

29 March 2017

ITEM: 12

Council

Report of the Cabinet Member for Highways and Transportation

Report of: Councillor Brian Little – Portfolio Holder for Highways and Transportation

This report is Public

I am pleased to be able to introduce my first report as portfolio holder for Highways and Transportation, as these services lie at the heart of shaping the quality of residents' lives and facilitate a vital growth and regeneration of Thurrock as well as of South East of England. Rising congestion trends have been, as in the previous years, a major concern and I have placed real effort to develop strategies for highways infrastructure and traffic management, and to progress schemes to ensure delivery of the outcomes necessary to enable transformation.

The Congestion Task Force was established in April 2016 to mitigate the impact of incidents on the M25 and Dartford Crossing on local traffic in Thurrock. Since then, the council, together with Highways England, Connect Plus Services, Essex County Council, Essex Police and the Thurrock Business Board have worked to improve the ways that partners and the travelling public are kept informed whenever there are incidents on the Dartford Crossing and to keep traffic moving. Specific outcomes include the introduction of yellow box junctions and improved traffic diversions to reduce gridlock.

Earlier this month, Cabinet approved plans for the council to increase its level of control over road works by switching from a highways noticing regime to a highways permitting scheme. This means that utility companies will have to apply for a permit to work on the highways, and will have to meet the conditions which the council sets, for example, traffic management arrangements and hours of working. They will also face financial penalties if the works over-run. As for our highways infrastructure management, we filled a record of 9,000 potholes thanks to the use of a new quick-fill method (jet patching) and we have procured a £40 million Highways Maintenance Term Contract to serve us in the next 4 – 6 years. We have also worked to introduce digital working, allowing our Highways Inspectors to spend more time inspecting roads and less time in the office. I am pleased that, in the Department for Transport incentive funding initiative, Thurrock has achieved Band 2 level, indicating that the council has successfully adopted all recommended practices for the cost-effective maintenance of highways and thus maintained the annual funding allocation from central government. Additionally, the new highways asset management system enables the service to operate in a more transparent manner and, with residents able to use smart phones to report defects and track service requests.

With regard to strategic projects, a number of schemes have been progressed. The council's £6 million investment in LED retrofit of street lighting is on target to be completed by mid-April 2017. The £5 million cycling infrastructure project has

advanced to the construction phase. Following funding approvals of £7.5 million from South East Local Enterprise Partnership (SELEP) and of £3 million from the National Station Improvement Programme (NSIP), the £12.05 million Stanford-le-Hope Transport Package has progressed to the design and build phase. The business case for £75 million A13 widening scheme was submitted to Department for Transport for funding approval and a positive outcome is expected. Finally, Thurrock was successful in the South Essex Active Travel £3.3 million bid which will help deliver sustainable access to jobs at the ports and within the Lakeside basin.

This report is essentially split into two parts. The first part outlines the responsibilities of the key areas of the Portfolio and some of the key successes. The second part focuses on the main challenges in the months ahead.

1. THE KEY SERVICE AREAS – RESPONSIBILITIES, PERFORMANCE AND PRIORITIES

The main service delivery units within Highways and Transportation Portfolio are:

- Transport Development Management;
- Major Projects;
- Highways Infrastructure Management; and
- Highways and Transportation Services.

Transport Development Management

The Transport Development Management team co-ordinates, funds and delivers transport improvements to make Thurrock a safe, accessible and attractive place to live, work and visit.

The team deals with day to day transportation- related enquiries from the public, businesses and Members. It also provides advice and support to other Council services and other local authorities. It provides the highways and transportation interface with Thurrock's Planning Teams and external stakeholders with an interest in development to help deliver acceptable new development projects; ensuring that they are properly integrated within the highway and transportation network without risk to safety, efficiency or the environment, in accordance with the council's and government's policies and guidelines.

Through development proposals, the team promotes sustainable transport and optimises opportunities for the funding of transport infrastructure. The team commissions and project-manages capital transport schemes secured through developer funding. The team also checks engineering drawings and supervises adoptable highway works to ensure that new transport infrastructure is designed and constructed to appropriate standards. The team advises and assists in the preparation of highways and transportation policies, including the Local Development Framework and Thurrock's transport policies.

