

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

# Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **9 July 2019**

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

## Membership:

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

## Substitutes:

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

## Agenda

Open to Public and Press

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<b>1. Apologies for Absence</b>	
<b>2. Minutes</b>	<b>5 - 10</b>
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 12 March 2019.	
<b>3. Items of Urgent Business</b>	
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.	
<b>4. Declaration of Interests</b>	
<b>5. Integrated Transport Block Capital Programme 2019/20</b>	<b>11 - 32</b>
<b>6. Work Programme</b>	<b>33 - 34</b>

**Queries regarding this Agenda or notification of apologies:**

Please contact Wendy Le, Democratic Services Officer by sending an email to [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)

Agenda published on: **1 July 2019**

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# DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

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

## Helpful Reminders for Members

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

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

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



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

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

Disclosable Pecuniary Interests shall include your interests or those of:

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

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

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

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

### Pecuniary

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

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

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

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

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

### Non-pecuniary

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



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

## Our Vision and Priorities for Thurrock

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

1. **People** – a borough where people of all ages are proud to work and play, live and stay
  - High quality, consistent and accessible public services which are right first time
  - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
  - Communities are empowered to make choices and be safer and stronger together
  
2. **Place** – a heritage-rich borough which is ambitious for its future
  - Roads, houses and public spaces that connect people and places
  - Clean environments that everyone has reason to take pride in
  - Fewer public buildings with better services
  
3. **Prosperity** – a borough which enables everyone to achieve their aspirations
  - Attractive opportunities for businesses and investors to enhance the local economy
  - Vocational and academic education, skills and job opportunities for all
  - Commercial, entrepreneurial and connected public services

## Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 12 March 2019 at 7.00 pm

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**Present:** Councillors Martin Kerin (Chair), Alex Anderson, Terry Piccolo, Jane Potheary and Graham Hamilton (Substitute) (substitute for Peter Smith)

**Apologies:** Councillors Peter Smith (Vice-Chair) and Andrew Jefferies

**In attendance:** Leigh Nicholson, Strategic Lead of Development Services  
Chris Atkinson, Head of Communications, c2c Rail  
Wendy Le, Democratic Services Officer

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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.

### **29. Minutes**

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 8 January 2019 were approved as a correct record.

### **30. Items of Urgent Business**

There were no items of urgent business.

### **31. Declaration of Interests**

There were no declarations of interest.

### **32. c2c and Network Rail Service Update**

A presentation was provided by Steve Hooker, National Rail Representative and Chris Atkinson, c2c Representative. The presentation outlined the following:

- Signalling issues and power systems – had been reliable over the last 25 years but now required replacing to ensure faster service and to allow for more capacity. This would help to reduce the signal power failures that often occurred on c2c.
- Track – hot weather caused rail tracks to contract which resulted in track distortion. This caused the speed restrictions placed on trains.

- External events – the number of trespassing incidences had increased and Network Rail was working to secure these trespass points.
- c2c communicated updates through various channels and Twitter was the most effective.
- Issues with the sun rising on one side of the track resulted in line side issues in which the driver would then have to leave the train to walk down the platform to perform their safety checks.
- Service decisions from c2c were unpopular but these were for the safety of passengers or to ensure an efficient service following delays e.g. crowd control at Fenchurch Street station; or reserving carriages for Limehouse or West Ham.

Thanking the representatives for the presentation, Councillor Potheary said that information provided from c2c via the communication channels were sometimes inconsistent. On Chris Atkinson's comments regarding the effectiveness of the Twitter feed, Councillor Potheary disagreed and thought there needed to be better suggestions and advice given. She went on to state that information regarding c2c delays were not fed through Transport for London (TfL) channels and it would be useful for TfL and c2c to communicate with each other in this area. Councillor Potheary requested further information regarding the line side issues.

In response, Chris Atkinson said the sun rising on one side had often been an issue and it would affect one station on one day and on the next, it would affect another station instead. Money was being invested into this issue to resolve it. Councillor Potheary thought that the issue needed to be better communicated and more information than 'the sun is shining'.

Continuing on, Councillor Potheary said there were issues on other lines, in particular, the loop lines which was the Ockendon line and the Rainham line. There was a general perception that these lines were not as well looked after as the 'top' line (Fenchurch Street to Upminster). Purfleet Station had been known to have 4 train carriages during peak hours whereas top line stations would have up to 12 carriages. Councillor Potheary invited the representatives to comment on the perception mentioned.

Chris Atkinson replied that there had been similar conversations within Basildon Station and Southend Central Station. Demand for more trains often came from the main line and operationally, there were a different range of options. A graph would be sent to show the operational frequency of the trains. Chris Atkinson went on to say that one train route could have more trains than another route and the perception that Councillor Potheary mentioned was heard often but all stations were treated equal.

Councillor Potheary mentioned that there seemed to be fewer trains and more cancellations with no extra trains scheduled in to replace the cancellations. Chris Atkinson explained that extra trains were not scheduled in



because of the time gaps where freight trains would be passing in that time. All routes were running on full capacity and there were around 20 trains per hour in which no more could be put on.

