

Thurrock: A place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish

Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **7 March 2017**

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

Membership:

Councillors Barbara Rice (Chair), Peter Smith (Vice-Chair), John Allen, Tom Kelly, Oliver Gerrish and Terry Piccolo

Substitutes:

Councillors Tim Aker, Gary Collins, David Potter, Joycelyn Redsell and Gerard Rice

Agenda

Open to Public and Press

	Page
1. Apologies for Absence	
2. Minutes	5 - 12
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 5 January 2017.	
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.	
4. Declaration of Interests	
5. Presentation on C2C Update Report	

6.	A13 Widening - Scheme Update	13 - 20
7.	Grays South: Delivering the Pedestrian Underpass	21 - 42
8.	Stanford-le-Hope Transport Interchange - Scheme Update	43 - 52
9.	Work Programme	53 - 54

Queries regarding this Agenda or notification of apologies:

Please contact Jenny Shade, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **27 February 2017**

Information for members of the public and councillors

Access to Information and Meetings

Members of the public can attend all meetings of the council and its committees and have the right to see the agenda, which will be published no later than 5 working days before the meeting, and minutes once they are published.

Recording of meetings

This meeting may be recorded for transmission and publication on the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is to be recorded.

Members of the public not wishing any speech or address to be recorded for publication to the Internet should contact Democratic Services to discuss any concerns.

If you have any queries regarding this, please contact Democratic Services at Direct.Democracy@thurrock.gov.uk

Guidelines on filming, photography, recording and use of social media at council and committee meetings

The council welcomes the filming, photography, recording and use of social media at council and committee meetings as a means of reporting on its proceedings because it helps to make the council more transparent and accountable to its local communities.

If you wish to film or photograph the proceedings of a meeting and have any special requirements or are intending to bring in large equipment please contact the Communications Team at CommunicationsTeam@thurrock.gov.uk before the meeting. The Chair of the meeting will then be consulted and their agreement sought to any specific request made.

Where members of the public use a laptop, tablet device, smart phone or similar devices to use social media, make recordings or take photographs these devices must be set to 'silent' mode to avoid interrupting proceedings of the council or committee.

The use of flash photography or additional lighting may be allowed provided it has been discussed prior to the meeting and agreement reached to ensure that it will not disrupt proceedings.

The Chair of the meeting may terminate or suspend filming, photography, recording and use of social media if any of these activities, in their opinion, are disrupting proceedings at the meeting.

Thurrock Council Wi-Fi

Wi-Fi is available throughout the Civic Offices. You can access Wi-Fi on your device by simply turning on the Wi-Fi on your laptop, Smartphone or tablet.

- You should connect to TBC-CIVIC
- Enter the password **Thurrock** to connect to/join the Wi-Fi network.
- A Terms & Conditions page should appear and you have to accept these before you can begin using Wi-Fi. Some devices require you to access your browser to bring up the Terms & Conditions page, which you must accept.

The ICT department can offer support for council owned devices only.

Evacuation Procedures

In the case of an emergency, you should evacuate the building using the nearest available exit and congregate at the assembly point at Kings Walk.

How to view this agenda on a tablet device



You can view the agenda on your [iPad](#), [Android Device](#) or [Blackberry Playbook](#) with the free modern.gov app.

Members of the Council should ensure that their device is sufficiently charged, although a limited number of charging points will be available in Members Services.

To view any “exempt” information that may be included on the agenda for this meeting, Councillors should:

- Access the modern.gov app
- Enter your username and password

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.

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

To achieve our vision, we have identified five strategic priorities:

1. Create a great place for learning and opportunity

- Ensure that every place of learning is rated “Good” or better
- Raise levels of aspiration and attainment so that residents can take advantage of local job opportunities
- Support families to give children the best possible start in life

2. Encourage and promote job creation and economic prosperity

- Promote Thurrock and encourage inward investment to enable and sustain growth
- Support business and develop the local skilled workforce they require
- Work with partners to secure improved infrastructure and built environment

3. Build pride, responsibility and respect

- Create welcoming, safe, and resilient communities which value fairness
- Work in partnership with communities to help them take responsibility for shaping their quality of life
- Empower residents through choice and independence to improve their health and well-being

4. Improve health and well-being

- Ensure people stay healthy longer, adding years to life and life to years
- Reduce inequalities in health and well-being and safeguard the most vulnerable people with timely intervention and care accessed closer to home
- Enhance quality of life through improved housing, employment and opportunity

5. Promote and protect our clean and green environment

- Enhance access to Thurrock's river frontage, cultural assets and leisure opportunities
- Promote Thurrock's natural environment and biodiversity
- Inspire high quality design and standards in our buildings and public space

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 5 January 2017 at 7.00 pm

- Present:** Councillors Barbara Rice (Chair), Peter Smith (Vice-Chair), John Allen, Terry Piccolo, Joycelyn Redsell (Substitute) (substitute for Tom Kelly) and Gerard Rice (Substitute) (substitute for Oliver Gerrish)
- Apologies:** Councillors Gerrish and Kelly
- In attendance:** Charles Hammond, Chief Executive of Forth Ports
Paul Dale, Asset and Site Director, Port of Tilbury London Ltd
Martin Friend, Director, Vincent & Gorbing Planning Associates
John Speakman, Senior Asset Property Manager at Port of Tilbury London Ltd
Peter Ward, Commercial Director, Port of Tilbury London Ltd
Andrew Millard, Head of Planning & Growth
Ann Osola, Head of Highways & Transportation
Matthew Ford, Principal Highways Engineer
Laura Last, Senior Finance Officer – Management Accounts
Julie Nelder, Principal Traffic Engineer
Leigh Nicholson, Development Management Team Leader
Barry Rainger, Networks Manager
Jenny Shade, 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.

24. Minutes

The minutes of the meeting held on the 8 November 2016 were approved as a correct record.

25. Items of Urgent Business

There were no items of urgent business.

26. Declaration of Interests

There were no declarations of interest.

27. Port of Tilbury Expansion

Charles Hammond, Chief Executive of Forth Ports, wished members a Good New Year and stated how delighted he was to present the Vision of Port of Tilbury report to Members.