With regard to strategy, the Transport Act 2008 places the duty for each Local Highway Authority to produce, develop and implement a Local Transport Plan

(LTP). The latest LTP was produced in 2011 and is a vital tool to help Thurrock Council work with its stakeholders to strengthen its place-shaping role and its delivery of transport services to the community.

The Thurrock Transport Strategy (which sits above the LTP) has been developed to ensure that the key strategic objectives for transport are addressed. The strategy document was refreshed for the period 2013 – 2026 and was approved by Cabinet in February 2013 to ensure that the council's key priorities are appropriately emphasised, i.e. improvements to J30/31 of the M25 and A13 widening.

Air Quality and Health Strategy

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

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

The overall strategic aim of this Thurrock Air Quality & Health Strategy, as approved by December 2016 Cabinet, is to improve air quality in the borough to reduce the health impacts of air pollution.

The strategy will be delivered through three main approaches:

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

Lower Thames Crossing Consultation

The results of the Highways England Lower Thames Crossing Consultation are yet to be announced. I have ensured at every opportunity that the council's cross party oppositions for any new crossings in Thurrock has been clearly communicated.

South Essex Active Travel (SEAT) Bid

Along with Southend-on-Sea and Essex County Council, Thurrock Council submitted a joint bid for £3.3m to support walking and cycling across the borough. This bid was successful and the amount of funding equates to roughly one-third (1/3) for each the three partner authorities.

The South Essex Active Travel (SEAT) bid will support key groups across the borough, including jobseekers and young people, so that they can use active travel to access work, training and educational opportunities.

This was a very competitive process, with many local authorities missing out on the funding. This programme builds on the borough's aim to improve connectivity and reduce congestion. The programme is expected to kick off in April 2017.

The SEAT programme brings together the transport authorities of South Essex (Thurrock Council, Southend-on-Sea Borough Council and Essex County Council) and key delivery partners (including London Gateway, Port of Tilbury, Intu Lakeside and Southend Business Park).

A key aspect of the SEAT programme is the Targeted Travel Engagement initiative. This initiative seeks to provide access to the employee target audience, particularly for new jobs and recruits. The SEAT partners will help to facilitate engagement with prospective and new employees through the provision of travel advice and support during the recruitment and induction processes. Whilst much of the work will be delivered by a trained team of volunteers, the programme will offer the opportunity to train and build the capacity of staff across our partner organisations. This targeted travel engagement will be supported by a package of travel interventions and services such as cycle provision, adult cycle training, cycle maintenance, public transport promotion and route planning.

Measures to Manage HGVs

The freight and logistics sector is a key part of Thurrock's economy, making a significant contribution to the wealth of the borough, and providing thousands of jobs. However, inappropriate HGV routing and parking can create significant problems for local residents. The 2016/17 financial year saw a review of HGV routing across the borough and the development of proposals for a number of locations to deter HGVs from residential streets.

Major Projects

Street Lighting

This £6 million project involves the replacement of approximately 17,500 expensive and inefficient street lights with light emitting diodes (LEDs) and is funded through prudential borrowing. LEDs provide a better quality of light and are more energy efficient and more durable than the sodium lights that they replace. At the start of this programme, all street lighting columns in the borough were tested for electrical and structural integrity. This programme is on target to be completed by mid-April 2017. Arrangements are being made to replace the street lights on the A13, not covered within the original order. Taking account of the interest charges and the reduction in energy bills and maintenance costs, the LED retrofit programme will result in a net saving of £250,000 per year from 2017/18 onwards.

A13 Widening

In November 2014, the Cabinet authorised the Director of Planning and Transportation in consultation with the Leader to enter an agreement with The London Gateway Port Limited (D P World) allowing the Council to act as agent for DP World (“the Harbour Authority” under the Harbour Empowerment Order 2008) in carrying out works required for the widening of the A13. Cabinet also approved the carrying out of tender processes for contractors required in order to deliver the A13 widening scheme, and delegated authority to the Director of Planning and Transportation to award tendered contracts. In addition to Local Growth Funding, DP World will contribute £10m under s106 agreement to the A13 widening.

