

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 February 2021**

Due to current government guidance on social-distancing and the COVID-19 virus the Planning, Transport Regeneration Overview and Scrutiny Committee on 9 February 2021 will be held virtually online. The press and public will be able to watch the meeting live via the Council's online webcast channel:
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Membership:

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

Substitutes:

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

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 8 December 2020.	
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:

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Agenda published on: **1 February 2021**

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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 8 December 2020 at 6.00 pm

Present: Councillors John Allen (Chair), Alex Anderson, Oliver Gerrish, Martin Kerin and David Potter

Apologies: Councillors David Van Day (Vice-Chair)

In attendance: Justin Thomas, Chair of Grays Towns Fund Board
Peter Ward, Chair of Tilbury Towns Fund Board
Andrew Millard, Director of Place
Leigh Nicholson, Assistant Director of Planning, Transport and Public Protection
Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects
David Moore, Interim Assistant Director of Place Delivery
Peter Wright, Strategic Lead of Highways and Infrastructure
Matthew Ford, Chief Engineer
Wendy Le, Senior Democratic Services Officer

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

20. Minutes

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 13 October 2020 were approved as a true and correct record.

21. Items of Urgent Business

There were no items of urgent business.

The Chair said that he had read a recent article from Thurrock Nub News, 'Should Council Call Time on Borough's High Rise Flats?', and asked Officers to look into this. He noted that there were discussions on regeneration and demolition of flats and suggested that the Council find a 'build to rent' developer to incur costs, pay the Council for land sale and lease the properties back to the Council so the Council could benefit from the land sale and housing stock without incurring costs. Andy Millard answered that Officers would look into this and that it may be a report for the Housing Overview and Scrutiny Committee if it involved housing stock.

22. Declaration of Interests

There were no declarations of interest.

23. Fees and Charges Pricing Strategy 2021/2022

The report on pages 9 – 24 of the Agenda was presented by Andy Millard.

Councillor Anderson questioned how often fees and charges changed throughout the year through Director delegated authority. Andy Millard answered that this was quite infrequent and if fees or charges had to change, it was discussed with the Portfolio Holder beforehand. He went on to say that the last financial year had one fee changed which was Build Control fees as it was necessary to ensure the service remained competitive against neighbouring Local Authorities (LAs). Councillor Gerrish commented that any changes in fees that occurred through Director delegated authority be brought to Committee for checking before implementation to which Andy Millard answered the comments would be fed back to Cabinet.

Councillor Gerrish sought more detail on the bus timetable changes outlined in the report. Councillor Kerin questioned why there was a charge for a third resident parking permit; and what the process of the benchmarking exercise for the resident parking permits was as this was not evidenced within the report. Peter Wright explained that the charge related to the A3 paper bus timetable display which would be removed as there was not enough space for these to be displayed. The A4 paper bus timetable displays would still be in place. Regarding the resident parking permits, Peter Wright would feed back to the relevant Officer to provide the Committee with more information on the benchmarking exercise that had taken place.

RESOLVED:

- 1.1 That Planning, Transport and Regeneration Overview and Scrutiny Committee noted the revised fees, including those no longer applicable, and comment on the proposals currently being considered within the remit of this committee.**
- 1.2 That Planning, Transport and Regeneration Overview and Scrutiny Committee noted that director delegated authority will be sought via Cabinet to allow Fees & Charges to be varied within a financial year in response to commercial requirements.**

24. Electric Vehicle Charging

The report on pages 25 – 34 of the Agenda was presented by Matthew Ford.

Councillor Potter raised concerns on electrocution and asked whether this could happen with the electric charging units. Matthew Ford explained that the infrastructure of the units had been well tested with safety cut off features. The units had been used for many years and that there had been no incidences of electrocution.

Councillor Kerin questioned what benchmarking exercise had taken place and how the Council compared to other similar LAs and neighbouring LAs. Matthew Ford explained that London authorities had over 7,000 electric charging units which had increased over the years; Southend Council had around 10 – 15 units and in the wider Essex, only a handful of units were installed. He went on to say that a higher number of electric charging units were needed in Thurrock as it was a transport hub particularly around Lakeside shopping centre.

Councillor Gerrish asked what the service expected to be delivered within the contract and what the outcome would be in 15 years' time. Matthew Ford answered that the service looked to achieve steady roll out of electric charging units in all residential, industrial and commercial areas across Thurrock. He referred Members to paragraph 2.8 of the report which showed a breakdown of the contract split over three periods in the 15 years of the contract. He said that the overall cost of the contract would be £9 million and the average cost of the electric charging unit would be about £1,000 to £5,000 depending on where the unit would be installed. He explained that the cost of a unit in one location would be less as it only required the electric cable to be installed and that it was difficult to give a fixed price on one unit as there were other variables involved.

Councillor Gerrish queried if this would be over 600 electric charging units based on £5,000 per unit to which Matthew Ford confirmed it would be around 600 to 700 units and that over the contract life, potentially 1,200 units. Matthew Ford went on to say that as part of the Local Plan process, the service was working with developers to ensure that they were building the necessary infrastructure included with the roads as it would reduce the costs of the electric charging units.

The Chair commented that the electric vehicles and charging units were improving but that the price of the electric vehicles were still expensive and that car manufacturers needed to reduce the costs. Councillor Anderson said that he supported the scheme and that government aimed to phase out combustion engines so it was important for the Council to take a demand led approach. Matthew Ford said that electric vehicle prices were reducing and that there was a government grant for electric vehicles. He said that it was the right time to install more electric charge units as there were not many in Thurrock and the infrastructure was needed.

RESOLVED:

The Committee is asked to note and comment on the recommendations that will be considered by Cabinet and to:

- 1) Support the procurement of a single contract over a maximum period 15 years. The initial contract period will be 10 years with an option to extend for one further period of 5 years (10+5);**

- 2) **Support the creation of a policy to inform the roll out of the charging infrastructure, based upon a demand led approach for on-street and off-street parking provision and the upgrade/expansion of existing Council assets and in town centre locations and transport hubs;**
- 3) **Note the budget and contract value for the full 15 year period to the value of up to £9m based on the following income areas:**
 - a. **Allocation of budget on the DfT Integrated Transport Block funding of minimum £75,000 per annum (total allocation over 15 year project life is estimated at being a minimum of £1.125m);**
 - b. **Contributions secured pursuant to Section 106 of the T&CPA1990 (based on Local Plan projections for infrastructure improvements), and;**
 - c. **Office for Low Emission Vehicle (OLEV) grant funding of up to 75% of the capital costs for installation of EV facilities.**
- 4) **Note the approach to delegated authority for awarding contract(s) to the Director of Place in consultation with the Portfolio Holder for Highways and Transport.**

25. Stanford-le-Hope Interchange Report

The report on pages 35 – 38 of the Agenda was presented by Anna Eastgate.

Referring to paragraph 3.5, Councillor Kerin noted that there were no definitive figures given. He said that the Portfolio Holder at Full Council had said the project would not be more than £20 million and sought clarification and detail on this. He also sought clarification on whether discussions were held between Senior Managers and the Portfolio Holder in regards to the project. He felt it was important that discussions were in place to ensure information provided was correct. Anna Eastgate explained that the service aimed to complete the project within the £19.6 million but it could not be confirmed until the project went to tender. It would be disingenuous to say that the project would be delivered within the £19.6 million as the market had not yet been tested. She said that Senior Managers and the Portfolio Holder was updated on the project on a regular basis. She went on to say that contractors in the project were aware that the scheme had to be designed within the £19.6 million budget but if the tender prices were more than this, then the service would look at other ways that the project could be delivered within budget such as potentially looking at other ways to engineer or different materials.

The Chair sought clarification on whether the original project design with the cantilever had been in excess of £26 million and also on the new budget envelope which he believed was £19.4 million and not £19.6 million. Following on from Councillor Kerin's concern that the project would exceed £20 million, he said the service needed to ensure the project would be completed within the budget envelope even though the service had incurred costs from the

Daybreak Windows site which had helped to improve the design of the project. Anna Eastgate explained that the original design had been identified as high risk and expensive as it involved large steel beams to be laid across the site which could potentially interfere with the railway operations and the market cost estimate for that scheme was over £26 million. The original budget for the current scheme was around £16 million and an additional £4 million had been added to the budget. The Daybreak Windows site was acquired for around £3 million and came out of the existing budget for the current scheme and it had enabled costs to be saved as the service was able to change the design to deliver a more improved facility for residents.

The Committee highlighted the importance of bringing the report back at a later date to ensure that it was on track with the completion date.

RESOLVED:

That the Planning Transport Regeneration Overview and Scrutiny Committee noted and commented on the information provided relating to the Stanford le Hope Interchange project.

26. A13 Update Report

The report on pages 39 – 44 of the Agenda was presented by Anna Eastgate.

The Chair said that there were concerns on the overspend of the project and that once the overspend amount was confirmed, he asked that this be brought back to Committee. He also stated that the incurred costs of the project should not be reflected in any form of taxation to Thurrock's residents.

Councillor Kerin commented that the overspend figure of £41 million had been released in March 2020 and sought clarification on whether this would increase due the COVID-19 pandemic. He also felt it was concerning that there was no overspend figure stated within the report and that there needed to be clarity of overspend in the report. He said that the project was already over budget before the pandemic had hit and the report did not cover this. Anna Eastgate explained that the £41 million figure had been released by the press and not by Thurrock Council. She said that the revised out term forecast had been published at the time which had given circa figure of £26.7 million overspend. Since then the pandemic had occurred that had impacted the project so costs could be north of that figure and the precise figure was yet to be confirmed. She explained that costs were monitored on a monthly basis with the Finance Team which included the scheme's grant funding and the overspend figure was being forecasted through an exercise but the precise figure could only be given once a project was completed.

The Chair pointed out that the £41 million over spend figure was released by the press in March 2020 and sought clarification on Anna Eastgate's earlier comment on the circa figure of £26.7 million overspend. Anna Eastgate explained that the report brought to Standards and Audit Committee in July 2020 had given a revised out term forecast range between £114 million to

£120 million which had given a breakdown of the cost and the anticipated forecasted overspend of around £26 million. She was uncertain and could not confirm where the £41 million figure had come from.

Following on, the Chair sought clarification on whether this would indicate a maximum of £140 million overall. Anna Eastgate explained that the report brought to Committee in July 2020 (<https://democracy.thurrock.gov.uk/documents/s27731/A13%20Widening%20Report.pdf>) had given a cost summary with the total anticipated out turn costs as £114,675,000 and exercises had been undertaken which led to the forecasted figure of £26.9 million. The Chair questioned whether the £26.9 million was on top of the £114,675,000 figure to which Anna Eastgate confirmed that the £26.9 million was included within the £114,675,000. Andy Millard added that the Committee would be provided with the revised overspend figure once it was confirmed.

The Chair noted that based on the figure of £114,675,000 and the original £78 million from the original project in 2016, the estimate of the overspend could be in excess of £36 million. Anna Eastgate said that this potentially could be based on the figures in the report brought to Committee in July 2020 (<https://democracy.thurrock.gov.uk/documents/s27731/A13%20Widening%20Report.pdf>).

RESOLVED:

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

27. Grays Town Investment Plan

The report on pages 45 – 52 was introduced by Andy Millard and a presentation was given by Justin Thomas to support the report.

The Chair questioned whether there were plans to transform the Grays Town Shopping Centre into a housing venture. He also questioned how many residential units were proposed. Justin Thomas said that New River was currently looking at opportunities in discussion with the Council to identify the most appropriate scheme. He explained that the organisation was looking at the capacity of the location which had the potential for tall buildings that suggested several hundred new homes to support the housing needed. He went on to say that the town centre would support and benefit from a residential led redevelopment and that the town centre would also benefit from a redesign that would create more public open space in the heart of the town with the right volume of retail.

Councillor Kerin noted that there was a lot of focus on Grays Beach Park and Kilverts Field and was concerned on how people would access these sites as the car parks near these were part of the housing list. He said the aim was to promote the area as a tourist spot but if the car parks were removed, visitors would not be able to park there to visit the areas. He also questioned the total

number of residential units that could be developed. David Moore answered that the sites on the Housing Development Options List were still being considered and that no decision had been made about the car park site as to whether they could be turned into housing developments. The service was investigating the car parking sites that Councillor Kerin had mentioned but the Grays towns fund bid proposals (and any resultant demand for car parking) would also be considered and reflected in any decisions made about the sites.

Following on, Councillor Kerin said that the scheme was exciting but felt that it did not factor in how people would be able to access parking to visit Grays Beach Park and the riverfront. He said that the ambitions for the riverfront and the Housing Development Options List seemed to run separately and that there needed to be joined up working on both sides. He also questioned if there was an estimate on the potential number of residential units if the car parks were to be removed. David Moore explained that the Housing Development Options List had been brought to Full Council in January 2020 and since then, the service had been developing the Grays Towns Fund Bid. He went on to say that the Council had not decided how the sites were to be developed but it was part of the work to be undertaken to identify demand for car park spaces as well as for housing development. The scheme was currently a proposal and Members' comments would be taken into consideration. He said that there was no figure earmarked for the number of potential residential units in regards to the car parks mentioned and that the town investment plan also focused on a sustainable transport scheme. The aim was to encourage people to move away from cars and to use sustainable transport and that the Grays Town Fund bid included a proposal for a river bus to dock at a new Grays jetty, to allow passengers to travel into London as well as across the Thames.

Andy Millard drew the Committee's attention to paragraph 3.8 of the report which highlighted the project's areas to focus on to complement the current schemes taking place in Grays. He asked for the Committee's views on these areas.

Councillor Anderson noted that there was not much information on heritage in Grays whereas the next report included more information on heritage in Tilbury and questioned how heritage would be enhanced and conserved in Grays. David Moore answered that the scheme aimed to encourage people to visit the riverfront and this scheme would run in conjunction with other schemes that were currently running to try to improve the area north of the railway line. He explained that each town fund board was able to set up its own area of focus and the Grays board had chosen to focus on the geographic area instead of heritage. Justin Thomas added that the heritage reference in the presentation related to the connectivity between the river and Grays town. He went on to say that historical reviews had shown that the railway line had split the town in two and whilst the underpass was not part of the town fund, it was a significant part of that heritage in regards to connection. The jetty reinforced the commercial use of the wharf but by reintroducing a ferry use there, it would revitalise the wharf which used to be very active.

Andy Millard asked that an additional recommendation (1.4) be added for the Committee to agree on, which the Committee agreed.

RESOLVED:

Members of Planning, Transport, and Regeneration Committee were asked to:-

- 1.1 note the work of the Town Board in progressing the Town Investment Plan.**
- 1.2 note the intention to submit a Town Investment Plan, based on the ongoing stakeholder engagement and indicative projects described in this report.**
- 1.3 note that further reports will be submitted at a later date with details of projects prior to completion of a Town Deal with Government.**
- 1.4 provide a letter of support to the work of the Town Board and that this support will be submitted as evidence for the Town Investment Plan when it is submitted in January 2021.**

28. Tilbury Town Investment Plan

The report on pages 53 – 60 was introduced by David Moore and a presentation was given by Peter Ward to support the report.