Regarding Stanford le Hope station, Councillor Piccolo sought clarification on whether there would be a ticket office or ticket machines according to rumours he had heard. He went on to say that ticket machines did not have some of the features that a ticket office could provide. Confirming that there would be no ticket office, Chris Atkinson said the road opposite the station would need to be dug up to erect a ticket office there. It was not practical so ticket machines would be installed in the station instead. The station would have staff on site to help customers with ticket machine purchases. The one feature that would not be possible on a ticket machine would be claiming a refund; this would need to be done at another station. Councillor Piccolo queried whether discounted tickets such as family tickets and OAP tickets could be obtained from the ticket machine. Chris Atkinson would check and report back to the Committee.

Referring to Chris Atkinson's comments earlier in regards to train drivers carrying out safety checks during line side issues, Councillor Hamilton asked if there was a station master to undertake these checks. He also questioned whether ticketing options could be more flexible such as extending Oyster out to other stations. He also mentioned that ticket machines were unable to give route information to passengers whereas a ticket office was able to do this. Explaining that staff would be present at Stanford le Hope station, Chris Atkinson said staff would be able to help with route information. In regards to Oyster, c2c was considering a smart ticketing system similar to the London system. On station masters, these were known as Platform Dispatchers and a number of c2c staff was being trained in safety measures but they were not on platforms as standard. However, Platform Dispatchers would be in place in stations that were identified as needing them.

On Oyster cards, Councillor Piccolo commented that the card only extended to Grays. Many people had to alight/board at Grays to be able to use their Oyster. Chris Atkinson explained that the Oyster extended to Grays because c2c had a train route terminating at Grays and this was not due to borough boundaries. He reiterated that c2c was looking into smart ticketing options to enable use on c2c and London routes.

The Chair thanked the representatives for their presentation and update.

### **33. Planning Obligations**

Presented by Leigh Nicholson, Strategic Lead of Development Services, the report provided an overview of the mechanisms that were currently in place to secure and allocate developer contributions for infrastructure in Thurrock.

Councillor Anderson queried the process to determine who sat on the Council's s106 Panel. Leigh Nicholson replied that the Panel was overseen by

the Corporate Director of Place and membership was nominated by the Place directorate team.

Commenting on the five s106 contributions that funded certain projects, Councillor Piccolo said that there were a number of contributions coming in but most were not as high as they could be. He continued on to say if the 5 s106 contributions were to be pulled as mentioned, to achieve a deficit in particular projects and there was not enough applications to gain s106 funding; what would happen with the underfund. Councillor Piccolo queried whether the underfund would be used to fund another similar project. Leigh Nicholson explained that s106 contributions did not necessarily have to fund one project in one particular area; instead it could be used to fund several small scale projects within that particular area. Some of the s106 contributions did not have to be requested if the project was to be incorporated into a larger overall scheme such as the Local Plan.

Although pleased to hear of the s106 process, Councillor Potheary expressed concern on how residents could be involved in the process. She went on to say that residents would not necessarily understand planning systems or that they could be involved. Referring to the Local Plan, Leigh Nicholson answered that residents were consulted through the Your Place, Your Voice events that were currently being rolled out to the local communities as part of the Issues and Options Stage 2 Consultation. This encouraged residents to give their opinions and made them aware of the potential developments within the borough. The Council website also had an infrastructure list although this needed more promotion.

Councillor Potheary sought clarification on whether there was a specific development of ideas from developers within the Local Plan and how these would work. She also queried how residents could be involved in these ideas. Leigh Nicholson confirmed that the Local Plan included developers' ideas and the Local Plan actively encouraged involvement from the local community. The Local Plan also looked at the timeline of developments and led these to where they needed to be.

Referring to appendix 1, the Chair noted that community groups and residents were able to nominate projects in the s106 process and he queried how the Chairs of community groups could engage in this as most were not aware of this. Aside from the events stemming from the Local Plan, the Chair asked how the Local Authority could advise Chairs of community groups to partake in the s106 process. Leigh Nicholson would check with Place directorate and feedback to the Committee.

Councillor Piccolo noted that s106 contributions provided a proportion to the impact of a development and applications were applied with reduced contributions resulting in a deficit. Councillor Piccolo sought clarification on how the deficit could be obtained through the planning system. Leigh Nicholson explained that a Community Infrastructure Levy (CIL) was introduced when a funding gap was identified. Using CIL too early would

result in lower funding so the Infrastructure Requirement List (IRL) was introduced first.

**RESOLVED:**

**That the Planning, Transport, Regeneration Overview and Scrutiny Committee noted and commented on the report.**

**34. Work Programme**

Noting that the Stanford le Hope Hub Interchange Update was still to be heard at Committee, Councillor Pothecary questioned when the update would come. Leigh Nicholson would discuss with the Place directorate team.

**The meeting finished at 8.20 pm**

Approved as a true and correct record

**CHAIR**

**DATE**

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<b>9 July 2019</b>	<b>ITEM: 5</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>	
<b>Integrated Transport Block Capital Programme 2019/20</b>	
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Not applicable
<b>Report of:</b> Mat Kiely, Strategic Lead of Transportation Services	
<b>Accountable Assistant Directors:</b> Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection and Julie Nelder, Assistant Director of Highways, Fleet and Logistics	
<b>Accountable Director:</b> Andrew Millard, Interim Director of Place and Julie Rogers Director of Environment and Highways	
<b>This report is</b> Public	

## Executive Summary

This report sets out the recommended programme of work which will utilise the funding allocations available to the Transport Development and Highways Maintenance Services within the 2019/20 financial year.