The A13 Widening scheme has reached the point where the preliminary design is complete, engineering and environmental surveys have been undertaken, contracts for a detailed designer and contractor have been procured, a full business case was submitted to the Department for Transport (DfT) and land acquisition notices have been served. Subject to confirmation of DfT funding, we plan to appoint a detail designer and a contractor in April 2017. The A13 Widening works are due to start later in 2017 and last approximately two years.

We have held consultation and awareness events for local businesses and remain committed to ensuring residents and businesses are kept fully informed with the progress of the scheme.

Stanford-le-Hope Transport Interchange

The £12.05 million Stanford-le-Hope transport package comprises £7.5 million of LGF funding, £3 million of c2c/Network Rail contribution, £300k of the Council’s Capital Works Programme and £550k of London Gateway (DP World) contribution. Moreover, c2c provided £130k for the feasibility work and initial design of the station/bus interchange works.

The Stanford-le-Hope project comprises of a multi-modal transport interchange with bus turn-around, enhanced cycling facilities, new footbridge and lifts, enhanced station building with improved accessibility and passenger handling capability and customer information system. This will greatly enhance the arrival experience for people visiting Stanford-le-Hope and/or travelling onward to the Port.

In November 2016, Morgan Sindall was appointed to design and build the Stanford-le-Hope scheme under the Eastern Highways Alliance (EHA) Framework 2 Contract which allowed for early contractor involvement and phased approach to ensure funding is guaranteed. In January 2017, officers submitted a business case to SELEP’s independent technical evaluator (ITE). The ITE has undertaken a Gate 2 review and recommended the approval of £7.5M of funding which was confirmed by the SELEP’s Accountability Board on 24 February 2017. The next steps are to draft a legal agreement between the council and c2c to formalise the funding commitments of both parties before

instructing Morgan Sindall to proceed to the phase 2 of the design and build contract.

Cycle Infrastructure Delivery Plan

In July 2014 Thurrock was awarded £5 million towards cycle route improvements to be delivered across the borough by 2019. The cycle infrastructure enhancements support active lifestyles and therefore improve health and wellbeing of residents and reduce obesity. The council is committed to enhancing Thurrock's cycle network; making it easier and safer to get around the borough by bike, connecting routes, providing access to key employment and residential centres; offering an attractive alternative to using the car. In the long term, sustainable transport modes such as cycling will have positive impact on reduction of congestion and improved air quality.

The cycle plan has been developed in collaboration with the Local Access Forum and cycle groups. Following representation horse riders, we have also sought to maximise opportunities for sections of route to be designated as bridleways, allowing them to be used by horse riders as well as cyclists. The programme was approved by the Cabinet in January 2016 and public engagement was undertaken on the emerging feasibility designs in June 2016 through an online consultation to seek feedback on the proposals. A detailed design of the first batch of schemes was then commissioned for delivery by summer 2017.

Highways Infrastructure Management

Highways Assets

The Council, as Local Highways Authority, is responsible for maintaining highways infrastructure assets used by vast majority of Thurrock residents and visitors. This includes:

- 560km of carriageway;
- 1000km of footway;
- 133 structures;
- 168 roundabouts;
- 50 traffic signals;
- 17,500 lighting columns;
- 3,500 illuminated signs;
- 1,500 illuminated bollards;
- 30,000 signs; and
- 20,000 gullies.

To maintain our assets, in 2016-17 we have procured a £40 million Highways Maintenance Term Contract and the contract is currently undergoing the formal award process.

In the past year, we have worked hard to improve the appearance of highways across and be more responsive to the residents' needs and requests. We filled a

record of 9,000 potholes thanks to jet patching technology. The high number of potholes reflects the limited investment in the maintenance of roads over recent years, and the large number of locations where road surfaces are at or close to the end of their design life. Therefore, we have taken steps to increase capital investment and move towards proactive and preventive operations.

Highways Maintenance Efficiency Programme

The Highways Infrastructure Team is currently undergoing a modernisation programme as part of the wider agenda supporting Thurrock becoming a digital council. This is also necessary for compliance with a number of quality issues principally related to the Highway Maintenance Efficiency Programme (HMEP) ensuring eligibility for DfT's incentive funding.