The Chair thought the proposal was exciting with great projects and said that Tilbury was a forgotten town that needed regeneration. He noted that an earlier version of the plan had included a proposal to build a new youth facility where the police station currently was and that the plan had now changed, to build the youth facility on the Anchor Field. He highlighted concern on the loss of space on the Anchor Field and questioned whether residents had been consulted on this. He asked noted the Bid also contained proposals for King Georges/Daisy Field and asked what facilities would be delivered on the Daisy Field. He also mentioned that the martial arts facility at the old fire station was being terminated and asked whether the facility would be relocated.

Peter Ward explained that the footprint of the police station was not big enough for the youth facility and there was a need for a location in an outside area to encourage young people to do outside activities. The Board was still looking at other options and would be offering a fair amount of mitigation for encroaching on part of the Anchor Field. The project was still being refined but the aim was to make the area better, and encourage more uses onto the Anchor Fields site. The Daisy Field proposal was also still being refined, but the plan is to use more of the open space for sports use with hardstanding areas to build changing rooms. The Towns Fund bid would not be submitted

until the end of January and the Board would be consulting again before then. There have been discussions with the Chair of the Martial Arts Academy regarding how this would be facilitated going forward and the project aimed to enhance community space that would be all-inclusive and accessible for everyone in the community.

(The Committee agreed to suspend standing orders at 8.25pm to enable the rest of the items on the Agenda to be completed).

Councillor Kerin questioned when residents would see the physical aspects of the project. Peter Ward answered that it would take a few years for the projects to come to fruition and the intention was to implement projects as soon as government funding was approved. David Moore explained that the Council had received “accelerated funding” from government for the Towns Fund areas, and this funding had to be spent by 31 March 2021. The funding supports the bigger projects in the Town Fund plans, but also includes smaller projects such as the demolition of the fire station and essential equipment for the youth centre. The timescales for process for the submission of the town investment plan to Government were that the initial plan would be submitted by January 2021, and then more detailed business cases would be worked up, which might take up to a year. Once those were approved, the funding would be agreed by the Government, and projects were expected to be built over a period of three years.

Andy Millard asked that an additional recommendation (1.4) be added for the Committee to agree on to which the Committee agreed.

RESOLVED:

Members of Planning, Transport, and Regeneration Committee are asked to:-

- 1.1 note the work of the Town Board in progressing the Town Investment Plan.**
- 1.2 note the intention to submit a Town Investment Plan, based on the ongoing stakeholder engagement and indicative projects described in this report.**
- 1.3 note that further reports will be submitted at a later date with details of projects prior to completion of a Town Deal with Government.**
- 1.4 provide a letter of support for the work of the Town Board and that this support will be submitted as evidence for the Town Investment Plan when it is submitted in January 2021.**

29. Purfleet Centre Regeneration

The report on pages 61 – 70 of the Agenda was presented by Andy Millard.

The Chair noted that the scheme had been approved and sought clarification on whether the investment was £75 million as mentioned. He also highlighted concerns of traffic congestion on the west of the borough and that with more homes in that area, it would worsen traffic congestion particularly as there was still no east facing access slip in place. Andy Millard confirmed that the investment was £75 million subject to the report's approval. He was aware of the concerns and explained that these had been considered with the planning application when it was heard at Planning Committee.

Councillor Gerrish shared the concerns of traffic congestion raised and said that he remained supportive of the scheme which was needed for the residents of Purfleet-on-Thames. He questioned if the delivery of the scheme was still on track given the current pandemic. Andy Millard said the receipt of the HIF fund would help to accelerate the delivery of the scheme which would bring the scheme back on track.

Councillor Potter agreed with the Chair's concerns on traffic congestion and said that it would increase air pollution. Andy Millard said that the projects discussed earlier that evening would help to build the infrastructure needed as development and growth progressed. He said that it would be ensured that the necessary infrastructure would be there to support the growth of Thurrock and not exacerbate existing problems.

RESOLVED:

1.1. Overview and Scrutiny Members are asked to comment on the following recommendations that will be presented to Cabinet:

- a) Note the progress of the scheme in recent months and, in particular, the positive Best Consideration sign off and the success of the HIF application in securing £75.1m of Central Government investment into the Borough;**
- b) Note the key terms of the HIF Grant Determination Agreement and delegate authority to the Director of Place, in consultation with the s.151 Officer and Portfolio holder for Regeneration and Strategic Planning to negotiate final terms and enter into the Grant Determination Agreement with Homes England);**
- c) Approve the proposed variations described in Appendix 2 and delegate authority to the Director of Place, in consultation with the s.151 Officer and Portfolio holder for Regeneration and Strategic Planning to agree any final terms and document and enter into a Deed of Variation to formally amend the Development Agreement in line with these proposals.**

30. Planning Transport and Regeneration Overview and Scrutiny Committee Work Programme

It was agreed that some of the items would be merged as it fell within the same subject area and some items would be provided as a Briefing Note. The Committee agreed to an earlier start of 6pm for the next meeting due to the number of items on the Agenda.

The meeting finished at 8.51 pm

Approved as a true and correct record

CHAIR

DATE

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

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9 February 2021	ITEM: 5
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Active Travel Tranche 2	
Wards and communities affected: All	Key Decision: N/A
Report of: Mat Kiely – Strategic Lead, Transportation Services	
Accountable Assistant Director: Leigh Nicholson - Assistant Director, Planning, Transport and Public Protection	
Accountable Director: Andrew Millard – Director of Place	
This report is public	

Executive Summary

Active travel' means walking or cycling as an alternative to motorised transport for the purpose of making everyday journeys. Transport systems and the wider built environment play a crucial role by either promoting or hindering physical activity and the government has provided funding to enable Local Authorities to deliver walking and cycling improvements that will encourage and enable sustainable travel for shorter journeys.

The Secretary of State for Transport confirmed that Thurrock Council's final allocation for Tranche 2 of the national Active Travel Fund is £690,000.

The DfT letter sets out how local authorities are expected to utilise the Tranche 2 funding as a revenue and capital funding investment to support the Government's Active Travel agenda and aspiration to deliver walking and cycling improvements that will encourage and enable sustainable travel for shorter journeys.

This report sets out the Council's Tranche 2 proposals for schemes and measures that will be informed and guided by community input.

The DfT have made emphasis on the need to engage with users of the network and to undertake consultation on the Tranche 2 proposals. The Active Travel Stakeholder Engagement Strategy will be shared with key groups to ensure robust engagement and consultation which informs the development and delivery of walking and cycling schemes and initiatives that local people endorse.

1. Recommendation(s)

- 1.1 That the Committee note and endorse the approach to develop and implement a programme of Active Travel Tranche 2 schemes.**
- 1.2 That the Committee note and endorse the engagement and consultation process required to inform the Tranche 2 programme.**
- 1.3 That the Committee notes the requirement to delegate authority to the Director of Place, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the Active Travel Tranche 2 programme taking into account local views and priorities.**

2. Introduction and Background

- 2.1 In November 2020, the Council submitted a substantial list of potential Active Travel walking and cycling schemes which were to be delivered as part of the Tranche 2 grant sum. The proposed programme of measures will support the Government's aspirations for Active Travel to encourage and enable more sustainable travel by walking and cycling.
- 2.2 However, the list still extends beyond the funding provision, meaning that some proposals will not be delivered but there is a choice to be made and the final list will be determined via the engagement exercise to be undertaken.
- 2.3 Members are advised that the list of schemes was originally developed as a result of historic engagement with walking and cycling groups as well as input from local community forum groups and feedback from ward members and residents. The intention of the Tranche 2 submission was to focus on a range of measures that the Government's direction to increase walking and cycling and address known gaps and barriers within the existing network, deliver route enhancements and support, enable and encourage more walking and cycling for shorter journeys. The bid identifies specific scheme proposals and more generic improvements (such as cycle parking, signage and network monitoring).
- 2.4 Alongside physical infrastructure schemes, the Council will seek to utilise the revenue allocation from the Active Travel fund to support the ongoing delivery of the Tilbury Cycle Hub to act as a legacy element and a focal point to further support and enable walking and cycling within the Borough. The cycle hub has been a great success and an exemplar of the DfT Access Fund and the Council is committed to support and grow the Tilbury Cycle Hub provision.

3. Issues, Options and Analysis of Options

- 3.1 The Council's Active Travel funding allocation will be used to plan and deliver a range of walking and cycling improvements across the network that will support increased walking and cycling for shorter journeys.

- 3.2 These improvements will include the implementation of physical infrastructure, development of feasibility studies to inform what can be delivered in specific locations and the provision for additional measures and resource that support increased walking and cycling.
- 3.3 In contrast to the Tranche 1 requirements for the Emergency Active Travel Fund, Tranche 2 allocations are to be used to plan and deliver permanent schemes and measures.
- 3.4 The DfT have requested that the Council commits to developing, prioritising and delivering proposals from the list of schemes and initiatives that were put forward for Active Travel Tranche 2. The proposed schemes and indicative costs are set out below.

Scheme List

Tilbury Cycle Hub	Revenue funding to further enable the delivery of the Cycle Hub project in Tilbury, initially delivered as part of the DfT Access fund. This will act as a central point for enabling access to low cost bicycles and information about active and sustainable travel and working with the community to enable people back into work with low cost transport. This is to be funded using the revenue allocation through to March 2022. (c£100k)
Orsett Cock A128 Signalised Crossing	A new toucan signalised crossing across the A128 at the Orsett Cock junction to enable safe crossing across the road. This will help towards the completion of a segregated cycle route from Grays to Stanford le Hope. (c£250k)
London Road, Stanford le Hope	A new permeant shared path along London Road between A1013 Rookery Corner and Stanford le Hope Railway Station, which will link with works undertaken as part of Tranche 1 in this area, with the potential upgrade of a zebra crossing to a Tiger Crossing. (c£150k)
Purfleet Road, Aveley	New shared use path along Purfleet Road, linking A1306 through to Aveley Community Hub in the village centre. (c£300k)
Branksome Avenue, Stanford le Hope	Measures along the length of Branksome Avenue to create a new on-carriageway cycle route with supportive speed reduction and carriageway relining to create a safer environment, with potential opportunity for a quiet street. (c£250k)

Corringham Road, Stanford le Hope	A new cycle route linking Stanford le Hope town centre through to the Sorrells Roundabout via Billet Lane. This will be a mixture of both on- and off-carriageway infrastructure for cyclists, enhancing cycling access to London Gateway Port. (c£200k)
Cycle Parking and Signage	Enhancements of cycle parking and signage for cyclists and pedestrians across the borough to further enable the uptake of walking and cycling as a mode of transport through the borough. (c£150k)
Monitoring	Investment in monitoring equipment to measure utilisation of new infrastructure by pedestrians and cyclists, and potential impacts on other modes of transport. (c£50k)

Funding

- 3.5 The DfT award letter sets out the capital and revenue allocations that are to be applied in support of the Tranche 2 proposals. The allocations are set out below.

Capital Allocation	£552,000
Revenue Allocation	£138,000
Total	£690,000

- 3.6 These allocations will be used to fund the physical delivery of schemes, the resource support required for the Tilbury Cycle Hub and to enable officers to undertake feasibility and design to inform and develop Tranche 2 schemes.

Engagement

- 3.7 The DfT have stipulated that robust engagement is to be undertaken to inform the roll-out of Tranche 2 and a Stakeholder Engagement Strategy has been developed, setting out how the Council will ensure robust consultation/engagement to support the delivery of the Tranche 2 schemes.
- 3.8 The strategy has identified which key stakeholders the Council will engage with specifically for each scheme. Officers intend to utilise traditional methods of outreach, including letters and flyers to communities and stakeholder in areas which will benefit from these schemes, as well as making use of the Councils Online Engagement Portal. The feedback received through this process will identify support for schemes and will be used to inform which proposals are brought forward for implementation.

3.9 On the 11th December 2020, the Council submitted its acceptance letter to the DfT, outlining proposals for consultation and engagement (the DfT response and confirmation of the Tranche 2 allocation has not been received at the time of writing this report). A copy of the letter and outline information on the Stakeholder Engagement Strategy can be found in Appendix A. It should be noted that consultation is not required for the revenue funding element of the Tranche 2 award, and will therefore be focussed on the capital funding proposals.

4. Reasons for Recommendation

4.1 This Committee are asked to note and endorse the recommendations in this report, enabling the Active Travel Tranche 2 funding to be applied to the scheme proposals that have been identified.

4.2 Following noting and endorsement by this Committee and approval by Cabinet, the Active Travel programme can be developed for implementation over the coming months.

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

5.1 The Council will seek to undertake consultation with stakeholders commencing January 2021 through until early February 2021.

5.2 The engagement approach will aim to ensure that all groups have an opportunity to feed into the Tranche 2 proposals. It is noted that given safety requirements in relation to the current pandemic it may not be possible to conduct all of these exercises e.g. displays in libraries and community hubs. As such there will be a much heavier reliance on digital methods for engagement.

5.3 Further detail relating to the Stakeholder Engagement Strategy is provided in Appendix A.

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

6.1 The Active Travel Tranche 2 proposals will help improve and enhance the walking and cycling network across the Borough making it safer, less congested and more accessible, thereby promoting and supporting People, Place and Prosperity within Thurrock.

6.2 The need to encourage and enable increased walking and cycling is of vital importance to the Council's emerging Local Plan. Sustainable travel options will support our communities as the Council develops plans for growth in housing and jobs.

7. Implications

7.1 Financial

Implications verified by: **Laura Last - Senior Management Accountant**
Mark Terry – Senior Financial Accountant

The Council's Active Travel funding will be paid as capital and revenue grant under Section 31 of the Local Government Act 2003. The grant is awarded on the understanding that the authority will deliver the objectives as set out in the original bid.

The full and final allocations are attached at Annex A2 and Annex B2 of the DfT grant award letter (see Appendix A).

The grant is awarded on the understanding that the authority will deliver the objectives as set out in the original bid. DfT have stated that they appreciate that, during implementation, opportunities or challenges may arise that require a change to the project in order for outcomes to be realised to their full potential. Any material changes should be reported to the Department.

Should the Council's ability to deliver the objectives for which funding was awarded be significantly compromised, the Department reserves the right to amend future funding provision as appropriate.

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Legal and Deputy Monitoring Officer

Legal implications are contained within the body of the report.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement and Project Monitoring Officer

The engagement and consultation requirements, identified within this report, will aim to ensure that all groups have an opportunity to feed into the Tranche 2 proposals. It is noted that given safety requirements in relation to the current pandemic it may not be possible to conduct all of these exercises e.g. displays in libraries and community hubs. As such there will be a much heavier reliance on digital methods for engagement. All consultation exercises will follow best practice and the councils own internal 'digital best practice guidance'. However, it is acknowledged that certain groups, people

without internet access or those with a protected characteristic (as defined by the Equalities Act 2010) e.g. age or disability, may be negatively impacted by their ability to access the consultation information and feedback their views. A CEqIA will be undertaken if required.

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

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):

- DfT EAT T2 funding award letter

9. **Appendices to the report**

- Appendix A – Stakeholder Engagement Strategy letter

Report Author:

Mat Kiely

Transportation Services Strategic Lead

Transport Development

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Thurrock Council, Civic Offices
New Road, Grays
RM17 6SL

10th December 2020

Mr Rupert Furness
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Mr Furness

Thurrock UA Active Travel Funding Tranche 2 Programme

I would like to thank you for your letter dated 13 November 2020 confirming the award of £690,000.00 to Thurrock Council towards the delivery of the second tranche of the Active Travel Fund. This letter is to confirm it is our intention to claim the funds and to provide an update of the delivery programme including schemes and timescales, as well as details of our proposed consultation Strategy.