Charles Hammond's introduction stated that the Port of Tilbury was a leading multi-purpose port which was 130 years old and had been part of the Forth Ports Groups since 1996. In the last 20 years the tonnage going through the port had doubled and was confident that this would continue to grow based on the increased cargo throughput and the proposed increase in space on the Port. This major regeneration project had the investment of several millions of pounds to expand the Port and contribute to the future economy growth to Thurrock. The Port would continue to engage with the Council, Partnerships and residents to ensure the expansion related to the community and that all would benefit.

John Speakman, Senior Asset Property Manager at Port of Tilbury London Ltd, stated the importance of meeting the objectives set for the Port of Tilbury Vision and that issues emerged from the Local Plan would be considered. Improvements would be made to a sustainable rail access and improvements would be made to the town of Tilbury, the Tilbury Fort and the open space that lie between the Port and the Fort. Links to the town and the riverside would also form part of the expansion proposals.

Martin Friend, Director of Vincent and Gorbing Planning Associates, took Members through the site maps and explained the current, proposed and under construction locations of the Port. The longer term proposals would include the eastward expansion and how this would depend on the result of the Lower Thames Crossing. The following four key themes of the framework summary were highlighted:

- Economic Development
- Access to green space for recreation
- Maximise social and community benefits
- Environmental protection and enhancement

Martin Friend concluded that consultation would be undertaken with stakeholders over the next 6 months with consultation events being held in the next 6 to 8 weeks. The Port would continue to engage with stakeholders and alongside the Local Plan going forward.

The Chair thanked the Port of Tilbury representatives for their presentation and stated that regeneration and consultation was a vital part of this overview and scrutiny committee. The Chair stated that it was not a guarantee that all planning applications would be approved.

The Chair stated concerns that the air quality in Tilbury was one of the worst in the country and that the health of Thurrock residents should be a vital part of this redevelopment. Currently the ASDA roundabout could not handle the existing amount of traffic. Regeneration was welcomed but asked the Port of Tilbury for reassurance that employment and meaningful training would be available for Thurrock residents. That improvement to the cruise terminal frontage and the river frontage also be part of the redevelopment. The Chair stated that she looked forward to the consultation process and to be invited to comment especially on the Air Quality Strategy.

Councillor Redsell welcomed regeneration into the borough but had concerns over the traffic using the ASDA roundabout and how the Tilbury Riverside Ferry would cope as this played a crucial part to the community. That it was good news that the cruise terminal would be redeveloped.

Councillor G Rice welcomed regeneration into the borough but had concerns with the increase of traffic at the ASDA roundabout and what the possibility of having a “fly-over” built to alleviate the roundabout congestion. A railway access was a good idea and hoped that Port of Tilbury used the DP World example of 40 per cent of their traffic going by rail. That Dock Road approach should be installed with noise reduction tarmac which would benefit the residents.

Councillor Smith asked if sound barriers could be installed to omit noise levels and that the improvement of the cruise terminal may encourage more tourists to Thurrock.

Councillor Piccolo agreed with Members comments but asked could there be a possibility to move the ASDA onto the other side of the road to alleviate traffic congestion. That the modelling of rail tracks was good but would need to be tested fully as these do not always work in reality. The docks would need to be made more attractive and appealing for people to visit and that the interaction with residents was vital.

Councillor Allen welcomed new business to Thurrock but had concerns on the impact this may have on the residents of Tilbury. The number of heavy good vehicles currently using the ASDA roundabout and going through the town and into residential areas had increased. Concern on air quality with the port being operational 24/7 and that noise levels should be taken into consideration as part of the resident consultation.

The Chair thanked Members for their useful comments and hoped that the Port of Tilbury would take these away and consider. The Chair also stated that the 49 Thurrock Members represented the residents of Thurrock and using Members was a good way forward in liaising with residents.

Charles Hammond thanked Members for their comments and agreed there was a common theme amongst them all and agreed that consultation with residents was vital. The Port of Tilbury looked forward to continue to working with Thurrock Council.

RESOLVED

Members noted the report as a statement of the current status and progress on the production of a Development Strategy for the eastern expansion of Port of Tilbury and provide comments to assist in the further development of that Strategy.

Charles Hammond, Paul Dale, Martin Friend, John Speakman and Peter

Ward left the committee room at 7.45 pm.

28. Fees & Charges Pricing Strategy 2017/18

The Officer presented the report that set out the charges in relation to the services within the remit of the Transport Planning and Regeneration Overview and Scrutiny Committee. These charges would take effect from the 1 April 2017.

The Officer referred Members to the appendices to the report which highlighted the proposed charges and the proposed deletion of current fees and charges.

The Chair thanked the Officer for the report and requested that members contact officers directly or through democratic services on any specific area related questions that they may have.

The Chair requested that the item on Concessionary Bus Passes was updated to delete the word "REMOVE". The Chair stated that this service would continue as this was a statutory obligation of the Council for vulnerable residents. The Officer clarified by stating that this service would continue and that the existing £10 administration fee would still stand.

The Chair asked for clarification on the NHS Car Parking Permits. The Officer stated there was a demand for spaces currently available and to make people think about how and where they park. Monitoring would continue to ensure spaces are there for those that need them the most and not a disadvantage to residents.

Councillor Smith asked how car park tickets in the borough compared to other boroughs. The Officer stated that these were in line with other councils.

Councillor Redsell asked for clarification on Replacement Bus Passes and how these could be joined up with other operators. The Officer stated that the borough had the best independent bus operator in the country which proved challenging when trying to join up with other outside operators.

Councillor G Rice stated that the council was charging too little for transport development and travel plans and these fees should be increased. The Chair asked how these fees compared to other boroughs. The Officer stated that the fees were comparative to Essex and Southend Councils and that consideration should be given to the diverse range of organisations applying for these services.

Councillor Redsell asked Officer whether paths and cycle ways were being maintained by developments on new estates and what was the council doing to monitor this. The Officer stated that an area the Council were aware and will address in the future was to ensure that developers continued to pay for the continuing maintenance and upkeep of these paths.

