



# Transport Delivery Report

2012 - 2013



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## **Introduction**

This Delivery Report provides an assessment of how Thurrock Council has delivered transport improvements between April 2012 and March 2013 and highlights the progress made towards local priorities and the national objectives of Tackling Congestion, Delivering Accessibility, Safer Roads, Better Air Quality and an additional objective for Facilitating Regeneration in Thurrock.

Specific achievements within the report period include the ongoing delivery of Thurrock's Highways and Transportation capital programme and management and support of 'Travel Thurrock' the Councils Local Sustainable Transport Fund (LSTF) Project. The Travel Thurrock Project is focusing on enabling a modal shift away from single occupancy car use towards sustainable transport such as walking, cycling and public transport. The dominant element of the package is the delivery of Smarter Choices measures, including workplace travel planning, school travel planning, station travel planning, personalised journey planning, lift sharing, as well as marketing and promotional activities. These measures are complemented by targeted improvements in sustainable transport infrastructure for walking, cycling and public transport. Furthermore, a Freight Quality Partnership has been developed along with associated measures to improve the economic and environmental performance of local freight related industry.

The Council has also successfully adopted the revised Thurrock Transport Strategy 2013 – 2026 which sets out the Council's longer-term vision for delivering transport improvements. It informs how the Department for Transport (DfT) annual funding settlement is allocated in Thurrock. The previous Thurrock Transport Strategy 2008–2021 set out the Council's transport policies and priorities. However, there arose a need for this to be refreshed in response to a number of important changes to the context in which the Thurrock Transport Strategy was developed. These changes include:

- Lakeside expansion to a Regional Town Centre consisting of 3,000 additional homes and 9,000 additional jobs;
- Tilbury Port expansion including 4,000 additional jobs;
- London Gateway Port consisting of approximately 12,000 direct jobs by 2021, with a further 30,000 indirect jobs created in the UK;
- The delivery of the local growth agenda in Thurrock, focussed around five growth hubs in Grays, Lakeside and West Thurrock, London Gateway, Purfleet and Tilbury;
- The creation of Local Enterprise Partnerships (LEP), and their role led by Thurrock, in major transport improvements;
- A change to the timescale of the Thurrock Local Development Framework Core Strategy and Policies for the Management of Development (previously to 2021, now to 2026) and its progress through to its adoption in December 2011;
- The Highways Agency proposals to implement a highway improvement scheme at Junction 30/31;

- Developing 'free flow' tolls at the Dartford River Crossing;
- Significant additional funding from the Local Sustainable Transport Fund (LSTF) to deliver sustainable transport improvements;
- The significant progress made on developing local operational policies for traffic management and maintenance;
- The proposed demise of the East of England Plan and Regional Planning bodies;
- The Transport White Paper, published in January 2011;
- The economic downturn since 2008.

Of particular importance is the growth agenda and the need to make sure that transport helps to deliver sustainable growth and regeneration in the Borough.

The growth Thurrock needs to accommodate is significant. Between 2001 and 2026 there are an additional 23,250 new homes need to be built and 26,000 new jobs created. Growth and regeneration in Thurrock will be driven forward by the Council's Local Development Framework, and Thurrock Council's transport policies and priorities need to keep pace with this.

## **Vision and Contribution to Wider Objectives**

### **Vision**

Thurrock's Community Strategy identifies a long-term vision for improvements across the borough. The vision is to create a place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish.

There are five strategic priorities to achieve our vision:

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

The Thurrock Transport Strategy is influential in the delivery of the Council's overarching vision and aims. It will help to deliver and enhance an accessible and sustainable transport network which will enable users to access education, healthcare and employment opportunities. An improving and well maintained transport network will provide improved access to a number of major development projects, including Tilbury Port, London Gateway and Lakeside, which are vital to the economic prosperity of Thurrock. Tackling congestion, delivering accessibility, improving air quality and making Thurrock's roads safer are core elements of the Transport Strategy which support economic growth and will help to facilitate regeneration throughout the borough for years to come.