At the time of our submission towards the end of Summer 2020, we submitted a long list of schemes which the authority were intending to deliver as part of the originally proposed grant sum, and intended ambition for delivering additional schemes if funding were made available.

As a result of the award being reduced to 60% of the initial grant indication, we have refined our programme list. This list still extends beyond the funding provision, and will be determined via the engagement exercise we are intending to undertake, as mandated in the funding award letter. The schemes are listed in Appendix A.

Alongside the physical infrastructure schemes, the Council is intending to use the revenue allocation within the fund to support the ongoing delivery of the cycle hub in Tilbury to act as a focal point to further support and enable walking and cycling within the borough. The cycle hub was initially funded through the DfT Access fund, and expires in March 2021.

Stakeholder Engagement Strategy

A Stakeholder Engagement Strategy has been developed to support the delivery of the Active Travel Fund Tranche 2 schemes. A copy of this is found in Appendix 2 of this letter and will be found on the Thurrock Council website by visiting www.thurrock.gov.uk/travel-strategies/ as of 18 December 2020. As you will see, the strategy has identified which key stakeholders the Council will engage with specifically for each scheme. Officers intend to utilise traditional methods of outreach, including letters and flyers to communities and stakeholder in areas which will benefit from these schemes, as well as making use of the Councils Online Engagement Portal. Since the submission of the Tranche 2 bid, the Council has launched a walking and cycling consultation, and this can be found at:-

<https://consult.thurrock.gov.uk/makewalkingcyclingbetter>, which itself has already had approximately 100 responses.

The Council will seek to undertake consultation with stakeholders commencing late 2020 through until early February, where the funding package will undergo our own internal scrutiny and schemes will receive approval by Councillors. At this stage, we will endeavour to write to you again with details of the outcomes from our stakeholder engagement, and a finalised list of schemes and timeframes. Obviously, taking into consideration the timing of the announcement of the final awards, and a requirement to undertake this consultation, it is not likely that all schemes will be delivered by the end of March 2021. However, as suggested in the online Active Travel Fund workshops held in early November, the Council can commit towards the commencement of schemes, and these will be delivered by end September 2021.

I hope the above satisfies your requirements at this early stage of the Active Travel Fund Tranche 2 delivery. Should you wish to seek additional information regarding our schemes or engagement strategy, please do not hesitate to contact the team at transportdevelopment@thurrock.gov.uk or telephone 01375 652006.

We look forward to confirmation of the awarding of the monies, and we will write to you again in the New Year with finalised details of our programme and stakeholder engagement outcomes.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Andy Millard', written in a cursive style.

Andy Millard
Director of Place

Appendix 1 – Revised Scheme List

The following list is refined from the original submission in the Tranche 2 Proforma. This is to reflect the reduction in funding award, alongside additional funding from other sources.

1. Orsett Cock A128 Signalised Crossing – a new toucan signalised crossing across the A128 at the Orsett Cock junction to enable safe crossing across the road. This will help towards the completion of a segregated cycle route from Grays to Stanford le Hope.
2. London Road, Stanford le Hope – A new permeant shared path along London Road between A1013 Rookery Corner and Stanford le Hope Railway Station, which will link with works undertaken as part of Tranche 1 in this station area, with the potential upgrade of a zebra crossing to a Tiger Crossing.
3. Purfleet Road, Aveley – new shared use path along Purfleet Road, linking A1306 through to Aveley Community Hub in the village centre.
4. Branksome Avenue, Stanford le Hope – Measures along the length of Branksome Avenue to create a new on-carriageway cycle route with supportive speed reduction and carriageway relining to create a safer environment, with potential opportunity for a quiet street.
5. Corringham Road, Stanford le Hope – A new cycle route linking Stanford le Hope town centre through to the Sorrells Roundabout via Billet Lane. This will be a mixture of both on- and off-carriageway infrastructure for cyclists, enhancing cycling access to London Gateway Port.
6. Orsett Village – Experimental road closure on Stifford Clays Road to enable through movements by cyclists and buses only, preventing rat-running through the village by motorists, coupled with an enhanced crossing on the A1013 providing safe access for active travel users into the village.
7. Tilbury Cycle Hub – funding to further enable the delivery of the Cycle Hub project in Tilbury, initially delivered as part of the DfT Access fund. This will act as a central point for enabling access to low cost bicycles and information about active and sustainable travel and working with the community to enable people back into work with low cost transport. This is to be funded using the revenue allocation through to March 2022.
8. Cycle Parking and Signage – Enhancements of cycle parking and signage for cyclists and pedestrians across the borough to further enable the uptake of walking and cycling as a mode of transport through the borough.
9. Monitoring – Investment in monitoring equipment to measure utilisation of new infrastructure by pedestrians and cyclists, and potential impacts on other modes of transport.

Appendix 2 – Stakeholder Engagement Strategy

Active Travel Fund – Tranche 2 – Thurrock Council Stakeholder Engagement Strategy

Earlier this year The Department of Transport (DfT) announced its plans for a new funding stream - The Emergency Active Travel Fund. Worth £225m, the fund would be allocated to Local Authorities across the England who could provide a reprioritisation of road space within parts of their local transport systems as an outcome to the Coronavirus epidemic.

This money would be made available for Local Authorities to bid for in two rounds referred to as Tranches. To receive the funding, local authorities must provide increased space for cyclists and pedestrians on roads and pavements, due to the now reduced capacity on the public transport system as a result of new social distancing guidelines coming in to place.

Fast-tracked guidance was published in May 2020, which came into effect immediately and requested local councils to think about providing a range of temporary initiatives changing the space available on roads and pavements for the new increasing number of pedestrians and cyclists now using them.

Thurrock Council was awarded £288,000 in Tranche 1 of the fund. The Council has primarily invested this money to make walking and cycling safer and easier around four transport hubs within the borough, with improved crossing, additional walking and cycling infrastructure, and speed restrictions around railway stations.

The Council has now been allocated a further £690,000 under Tranche 2, but the fund is now known as the Active Travel Fund. Councils have been asked to deliver additional walking and cycling measures which are permanent, but still reallocated road space. To enable this fund to be granted to Councils, all local authorities must publish a strategy which will engage with key stakeholders in respect of any proposed schemes. The Council must undertake this engagement and report back to the Department prior to installing any schemes, as well as supply a monitoring report in the 12 months which follow. Schemes are likely to be delivered into and beyond the middle of 2021.

Indicative Scheme List

Schemes are proposed in the following locations, however engagement with stakeholders will help determine the final design and nature of the scheme:

Ref	Location	Indicative Proposal
A	A128 Brentwood Road, Orsett Cock Roundabout	New signalised crossing across the southern arm of the A128 Orsett Cock roundabout
B	London Road, Stanford le Hope	Shared path between A1013 Rookery Corner and Stanford le Hope Railway Station
C	Purfleet Road, Aveley	Shared path from A1306 to Aveley Community Hub

D	Branksome Avenue, Stanford le Hope	Measures along length road to create space for cyclists and reduced speeds for vehicles
E	Corringham Road, Stanford le Hope	A new cycle route linking town centre with the Sorrells roundabout via Billet Lane
F	Orsett Village	Experimental priority of vehicles through village to prevent rat-running of traffic and potential enhancement to crossing on A1013 to provide safe access for pedestrians and cyclists into the village

Engagement Approach

To engage with identified stakeholders, the Council will use outreach via three methods- mail and leaflet distribution, digital channels, and presentational displays. Collectively, these methods will enable the Council to inform the public of scheme proposals, and provide ways for stakeholders as to how they can comment and provide suggestions and opinions.

Leaflet and Mail – Relevant to each scheme, a determination will be made to distribute physical media to businesses and households within a set radius of the scheme. This will therefore ensure those who are most directly impacted by location will be informed that the Council are seeking their views on potential schemes. This media, likely leaflet distribution, will also provide the necessary information as to how stakeholders can engage with the Council on the respective local and other schemes. It is expected stakeholders within no greater distance of 1km radius of the scheme will be informed, but in some examples, such as scheme A – A128 Brentwood Road, this will impact stakeholders and communities beyond this immediate area, and therefore additional outreach may be implemented.

Digital Channels – The Council has a number of digital channels through which it can promote new schemes, and also enable consultation. The Thurrock Council social media channels are very active, and have significant outreach with the local community, via Facebook and Twitter. These can be used to point interested parties towards relevant media pages. The Council’s website would be designated as the central source for hosting the relevant information of schemes for the public to view. This would be located in the Transport section of the website, with a dedicated landing page. Thurrock Council also has a top of the range consultation and engagement portal, powered by Bang the Table, where stakeholders will be able to engage and leave feedback and comments regarding schemes. The Council currently has a consultation supporting walking and cycling, where stakeholders can leave details about new infrastructure which is required to help increase the uptake of walking and cycling throughout the borough – <https://consult.thurrock.gov.uk/makewalkingcyclingbetter>. Web links to pages holding information about the schemes will be provided via the social media posts, and also given on the physical media. An additional source the Council can tap into is its range of Real Time Bus Information Displays placed across the borough, which can be used to promote scheme engagement. The Council has control over these sources to display the information. Additionally, the Council will seek to see if online webinars can be used so that stakeholders can engage directly with the Council and hear first-hand of the benefits and reasoning behind schemes.

Presentational Displays – Lastly, the Council will consider the merit of displays of schemes in prominent locations within the relevant areas across the borough. Primarily, the Council would utilise its network of libraries and community hubs to present displays of schemes, and provide forms and web links for those viewing to offer their comments. Where safe and feasible, the Council could seek to have persons present to help answer any questions. Locations most relevant would be Aveley Community Hub (Scheme C), Chadwell St Mary Centre/Chadwell Library (Scheme A), Blackshots Library (Scheme A & F), Corringham Library (Scheme A, B, D, E). Other locations, where appropriate will be considered.

Identified Stakeholders

Thurrock Council will seek to engage with the following names stakeholders to support the development of the proposed schemes:

Members of Parliament – Jackie Doyle Price – Thurrock; and Stephen Metcalf – South Basildon and East Thurrock;

Neighbouring Local Authorities – Essex County Council; Basildon District Council; Brentwood Borough Council; Castle Point District Council; The London Borough of Havering.

Key Service Providers –Ensign Buses, Tfl Buses, First Bus Group, Nibbs buses, Thurrock based mail and parcel logistics firms – Amazon, Royal Mail, UPS,

Large Employment Organisations – Amazon, Lakeside Shopping Centre (formally into Lakeside), DP World, Port of Tilbury, CRo Ports Purfleet, Basildon Hospital, Orsett Hospital, and other large employers local to schemes;

Charities and Third Sector Organisations – Ngage, Thurrock Community Forums (relevant to schemes), Gateway Cycling, Thurrock Cycle Campaign, Ramblers and Walking for Health, Local Community Hubs, Job Centre Plus, Local Schools, The Safer Essex Roads Partnership, South Essex Active Travel/ForwardMotion.

Ward Councillors – All Members are to be made aware of the stakeholder engagement and links to the webpages of the schemes to pass general comment. Councillors whose wards host schemes will be informed and briefed specifically about individual schemes as shown in the table:

Ward	Councillor 1	Councillor 2	Councillor 3	Relevant Scheme
Orsett	Barry Johnston	Susan Little		A, F
Stanford le Hope West	Shane Hebb	Terry Piccolo		B, E
Aveley and Uplands	Luke Spillman	David Van Day	Colin Churchman	C
The Homesteads	Gary Collins	James Halden	Gary Byrne	D, E

Timescales

Thurrock Council is seeking to publish this stakeholder engagement strategy in mid-December, and commence the engagement process from December and into the New Year. It is proposed engagement will be completed prior to the end of February with schemes finalised and outcomes reported to the Department for Transport in March, following the completion of constitutional processes within Thurrock Council. Stakeholders who engaged and wish to be informed will then hear about the outcomes of the engagement process and the finalised nature of schemes. At this stage, the Council will seek to commence implementation of schemes.

Feedback

To provide initial feedback to this Stakeholder Engagement Strategy, or in regards to proposed schemes, or the Active Travel Fund within Thurrock, interested parties and stakeholders can contact the Council via email at transportdevelopment@thurrock.gov.uk or via telephone 01375 652006.

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9 February 2021	ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee	
A13 Widening Project	
Wards and communities affected: All	Key Decision: Not applicable
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Project Delivery	
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Project Delivery	
Accountable Director: Andy Millard, Director of Place	
This report is public	

Executive Summary

This report is provided at the Chair’s request in order to update in relation to the progress made on the A13 project. It was noted at the last meeting in December 2020 that when an update was available on out turn forecast and programme, it would be reported to this Committee.

1. Recommendation

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes and comments on the report content.

2. Introduction and Background

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

2.2 The consent for this project was granted by a Harbour Empowerment Order in 2008, with the Council taking on responsibility for the preliminary design in 2011. The local growth fund deal was received in 2014 which provided the certainty needed for the Council to award contracts for the preliminary design

in early 2014. Detailed design and main works construction contracts followed in 2016.

- 2.3 Since the last update to the PTR Overview & Scrutiny Committee in December 2020, there are further significant issues to report.
- 2.4 A similar report is being considered by Standards and Audit Committee on 11 March 2021 in relation to this project.

3. Progress

- 3.1 Up until December 2020, work had continued throughout the Covid 19 pandemic with the team working hard to ensure all guidance and covid safe procedures were followed. Consistent with the emergence of the new more transmissible strain of Covid, the site was impacted in mid-December with the report of three cases in a drainage team. It was thought that this outbreak was contained however a week later, further cases were reported in the site office and within the supervision teams on site.
- 3.2 The team took advice from the Council's public health and environmental health teams and a decision was made based upon that advice and the need to operate the site safely, that it would be sensible to close the construction site early for the Christmas break. Consequently the site was closed on 17th December 2020.
- 3.3 At the time of writing this report, work is underway to look at opening the site for construction slowly and safely and ensure all relevant guidance and precautions are taken to protect workers and the public.
- 3.4 Further progress includes the completion of all major earthworks, surfacing on both sides of the carriageway and the concrete bridge decks on the structures. Demolition of the former bridge structures will commence in spring and it is anticipated the new Horndon bridge will be open to the public in the coming weeks.
- 3.5 More than £8.7 million has been invested locally, by using regional suppliers and businesses based within 10 miles of the project – supporting the local economy at a time when this is needed more than ever.
- 3.6 There has now been more than 500,000 hours since the last RIDDOR and more than 1 million hours worked on the project in total. The Project Accident Incident Rate is currently 0 which is a significant achievement.

Revised Out turn forecast

- 3.7 With the project entering the last 12 months of construction activity, an exercise is underway to review the anticipated remaining costs on the project.

- 3.8 It has been reported that additional costs are expected due to ongoing financial pressures with the scheme. This situation has now been exacerbated by the issues with Covid and whilst there have been some improvements with the issues relating to utilities diversions, clash detection and drainage, these matters are still having an impact on delivery and therefore impacting also on cost.

