

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

Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **8 November 2016**

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

Membership:

Councillors Barbara Rice (Chair), Peter Smith (Vice-Chair), John Allen, Tom Kelly, Oliver Gerrish and Terry Piccolo

Substitutes:

Councillors Tim Aker, Gary Collins, David Potter, Joycelyn Redsell and Gerard Rice

Agenda

Open to Public and Press

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To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 13 September 2016.	
3. Items of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
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Queries regarding this Agenda or notification of apologies:

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

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

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

Helpful Reminders for Members

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

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

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



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

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

Disclosable Pecuniary Interests shall include your interests or those of:

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

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

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

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

Pecuniary

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

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

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

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

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

Non- pecuniary

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



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

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

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

1. Create a great place for learning and opportunity

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

2. Encourage and promote job creation and economic prosperity

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

3. Build pride, responsibility and respect

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

4. Improve health and well-being

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

5. Promote and protect our clean and green environment

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

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 13 September 2016 at 7.00 pm

Present: Councillors Oliver Gerrish (Chair) John Allen (arrived at 8 pm), Tom Kelly, Terry Piccolo

Councillor Mark Coxshall, Regeneration Portfolio Holder

Apologies: Councillors Barbara Rice (Chair) and Peter Smith (Vice-Chair)

In attendance: Matthew Essex, Head of Regeneration & Assets
Stephen Taylor, Programmes and Projects Manager
Andy Millard, Head of Planning & Growth
Kirsty Paul, Principal Planning Officer
Ann Osola, Head of Highways and Transportation
Ken Dytor, Managing Director, Urban Catalyst
Lee Nightingale, Director, KSS Architects
John Rowles, Purfleet Community Forum Representative
Jessica Feeney, Senior Democratic Services Officer

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

8. Minutes

The minutes of the meeting held on the 18 July 2016 were approved as a correct record.

9. Items of Urgent Business

There were no items of urgent business.

10. Declaration of Interests

Councillor Kelly and Councillor Piccolo declared a non-pecuniary interest in respect of the Purfleet Regeneration Update as they were both members of the Planning Committee and this item would ultimately come before the Planning Committee.

11. Purfleet Regeneration Update

The Head of Regeneration & Assets informed the committee that the Purfleet Centre Project was the largest regeneration programme that the Council is directly responsible for delivering. The high profile scheme would ultimately create more than 2,300 new homes and a state-of-the-art film, television and media studio complex around a new town centre featuring primary and

secondary schools, a health centre and local shops, leisure and community facilities whilst opening up riverfront access alongside 1km of the Thames.

The Council entered into contract with its chosen development partner (Purfleet Centre Regeneration Limited (PCRL)) in January 2016 with those agreements going unconditional in March 2016. These agreements secured the funds necessary to deliver the first phase of the project which was anticipated to include several hundred new homes and much of the community infrastructure (schools, health centre, shops and local facilities) that the area currently lacks.

Since entering into contract, the Council and PCRL have been working together to review the initial proposals for the scheme with a view to developing a new master plan which would support the submission of the necessary planning applications in late 2016 to enable a start on site in Summer 2017. The Council's express approval is needed for any significant changes to the master plan and so the master plan is being presented to PTR O&S as part of that consideration. The Committee has previously received delegated authority from Cabinet to consider the development of the proposals.

The Committee invited PCRL to present their presentation. The presentation informed members of the work completed to date to review the master plan and the emerging proposals. The drivers for any changes and the remaining issues still to be resolved were outlined.

Mr. Rowles a representative from the Purfleet Community Forum was invited to the committee to make a statement. Mr. Rowles praised the master plan explaining that this was something he was very passionate about, he expressed that the development was a fantastic opportunity. It was explained that there were 25 individuals on the design panel who had been involved in the creation of the development whilst working alongside the Council and architects.

Councillor Gerrish supported the development and felt that it was a very exciting time for Thurrock and the Purfleet community. Councillor Gerrish praised the regeneration team, PCRL and the Purfleet Community Forum for their hard work. He was pleased to see some real progress and strongly supported the plan highlighting the benefits of the secondary school, studios and the opportunity for Purfleet to become a creative hub.

Councillor Kelly informed the committee of the areas that he felt the planning committee may want to understand when the necessary planning applications are submitted.

- The importance of the riverfront and how activity might be generated along it.
- Highways access to, from and through the proposed developments, via A13, M25.
- Clarification of the quantity and positioning of tree plantations

- If adequate access had been made for cars dropping and collecting children from the primary and secondary school.

Councillor Piccolo was pleased with the proposed developments and felt satisfied that the developers had worked alongside the community when creating the plan. He was keen to see the river brought into active use with consideration given to the jetty and the potential for ferry transport and tourism.

Councillor Gerrish questioned the timescale in which the level crossing closure would take place. It was confirmed that the level crossing closure would begin in either phase one or phase two.

RESOLVED:

That the Committee welcomed the progress made on the Purfleet Centre project, review and comment upon the emerging masterplan proposals and identify any areas which they consider require further development.

12. Thurrock Local Plan : Issues and Options (Stage 1) Report of Consultation

Members were informed that the February 2014 Cabinet gave authorisation for the preparation of a new Local Plan to guide the future development of Thurrock. As part of the formal plan-making process the Council was required to consult the local community, business and stakeholders on the content of the Local Plan. On the 24 February the Council authorised a 6 week public consultation on the Thurrock Local Plan Issues and Options (Stage 1) Document, the Thurrock Local Plan Sustainability Appraisal Scoping Report and the Draft Thurrock Design Strategy.

Members were enlightened that the report provided a summary of the representations made in response to the Issues and Options (Stage 1) Public Consultation Document which would be reported to Council on 28 September 2016 with a recommendation seeking authorisation to publish the Thurrock Local Plan Issues and Options (Stage 1) Report of Public Consultation.

Councillor Mark Coxshall supported the plan and was pleased with the process of the consultation so far.

Councillor Kelly questioned how the council could review that number of car parking spaces allocated to each dwelling in the borough. The Head of Planning explained that this could be explored through the design strategy. The Head of Highways and Transportation added that the parking strategy for 2016- 2019 would also tie into this matter.

Councillor Piccolo felt that the consultation had been successful, although it was suggested that a reduction in the number of questions in future consultations may increase a higher completion rate by members of the public.

RESOLVED:

That the Committee:

- 1. Noted progress on the preparation of the Thurrock Local Plan.**
- 2. Considered the attached Report and the Thurrock Local Plan Issues and Options (Stage1) Report of Consultation and provide comments for final documents for submission to September Council.**

13. Parking Strategy 2016

Members were informed that the Grays South Project, which seeks to create public squares and an underpass to replace the pedestrian level crossing in Grays High Street together with the development of modern retail and residential units, has been a long standing priority for the Council.

The Council has been working with Network Rail to develop the proposals for the underpass over the past four years. To date, the actions required for delivery had been divided between the partners with Network Rail leading design and construction and the Council leading land acquisition, urban design and the ultimate development of plots around the completed underpass.

It was anticipated that Network Rail would provide up to £4million of funding, with circa £3 million from the Department for transport Access for All Fund. However, Network Rail has changed the status of the project to a 'Third Party scheme' and, following a change in its classification to a 'public body', has had to take a much more aggressive view of its ability to fund projects where there is a risk that they cannot be completed within the relevant spend period . As a result of these changes, Network Rail have withdrawn the Access for All monies and are exploring the opportunity to add lifts to link the platforms within the station. Their funding to the underpass would therefore be limited to a maximum the £700,000 that they have spent to date developing the designs. In order to progress, the Council would have to meet the costs of the project and a funding strategy had been developed drawing upon the existing commitments within the MTFs, available s106 funds and anticipated receipts

from future developments matched against an application to the Local Growth Fund through SELEP.

Councillor Gerrish was disappointed that the funding from network rail had been reduced, but stated that the regeneration team must remain enthusiastic in relation to the project. The Head of Regeneration & Assets informed committee members that there was now a £6 million gap in the funding which was proposed to be filled through development receipts. It was confirmed that the existing and anticipated Council funding committed to the scheme was specifically set aside for the project and was not being taken away from other priorities.

Councillor Piccolo questioned if the funding was not resourced within the next few months, what was the next line of action. The Head of Regeneration & Assets explained this depended on the application which had been submitted to the Local Growth Fund through SELEP, Members were informed that they would be informed of the feedback from SELEP once received by the council.

Members recognised the change in responsibility for funding the scheme, and the significant delays which have been encountered to date in the work led by Network Rail, and considered the potential benefits of the Council taking on leadership of the delivery of the scheme.

RESOLVED:

Planning Transport and Regeneration Overview and Scrutiny Committee commented on the approach to managing the delivery of the underpass, public squares and development plots described in this report and to provide their view of the best way in which to progress the future management and delivery of the pedestrian underpass.

14. Grays South: Delivering the pedestrian underpass

Members were informed that the Grays South Project, which seeks to create public squares and an underpass to replace the pedestrian level crossing in Grays High Street together with the development of modern retail and residential units, has been a long standing priority for the Council.

The Council has been working with Network Rail to develop the proposals for the underpass over the past four years. To date, the actions required for delivery had been divided between the partners with Network Rail leading design and construction and the Council leading land acquisition, urban design and the ultimate development of plots around the completed underpass.

It was anticipated that Network Rail would provide up to £4million of funding, with circa £3 million from the Department for transport Access for All Fund. However, Network Rail has changed the status of the project to a 'Third Party scheme' and, following a change in its classification to a 'public body', has had to take a much more aggressive view of its ability to fund projects where there is a risk that they cannot be completed within the relevant spend period . As a result of these changes, Network Rail have withdrawn the Access for All monies and are exploring the opportunity to add lifts to link the platforms within the station. Their funding to the underpass would therefore be limited to a maximum the £700,000 that they have spent to date developing the designs. In order to progress, the Council would have to meet the costs of the project and a funding strategy had been developed drawing upon the existing commitments within the MTFs, available s106 funds and anticipated receipts from future developments matched against an application to the Local Growth Fund through SELEP.

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Members recognised the change in responsibility for funding the scheme, and the significant delays which have been encountered to date in the work led by Network Rail, and considered the potential benefits of the Council taking on leadership of the delivery of the scheme.

RESOLVED:

Planning Transport and Regeneration Overview and Scrutiny Committee commented on the approach to managing the delivery of the underpass, public squares and development plots described in this report and to provide their view of the best way in which to progress the future management and delivery of the pedestrian underpass.

The meeting finished at 8.57 pm

Approved as a true and correct record

CHAIR

DATE

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8 November 2016	ITEM: 5
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Air Quality & Health Strategy	
Wards and communities affected: All	Key Decision: Key
Report of: Ann Osola, Head of Transportation and Highways	
Accountable Directors: – Steve Cox, Corporate Director Environment and Place & Ian Wake, Director of Public Health	
This report is Public.	

Executive Summary

In 2015, a decision was taken by Thurrock Council to develop an integrated Health and Air Quality Strategy through which to tackle the health problems associated with and exacerbated by air pollution within the borough.

Thurrock’s Air Quality & Health Strategy has framed the authority’s approach to improving air quality and to reduce air pollution exposure to safe levels for human health across the borough. The Strategy provides the context for the council to manage air quality through a suite of borough-wide policies to prevent new Air Quality Management Areas (AQMA) from arising as well as outlining a number of actions and measures to improve air quality in each AQMA with a view to moving towards advisory limits and future revocation.

The overall strategic aim of this Thurrock Air Quality & Health Strategy is to improve air quality in the borough to reduce the health impacts of air pollution.

1. Recommendation(s)

1.1 That the committee:

- a. **Considers the Air Quality & Health Strategy and provide comments for final document for submission to December Cabinet**

2. Introduction and Background

- 2.1 In 2013 the council declared an Air Quality Management Area (AQMA 24) for NO₂ in Tilbury, along part of Dock Road, Calcutta Road and St Chad’s Road, followed earlier this year with further declarations for Aveley (High Street and

Ship Lane (AQMA 25) and Purfleet Bypass (AQMA 26) bringing the total number of AQMAs in Thurrock to 18.

- 2.2 In early 2015 a report was presented to the Health and Wellbeing Overview and Scrutiny committee underlining areas of poor air quality in Thurrock and the associated acute and chronic health effects from exposure. The committee supported the establishment of a cross-directorate Air Quality Officer Task Group to develop an integrated Health and Air Quality Strategy to identify ways to reduce air pollution and public health exposure.
- 2.3 The impacts and management of poor air quality is an issue many UK local authorities are committing resources to improve and although there is not a universal solution, developing a cross-directorate strategy which seeks to improve air quality and health is seen as good practice.
- 2.4 Several AQMAs have extremely high regional and/or local background concentrations of NO₂. This means that in some AQMAs, the majority of NO₂ concentrations are not arising from local sources and that local actions carried out on the ground by the local authority may be unlikely to significantly affect the regional background concentrations. This means that in certain circumstances, there may be little, if anything, within the council's remit that would effectively reduce NO₂ concentrations to below the limit value.
- 2.5 Nonetheless source apportionment work has also identified road traffic as a major contributory factor to poor air quality and therefore mitigating its negative effects was identified as a focus of the Strategy.