RESOLVED

1. **That Planning Transport Regeneration Overview and Scrutiny Committee noted the revised fees and charges proposed including those no longer applicable.**
2. **That Planning Transport Regeneration Overview and Scrutiny Committee comment on the proposals currently being considered within the remit of this committee.**

Laura Last left the committee room at 8.15 pm.

29. Congestion Task Force Update (including Highways Permitting Proposal)

The Officer presented the report and provided members with an overview of the task force work programme which provided explicit detail on a proposal to migrate from a highways noticing regime to a highways permitting scheme.

The Officer stated that the initial focus of the Congestion Task Force Group had been the improvement of the measures to mitigate the impact of incidents on the M25 and Dartford Crossing on local traffic in Thurrock. As a cross party agenda for Thurrock and with active support from all Members an overview of the work programme was to improve the free flow of traffic across local and strategic networks and to work to ensure the future proofing of the network to accommodate future growth.

The Officer explained the Permit Scheme to members which highlighted the following:

- Provide an alternative method to the Noticing System of the New Roads and Street Works Act 1991.
- Permit Schemes are enacted under the Traffic Management Act 2004.
- Highways Authorities must assign permission to, rather than being told where and when statutory undertakers are going to work.
- Permit Schemes are intended to enable more effective co-ordination.
- The objectives of the Permit Schemes are to ensure safety, minimise inconvenience to residents and to protect the structure of the street and the integrity of the apparatus in it.

The following benefits of a Permit Scheme would be:

- Better control of timings of work
- Enhanced planning and visibility of works on the network
- Increased collaboration with those affected by traffic management
- Improved information and awareness about works on the highway

The Chair stated that it was common sense that the Permit Scheme be implemented. The Chair's only concern was there sufficient resource to monitor and police the scheme and would sanctions or punishments be put in

place. The Officer confirmed that Traffic Management Act 2004 still had certain activities to fulfil and would be sponsored by the annual budget. Any increase in costs would be paid by the permit scheme although it was not the intention to generate income.

Councillor Allen asked Officers if the scheme would be managed by road traffic management teams. The Officer confirmed that inspectors who are credited and suitably qualified will undertake the inspections.

Councillor Smith asked Officers whether it would be insisted that works would be carried out overnight. The Officer stated that yes to an extent but environment issues would have an impact and consideration would need to be given on the activities to be undertaken.

A lengthy discussion between Members and Officers took place on the introduction of yellow box junction markings at Junction 31 to deter motorists contributing to gridlocks in that area. The Officer concluded that these markings were essential to help motorists and to encourage them to behave more responsibly.

RESOLVED

Considers the contents of this report and provide comments on the Congestion Task Force work programme, and specifically on the proposal to introduce a Highways Permit Scheme in Thurrock as set out in paragraphs 3.5 to 3.13.

30. Thurrock Design Strategy Supplementary Planning Document (SPD)

The Officer presented the report that outlined the background, purpose and consultation process involved in the production of the Thurrock Design Strategy (TDS). The Thurrock Design Strategy was produced as a quality led policy tool alongside the Local Plan policies which would be used to inform and assess development proposals. The draft Thurrock Design Strategy was published for public consultation from 26 February until 11 April 2015 alongside the Thurrock Local Plan Issues and Options (Stage 2) document. The Officer stated that the Council was committed to substantially raising design standards across the borough and referred Members to the six objectives to be delivered.

Councillor Redsell stated that only 53 comments received from both the public and industry experts appeared to be very low. The Officer assured Members that sufficient publicity had been undertaken and that he saw the low number of responses as a positive sign. The Chair agreed and stated that the lack of responses should be seen as a positive sign.

Councillor Redsell stated that all residents should have the opportunity to comment on any consultation including the elderly who may not have access to electronic devices.

Councillor Piccolo stated that the questionnaire was quite lengthy and could have been made more simplified for residents to complete.

RESOLVED

Members note the current status and progress on the production and adoption of the Design Strategy and provide comments on the consultation process that will inform the production of the final document.

31. Highways and Transportation Capital Programme 2017-18

The Officer presented the report that set out the proposed programme of work which would utilise the capital funding allocations available to the Highways and Transportation Service within the 2017-18 financial year.

The Officer referred Members to the appendix to the report which highlighted the Highways and Transport Capital Works Programme for 2017-18. Members were also directed to the summary of how the Capital Settlement and Council Capital Allocation funding was allocated across the work programme.

The Chair thanked the Officer for the report and requested Members contact officers directly or through democratic services on any specific area related questions that they may have with regard to the appendix.

Councillor Redsell sought clarification on Woodview and King Edward Drive and would email Officers.

Councillor Redsell asked Officers why the cycling infrastructure delivery programme had received so much money when she did not see many residents on bikes and that cycle paths were not being used. The Officer stated the money came from the Local Growth Fund as part of a government innovation and it was either receive the money and use on cycle infrastructure or not receive any money at all.

Councillor Redsell asked if this money was for maintenance only. The Officer stated that a Cycle Audit had to be undertaken so that a business case could be prepared to identify what works was required and that the money was not for maintenance.

Councillor Allen asked when the Controlled Parking Zone would be implemented in Tilbury. The Officer stated that an investigation would be undertaken starting with Dock and Calcutta Roads to ensure the right mix of parking would be available and then concentrate on the residential parking. This work would hopefully start in the first quarter, April to June 2017 and be completed by quarter 3.

Councillor G Rice asked Officers to look into the maintenance of the small pathway in Chadwell Road and requested that road bollards be maintained

and washed regularly. The Chair agreed that it had become very dangerous in certain areas where these bollards could not be seen as they were so dirty.

Councillor Smith agreed with the horrendous state of some of the bollards in the borough. Councillor Smith asked Officers would the congestion around the "Spiral" of Lakeside be on the 2017/18 work programme. The Officer stated that as part of the Congestion Task Force Group they would be looking at the capacity improvement on this road with Highways England and that surveys were being undertaken on site to understand what was required and what the design for redevelopment would be.