Programme

- 3.9 The current accepted programme has an anticipated planned completion date of March 2022. This does not include any additional delays as a direct consequence of the Covid impact. That will be reported at a future meeting when a revised programme has been submitted for approval.
- 3.10 The team continues to challenge the construction programme to look at efficiencies to see if completion can be brought forward. Work is underway to identify ways in which the programme will deliver a road open to traffic in December 2021.
- 3.11 Under the terms of the NEC 3 contract in place, there are four limited provisions which would enable the Council to reject changes to the programme. In rejecting the contractors programme, the Council has to give the justification and reasons why.
- 3.12 The four provisions are:
- The Contractors plans are not practicable
 - It does not show information required by the contract
 - It does not represent the Contractors plans realistically
 - It does not comply with the works information.

4. Reasons for Recommendation

- 4.1 To respond to the Chair's request for information and ensure democratic scrutiny of the A13 Widening scheme.

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

- 5.1 A communication plan has been prepared and agreed.
- 5.2 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.
- 5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions, although as a result of Covid-19 these (and the Member briefing sessions) are currently postponed

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

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

7. Implications

7.1 Financial

Implications verified by: **Jonathan Wilson**
Assistant Director - Finance

The forecast position on the project remains under review as set out in sections 3.8 to 3.9

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Legal and Deputy Monitoring Officer

This an update report and there are no specific direct legal implications arising.

7.3 Diversity and Equality

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

There are no implications arising from this update report.

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

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

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

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

- None

9. Appendices to the report

- None

Report Author:

Anna Eastgate

Assistant Director of Lower Thames Crossing and Project Delivery

Place

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9 February 2021		ITEM: 7
Planning, Transport, Regeneration Overview and Scrutiny Committee		
Stanford-le-Hope Interchange Report		
Wards and communities affected: All	Key Decision: N/A	
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Project Delivery		
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Project Delivery		
Accountable Director: Andy Millard, Director of Place		
This report is Public		

Executive Summary

This report is provided at the Chair's request in order to inform Members of an update on the SLH scheme.

1. Recommendation(s)

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes and comments on the information provided relating to the Stanford le Hope Interchange project.

2. Introduction and Background

- 2.1 This scheme involves the construction of new station buildings with footbridge and lifts, passenger information system, bus turnaround facility, passenger drop-off points and cycle parking.
- 2.2 There are a number of stakeholders involved in the scheme including UK Power Networks, C2C, Network Rail and the Port of London Authority and it will be delivered under a Development Agreement with C2C, who are the principal land owner.
- 2.3 Since the last update to the PTR Overview & Scrutiny Committee in December 2020, further progress has been made to move the project forward. Most of this work has been behind the scenes getting the project ready for physical delivery on site.

- 2.4 A similar report is due to be considered by Standards and Audit Committee on 11 March 2021 in relation to this project.

3. Issues, Options and Analysis of Options

Progress:

- 3.1 The Concept Design for both the station and the transport hub have been completed and passed Inter Disciplinary Review with very positive feedback. The planning application for the phase 1 station has been submitted and the transport hub will be submitted for Pre-Application advice by publication of this report
- 3.2 The concept design for the Phase 2 Transport Hub is in final development and was subject to a workshop in November to select a preferred configuration acceptable to the key Stakeholders including London Gateway DPW and c2c.
- 3.3 Invitations to tender were sent out to 11 potential Principal Contractors within an existing Thurrock Council Framework Agreement. Of the 11, only 4 held the appropriate Network rail accreditation and 3 of those submitted Expressions of Interest, sufficient to carry out a meaningful tender
- 3.4 The project steering group is continuing to meet on a monthly basis, to share information and ideas and obtain feedback on progress to ensure this infrastructure is coming forward with the agreement of stakeholders and local residents. So far, all the feedback has been very positive.

Budget

- 3.5 It has been agreed with the designers that a high level “estimated project” cost evaluation exercise be carried out at two “checkpoints” through the design process, once when the full concept is agreed and a further check at final design approval, to give further certainty and to give some indicative numbers in support of the tender evaluation process. It is proposed to carry out a further check, using independent estimators to carry out a pricing exercise in parallel with the tender, to provide a benchmark against which to evaluate the tender submissions.

Programme

- 3.6 A detailed programme is currently being maintained to track the time required to deliver the scheme including a fully compliant tender process. This will include the preparation of tender documentation, prequalification of bidders, the tender process, through to tender evaluation and award.
- 3.7 Subject to the procurement process, it is anticipated that Phase 1 of the works will be delivered first with the Phase 2 works following in quick succession.

3.8 Covid continues to be an issue in project delivery and any impacts are being monitored and mitigated but as there is not a significant presence on site at the moment, any impacts have been kept to a minimum. This will be monitored and kept under review.

4. Reasons for Recommendation

4.1 To respond to the Chair's request for information on Stanford-le-Hope Interchange project.

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

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

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

6.1 The Stanford-le-Hope scheme supports the Place corporate priority, in particular:

- roads, houses and public spaces that connect people and places

7. Implications

7.1 Financial

Implications verified by:

Jonathan Wilson
Assistant Director - Finance

The budget implications are set out in section 3.5.

7.2 Legal

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

There are no new legal implications arising in this report.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement and Project Monitoring Officer

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

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

Not applicable.

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

None

9. **Appendices to the report**

None

Report Author:

Anna Eastgate

Assistant Director of Lower Thames Crossing and Project Delivery

Place

9 February 2021		ITEM: 8
Planning, Transport, Regeneration Overview and Scrutiny Committee		
Integrated Transport Block Capital Programme 2021/22 - Highways Maintenance allocation and programme 2021/22		
Wards and communities affected: All	Key Decision: No	
Report of: Mat Kiely, Transportation Services Strategic Lead and Peter Wright, Maintenance and Infrastructure Strategic Lead		
Accountable Assistant Director: Leigh Nicholson – Assistant Director Planning, Transport and Public Protection Julie Nelder – Assistant Director – Highways, Fleet & Logistics - Environment, Highways and Counter Fraud		
Accountable Director: Andy Millard – Director of Place Julie Rogers – Director of Environment, Highways & Counter Fraud - Environment, Highways & Counter Fraud		
This report is Public		

Executive Summary

This report sets out how the Transportation Service within the Place Directorate will prioritise funding from the Department for Transport (DfT) Integrated Transport Block Capital Programme (ITB) to enhance transport infrastructure and service provision within the Borough in 2021/22.

The report also sets out the DfT Block Allocation Programme for the Environment, Highways & Counter Fraud directorate in 2021/22. This programme is prioritised in alignment with Thurrock Council Highways Assets Management Strategy and Highways Maintenance Efficiency Programme.

1. Recommendations

- 1.1 **Planning Transport and Regeneration Overview and Scrutiny provide comment on the report and the following Cabinet recommendations:**
- 1.2 **Endorse the ITB Capital Programme, policy and prioritisation direction for the DfT ITB Block funding under the key Policy areas of Road Safety**

Engineering, Safer Routes to School, Area Intervention Programme and EV charging programme.

- 1.3 Endorse the Highways Maintenance Block Allocation Programme (as detailed in Appendix 4) for 2021/22.**
- 1.4 Support the process which delegates authority to the Director of Place, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the ITB programme (and additional funding allocations that may arise) taking into account local views and priorities.**
- 1.5 Delegate authority to the Director of Environment, Highways and Counter Fraud, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the DfT Maintenance Block Allocation programme.**

2. Introduction and Background

- 2.1 The DfT annual settlement provides the allocation for ITB schemes. The total ITB capital programme allocation for Thurrock in 2021/22 amounts to £971,000.
- 2.2 The ITB programme has the ability to deliver an extensive range of transport improvements which reflect the vision and aims set out within the Council's long term Transport Strategy (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.
- 2.3 It is important that the ITB programme is closely aligned with the emerging Local Plan and new Transport Strategy so as to make the most effective use of the funding available to deliver necessary improvements to the transport network. To achieve this, it is important for the programme to have a clear policy direction. There already exists agreed approaches to policy, priority and budget allocation for the Road Safety Engineering and Safer Routes to Schools programmes and a similar approach is required for the ITB programme.
- 2.4 The report also sets out the 2021/22 DfT Block Allocation Programme which is prioritised in alignment with Thurrock Council Highways Assets Management Strategy (covered in more detail in Section 5). This is the key document which ties into the Highways Maintenance Efficiency Programme.

3. Update and Analysis – Policy, Priority & programme

- 3.1 The ITB funding is currently allocated to various programmes and projects. The table below illustrates the allocations from 2019/20:

Road Safety Engineering	£250,000
Safer Routes to School	£250,000
Freight Management	£175,000
Minor Works	£125,000
Parking Restrictions (including disabled parking bays)	£71,000
Passenger Transport	£50,000
Walking & Cycling	£50,000
TOTAL	£971,000

- 3.2 Much of the programme is based upon historic allocations and as can be seen from the above table, nearly 40% of the ITB budget has not been allocated to specific highways improvement schemes and a large proportion of the work programme has been largely driven by ad hoc requests. It is considered more appropriate to direct funds to areas that need it the most, based upon statistical data. A new policy (TD4) is therefore proposed be developed to underpin a new Area Intervention Programme (AIP). Detail of the proposed policy is provided in Appendix 3 and details of the AIP are also provided.
- 3.3 The new programme is proposed within the 2021/22 ITB allocations. To allow for a robust policy approach to AIP, it is proposed to reduce the Minor Works and Parking Restrictions budgets and by removing the Freight Management budget in its entirety.
- 3.4 The introduction of the AIP builds upon the adoption of policy led approaches to other projects (in July 2019, an exercise was carried out to refresh the policies underpinning the Road Safety Engineering and the Safer Routes to School programmes, which has led to targeted interventions based upon accident statistics).
- 3.5 In light of the above, it is considered necessary and appropriate to adjust the allocations in the 2021/22 ITB programme as follows:

Road Safety Engineering TDP1	£250,000
Safer Routes to School TDP2	£250,000
Area Intervention Programme TDP4	£300,000
EV Charging Facilities TDP3	£75,000
Emergency Minor Works and Parking requests	£50,000
Passenger Transport	£50,000
Walking & Cycling	£50,000
TOTAL	£971,000

- 3.6 The allocation for each project heading is identified in Appendix 1 and is based on the policy criteria. The allocation of £50k into Passenger Transport and Walking & Cycling is considered necessary to ensure improvements in those two areas, but may be accommodated through underspend to enable additional funds to be allocated elsewhere across the ITB programme. The provision of £50k into the Emergency Minor Works and Parking Requests is

proposed in the event that there is a severe adverse impact on the network that needs to be addressed.

Variation

- 3.7 Notwithstanding the proposed introduction of policy TD4 and the revised allocations the Council is likely to continue to receive regular ad hoc requests for improvements to be carried out on the transport network. Whilst there is limited flexibility within the programme once agreed, in some cases requests will need to be implemented within the current financial year rather than held pending a future programme. This might include works to protect the public from risk of injury or where serious deterioration on the network may have occurred.
- 3.8 The responsibility to authorise variations to the allocations is delegated to the Director of Place and the Director of Environment, Highways and Counter Fraud in consultation with the Cabinet Member for Highways and Transport.
- 3.9 Similarly, delegated authority can be used if additional Government funding (such as Safer Roads Funds and Active Travel) is allocated with little notice and if ITB schemes are subject to cost changes as a result of increasing scope or unforeseen revisions to schemes.

4. Environment, Highways & Counter Fraud Maintenance Block Funding

- 4.1. The DfT annual settlement provides the funding for the Maintenance Block Allocation, depending on the HMEP banding achieved. The total funding allocation for Environment, Highways and Counter Fraud is expected to be £1,938,000.
- 4.2 Members are advised that the allocations are not 'ring fenced' for spend in the specific areas set out within the programmes therefore, Local Authorities have some flexibility to manage these allocations. As a result, the funding allocations may be amended within the total allocation to meet local needs on the network in accordance with the maintenance strategy. Appendix 4 provides a summary of how the DfT Block Allocation is allocated across the Council's maintenance programme.
- 4.3 The Maintenance Programme is built around the good practice principals set out in the Code of Practice for Well Managed Highway Infrastructure. The Council's adopted approach to this is via the Highways Maintenance Strategy, which focuses on maintaining and prioritising the asset in the most efficient way. Not just focusing on the financial element, but also the end user. It is therefore generated using a data lead approach.

5. Reasons for Recommendation

- 5.1 Approving the recommendations set out in this report will enable the ITB Capital Programme and the Maintenance Block Allocation programme to be

implemented to ensure ongoing improvements to transport infrastructure, service provision and to ensure ongoing improvements are undertaken to the borough's adopted highway network.

- 5.2 Recommendation will also allow the SRF programme to be delivered within a revised delivery programme covering 2021/22 – 23/24.
- 5.3 Supporting / endorsing a clear policy approach for ITB projects provides a level of assurance and consistency for the policy approach that is taken to identify, prioritise and deliver key elements of the ITB programme in relation to Council priorities.

6. **Consultation**

- 6.1 The ITB Capital Programme has been developed in line with the priority areas identified and agreed in the Council's Transport Strategy, following extensive community and stakeholder engagement.
- 6.2 Local residents, interest groups and key stakeholders (including Community Forums, Bus User Group, Local Access Forum and Your Place, Your Voice etc.) have been influential in providing regular input for the evidence base that has informed the development of the ITB Capital Programme. Input and feedback from these groups has also supported the direction of the Safer Roads funding submission. A renewed focus on Community Forum engagement allows increased engagement and understanding of local issues. Ward Members will be advised of works affecting their respective wards.
- 6.3 The Maintenance Block Allocation Programme has been developed in line with the priorities identified and set in the Council's Highway Maintenance Strategy.
- 6.4 Once approved, the nature and time frames for delivery of the maintenance schemes will be shared with residents and stakeholders accordingly, with further, more detailed communications being carried out in advance of the works starting.

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

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

8. Implications

8.1 Financial

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

The Council will be allocated £971,000 ITB capital and £1,938,000 Block Allocation for Maintenance for 2021/22.

The DfT funding allocation of £2,488,792 from the Safer Roads Fund is expected to be received in advance of the 2021/22 financial year. Further information is available at

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

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

8.2 Legal

Implications verified by: **Ian Hunt**
Director of Law and Governance and Monitoring Officer

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

8.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement and Project Monitoring Officer

Transport interventions should support improved quality of life in the Borough and its social and economic regeneration. Transport priorities for congestion & CO2 mitigation, accessibility, safety, air quality and climate change adaptation will aim to have positive impacts on the community. A CEqIA will be completed to assess the impacts.

