

<b>21 January 2020</b>		<b>ITEM: 8</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>Grays Town Centre Update</b>		
<b>Wards and communities affected:</b> Grays Thurrock & Grays Riverside		<b>Key Decision:</b> N/A
<b>Report of:</b> Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects		
<b>Accountable Assistant Director:</b> Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects		
<b>Accountable Director:</b> Andrew Millard, Director of Place		
<b>This report is</b> public		

## Executive Summary

This report updates Members about changes to traffic management in Grays Town Centre and, in particular, the reintroduction of two-way traffic in Orsett Road.

### 1. Recommendation(s)

#### 1.1 That Committee comment on the update of the project progress.

### 2. Introduction and Background

- 2.1 Grays is Thurrock's cultural and business centre and it is a vitally important economic hub supporting a wide range of services for residents across the borough.
- 2.2 Re-introducing two-way working at Orsett Road (between Derby Road and Stanley Road) is the final part of phase 2 of the Grays town centre traffic management improvements, approved by Cabinet in September 2015.
- 2.3 Detailed traffic modelling undertaken in 2018 showed that making Orsett Road two-way would work provided that Crown Road was made two-way first.
- 2.4 Since the last update in January 2019, the civil engineering and traffic signals designs have both been completed and Crown Road has been made two-way. This was challenging as Crown Road is a busy route that passes through a residential area, is used by a number of bus services and taxis, and provides access to the multi-storey car park.

- 2.5 At present, the traffic signals at the four key junctions in Grays Town Centre work independently of each other. To optimise the way that the traffic signals work and improve traffic flow, the signals will be linked and Split Cycle Offset Optimisation Technique (SCOOT) system.

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

#### *Programme*

- 3.1 Some civil engineering works were undertaken between 4 and 30 November and works affecting Titan Road and Cart Lane were completed in preparation for signals works on Derby and Orsett Road junction
- 3.2 The full programme for implementing two-way working on Orsett Road is set to resume in January 2020 and is set out below:
- Subject to obtaining a highway permit, the work will start on 16 January 2020 to avoid traffic measures being in place over the Christmas period;
  - Two-way system is planned to be installed by week commencing 30 March 2020; and
  - The Split Cycle Offset Optimisation Technique (SCOOT) installation and commissioning on Derby/Clarence, Stanley/Clarence, Stanley/Orsett and Orsett/Derby is planned to be completed by the end of April 2020.
- 3.3 Subject to the outcome of an internal Capital Bid, it is planned to upgrade the Zebra crossing in front of the Old Courthouse following the implementation of two-way system.
- 3.4 In order to implement the Orsett Road two-way system in accordance with the programme, civils and signal installation works will have to be undertaken simultaneously at two junctions. This introduces a risk of disturbance to traffic flows around the town and will need to be effectively monitored and managed.
- 3.5 A communications plan is in place and local residents and businesses have been informed, a dedicated email address for inquiries has been set up to manage communication with the public. A note has been sent to all members informing them of the works.

### **4. Reasons for Recommendation**

- 4.1 To update the Committee on the progress of the works on the two-way system in Orsett Road.

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

- 5.1 None

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

**6.1** The improvements to Grays Town Centre support the Thurrock Council Corporate Vision:

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

And support the following Corporate Priority to:

*“Encourage and promote job creation and economic prosperity.”*

**7. Implications**

**7.1 Financial**

Implications verified by: **Rosie Hurst**  
**Interim Senior Management Accountant**

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

**7.2 Legal**

Implications verified by: **Courage Emovon**  
**Acting Strategic Lead / Deputy Head of Legal Services**

The Traffic Management Act 2004 places a duty on local authorities to make sure that traffic moves freely and quickly on their roads and the proposals in this report are derived from the Council's duties as a local traffic authority pursuant to the provisions of the Traffic Management Act 2004.

**7.3 Diversity and Equality**

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

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)

N/A

**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):

- Grays Town Centre Transport Study (Cabinet Report December 2014)
- Grays Town Centre Traffic Management (Cabinet Report September 2015)
- Grays Town Centre Traffic Flow Update (PTR O&S Report January 2019)

**9. Appendices to the report**

- N/A

**Report Author:**

Anna Eastgate

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Place