The report covers the Integrated Transport Block (ITB) Capital allocation and the Maintenance Block allocation that is assigned to the Council through the Department for Transport's annual capital settlement of £971,000 and £1.938m respectively.

It sets out the proposed programme of expenditure for 2019/20, to implement improvement and enhancement schemes covering the following strategic priority areas as set out and agreed in the Council's Transport Strategy:

- Freight Management
- Public Transport Infrastructure
- Parking Management
- Traffic Management
- Rights of Way
- Road Safety Engineering
- Safer Routes to Schools

It also sets out the proposed programme of expenditure from the Maintenance Block funding allocation covering the following maintenance categories:

- Classified Resurfacing
- Unclassified Resurfacing
- Footway / Cycleway Maintenance
- Street Lighting
- Drainage
- Traffic Signals
- Road Markings

## **1. Recommendation(s)**

### **1.1 That Planning, Transport and Regeneration Overview and Scrutiny Committee comment on the report and the Cabinet recommendations:**

- **Approves the Integrated Transport Block Capital Programme and the Highways Maintenance Capital Programme for 2019/20 (as detailed in Appendices 1 and 4).**
- **Note and approve the process by which the Safer Routes to School and Road Safety Engineering programme (as detailed in Appendix 2 & 3) is assessed and prioritised for implementation over the next 5 years through the delegated authority held by the Director of Place, in consultation with the Cabinet Member for Highways and Transport**
- **Delegates the authority to the Director of Place and the Director of Environment and Highways, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to these programmes during the course of the year taking into account local views and priorities.**

## **2. Introduction and Background**

2.1 This report seeks approval for the 2019/20 Integrated Transport Block (ITB) Capital Programme. The programme sets out how the Council will prioritise available funding from the Department for Transport (DfT) allocation to enhance transport infrastructure and service provision within the Borough. It also establishes the provision for variation to the programme and the means by which requests for additional works are considered and authorised.

## **3. Issues, Options and Analysis of Options**

### *2019/20 Integrated Transport Block Capital Programme*

- 3.1 The DfT annual settlement provides the allocation for Integrated Transport Block (ITB) schemes. The total Integrated Transport Block capital programme allocation for Thurrock for 2019/20 amounts to £971,000.
- 3.2 The 2019/20 ITB programme has the ability to deliver an extensive range of transport improvements which reflect the vision and aims set out within the Council's long term Transport Strategy (2013-26). Tackling congestion,

delivering accessibility, improving air quality and making Thurrock’s roads safer are core elements of the Transport Strategy which support sustainable growth and regeneration in the Borough.

- 3.3 The 2019/20 ITB programme focuses on schemes including Road Safety (including walking & cycling), Freight Management, Parking Management, Rights of Way, Public Transport, Traffic Management and Safer Routes to Schools.
- 3.4 These programme areas are consistent with the delivery areas identified within the Council’s Transport Strategy and support wider priority themes such as Air Quality, Sustainable Travel, Growth and Regeneration.
- 3.5 The benefits of some schemes will overlap due to the nature of work delivered. For example, traffic management schemes will deliver air quality benefits while Rights of Way and SRTS schemes can encourage walking and cycling and help to reduce congestion and improve local air quality.
- 3.6 It is important to identify a methodology for prioritising and delivering certain elements of the ITB Capital Programme in order to ensure a level of consistency and focus within certain programme areas. Examples of this include the Safe Routes to Schools (SRTS) proposals and Road Safety Engineering. The Transport Development Team will continue to apply set criteria in order to prioritise and deliver these schemes over a 5 year period through delegated authority held by the Director of Place, in consultation with the Cabinet Member for Highways and Transport. Additional information relating to the priority listing for SRTS and Road Safety Engineering are detailed in Appendix 2 & 3.
- 3.7 The Department for Transport (DfT) confirmed that Thurrock Council will receive a total capital settlement of £971,000 for the Integrated Transport Block capital programme for the 2019/20 financial year. This allocation is not ‘ring fenced’ for spend in the specific areas set out by DfT and therefore, Local Authorities have some flexibility to manage these allocations. As a result, the funding allocations may be amended slightly, within the total allocation, to meet local needs on the network.
- 3.8 Table 1 below provides a summary of how the DfT funding is allocated across the 2019/20 ITB works programme. These allocations are informed by the Council’s Transport Strategy. The full programme of works is attached at Appendix 1.