From 2016/17 to 2020/21 an increasing share of the funding (incentive funding) will be allocated on the basis of compliance with the HMEP. This means that by 2020/21 low performing authorities lose 20% of their maintenance funding. Authorities in the highest band would receive 100% of incentive funding. I am pleased to announce that our endeavours to date allowed us to achieve Band 2 and thus maintained the annual funding allocation from central government for 2017-18. The highways improvement plan will continue next year to enable us to reach Band 3 (the highest band) by the end of 2017.

Highways Inspectors

The council has a statutory duty to maintain its highway network. This involves having clear policies in place and a regular highway inspection regime.

With the implementation of a Highways Asset Management system, this service has moved from using a paper based process to digital mobile working representing a major change in our processes and improved efficiency. Additionally, in mid-December 2016 a 'Report It' platform was implemented which allows residents to report defects on Thurrock's highways network from their mobile phones. This represents a major step towards providing a resident focused customer service. However, it has highlighted some shortcomings with our back office processes, which we are now working to address.

Network Management

In April 2016, following growing concerns about the impacts of congestion in Thurrock, a Congestion Task Force was established to bring together Thurrock Council representatives, Highways England, Connect Plus Services (who hold the contract for managing traffic incidents on the M25), Essex Highways, Essex Police, Essex County Council and local business representatives. The initial focus of the group was to introduce measures to mitigate the impact on local traffic on the Thurrock network when there are incidents on the M25 and Dartford Crossing. This work programme subsequently expanded to encompass joint initiatives to improve the free flow of traffic across local and strategic networks and work to ensure the future-proofing of the network to accommodate future growth.

In June 2016, in recognition of the growing challenges in relation to this obligation, Thurrock Council established a dedicated Highways Network Management Team within the Transportation & Highways Service. A Highways Network Manager was appointed and tasked with developing measures to give Thurrock more proactive control of traffic movements across its networks. A key recommendation arising from this work was that Thurrock change the mechanism by which it controls the activities of statutory undertakers when carrying out works on the highway, from a 'Noticing' to a 'Permitting' system. The key difference between the two methods is that with 'Noticing', the Statutory Undertakers inform us as Highway Authority where they are working under New Road and Street Works Act 1991(NRSWA) legislation, whereas with 'Permitting', the Traffic Management Act 2004 allows the Authority to implement a Permit Scheme where the statutory undertaker's have to apply for permission to work on the network.

Thurrock Council has, to date, coordinated works under the NRSWA legislation through Notices submitted by the Statutory Undertakers. However, due to growing demand on Thurrock's network and necessity to relieve the congestion, steps have been taken to introduce a Permit Scheme in Thurrock with effect from June 2017.

Highways Objectives

Investment and modernisation of our infrastructure is important to Thurrock's growth agenda, safety of the travelling public and promoting healthier lifestyles:

- Growth agenda - well-maintained infrastructure, in a sustainable funding environment, is pivotal in achieving the council's growth agenda. Housing growth, for example, cannot be achieved without sufficient infrastructure to attract development and sustain it once complete.
- Safety - a network of roads in poor condition has a direct correlation to highway safety. As the local highway authority, the council has a legal duty to maintain the network to a reasonable standard. Furthermore, an asset in poor condition is likely to promote a lack of pride in the community, and can be a precursor to crime, fear of crime and anti-social behaviour. Clearly, the Authority and relevant senior managers have a duty of care where any part of the asset is life expired and is prone to failure, which could result in members of the public being seriously injured.
- Promoting Healthier lifestyles - an asset in poor condition, particularly footways and cycleways, curtails promotion of sustainable modes of transport such as walking and cycling. Conversely, assets in good condition increase the safety and attractiveness of these modes, with the resultant health benefits and the reducing need to access healthcare.

Highways and Transportation Services

The highways and transportation services include the Passenger Transport Unit, Road Safety and Parking Services.

Passenger Transport

The Passenger Transport Unit is responsible for procuring and managing the Education Transport responsible for the safe travel of 2,160 students, including more than 420 with complex needs to many and varied education establishments both in and out of the borough. The Unit is required to respond to changing demands due to the increased number of residents moving into the borough and the nearest school unable to offer places for the students who are then required to be transported to the nearest establishment with spaces.