Councillor Piccolo stated that discussions had taken place with the Corringham and Stanford Forums and would this be included onto the work programme. The Officer stated that portfolio holder approval was required on the allocation of the Section 102 money contributions.

RESOLVED

Considered the proposed Highways and Transportation Capital Programme 2017-18 (as detailed in Appendix 1) and commented with a view to informing the final programme.

32. Work Programme

The Head of Planning and Growth requested that the Thurrock Local Plan Issues and Options (Stage 2) be allocated to the March 2017 Committee.

The meeting finished at 9.07 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**

7 March 2017	ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee	
A13 Widening – Scheme Update	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Paul Rogers, Programme Manager Major Schemes	
Accountable Head of Service: Ann Osola, Head of Transportation & Highways	
Accountable Director: Steve Cox, Corporate Director Environment & Place	
This report is Public	

Executive Summary

This is to update Members about progress on the A13 Widening scheme and to request comments for feeding into the next stage.

1. Recommendation

1.1 That the Planning, Transport, Regeneration Overview and Scrutiny Committee note the progress on the A13 Widening scheme and provide comments to help inform the detailed design and construction phase.

2. Introduction and Background

2.1 This report sets out the progress to date on the A13 Widening scheme and seeks Members' comments for feeding into the next stage.

2.2 The A13 widening is required as part of managing and improving traffic flow on this route. The widening of the A13 from two lanes to three lanes in both directions from the A128 junction (Orsett Cock) to the A1014 junction (The Manorway) is necessary to improve current flow and assist with the future year growth from major planned and committed investments.

2.3 A general arrangement drawing showing the location and extent of the scheme can be found in **Appendix 1**.

2.4 The need for the A13 widening was included and justified by the process (including examination in Public Inquiry) for the London Gateway Port Harbour Empowerment Order 2008 (HEO).

- 2.5 In 2013, officers commissioned a feasibility study and an outline business case for widening this section of the A13.
- 2.6 In July 2014, Government announced a funding allocation of £5M for the development of the A13 Widening scheme and up to £75M for its delivery, as part of the Local Growth Fund. The scheme is classified as a retained scheme, and falls under Department of Transport governance processes.
- 2.7 In November 2014, Cabinet delegated power to the then Director of Planning and Transportation in consultation with the Leader of the Council to enter into an agreement with London Gateway Port Limited and to act as an agent for the harbour authority under The London Gateway Port Harbour Empowerment Order 2008. Cabinet also authorised the Director to carry out tender processes and award contracts for work in advance of the main widening works, including consultancy services, detailed design and preparatory works, including the removal of flora and fauna.
- 2.8 The preliminary design work including surveys and contract preparation was completed in 2016. A competitive tendering exercise was also undertaken to procure a detail designer and contractor from the Highways England framework.
- 2.10 In December 2016, Cabinet delegated authority to the Corporate Director of Environment and Place in consultation with the Cabinet Member for Highways and Transport, subject to the Council's procurement rules and terms and conditions being approved by the Section 151 Officer and the Monitoring Officer to:
- Enter into an agreement with the Department for Transport (DfT) with respect to funding provided by the DfT for the A13 Widening scheme
 - Award contracts for the detail design and construction of the A13 Widening
 - Award any further contract(s) for the provision of works and services to progress the A13 Widening scheme
 - Acquire or accept dedication of any land required for the A13 Widening
- 2.11 In December 2016, officers submitted a full business case to the Department for Transport. This comprised of a management case, strategic case, an economic case, a financial case and a commercial case. A decision about funding is expected in March 2017.
- 2.12 In January 2017, officers initiated the land acquisition process to acquire the land needed for the scheme. This involved sending acquisition notices to affected land owners and displaying notices in local newspapers and on the land.

2.13 In February 2017, trial holes were excavated at several locations to expose high pressure gas mains affected by the A13 widening and thereby mitigate one of the major risks to the project.

3. Issues, Options and Analysis of Options

3.1 Subject to confirmation of DfT funding, we plan to appoint a detail designer and a contractor in March 2017. The A13 Widening works are due to start in Spring 2017 and last approximately two years.

3.2 A risk register has been compiled to help manage and reduce the risk of an overspend position. This will be reviewed throughout the life of the project as new risks are identified and existing risks are mitigated or do not materialise.

3.3 Mitigation measures taken to date to reduce the probability and impact of risks include:

- Established a Project Board to overview and manage this scheme
- Used the Highways England form of contract and contract compliance processes
- Procured a detail designer and suitably sized contractor with skills and experience of widening strategic roads
- Appointed Mott Macdonald to supplement the in-house team and prepare the business case
- Appointed Aecom as preliminary designer
- Excavated trial holes to pinpoint the location of high pressure gas mains
- Early consultation with the business community to inform the detailed design of traffic management arrangements for the duration of the works

4. Reasons for Recommendation

4.1 To comply with the reporting arrangements agreed by Cabinet and ensure democratic scrutiny of the A13 Widening scheme.

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

5.1 This scheme was included in the planning and consultation for the London Gateway development including land acquisition.

5.2 Specific planning permission is not required for the highway widening but any planning and consultation required for any works or measures outside the HEO will be carried out.

5.3 Local businesses have been consulted in order to minimise disruption from the A13 widening works and associated traffic management.

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

6.1 The A13 Widening scheme supports the corporate priority by encouraging and promoting job creation and 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: **Carl Tomlinson**
Finance Manager – Management Accounting

Scheme development has been funded by a £5.0m grant from the South East Local Enterprise Partnership's Local Growth Fund allocation.

A funding bid was submitted to the Department for Transport (DfT) in December 2016 for £66.1m with a decision expected in March 2017. The Government has classified this scheme as a retained scheme which will be subject to management process by the DfT.

The funding is completed by a contribution from the London Gateway Port Limited.

It should be noted that the financial risk of this project rests with the Council. Additional spend over and above the agreed funding mentioned above will have to be funded by the Council. Effective project and risk management are essential to mitigate this risk.