**Table 1**

<b>Integrated Transport</b>	
Freight Management	£100,000
Parking Management	£51,000
Traffic Management	£200,000

Road Safety Engineering	£270,000
Safer Routes to Schools	£250,000
Rights of Way	£50,000
Public Transport Infrastructure	£50,000
<b>Total</b>	<b>£971,000</b>

#### *Variation*

- 3.9 The Council receives regular requests for improvements to be carried out on the transport network. These requests are prioritised using the agreed scheme determination process with the responsibility to authorise recommendations delegated to the Director of Place in consultation with the Leader of the Council or the Cabinet Member for Highways and Transport.
- 3.10 Whilst there is limited flexibility within the programme once agreed, in some cases requests will need to be implemented within the current financial year rather than held pending a future programme. This might include works to protect the public from risk of injury, for example.
- 3.11 Similarly, delegated authority can be used if schemes are subject to cost changes as a result of increasing scope or unforeseen revisions to schemes.

#### *2019/20 Maintenance Block Capital Programme*

- 3.12 The DfT annual settlement provides the highway maintenance allocation. The total Maintenance Capital Programme allocation for Thurrock for 2019/20 amounts to £1,938,000.
- 3.13 The 2019/20 Highway Maintenance programme supports the requirements of the DfT's Highway Maintenance Efficiency Programme (HMEP). Areas are identified for treatment using a data led approach and includes measures for preventative maintenance, increasing the life cycle of the highway asset. This approach has enabled Thurrock to achieve Band 3 status (the highest available level) in accordance with the DfT's Highway Maintenance Efficiency Programme, securing the maximum level of funding available for Thurrock roads.
- 3.14 The funding has been allocated to support all elements of the highway assets. A breakdown of the allocation is shown in Appendix 4.

## **4. Reasons for Recommendation**

- 4.1 Approving the recommendations set out in this report will enable the 2019/20 ITB Capital Programme to be implemented. The delivery of the programme



will ensure ongoing improvements to transport infrastructure and service provision within the Borough.

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

5.1 The Capital Programmes have been developed in line with the priority areas that are set out and agreed in the Council's Strategy, following extensive community and stakeholder engagement.

5.2 Local residents, interest groups and key stakeholders (including the Thurrock Road User Group, Congestion Taskforce, Bus User Group, Local Access Forum and Your Place, Your Voice etc.) have been influential in providing regular input for the evidence base that has informed the development of the Capital Programmes. Ward Members will be advised of works affecting their respective wards.

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

6.1 The Capital Programmes will help improve and enhance the transport network across the Borough making it safer, less congested and more accessible, thereby promoting and supporting People, Place and Prosperity within Thurrock.

## **7. Implications**

### **7.1 Financial**

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

Calculations have been provided, based on the DfT Decision Letter, confirming final allocations for 2019/20. The cost of implementation will be contained within the funding announced by Government or built into future capital programmes.

### **7.2 Legal**

Implications verified by: **Tim Hallam**  
**Deputy Head of Law (Regeneration)**

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

### **7.3 Diversity and Equality**

Implications verified by: **Natalie Warren**  
**Strategic Lead, Communities and Libraries**

An Equality Impact Assessment has been undertaken for the 2019/20 ITB Capital Programme. It recognises the transport interventions that will support improved quality of life in the Borough and its social and economic regeneration as well as transport priorities for, congestion & CO2 mitigation, accessibility, safety, air quality and climate change adaptation.

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

The capital maintenance programme has been compiled using a data lead approach as required by the DfT. Condition data is compiled in accordance with council policy which sets out inspection frequencies and priorities, based on the risk and safety of road users.

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

None

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

- Thurrock Transport Strategy
- Implementation Plan

9. **Appendices to the report**

- Appendix 1 – 2019/20 ITB Capital Programme
- Appendix 2 – Safe Routes to School programme
- Appendix 3 – Road Safety Engineering programme (provide additional detail)
- Appendix 4 – Highways Maintenance Capital Works Programme 2019-20