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

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

None

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):

- Thurrock Transport Strategy
- DfT Safer Roads funding application

10. **Appendices to the report**

- Appendix 1 – 2020/21 ITB Capital Programme
- Appendix 2 – Safer Routes to Schools schedule (*to follow*)
- Appendix 3a and 3b – Area Intervention Programme criteria and spread sheet
- Appendix 4 - Highways Maintenance Programme

Report Author:

Mat Kiely

Transportation Services Strategic Lead

Transport Development

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Integrated Transport Block funding 2020/2021

APPENDIX 1

Budget Code	Main funding type	Project Name	Type	2021/22 ITB budget (£)	Carry over 2020/21 ITB (£)	External funding (£)	Total budget (£)	Comments
TDP1 - Road Safety Engineering (RSE)								
	ITB	Bus Lane Camera Enforcement	SLA and Build	-	130,923		130,923	4 x locations; awaiting SLA from legal
	ITB	A128 safety improvements	Build	240,000			240,000	
	ITB	RSE priority location 1	Design	5,000			5,000	
	ITB	RSE priority location 2	Design	5,000			5,000	
	ITB	Fort Road Bus Lane	Design		50,000	-	50,000	
Sub-Total				250,000	180,923	0	430,923	
TDP2 - Safer Routes to School (SRtS)								
	Capital Bid	A1013 Treetop	Design and build			1,800,000	1,800,000	
	ITB & S106	Mayflower Road - 3 x Harris Academy schools	Design and build	60,000		57,764	117,764	
	ITB	East Tilbury School	Design and build	80,000			80,000	
	ITB	Deneholm Primary School	Design and build	20,000			20,000	
	ITB	School site No. 4	Design and build	40,000			40,000	
	ITB	School assesments	Design	50,000			50,000	
Sub-Total				250,000	0	1,857,764	2,107,764	
TDP3 - EV charging facilities								
	ITB & OLEV	EV charging upgrade and expansion	Ad-Hoc requests	75,000	-	225,000	300,000	indicative OLEV funding for scheme
Sub-Total				75,000	0	225,000	300,000	
TDP4 - Area Intervention Programme (AIP)								

	ITB	Location 1	Feasibility, Design & Consultation	250,000			250,000	
Sub-Total				250,000	0	0	250,000	
Emergency Minor Works and Parking Schemes								
	ITB	Parking Management	Ad-Hoc requests	8,000		-	8,000	
	ITB	Minor Works	Ad-Hoc requests	38,000		-	38,000	schemes less than £5k only
	ITB	Disbaled Parking Bays	Ad-Hoc requests from Thurrock First	-	16,033	-	16,033	
Sub-Total				46,000	16,033	0	62,033	
Developer funded schemes								
	<i>DfT direct fund</i>	<i>Node 4 - North Stifford Interchange signals</i>	<i>Build</i>			302,258	302,258	<i>awaiting HE works to complete</i>
	<i>DfT direct fund</i>	<i>A126 DfT grant fund bid Year 1 schemes</i>	<i>Design</i>			800,000	800,000	<i>To be provided</i>
	S106	B186 Bus & Cycle Lane(s)	Design	-	-	1,196,278	1,196,278	S106 pooled resource
	S106	<i>South Road / Stifford Road Junction Improvements</i>	<i>Feasibility and design</i>			190,012	190,012	<i>on hold - pooling S106 monies</i>
Sub-Total				0	0	2,488,548	2,488,548	
Highways Department allocation								
	ITB	Passenger Transport Allocation		50,000			50,000	
	ITB	Public Rights of Way Allocation		50,000			50,000	
Sub-Total				100,000			100,000	
Grand Total				971,000	196,956	2,082,764	3,250,720	

APPENDIX 3A

Transport Development Policies for Integrated Transport Block (ITB) funding allocation

The Council does not enforce speed limits, being a moving traffic offence and enforced by the Police. Neither is it the Council's role to dictate how the travelling public should use the Adopted Highway, seeking to only guide the public to the most appropriate route and is only responsible for ensuring that the Public Highway is safe for use for the travelling public. To achieve this, it actively seeks to reduce the number of Personal Injury Accidents (PIAs) on its network as the key performance indicator.

In order to achieve this, the Highways authority has developed a number of policies to provide treatment on the network to reduce PIAs on a data led approach and prioritised in accordance with the number and severity of accidents being the main consideration.

In July 2019, the Council's Cabinet approved the introduction of two policies that sought to address 2 accident problems on the network under the headings of TD Policy No.1 - Road Safety Engineering (RSE) and TD Policy No. 2 - Safer Routes to School (SRtS). RSE was identified to treat main routes in the borough (level 1 and 2 routes in the Council's Road Network Hierarchy), with SRtS focussing on roads around all of the boroughs 52 schools. The introduction of these programmes has however, identified a significant proportion of the highway that would not be reviewed as it was either classified as a low category road or away from nearby schools. As such, a new policy is required to include these roads within an assessment and priority procedure, whereby action can be taken to redress any safety risk for the travelling public.

TD Policy No. 3 - Area Intervention Programme (AIP) Policy

This policy is designed to treat roads that fall within the Level 3 Residential Street Classification of the Road Network Hierarchy or not within the TDP1 and TDP2 policies. These roads tend to be low trafficked routes that serve a residential access and individually tend to not see a significant amount of issues in relation to congestion and safety.

However, collectively a number of residential streets in an area may see an increase in issues, particularly if main routes become congested resulting in drivers seeking alternative routes. This can have a negative effect on these routes, which often sees drivers "rat-running" in a manner that is not in keeping with the area, such as speeding. Often this causes conflict due to high levels of on-street parking causing localised congestion and safety conflicts with other road users arise as a result.

As stated, these individual low cat roads do not see high levels of accidents upon them; however, it is often that in these locations even a fairly minor incident will have significant impact on the local area. Where major routes would likely have clusters of accidents in a single location, lower category roads would see a spreading of accidents over a collection of roads that would not identify a requirement for intervention. Nevertheless, when assessing these accidents under an area investigation process, there can be correlation that could result in intervention being an appropriate and proportionate response.

It is also noted that these roads tend to be designed to not support higher levels of traffic flow and may require intervention to remove conflicts and reduce the impact of vehicle movements. This requires assessment to include other improvements such as parking provision, access, public transport, etc. rather than solely focussing on direct accident remediation.

Priority locations

In much the same way the RSE programme identifies key routes to focus allocation of resources, this programme will seek to “package up” Level 3 roads that are in proximity to each other to define assessment areas.

The plan, in appendix 1, identifies the proposed areas (minus the RSE defined roads). A full list of roads included into each area is provided in Appendix 1 that accompanies the plan and will be reviewed annually to include any additional new roads adopted by the Highways Authority. All privately maintained highway will be excluded from the assessment. In total, there will be 28 areas within the assessment criteria

Assessment criteria

It is appropriate to utilise the Police CRASH data for the priority ranking, to ensure consistency with other policies and to ensure the data led approach is a prominent feature. However, it is identified that the defined areas are not similar in geographic size and some areas will see positive or negative bias. In order to eliminate this and to ensure that each area has a fair weighting, the accident analysis will provide assessment on PIAs / kilometre. There should still be a ranking system depending on severity of accident and it is identified that Fatalities should carry significantly more weighting than serious and slight accident classifications; i.e. fatally accidents are multiplied by a factor of 8, with serious by x4 and slights by x1.

Therefore the equation that will be applied is: $R = \left(\frac{3F+2Se+1Sl}{L (Km)} \right) \times 1000$

Where: R = Area accident score; F = No. of fatalities; Se = No. of Serious casualties;

Sl = No. of Slight casualties; L = Kilometres of road in area

It is also identified to utilise a 5 years data set from the Police database to determine the priority list for treatment. This will be in the form of the latest data collated by the Police and it is identified that each area will use the same date parameters during investigations process. This is crucial to the delivery of scheme in a timely manner, but at the discretion of the Assistant Director, additional accident data could be included in the priority area if determined is appropriate for the need of the investigation and development of schemes.

Review and consultation

The review of the accidents may require further study to understand the issues within each area that may be unique to that particular area. As such, an extensive investigation programme will be made that will involve community engagement processes. It is envisioned that consultation will be invaluable to ascertain a local perspective of issues, so that solutions can be worked on accordingly.

As this process can take some time to complete, it is identified that feasibility and design will take up to 12 months to complete, with implementation programmed in accordingly thereafter. Some measures can be implemented quickly, with other measures demanding longer development time to complete. As such it is identified that the whole project life for each area will take between 18 and 36 months to fully be implemented.

APPENDIX 3b

Area	Area Treatment	Ward	Total length of roads (metres)	Avg accident (every m)	Fatal	Factor	Serious	Factor	Slight	Factor	Total	Total	Factor	Score	Comments
60 - Grays Centre 3	Area 20	Grays Riverside	973.81	324.60	0	0	1	4	2	2	3	6	6.161375833		
52 - HOTH 2	Area 06	Orsett	1,585.57	792.78	0	0	1	4	1	1	2	5	3.153449945		
11 - Chadwell 2	Area 11	Chadwell St Mary	2,969.62	989.87	0	0	2	8	1	1	3	9	3.030693543		
17 - Tilbury 1	Area 12		17,923.25	814.69	1	8	8	32	13	13	22	53	2.957052501		
43 - Aveley 4	Area 26	Aveley and Uplands	4,227.06	845.41	0	0	2	8	3	3	5	11	2.602283928		
33 - South Chafford 2	Area 21	South Chafford	1,173.13	391.04	0	0	0	0	3	3	3	3	2.557258729		
26 - Grays Riverside 1	Area 20	Grays Riverside	4,297.73	716.29	0	0	1	4	5	5	6	9	2.094129454		
44 - Ockendon 1	Area 27		12,895.87	991.99	1	8	2	8	10	10	13	26	2.016149974		
46 - Ockendon 3	Area 27		9,512.11	951.21	0	0	3	12	7	7	10	19	1.99745315		
15 - Stifford Clays 1	Area 17		10,543.19	958.47	0	0	2	8	9	9	11	17	1.612414952		
28 - Grays Riverside 3	Area 14	Grays Riverside	10,019.78	1,001.98	0	0	2	8	8	8	10	16	1.596841295		
04 - SLH 2	Area 04	Stanford-Le-Hope West	16,129.04	1,008.07	0	0	3	12	13	13	16	25	1.549999006		
25 - Grays 3	Area 19		15,124.39	1,260.37	0	0	3	12	9	9	12	21	1.388485795		
07 - East Tilbury 1	Area 05	East Tilbury	8,169.80	1,633.96	0	0	2	8	3	3	5	11	1.346421764		
38 - Purfleet 2	Area 25	West Thurrock and South Stifford	6,836.59	1,139.43	0	0	1	4	5	5	6	9	1.316446073		
32 - South Chafford 1	Area 21	South Chafford	17,717.37	1,181.16	0	0	2	8	13	13	15	21	1.185277169		
48 - Ockendon 6	Area 28		7,788.26	2,596.09	0	0	2	8	1	1	3	9	1.155585413		
02 - Homesteads	Area 02	The Homesteads	14,783.77	3,695.94	0	0	4	16	0	0	4	16	1.082268094		
10 - Chadwell 1	Area 10	Chadwell St Mary	9,633.55	1,376.22	0	0	1	4	6	6	7	10	1.038039106		
19 - Tilbury 3	Area 13		6,924.98	2,308.33	0	0	1	4	2	2	3	6	0.866427928		
16 - Stifford Clays 2	Area 18		12,043.98	1,720.57	0	0	1	4	6	6	7	10	0.830290303		
57 - South Chafford 3	Area 22	Chafford and North Stifford	13,542.84	1,692.85	0	0	1	4	7	7	8	11	0.812237529		
20 - Tilbury 4	Area 13	Tilbury Riverside and Thurrock Park	1,415.49	1,415.49	0	0	0	0	1	1	1	1	0.70646937		
01 - Corringham	Area 01	Corringham and Fobbing	6,261.40	6,261.40	0	0	1	4	0	0	1	4	0.638834871		
12 - Chadwell 3	Area 11	..	1,692.23	1,692.23	0	0	0	0	1	1	1	1	0.590935228		
27 - Grays Riverside 2	Area 14	Grays Riverside	6,902.35	1,725.59	0	0	0	0	4	4	4	4	0.57951264		
24 - Grays 2	Area 15		6,942.80	6,942.80	0	0	1	4	0	0	1	4	0.576136296		

55 - Ockendon 7	Area 27	Belhus	1,738.44	0.00	0	0	0	0	0	0	0	0	0	0
47 - Ockendon 5	Area 28	Ockendon	671.53	0.00	0	0	0	0	0	0	0	0	0	0
61 - Ockendon 8	Area 28	Belhus	643.33	0.00	0	0	0	0	0	0	0	0	0	0
Area Treatment Totals														
Tilbury	Area 12		17,923.25	814.69	1	8	8	32	13	13	22	53	2.957052501	
Grays Riverside	Area 20		5,271.54	1,040.89	0	0	2	8	7	7	9	15	2.845469898	
Chadwell	Area 11		4,661.85	2,682.11	0	0	2	8	2	2	4	10	2.145071093	
Ockendon	Area 27		24,876.75	1,943.20	1	8	5	20	17	17	23	45	1.808917951	
Stifford Clays	Area 17		10,543.19	958.47	0	0	2	8	9	9	11	17	1.612414952	
South Chafford	Area 21		18,890.51	1,572.20	0	0	3	12	15	15	18	27	1.429289391	
Grays	Area 19		15,124.39	1,260.37	0	0	3	12	9	9	12	21	1.388485795	
SLH	Area 04		20,646.26	2,876.22	0	0	3	12	14	14	17	26	1.259308213	
Grays	Area 14		17,216.85	2,727.57	0	0	2	8	12	12	14	20	1.161652479	
The Homesteads	Area 02		14,783.77	3,695.94	0	0	4	16	0	0	4	16	1.082268094	
East Tilbury	Area 05		10,833.64	1,633.96	0	0	2	8	3	3	5	11	1.015355788	
Aveley	Area 26		14,271.57	3,073.71	0	0	2	8	5	5	7	13	0.910902074	
HOTH	Area 06		5,507.68	792.78	0	0	1	4	1	1	2	5	0.907823245	
Stifford Clays	Area 18		12,043.98	1,720.57	0	0	1	4	6	6	7	10	0.830290303	
South Chafford	Area 22		13,542.84	1,692.85	0	0	1	4	7	7	8	11	0.812237529	
Purfleet	Area 25		12,563.08	3,560.88	0	0	1	4	6	6	7	10	0.79598309	
Chadwell	Area 10		21,022.35	3,653.98	0	0	1	4	11	11	12	15	0.71352624	
Tilbury	Area 13		11,708.08	7,091.43	0	0	1	4	4	4	5	8	0.683288704	
Ockendon	Area 28		18,155.24	5,248.42	0	0	2	8	4	4	6	12	0.66096602	
Corringham	Area 01		6,261.40	521.78	0	0	1	4	0	0	12	4	0.638834871	
SLH/ Corringham	Area 03		24,604.47	2,460.45	0	0	1	4	9	9	10	13	0.528359288	
North Stifford	Area 23		2,017.70	2,017.70	0	0	0	0	1	1	1	1	0.495613703	
Grays	Area 15		9,037.39	6,942.80	0	0	1	4	0	0	1	4	0.442605569	
Bulphan	Area 07		3,207.48	2,628.15	0	0	0	0	1	1	1	1	0.311771664	
West Thurrock	Area 24		6,789.50	5,527.95	0	0	0	0	2	2	2	2	0.294572649	
Little Thurrock	Area 16		7,724.44	1,974.87	0	0	0	0	2	2	2	2	0.258918475	
Orsett	Area 08		5,523.64	0.00	0	0	0	0	0	0	0	0	0	0
Orsett	Area 09		2,875.29	0.00	0	0	0	0	0	0	0	0	0	0