The Thurrock Transport Strategy vision is to create a transport system for Thurrock that:

- Is fully inclusive, meeting the social needs of residents;
- Is integrated to provide seamless multi-modal journeys;
- Is accessible for everyone, safe and attractive to use;
- Delivers sustainable community regeneration and growth; and
- Reflects the exceptional circumstances of Thurrock as an international centre for logistics and commercial development

An improving transport network delivers benefits on a wider scale than simply implementing better bus and rail infrastructure. Local Transport Plan (LTP) capital programme contributions to a wide range of objectives are evident throughout this report.

The following thematic areas provide a summary of how transport improvements provide benefits on a wide level.

### **Quality of Life**

Significant improvements within the last year include enhanced access to employment, healthcare, education open spaces and the surrounding countryside. The Council continues to develop a programme of works that address issues such as air quality, road and footway maintenance, bus services and bus information.

**Social Inclusion**

Accessibility improvements within LTP3 have contributed to social inclusion. Through delivery the Council has provided access improvements to services such as education, employment and healthcare. The LSTF project funding has enabled the Council to improve walking and cycling routes and carry out bus service improvements for commercial and school services. This in turn ensures improved accessibility to education, hospitals and GP services.

**Health & Well-being**

The Council has previously worked with schools to deliver School Travel Plans at every school in the borough. The focus has now changed to concentrating on refreshing these plans and encouraging business to produce voluntary workplace travel plans. These plans have successfully promoted walking and cycling as an alternative to the car and have seen some reductions in car use and increases in local people using more sustainable modes of transport.

The National Concessionary Bus Pass scheme gives disabled and elderly people free off-peak local bus travel anywhere in England, it has had a significant impact upon the number of local people using buses.

## **Transport Policy Areas**

### **Delivering Accessibility**

Thurrock Council, in partnership with other organisations, will enable better access to employment and educational opportunities and other key services, particularly to those in disadvantaged groups or areas.

Objectives:

**ACC1:** To improve accessibility to services, especially education, employment and hospitals

**ACC2:** To increase levels of walking and cycling, especially where health benefits would be greater

### **Tackling Congestion**

Thurrock Council will manage the demand for travel in Thurrock through a policy of encouraging sustainable development patterns and use of public transport, walking and cycling.

Objectives:

**CON1:** To encourage a modal shift away from the private car to walking, cycling and public transport, especially to work and school

**CON2:** To encourage a modal shift for freight from Heavy Goods Vehicles onto rail and water

**CON3:** To improve bus satisfaction

**CON4:** To minimise traffic growth

**CON5:** To increase public transport patronage

### **Improving Air Quality and Addressing Climate Change**

To contribute towards the mitigation of climate change and reduce the vulnerability of the transport network in Thurrock to climate change impacts, whilst also protecting human health from the adverse effects of air pollution.

Objectives:

**AQ&CC1:** To improve air quality, particularly in Air Quality Management Areas, in line with National Air Quality Strategy objectives

**AQ&CC2:** To reduce nitrogen dioxide emissions from transport

**AQ&CC3:** To reduce particulate matter emissions from transport

**AQ&CC4:** To reduce carbon dioxide emissions from transport

**AQ&CC5:** To reduce vulnerability to the impacts of climate change

### **Safer Roads**

Thurrock Council will work to achieve a reduction in the number of casualties on the Borough's transport network.

Objectives:

**SAF1:** To reduce the number of people killed or seriously injured in Road Traffic Accidents

**SAF2:** To create a safer environment for road users, especially those who are more vulnerable

### **Facilitating Regeneration**

Thurrock Council, in partnership with other organisations, will ensure that the transport infrastructure that is required to deliver better opportunities for residents and employees is delivered in a timely and coherent manner

Objectives:

**REG1:** To promote economic regeneration by reducing congestion

**REG2:** To promote social regeneration by delivering accessibility

**REG3:** To promote environmental regeneration by improving the quality of the built and natural environment



## Scheme List and Summary

Description	Main Policy Fit	Complete or Ongoing	Funding Source	Spend/Budget	Comments/Updates
N13 Cycle Pedestrian Route	ACC	Ongoing	LTCS, S106	£22,900	S106 to be used for ongoing maintenance and possible link with additional S106 schemes
Orsett Village - Drainage and resurfacing works	SAF	Ongoing	S106	£43,000	Scheme design progressed
Mardyke Bridge Works	ACC	Ongoing	S106	£183,100	Additional resource required
London Road/ The Chase Puffin Crossing	ACC	Complete	S106, LSTF	£49,900 + £22,426	
Motherwell Way/London Road change in priority	AQ, SAF	Complete	S106	£72,500	
Highway Improvements on London Road West Thurrock (Schoolfield Road)	SAF	Ongoing	S106	£96,000	Consultation
Highways works to Purfleet Bypass (Toucan Crossing)	ACC	Ongoing	S106	£56,000	Design complete
Community Requests (various locations)	ACC, CON, AQ, SAF, REG	Ongoing	LTCS	£132,200	Various schemes such as: line remarking or removal, new signage or de-cluttering, guard rail, etc...
Real Time / Automatic Vehicle Location	AQ, ACC	Ongoing	LTCS	£103,200	Decommissioning of old system, new system to be rolled out in 2013
Traffic Management	SAF	Ongoing	LTCS	£175,000	
High Road- Horndon on the Hill	CON	Complete	LTCS	£7,100	Complete- spare funds moved
Chafford Area Traffic Calming	SAF	Ongoing	LTCS	£38,800	Scheme location to be confirmed
Traffic Calming Area 4   Purfleet	SAF	Ongoing	LTCS	£30,000	Automatic Traffic Count required
Brentwood Road   Weight Limit	AQ, SAF	Complete	LTCS	£5,700	Complete- spare funds moved
B186 West Thurrock Way	SAF, ACC		LTCS	£2,300	Scheme to be combined with A126 scheme
A1306 Junction with B186 West Thurrock Way	SAF, ACC	Ongoing	LTCS	£35,900	Combined with S106 scheme
Node 4 - North Stifford Interchange (signalisation of roundabout)	SAF, CON, ACC	Ongoing	LTCS	£75,000	Options drawn up

Node 9 - A126/West Thurrock Way roundabout	SAF	Ongoing	LTCS, S106		Scheme to incorporate planning obligations
Link 102 - A1014 (B1420 Church Rd to Shell Haven)	SAF	Complete	LTCS	£35,000	
Link 7 - A126 (Stoneness RAB to Devonshire Rd)	SAF	Ongoing		£35,000	
Link 80 - Walton Hall Rd (East Tilbury Rd to London Rd)	SAF	Ongoing		£33,000	
Stanford Primary (Copland Road)	SAF, CON	Complete	LTCS	£30,500	
West Thurrock Primary	SAF, CON	Complete	LTCS	£1,200	
Stifford Primary	SAF, CON	Complete	LTCS	£36,000	
Mayflower Road	SAF, CON	Complete	LTCS	£1,200	
St Mary's School	SAF, CON	Complete	LTCS	£1,200	
London Road Improvements	CON	Ongoing	LTCS	£5,000	
Cycling and Walking Borough wide Lining and Signing	ACC	Ongoing	LTCS	£7,900	
Borough wide Drop Kerbs	ACC	Ongoing	LTCS	£10,000	
Southend Road, Grays	ACC, SAF	Ongoing	LTCS	£24,000	
Sherfield Road	REG, ACC		LTCS	£28,600	Scheme no longer being progressed, funding Southend Rd, S-L-H Zebra instead (to be confirmed)
Spider Park link to Purfleet School	ACC	Complete	LTCS, LSTF	£60,000	
Chafford Campus Link	ACC	Complete	LTCS	£5,000	
Grays Town Centre Link	REG, ACC	Ongoing		£5,000	
Installation of timetable info at all bus stops	ACC	Ongoing	LTCS	£57,900	
New Bus Shelters	ACC, CON	Ongoing	LTCS	£4,900	
Devonshire Road / Drake Road	CON, AQ	Ongoing	LTCS	£52,300	
South Stifford Improvements Package	CON, AQ	Ongoing	LTCS	£153,400	
Grays Town Centre Improvements	REG, ACC	Ongoing	LTCS	£49,500	Consultation
Two Forts Way Public Footpath 146	ACC	Ongoing	LTCS	£30,000	
Borough wide Disabled Bays	ACC	Ongoing	LTCS	£10,000	
Requests for new parking restrictions	ACC, CON	Ongoing	LTCS	£80,400	Various locations
Implementation of Controlled Parking Zone in Tilbury	ACC, CON	Ongoing	LTCS	£45,000	
Darnley Road Car Park Improvements	REG, SAF	Ongoing	LTCS	£20,000	
Low Energy Street Lighting LED	AQ	Complete	LTCS	£29,375	
AQMA 2 - London Rd, South Stifford	AQ	Ongoing	LTCS	£35,000	