Thameside Rail Franchise - c2c continue to implement the requirements of the 15 year franchise awarded in 2014. Timetable changes were introduced in January and May 2016 and January 2017 to further improve the service and address issues at peak times. There were significant benefits for some stations, for example, Chafford Hundred and South Ockendon now have 12 journeys to London arriving before 09:00 instead of 7 previously (pre Dec 15). Smart ticketing is progressively being introduced which give automatic delay repay and more flexibility for customers who travel regularly but not daily. New additional rolling stock has entered service so all trains are now 8 cars, increasing capacity to Thurrock stations.

Buses and Community Transport - in 2016/17, within the limited resources available, the council has continued to support bus services to more rural parts of the borough, notably bus routes 11, 265 and 374.

Ensign and First Essex Buses have made no network changes; Ensign has introduced additional evening journeys on some routes. First Essex has revised timetables to improve reliability due to increasing problems with traffic congestion. Transport for London services are unchanged and service 372 is now operated with double deck buses to provide increased capacity. Six communities would not receive a bus service without council support- Bulphan, Fobbing, Horndon on the Hill, Linford East and West Tilbury. The Council contracted Amber Coaches to provide services 11,14 and 374 along with Transvol Community Transport to provide service 265. Following representations and discussions with the operator the service to Fobbing was increased from the 28th December 2016.

The Bus Users' Group has met bi-monthly, enabling residents to raise bus issues directly with elected members relating to services timetables and infrastructure. The council continues to manage the concessionary cessionary fares scheme with 23,340 passes on issue.

Tilbury Ferry - the council continues to financially support the ferry which operates under contract to Kent County Council. A number of meetings have been held with the operator to discuss performance issues and alternative options have been investigated.

Road Safety

The council's Road Safety Team continued to work with partners within the Safer Essex Roads Partnership (SERP), most notably with Essex Police which facilitates delivery of road safety schemes such as Surround A Town (SAT), Roadster or Theatre & Education road shows raising awareness amongst the young people and minimise child fatalities.

The Road Safety Team delivers road safety and 'bikeability' training to all schools in the borough, supporting 25,000 students up to age 19. The team also provides road safety training to parents and children of reception age. Additionally, 'balance training' is being piloted to reception classes and young driver training is being offered to year 10 students.

Parking Services

The last year has seen the establishment of a dedicated heavy goods vehicle (HGV) enforcement team. Since its establishment in June 2016, the three member team has issued a total of 6,753 penalty charge notices.

In November 2016, the processing of penalty charge notices was brought back in-house, following the termination of the council's contract with Serco.

The council continues to monitor growing parking pressures around rail stations, as numbers of rail commuters increase. Plans have been developed for the Controlled Parking Zone in Tilbury, which will be delivered in the 2017/18 financial year.

2. THE MAIN CHALLENGES MOVING FORWARD

Since taking responsibility for this Portfolio, I have consistently promoted my view that the services within my Portfolio should now concentrate on making the good intentions in all our strategies actually happen. I have emphasised that projects supporting job creation for local residents, growth for local businesses and inward investment must be priorities for the months, and indeed years, ahead.

However, highways and transportation provide services enjoyed by all residents of the borough, and can make a major contribution to the quality of place enjoyed by today's residents and businesses. Key challenges are to improve the condition of roads and streets, including the delivery of our ongoing 'fill it' campaign, and mitigate the environmental impacts caused by vehicle emissions, especially around schools.

I will continue to work with partners to improve routing for lorries in the borough, and seek to ensure that the success of our freight and logistics sector does not undermine quality of life for local residents.

In this way, I am seeking to ensure that Thurrock is well placed to maximise the opportunities available to it, that we will compete to be an attractive location for investment and that local residents will directly benefit from our successes.

In the coming months, the significant areas of work will be:

a) Securing maximum benefit through the Local Enterprise Partnership

With almost all transport funding now contained within the devolved Local Growth Fund it is vital that Thurrock, together with the rest of Thames Gateway South Essex, articulates a compelling case to secure the necessary investment in local roads and infrastructure to support the delivery of our ambitious growth agenda.

b) Progressing the Transportation Agenda

The provision of an effective, free-flowing transportation network is an essential requirement if the council's regeneration ambitions are going to be achieved. In this regard, there are four key priorities that will be pursued with vigour; tackling congestion through the work of the Congestion Task Force, delivering the capacity enhancement schemes already secured in the Local Growth Fund, improving modal choice in the borough by supporting increased capacity for public transport, and encouraging Highways England to re-think their plans for a Lower Thames Crossing in Thurrock.