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Highways Maintenance Capital Works Programme 2021-22			
Allocations	DfT Maintenance block allocation	DfT	582,000
	Incentive fund Band 3 Block	DfT	1,356,000
	Total Maintenance		1,938,000
	TOTAL		1,938,000
Cost Code	Project	Funding Source	Budget
10022	LTP Maintenance - Bridges		
	Derby Road - Vehicle incursion		50,000
Sub Total			50,000
10155	LTP Maintenance - Principal Maintenance (Resurfacing / Reconstruction)		
	St Andrews/Ferry Road, Tilbury		
	Brentwood Road A128, Bulphan		
	Clarence Road, Grays		
	Dock Road, Little Thurrock		
	Hogg Lane, Grays		
	Marshfoot Road, C.S.M.		
	Devonshire Road, Chafford Hundred		
Patching	PRE-PATCHING		
Jointing	JOINTING		
Sub Total			550,000
10156	LTP Maintenance - Classified (Resurfacing / Reconstruction)		
	South Hill, Horndon on the Hill		
	Derby Road, Grays		
	Mill Road, Aveley		
	Southend Road, Corringham		
	Station Road, West Tilbury		
Sub Total			300,000
10157	LTP Maintenance - Unclassified (Resurfacing / Reconstruction)		
	Shannon Way, Aveley		
	Mayflower Road, Chafford Hundred		
	Laird Avenue, Stifford Clays		
	Giffords Cross Road, Corringham		
	Whitmore Avenue, Stifford Clays		
Sub Total			298,000
10051	LTP Maintenance - Footway & Cycleway Maintenance		
	Windsor Avenue, Stifford Clays		
	Bellmaine Avenue, Corringham		
	Carnach Green, South Ockendon		
	Arthur Street, Grays		
	Brentwood Road, C.S.M.		
	Hathaway Road, Grays		
	Princess Margaret Road, East Tilbury		
	Victoria Road, S.L.H.		
	Long Lane, Stifford Clays		
Sub Total			240,000
10153	LTP Maintenance - Streetlighting		
	Boroughwide - Structural column replacement		100,000
Sub Total			100,000
10097	LTP Maintenance - Other infrastructure (drainage)		
	Fairview, SLH		
	Saladin Drive, Purfleet		
	Burnley Road, W Thurrock		
	Chestnut Avenue, Grays		
	Riverview, C.S.M		
	Mollands Lane, South Ockendon		
	St Andrews, Tilbury		
	Manorway, Coryton		
Sub Total			150,000
10180	LTP Maintenance - Traffic Signals		
	Spiral Roundabout Refurbishment		
	PSTN removal phased programme (4G)		
Sub Total			100,000
10192	LTP Maintenance - Other Road Markings		
	Boroughwide		50,000
Sub Total			50,000
10141	LTP Maintenance - Other Safety Barriers		
	Boroughwide		100,000
Sub Total			100,000
	MAINTENANCE TOTAL		1,938,000

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9 February 2021	ITEM: 9
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Backing Thurrock: A roadmap for economic recovery, resilience and an return to growth	
Wards and communities affected: All	Key Decision: Not applicable
Report of: Stephen Taylor, Strategic Lead Economic Development	
Accountable Assistant Director: Gerard McCleave, Assistant Director Economic Growth & Partnerships	
Accountable Director: Andy Millard, Director of Place	
This report is public	

Executive Summary

Backing Thurrock is a roadmap for economic recovery, building resilience and a return to growth. It is an important part of the Council's response to the COVID pandemic and, alongside the Local Plan, forms the strategic framework to drive a return to growth that is infrastructure led, community driven and of high quality.

The strategy has been developed in two parts. The first part – the roadmap - was presented to Planning, Transport, Regeneration Overview and Scrutiny Committee on 7 September. Cabinet then gave approval for formal consultation. The consultation is now complete and a final version of the roadmap has been prepared and will be presented to Cabinet for approval.

The second part of the strategy is the Action Plan which summarises the vision and goals and sets out priorities that the Council will focus on in the next 12 months. A first draft has been prepared using information gathered through the consultation and from discussions with representatives of public, private and voluntary sector organisations in Thurrock. The Action Plan will be a live document that will flex and adapt as opportunities arise, actions are implemented and new ideas and initiatives are developed.

1. Recommendation(s)

Planning, Transport, Regeneration Overview and Scrutiny Committee is asked to:

- 1.1 **Note the outcome of the consultation on the Backing Thurrock Roadmap;**
- 1.2 **Note and comment on the final version of the Backing Thurrock Roadmap Part 1 which will be presented to Cabinet for approval;**
- 1.3 **Note and comment on the draft Backing Thurrock Action Plan which will be a live document subject to further engagement with anchor public, private and voluntary organisations to refine actions and agree delivery mechanisms;**

2. Introduction and Background

- 2.1 Thurrock has a dynamic trading economy well placed to support economic growth and generate prosperity for residents and local businesses. However the COVID pandemic has had a significant impact on the economy with some sectors being particularly badly hit, the claimant count more than doubling and many businesses and individuals relying on temporary Government support.
- 2.2 Thurrock's determination to drive growth that benefits local people and businesses is as strong as ever but the strategic framework needs to be refreshed in light of the pandemic and the impact it has had on the economy.
- 2.3 Backing Thurrock is an important part of that strategic framework – a roadmap for economic recovery, building resilience and a return to growth focussing on people, place and prosperity in Thurrock. The strategy has been developed in two parts – the roadmap and then the associated Action Plan. In September 2020 Planning, Transport, Regeneration Overview and Scrutiny Committee received a draft copy of the roadmap for comment before Cabinet were asked to agree a formal consultation. That consultation has now concluded and the results have been used to inform the final version of the roadmap together with the draft Action Plan appended to this report.

3. Issues, Options and Analysis of Options

- 3.1 The roadmap presented to Planning, Transport, Regeneration Overview and Scrutiny Committee included:
 - A snapshot of the local economy;
 - Some immediate actions to help the local economy during the pandemic;
 - A new approach to collaborating with our anchor public, private and voluntary groups to deliver market led growth;
 - Some themes to explore to improve resilience and support a return to growth in the medium and longer term.
- 3.2 The Committee were supportive of the approach and agreed the recommendations in the report. There was particular interest in the proposal to expand collaboration between public, private and voluntary sector anchor organisations with an interest in and commitment to Thurrock. The proposals

in the roadmap reflect an approach being increasingly used elsewhere and involves working together to facilitate growth and generate wealth within the borough that benefits Thurrock in the long term. Building on existing initiatives and developing the collaborative approach is reflected in the priorities for the next 12 months in the draft Action Plan.

3.3 Following consideration by the Planning, Transport, Regeneration Overview and Scrutiny Committee the strategy was taken to Cabinet to seek approval for consultation. Cabinet agreed and the formal consultation began in October. Given the ongoing COVID restrictions a number of different methods were used to share the strategy and gather feedback. The methods used to engage residents, businesses and key stakeholders included:

- Publication on the Council Consultation Portal and notification to subscribers: The consultation was formally launched at the beginning of November and ran until 10 January;
- Publicising the consultation online in various ways including to the more than 2,500 subscribers to the Business Buzz newsletter in Thurrock;
- Presentation of the roadmap and discussion at meetings of private, public and voluntary stakeholders including Thurrock Business Board, Economic Development an Skills Partnership, Joint Strategic Forum, Economically Vulnerable Taskforce;
- One to one discussions with representatives of key businesses, public institutions and voluntary sector partners;

Our online analytics shows that in total 248 viewed at least the first page of the consultation, of those 142 viewed more than one page included 91 who downloaded the document. There were 21 responses to the consultation via that route. In addition a further 14 responses were received via one-to-one discussions and the group discussions engaged around 49 people.

3.4 In general there was support for the approach outlined in the roadmap however a number of points were raised which resulted in some amendments. The main changes made include:

- An updated and expanded snapshot of the economy and overview of the economic impact of COVID;
- Highlighting the role of the Council in promoting and championing investment in Thurrock;
- Increased focus on factors other than COVID that will influence the return to growth in the longer term such as green growth and EU exit;
- More focus on our important key sectors such as the Ports (and related activities) recognising the potential of sectors forecast to grow significantly in the coming years like the creative industries, which continue to be one of the UK's fastest growing sectors and is worth over £115 billion to the UK economy;
- Greater focus on economically vulnerable groups and on working across Council and with partners to ensure that everyone has the opportunity to contribute to and benefit from our economic success;

- Some changes and amendments to the themes to be explored to build resilience and a return to growth in the medium and longer term;
- An update to the next steps to reflect the consultation and development of the draft Action Plan;

The document forms Appendix 1 to this report.

Action Plan

- 3.5 The second part of the strategy is the Action Plan. The Action Plan is a live document that will flex and adapt as issues and opportunities arise, actions are implemented and new ideas and initiatives are developed. Our focus will be on delivering actions at pace and in partnership with Thurrock anchor organisations in order to maximise resources available and achieve the greatest impact.
- 3.6 A draft Action Plan forms Appendix 2 to this report and summarises our vision for growth in Thurrock: for Thurrock to recover from the economic impact of the pandemic and return to good growth that benefits our residents, businesses and the borough as a whole. We will work collaboratively with our anchor organisations and groups to consider new thinking, new ideas and new approaches to strengthen and grow our economy so that it is sustainable and inclusive, making Thurrock a more resilient place and positively contribute to securing the well-being of everyone in our community.
- 3.7 The draft Action Plan then sets out the three goals from the strategy, together with a number of priorities for the next twelve months:
- Enabling Economic Recovery focuses on understanding the pandemic and supporting businesses and residents to adapt and enable economic recovery to begin. Priorities include provision of advice, guidance and financial support to eligible businesses, helping people upskill and reskill and find work and supporting the reopening of the economy as restrictions ease;
 - Building resilience focuses on building a stronger economy where residents and businesses are helped to focus on their strengths and adapt to take advantage of new opportunities as growth resumes. Priorities include implementation of specific projects focussed on green growth and broadband, supporting the proposal to create a Thames Estuary Freeport and working to help the most vulnerable in the community tackle issues, develop their skills and find work;
 - Return to Growth which focuses on building new ways of working with our key businesses, stakeholders and anchor organisations to grow an economy that benefits everyone in the long term. Priorities include finding new ways of working with our anchor organisations to collaborate and generate wealth that stays in Thurrock, working with priority and

growth sectors and with major developers to secure growth that benefits local businesses and creates jobs.

- 3.8 Greater collaborative working in the implementation of the actions will be important to maximise the positive impact of the plan. The draft Action Plan is subject to further engagement with anchor organisations, key stakeholders and within the Council to agree the lead partner for the implementation of each action, how actions will be delivered, who will need to be involved and the timeframe within which delivery will take place. Conversations with Thurrock Business Board and other partners have already begun. The Council has a vital role at the centre of a 'whole system approach', acting as an agent of change to lead or support delivery of the priorities, coordinating activity among partners and ensuring the integration of actions and alignment of priorities to improve Thurrock's overall economic performance.

4. Reasons for Recommendation

- 4.1 The strategic approach to drive growth in Thurrock needs to be refreshed in light of the COVID pandemic and the Council's determination to drive growth that is infrastructure led, community driven and of high quality.
- 4.2 The Backing Thurrock strategy has been prepared to refresh the approach to economic development. It includes some immediate actions that are already underway to support people and businesses in the short term and sets out a collaborative approach to building resilience and support a return to growth in the medium and longer term.

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

- 5.1 Initial discussions took place with Thurrock Business Board and with other key stakeholders to inform development of the draft Backing Thurrock. The draft strategy was presented to Planning, Transport, Regeneration Overview and Scrutiny Committee for comment prior to a Cabinet decision to approve a formal consultation.
- 5.2 The consultation is now complete. It involved posting the strategy on the Council Consultation Portal and promoting the consultation via email, on the Council website and to more than 2500 contacts on the Council's business newsletter database. Thurrock Business Board, Economic Development and Skills Partnership and representatives from anchor public, private and voluntary sector organisations and from other parts of the Council were also consulted.
- 5.3 Using the information gathered through the consultation process the roadmap has been amended and is now presented to the Committee as a final document. The consultation process has also informed the objectives identified in the draft Action Plan. The Action Plan is subject to further engagement with Thurrock Business Board, anchor institutions and within the

Council. It will be a live document that will flex and adapt as opportunities arise.

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

6.1 The Backing Thurrock roadmap will support the Council's vision and priorities with a particular focus on prosperity – a borough which enables everyone to achieve their aspirations.

6.2 There will be an impact on other policies and priorities across the Council and appropriate links have been or are being made to other areas of work.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Senior Management Accountant

It is anticipated that the roadmap and draft Action Plan will be managed within existing budgets and using external funding. There are no financial implications arising from this report.

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Legal and Deputy Monitoring Officer

There are no legal implications arising from this report.

7.3 Diversity and Equality

Implications verified by: **Rebecca Lee**
Team Manager – Community Development and Equalities

The roadmap and draft Action Plan clearly set out an intention to support the whole community including the most vulnerable and hardest to reach. The focus on a collaborative approach to market led growth is to be welcomed as a way to generating and retaining wealth in Thurrock and ensuring that all views are considered to ensure that challenges facing individuals and communities are overcome.

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

The Backing Thurrock Strategy should have a positive effect on other priorities including addressing health and wellbeing, education and skills, community development and civic pride.

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):

- <https://www.nomisweb.co.uk/>
- <https://www.ons.gov.uk/>
- www.gov.uk
- www.obr.uk
- www.bankofengland.co.uk/

9. Appendices to the report

- Appendix 1: Backing Thurrock: A roadmap for economic recovery, resilience and a return to growth
- Appendix 2: Draft Backing Thurrock: Action Plan

Report Author:

Stephen Taylor

Strategic Lead

Economic Development

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Introduction

Thurrock is a place of opportunity and entrepreneurship.

Our motto translates as ‘By Thames to all peoples of the world’ and it tells our story. At the heart of the Thames Estuary to the east of London Thurrock is a dynamic trading economy, with natural advantages including its 18 miles of riverfront and proximity to the big UK markets in the capital and wider south-east as the basis to support growth.

Given our location it is unsurprising that sectors such as wholesale and retail, transportation and storage and construction are particularly important to the local economy. It is these sectors, alongside administration, education, health and social work that generate a significant number of our jobs. We continue to attract private sector investors who are looking for a place with potential to grow. We have a ‘can do’ attitude and an entrepreneurial spirit. In recent years we have seen high numbers of people who can work in work – either as employees or setting up their own businesses.

Snapshot of the Local Economy

There is a wealth of economic data available that can be used to shape the actions set out in the Action Plan that forms the second part of this document. The information in this section pulls some key indicators together to draw broad conclusions about Thurrock before, during and after the COVID pandemic.