7.2 Legal

Implications verified by: **David Lawson**
Monitoring Officer

The land acquisition and works and will be carried out using powers embodied in The London Gateway Port Harbour Empowerment Order 2008. The powers to acquire land expire in May 2018 and therefore it is imperative that construction starts prior to that date.

Section 62 of the Highways Act 1980 empowers highway authorities to carry out, in relation to a highway maintainable at public expense by them, any work

(including the provision of equipment) for the improvement of the highway and to alter or remove any works executed by them under this section.

The Council must comply with the terms of the funding agreements with the Department for Transport and the South East Local Enterprise Partnership.

7.3 **Diversity and Equality**

Implications verified by: **Rebecca Price**
Community Development Officer

Any diversity and equality issues will be addressed during the detailed design phase. Widening the A13 to accommodate current and future flows should reduce the impact on parallel routes e.g. the A1013, Stanford Road.

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

None identified at this stage.

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**

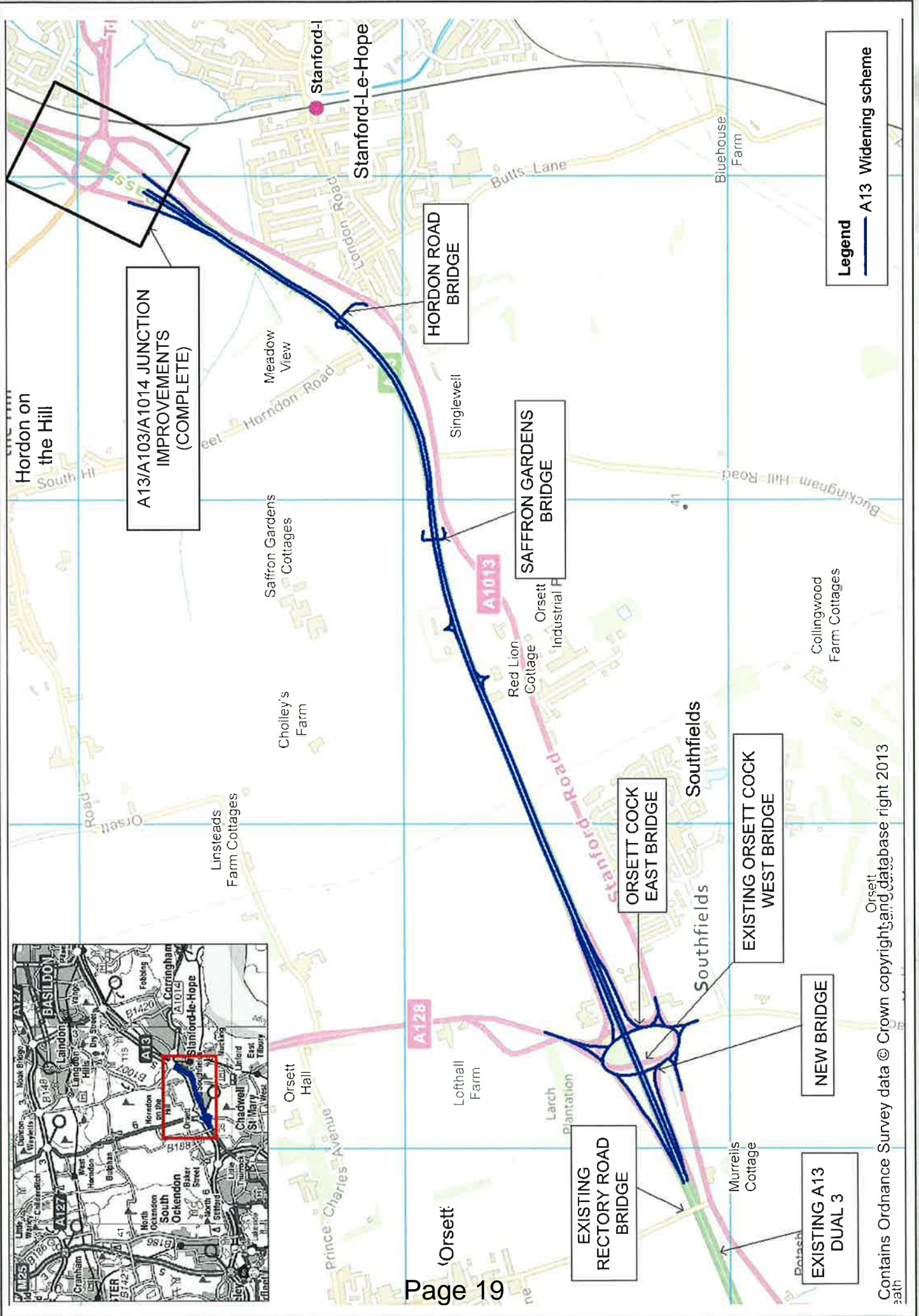
- Appendix 1: General arrangement drawing

Report Author:

Paul Rogers
Programme Manager Major Schemes
Transportation & Highways

This page is intentionally left blank

Proposals for the A13 Widening Scheme



Legend
— A13 Widening scheme

This page is intentionally left blank

7 March 2017		ITEM: 7
Planning, Transport and Regeneration Overview and Scrutiny Committee		
Grays South: Delivering the Pedestrian Underpass		
Wards and communities affected: Grays Riverside	Key Decision: Key	
Report of: Brian Priestley, Regeneration Programme Manager		
Accountable Head of Service: Andy Millard, Head of Planning and Growth		
Accountable Director: Steve Cox, Corporate Director of Environment and Place		
This report is Public		

Executive Summary

The Grays South Project aims to transform Grays town centre, creating public squares and an underpass to replace the pedestrian level crossing in Grays High Street together with the development of modern retail and residential units.

The Council has been working with Network Rail to develop the proposals over the past four years. Network Rail continues to support the project through design and their approvals processes however it has become apparent that they are unable to offer significant funding towards delivery of the scheme.

In order to progress the project the Council will have to meet most of the costs of the project. A funding strategy has been developed drawing upon the existing commitments within the capital programme, available s106 funds and anticipated receipts from future developments of other sites owned by the Council around the town centre.