3. Issues, Options and Analysis of Options

- 3.1 The Thurrock Air Quality and Health Evidence Base was considered to identify the issues that the Strategy will need to resolve. The overall strategic aim of the Thurrock Air Quality & Health Strategy is:
 - To improve air quality in the borough to reduce the health impacts of air pollution.
- 3.2 This aim can be given further dimension by considering the core goals of the Thurrock Health and Wellbeing Strategy, that:
 - Every child has the best possible start in life;
 - People stay healthy longer, adding years to life and life to years;
 - Inequalities in health and well-being are reduced; and
 - Communities are empowered to take responsibility for their own health and well-being.
- 3.3 In accordance with the above, this Strategy has therefore considered ways to:
 - a) Implement measures for managing air quality throughout the borough to prevent new AQMAs from arising;
 - b) Implement measures contained within the action plans for existing AQMAs; and

- c) Work with external bodies to reduce background pollution from inside and outside of the borough.

3.4 In order to meet the above aims and objectives, a suite of policies for effectively managing air quality throughout the borough have been developed which will facilitate decision making on air quality issues and work to prevent new AQMAs from arising wherever possible. Figure 1 summarises these policies.

	Policy	Summary
AQS 1	Tackling Transport Emissions	The Council will deliver transport interventions aimed at: <ol style="list-style-type: none"> I. Reducing vehicle trips and promoting a modal shift where possible to active modes of travel to future proof Thurrock's transport network for sustainable growth. II. The business community and transport service providers to discourage the use of polluting vehicles travelling within Thurrock. III. Rerouting vehicles, particularly HGVs, to avoid residential dwellings IV. Reducing its own emissions and to influence emission reductions through its own procurement and operations.
AQS 2	Tackling health inequalities	<ol style="list-style-type: none"> I. The areas of highest need, highest deprivation and poorest health outcomes in relation to air quality will be prioritised for action on initiatives to mitigate the impact of poor quality on health. II. Work with health partners to improve long-term condition management in primary care through the implementation of the GP balance scorecard and the development of integrated healthy living centres in areas of highest need (Tilbury and Purfleet).
AQS 3	Thurrock Clean Air Zones/ Low Emissions Zones	The Council will review the merits of the wider use Clean Air Zones or Low Emission Zones within Thurrock. Detailed consideration for the wider use of Clean Air Zones or Low Emissions Zones will be triggered if: <ul style="list-style-type: none"> • Other measures being delivered to address air pollution in AQMAs are not proving to be effective, have proved impracticable, or are projected to be unsuccessful at reducing pollutant levels below the limit values; • New evidence emerges as to the widespread health benefits of Clean Air Zones/Low Emission Zones; or • There is a national initiative aimed at the widespread deployment of Clean Air Zones/Low Emission Zones.
AQS 4	Future Developments and Planning	Air quality policies will be incorporated into the preparation of the new Local Plan. This is to provide the planning framework to safeguard existing areas and to ensure that the type or location of proposed development will not adversely impact air quality and where possible bring about improvements, through either relocation of polluting activities or negotiation of appropriate mitigation

Figure 1. Air Quality and Health Strategy policy summaries

3.5 Officers will continue to monitor and assess progress on air quality throughout the borough, including the implementation, delivery and success of the

AQAPs in improving air quality within AQMAs. The Strategy will be kept as live documents as their success will be dependent upon the on-going assessment and reporting of progress in the implementation of measures and the evidence acquired from on-going evaluation of the impacts of measures that are reported through the ASR to Defra.

4. Reasons for Recommendation

- 4.1 Historic poor air quality in Thurrock is well known, but increasingly its negative impacts on the health of residents are being recognised. The Strategy has prioritised interventions within the council's sphere of influence to focus resource and attention in tackling both emissions of and exposure to pollutants, to improve Thurrock's environment and health. The Strategy demonstrates the council's commitment to tackling the borough's air quality problems.

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

- 5.1 Inception of the Health and Air Quality Officers' Task Group was a direct result of consultation with both the health and wellbeing overview and scrutiny committee and a presentation to the Health and Wellbeing Board. Further updates on progress with development of the Strategy have been given at their meetings and consultation has taken place with the older people's Parliament and Health Watch Advisory Group. The Cleaner, Greener Overview and Scrutiny committee have also been consulted on the declaration of new AQMAs for Thurrock.
- 5.2 Sections 83 and 84 of the Environment Act 1995 require consultation with the Secretary of State, the Environment Agency, the Mayor of London, surrounding local authorities and those residents situated within these AQMAs notifying of the air quality review and recommendation for declaration.
- 5.3 Public consultation on the Draft Strategy and new Air Quality Action Plans was undertaken in May and June 2016 with information available through the Council's 'Have My Say' page. The consultation was publicised through social media and in the local press as a result of a press release.
- 5.4 Whilst the level of public participation was low with only 8 respondents, the level of understanding and competency shown by the comments (30) highlighted the importance of this subject locally.

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

- 6.1 Better management of Air Quality in Thurrock plays a very important part in meeting the Council's priorities; particularly to improve health and well-being and protect and promote our clean and green environment.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Senior Finance Officer – Management Accounts

This report serves as information and does not foresee any financial implications.

7.2 Legal

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

This report serves as information and does not foresee any legal implications.

7.3 Diversity and Equality

Implications verified by: **Rebecca Price**
Community Development Officer

Adoption and subsequent implementation of the measures identified in the Strategy and Action Plans will support the wellbeing of some vulnerable members of the local community including those suffering from health conditions affecting the upper-respiratory system. Associated AQAPs will tackle existing air quality problems and help to bring down levels of nitrogen dioxide which may reduce the number of health impacts for people living and working in and around these AQMAs.

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

Under the Health and Social Care Act 2012, local authorities have a statutory duty to improve and protect the health of their population.

It is recognised that exposure to consistently high levels of air pollution can have an adverse impact on health, particularly in those with heart or lung problems, especially if they are elderly.

In adopting this Strategy and Action Plans the appropriate officers in Thurrock Council will be better informed to provide advice for preventing or mitigating against any new developments that could worsen air quality, or introduce additional exposure in this area.

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

- Thurrock Air Quality & Health Strategy

Report Author:

Adrian Barritt

Transport Development Manager

Thurrock Air Quality & Health Strategy

November 2016

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1 Introduction

Recent evidence has shown that some pollutants are more dangerous than previously thought and we need to act faster and take further measures to reduce levels of harmful emissions and the related impact on our health. Although our air is becoming cleaner, poor air quality still causes serious adverse effects and there are significant benefits to be gained from improving air quality further.

In Thurrock, air quality issues have been highlighted in relation to two regulated air pollutants – Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The 2014 Detailed Assessment highlighted their prevalence in the borough, particularly concentrated in the west along primary transport corridors supporting the designation of 18 Air Quality Management Areas (AQMA) in Thurrock.

Alongside the irrefutable evidence of poor air quality, the understanding of the effect that poor air quality has on human health has increased considerably in the last 20 years including the impact on premature mortality, respiratory and cardio-vascular admissions and exacerbation of asthma.

In 2015, a decision was taken by Thurrock Council to develop an integrated Air Quality & Health Strategy through which to tackle the health problems associated with and exacerbated by air pollution within the borough. As part of this strategy, the opportunity was also taken to review the existing Air Quality Action Plans (AQAPs) associated with Thurrock's 18 AQMAs.

The impacts and management of air quality is an issue many UK local authorities are committing resources to improve and although there is not a universal solution, developing a cross-directorate strategy which seeks to improve air quality and health is seen as good practice.

1.1 National Agenda

Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The UK *Air Quality Strategy* (2007) sets out a way forward for work and planning on air quality issues. It also reiterates the air quality standards and objectives to be achieved and introduces a new policy framework for tackling fine particles. Furthermore, the strategy identifies potential new national policy measures which modeling indicates could give further health benefits and move closer towards meeting the strategy's objectives.

The aim of the strategy is to achieve a steady decrease in ambient levels of pollutants towards the objectives over the period of implementation. It is recognised some areas in the UK will find it easier than others to achieve the objectives and conversely, some areas will face different challenges.

Air Quality Management Regime

Action to manage and improve air quality is largely driven by EU legislation. The most recent EU Ambient Air Quality Directive (2008/50/EC) sets out long-term air quality objectives and introduces new air quality standards. The 2008 directive was made law in England through the Air Quality Standards Regulations 2010, which establishes

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mandatory standards for air quality and sets limits and guide values for sulphur and nitrogen dioxide, suspended particulates and lead in air.

Through this legislation, local authorities are required to review and assess local air quality in a staged process, whereby AQMAs are designated should the assessment indicate that air quality standards will not be met within the required timescales, and AQAPs produced to set out how it intends to improve air quality in these AQMAs.

This strategy reflects the new technical and policy guidance that was issued in November 2015 where it is recommended that local authorities consider linking air quality strategies with public health as is done in this Thurrock Air Quality & Health Strategy.

1.2 Local and regional background pollution

Air pollution standards are a combination of pollutants from local sources (e.g. pollutants that have been emitted from vehicles travelling on roads or industry in the local authority) and regional background sources (e.g. pollutants that have been emitted from vehicles or industry outside the local authority and travelled into the local area by wind). Regional background sources are difficult for local authorities to influence and manage and typically make up 40% of pollutants at monitored sites as shown in Figure 1.

Regional background pollution has been reducing at monitoring sites in Thurrock in recent years and modelling forecasts anticipated the trend to continue as industry become cleaner and new vehicle technology continues to improve emissions.

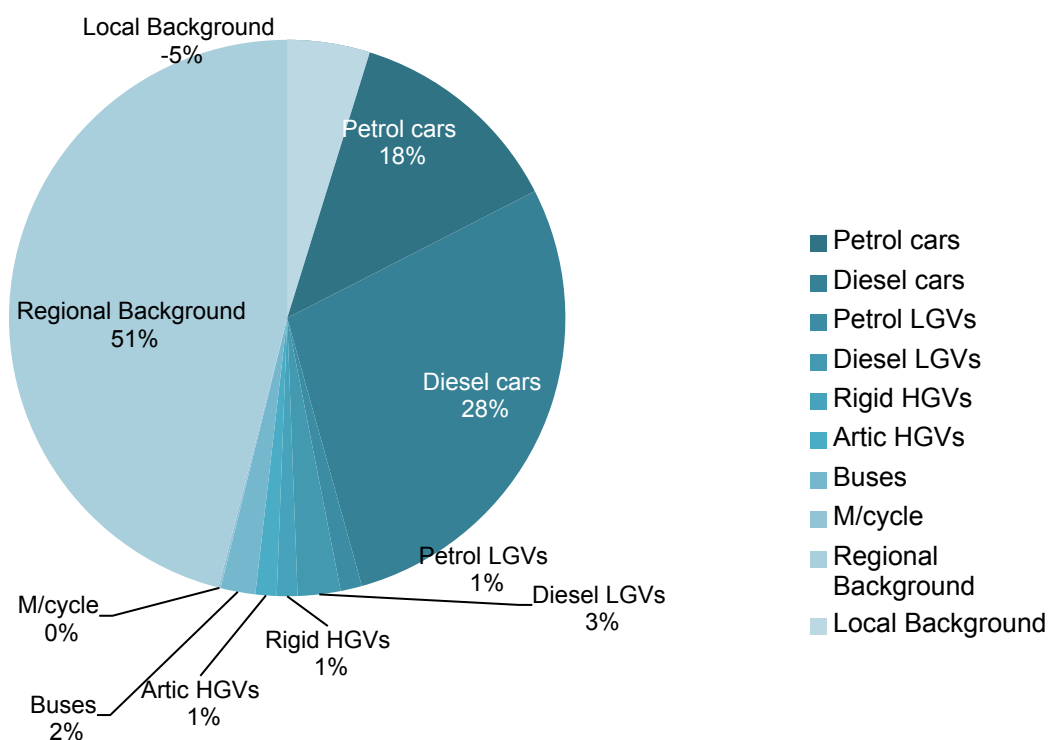


Figure 1 – Example of NO₂ Source Contribution in Dock Road (Tilbury)

1.3 Governance

Air quality in the United Kingdom is managed by the Department for Environment, Food and Rural Affairs (DEFRA) who set targets and thresholds for local air pollution standards.

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The responsibility for ensuring air quality is within these thresholds is passed onto local authorities who are obliged to declare AQMAs when local air quality thresholds are exceeded.