Before COVID

In recent years Thurrock’s economic prospects have been looking up:

- The economy has been growing: In 2013 the GVA (Gross Value Added) of the Thurrock economy was around £2.8billionⁱ. This has increased to around £4.1billion in 2019ⁱⁱ.
- The number of enterprises in Thurrock has been rising: The number of enterprises has grown from around 5,000 in 2015 to nearly 7,000 in 2020ⁱⁱⁱ. Over these five years the number has increased much faster than for Great Britain or the East of England^{iv}. The proportion of adults self-employed has also increased from 7.9% in 2015 to 10.5% in 2019^v.
- There have been growing numbers of residents who are working: In 2014/15 there were around 80,000 residents in employment. This has increased to nearly 85,000 in 2019/20^{vi}. In the meantime the number of workless households dropped from 15.2% (7,800 in 2015) to 11.3% (5,900 in 2019)^{vii}.
- The number of jobs in Thurrock has also increased from 68,000 in 2014 to 78,000 in 2018 and the jobs density increased from 0.64 to 0.72 – still lower than the East of England or Great Britain but increasing at a faster rate than in those areas^{viii}.
- The vast majority of businesses in Thurrock are small businesses employing fewer than 9 people. In 2015 there were 4,500 and by 2020 the number had increased to more than 6,300. At more than 92% of total businesses this is a higher proportion than for the East of England or Great Britain as a whole^{ix}.

- Pay has been improving both for residents and for all people working in Thurrock.
 - Gross weekly pay for people working full time in Thurrock has increased by nearly £90 per week over the past 5 years to over £571. The figure is broadly in line with the average across the East of England (£575)^x.
 - Thurrock residents have also been earning more wherever they work. Residents working full time have increased earnings from £563 to £632 per week over the same period which is higher than the average for the East of England and Great Britain as a whole^{xi}.
- There has been huge investment in Thurrock: Thurrock is benefitting from investment in homes, jobs and infrastructure. This includes some high profile private sector schemes including the expansion of the Port of Tilbury, the development of the DP World London Gateway and Logistics Park, Purfleet-on-Thames, expansion at Lakeside and at Thames Enterprise Park. There is potential for significant further investment and expansion.

Like many other local economies there were areas of concern. For example:

- The claimant count was increased - from 2.1% in Jan 2015 to 3% in Jan 2020. The claimant count was broadly in line with Great Britain as a whole but higher than the East of England average^{xii}. One reason for this might be changes in the benefits system and an expectation that more people will work.
- Thurrock has some areas that are among the most deprived in the country and in need of levelling up.
- The UK is widely recognised as having low productivity compared with similar economies elsewhere. In addition Thurrock has a productivity gap compared to the UK as a whole. The productivity gap is driven by factors such as skills levels, working practices, connectivity and infrastructure^{xiii}.
- Skill levels are lower and numbers working in managerial, professional and technical occupations are lower than across the East of England and Great Britain.

Like the rest of the country the local economy is also facing major change as a result of technological change and automation, the growing importance of sustainable green growth and changing patterns of trade arising from leaving the EU. These significant changes present challenges but also huge opportunities.

In summary the Thurrock economy was growing with employment and the number of businesses increasing along with wages (at least for full-time employees). There was significant interest in Thurrock as a place of opportunity and a determination to create a business friendly environment ready for continued investment and growth. On the other hand skill levels are lower than across the rest of the country, there is a productivity gap and relatively low numbers of people employed in what are traditionally seen as more secure and better paid jobs in management and professional occupations.

Economic Impact of the COVID Pandemic

Then the COVID-19 Pandemic hit. The full economic impact of the COVID pandemic will not be known for some time and there are many different forecasts about the severity and duration of the

downturn, the impact it is having on particular businesses and on jobs and, most crucially, how long the impacts will last. However certain points are clear:

- There has been a significant contraction in the economy. The economy entered a deep recession in the first half of 2020. While there was a bounce back over the summer the last quarterly estimate of GDP from the Office for National Statistics suggested GDP remains 8.6% lower than a year ago^{xiv}. Forecasts suggest that there will be growth in 2021 but not enough to offset the losses caused by the pandemic^{xv}.
- The claimant count has increased significantly. In January 2020 the claimant count for Thurrock stood at about 3% (just under 3,300 people). By November 2020 the figure had increased to 7.0% or more than 7,600 people. This is significantly higher than the claimant count for the east of England (5.4%) or for Great Britain as a whole (6.3%). Jobs in Thurrock have been less resilient to the economic shock^{xvi} and groups who have traditionally found it harder to access jobs could be disproportionately affected.
- Certain sectors have been particularly badly hit. Different sectors of the economy have been impacted in different ways. Retail, hospitality, culture and the arts, leisure and aviation are some sectors that have been badly hit. The most resilient parts of the economy are those where workers are most able to work from home.
- Some sectors and businesses have grown during the pandemic. The move to online retail and impact on the distribution industries are of particular note to Thurrock.
- Many businesses and workers are dependent on Government schemes designed to keep the economy afloat. There has been unprecedented action to support businesses and the workforce through the lockdown. Many staff remain furloughed and businesses are accessing Government grants. Freelancers and the self-employed are among the groups who have been particularly hard hit and sometimes struggled to access Government support.
- Some parts of Thurrock have particular issues with broadband connectivity making it more difficult for businesses and for employees to work remotely. There are relatively low rates of home working.
- Restrictions are likely to continue well into 2021. Restrictions have been subject to frequent changes in an effort to contain the virus and are expected to continue well into 2021. While a rebound in the economy is forecast for later in the year the ongoing impact on consumer behaviour and economic activity is unknown.
- There are likely to be lasting changes to the way the economy works. For example it seems likely that office based staff will continue to work remotely more often as businesses look to reduce expensive office space. The purpose and look of the high street has probably changed for the long term as people shop more online and high streets find a new purpose as the focus for a vibrant community - areas for people to live, where creative and cultural, hospitality and leisure businesses are to be found.

It won't be possible to save every job and every business and the economy is likely to work differently in the long term. Such a shock requires a different approach to economic development. A proactive and collaborative approach where decisive action is taken to make best use of resources available and help shore up the economy, protect business, key sectors and jobs in the short term.

Other Factors

While the focus is on recovery from COVID at the moment there are other factors that will influence a return to growth in the medium and long term, including:

- **EU Exit.** Now the UK has left the EU the trading relationship is likely to change as the economies diverge and the UK aims to strike trade deals with third parties. Given Thurrock's dependence on trade any changes are likely to have a particular impact locally.
- **Levelling Up.** Levelling up the economy is an important policy commitment for Government and will mean changes across the public sector that seek to rebalance the economy and 'level up' those areas that have been left behind in previous years. While the media has tended to focus on the implications for the north of England there are areas across the country that are particularly deprived and in need of support and investment. A number of parts of Thurrock have been recognised as in particular need which is why both Grays and Tilbury are eligible for investment from the Towns Fund.
- **Green Growth.** The Government has made a particular commitment to champion green growth and address climate change including legislation for net-zero carbon emissions by 2050. To meet the target there will be fundamental change in the economy and business opportunities arising from finding ways to reduce emissions to promoting new energy sources such as hydrogen.

Role of the Council

The Council has a vital role to play in leading work to support recovery, improve resilience and help the economy return to growth. The Council can:

- **Act as an analyser**, understanding the underlying state of the local economy, assessing the implications and using that information to share with others and to drive decision making.
- **Use its own clout as a major employer and business** to help drive economic recovery and growth through, for example, initiatives to drive up local recruitment and procurement of services from local businesses.
- **Act as an agent of change, helping to link the approach to interconnected priorities** such as addressing poverty, ill health, social isolation, resilience in the voluntary and community sector among others to drive better outcomes for local residents and the economy.
- **Promote and champion investment** in projects that improve the business environment and achieve Government objectives such as levelling up communities left behind in recent years.

This isn't something that the Council can or should do alone. As a key anchor institution with a responsibility for Thurrock as a whole the Council has a role as a leading organisation to encourage and facilitate a wider approach with stakeholders to support and grow the economy.

In recent years Thurrock has developed a proud tradition of co-designing services with stakeholders. From the 'your place your voice' consultation informing the Local Plan to the Stronger Together Thurrock partnership the value of developing a shared vision and acting together is well recognised. We need to take a similar approach working with key businesses, with public sector institutions like

DWP and the NHS and with the voluntary sector to harness the power of collaboration to shape and deliver this plan.

We have to recognise that there are no easy answers, that resources will be tight and that intervention may need to be long term but the fundamentals haven't changed – Thurrock is a fantastic location, has good access to markets for goods and services, boasts an entrepreneurial culture and a large number of people who are committed to working life.

There are opportunities out there and we need to be brave, work together and grab them with both hands. In short this plan is a call to work together and back Thurrock.

Recovery: Our immediate actions

In the short term we need to focus on rescue and recovery.

The Council has been working hard throughout the pandemic to support the borough and its residents, from help for the most vulnerable in the community to making use of Council resources and Government initiatives to support businesses in Thurrock.

The immediate actions that the Council has taken to support the economic rescue and recovery include:

- Delivering financial support
 - Since the start of the pandemic the Council has been responsible for distributing many of the Government grants available to support the business community. So far more than £25m has been given to businesses across Thurrock who have been adversely impacted.
 - The Council has also implemented the business rate reliefs for eligible businesses and deferred payment of business rates until new bills could be sent early in the pandemic.
 - Implementing its own initiatives including deferral of rental payments on commercial property owned by the Council for three months.
- Gathering data to understand impact and to raise issues with Government. Working closely with local businesses including Thurrock Business Board to understand the impact on the local economy and to inform discussions with Government.
- Providing easy access to advice and guidance for local businesses. Sending regular updates to more than 2500 local businesses who have signed up for the business newsletter, promoted advice and guidance and opportunities for support via social media and tried to help businesses asking for information.
- Supporting the reopening of the High Street in the summer – introducing signage, reviewing queueing systems and talking to local business contacts to find out if and when they plan to reopen.
- Protecting the public, businesses and their employees by:
 - employing staff to help maintain social distancing measures at particular pinch points
 - helping businesses understand and comply with guidance on reopening
 - taking action to encourage and enforce the rules when required
 - helping businesses find the wellbeing advice and support they need to help their employees

This is a positive start, but there is more we can do and will do to help. We need to work with our residents, our business community and our voluntary and community sector to:

- Invest in gathering economic intelligence and insight so it can identify and respond to developing issues.

- Planning for local outbreaks. The Council's public health team have developed a Local Outbreak Control Plan working with partners to ensure there are effective systems in place to identify the source of an outbreak, to track and trace people who may be affected, to shut down the problem and protect local residents and the rest of the local economy.
- Help people find work. Being in work is important for financial reasons but can also have a big positive impact on health and wellbeing. Vulnerable groups like care leavers and those with long term health conditions are particularly at risk as unemployment rises and therefore an immediate focus should be on connecting local people to local jobs. Promoting and expanding initiatives like Thurrock Opportunities – www.thurrockopportunities.co.uk – to help people find local jobs, apprenticeship opportunities and training courses, using initiatives like Kickstart to help people find work should be an immediate focus.
- Support our local economy. We need to work together to develop new systems that help us all to buy locally, recruit locally, supply locally and to train locally.

We will continue to monitor and explore other opportunities to help our economy recover from the pandemic.

This is something that everyone can help with.

We all want to see our local businesses recover and new business emerge. We all want to see our family, friends, neighbours and colleagues in good quality jobs. We all want to see the wealth created in Thurrock spent in Thurrock, levelling up to benefit us all.

We have seen the community in Thurrock pull together and support each other through the lockdown, from the volunteers who have helped their vulnerable friends and neighbours to the fantastic key workers who have kept everything running.

Everyone needs to do their bit to help the local economy recover.

Our Vision and Approach

In the medium to longer term we need to reframe our approach to economic development and growth. In these unprecedented times we need to realise the potential of local Government to act as an agent of change and a leader of place and collaborate with others to reshape our local economy, address the challenges we face and realise the fantastic growth potential we have.

Our Vision for Growth

Thurrock's motto – 'By Thames to all peoples of the world' reflects our comparative strengths and unique selling points.

Our prime position next to London and the markets of the south east, our great transport links, our scope to export and import through our ports, our employment land availability all point to Thurrock having fantastic potential to grow in a way that benefits everyone. Initiatives like the development of Freeports and the drive to accelerate delivery of the Local Plan are opportunities to drive growth in a way that will benefit residents.

The area has already seen significant private sector investment in recent years and there is commitment to much more at our major Ports, Thames Enterprise Park, Purfleet-on-Thames and other places across the borough. We are part of the system that is already delivering for the UK economy and point to our strengths as a place to do business.

Thurrock's level of ambition and determination to drive growth that benefits local people is stronger than ever. However we do not want to see growth for the sake of it. We are determined that growth in Thurrock is infrastructure led, community driven and of high quality. It must deliver real benefits for our residents and for our business community who have shown a commitment to Thurrock by investing in the area.

Physical change and infrastructure requirements including new homes and amenities in the borough will be guided by development of the new Local Plan, policy changes and the regeneration projects led by the council and other organisations across the borough. It will be important to ensure that there are close ties between these plans for physical change in the borough and the Backing Thurrock Action Plan.

This plan is about people, place and prosperity. It focuses on how the Council and its partners can help residents find good jobs with opportunities to progress, how we help our businesses adapt to new technology and to changes in demand, how we help our economy to become more productive and resilient, greener and wealthier. Most of all we need to work with our businesses to help them take advantage of the opportunities that are out there.

These are laudable aims in themselves but we also want to drive growth because of the positive impact on other priorities we all share: Improving the health and wellbeing of residents, helping to reduce poverty, tackle debt and to level up our communities, supporting investment not only in roads and rail but also in homes, schools, health, cultural amenities and green spaces. Most importantly we want to support proud, vibrant communities.

Alongside our immediate work to recover from COVID we need to focus on:

- **Resilience:** Building an inclusive economy, helping people and businesses to plan for and adapt to changes in the economy, providing tailored support for vulnerable groups, support the levelling up agenda and take advantage of opportunities as they arise

- **Returning to growth:** Strengthening our key sectors and taking advantage of new opportunities created by long term changes in the economy such as green growth

What we do and how we do it will need to be defined with our partners. We want to collaborate with our businesses, our partners and our residents and develop a collaborative approach to driving resilience and growth. We want to work with the other anchor institutions in the borough to understand market needs and to facilitate growth and wealth creation that will benefit local people.

In short, we want to work together to Back Thurrock.

Collaborating to facilitate market led growth

We want to collaborate with other public sector institutions, private businesses and the voluntary sector – Thurrock’s anchor institutions that are rooted in our borough, unlikely to move and are committed to Thurrock. Our Thurrock anchor institutions have a vested interest in Thurrock and we can work collectively to facilitate growth and benefit the whole economy.

There are five areas that we particularly want to explore:

- **Recruitment** - good quality jobs with prospects: by working together with key anchor institutions in Thurrock can have a defining impact on the prospects for local people – recruiting from local areas, particularly more deprived communities and building progression routes in work. We also want to explore how we can best help the most vulnerable and those hardest by the pandemic.
- **Collaborative procurement:** working together we can explore developing local supply chains that will support businesses, the voluntary and community sector, social and micro-enterprises and employment, helping local people benefit more from the economy. Many organisations, including the Council are looking at how they can adapt procurement policies and use social value frameworks to support the local economy and secure wider benefits.
- **Nurturing and supporting local businesses.** We can focus on nurturing locally owned businesses including social and micro enterprises that are more likely to employ, buy and invest locally.
- **Investing in Thurrock.** Active promotion of Thurrock as an area for investment - focused on key sectors and the responsible businesses we want to attract to contribute to the local economy.
- **Using assets to enable the economic recovery:** whilst recognising the importance of return on assets considering how land and property assets held by anchor institutions can be best used to enable economic recovery and growth.

