thurrock Council’s Highways Asset Management Strategy and the DfT’s Highways Maintenance Efficiency Programme.

Commissioner Comment:

Not Applicable

1. Recommendation(s)

- 1.1 **That the Committee provide comments on the 2024/25 Integrated Transport Block capital programme allocations and proposed prioritisation for the agreed policy areas of Road Safety Engineering, Safer Routes to Schools, Area Intervention Programme and Electric Vehicle Charging programme (as detailed in Appendix A).**
- 1.2 **Note and comment on the 2024/25 Highways Maintenance Block Allocation and Pothole Fund Programme (as detailed in Appendix B).**

1.3 Note and comment that delegated authority will be given to the Interim Director of Transformation (Public Realm), in consultation with the Cabinet Member for Regeneration and Highways, to make any required changes to the ITB programme and the Maintenance programme, for 2024/25, within the overall programme budget, as well as other government funding allocations that may arise within the year to ensure delivery of the programme and to ensure the efficient expenditure of the grant allocations.

2. Introduction and Background

2.1 The DfT annual grant funding settlement provides the allocation for ITB schemes for the financial year. Thurrock Council's ITB capital allocation for 2024/25 is £979,000. This funding is allocated to the capital schemes within the programme and staff time required to design, manage, and deliver the programme.

2.2 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 and Vision.

2.3 Delivery of the ITB programme ensures focus on the authority's statutory requirement to reduce accidents, tackling congestion, delivering improved accessibility, and improving air quality through transportation measures.

2.4 It is important that the ITB programme is aligned with the emerging Local Plan and the Transport Vision and Thurrock Transport Strategy (currently being developed) to ensure the effective use of the funding available to deliver necessary improvements to the transport network.

2.5 To achieve this, it is important for the programme to have a clear policy direction. Agreed approaches already exist to inform policy, priority, and budget allocation. The existing agreed policy areas are:

- **TDP1 Road Safety Engineering (RSE)** – Within this policy area, scheme proposals focus on the Council's duty to reduce person injury accidents. Schemes are prioritised as a result of criteria consisting of category of road, vehicle movements and safety issues to reduce Personal Injury Accidents on the road network. A 5-year CRASH data search (identifying reported road collisions, vehicles, and casualties) is also used to determine priority and location of potential schemes. The data-led policy approach is important and valuable as it allows an informed decision to be taken regarding which roads / areas need to be prioritised. Identifying that a certain road has a high number of personal injury accidents (PIAs) helps to determine where RSE funding is allocated.
- **TDP2 Safer Routes to Schools** – Within this policy area, scheme proposals are prioritised because of set criteria consisting of accident records, site assessment score and school travel plan status. This criteria is to be discussed and adopted by the emerging Member / Officer Task & Finish Group.
- **TDP3 Area Intervention Programme (AIP)** - scheme proposals are prioritised because of Police CRASH data to ensure consistency with other policies. The defined areas for AIP are not similar in geographic size. To eliminate this issue and to ensure that each area has a fair weighting, the accident analysis on PIAs / kilometre. Opportunities to utilise maintenance funding in these areas is also explored when

relevant. Additional criteria focusing on requests from members, residents, Essex Police, Waste & recycling team, Parking team and local forums will also be considered to provide a more reactive approach.

- **TDP4 Electric Vehicle Charging** – scheme proposals are identified to align with the OLEV strategy for transition to ultra-low emission motoring. A minimum of 20 charging points will be installed each year within key locations. EV Charging will promote sustainable travel and reduce vehicle emissions in Thurrock. The existing programme ensures the supply and installation of charging points throughout the borough along with ongoing maintenance, back-office services, customer service and interface and payment services.
- **Parking requests** – request driven approach to delivering on-street parking provision to alleviate local issues. Requests will be assessed against an agreed set of criteria including safety, visibility, maintenance liability and access. This will also enable the delivery of verge parking improvements to prevent parking in undesirable locations.