**Report Author:**

Mat Kiely

Transportation Services Strategic Lead

Transport Development

## 2019-2020 Integrated Transport Budget

				£	%				
		Allocations	Freight Management	£111,000	11.43%				
			Passenger Transport	£42,000	4.33%				
			Parking Management	£41,000	4.22%				
			Traffic Management	£110,000	11.33%				
			Public Rights of Way	£40,000	4.12%				
			Road Safety Engineering	£230,000	23.69%				
			Safer Routes to School	£209,000	21.52%				
			ITB Staff costs	£158,000	16.27%				
			Total ITB (excluding staff budget)	£783,000	80.64%				
			<b>Overall Budget allocation</b>	<b>£971,000</b>					
Budget Code	S106 code	Funding type	Project Name	Type	Capital Budget	Carry Over	S106 cont.	Total budget	Comments
E1825			FREIGHT MANAGEMENT						
			Aveley Village Freight Management	Feasibility	87,000			£87,000	
			Horndon-On-The-Hill Freight Management	Consultation	24,000			£24,000	
			Staff expenditure		17,000			£17,000	
<b>Sub Total</b>					<b>128,000</b>	<b>0</b>	<b>0</b>	<b>128,000</b>	
E1838			PASSENGER TRANSPORT						
			Infrastructure improvements		42,000			£42,000	
			Staff expenditure		8,000				
<b>Sub Total</b>					<b>50,000</b>	<b>0</b>	<b>0</b>	<b>42,000</b>	
E1843			PARKING MANAGEMENT						
			Ad-Hoc Parking Requests	Ad-Hoc Requests	40,000			£40,000	
			Disabled Parking Bays	Ad-Hoc Requests	1,000	10,000		£11,000	
			Staff expenditure		9,000			£9,000	
<b>Sub Total</b>					<b>50,000</b>	<b>10,000</b>	<b>0</b>	<b>60,000</b>	
E1829			TRAFFIC MANAGEMENT						
			Road Safety Audits - Scheme development	Feasibility	10,000			£10,000	
			Ad-Hoc Speed Surveys	Ad-Hoc Requests	10,000			£10,000	
			Ad-Hoc Minor Works	Ad-Hoc Requests	60,000			£60,000	
			Rectory Road/Towers Road remediation works	Design & Build	30,000			£30,000	
			Hardie Park Street Lights		30,000			£30,000	
			Staff expenditure		33,000			£33,000	
<b>Sub Total</b>					<b>173,000</b>	<b>0</b>	<b>0</b>	<b>173,000</b>	
E1841			Rights of Way						
			Infrastructure improvements	F&D&B	40,000			£40,000	
			Staff expenditure		10,000			£10,000	
<b>Sub Total</b>					<b>50,000</b>	<b>0</b>	<b>0</b>	<b>£50,000</b>	
E1830			Road Safety Engineering						
			A128 Brentwood Road & Bulphan	Build	130,000			£130,000	
			VAS Upgrade - South Ockendon	Build	50,000			£50,000	
			Lodge Lane red route and speed control	Feasibility	50,000			£50,000	
			Staff expenditure		40,000			£40,000	
<b>Sub Total</b>					<b>270,000</b>	<b>0</b>	<b>0</b>	<b>£270,000</b>	
E1832			Safer Routes to Schools						
			Hathaway Academy - Hathaway Road	Design & Build	20,000			£20,000	
			CSM Primary School - Riverview	Design & Build	20,000			£20,000	
			Somers Heath - Foyle Drive	Design & Build	20,000			£20,000	

		Dilkes Academy - Garron Lane	Design & Build	20,000			<b>£20,000</b>	
		Shaw Primary School - Avon Green	Design & Build	20,000			<b>£20,000</b>	
		Deneholm Primary School - Culford Road	Design & Build	20,000			<b>£20,000</b>	
		Thameside Primary School - Manor Road	Design & Build	20,000			<b>£20,000</b>	
		Kenningtons Primary School - Tamar Drive	Design & Build	20,000			<b>£20,000</b>	
		Stifford Clays Primary School - Whitmore Avenue	Design & Build	20,000			<b>£20,000</b>	
		Holy Cross - Daiglen Drive	Design & Build	20,000			<b>£20,000</b>	
		Minor schemes	Ad-Hoc Requests	9,000			<b>£9,000</b>	
		Staff expenditure		41,000			<b>£41,000</b>	
<b>Sub Total</b>				250,000	0	0	<b>£250,000</b>	
<b>TOTAL</b>				971,000.00			<b>£971,000</b>	

## Safer Routes to Schools Prioritisation

It is important to identify a methodology for prioritising and delivering Safer Routes to Schools (SRTS) schemes to inform the Council's ITB Capital Programme and to ensure a level of consistency and focus for these schemes. The Transport Development Team apply set criteria in order to prioritise and deliver these schemes on an annual basis.

The Safer Routes to School scheme proposals are prioritised as a result of set criteria consisting of accident records (total accident factor score 300m radius), site visit assessment score and School Travel Plan status, where schools are accredited a Gold, Silver or Bronze allocation. The requirement to have an effective School Travel Plan has increased over time and the Transport Development team apply a set score to the School Travel Plan element (Gold =4, Silver =3 or Bronze =2).

Each school is awarded a score as a result of these criteria in order to identify which schools will be treated. This assessment criteria is used by the Road Safety Active Travel Co-ordinator within the Road Safety Team, to focus and manage the treatment and delivery of SRTS schemes for the next 5 years.

At present out of 51 school we have 10 schools with travel plans. These schools will therefore gain extra priority in the SRTS programme. Remaining schools will be assessed based on the remaining criteria and will be encouraged to develop a School Travel Plan.

In total, 10 schools have been assessed for implementation in 2019/20, although additional schools can be included if funding allows. The existing priority list for SRTS schemes is identified in Table 1 below.

**TABLE 1**

Ref. No.	Type of School	School	Unitary Authority Wards	Speed (mph)	Travel Plan Status (Gx4, Sx3 & Bx2)	Accident Severity Fatal (x 3= Accident Factor)	Accident Severity Serious (x 2= Accident Factor)	Accident Severity Slight (x 1= Accident Factor)	Accident Factor Score (300m Radius)	Site Visit Score	Total Score	Scheme Delivery Year (Yr1, Yr2, Yr3, Yr4, Yr5)
19	Primary	Kenningtons Primary Academy	Aveley And Uplands	30	Silver 3	0	2	3	7	7.64	<b>43.91</b>	1