AQMA 23 - London Rd, West Thurrock	AQ	Ongoing	LTCS	£40,000	
Structural Maintenance A Class Roads	SAF	Complete	LTCS	£600,000	Maintenance
Structural Maintenance B & C Class Roads	SAF	Complete	LTCS	£300,000	Maintenance
Structural Maintenance Unclassified Roads	SAF	Complete	LTCS	£200,000	Maintenance
Footway Maintenance	SAF	Complete	LTCS	£150,000	Maintenance
Street Lighting	SAF	Complete	LTCS	£282,000	Maintenance
Other Infrastructure	SAF	Complete	LTCS	£150,000	Maintenance
LSTF - Sustainable Travel to School	SAF, ACC, CON, AQ	Complete	LSTF	£85,000	Various schemes delivered: improvements to routes to schools, cycle parking, lighting, etc...
LSTF – Lift sharing	ACC, CON, AQ	Complete	LSTF	£5,000	ATC loops installed/upgraded
LSTF - Walking and Cycling Infrastructure	ACC, CON, AQ	Complete	LSTF	£175,000	Various schemes delivered: South Road Pelican Crossing, Elizabeth Road Toucan Design, Cycle Route improvements, etc...
LSTF - Public Transport Improvements	ACC, CON, AQ	Complete	LSTF	£100,000	Various schemes delivered: Cycle Parking at Train Stations, New Bus Shelters, etc...

Key: ACC – Delivering Accessibility, CON – Tackling Congestion, AQ – Improving Air Quality and Addressing Climate Change, SAF – Safer Roads, REG - Facilitating Regeneration, LTCS – Local Transport Capital Settlement, S106 – Planning obligation, LSTF- Local Sustainable Transport Fund

## **Assessment of Overall Progress**

The Local Sustainable Transport Fund (LSTF) was introduced by the DfT to promote sustainable transport interventions that support economic growth whilst reducing carbon emissions. The LSTF project is funded via the DfT and there is very little flexibility to carry monies over between years, there is a risk of returning funds if budgets are not spent as per the awarded grant. On this basis Thurrock has given priority to delivering its LSTF project, Travel Thurrock – Smarter Choices. The LSTF capital allocation for 2012/13 was £365,000.

The DfT local transport capital allocation for 2012/13 was £3,010,000 and positive progress has been made on delivering against this. However, concentrating staff resources to the Travel Thurrock project has meant some other schemes from the capital programme have not been developed or delivered as they might have been. That said the Council has delivered a range of schemes that contribute to achieving its policy area goals set out in the Transport Strategy. In addition to this some schemes due to their size or complex nature are still under development or being progressed and therefore their funding has been carried over to the next fiscal year (2013/14).