2.6 This report also sets out the combined 2024/25 DfT Maintenance Block Allocation Programme of £2,803,000, which is prioritised in alignment with Thurrock Council's Highways Asset Management Strategy (covered in more detail in Section 4). This is the key document which ties into the DfT's Highways Maintenance Efficiency Programme.

2.7 The Department for Transport is committed to allocating the above funding to local highway authorities so they can most effectively spend this funding on statutory duties for maintaining and improving their respective road networks, based upon their local knowledge, circumstances and priorities. DfT strongly advocates a risk-based whole lifecycle asset management approach to local authority highways maintenance programmes. This considers all parts of the highway network, such as bridges, cycleways and lighting columns and is not specifically just for the fixing of potholes. Whereas the Pothole fund is specifically aimed at targeting carriageway maintenance to ensure the best treatment method for the asset e.g. resurfacing, jointing, jet patcher etc...

2.8 It is the responsibility of the respective highway authorities to determine how best to spend this funding to fulfil their statutory duty under Section 41 of the Highways Act 1980. With the current funding level, the approach adopted to manage highways asset is one of a steady state of decline, because nationally there is a pressure on the network which does not align with the allocation of funding. For instance, within Thurrock the accumulated depreciation costs of our carriageways is estimated to be £482,024,000 with an annual depreciation of £4,318,000 which outstrips the funding received from DfT.

3. Issues, Options and Analysis of Options

3.1 As agreed previously, by Cabinet members in February 2022, the ITB programme is informed by an adopted policy and data led approach to intervention. The Transport Development Policies allow the data led approach to be consistently applied to the ITB programme, ensuring that priority areas receive funding to enable measures to be implemented.

3.2 In light of the above the funding allocations in the 2023/24 ITB programme have been discussed in detail with the Portfolio Holder and are set out as follows:

2024/25 ITB Capital Funding Allocations	
Road Safety Engineering TDP1	£300,000
Safer Routes to School TDP2	£115,000
Area Intervention Programme TDP3	£194,000
EV Charging Facilities TDP4	£115,000
Parking requests (on street requests & disabled)	£115,000
Emergency Minor Works (under 10k)	£68,000
Passenger Transport	£30,000
Public Rights of Way	£42,000
TOTAL	£979,000

- 3.3 The allocation for each project area is identified in Appendix A and is based on policy criteria (2.5). Following the successful award of the EV Charging contract, £115,000 allocation to EV Charging identifies the Council's commitment to delivering increased on-street charging opportunities across the borough. Office for Zero Emission Vehicles (OZEV) grant funding will also be explored to enhance the EV Charging budget.
- 3.4 The provision of £68,000 within the Emergency Minor Works budget enables the Council to be reactive to requests and priority issues for things such as parking restrictions, bollards, pram ramps and buildouts. The allocation of £30,000 to Passenger Transport is considered necessary to support small-scale network improvements and enhancements at bus stops. It is proposed to allocate £42,000 to the Public Rights of Way section of the capital programme to support delivery of new and additional signage and other supporting infrastructure.
- 3.5 The Transportation Services team will continue to utilise additional funds received by the Council to deliver the A126 Safer Roads Fund programme, A1013 Treetops Capital Bid scheme, EV Charging and the Active Travel Fund programme within the 2024/25 financial year.
- 3.6 The Council is likely to continue to receive ad-hoc requests for maintenance and small scheme improvements to be carried out on the transport network. 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 or where serious deterioration on the network may have occurred.
- 3.7 The responsibility to authorise variations to the ITB and Maintenance allocations, using new funding or carry forward funds, is delegated to the Interim Director of Transformation (Public Realm) in consultation with the Cabinet Member for Regeneration and Highways.

- 3.8 Similarly, delegated authority can be used for additional Government funding (such as Safer Roads Funds, and Active Travel) and schemes can be subject to cost changes because of increasing scope or unforeseen revisions to schemes.