11	Primary	Dilkes Academy	Belhus	30	Bronze	2	1	0	7	10	7.64	<b>35.27</b>	1
32	Primary	Thameside Primary School	Grays Thurrock	30	Bronze	2	0	2	3	7	8.91	<b>31.82</b>	1
2	Primary	Arthur Bugler Primary School	Stanford East And Corringham	30	Gold	4	0	0	0	0	7.64	<b>30.55</b>	1
46	Secondary	The Hathaway Academy	Grays Thurrock	30			-	3	16	22	7.27	<b>29.27</b>	1
8	Primary	Chadwell St Mary Primary School	Chadwell St Mary	30			0	3	10	16	7.09	<b>23.09</b>	1
47	Secondary	The Ockendon Academy	Ockendon	30	Bronze	2	0	2	0	4	7.27	<b>22.55</b>	1
10	Primary	Deneholm Primary School	Little Thurrock Blackshots	30			0	2	10	14	7.64	<b>21.64</b>	1
15	Primary	Harris Primary Academy Mayflower	South Chafford	20	Bronze	2	0	1	2	4	5.09	<b>18.18</b>	1
25	Primary	Shaw Primary Academy	Belhus	30			0	2	7	11	7.09	<b>18.09</b>	1
26	Primary	Somers Heath	Belhus	30			0	1	9	11	6.73	<b>17.73</b>	2

		Primary School											
18	Primary	Horndon on the Hill Church of England Primary	Orsett	30	Bronze	2	0	0	2	2	6.55	<b>17.09</b>	2
35	Primary	Tudor Court Primary School	Chafford And North Stifford	30			0	1	7	9	7.45	<b>16.45</b>	2
17	Primary	Holy Cross Catholic Primary School	Belhus	20			0	1	8	10	5.64	<b>15.64</b>	2
37	Primary	West Thurrock Academy	West Thurrock And South Stifford	30			0	2	4	8	6.73	<b>14.73</b>	2
31	Primary	Stifford Clays Primary School	Stifford Clays	20			0	1	3	5	9.64	<b>14.64</b>	2
21	Primary	Little Thurrock Primary School	Little Thurrock Rectory	30			0	0	7	7	7.09	<b>14.09</b>	2
30	Primary	Stanford Le Hope Primary School	Stanford Le Hope West	30			0	0	7	7	6.73	<b>13.73</b>	2
36	Primary	Warren Primary School	South Chafford	20			0	0	7	7	6.73	<b>13.73</b>	2

24	Primary	Quarry Hill Academy	Grays Thurrock	20			0	1	4	6	7.45	<b>13.45</b>	2
9	Primary	Corringham Primary School	Corringham And Fobbing	30	Bronze	2	0	0	0	0	6.73	<b>13.45</b>	3
6	Primary	Bonnygate Primary School	Ockendon	30			0	1	4	6	7.27	<b>13.27</b>	3
27	Primary	St Josephs Catholic Primary	Stanford East And Corringham	20			0	2	3	7	6.18	<b>13.18</b>	3
43	Secondary	Orminston Park Academy	Aveley And Uplands	30			0	2	1	5	7.64	<b>12.64</b>	3
49	Special Schools	Beacon Hill Academy	Ockendon	30			0	2	3	7	5.64	<b>12.64</b>	3
5	Primary	Benyon Primary School	Ockendon	30			0	0	5	5	6.91	<b>11.91</b>	3
4	Primary	Belmont Castle Academy	Grays Riverside	30			0	1	2	4	7.82	<b>11.82</b>	3
29	Primary	St Thomas of Canterbury Catholic Primary School	Grays Thurrock	20			0	0	4	4	7.64	<b>11.64</b>	3
34	Primary	Tilbury Pioneer Primary School	Tilbury St Chads	30			0	0	4	4	7.64	<b>11.64</b>	3



40	Secondary	Grays Convent High School	Grays Thurrock	20/30			0	0	4	4	7.45	<b>11.45</b>	3
42	Secondary	Hassenbrook Academy	Stanford Le Hope West	30			0	1	2	4	6.91	<b>10.91</b>	4
39	Secondary	Gable Hall School	Corringham And Fobbing	20			0	0	4	4	6.00	<b>10.00</b>	4
41	Secondary	Harris Academy Chafford Hundred	South Chafford	20			0	1	2	4	5.45	<b>9.45</b>	4
51	Primary	Harris Primary Academy Chafford Hundred	South Chafford	20			0	1	2	4	5.45	<b>9.45</b>	4
13	Primary	Giffards Primary School	Stanford East And Corringham	30			0	0	2	2	7.27	<b>9.27</b>	4
44	Secondary	St Cleres School	Stanford Le Hope West	30			0	0	3	3	6.18	<b>9.18</b>	4
12	Primary	East Tilbury Primary School	Tilbury	30			0	0	3	3	6.18	<b>9.18</b>	4
48	Secondary	William Edwards School	Stifford Clays	30			0	0	1	1	7.27	<b>8.27</b>	4
1	Primary	Abbots Hall Primary School	Stanford East And	20			0	1	0	2	6.18	<b>8.18</b>	4