As part of that responsibility, Thurrock is responsible for 18 AQMAs. To meet the targets set by DEFRA, Thurrock Council convened an Air Quality Officers Task Group comprised of representatives from transportation, planning, public health, environment and public protection.

The group was tasked with developing an integrated Air Quality & Health Strategy. Led by Transportation & Highways, the task group will continue to meet to discuss progress against the strategy and action plans.

2 Issues

The Thurrock Air Quality Evidence Base highlights a number of issues pertaining to health and air quality in Thurrock and these are summarised below.

2.1 Air Quality in Thurrock

In Thurrock, air quality issues have been highlighted in relation to two regulated air pollutants – Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀).

Particulate Matter is generally categorised on the basis of the size of the particles and is made up of a wide range of materials and arises from a variety of sources. Concentrations of PM comprise primary particles emitted directly into the atmosphere from combustion sources and secondary particles formed by chemical reactions in the air.

PM derives from both human-made and natural sources, but in the UK the biggest human-made sources are stationary fuel combustion and transport. Road transport gives rise to primary particles from engine emissions, tyre and brake wear and other non-exhaust emissions. Other primary sources include quarrying, construction and non-road mobile sources.

All combustion processes in air produce oxides of nitrogen (NO_x). Nitrogen Dioxide (NO₂) and Nitric Oxide (NO) are both oxides of nitrogen and together are referred to as NO_x. Road transport is typically the main source, followed by the electricity supply industry and other industrial and commercial sectors.

Road transport is a key source of many air pollutants, particularly in urban areas. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres are increasing. Overall emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite increases in traffic, and are expected to reduce by a further 25% or so over the next decade. This is mainly a result of progressively tighter vehicle emission and fuel standards agreed at European level and set in UK regulations.

The vast majority of AQMAs in the UK are designated as a result of road traffic, a situation replicated in Thurrock. Traffic trends throughout Thurrock in general and within the AQMAs in particular, show that in 2014 there were 10% more motor vehicles travelling in Thurrock than in the year 2000, although this equates to only a 1% annual average rate of change. Growth in HGV traffic – an important factor in Thurrock due to its extensive logistics industry – has been more stable, with only 4% more HGV traffic on Thurrock roads in 2014 than in 2000.

2.2 Air Quality and Health Evidence

The understanding of the effect that air pollution has on human health has increased considerably in the last 20 years, largely through the findings of many health and disease studies undertaken for populations in various parts of the world. It had previously been recognised that air pollution episodes with very high levels of ambient air pollution are associated with clear and measurable increases in adverse health effects. Recent studies also reveal smaller increases in adverse health effects at the current levels of ambient air pollution typically present in urban areas. The health effects associated with short-term (acute) exposure include premature mortality (deaths brought forward), respiratory and

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cardio-vascular hospital admissions, and exacerbation of asthma and other respiratory symptoms. It is now reasonably common in the UK for warnings to be issued recommending people avoid exercise or to stay indoors at times of poor air quality.

According to the Government¹ the evidence associating NO₂ with health effects has strengthened substantially in recent years, as noted by the Committee on the Medical Effects of Air Pollutants (COMEAP). It is estimated that the effects of NO₂ on mortality are equivalent to 23,500 deaths annually in the UK. Many of the sources of NO_x (NO₂ and NO) are also sources of particulate matter (PM). The impact of exposure to particulate matter pollution (PM_{2.5}) is estimated to have an effect on mortality equivalent to nearly 29,000 deaths in the UK. The combined impact of these two pollutants represents a significant public health challenge.

In summary, short term consequences of air pollution include:

- Worsening of frequency and severity of symptoms for those with respiratory disease (including asthma); and
- Increased hospital admissions for cardiopulmonary related conditions.

Long term consequences of air pollution include:

- Premature death from cardiovascular and respiratory diseases, including lung cancer; and
- Permanent impairment of lung function.

Some sections of the population are more vulnerable or susceptible to the adverse effects of air pollution. Factors can be related to:

- Population aspects , in that older people and young children are especially vulnerable;
- Chronic health issues, such as asthma, Chronic Obstructive Pulmonary Disease, and other cardio-vascular/ respiratory related ill-health;

2.3 Air Quality and Health Correlation

In terms of the relationship between air quality and health, it is possible to observe a correlation between the recorded health issues within the borough and presence of AQMAs. For example, declared AQMAs in areas such as Tilbury Riverside and Thurrock Park Way alongside West Thurrock and South Stifford have above average incidences of lung cancer within their populations. Similarly, West Thurrock, South Stifford, Purfleet, Aveley and Tilbury – all of which include one or more AQMAs - had extremely high emergency admissions for Chronic Obstructive Pulmonary Disorder (COPD).

AQMAs within Purfleet, West Thurrock, and Aveley also fall within the 20% most deprived areas in the country for living environment, one of the indicators for which includes air pollution. These examples start to build a picture of the negative relationship between occurrences of AQMAs and above average incidences of poor health and hospital admissions.

A common link with nearly all of these areas is the prevalence of HGVs. The disproportionate level of emissions from HGVs compared to regular motor vehicles means areas with a heavy presence are likely to see exacerbated problems. Care must be taken

¹ Draft plans to improve air quality in the UK. Tackling nitrogen dioxide in our towns and cities. UK overview Document (Defra, September 2015)

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when considering transport measures that would encourage a shift to active modes of transport within AQMAs, particularly for those with existing health problems. Whilst active transport can help to overcome health issues and reduce traffic levels and thus air pollution emissions, encouraging activity in areas with poor air quality could exacerbate or lead to new pulmonary/respiratory health issues.

3 Strategy

3.1 Aims & Objectives

The overall strategic aim of the Thurrock Air Quality & Health Strategy is:

To improve air quality in the borough to reduce the health impacts of air pollution.

In accordance with the above, the Strategy will be delivered through three main approaches:

- a) By implementing measures for managing air quality throughout the borough to prevent new AQMAs from arising;
- b) By implementing measures contained within the action plans for existing AQMAs; and
- c) By working with external bodies to reduce background pollution from inside and outside the borough.

3.2 Policies

In order to meet the above aim the following policies have been developed for effectively managing air quality throughout the borough.

Reducing Transport Emissions

The council will deliver transport interventions aimed at reducing emissions from transport generally across the borough, but in particular within AQMAs as part of AQAPs. This will be achieved through:

- Implementing infrastructure to make walking, cycling and public transport more accessible to reduce the number of vehicle trips;
- Making it easier and more attractive for people to choose low emission cars through increasing the availability of electric vehicle charging points and implementing preferential parking schemes for low emission vehicles;
- Enabling people to reduce car use and vehicle trips, such as by car sharing and encouraging walking and cycling;
- Using travel planning and other means to promote low emission cars, car sharing, and modal shift to walking, cycling and public transport;
- Working with freight associations, ports and operators to reduce emissions from light & heavy goods vehicles and enabling the efficient movement of goods and services;
- Working with taxi companies to enable the use of low emission vehicles, including through the taxi licencing regime;
- Working with bus and coach operators to encourage the use of low emission buses and coaches; and
- Supporting eco-driver training initiatives, including engine switch off practices, for fleet drivers, taxi drivers, bus drivers and HGV drivers.

The Council will also ensure that transport interventions, such as those designed to improve road safety or reduce congestion, do not exacerbate air pollution in existing AQMAs or risk creating new AQMAs by worsening air pollution. An air quality assessment of the impact of road safety and congestion relief schemes will be undertaken to ensure such schemes do not increase air pollution levels from road transport.

Policy AQS 1: Tackling Transport Emissions:

The Council will deliver transport interventions aimed at:

- I. Reducing vehicle trips and promoting a modal shift where possible to active modes of travel to future proof Thurrock's transport network for sustainable growth.
- II. The business community and transport service providers to discourage the use of polluting vehicles travelling within Thurrock.
- III. Rerouting vehicles, particularly HGVs, to avoid residential dwellings
- IV. Reducing its own emissions and to influence emission reductions through its own procurement and operations.

Tackling health inequalities

In a Borough which suffers from a number of public health issues, it is imperative that air quality and health issues are linked and that appropriate interventions to tackle issues are implemented.

Policy AQS 2: Tackle health inequalities and improve outcomes for those most affected by poor air quality

- I. The areas of highest need, highest deprivation and poorest health outcomes in relation to air quality will be prioritised for action on initiatives to mitigate the impact of poor quality on health.
- II. Working with health partners to improve long-term condition management in primary care through the implementation of the GP balance scorecard and the development of integrated healthy living centres in areas of highest need (Tilbury and Purfleet).

Figure 2 below shows the Health and Well-Being Strategy's goals and objectives. Those objectives directly targeted by the Air Quality Strategy are highlighted in Green whilst those which may be more indirectly influenced by the work of the strategy are shown in yellow. Investing in improving air quality in the borough is going to have multiple benefits to the health and well-being strategy, contributing to a number of objectives highlighted, in addition serving to also tackle congestion and help manage traffic better.

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Goals	A. Opportunity For All	B. Healthier Environments	C. Better Emotional Health And Wellbeing	D. Quality Care Centred Around The Person	E. Healthier For Longer
Objectives	A1. All children in Thurrock making good educational progress	B1. Create outdoor places that make it easy to exercise and to be active	C1. Give parents the support they need	D1. Create four integrated healthy living centres	E1. Reduce obesity
	A2. More Thurrock residents in employment, education or training.	B2. Develop homes that keep people well and independent	C2. Improve children's emotional health and wellbeing	D2. When services are required, they are organised around the individual	E2. Reduce the proportion of people who smoke.
	A3. Fewer teenage pregnancies in Thurrock.	B3. Building strong, well-connected communities	C3. Reduce social isolation and loneliness	D3. Put people in control of their own care	E3. Significantly improve the identification and management of long term conditions
	A4. Fewer children and adults in poverty	B4. Improve air quality in Thurrock.	C4. Improve the identification and treatment of depression, particularly in high risk groups.	D4. Provide high quality GP and hospital care to Thurrock	E4. Prevent and treat cancer better

Figure 2 - Health and wellbeing strategy goals with objectives relevant to Air Quality Strategy highlighted (dark blue indicates outcomes directly affected by air quality strategy, light blue indicates outcomes indirectly affected)

Thurrock Clean Air Zones & Low Emissions Zones

A Clean Air Zone or Low Emission Zone is a vehicle restricted area where vehicles not meeting a specific emission standard, or other criteria, are not allowed to enter the specified area without incurring a penalty. Local conditions will determine the scope of the emission based access controls, underpinned by national and local monitoring and modelling. Restrictions can be linked to specific vehicle types and related to Euro emission standards, vehicle age or technology. They can also be in the form of an outright ban or through variable charging. Emission based access controls can be aimed at various vehicle types from heavy duty vehicles, such as buses, taxis, lorries, vans and cars. They can also be used as a tool to incentivise the cleanest vehicles.

The concept of a Clean Air Zone has been considered by Thurrock to primarily deal with the significant number of HGV movements in the borough leading to pronounced air quality issues in several of the AQMAs. Policy AQS 3 below outlines how the Council will consider investigating the Clean Air Zones further.

Policy AQS 3: Clean Air Zone

The Council will review the merits of the wider use Clean Air Zones or Low Emission Zones within Thurrock. Detailed consideration for the wider use of Clean Air Zones or Low Emissions Zones will be triggered if:

- Other measures being delivered to address air pollution in AQMAs are not proving

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to be effective, have proved impracticable, or are projected to be unsuccessful at reducing pollutant levels below the limit values;

- New evidence emerges as to the widespread health benefits of Clean Air Zones/Low Emission Zones; or
- There is a national initiative aimed at the widespread deployment of Clean Air Zones/Low Emission Zones.

A firm proposal for a Clean Air Zone or Low Emission Zone will be only developed provided that detailed consideration suggests that it is:

- Feasible and practicable;
- Represents value for money; and
- Likely to have local support and improves public health.

Future Developments and Regeneration

Planning practice guidance makes clear that local plans can affect air quality in a number of ways, including through what type of development is proposed and where, and the encouragement given to sustainable transport. Therefore in plan making, it is important to take into account AQMAs and areas nearing air quality limit values.

Whether or not air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to generate air quality impacts in an area where air quality is known to be poor. They could also arise where the development is likely to adversely impact upon the implementation of air quality strategies and action plans and/or, in particular, lead to a breach of EU legislation (including that applicable to wildlife).

The council is currently in the process of reviewing the Local Plan and consideration will be given during this process to incorporating a standalone air quality policy as well the potential development of an air quality Supplementary Planning Document (SPD). However, until such time as air quality is fully integrated into the Local Plan, the Council will undertake planning decisions in accordance with the criteria set forth below. These policies are a direct, but local, reflection of planning practice guidance on air quality and therefore should be treated as a material consideration in planning decision making.