4. Highways Maintenance Block and Pothole Fund Funding

- 4.1 The DfT annual settlement provides the funding for the Maintenance Block and Pothole fund allocation, which this fiscal year has been combined and increased marginally due to the relocation of HS2 monies. We are therefore expected to receive a combined contribution of £2,803,000, which aligns with the combined settlement from 2023/24.
- 4.2 Historically the DfT has also provided an annual settlement of typically £1,106,000 via the Pothole fund which is specifically set up to help support resurfacing the highway, including the fixing of potholes. Whilst the Pothole fund is ringfenced to carriageway repairs, the Block Funding is required to support all Highway Assets including footways, drainage, Intelligent Traffic Systems, Road markings etc. So therefore, the allocation is split across all the assets groups but with funds targeted at the higher risk issues such as managing the declining carriageway network, which also attracts the highest proportion of Insurance claims, although not in value. Therefore, this fiscal year it is proposed to increase the footway allocation to £350,000 as this attracts the higher value in claim.
- 4.3 The Maintenance Programme is built around the good practice principals set out in the Code of Practice for Well Managed Highway Infrastructure. The Code of Practice was commissioned by the Department of Transport and came into effect in October 2018. It provides guidance for authorities when developing their approach to highway infrastructure in accordance with local needs, priorities, and affordability. The Council's adopted approach to this is via the Highways Maintenance Strategy, which focuses 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 using a data lead approach.
- 4.4 Members are advised that the allocations are not 'ring fenced' for spend in the specific areas set out within the programmes but it is ringfenced to Highway Maintenance works 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 in accordance with the maintenance strategy. Appendix B provides a summary of how the DfT Allocation is allocated across the Council's maintenance programme.

5. Reasons for Recommendation

- 5.1 Endorsing the recommendations set out in this report will enable the ITB Capital Programme and the Maintenance Block Allocation programme to be implemented to ensure ongoing improvements to transport infrastructure, service provision and to ensure ongoing improvements are undertaken to the borough's adopted highway network.
- 5.2 Supporting and endorsing a consistent policy approach for ITB projects provides a level of assurance and consistency for the policy approach that is taken to identify, prioritise and deliver key elements of the ITB programme in relation to Council priorities.

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

- 6.1 The ITB Capital Programme has been developed in line with the priority areas identified and agreed in the Council's Transport Strategy.
- 6.2 Input is received throughout the year through engagement with residents, interest groups and key stakeholders through the enquiry process and submissions to the council. This information is assessed and used to identify whether schemes should be explored for implementation. Input and feedback are also provided by Community Forums, Bus Operators, Cycle Forum, Local Access Forum and Your Place, Your Voice, and Local Plan roadshow events. These engagement opportunities have provided ongoing input and information that has informed the development of the ITB Capital Programme. Feedback from Community Forums, Member Enquiries and Resident Enquiries provide an increased understanding of local issues as the ITB programme is developed and prioritised. Ward Members will be advised in advance of works affecting their respective wards prior to delivery. The ITB programme is to be added to the Council's web page (when completed and approved by Members) to clarify the schemes and measures to be implemented in 2024/25.
- 6.3 The Maintenance Block Allocation and Pothole Fund Programme has been developed in line with the priorities identified and set in the Council's Highway Maintenance Strategy. With the annual programme published on the Council website.
- 6.4 Once approved, the nature and time frames for delivery of the maintenance schemes will be shared with residents and stakeholders accordingly, with further, more detailed communications being carried out in advance of the works starting.

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

- 7.1 The ITB Capital Programme and Maintenance Block Allocation Programme 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.

8. Implications

8.1 Financial

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

The Council will be allocated £979,000 ITB capital allocation, £1,106,000 for Pothole maintenance and £1,383,000 Block Allocation for Maintenance for 2024/25.

Additional capital schemes, including A126 Safer Roads Fund scheme, A1013 Treetops capital bid scheme and Active Travel Fund scheme are funded separately from the ITB allocation, but it is worth noting the integration of these capital schemes.

Additional funding may be allocated to the ITB and Maintenance programmes in-year. These allocations can be approved through the delegated authority route.

The cost of implementing the ITB capital and maintenance programmes will be contained within the funding announced by Government.

The s114 announcement has no implications on the ITB and Maintenance grant funding allocations or proposed delivery programmes.