			Corringham										
16	Primary	Herringham Primary Academy	Chadwell St Mary	30			0	0	3	3	5.09	<b>8.09</b>	4
45	Secondary	The Gateway Academy	Tilbury St Chads	30 & 5			0	1	1	3	5.09	<b>8.09</b>	5
7	Primary	Bulphan Church of England Primary School	Orsett	30			0	0	0	0	7.64	<b>7.64</b>	5
33	Primary	The Gateway Primary Free School	Tilbury St Chads	30			0	1	1	3	4.55	<b>7.55</b>	5
22	Primary	Orsett Church of England Primary School	Orsett	20/30			0	0	0	0	7.27	<b>7.27</b>	5
14	Primary	Graham James Primary Academy	Stanford East And Corringham	20			0	0	1	1	6.00	<b>7.00</b>	5
50	Special Schools	Treetops School	Little Thurrock Blackshots	30			0	0	0	0	5.64	<b>5.64</b>	5

Improvements works implemented

28	Primary	St Marys Catholic Primary	Tilbury Riverside And Thurrock Park	30			0	3	7	13	5.27	<b>18.27</b>	2018
20	Primary	Lansdowne Primary Academy	Tilbury Riverside And Thurrock Park	30	Bronze	2	0	3	4	10	6.91	<b>33.82</b>	2018
3	Primary	Aveley Primary School	Aveley And Uplands	20			0	1	2	4	6.55	<b>10.55</b>	2018
23	Primary	Purfleet Primary Academy	West Thurrock And South Stifford	30			0	3	3	9	6.55	<b>15.55</b>	2018
38	Primary	Woodside Academy	Little Thurrock Blackshots	30	Gold	4	0	0	1	1	7.64	<b>34.55</b>	2018

To summarise; safer routes to school scheme proposals are prioritized based on combination of accident records (total accident factor score) and site visit assessment score. To encourage school involvement, School Travel Plan status (Gold, Silver or Bronze) will play a major role when determining to include the school in priority list or not.

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## Road Safety Engineering Prioritisation

It is important to identify a methodology for prioritising and delivering the Road Safety Engineering element of the Council's ITB Capital Programme and to ensure a level of consistency and focus for these schemes. The Transport Development Team apply set criteria in order to prioritise and deliver these schemes on an annual basis.

The scheme proposals are prioritised as a result of set criteria consisting of category of road, vehicle movements and safety issues. A five-year CRASH database search is also used to determine priority each year and location of potential schemes.

The schemes that are to be implemented in 2019/20 are identified in Table 1.

Investigation and research will identify which of the remaining locations are identified as priorities and added to the ITB programme over the next 5 years. CRASH data may identify additional areas that need to be considered for future years. These will be assessed and prioritised for inclusion in the ITB programme as required.

**TABLE 1**

Year	Scheme	Budget
2019/20 schemes	A128 Brentwood Road & Bulphan	130,000
	VAS Upgrade - South Ockendon	50,000
	Lodge Lane red route and speed control	50,000
Future Road Safety Engineering proposals	A126 (A13 to Dock Road, Tilbury)	
	A128 (Bulphan to A13)	
	A1012 (A13 to A126)	
	A1013 (A1306 Grays to A13 SLH)	

	<b>A1014 The Manorway</b>	
	<b>A1090 (Purfleet)</b>	
	<b>A1306 (A13 to Treacel Mine RAB)</b>	
	<b>B149 Woodview</b>	
	<b>B186 (A1306 West Thurrock to South Ockendon)</b>	
	<b>B1335 (A1306 to B186)</b>	
	<b>B1420 (A1014 to A13)</b>	
	<b>Arisdale Avenue</b>	
	<b>Daiglen Drive</b>	
	<b>Corringham Road</b>	
	<b>Brentwood Road (CSM)</b>	
	<b>Long Lane</b>	
	<b>Devonshire Road</b>	
	<b>Princess Margaret road</b>	
	<b>East Tilbury Road</b>	
<b>Purfleet By-Pass</b>		