c) Refreshing Thurrock's Transport Strategy in the context of the Emerging Local Plan

Having a clear and positive policy framework in place is critical in ensuring that future land uses in Thurrock are supported by adequate and sustainable transport provision. This analysis will also give us the evidence base to bid for government funding for any future infrastructure which may be required.

d) Continue to tackle congestion through the Congestion Task Force

The Congestion Task Force made good progress in 2016, but much more needs to be done. Our challenges will be to continue to improve incident response, to improve highways network management in the borough, and to progress plans to meet future transport needs.

e) Improve road maintenance

In addition to working towards our target of meeting HMEP Band 3 by December 2017, we will also work to improve our response to residents' concerns and the general level of maintenance of roads in the borough.

f) Improve the management of lorry movements in Thurrock

We will work with partners to develop a Freight and Logistic Strategy and progress schemes to reduce adverse impacts from HGV movements.

3. CONCLUSION

I hope that from the contents of my report, Members will acknowledge the scale and breadth of the activities contained within this Portfolio. I am very aware of the importance of each of those services in contributing to the improvement of the quality of life for the residents of Thurrock.

There are particularly difficult challenges to my ambitions to ensure that those improvements are made, but no one should be in any doubt about my determination to deliver this important agenda, whatever the circumstance.

Financial Information:

Revenue

Category	Last yr outturn	Revised budget	2016/17 Forecast (excluding 'Fill it')	Variance (excluding 'Fill it')	2016/17 Forecast (including 'Fill it')	Variance (including 'Fill it')
Employees	2,137,560	2,480,076	2,400,237	(79,839)	2,400,237	(79,839)
Premises	1,151,156	1,069,984	1,069,500	(6,676)	1,069,500	(6,676)
Supplies and Services	354,555	163,096	178,932	15,836	178,932	15,836
Third Party Payments	3,841,569	4,987,718	4,987,718	0	5,097,718	110,000
Transport	61,373	18,944	20,244	1,300	20,244	1,300
Direct Costs	7,546,213	8,719,818	8,656,631	(69,379)	8,766,631	40,621
Income	(1,309,169)	(2,630,997)	(2,545,782)	69,379	(2,545,782)	69,379
Recharges In (Direct)	4,183	0	0	0	0	0
Net Direct Costs	6,241,227	6,088,821	6,110,849	0	6,220,849	110,000

Capital

Capital Projects	Revised budget
Mardyke Bridge Works	112,834
Highways works to Purfleet Bypass	43,297
Highways Improvements in Oliver Road	633,867
Bus Link between Tesco's Lakeside and Intu Lakeside	15,000
Traffic Improvements Whitehall Lane	25,006
East Tilbury 1st payment (CCTV / Anti-Skid / VAS / Bus Stop upgrade)	11,097
East Tilbury - Walsh development contribution	10,000
Butts Lane improvement works	400
Mayflower Road parking management and capacity improvements	15,000
Total - s106 funding	866,501
Tank Lane	22,947
Congestion	334,143
Traffic Management	303,790
Safety Management Schemes	485,318
Safer Routes to Schools	92,254
Walking and Cycle Facilities	170,312
Public Transport Infrastructure	96,901
Highways Improvements	59,760
Rights of Way	105,000
Parking Restrictions	321,436
Air Quality Monitoring Equipment and Initiatives	75,000
Total Integrated Transport	2,066,861
Structural Maintenance A Class Roads	776,288
Structural Maintenance B and C Class Roads	720,662
Bridge Repair and Strengthening	460,457
Safety Fencing	109,967
White Lining	111,699
Traffic Signals	650,000
Road Signs	100,000
Pot Holes	110,000
Structural Maintenance Unclassified Roads	324,717
Footway Maintenance	392,043
Street Lighting	16,349
Other Infrastructure	250,000
Street Lighting LED Replacement	4,541,861
A13 Widening	5,000,000
Local Growth Fund Measures	2,131,169
Stanford Le Hope Interchange	550,000
Total - Highways Maintenance	16,245,212
Grand Total	19,178,574