## Asset Management

Local Authorities have for many years, been required to demonstrate that they are making best use of their property and other assets through the production of a Transport Asset Management Plan (TAMP). A TAMP is an audit of transport assets into a plan to identify the optimal allocation of resources to provide structural maintenance. The Government sees TAMPs as the key tool in the future management of the highway network. The Government currently plans that, by 2013/14, calculations for Government funding will be based upon the content of each authority's TAMP. A TAMP will enable the Council to meet a number of statutory duties (such as those under the Traffic Management Act 2004), comply with national guidance and assist the Council in understanding the value of its transport assets. This will allow decisions to be made regarding the provision of structural maintenance in an informed way.

The implementation of Thurrock's TAMP and Highways Inspection Solution is progressing well with the collection of information to inform various asset datasets.

The following table identifies the assets to be captured for inclusion within the TAMP and forms the basis of a framework from which the TAMP will be established. At this time the following areas have been identified for inclusion in Thurrock's TAMP.

<b>Carriageway</b>	Carriageway, lay-by, central island, central reserve, traffic calming features
<b>Footway</b>	Footway, cycle track
<b>Drainage</b>	Gullies & drainage channels (road and footpath), drainage ditches
<b>Street Furniture</b>	Non illuminated signs, pedestrian guardrail, safety fence, fences, grit bins, dog bins, pay & display meters
<b>Rights of Way</b>	Footpaths, cycle track
<b>Green Space</b>	Verges, trees, areas of planting, hedges
<b>Lighting</b>	Lighting information to be transferred from existing systems
<b>Structures</b>	Structures information to be transferred from existing systems
<b>Traffic Signals</b>	Traffic signal information to be transferred from existing systems

## Performance

The following table shows the range of Best Value, LTP 3, National Indicators, and Local Performance Indicators for Thurrock Council in 2012/2013 with comments regarding the results:

LPI/ NI/BV No	Description	Frequency	Base from 2008 (year if not 2008)	Previous Answer (year if not 2011/2012)	Answer (or latest data)	Performance	Comments On Performance	Source of data
				2011/2012	2012/2013	% difference on last result		
NI 47	People killed or seriously injured in road traffic accidents (figures are based on a 3-year rolling average)	Annual (low is good)	70.0 (2008/9/10)	65.0	68.3	5.1% worse than last year	Increase in road traffic accident could be due to the large amount of road works on strategic highways i.e. A13	Data supplied to Road Safety team by Essex Police and does not include accidents that are not reported to the Police
NI 48	Children killed or seriously injured in road traffic accidents (figures are based on a 3-year rolling average)	Annual (low is good)	8.0 (2008/9/10)	5.6	5.3	5.3% better than last year	Continuing road safety measures, promotions and school education programmes may have lead to reductions	Data supplied to Road Safety team by Essex Police and does not include accidents that are not reported to the Police

LPI/ NI/BV No	Description	Frequency	Base from 2008 (year if not 2008)	Previous Answer (year if not 2011/2012)	Answer (or latest data)	Performance	Comments On Performance	Source of data
				2011/12	2012/13	% difference on last result		
NI 167	Congestion – average journey time per mile during the morning peak	Annual (low is good)	N/A	2.17	2.15 (2010)	0.9% better than previous year	DfT to provide this information directly to LA's	<a href="http://assets.dft.gov.uk/statistics/tables/cgn0902.xls">http://assets.dft.gov.uk/statistics/tables/cgn0902.xls</a>
	Traffic Flows -on major roads, in thousand vehicle miles.	Annual (low is good)	705,545 in 2010	705,545	710,233 (2011)	0.7% worse than previous year	This is a new indicator with data being supplied by DfT. Decline in flow could be due to extensive road works	<a href="http://www.dft.gov.uk/traffic-counts/area.php?region=East+of+England&amp;la=Thurrock">http://www.dft.gov.uk/traffic-counts/area.php?region=East+of+England&amp;la=Thurrock</a>
NI 178	Bus services running on time	Financial year (high is good)	80.4%	86.5%	89.9%	3.4% better than last year		Data from Thurrock Council Public Transport Information & Monitoring Assistant
LPI 12	Number of Hackney Carriage and Private Hire vehicles that are wheelchair accessible	Annual (high is good)	21	26	27	3.8% better than last year	The Councils requirements have changed and there is more emphasis on vehicles being wheelchair accessible.	Data is from Thurrock Council Licensing Department