8.2 Legal

Implications verified by: **Caroline Robins**
Locum Principal Solicitor

There are no direct legal implications arising from the recommendations included in the body of the report. A Cabinet decision is required to approve the recommendations and the delegated authority process is set out within the body of the report.

The Council is required to use the allocated funds in accordance with Council approved policies and procedures, and any conditions and requirements set by the relevant government department as to how the funds are to be spent.

8.3 Diversity and Equality

Implications verified by: **Rebecca Lee**
Team Manager Community Development

The ITB and Maintenance funding is for a series of Highways maintenance and network improvements and EV charging facilities that have been identified with the support of extensive community and stakeholder engagement.

A Community Equality Impact Assessment (CEIA) will be prepared for each proposal to inform delivery. CEIAs will be shared with Cabinet to support the decision-making process where initiatives will be prioritised for funding.

8.4 Risks

Not Applicable.

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

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):

- Thurrock Transport Strategy
- Integrated Transport Block (ITB) Capital Programme Policy

9. Appendices to the report

- Appendix A – ITB Capital Programme
- Appendix B –Highways Maintenance Programme

Report Author:

Mat Kiely
Head of Transportation
Public Realm

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Appendix A – ITB Capital Programme

Capital Programme 2024/25						
Lead	Oracle Statu	Project	Project Description	Funding area	ITB Budget allocation	Comments
				TOTAL	979,000.00	
				ITB		
TDP1 - Road Safety Engineering (RSE)					300,000.00	
		RSE - B186 West Thurrock Way (inc Lancaster rbt)	Site works allocation	ITB		160000
		RSE - A13 (Five Bells to Manorway Interchange)	Site works allocation	ITB		140000
TDP2 - Safer Routes to School (SRTS)					115,000.00	
		schemes to be determined following memebr Task & Finish group input		ITB		15000
				ITB		100000
TD3 - Area Intervention Programme (AIP)					194,000.00	
		Schemes list / location to be determined and agreed with PfH approval following consideration of AIPrequest criteria.	Investigation & Site works allocation	ITB		
						194000
TD4 - EV charging facilities					115,000.00	
		PRS - EV Charging Upgrade and Expansion		ITB		to be confrimed as EV Charging programme ans strategy are developed
				ITB		115000
Parking					115,000.00	
		Review of PPA expansion - Area J Grays	Investigation & Site works allocation	ITB		received requests - 30,000
		Review of PPA expansion - South Ockendon Statio	Investigation & Site works allocation	ITB		received requests - 30,000
		Parking review to assist Waste Management team	Investigation & Site works allocation	ITB		20000
		PRS - Borough wide Disabled Bays (E1843-T3429)	Investigation & Site works allocation	ITB		17500
		PRS - Ad-Hoc Parking Requests	Investigation & Site works allocation	ITB		17500
Minor Works budget					68,000.00	
		Ad-Hoc Minor Works		ITB		20000
		Traffic volume and speed surveys		ITB		20000
		Road Safety Audits - Scheme Development		ITB		28000
Passenger Transport Unit					30,000.00	
			Capital Infrastructure investment - Bus Stops	ITB		30000
Public Rights of Way					42,000.00	
			PRoW Infrastructure including signage, posts and styles	ITB		42000
				ITB		