When deciding whether air quality is relevant to a planning application, considerations will include whether the development would:

- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion; significantly changing traffic volumes, vehicle speed or both; or significantly altering the traffic composition on local roads. Other matters which will be considered include whether the proposal involves the development of a bus station, coach or lorry park; adds to turnover in a large car park; or results in construction sites that would generate large HGV flows over a period of a year or more.
- Introduce new point sources of air pollution, such as furnaces, extraction systems (including chimneys), biomass boilers or biomass-fuelled CHP plant; centralised boilers or CHP plant burning other fuels within or close to an air quality management area or introduce relevant combustion within a Smoke Control Area;

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- Expose people, particularly vulnerable people such as the elderly, children or those with respiratory conditions, to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality.
- Give rise to potentially unacceptable impacts (such as dust) during construction for nearby sensitive locations.
- Affect biodiversity. In particular, is it likely to result in deposition or concentration of pollutants that significantly affect a European-designated wildlife site, and is not directly connected with or necessary to the management of the site, or does it otherwise affect biodiversity, particularly designated wildlife sites?
- Lead to the declaration of a new Air Quality Management Area.

When there are concerns about air quality, the council may request that the following air quality information is submitted with planning applications:

- the baseline local air quality situation in and around the development proposal;
- whether the proposed development could significantly change air quality during the construction and operational phases;
- whether there is likely to be a significant increase in the number of people exposed to a problem with air quality, such as when new residential properties are proposed in an area known to experience poor air quality;
- for major development, 24-hour traffic counts in and around the proposed development; and any mitigation measures proposed.

Air quality mitigation measures will be location specific and will depend on the proposed development and should therefore be proportionate to the likely impact. The council will therefore work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented.

Any air quality mitigation plans should show that consideration has been given to the following measures and that these are incorporated where possible into a development proposal:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means and positioning of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

[Planning conditions](#) and [obligations](#) will be used to secure mitigation measures where necessary to make a development acceptable in planning terms.

Policy AQS 4: Future Developments and Planning

Air quality policies will be incorporated into the preparation of the new Local Plan. This is to provide the planning framework to safeguard existing areas and to ensure that the type or location of proposed development will not adversely impact air quality and where possible bring about improvements, through either relocation of polluting activities or negotiation of appropriate mitigation.

In addition, existing Planning Practice Guidance on air quality (ID 32-001-20140306) will

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continue to be adhered to ensure new developments contribute positive to air quality improvements. The new Local Plan will be fully aligned with national guidance on air quality to ensure measures to improve air quality can be applied as Thurrock continues to grow.

4 Action Plans

In accordance with the Environment Act (1995) Thurrock Council has a duty to produce an Air Quality Action Plan (AQAP) for all areas declared as AQMAs. AQAPs set out the measures to be implemented to work towards meeting the air quality objectives in the designated areas.

In developing this Strategy, the council also took the opportunity to review and revise the existing air quality action plans for each AQMA, as well as develop AQAPs for the new AQMAs in Tilbury (AQMA 24), Aveley (AQMA 25) and Purfleet Bypass (AQMA 26). These action plans focus primarily on the period from 2016 to 2020, although in some cases include some longer term actions as well.

In developing the new AQAPs and reviewing those existing, a long list of options were generated and assessed for feasibility and impact in terms of improving air quality and health within the AQMAs as well as throughout the borough. These options are detailed in the Thurrock Air Quality and Health Strategy: Issues and Options Report.

4.1 Prioritisation

A prioritisation exercise was undertaken to enable the Council to focus its resources on those areas where the issues are most pronounced. Borough wide interventions have been identified to contribute to improving air quality across the borough including within the 18 existing AQMAs.

Nine AQMAs have not been assigned specific measures as air quality modelling indicates that air quality has improved in these areas and by continuing to implement the borough wide measures combined with technological advancements the AQMA will fall below the threshold limits. It is intended that the borough wide interventions will enable the council to revoke a number of AQMAs in 2017 subject to DEFRA approval, including:

- AQMA 8 (Premier Inn West Thurrock)
- AQMA 9 (Thurrock FC)
- AQMA 12 (Watts Wood)
- AQMA 13 (Aveley)
- AQMA 15 (South Ockendon)
- AQMA 16 (Kemps Cottages)
- AQMA 21 (Stonehouse Lane Inn)
- AQMA 26 (Purfleet By-Pass)

The remaining AQMAs were prioritised in order of importance based on:

- Where pollutant concentrations are highest
- Those AQMAs within the most 20% health deprived LSOA in England (note that no AQMA met this criteria)

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- AQMAs where the forecast pollutant concentrations three years in the future is less than 20% below the limit value.

Figure 1: outlines the remaining AQMAs prioritised for interim transport actions, the dominant pollution sources and the magnitude level of action required.

Figure 1: AQMAs Prioritised for Actions

AQMA	Notes	Level of Action Required
Purfleet AQMA 10	Highest NO ₂ concentration, predominantly from HGVs	High
A1012 AQMA 3 (Elizabeth Road Only)	Focussed on HGVs and cars.	High
North Stifford AQMA 5 (B186 to Clockhouse Lane only)	Focussed on HGVs and cars.	High
Tilbury AQMA 24	Focused on cars.	Medium
Aveley high Street AQMA25	Focused on HGVs.	Medium
Purfleet By-Pass AQMA 26	Focused on mitigation.	Medium
South Stifford AQMA 2	Focussed on HGVs and cars.	Low
West Thurrock AQMA 23		Low
Grays Town Centre AQMA 1 (London Road Only)		Low

4.2 Action Plan

Borough wide interventions

The borough wide interventions are detailed in the table below. These interventions will contribute to improving air quality across the borough including within the 18 existing AQMAs.

Action reference	Action description	Outcome	Action Lead	Delivery Date	Comments and Status
1	Land Use Planning	No increase	Strategic Planning (SN)	Adoption of Local Plan – 2019	
2	Weight Restrictions	2.0 µg/m ³ per site	Transport Development – lead: Senior Engineer	March 2018	Feasibility work to be completed early 2017
3	Freight Partnership Quality	N/A	Transport Development – lead: Principal Transport Planner	March 2018	First meeting to be set up in early 2017
4	Eco-Driver Training	0.5 µg/m ³	Transport Development – lead: Principal Transport Planner	March 2020	
5	School/ Workplace Travel Plans	0.5 µg/m ³	Transport Services – lead: Road Safety/Active Travel Co-ordinator	March 2020	
6	Improved Walking and Cycling Infrastructure	3.0 µg/m ³ across Borough	Transport Development – lead: Principal Engineer Traffic and Development Management	March 2020	Tranche 1 schemes to be constructed from January 2017

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7	AQ Mitigation in new developments	No increase in at risk population	Air Quality Monitoring Officer	March 2020	
8	Revoke AQMAs where exceedances fall below pollutant thresholds	Nine AQMAs revoked	Air Quality Monitoring Officer	December 2017	Likely to result in revocation of nine AQMAs
9	Improve efficiency of Council Fleet	N/A	Fleet Manager and Transport Development	December 2017	Preliminary discussions need to influence procurement process
10	Influence landscaping and tree planting programmes in AQMAs	N/A	Environment and Transport Development	December 2017	Agree standards for vegetation on highway which reduce pollutants
11	Variable Message Signing (VMS)	1.0 µg/m ³	Transport Development – lead: Principal Engineer for Traffic and Development Management	April 2017	Refurbished portable VMS signs are being donated by Highways England
12	HGV Traffic Management Scheme	8.0 µg/m ³	Transport Development - – lead: Principal Transport Planner	To be confirmed	Dependent on funding
13	Taxi licensing requirements	Unknown	Licensing and Transport Development	March 2017	Requirement for Euro 6 compliant taxis
14	Utility work permit scheme	5% reduction in utility works	Network Manager	April 2017	All utility works to require a permit so works can be planned and managed and disruption on network reduced.
15	Engine Switch-Off Zone	0.5 – 1.0 µg/m ³ per site (Measures 1 and 2 combined)	Transport Development – lead: Principal Transport Planner	To be confirmed	Dependent on funding
16	Roadside Emissions Testing		Transport Development – lead: Principal Transport Planner	To be confirmed	Dependent on funding
17	Pollution Equipment Retrofit	15.0+µg/m ³	Transport Development – lead: Principal Transport Planner	To be confirmed	Subject to Defra funding bid submission
18	Clean Air Zone	15.0+µg/m ³	Transport Development – lead: Principal Transport Planner	To be confirmed	Subject to result of feasibility study

	In progress
	Risk to progress
	Significant barrier to progress

AQMA specific interventions

The interventions to be implemented in specific AQMAs are detailed in the table below.

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AQMA	Action description	Outcome	Action Lead	Delivery Date	Comments
AQMA 10 – London Road, Purfleet	HGV Distributor Road/ Dualling and associated weight restrictions	15.0+ $\mu\text{g}/\text{m}^3$ (Actions 3 and 4 combined)	Principal Transport Development Engineer	March 2021	Subject to developer negotiations
AQMA 3 – Hogg Lane/Elizabeth Road	Mature Landscaping Barrier	5.0+ $\mu\text{g}/\text{m}^3$ *	Landscape officer	November 2017	Dependent on landownership and location of utilities' apparatus
	30 mph limit	5.0+ $\mu\text{g}/\text{m}^3$ *	Principal Transport Development Engineer	September 2017	Subject to capital funding allocation
AQMA 5 – A1306 (Pilgrims roundabout)	Mature Landscaping Barrier	5.0+ $\mu\text{g}/\text{m}^3$ *	Landscape Officer	November 2017	Dependent on landownership and location of utilities' apparatus
	Variable Message Signing for Lakeside	1.0 $\mu\text{g}/\text{m}^3$	Network manager	March 2021	Further feasibility information required
	Pilgrims Roundabout Signalisation	5.0+ $\mu\text{g}/\text{m}^3$ *	Principal Transport Development Engineer	Feasibility study due March 2017	Further transport modelling required to determine optimum solution
AQMA 24 – Tilbury (Calcutta Road)	Improved Walking and Cycling Infrastructure and marketing and promotion campaign	3.0 $\mu\text{g}/\text{m}^3$ overall	Transport development manager	March 2018	Schemes to be constructed in 2017/18 to tie in with s278 works
AQMA 25 - Aveley	HGV Traffic Management Scheme: Stifford Road	8.0 $\mu\text{g}/\text{m}^3$	Principal Transport Development Engineer	April 2017	Awaiting results of feasibility study
	HGV Traffic Management Scheme: Ship Lane	8.0 $\mu\text{g}/\text{m}^3$	Principal Transport Development Engineer	April 2017	Awaiting results of feasibility study
AQMA 26 – Purfleet Bypass	Mature Landscaping Barrier	2.0+ $\mu\text{g}/\text{m}^3$ *	Landscape officer	November 2017	Dependent on landownership and location of utilities' apparatus
AQMA 1, 2, 23 Grays (London Road)	Enforcement of Weight Restriction	3.0 $\mu\text{g}/\text{m}^3$	Principal Transport Development Engineer	September 2017	Awaiting results of feasibility study
	Land Use Planning (Gumley Road and Askey Farm Lane)	No increase	Principal Planning Officer	March 2019	To be identified in emerging Local Plan

5 Monitoring and Evaluation

The Council will continue to monitor and assess progress on air quality throughout the borough and the implementation, delivery and success of the AQAPs in improving air quality within AQMAs.

To this end, in addition to the LAQM regime of Annual Status Reports (ASRs), the AQAPs will be kept as live documents. Their success will be dependent upon the on-going assessment and reporting of progress in the implementation of measures and the evidence acquired from on-going evaluation of the impacts of measures that are reported through the ASRs.

The use of monitoring to show the decline in pollutant concentrations attributed to the implementation of measures is an obvious basis on which the council will provide evidence to show progress in helping to achieve the limit values within the prioritised AQMAs. However, for some measures alternative indicators have been included within the AQAPs and will also be used to report progress.

The Air Quality Steering Group will continue to meet on an annual basis after the adoption and implementation of measures contained within the AQAPs in order that a review of each AQAP and its progress is undertaken. Where, in undertaking the review, evidence shows that unforeseen barriers to progress have arisen, or measures are no longer suitable, the AQAPs will be updated to reflect the revised position. In doing so, the AQAPs will be maintained as “live” documents. Where necessary, updates to source apportionment will also be undertaken, along with a review of recent modelling and monitoring data, to ensure that the measures remain targeted, appropriate and focused within each AQAP.

8 November 2016	ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee	
C2C Service - Update	
Wards and communities affected: All	Key Decision: Key
Report of: Ann Osola, Head of Transportation and Highways	
Accountable Director: Steve Cox, Environment & Place	
This report is Public	

Executive Summary

At 18 July 2016 meeting, the Planning, Transport, Regeneration (PTR) Overview & Scrutiny Committee were informed about the c2c planned improvements to service provision. The Committee requested further updates to be provided in relation to current and future c2c train service provision. This report provides an update on this and on progress with regard to contactless payment beyond Grays. Further information will be supplied by c2c at the meeting.