In addition, on the 2nd February 2017 the Council received notification that its bid for £10.8 million from the Local Growth Fund had been successful and that the Council would receive the full amount requested to complete the funding package to deliver the Grays South Project.

Given the ongoing discussion with Network Rail and the recent announcement of funding to support the project the Council is reviewing how we deliver the scheme and seeks the views of the Committee about the approach that is proposed.

1. Recommendation(s)

1.1 Planning Transport and Regeneration Overview and Scrutiny Committee are asked to comment on the approach to managing the delivery of the Grays South Project including;

- a) The division of roles which proposes that Network Rail lead technical design and construction of the underpass, access ramps and steps (elements which are on sensitive operational land) while the Council lead land assembly and design of the public realm;**
- b) The terms on which the Council will agree to this division of roles as set out in paragraph 3.6 of this report;**
- c) The funding strategy which is based on current commitments in the capital programme, S106 funds, use of development receipts from Council land, and the grant from the Local Growth Fund;**
- d) Land assembly based on an approach that keeps land acquisition to the minimum necessary and is based on negotiated settlement with Compulsory Purchase used as a last resort.**

2. Introduction and Background

- 2.1 The Grays South Project aims to transform Grays town centre, creating public squares and an underpass to replace the pedestrian level crossing in Grays High Street together with the development of modern retail and residential units.
- 2.2 The recent announcement that the Council will receive c£10.8 million from the Local Growth Fund in 2019/20 and 2020/21 completes the funding package required to deliver the Grays South Project.
- 2.3 The Grays South Project is a key part of delivering the Council's strategy for the long term regeneration of Grays.
- 2.4 In September 2016 Overview and Scrutiny Committee received a report which outlined an approach to delivering the scheme. Subsequent discussions with Network Rail have led to a revision of the approach which is explained in this report.

3. Issues, Options and Analysis of Options

- 3.1 This section considers delivery of the underpass under the following headings;
 - a) Scope of the scheme and approach to delivery
 - b) Funding Strategy
 - c) Land Assembly

d) Delivery Programme

Scope of the scheme and approach to delivery

3.2 The project includes the following;

- a) Replacement of the level crossing with a c.8metre wide pedestrian underpass;
- b) Creation of public squares at each end of the underpass;
- c) Development of new retail units around the public squares with residential and/or offices above;
- d) Land assembly;
- e) Demolitions necessary to create the space required;
- f) Relocation of Station Approach to create the space required;
- g) Possible relocation of Crown Road to enable a shortened underpass and reduced land requirement.

3.3 Broadly speaking there were 2 alternative approaches to delivery - either Thurrock Council leads or Network Rail leads. In September 2016 the Committee supported a proposal for the Council to lead delivery of the whole project on the basis that the Council would be responsible for virtually all the funding, could deliver at lower cost, and would have greater control of the programme. A copy of the report is included at Appendix 1.

3.4 However subsequent discussions with Network Rail have revealed that some of the advantages of the Council leading delivery of the scheme may be outweighed by some of the disadvantages which include:

- a) additional requirements for Asset Protection Agreements which will add considerably to the delivery time frame;
- b) a non-refundable payment to Network Rail would be required to cover uninsurable risks during construction which increases the cost to the extent that the cost benefits of this approach are substantially reduced;

Furthermore Network Rail has confirmed their commitment to delivering the project and has access to considerable expertise and experience of delivering projects within their operational land. Importantly, potentially costly risks would be retained by Network Rail.

3.5 In light of these more recent discussions it is proposed that the approach to delivery is amended as follows

- a) Network Rail lead technical design of the structure of the underpass, access ramps and steps (elements on sensitive operational land) and manage construction of these works;
- b) Thurrock Council lead land assembly;
- c) Thurrock Council lead the design of the public squares and the external finishes to the underpass;

d) Thurrock Council develops its land for complementary retail and flats or offices working in partnership with C2C and Network Rail to coordinate development of landholdings wherever possible.

3.6 In December 2014 Cabinet agreed a Memorandum of Understanding with Network Rail. It is proposed to update the Memorandum of Understanding as a basis for a contract with Network Rail to provide for the management and coordination of these activities and a framework for payments to be made by the Council as work progresses. As part and parcel of this, the terms on which the Council will consent to Network Rail leading on elements of the project will need to be clearly scoped and agreed, including commitment, resources and governance arrangements.

Funding Strategy

3.7 The estimated cost of the project, including land acquisition, is £27,436,981.

3.8 In considering how to meet this cost the Council has explored the potential of a development receipt strategy - to generate revenue by bringing forward developments on land either currently within its ownership or which will need to be acquired to deliver the underpass. The development receipt strategy sits alongside the Council's existing capital commitment (contained within the Council's Medium Term Financial Strategy) and section 106 funds together with the recently approved bid for funding from the Local Growth Fund for £10.8m. The funding package is as follows:

Thurrock Borough Council Capital Programme	£9,000,000
S106 funds held by Thurrock Council	£1,000,000
Network Rail	£700,000
Development Receipts (plots within project boundary)	£2,896,707
Development receipts (plots outside of project boundary)	£3,000,000
Local Growth Fund	£10,840,274
Total	£27,436,981

3.9 To support the development receipt strategy the Council commissioned Montagu Evans to provide development appraisals of a number of sites that it owns around Grays town centre and which are shown as potential development sites in the Development Framework approved by Cabinet in March 2016. The appraisals showed that these sites have the potential to generate sufficient returns to support the broader funding package.

Land Assembly

3.10 Much of the land required to construct the underpass is already owned by Network Rail or Thurrock Council. The next design stages will consider ways in which to minimise the impact on adjoining land and determine the extent of land assembly required. If Compulsory Purchase is required the Council will

be expected to demonstrate that it is acquiring the minimum area of land required for the project.