By collaborating we can achieve more than the sum of the parts. Through our intervention we can facilitate the market and generate jobs and growth that creates wealth within Thurrock and that stays invested in the area we can also reduce demand for public services through positive early intervention before needs become acute.

Through collaboration we want to identify needs and develop actions around the foundations of economic growth.

The Foundations of Growth

We have identified five foundations for economic growth.

- **Business Advice and Support**

We want to work with the business community and business service providers to disseminate information and advice, address gaps in provision, strengthen networks between businesses and support collaboration in areas of shared interest such as developing supply chains.

Through our business advice and support we need to promote and improve productivity. The UK is less productive than comparator economies and as a result the country is poorer than it might otherwise be. Before COVID addressing the productivity gap was the key thrust of the Government's industrial policy.

We also need to make sure we help businesses understand the changes resulting from leaving the EU – both in terms of the changing relationship with Europe but also to help gear up and take advantage of opportunities to generate export-led growth that may arise.

- **Skills Training and Employment**

We want to develop opportunities for lifelong learning, addressing skills gaps and encouraging ongoing learning to develop an adaptable resilient business community and workforce.

We also want to help local people find good jobs. We need to work together to promote local employment opportunities and to help drive local recruitment. We need to understand and overcome the barriers to employment and to work with particularly vulnerable groups such as care leavers and those with health conditions to help them realise their potential. Any initiatives for these groups should be integrated into and reflect the wider changes happening in their lives as they make the transition into adulthood.

We also need to recognise that work is about more than financial benefit. There are clear links between work and improving health and wellbeing, just as there are wider consequences of unemployment and deprivation such as exploitation, offending and the most vulnerable losing out.

- **Sectors and supply chains**

As the economy moves from recovery and returns to growth key sectors that have growth potential, high value, are resilient and offer clean growth should be targeted with public intervention to facilitate market led growth and to attract inward investment. We have data on our most important and key growth sectors already but exploring potential with people already working in these sectors and understanding how we can best support them to grow is key.

For example: -

- The Government's Freeports initiative is a real opportunity to work with our Ports and play to our strengths as an area to attract new investment, to level up our left behind

communities and generate jobs growth in the area.

- Working with our neighbours on initiatives like the Thames Estuary Production Corridor and Creative Estuary programme are an opportunity to showcase the potential for growing sectors like creative and cultural industries to invest in Thurrock. While parts of the sector have been hard hit by COVID other areas like film, TV and gaming are booming.

Alongside a targeted approach to key sectors developing strong local supply chains to service particularly those larger businesses with growth potential will further encourage and support growth in the borough. Working through supply chains there are also opportunities to influence adaption to new technology, enhance training and assist with other objectives like social inclusion.

- **A cleaner, greener economy**

Responding to climate change and reducing carbon emissions will be of continued importance to individuals, businesses and to Government. It is likely that national initiatives will drive the response to climate change but locally we can focus on the opportunities created for green growth. However addressing climate change is a real opportunity for the local economy – to innovate, adapt and to develop new businesses and markets.

There will need to be a close relationship with the Local Plan and with other initiatives in the Council and elsewhere to develop the infrastructure required to develop a cleaner and greener economy.

- **Civic Pride and Community Engagement**

Civic Pride in Thurrock's growth story and support from the local community will be essential to deliver on our ambitions and create the vibrant, dynamic society that helps everyone to realise their potential. If we want businesses and residents to feel ownership and to support the local economy we need to use approaches like those described in the collaborative communities framework to review and build upon our ways of engaging to bring people in to influence our work.

Building Resilience and a Return to Growth

In the medium and longer term we need to focus on building resilience to change and a return to growth.

Resilience

Resilience is key to ensuring that individuals and organisations in Thurrock are in a position to adapt to change and take advantage of the opportunities afforded by Thurrock's location and the significant investment there is in the area.

It is also key to ensuring we have an inclusive economy, that people left behind have the opportunity to benefit from work, that businesses embrace new technology and improve productivity, that areas left behind are in a position to take advantage of changes and new opportunities and have the chance to 'level up'.

Over the lifetime of this strategy we want to work with colleagues across the public, private and voluntary sectors to explore some of the issues associated with building a resilient economy including:

Resilience among individuals:

- Helping to address skills shortages – both generic (like digital skills) and job specific, preparing local people for the jobs available in Thurrock now and that will be created in the coming years in our growth sectors.
- Linking local people to local employment opportunities and help career progression within Thurrock.
- Joining up services to take a holistic approach to address multiple issues. Linking skills and jobs with debt management, tackling offending, housing opportunities, health and wellbeing services, childcare provision.
- Paying particular attention to our most vulnerable residents such as care leavers and those with health issues so they can realise their potential and find rewarding work.

Resilient businesses:

- Helping local businesses to network and trade with each other.
- Working with local businesses to improve productivity, embrace new technology, improve digital connectivity and prepare for changes to the way we work such as automation and decarbonisation.
- Helping business identify where they can add value and persuade local people to buy locally, making sure that more of the wealth generated in Thurrock is retained in Thurrock.

Resilient economy:

- Improving infrastructure to support the economy - transport links, digital connectivity.
- Taking advantage of opportunities arising from public policy changes such as leaving the EU or the creation of Freeports or the drive for green growth to support and grow our economy.
- Taking advantage of opportunities arising from the levelling up agenda so everyone has the opportunity to benefit from growth.
- Building pride in what Thurrock has to offer – recognising what we're good at and focussing on the sectors with most potential.

A Return to Growth

The significant investment in the economy in recent years shows the confidence of private investors and public institutions in the potential of the area.

While the pandemic has resulted in a marked downturn Thurrock is well placed to weather the storm and to return to economic growth. Some of the themes we want to explore around the return to growth over the lifetime of this strategy include:

- Building the case for investment in public infrastructure to help the economy to grow.
- Taking advantage of our position on the river and the opportunities afforded by the Ports to drive growth.
- How we can support businesses in our key sectors and those in growth sectors with the most potential to grow in Thurrock.
- What we can do to promote green growth and encourage our local businesses to reduce their carbon emissions.
- Addressing the productivity gap, adapting to new technology and automation while ensuring our workers have the transferable skills to find new jobs.
- Promoting Thurrock and selling ourselves as a location for higher value businesses that will support the local economy and create good jobs.
- Building an economy where more wealth generated in Thurrock is spent in Thurrock.

Next Steps: a call to action

This document sets out the context and the approach we want to take to address some immediate priorities and to build resilience and a return to growth in the medium and longer term.

Working with our anchor institutions, businesses and with our stakeholders the vision and approach set out in this document will be used to form goals, objectives and actions set out in the Action Plan - the second part of this strategy. The Action Plan will be a live document, flexing and adapting as issues and opportunities arise. Given resources are tight it will need to prioritise and focus on areas where there is an opportunity to have most impact.

A first draft Action Plan has been prepared and is appended to this document. The plan reflects the initial priorities and opportunities identified during and through the consultation process. Further conversations will help shape and sharpen this first draft and a more fundamental review of priorities and actions will be carried out on an annual basis as opportunities arise.

Delivery of actions in the plan begins immediately.

In the meantime there are things we can all do to help rebuild our economy:

- We can buy from local businesses, we can try to recruit locally, and we can look for local suppliers of goods and services. All these things will help local businesses and jobs and ensure that wealth created in Thurrock stays in Thurrock.
- We can make sure we comply with social distancing rules and guidance, we can quarantine ourselves if we have COVID symptoms and we can support local track and trace services to help minimise the risks.
- We can start using our most vulnerable local facilities and businesses again as they are able to reopen. We can begin to eat out, enjoy a drink, watch a film, get a haircut and see a show. Guidance needs to be followed but as the economy starts to reopen we can support it.

Let's back Thurrock together.

ⁱ Paragraph 3.2, Thurrock Economic Growth Strategy, Shared Intelligence, 2015

ⁱⁱ Page 12, South Essex 2050, Work Advance and Oxford Economics, 2020

ⁱⁱⁱ NOMIS Local Authority Profile Number of Enterprises Time Series – taken from Inter-departmental business register (ONS)

^{iv} NOMIS Local Authority Profile Number of Enterprises Time Series – taken from Inter-departmental business register (ONS)

^v NOMIS, Local Authority Profile, Economically Active Time Series – taken from ONS Annual Population Survey (ONS)

^{vi} NOMIS Local Authority Profile, Economically Active In Employment Time Series – taken from ONS Annual Population Survey (ONS)

^{vii} NOMIS Local Authority Profile – Workless Households Time Series – taken from ONS Annual Population Survey (ONS)

^{viii} NOMIS Local Authority Profile – Jobs Density Time Series – taken from ONS jobs density (ONS)

^{ix} NOMIS Local Authority Profile – Micro Enterprises Time Series- from Inter departmental Business Register (ONS)

^x NOMIS Local Authority Profile – Earnings by Workplace Time Series – from ONS annual survey of hours and earnings

^{xi} NOMIS Local Authority Profile – Earnings by Resident Time Series - ONS annual survey of hours and earnings resident analysis

^{xii} NOMIS Local Authority Profile – Claimant Count Time Series – from ONS claimant count

^{xiii} Oxford Economics SE2050 Analysis

^{xiv} www.ons.gov.uk

^{xv} HM Treasury Forecasts for the UK economy – a comparison of independent forecasts December 2020

^{xvi} NOMIS Claimant Count Statistics

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Our Vision: is for Thurrock to recover from the economic impact of the pandemic and return to good growth that benefits our residents, businesses and the borough as a whole. We will work collaboratively with our anchor organisations and groups to consider new thinking, new ideas and new approaches to strengthen and grow our economy so that it is sustainable and inclusive, making Thurrock a more resilient place and positively contribute to securing the well-being of everyone in our community.

Goal 1: Enabling Economic Recovery

We want to enable recovery by understanding the impact of the pandemic and providing advice and support to help residents to find work, to help our businesses adapt and our economy to reopen safely

Goal 2: Building Resilience

We want to build a stronger economy where residents and businesses can help themselves adapt to change, focus on their strengths and take advantage of new opportunities

Goal 3: A Return to Growth

We want to build on our strengths, collaborate with our anchor organisations and the community to tackle inequalities, generate wealth and ensure people have the opportunity to contribute to and benefit from our economic success

Our priorities for the next 12 months are...

1.1 Continue to gather information to understand the impact of COVID, provide a stronger evidence base for actions and for monitoring progress and impact.

1.2 Provide information, advice and guidance to our business community directly and through the local Growth Hub to help them adapt and survive the pandemic.

1.3 Make prompt payments to businesses entitled to financial support and promote early invoice payment to help businesses through the COVID pandemic.

1.4 Help protect the community and local businesses from COVID by encouraging COVID safe practices, introducing local track and trace systems and supporting the vaccination programme.

1.5 Help local people, particularly those from vulnerable groups or who have lost jobs through the pandemic, to re skill and upskill and find work.

1.6 Developing and implementing new initiatives that support the reopening of the economy and encourage residents and organisations to buy locally, recruit locally, supply locally and to train locally.

2.1 Help people understand and access careers advice and opportunities to retrain - building on the You Train You Gain initiative.

2.2 Promote the safeguarding and development of apprenticeships to support particularly young people and vulnerable people.

2.3 Take a holistic approach to supporting the most vulnerable in the community, tackling inequalities and integrating skills and employment projects with for example DWP, NHS, criminal justice, wellbeing and support services.

2.4 Promote business networking opportunities and identify new initiatives to encourage business to business sales.

2.5 Explore a work place wellbeing programme to support companies

2.6 Deliver the LOCASE scheme to help businesses reduce their carbon emissions.

2.7 Improve access to fast broadband and to digital skills training for businesses and for residents through LFFN and other initiatives.

2.8 Support the development of a bid to form a Thames Estuary Freeport.

3.1 Work with our Business Board and anchor institutions to establish new ways of working together by building on our strengths and collaborating to increase local recruitment, develop local supply chains, attract public and private inward investment and make best use of assets.

3.2 Working with our key growth sectors to develop sector specific action plans to help address challenges and encourage growth.

3.3 Examine the need for a refreshed employability programme specific to the needs of Thurrock.

3.4 Work with neighbouring local authorities and with ASELA to develop and implement growth initiatives across south Essex.

3.5 Work with partners to identify strategic interventions in Thurrock and develop a project pipeline ready to submit bids for funding as opportunities arise.

3.6 Promote publicly funded business growth initiatives and grants programmes with our local business community.

3.7 Work with developers to secure benefits for local businesses and jobs for local residents.

Work Programme

Committee: Planning, Transport, Regeneration Overview and Scrutiny Committee

Year: 2020/2021

Dates of Meetings: 6th July 2020, 7th September 2020, 13th October 2020, 8th December 2020, 9th February 2021

Topic	Lead Officer	Requested by Officer/Member
July 2020		
Grays Regeneration - Underpass Options	David Moore	Officer
A13 Widening Report	Anna Eastgate	Officer/ Members
Stanford-le-Hope Railway	Anna Eastgate	Officers/Members
Work Programme	Democratic Services	Standing item
September 2020 – Extraordinary Meeting		
Approach to the Local Plan	Leigh Nicholson	Officers
Economic Development Strategy	Stephen Taylor	Officers
Work Programme	Democratic Services	Standing item

Work Programme

October 2020		
Sustainable travel and movement in Thurrock	Mat Kiely	Officers
c2c Update	Mat Kiely (Chris Atkinson (external))	Members
Work Programme	Democratic Services	Standing item
December 2020		
<i>Local Plan/ Health Facilities</i>	<i>Leigh Nicholson</i>	<i>Officers</i> <i>Briefing Note Completed and sent to Members on (TBC)</i>
<i>Build, Build, Build Agenda</i>	<i>Stephen Taylor</i>	<i>Members</i> <i>Briefing Note Completed and sent to Members on (TBC)</i>
Fees and Charges	Andy Millard/ Leigh Nicholson	Officers
Stanford Le Hope Station Update	Anna Eastgate	Officers
A13 Update	Anna Eastgate	Members
Towns Fund Submissions (Grays & Tilbury)	David Moore	Officers

Work Programme

Electric Vehicle Charging	Mat Kiely	Officers
Work Programme	Democratic Services	Standing item
February 2021		
Backing Thurrock: A roadmap for economic recovery, resilience and an return to growth	Stephen Taylor	Members
A13 Widening Project	Anna Eastgate	Members
Stanford-le-Hope Interchange Report	Anna Eastgate	Members
Integrated Transport Block Capital Programme 2021/22 - Highways Maintenance allocation and programme 2021/22	Mat Kiely	Officers
Active Travel Tranche 2	Mat Kiely	Officers
Work Programme	Democratic Services	Standing item

Clerk: Kenna Healey
Last updated: 06 January 2021

New Municipal Year 2021/2022		
Review of Projects and Schemes	Anna Eastgate	Members

Work Programme

Freight and Lorry Parking Strategy	Leigh Nicholson	Members
Conservation Area Management Plans (CAMP) consultations	Sean Nethercott	Officers
A13 East Facing Access Scheme	Anna Eastgate / Mat Kiely	Officers
Review into Parking Permit Area	Mat Kiely	Local Councillor Request