1. Recommendation(s)

1.1 That the Planning, Transport, Regeneration Overview and Scrutiny Committee receive the c2c service update report and agree the timing of future updates to the Committee.

2. Introduction and Background

2.1 On 13th December 2015, c2c changed train journey times with the aim of increasing capacity on their services to accommodate 3,000 more passengers during the morning peak. The main beneficiaries of the new timetable improvements are most likely to be the passengers of Basildon, Benfleet, Chafford Hundred and Ockendon stations.

2.2 The timetable changes were required because over the past 25 years regional population has increased 15% and there has been a 15% increase in passenger demand over the past 5 years. With more people working in London there is a need for better connectivity. In response to this increasing demand c2c invested £12 million in a refurbishment programme.

- 2.3 The changes to train timetables are also a part of plan to increase capacity on c2c services. The new timetable accommodates an additional 3,000 passengers on short trips and 1,400 more seats available to long distance passengers travelling during the morning peak hours into London. The new timetable changes improved the Sunday service including half-hourly trains via Rainham into central London.
- 2.4 The timetable was further amended due to stakeholder demand in response to the changes. There are further planned adjustments to accommodate user needs through the ongoing timetable development process.
- 2.5 As requested by the previous meeting, this Committee's meeting will be attended by c2c representatives who will provide further update on c2c's work to date and take questions from Members to further clarify any concerns.

3. Issues, Options and Analysis of Options

Capacity update

- 3.1 The timetable change implemented in December 2015 was the biggest one for many years which was necessary to increase the capacity. Trains would be extended and more frequent due to a GPS breaking system that could be introduced in the future. c2c intended to purchase a further 16 – 20 carriages for this purpose and have since agreed a deal with the Department for Transport for 24 new additional carriages to provide extra seats and capacity.
- 3.2 New trains will be manufactured in Derby by Bombardier and are Class 387 Electrostars – latest version of current c2c fleet – and construction has now begun. First new trains are expected to arrive in October and all trains will be in service by the end of the year.
- 3.3 At the March 2016 Committee it was reported that the overall growth in passenger numbers compared to autumn 2015 remained strong with the morning peak having a 9.5% average growth in passengers travelling from Thurrock stations and the afternoon peak having a 14.8% average growth in passengers travelling from Thurrock stations. In order to relieve pressure on the most crowded morning and evening trains the amendments were made to c2c timetable in May by adjusting stopping pattern or rolling stock.
- 3.4 Once the new trains have all arrived the timetable will be amended again to take full advantage of this additional rolling stock. Total additional capacity will be 1,300 seats in each peak – which equates to 13,000 peak seats a week. An update on latest passenger numbers will be given at the meeting.

New products update

- 3.5 New Automatic Delay Repay scheme has now been live for four months:

- Provides customers with automatic compensation when their journey is delayed;
- Passengers simply need to tap in and out using their c2c Smartcard;
- Payments start at just 2 minutes delay and increase for every further minute;
- After 30 minutes standard compensation of 50% of journey kicks in – with automatic payment and no need for passenger to take any action; and
- Compensation rises to 100% of single journey at 60 minutes delay and 100% of return journey after two hours.

3.6 New Flexi-Season tickets product went live at end of May:

- Provides a discount for part-time commuters who don't travel every day;
- 5% discount for buying 10 tickets, which then are only used when the customer travels;
- Additional 10% discount if passenger travels off-peak instead;
- Tickets are exclusively available for c2c Smartcard users outside the Oyster area (stations to the east of borough – Tilbury Town, East Tilbury, Stanford-le-Hope). The destination can be anywhere on c2c route; and
- Passengers at other stations in Thurrock are able to use Oyster card instead, which has existing similar benefits for flexible travel.

3.7 The July Committee requested that a letter was sent from the Chair of the Planning, Transport and Regeneration Overview and Scrutiny Committee to c2c raising the following concerns:

- Clarity on which services were going to favour from the additional carriages;
- Were the expected carriages in 2020 expected to be brought forward to a nearer date;
- c2c and their current method of consulting with customers;
- Customer satisfaction results.

3.8 An update on usage of these products and any other issues will be given at the meeting.

Roll-out of Contactless Ticketing beyond Grays

3.9 As part of their current franchise agreement, c2c are committed to rolling out contactless payment across Thurrock by the end of 2017. In order to do this, they require the active support of Transport for London (TfL). Thurrock Council is keen to support this undertaking as this would increase the accessibility of the area, creating a seamless travel experience and thus increase the satisfaction of our residents.

3.10 The Cabinet Member for Transport and Highways has therefore written to TfL asking for their full co-operation in this matter.

4. Reasons for Recommendation

4.1 That the Planning, Transport, Regeneration Overview and Scrutiny Committee receive the c2c update and respond thereto.

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

5.1 The Committee is one of the c2c's stakeholders and thus the report presents a form of consultation.

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

6.1 The c2c train service provision 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: **Laura Last**
Senior Finance Officer – Management Accounts

This report serves as information and does not foresee any financial implications.

7.2 Legal

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

This report is for information only, there are no legal implications.

7.3 Diversity and Equality

Implications verified by: **Rebecca Price**
Community Development Officer

This report serves as information and does not foresee any diversity and equality implications.

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

None

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

- <http://www.c2c-online.co.uk/travel-information/timetables-trains/timetable-next-steps/>
- PTR Overview & Scrutiny Committee 20 January 2016 report: c2c Train Timetable Changes
- PTR Overview & Scrutiny Committee 20 January 2016 minutes
- PTR Overview & Scrutiny Committee 2 March 2016 report: c2c Train Timetable Changes – update
- PTR Overview & Scrutiny Committee 2 March 2016 minutes

9. **Appendices to the report**

- None

Report Author:

Ann Osola

Head of Service

Transportation & Highways

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8 November 2016		ITEM: 7
Planning, Transport and Regeneration Overview and Scrutiny Committee		
Tilbury Community Led Local Development		
Wards and communities affected: Tilbury St Chads Tilbury Riverside & Thurrock Park	Key Decision: Key	
Accountable Head of Service, Andrew Millard Head of Planning & Growth		
Accountable Director: Steve Cox, Corporate Director of Environment & Place		
This report is Public		

Executive Summary

Community Led Local Development (CLLD) is a new intervention using European Funding which works with targeted communities to develop a bottom-up approach to tackle long-standing and complex issues around employment, skills & business growth.

In November 2015 the Council submitted an Expression of Interest to develop a CLLD programme targeting Tilbury. The CLLD programme focuses on the 20% most deprived areas of the country. The two Tilbury wards: Tilbury St Chads, Tilbury Riverside & Thurrock Park were identified as having amongst the highest levels of deprivation in the borough, whilst at the same time providing a contiguous area that included significant and emerging employment opportunities through the expansion of Tilbury Port.

The expression of interest was approved and a small amount of funding was made available to support development of a delivery strategy. In March 2016 cabinet gave 'in principle' approval that a CLLD strategy be developed and from April until August the Council and partners worked together to develop the documents required. The final strategy was submitted in August 2016 and is now being considered by the Local Enterprise Partnership and by the Government authorities responsible for managing the programme.

This report provides an update on progress made since the last report to Cabinet, outlines the priorities identified in the CLLD strategy and seeks to gather views on the proposal for the Council to act as the Accountable Body for the final-stage applications for funding and to manage the programme alongside others already underway.

1. Recommendation(s)

- 1.1 Members of Overview and Scrutiny Committee are requested to give views on the priorities identified within the CLLD strategy, and on the principle that The Council takes on the role of the Accountable Body in the full applications to the EU funding streams.**

2. Introduction and Background

- 2.1 Community Led Local Development (CLLD) was launched to engage communities in identifying and developing solutions to long-standing and complex issues around employment, skills & business growth. It brings together the European Social Fund and European Regional Development Fund in a new and innovative way. A total of £10m is available to the South East Local Enterprise Partnership (SE LEP) area for the CLLD programme and three Local Authorities have submitted proposals to participate - Thurrock, Shepway and Hastings. These are among 19 proposals submitted nationally.
- 2.2 The Council submitted an expression of interest to the programme in November 2015 which focussed on developing a programme in Tilbury. The expression of interest was approved by the funding authority and triggered the release of a small amount of funding from the programme to enable a partnership to develop a strategy for implementation.
- 2.3 After the expression of interest was approved Cabinet gave 'in principle' approval to the CLLD programme being developed in March 2016. Since then and utilising the €24,000 external funding secured, the Regeneration Team has led the development and submission of a CLLD Strategy and programme for Tilbury. This was completed in August 2016 and submitted to the Local Enterprise Partnership and the two managing authorities for the programme. It has subsequently been endorsed by the Local Enterprise Partnership.
- 2.4 If the Strategy is approved the Council will be invited to submit individual ESF and ERDF bids by end December 2016, for a delivery programme that will commence April 2017 and run for up to 5 years.

3. Issues, Options and Analysis of Options

- 3.1 The full Strategy seeks to build on the 'Vision for Tilbury' developed and approved by Cabinet in 2013. Taking the Vision for Tilbury as a baseline the strategy then uses data about the area to build a profile of the local economy, the labour force and the physical, social and economic context within which implementation would take place. The data is used to inform a SWOT - Strengths, Weaknesses, Opportunities and Threats analysis and the findings, together with priorities for local intervention, were tested through consultation with the local community and the Local Action Group.

- 3.2 Consultation on the content of the strategy was an essential part of the programme. The Local Action Group (LAG), comprising of key stakeholders across the Community, Private and Public sectors in Tilbury was developed in line with the guidance for the programme, to oversee drafting of the strategy and to manage consultation. The group met on a regular basis to review progress, question and to develop ideas and priorities to be included. Given the amount of consultation that has taken place in Tilbury in recent years the Local Action Group decided that the best approach to engaging local residents in a meaningful way would be through a 'peer to peer' survey undertaken by local voluntary sector organisations to engage Tilbury residents.
- 3.3 The Vision for Tilbury and SWOT analysis, together with the results of the consultation with the local community and Local Action Group, were used to develop the priorities identified in the CLLD strategy, which focus activity into 5 strategic actions:
- Supporting local people to access local jobs
 - Tackling the barriers facing people furthest from the labour market
 - Stimulating local businesses, SME's, micro-enterprises and social enterprises
 - Improving local infrastructure for residents and businesses
 - Encouraging local civic action, pride and volunteering as routes into work.

Further detail of the strategic actions is provided at appendix 9.1.

- 3.4 Programme outputs proposed over the life of the CLLD programme in Tilbury include the engagement of over 1,000 participants, with over half of them moving into education or training on leaving. Around 400 currently unemployed residents would move into employment. In addition the programme will provide support to around 75 local businesses.
- 3.5 The proposed programme has an overall value of £6.6m of which half will have to be found through match funding (further information about the proposed budget is provided at appendix 9.2). The strategy proposes that delivery organisations submitting proposals will be required to identify match funding from their own resources or from a third party (with their agreement). This will form part of the assessment criteria for projects before they are approved. In addition any aligned activity within the broader Tilbury programme will be carefully mapped and match funding captured where possible with the additional benefit of ensuring that investment achieves synergy and delivers the best possible outputs and impact.
- 3.6 The programme budget includes an allocation of up to 20% for management and administration. Elements include communication and engagement, publicity and marketing, record keeping and monitoring. Through the strategy the Local Action Group were required to identify an Accountable Body who would take responsibility for the administration and management of the

programme. At the time of developing the strategy no other local organisations in Tilbury were able to take on this position and so the Council has proposed to be Accountable Body and manage the programme alongside other EU funded programmes already underway including the 'Locase' low carbon business support programme and 'On Track Thurrock' Youth Employment Initiative programme targeting unemployed young people.

- 3.7 The management and administration of the programme will require additional staffing to sit alongside the Tilbury Programme Manager. Some existing staff time can be used as match funding to draw down European funding to support additional staff and other costs. In addition projects funded through the programme will have to contribute towards match funding for project administration. In this way any additional cost to the Council can be managed and mitigated against.
- 3.8 Since the decision for the UK to leave the EU there is a possibility that the funding could be cut short. Possible scenarios include the CLLD programme being terminated, or the timeframe for project delivery being reduced from 5 years to 3 years or less. The Government are expected to issue further guidance through the Autumn Statement. To manage these risks the proposed programme and budget were profiled with the potential of a shorter programme in mind. In any eventuality there will be further guidance issued before the next stage in the process – the development of bids for funding.
- 3.9 Whilst there is no guarantee that Thurrock will be successful at the final stage, there is potentially £3.3m of funding still available which through a bespoke and targeted programme will tackle recognised and long-standing social regeneration needs in Tilbury.