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Highways Maintenance Capital Works Programme 2019-20			
Allocations	DfT Maintenance block allocation	DfT	1,604,000
	Incentive fund Band 3 Block	TC	334,000
	<b>Total Maintenance</b>		<b>1,938,000</b>
	TOTAL		1,938,000
Cost Code	Project	Funding Source	Budget
E2828	LTP Maintenance - Bridges		
<b>Sub Total</b>			-
<b>E2826/E2827</b>	<b>LTP Maintenance - Classified Maintenance (Resurfacing / Reconstruction)</b>		
Deep repairs	LONDON ROAD ROUNDABOUT W/ WEST THURROCK WAY	DfT	£65,000
Shallow Inlay	DOCK ROAD	DfT	£35,000
Deep repairs	MARSHFOOT ROAD	DfT	£25,000
Shallow Inlay	ORSETT ROAD	DfT	£45,000
Overlay	ST ANDREWS ROAD	DfT	£35,000
Shallow Inlay	FERRY ROAD	DfT	£35,000
Shallow Inlay	PURFLEET BYPASS	DfT	£70,000
Shallow Inlay	STONESS ROAD	DfT	£60,000
Deep repairs	STONEHOUSE LANE	DfT	£50,000
Shallow Inlay	THE MANORWAY	DfT	£60,000
Overlay	A13	DfT	£45,000
Overlay	LAMPITS HILL	DfT	£20,000
Overlay	RECTORY ROAD	DfT	£35,000
Overlay	AVELEY BYPASS	DfT	£35,000
Overlay	SOUTHEND ROAD	DfT	£55,000
Overlay	KING STREET	DfT	£40,000
Overlay	STIFFORD ROAD	DfT	£20,000
Overlay	BRENTWOOD ROAD	DfT	£50,000
Overlay	MUCKINGFORD ROAD	DfT	£40,000
Overlay	PRINCESS MARGARET	DfT	£30,000
Overlay	PILGRIMS LANE	DfT	£50,000
Overlay	EAST TILBURY ROAD	DfT	£60,000
Jointing	JOINTING	DfT	£30,000
<b>Sub Total</b>			<b>990,000</b>
<b>E2874</b>	<b>LTP Maintenance - Unclassified (Resurfacing / Reconstruction)</b>		
Shallow Inlay	WHITMORE AVENUE	DfT	£40,000
Repairs	LANSDOWNE ROAD	DfT	£25,000
Deep repairs	MAIDSTONE ROAD	DfT	£65,000
Shallow Inlay	KING EDWARD DRIVE	DfT	£40,000
Shallow Inlay	STIFFORD CLAYS ROAD	DfT	£30,000
Shallow Inlay	LONG LANE	DfT	£30,000
Shallow Inlay	DUNNINGS LANE	DfT	£40,000
Shallow Inlay	RAYLEIGH ROAD	DfT	£18,000
Shallow Inlay	DRAKE ROAD	DfT	£35,000
Shallow Inlay	BURNLEY ROAD	DfT	£35,000
<b>Sub Total</b>			<b>358,000</b>
<b>E2876</b>	<b>LTP Maintenance - Footway &amp; Cycleway Maintenance</b>		
	DAIGLEN DRIVE	DfT	£40,000
	CORRINGHAM ROAD	DfT	£20,000
	ABBOTS HALL ROAD	DfT	£15,000
	FOYLE DRIVE	DfT	£30,000
	STIFFORD ROAD	DfT	£35,000
	CIVIC SQUARE	DfT	£20,000
	WINDSOR AVENUE	DfT	£30,000
	BELLMARINE AVENUE	DfT	£20,000
	CRESCENT AVE	DfT	£30,000
<b>Sub Total</b>			<b>240,000</b>
<b>E2877</b>	<b>LTP Maintenance - Streetlighting</b>		
	Borough wide lamp column replacement	DfT	50,000
<b>Sub Total</b>			<b>50,000</b>
<b>E2878</b>	<b>LTP Maintenance - Other infrastructure (drainage)</b>		
	Muckingford Road	DfT	
	The Globe	DfT	
	London Road Purfleet	DfT	
	Fairview Avenue, Stanford Le Hope	DfT	
	Orsett Road jct A128 Horndon on the Hill	DfT	
	Wharf Road Stanford Le Hope	DfT	
	Baker Street	DfT	
	West Thurrock SW Pumping Station	DfT	
	Dock Road Jct Clarkbourne Drive	DfT	
	Romford Road Aveley	DfT	
	Gulley Remedials - Boroughwide	DfT	
<b>Sub Total</b>			<b>150,000</b>
<b>E2882</b>	<b>TBC Maintenance - Upgrades to the Drainage System; Gully Frames and Lids</b>		
	Boroughwide drainage upgrades - TBC funded	TBC	120,000
	Stanford Road	TBC	30,000
<b>Sub Total</b>			<b>150,000</b>
	<b>LTP Maintenance - Traffic Signals</b>		
	Boroughwide signal upgrades - DfT funded	DfT	100,000
<b>Sub Total</b>			<b>100,000</b>
	<b>LTP Maintenance - Other Road Markings</b>		
	Boroughwide	DfT	50,000
<b>Sub Total</b>			<b>50,000</b>
	<b>LTP Maintenance - Other Safety Barriers</b>		
<b>Sub Total</b>			-
	<b>MAINTENANCE TOTAL</b>		<b>1,938,000</b>
	<b>Pothole Fund</b>		
<b>Sub Total</b>			

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## Work Programme

**Committee:** Planning, Transport, Regeneration Overview and Scrutiny Committee

**Year:** 2019/2020

**Dates of Meetings:** 9 July 2019, 17 September 2019, 12 November 2019, 21 January 2020, 17 March 2020

Topic	Lead Officer	Requested by Officer/Member
<b>9 July 2019</b>		
Integrated Transport Block Capital Programme 2019/20	Mat Kiely/Leigh Nicholson	Officer
<b>17 September 2019</b>		
Stanford le Hope Hub Interchange Update	Paul Rogers/Ayesha Basit	Members
Local Development Plan Task Force Update - Issues and Options 2 Consultation	Sean Nethercott/Leigh Nicholson	Chair
A13 Widening Scheme Update	Paul Rogers	Chair
<b>12 November 2019</b>		
Grays Town Centre Update	Ayesha Basit	Chair
Delivering the Homes Thurrock Needs	Andy Millard	Chair
<b>21 January 2020</b>		
<b>17 March 2020</b>		

## Work Programme

TBC		
Freight Services Update	Andrew Millard	