- 3.11 The Council has held open dialogue with the owners and occupiers of property affected by the scheme and has provided more general updates to businesses through the Grays Town Partnership. It is important that this dialogue continues throughout the development and delivery of the scheme.
- 3.12 To deliver the underpass the Council will need to acquire or gain control of the various land interests. Montagu Evans has produced a Land Acquisition and Partnership Strategy to support the project. The Strategy is based on relevant guidance issued by Government and it follows the clear views expressed by Cabinet that any acquisitions should be through discussion and negotiation where possible.
- 3.13 Whilst the strategy anticipates the majority of acquisitions through negotiation and individual agreements, it is clear that achieving certainty over land assembly is critical to the delivery of the project and so the Council will need to ensure that all interests have been identified. It is therefore proposed that, alongside any negotiations with affected landowners and occupiers, the Council develops the case for a Compulsory Purchase Order which can be used to:
- a) acquire interests where a negotiated solution cannot be found;
 - b) address any unknown interests and rights which the Council would otherwise not be aware of.

Cabinet will need to approve this approach.

Delivery Programme

- 3.14 Delivery will require completion of implementation agreements with Network Rail. The latest programme developed with Network Rail suggests completion would be 5 years after the start of the next design stage. The phasing conditions for Local Growth Fund will need to be built in to a revised programme to ensure the funding is used within the years for which it is allocated – namely 2019/20 and 2020/21.

4. Reasons for Recommendation

- 4.1 The underpass is identified as a priority in the Council's Economic Growth Strategy, the Development Framework for Grays and in the Vision for Grays. It is a key project in support of the regeneration of Grays town centre and consultation demonstrates strong stakeholder and community support.
- 4.2 With the completion of the funding package the project can now progress.

5. Consultation

- 5.1 The Grays South Project has been the subject of several approvals from Cabinet - in 2013, 2014 and 2015. In March 2016 Cabinet agreed a Development Framework for Grays which included the underpass and associated development of land holdings.
- 5.2 Public consultation on the development framework has shown there is strong public support with 72% of respondents either supporting or strongly supporting the underpass and 85% of respondents supporting the overall approach proposed for the town centre and rail station area.
- 5.3 The project has also been the subject of discussions with land owners and occupiers - all owners and occupiers have been provided with details of the project. In addition the local business community has been consulted through the Grays Town Management Partnership.
- 5.4 In September 2016 Planning, Transport and Regeneration Overview and Scrutiny Committee supported the project and an approach to delivery based on the Council taking responsibility for the whole scheme. However subsequent discussions with Network Rail have revealed that the expected time and cost savings from this approach are unlikely. Furthermore Network Rail has access to considerable expertise and experience of implementing projects within the railways operational land and they will take much of the risk associated with the project if they lead.

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

- 6.1 The Council's Economic Growth Strategy and LDF Core Strategy identify Grays as one of the Growth Hubs where regeneration activity will be focussed. A vision for Grays which included this project was approved by Cabinet in July 2013 following extensive public consultation. In March 2016 Cabinet agreed a development framework to guide the Council's regeneration activities, the framework includes this project.

7. Implications

7.1 Financial

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

The Council will be the main funder for the project with £9 million provision in the Capital Programme, £1 million of Section 106 funds allocated to the project and funds from development returns to be used to support the scheme. Development appraisals provided by Montagu Evans show that

development of Council sites would generate the returns detailed in the report. The Council will also be the accountable body for funding from the Local Growth Fund where £10.8 million has been allocated to the project.

The financial impact of the proposal within this report are part of the approved scheme within the Councils capital programme. Further project development work is required with the next stage of design being to 'Approval in Principle' at the end of the year when a more detailed understanding of costs and funding will be available and reported to Cabinet for consideration

7.2 **Legal**

Implications verified by: **Vivien Williams**
Planning & Regeneration Solicitor

The Council will need a partnership agreement with Network Rail and C2C setting out joint working arrangements and a framework for payments to be made.

The report sets out the implications of progressing land acquisition and consents for the scheme. Cabinet will need to approve the use of Compulsory Purchase Powers in principle as a first resolution for the Council to approach landowners and to negotiate land acquisitions required for the project. Further reports will be submitted to future meetings of Cabinet including a 'second resolution report' seeking approval for the drafting of a CPO and submission to the Secretary of State if required.

The Town and Country Planning Act 1990 includes provisions whereby an affected party whose land interest is being acquired can serve a blight notice on the Council. The notice can be served at any time after the authority has submitted a notice to the Secretary of State for confirmation. Qualifying interests are defined in the regulations.

Qualifying objectors to a CPO have the right to be heard at a public inquiry. The Council will be required to submit a Statement of Reasons to the inquiry detailing the case for Compulsory Purchase as set out in the report

7.3 **Diversity and Equality**

Implications verified by: **Natalie Warren**
**Community Development & Equalities
Manager**

The project has been the subject of stakeholder engagement summarised in the previous reports to Cabinet. There will be three further increasingly detailed stages of design including submission of applications for planning permission and other consents. Further engagement activity will take place as

the designs are developed. The need to ensure the design meets Equalities Act accessibility expectations have contributed to the scale of the access ramps and the land area required

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

- None.

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

- None

9. **Appendices to the report**

- Appendix 1 - Report to Planning, Transport and Regeneration Overview and Scrutiny Committee September 2016.

Report Author:

Brian Priestley
Regeneration Programme Manager
Regeneration Service

13 September 2016	ITEM: 8
Planning, Transport and Regeneration Overview & Scrutiny Committee	
Grays South: Delivering the pedestrian underpass	
Wards and communities affected: Grays Riverside	Key Decision: Key
Report of: Matthew Essex Head of Regeneration and Assets	
Accountable Head of Service: Matthew Essex Head of Regeneration and Assets	
Accountable Director: Steve Cox Director of Environment and Place	
This report is Public	

Executive Summary

The Grays South Project, seeking to create public squares and an underpass to replace the pedestrian level crossing in Grays High Street, together with the development of modern retail and residential units has been a long standing priority for the Council. The level crossing is a barrier to pedestrian movements between Grays south and the town centre and Network Rail have identified it as one of the most dangerous in its Anglian Region. The frequency and length of gate closures will increase significantly as commercial rail freight from DP World increases. This will increase the barrier effect of the crossing and is likely to increase the incidents of unsafe crossings as people become frustrated with waiting at the closed gates.