4. Reasons for Recommendation

- 4.1 CLLD represents a significant financial opportunity which will be of huge benefit to Tilbury. The strategy identifies how the £3.3m of European Union investment (total project of £6.6m) would be used in a tailored programme over a period of up to 5 years, to tackle tough, complex, inter-related and long-term social issues in Tilbury.
- 4.2 Without this intervention, the Council and its partners, stakeholders and other delivery organisations will not have the resources to deliver the programme that this community needs to raise the aspirations in the area and help it fulfil its potential within broader regeneration plans and ambitions as one of Thurrock's growth hubs.

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

5.1 The CLLD strategy has been consulted with the Tilbury Community and key stakeholders spanning the Community, Private and Public sectors through the Tilbury Local Action Group.

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

6.1 The strategy will support all the corporate policies and priorities.

6.2 The CLLD programme will have a particular impact on the two Tilbury Wards which continue to include areas among the 20% most deprived in the country.

7. Implications

7.1 Financial

Implications verified by: **Carl Tomlinson**
Finance Manager

This report builds on Decision 01104369 endorsed at Cabinet 9 March 2016, now providing a detailed update on one of the funding streams included in this suite of EU funding opportunities.

EU funding has greatly bolstered the resources available to support economic development activity in the past. Given the reduction in Revenue Support Grant and other funding streams, efforts should continue to maximise the amount of external funding obtained to stimulate growth and participation in Thurrock's five economic growth hubs, supporting the achievement of objectives defined within the Thurrock Corporate Plan and Medium Term Financial Strategy.

The UK vote on 23rd June to leave the EU does cause uncertainty and risk, particularly in respect of EU funding such as the CLLD programme. Implications are currently difficult to quantify pending further direction from Central Government.

This report outlines the approach that will be taken in respect of the CLLD programme to identify and confirm match funding as part of the final stage applications which will be developed in December 2016.

7.2 Legal

Implications verified by: **Vivien Williams**

Planning & Regeneration Solicitor

This report refers to a report on European Funding opportunities approved by Cabinet on 9th March 2016.

The report sets out the details of a programme of activities aimed at helping people in Tilbury access jobs and support businesses to grow. The European Funding has to be matched with UK funds and delivery organisations will be required to provide the match funding as part of their applications.

Taking on responsibility for managing the funding will have implications in terms of staff and other resources at the council, however funding will be available through the programme to offset these costs. The Council is already managing other similar EU funded programmes and management of this programme would sit alongside these.

7.3 Diversity and Equality

Implications verified by: **Natalie Warren**

Community Development and Equalities Manager

CLLD provides a unique opportunity to reverse historic examples of inequality through supporting residents into work. As a community led programme, the initial strategy has been developed in consultation with key community stakeholders. The strategy commits the Local Action Group to developing an equality and diversity statement to underpin its engagement with residents and partners as the strategy is implemented.

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):

Document	Source / location
Vision for Tilbury	Cabinet December 2013, item 11, Decision 01104253
Tilbury Community Led Local Development (CLLD) Strategy 30.08.16	www.thurrock.gov.uk/tilbury-growth

9. Appendices to the report

Appendix 1 - Further detail of proposed actions within the CLLD Strategy
Appendix 2 - Detail of programme budget.

Report Author:

Matthew Brown

Regeneration Programme Manager (Tilbury)

Regeneration & Assets

Appendix 1

9.1 Further detail of proposed actions within the CLLD Strategy:

Strategic Action or theme		Examples of potential delivery elements
A	Supporting local people to access local jobs	<ul style="list-style-type: none"> • Employment readiness and skills support delivered in Tilbury aimed at individuals facing specific barriers to employment or training. • Training and support delivered in Tilbury for people who are currently in work but are looking to develop their skills and progress. • Further promotion of and outreach through existing services.
B	Tackling the barriers facing people furthest from the labour market	<ul style="list-style-type: none"> • Bespoke training, mentoring and work readiness activity delivered in Tilbury to support individuals who face multiple and complex barriers to employment or training; and building local capacity to deliver personal advocacy and local service brokerage to address physical and mental health, social care, substance abuse, chaotic lifestyle issues as barriers into work. • Further promotion of and outreach through existing services.
C	Stimulate local businesses, SMEs, micro-enterprises and social enterprises	<ul style="list-style-type: none"> • A new business advice and support programme and associated small start-up grants scheme. • Dedicated provision of education, training, advice and support, delivered in Tilbury, to existing businesses around digital, tendering and procurement, business planning, low carbon, marketing and other business needs. We will also create a small grants scheme for business growth. • A shopfront improvement scheme to match-fund the capital costs of physical improvements to the condition and display of local shopfronts.
D	Improving local infrastructure for residents and businesses	<ul style="list-style-type: none"> • A new fit-for-purpose cycling hub, including renovation of a building, stock and equipment purchase, business infrastructure and the delivery of training to local people.
E	Encouraging local civic action, pride and volunteering as routes into work	<ul style="list-style-type: none"> • A programme of outreach and capacity building to enable residents to volunteer and take other forms of civic action that will enable them to gain job-relevant skills and experience.

Appendix 2

9.2 Detail of programme budget:

9.2.1. Expenditure	2017	2018	2019	2020	Total
	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Project delivery	320	1,840	1,840	1,280	5,280
Management and administration	80	460	460	320	1,320
Total expenditure	400	2,300	2,300	1,600	6,600

9.2.2 Funding	2017	2018	2019	2020	Total
	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
ESF	80	750	750	500	2,080
ERDF	120	400	400	300	1,220
<i>ESIF total</i>	<i>200</i>	<i>1,150</i>	<i>1,150</i>	<i>800</i>	<i>3,300</i>
Public sector funding	200	1,150	1,150	800	3,300
Private sector funding	0	0	0	0	0
<i>Total match funding</i>	<i>200</i>	<i>1,150</i>	<i>1,150</i>	<i>800</i>	<i>3,300</i>
Funding total	400	2,300	2,300	1,600	6,600

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8 November 2016	ITEM: 8
Planning, Transport & Regeneration Overview & Scrutiny Committee	
Council Spending Review Update	
Wards and communities affected: All	Key Decision: Key
Report of: Sean Clark, Director of Finance and IT, Steve Cox, Corporate Director of Environment and Place	
Accountable Head of Service: Sean Clark, Director of Finance and IT	
Accountable Directors: <ul style="list-style-type: none"> • Sean Clark, Director of Finance and IT • Steve Cox, Corporate Director of Environment and Place 	
This report is public	

Executive Summary

This report summarises the main changes to the MTFs for the period 2017/18 through to 2019/20 and the governance structure for the Council Spending Review and Transformation Programme, including the budget planning table enabling agreement of the budget in February 2017.

This report specifically updates the committee on the proposals currently being considered that will affect planning, transportation and regeneration budgets.

1 Recommendations

1.1 That Planning, Transport & Regeneration Overview and Scrutiny Committee note the revised MTFs position, and the Council Spending Review approach and timetable.

1.2 That Planning, Transport and Regeneration Overview and Scrutiny Committee comment on the proposals currently being considered within the remit of this committee.

2 Medium Term Financial Strategy (MTFS)

2.1 The MTFs presented to Council in February 2016 shows the budget gap over the 3 years 2017/18 to 2019/20 as £18.443m. This already assumes delivery of £2.484m savings previously agreed for 2017/18 (see Appendix 1) and assumes a Council Tax increase of 3.99% in each year.

2.2 As part of the ongoing budget planning process, the MTFs has been updated to reflect latest assumptions. The table below sets out the movements from the previous position and revised budget gap.

	2017/18	2018/19	2019/20	Total
February 2016	7.378	6.098	4.967	18.443
Business Rates	0.399	0.663	(0.463)	0.599
Inflation	(0.285)	(0.071)	(0.071)	(0.427)
Capital Financing	-	(0.042)	0.591	0.549
Government Grant	-	-	1.785	1.785
Revised Budget Gap	7.492	6.648	6.809	20.949

2.3 The key movements include:

- The position for 2017/18 and 2018/19 reflects a reduction in the provision for inflation but, adversely, also the possible impact of a significant category of business rate appeals that have been lodged;
- The majority of the increase is expected in 2019/20 and is largely as a result of further analysis on the four year funding settlement. It is prudent, at this stage, to reduce down the level of grant and business rate support in light of discussions on the removal or reduction of New Homes Bonus and further comments on grant levels; and
- The increase in Capital Financing reflects the likely interest rate increases towards the end of the MTFs period. This increased cost has been offset with significant savings in 2016/17 and smaller reductions over the following two years as a result of pushing back the impact in light of current economic forecasts.

2.4 One off funding has been identified to meet the costs of a Clean It, Cut It, Fill It pilot. The results of this pilot will be used to determine whether growth is required in the budget for a permanent increase to the Environment and Place budgets and this will be reported once known.

2.5 The position above includes the assumption of a 3.99% increase in council tax each year – 1.99% general increase and 2% adult social care precept. The table below sets out how any reductions to this assumption will increase the deficits set out in paragraph 2.2:

An increase of:	Increases the budget gap by (£m)			
	2017/18	2018/19	2019/20	Total
3.99%	0.000	0.000	0.000	0.000
3.00%	0.570	0.585	0.605	1.760
2.00%	1.140	1.170	1.210	3.520
1.00%	1.710	1.755	1.815	5.280
0.00%	2.280	2.340	2.420	7.040

3 Council Spending Review Process and Timetable

- 3.1 Given the level of saving previously delivered across the council, the pressures identified in 2016/17 and that there are minimal reserves to call upon, it is essential that there is a clear strategy to close the budget gap set out in the MTFs. As a result, the focus will be on 3 key areas:
- Income generation – including increasing the Council’s commercial trading base. Council Tax increases also fall under this category;
 - Achieving more / same for less – including further transformational projects, contract reviews, spend to save initiatives and alternative delivery models; and
 - Demand management / early intervention. Examples include the Local Area Co-ordinators and Community Hubs.
- 3.2 However, where the budget gap cannot be fully closed through the above, the likely solution will be reductions to, or full cessation of, service provision.
- 3.3 Crossing through all of these areas is the need to adapt our workforce and change our culture to be an organisation which is more entrepreneurial, digitally-minded and commercially-aware.
- 3.4 The Council Spending Review will be underpinned by the following principles.
- Becoming financially self-sustainable;
 - A target of 15-20% efficiencies in each service;
 - A review of all services by March 2019 using common design principles (customer / demand management, commercial, ICT / digital, people, procurement, property and process);
 - Non-statutory income generating services should be cost neutral; and
 - Outcome focused including consideration of prevention and early intervention.
- 3.5 There has been some discussion that the Service Review is a top slice approach. It is important to note that the intention of these reviews is more a focus on making the use of financial, physical and people assets more efficient through challenging service delivery on the principles set out above.
- 3.6 The transformation framework for achieving this is set out in the governance structure in Appendix 2. The officer Transformation Board will oversee a number of Strategic Boards each with a specific focus and cross cutting membership. Each Strategic Board will be sponsored by a member of Directors Board and guided by the principles outlined above and strategic policy direction set by Members. The governance structure also includes the cross-party Council Spending Review Panel.
- 3.7 The timing of these reviews is set out at Appendix 3.

STRATEGIC BOARDS	
Growth	Performance
Customer & Demand Management	Commercial
ICT / Digital	People
Procurement	Property
Service Review	

3.8 The Council Spending Review timetable has been prepared to achieve agreement of the budget by Cabinet and Council in February 2017. The main milestones are summarised below:

- July/August 2016 – Officer boards identify proposals and estimated savings for consultation with Cabinet Members;
- 7th September 2016 – Cabinet consider Q1 budget update including budget planning timetable and governance;
- September 2016 – Council Spending Review Panel (cross-party with Group Leaders and Deputies) consider savings options ahead of consultation;
- October/November 2016 – O&Ss consider proposals and public consultation where required;
- January 2017 – Cabinet agree proposals for implementation informed by O&S recommendations and draft budget referred to Corporate O&S; and
- February 2017 – Cabinet and Council budget setting.

3.9 At this stage, the £7.492m budget gap for 2017/18, set out in paragraph 2.2, has been reduced to circa £0.9m though this rises to £1.3m when the contribution to increase the general fund balance is added. This assumes:

3.9.1 A 3.99% council tax increase; and

3.9.2 No further investment in other services, including investment in Environmental Services.

3.10 Officers continue to work towards closing the remaining balance and identifying additional funds for further investment in services.

4 Savings Proposals from Boards 2017/18 – 2019/20

4.1 Management Actions Savings Proposals

4.1.1 The following savings proposals are categorised as being “management actions” i.e. are operational matters under the responsibility of officers to implement without the requirement for member approval.