LPI/ NI/BV No	Description	Frequency	Base from 2008 (year if not 2008)	Previous Answer (year if not 2011/2012)	Answer (or latest data)	Performance	Comments On Performance	Source of data
				2011/2012	2012/2013	% difference on last result		
	Workplace Travel Plans	Annual (high is good)	26	39	45	15.4% better than last year	Increase due to planning applications and voluntary Travel plans being put in place by the LSTF team	Data from Thurrock Council LTP Co-Ordinator
	Community Transport Patronage	Annual (high is good)	36,741 (2011/12)	36,741	20,301	44.7% worse than last year	Drop in patronage could be due to increased charges	Data provided by Public Transport Officer
	Travel Thurrock Pass holders	Annual (high is good)	19,831	21,960	22,716	3.4% better than last year	Increase in numbers due to aging population, better communication and publicity of pass	Data provided by Public Transport Officer
<b>BV 165</b>	% of pedestrian crossing with facilities for disabled people, as a proportion of all crossings in the local authority area	Annual (high is good)	94.70%	94.7%	95%	0.3% better than last year	Financial limitations have only allowed new facilities to be implemented at a few locations	Data provide by Highways Engineer



LPI/ NI/BV No's	Description	Frequency	Base from 2008 (year if not 2008)	Previous Answer (year if not 2011/2012)	Answer (or latest data)	Performance	Comments On Performance	Source of data
				2011/2012	2012/2013	% difference on last result		
<b>BV224b</b>	% of unclassified roads in need of structural maintenance	Annual (low is good)	4%	<b>11%</b>	29.4%	<b>18.4% worse than last year</b>	Maintenance to roads has been ongoing throughout the borough, but finances have made it necessary to prioritise reactive maintenance	Data provided by Highways Engineer
<b>LTP 3</b>	Average total of daily cycling trips (as recorded by automatic cycle counters)	Annual (high is good)	237	<b>315</b>	343	<b>8.9% better than last year</b>	Monitoring equipment has recently been upgraded offering greater reliability.	Data provided by Cycle Monitoring Officer
	Number of newly registered ultra low emission vehicles	Annual (high is good)	272	<b>1,209</b>	1,507	<b>24.6% better than last year</b>	This is a new indicator, data comes direct from the DfT. More publicity around more sustainable travel is being funded by the LSTF	<a href="http://assets.dft.gov.uk/statistics/tables/veh0170.xls">http://assets.dft.gov.uk/statistics/tables/veh0170.xls</a>

## Next Steps

Transport planning will continue to focus upon Delivering Accessibility, Tackling Congestion, Improving Air Quality & Addressing Climate Change, Safer Roads and Facilitating Regeneration while ensuring local priorities and objectives are managed and progressed. The Thurrock Transport Strategy sets out the Council's longer-term vision for delivering transport improvements and builds upon the improvements identified within this Delivery Report while looking towards the wider and more strategic vision for transport.

Major scheme cases have been identified. The newly formed South East Local Transport Board is bringing forward local major transport schemes for possible funding for delivery in the period 2015-19. Four Thurrock schemes are considered to be eligible for consideration and these have been identified as:

- A13 Widening between Orsett Cock and Manorway interchanges
- Grays Town Centre Transport Infrastructure Improvements
- Borough-wide Sustainable Transport Measures
- Stanford-le-hope Sustainable Transport Integrated Package

The schemes are also crucial for the delivery of the Council's regeneration agenda and Borough-wide economic growth.

In addition to the continuous delivery of the capital programme and the possibility of the identified major schemes being brought forward by the South East Local Transport Board, the Government has affirmed it is committed to introducing free-flow charging to tackle congestion and improve journey times at the Dartford - Thurrock crossing. All of this work is due to positively improve Thurrock transport network in the future.