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Highways Maintenance Capital Works Programme 2023-24			
Allocations	DfT Maintenance block & Pothole allocation- combined	DfT	2,803,000
Cost Code	Project	Funding Source	Budget
10022	LTP Maintenance - Bridges		
Sub Total			
10155	LTP Maintenance - Principal Maintenance (Resurfacing / Reconstruction)		
	Jointing Programme		£65,000
	Arterial Road, West Thurrock (MSA - Spiral)		
	Arterial Road, North Stifford (Harvester to Treaclemine)		
	Crown Road, Grays		
	Eastern Way, Grays		
	London Road, South Stifford		
	London Road, West Thurrock (Stoneness RAB to St Clements Way)		
	Stanford Road, SLH		
Sub Total			700,000
10156	LTP Maintenance - Classified (Resurfacing / Reconstruction)		
	Chadwell Hill, CSM		
	Dennis Road, South Ockendon		
	Lodge Lane, Grays		
	Orsett Road, HoTH		
	Station Road, East Tilbury		
	Turnpike Lane, West Tilbury		
	West Thurrock Way, RAB		
Sub Total			650,000
10157	LTP Maintenance - Unclassified (Resurfacing / Reconstruction)		
	Jetpatcher Programme		
	Abbots Drive, Corringham		
	Angle Road, West Thurrock		
	Long Lane junction with Fairway RAB		
	Thurrock Park Way, Tilbury		
	Weston Ave, West Thurrock		
	London Road, Tilbury		
	Wharf Road, SLH		
Sub Total			733,000
10051	LTP Maintenance - Footway & Cycleway Maintenance		
	Arthur Street, Grays		
	Princess Margaret Road, East Tilbury		
	Castle Road, Grays		
	Sabina Road, CSM		
	St Cecilla Road, CSM		
	Stifford Road, South Ockendon		
	Claudian Way, CSM		
Sub Total			350,000
10153	LTP Maintenance - Streetlighting		
	Boroughwide - Structural column replacement		
Sub Total			100,000
10097	LTP Maintenance - Other infrastructure (drainage)		
	Boroughwide		
Sub Total			75,000
10180	LTP Maintenance - Traffic Signals		
	2G conversions		
Sub Total			75,000
10192	LTP Maintenance - Other Road Markings		
	Boroughwide		
Sub Total			50,000
10141	LTP Maintenance - Other Safety Barriers		
	Boroughwide		
Sub Total			70,000
	MAINTENANCE TOTAL		2,803,000

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Work Programme

Committee: Planning, Transport, Regeneration Overview and Scrutiny Committee

Year: 2023/2024

Dates of Meetings: 4 July 2023, 17 October 2023, 5 December 2023, 21 February 2024

Topic		Lead Officer	Requested by Officer/Member
4 July 2023			
1	Terms of Reference	Democratic Services	Standing Item
2	Call-in to Cabinet Decision 110643 Thurrock Supported Bus Services	Democratic Services	Call-In
3	Fees and Charges	Kelly McMillan & Dave Wade	Officers
4	Work Programme	Democratic Services	Standing item
30 August 2023 Extraordinary			
1	Question and Answer Session with C2C - Potential Impact of Ticket Office Closures in Thurrock	C2C & Mat Kiely	Members and PFH
28 September 2023 Extraordinary			
1	Draft Thurrock Design Charter	Alec Scragg	Officer
2	Stanford-le-Hope (SLH) Station Interchange Update	Kevin Munnelly	
3	Grays Underpass Update Report	Kevin Munnelly	Officer
4	Purfleet-On-Thames Regeneration	Kevin Munnelly	Committee

Work Programme

5	Work Programme	Democratic Services	Standing item
17 October 2023			
1	East Tilbury and Corringham Conservation	Alec Scragg	Officers
2	Scheduled Ancient Monuments – Assessment of Settings Report	Alec Scragg	Officers
3	Work Programme	Democratic Services	Standing item
15 November 2023 Extraordinary			
1	Tilbury and Grays Town Funds	Kevin Munnely	Committee
2	Work Programme	Democratic Services	Standing item
5 December 2023			
1	Local Plan <i>Moved forward from 21st Feb 2024</i>	Kirsty Paul	Officers
2	Work Programme	Democratic Services	Standing item
21 February 2024			
1	Portfolio Holder Report <i>Deferred from 5th Dec 2023</i>	Councillor Ben Maney	Chair
2	ITB Capital Report	Mat Kiely	Officers
4	Regeneration Project <i>update</i>	George McCullough	Officers
5	Towns Fund Project <i>update</i>	Helen McCabe / George McCullough	Officers
6	Work Programme	Democratic Services	Standing item

Work Programme

Briefing Notes		

Clerk: Luke Tucker

Last updated: February 2024

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