Proposal	Category/ Type	2017/18 £K	2018/19 £K	2019/20 £K
Parking – service brought in house. There will be initial set up costs in 2016/17 but new service should realise savings from 2017/18	Cost reduction	75	-	-
Street Lighting efficiencies – LED replacement programme – savings through energy efficiency and maintenance	Cost reduction	430	-	-

4.2 Savings Proposals requiring Cabinet approval

4.2.1 The Corporate Boards have also identified some areas of potential savings which require Cabinet approval before being taken forward and on which Overview & Scrutiny Committee are asked to comment. These include:

Proposal	Category/ Type	2017/18 £K	2018/19 £K	2019/20 £K
Development Opportunities – Mileham’s Yard Appendix 4a	Investment	-	-	1,500
Development Opportunities – Thurrock Parkway Appendix 4b	Investment	-	-	1,100

Both of the above require an initial investment to be made to enable the savings to be made in later years.

4.2.2 Further detail for each of the above savings proposals is included in Appendix 4.

4.3 Other considerations

4.3.1 Previously Agreed Savings – Appendix 1 sets out savings that were agreed during 2014/15 for delivery within the period of the MTFs.

4.3.2 There are four such savings built into the MTFs for 2016/17 relating to this Overview & Scrutiny Committee around transportation restructure and highways efficiencies, investment in modern highway maintenance, increasing income in planning and restructuring the regeneration team totalling £845K.

4.3.3 Additional cross-cutting savings targets

There are also a number of cross cutting savings targeted including the reduction of the council wide spend on agency staff, consultants and overtime. The impact of these targeted reductions on services is currently being evaluated but is in addition to any other service-specific proposals.

5. Reasons for Recommendation

- 5.1 The Council has a statutory requirement to set a balanced budget annually and to review its adequacy of reserves. The report outlines the budget gap over the next three years as per the MTFS and the approach and timetable to manage the position.

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

- 6.1 The budget planning governance structure includes involvement and consultation with Officers, Portfolio Holders and Members. The timetable allocates October - December for Overview and Scrutiny committees to consider proposals and public consultation where required. The process also includes the Council Spending Review Panel, made up of cross-party Group Leaders and Deputies who will meet regularly during the budget planning period and ahead of key decision points.

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

- 7.1 The implementation of previous savings proposals has already reduced service delivery levels and our ability to meet statutory requirements, impacting on the community and staff. There is a risk that some agreed savings may result in increased demand for more costly interventions if needs escalate particularly in social care. The potential impact on the Council's ability to safeguard children and adults will be kept carefully under review and mitigating actions taken where required.
- 7.2 The scale of future budget reductions as set out in this report are such that work is underway to follow a transformational approach to tackle the challenge.

8. Implications

8.1 Financial

**Implications verified by: Carl Tomlinson
Finance Manager**

The financial implications are set out in the body of this report.

Council officers have a legal responsibility to ensure that the Council can contain spend within its available resources. Regular budget monitoring reports will continue to come to Cabinet and be considered by the Directors Board and management teams in order to maintain effective controls on expenditure during this period of enhanced risk. Austerity measures in place are continually reinforced across the Council in order to reduce ancillary spend and to ensure that everyone is aware of the importance and value of every pound of the taxpayers money that is spent by the Council.

8.2 Legal

**Implications verified by: David Lawson
Deputy Head of Law & Governance**

There are no direct legal implications arising from this report.

There are statutory requirements of the Council's Section 151 Officer in relation to setting a balanced budget. The Local Government Finance Act 1988 (Section 114) prescribes that the responsible financial officer "must make a report if he considers that a decision has been made or is about to be made involving expenditure which is unlawful or which, if pursued to its conclusion, would be unlawful and likely to cause a loss or deficiency to the authority". This includes an unbalanced budget.

8.3 Diversity and Equality

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

There are no specific diversity or equalities implications as part of this report.

A comprehensive Community and Equality Impact Assessment (CEIA) will be completed for any specific savings proposals developed to address future savings requirements and informed by consultation outcomes to feed into final decision making. The cumulative impact will also be monitored.

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

Any other significant implications will be identified in any individual savings proposal business case to inform the consultation process where applicable and final decision making.

9. 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

10. Appendices to the report

- Appendix 1 – 2017/18 Previously Agreed Savings Tracker
- Appendix 2 – Council Spending Review Governance Structure
- Appendix 3 – Service Review Timetable
- Appendix 4 – Savings Proposals
 - a) Development Opportunities – Mileham's Yard
 - b) Development Opportunities – Thurrock Parkway

Report Author:

Sean Clark, Director of Finance and IT

Steve Cox, Corporate Director of Environment & Place

Appendix 1

Previously Agreed Savings 2017/18

Adults, Housing and Health

Responsible Officer	Description	Target
Roger Harris	External Placements	500
Roger Harris	Public health – review of contracts	250
Roger Harris	Reduction in Voluntary Sector Core Grants	25
Total		775

Children's Services

Responsible Officer	Description	Target
Rory Patterson	Reduce and realign youth provision across Thurrock and related service through internal reorganisation and developing the services as a mutual/ outsourced service	232
Total		232

Environment & Place

Responsible Officer	Description	Target
Steve Cox	Transportation restructure and highways efficiencies	250
Steve Cox	Invest in modern highway maintenance	260
Steve Cox	Planning - increased income and/or efficiencies	35
Steve Cox	CEDU Restructure - Regeneration	300
Total		845

Legal Services

Responsible Officer	Description	Target
Fiona Taylor	Legal traded service income	50
Total		50

Finance & IT

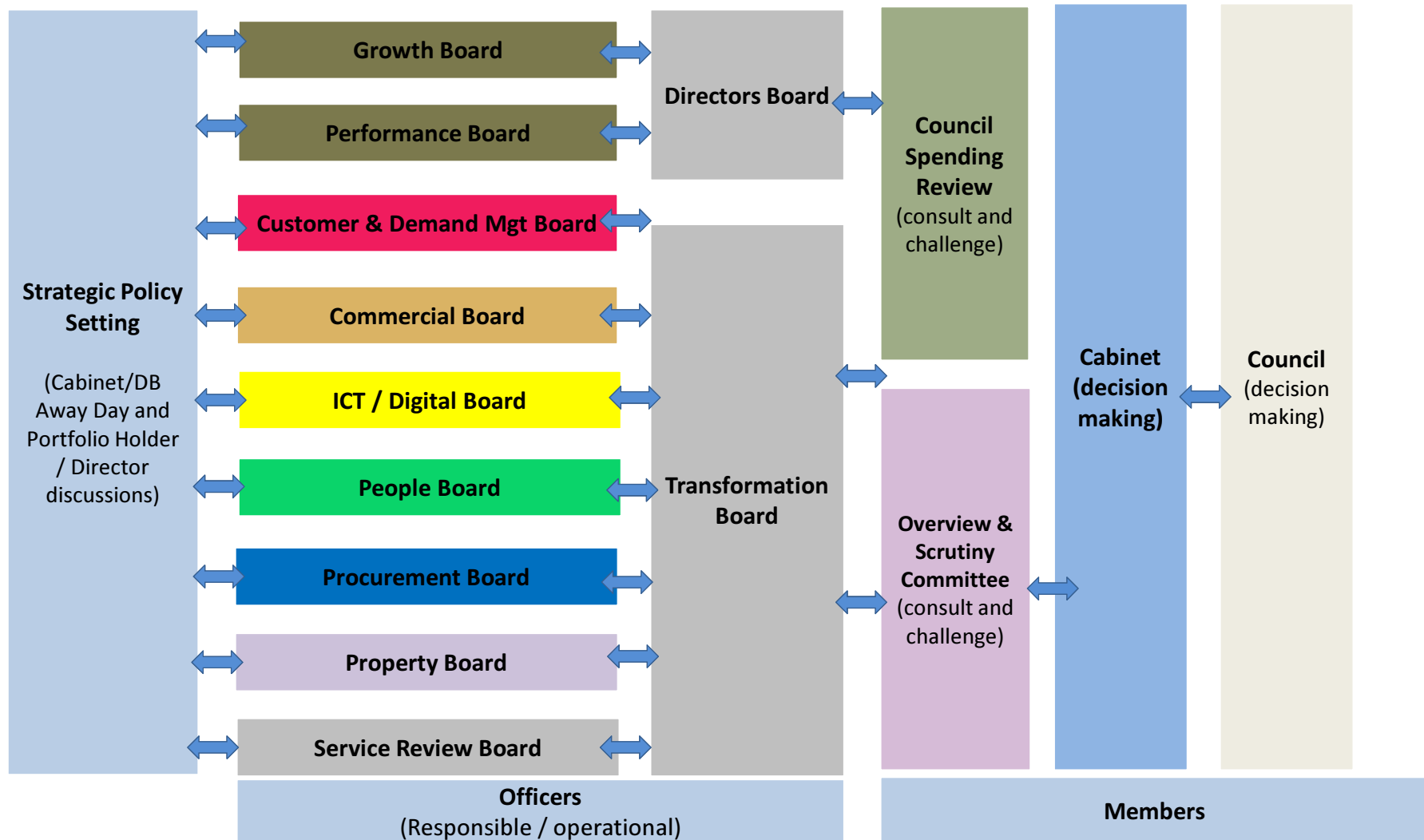
Responsible Officer	Description	Target
Sean Clark	Further changes to staffing levels and revisions of prudential charges	582
Total		582

Total		2,484
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Governance Structure for Council Spending Review and Transformation Programme

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Appendix 3

Service Review Board: Proposed Projects

The following is an indicative timetable for the Service Review Board:

Directorate	2017/18	2018/19	2019/20
Environment & Place	Waste Street & grounds Specialist grounds Highway reactive maintenance Development management Building control Strategy & growth Highways infrastructure Special projects Heritage, arts & culture Libraries	Land charges Business improvement Highways & transport Transport development Economic development Regeneration Housing development/ Gloriana Registrars Sport & leisure	Corporate property Public protection
Children's Services	Grants programme review Care & targeted outcomes (iMPower) Commissioning Business administration Children's Centres		
Adults, Housing & Health	Domiciliary care Collins House Fieldwork services In-house provider services Careline Single point of access Public health Commissioning Integration with ASC & peer review	Welfare reform Investment in HRA stock Homelessness Private rented sector Anti-social behaviour & enforcement	Tenancy & neighbourhoods
Finance & IT	Fraud Debt collection Revenues	ICT Benefits	Corporate Finance Risk & insurance Internal Audit
HR, OD & Transformation	Executive support hub HR & Payroll People & OD Corporate Programme Team Customer Services	Recruitment Improvement GIS Information Management Strategy & Communications Performance, Quality, Business Support	
Legal	Democratic Services Member's Services Electoral Services	Legal Services	
Commercial Services	Procurement Commercial		

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Lead Director	Steve Cox (Director of Place)
Lead Board	Property Board
Savings proposal	
<p>Mileham's Yard</p> <p>Acquisition of a 2.16 acre site adjacent to an existing c.2.8 acre Council owned site in Purfleet and then the development of both sites for commercial use (small industrial units) which will generate a revenue through rental income.</p>	
Strategic rationale	
<p>The combined site extends to around 5 acres and initial capacity studies suggest that it is capable of supporting around 110,000sqft of accommodation. This would cost in the region of £2,048psf (£190psf) to construct (c.£21m) and would generate a rent of around £15psf or £1.6m per annum when fully occupied. This would equate to a nett income of around £1.5m per annum. Further feasibility study is required to ascertain development costs and investment returns.</p> <p>More than half of the site is already in Council ownership and discussions are ongoing (with conditional offers having been made) to acquire the remainder. The area is very popular for industrial units with the nearby Purfleet Industrial Park consistently showing high levels of occupancy and interest.</p> <p>The shortage of appropriate, high quality business space for small and medium sized firms is routinely highlighted by local businesses as a significant impediment to their development and growth.</p>	
Budget 2016/17	
<p>Feasibility studies are currently being conducted drawing upon existing Regeneration and Assets budgets so no support is needed in 2016/17.</p>	
Approximate cost savings 2017/18	
<p>To deliver the scheme will require c.£25.7m (land and build cost plus fees) which will be drawn down over 2017/18 and 2018/19 in anticipation of the buildings opening in 2019/20. There is scope for some space to be available in 2018/19 and clearly some could be pre-let.</p> <p>The acquisition could take place in 2016/17 if terms can be agreed.</p>	
Impact	
<p>The returns (excluding debt charges) are around 6% on cost year on year which is considered to be a good return.</p>	
Risks	
<p>Risks exist in respect of the failure to acquire the privately owned site, capital costs, project management, ground conditions, programme, demand and ongoing management.</p>	
Failure to acquire privately owned site	<p>The neighbouring site is privately owned and the Council are seeking to acquire it off market without competition. At present, there is considered a reasonable prospect of success however, if terms cannot be agreed, it is unlikely that the Council can deliver a viable development site out of just its landholdings alone. On this basis the project would not be able to proceed. There is limited scope for CPO.</p>
Capital costs	<p>The capital costs are based upon high level assessments at present and will require a great deal more detailed consideration as the scheme develops. They should be monitored alongside the development of the business plan to ensure that the scheme remains viable and attractive.</p> <p>The works should be undertaken through a fixed price design and build contract to ensure the Council is protected from any price rises once</p>

	works commence on site.
Project Management Capacity	The Council has a growing capacity and expertise in respect of capital project management which would be available to support the delivery of this project. However, there is scope for the Council to bring in additional capacity to support these works if required. It is likely that this could be contained within the overall project budget outlined above.
Ground Conditions	Poor ground conditions with risks of contamination from former industrial uses are anticipated on this site. Some consideration has been built into the cost estimate. A broad range of ground investigates should be undertaken prior to formal commitment with the results fed into further review of the costs model and business plan.
Programme	The programme could slip delaying the point at which the space is available to rent and the income can be achieved. The headline programme is considered generous but will clearly need to be monitored throughout the works.
Demand	The projected figure is based upon an assumption that there sufficient demand to occupy the space at an average rental of £15psf. Based upon the Council's experience with other business accommodation and the schemes which are being developed locally there is considered to be good demand for this type of space but time should be allowed for the build-up of occupancy levels and the potential need to offer rent free periods or other inducements to secure tenants.
Ongoing Management	The management of the business units will require focussed management that is unlikely to be available through existing resource levels. The cost of an external managing agent should be built into the business plan.

Mitigation

As above.

Timescales

Activity	Timescale
Acquisition of third party land	By end 2016/17
Development of design, planning and procurement of a contractor	12 months to end 2017/18
Construction and handover of units	15-18 months to mid 2019/20
Occupancy and letting activity thereafter	Ongoing.

Lead Director	Steve Cox (Corporate Director of Environment and Place)
Lead Board	Property Board
Savings proposal	
<p>Thurrock Parkway</p> <p>Development of existing Council owned site at Thurrock Parkway (Tilbury) for commercial use (small industrial units) which will generate a revenue through rental income.</p>	
Strategic rationale	
<p>The site extends to 10acres and initial capacity studies suggest that it is capable of supporting around 150,000sqft of accommodation. This would cost in the region of £2,220 (£206psf) to construct (c £30m) and would generate a rent of around £10psf or £1.4m per annum when fully occupied. This would equate to a nett income of around £1.18m per annum. Further feasibility study is required to ascertain development costs and investment returns.</p> <p>The site is already in Council ownership and several attempts to dispose of it have been unsuccessful. A similar development has been completed on the adjacent site by an unrelated party and is fully let and the Port of Tilbury is proposing something similar on the neighbouring expansion site which evidences the demand for such units.</p> <p>The shortage of appropriate, high quality business space for small and medium sized firms is routinely highlighted by local businesses as a significant impediment to their development and growth.</p>	
Budget 2016/17	
<p>Feasibility studies are currently being conducted drawing upon existing Regeneration and Assets budgets so no support is needed in 2016/17.</p>	
Approximate cost savings 2017/18	
<p>To deliver the scheme will require c. 36m (build cost plus fees) which will be drawn down over 2017/18 and 2018/19 in anticipation of the buildings opening in 2019/20. There is scope for some space to be available in 2018/19 and clearly some could be pre-let.</p>	
Impact	
<p>The returns (excluding debt charges) are around 3% on cost year on year which is considered to be a reasonable return.</p>	
Risks	
<p>Risks exist in respect of capital costs, project management, ground conditions, programme, demand and ongoing management.</p>	
Capital costs	<p>The capital costs are based upon high level assessments at present and will require a great deal more detailed consideration as the scheme develops. They should be monitored alongside the development of the business plan to ensure that the scheme remains viable and attractive.</p> <p>The works should be undertaken through a fixed price design and build contract to ensure that the Council is protected from any price rises once works commence on site.</p>

Project Management Capacity	The Council has a growing capacity and expertise in respect of capital project management which would be available to support the delivery of this project. However, there is scope for the Council to bring in additional capacity to support these works if required. It is likely that this could be contained within the overall project budget outlined above.
Ground Conditions	Tilbury is a notoriously difficult place to build because of the nature of the ground conditions and the impact that this has on cost. Some consideration of this has been built into the cost estimate but a broad range of ground investigations should be undertaken prior to formal commitment with the results fed into further reviews of the cost model and business plan.
Programme	The programme could slip delaying the point at which the space is available to rent and the income can be achieved. The headline programme is considered generous but will clearly need to be monitored throughout the works.
Demand	The projected figure is based upon an assumption that there sufficient demand to occupy the space at an average rental of £10psf. Based upon the Council's experience with other business accommodation and the schemes which are being developed locally there is considered to be good demand for this type of space but time should be allowed for the build-up of occupancy levels and the potential need to offer rent free periods or other inducements to secure tenants.
Ongoing Management	The management of the business units will require focussed management that is unlikely to be available through existing resource levels. The cost of an external managing agent should be built into the business plan.

Mitigation

As above.

Timescales

Activity	Timescale
Development of design, planning and procurement of a contractor	12 months to end 2017/18
Construction and handover of units	15-18 months to mid 2019/20
Occupancy and letting activity thereafter	Ongoing.

8 November 2016	ITEM: 9
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Cycling Infrastructure Plan – Update	
Wards and communities affected: all	Key Decision: Not applicable
Report of: Ann Osola – Head of Transportation and Highways	
Accountable Head of Service: Ann Osola – Head of Transportation and Highways	
Accountable Director: Steve Cox – Director of Environment and Place	
This report is public	

Executive Summary

In July 2014 Thurrock was awarded £5 million towards cycle route improvements to be delivered across the Borough by 2019. The Council is committed to enhancing Thurrock's cycle network; making it easier and safer to get around the Borough by bike, connecting routes, providing access to key employment and residential centres; offering an attractive alternative to using the car.

This report provides an update on progress with the implementation of the Thurrock Cycle Infrastructure plan since the award of the growth fund monies in April 2016 with the first phase of £1.6m schemes planned of construction in spring and summer of 2017-18.

1. Recommendation(s)

1.1 That the Planning, Transport, Regeneration Overview and Scrutiny Committee receive an update on the roll-out of Thurrock Cycle Infrastructure Programme and provide comments to inform subsequent phases of the programme.

2. Introduction and Background

2.1 In July 2014, as part of the South East Local Enterprise Partnership's Growth Deal with government, Thurrock was awarded £5m for delivering of Cycle Infrastructure Projects between 2016 and 2019.

2.2 To develop Thurrock routes and to improve access to employment, growth hubs, areas of regeneration and provide sustainable alternative in already

congested corridors, the project proposed a network of cycling and walking facilities.

- 2.3 In 2015, a cycle audit was completed across the borough to review existing routes and identify missing links and barriers to cycling, as well as new routes that would lead to increased uptake in cycling. The schemes were prioritised for their potential to bring about modal shift in more congested areas, particularly on the home to work or school journey and focussed in areas where access to housing, jobs and future growth is vitally important.
- 2.4 The results of this audit fed into the production of a Cycle Infrastructure Delivery Plan (referred to hereafter as cycle plan) to support the business case for economic growth in the borough. The cycle plan identified a rational network of cycle routes, incorporating existing facilities alongside potential routes from known popular origins and destinations.
- 2.5 Each scheme was scored against a matrix to understand the maximum benefits that each measure could achieve. The scoring matrix consisted of a number of factors such as scheme cost, safety benefit, access to facilities and deliverability etc. Thus, more than 35km of new and improved cycle facilities have been identified across the borough including a total of 46 missing links and opportunities.

3. Issues, Options and Analysis of Options

- 3.1 Since award of funding in 2014, a procurement exercise was undertaken to appoint specialist consultants to undertake a feasibility assessment and subsequent detailed designs of the chosen schemes. Feasibility designs and outline costings have been completed and the scheme was broken down into 3 tranches.
- 3.2 As endorsed by January 2016 Cabinet (Decision 01104343), the final business case was submitted to the South East Local Enterprise Partnership's Accountability Board which was followed by a programme entry funding allocation in April 2016 of £5m with £1.6m for tranche 1 implementation commencing in early 2017.
- 3.3 An initial consultation on the proposed cycle and pedestrian network was presented to the public in June 2016 to ensure participation of the residents in decision making process. A detailed design of tranche 1 schemes was then commissioned which is due to end by December 2016 when the schemes will be batched to identify potential cost savings through joint procurement exercises for construction.
- 3.4 The schemes with very high deliverability scores proposed for tranche 1 are include in table below:

Scheme no(s).	Description
71 & 79	West Thurrock Way: Shared path and toucan crossings

29	South Ockendon: Advisory cycle lanes
52	Devonshire Road: New shared path
12 & 13	Purfleet bypass - New shared path
15	Purfleet bypass - Toucan crossings
30 & 31	South Ockendon: New shared path and crossing
53	Chafford Hundred: New Toucan crossings
77	Lakeside Basin: New toucan crossing
10	Purfleet: New shared path
20	Aveley: New shared path
14	Purfleet: Relocation of sign
9	Purfleet: New toucan crossings
84	Grays: New off road cycle link
47, 48 & 49	Chafford Hundred: New Toucan crossings
41	South Ockendon: New toucan crossing and de-cluttering
95	Chadwell St Mary: New shared path

3.5 Alongside the construction activity of tranche 1 schemes, a procurement of design services is planned to undertake feasibility and detailed designs of the tranche 2 schemes to enable a pipeline of schemes to be developed for implementation before the end of financial year 2017-18. The last tranche of works is currently planned for delivery in 2018-19.

4. Reasons for Recommendation

4.1 To provide an update on the roll-out of Thurrock Cycle Infrastructure Programme with view to obtain comments to inform subsequent phases of the programme.

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

5.1 The cycle plan has been developed in collaboration with the local access forum and cycle groups. The progress of the scheme has been approved by the Cabinet in January 2016 and public engagement was undertaken on the emerging feasibility designs in June 2016 through an online consultation to seek feedback on the proposals. Each scheme will be subject to further public consultation, including posting of notices on site to advertise the creation of the cycleway and amendment to the Traffic Regulation Orders.

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

6.1 This report is consistent with all five corporate priorities:

- **Create** a great place for learning and opportunity
- **Encourage** and promote job creation and economic prosperity
- **Build** pride, responsibility and respect
- **Improve** health and well-being
- **Promote** and protect our clean and green environment

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
**Senior Finance Officer – Management
Accounts**

There are no financial implications associated with this report.

7.2 Legal

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

This report serves as information and does not foresee any legal implications.

7.3 Diversity and Equality

Implications verified by: **Rebecca Price**
Community Development Officer

Cycling provides an affordable and accessible mode of transport, providing significant environmental, health and well-being benefits. It is not envisaged that particular diversity or equality issues will be raised through the implementation of the cycle plan; however, further consultation with the diversity and equality team will be undertaken as schemes progress to identify and mitigate any issues as appropriate.

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):

- 13 January 2016 Cabinet report – Highways and Transportation Works Programme and Policies Update
- SE LEP Business Case – Thurrock Cycle Network v3.0

9. Appendices to the report

- None

Report Author:

Adrian Barritt

Transportation Development Manager

Transportation & Highways

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**Planning Transport and Regeneration Overview and Scrutiny Committee
Work Programme
2016/17**

Dates of Meetings: 18 July 2016, 13 September 2016, 8 November 2016, 5 January 2017, 7 March 2017.

Topic	Lead Officer	Requested by Officer/Member
18 July 2016		
C2C Update Report	Ann Osola	Officer
Local Growth Fund Round 3	Matthew Essex	Officer
13 September 2016		
Feedback on responses to Local Plan Issues and Options 1 consultation	Andrew Millard/Sean Nethercott	Officer
Draft Parking and Policy Refresh and Parking Strategy	Ann Osola	Officer
Purfleet Update	Matthew Essex	Officer
Grays South: Delivering the Pedestrian Underpass	Matthew Essex	Officer
8 November 2016		
Cycling Update Report	Ann Osola	Officer
Tilbury Community Led Local Development	Matthew Brown	Officer
C2C Update Report	Ann Osola	Member
Air Quality Strategy	Ann Osola	Officer
Council Spending Review Update	Laura Last	Officer

5 January 2017		
Congestion Task Force	Ann Osola	Officer
Permits for street works.	Ann Osola	Officer
7 March 2017		
A13 Widening	Ann Osola	Officer
C2C Update Report	Ann Osola	Member

To be allocated		
Local Plan Issues and Options 2	Andy Millard	Officer
Design Guide	Andy Millard	Officer