The Council has been working with Network Rail to develop the proposals for the underpass over the past four years. To date, the actions required for delivery have been divided between the partners with Network Rail leading design and construction and the Council leading land acquisition, urban design and the ultimate development of plots around the completed underpass.

It was anticipated that Network Rail would provide up to £4million of funding, with circa £3 million from the Department for transport Access for All Fund. However, Network Rail has now changed the status of the project to a 'Third Party scheme' and its funding will be limited to a maximum of £700,000. In order to progress, the Council will have to meet the costs of the project and a funding strategy has been developed drawing upon the existing commitments within the MTFs, available s106

funds and anticipated receipts from future developments matched against an application to the Local Growth Fund through SELEP.

Recognising the change in responsibility for funding the scheme, and the significant delays which have been encountered to date in the work led by Network Rail, this report considers the potential benefits of the Council taking on leadership of the delivery of the scheme.

1. Recommendation(s)

1.1 Planning Transport and Regeneration Overview and Scrutiny Committee are asked to comment on the approach to managing the delivery of the underpass, public squares and development plots described in this report and to provide their view of the best way in which to progress the future management and delivery of the pedestrian underpass.

2. Introduction and Background

2.1 As one of six Growth Hubs in the Borough, Grays has been a focus for investment in recent years as the Council seeks to deliver the vision for the town agreed through a major public consultation exercise in 2013:

“Building on its strengths as a Chartered Market Town, Grays will be an exciting, high quality destination for people to live, work, learn, shop and socialise. Reconnected to the River Thames, Grays will support growing resident, student and business communities throughout the day and entertain a diverse and vibrant population through the evening.

Cafés, bars, restaurants, shops and markets will combine with culture, entertainment and events in unique venues to provide a safe and attractive place for communities to meet and businesses to thrive.”

2.2 Through the Grays Regeneration Programme the Council has, among other things, supported the relocation of South Essex College’s Thurrock Campus onto the High Street, completed the refurbishment of the former Magistrates Court for business use, developed 53 new homes and developed a new purpose built community house on the Seabrooke Rise estate and has commenced work to address the longstanding congestion caused by the existing one way system.

- 2.3 The Grays Town Partnership has been formally re-established and they have formed a number of working groups;
- a) 'Safe and Welcome'
 - b) Community Engagement and Integration
 - c) 18 hour economy
 - d) Improved Street Scene
 - e) Marketing and Communications
- 2.4 The benefits of these schemes are now starting to be seen with activity in the High Street increasing together with a commensurate increase in interest among potential business occupiers and private sector led housing schemes being brought forward. There remains work to be done however to address the longstanding issues of accessibility, image, and north-south connectivity arising from the barrier formed by the level crossing.
- 2.5 The level crossing has been recognised as one of the most dangerous crossings in the Network Rail Anglian Region. Network Rail continues to support the completion of the underpass before closing the crossing. Notwithstanding the risks of closure, the increased commercial rail traffic arising from DP World will cause more frequent and longer gate closures - creating a stronger barrier to movement and increasing the likelihood of accidents as more people are frustrated with waiting. Consequently progress on providing an alternative to the level crossing is critical.
- 2.6 In July 2013 Cabinet agreed an option for an underpass as the preferred approach to providing an alternative to the level crossing. This approach was agreed with Network Rail who funded a further stage of design to develop the approach in more detail. The output of this work is attached in appendix 1. In March 2014 Cabinet agreed further progress on the project including the procurement of a professional team and commencing discussions with land owners about a land acquisition strategy. In December 2014 Cabinet agreed the terms of working with Network Rail and the appointment of consultants to develop the land acquisition strategy.
- 2.7 Since then both parties have worked on their respective elements of the programme. The Council commissioned Montague Evans to develop the land acquisition strategy and approach and in March 2016 Cabinet agreed a development framework for Grays which included the underpass and linked developments, an extract from the framework that illustrates how the underpass could be integrated in to the wider town centre is in appendix 2.

- 2.8 Network Rail appointed a design team to complete the initial design stage of the underpass itself and links from the underpass to the existing public realm. The design team completed their report in June 2015 and since then Network Rail have been 'signing off' the report and developing a Route Requirement Document to set out the requirements for the more detailed design stage. Network Rail has also moved away from the original approach of joint funding and delivery. Their funding contribution has reduced to a maximum of £700,000 and the status of the project within Network Rail has changed to a 'Third Party Project'.
- 2.9 The process has taken much longer than anticipated and, in addition, it has become apparent that the Council will be expected to fund the vast majority of the costs of detailed design and construction. In light of these changed circumstances it is appropriate that the approach to delivery is reviewed and consideration given to the Council taking the lead.
- 2.10 In March 2014 Cabinet agreed that the Council enter in to discussions with land owners to develop the approach to land acquisition and in December 2014 approved the appointment of consultants to produce a land acquisition strategy. Land owners have been contacted and discussions will continue with a view to acquiring land by agreement.

3. Issues, Options and Analysis of Options

- 3.1 There are a number of reasons why the Council would seek to take on leadership of the project. The simplification of governance arrangements and areas of responsibility, the funding sources of the scheme and the ability to reduce some of the bureaucracy and time taken to complete the scheme are all important considerations.
- 3.2 Under the present arrangements for delivering the project Network Rail would lead the technical design and construction of the underpass and the access ramps/steps. The Council would manage land assembly, the design of the finishes for the underpass and the approach to the public squares and the development plots created by the scheme. It is essential to successfully delivering a high quality public realm that these are coordinated and current arrangements clearly make it more difficult to achieve this than if the scheme was managed by one party.
- 3.3 Through the work completed at GRIP2 and associated TC led studies, the total cost of the project is considered to be some £27.5m. This is broken down within the table below.

Underpass and access steps and ramps	£12,295,499
Public Squares	£2,520,745
Relocation of Crown Road	£4,841,000
Lifts from rail station platforms	£2,391,932
Land acquisition (assuming CPO)	£5,387,805
Total	£27,436,981

It is acknowledged that these figures contain contingencies and account for a range of unknowns which may not be required. They are, however, the best guide currently available.

In considering how to meet these costs in the absence of any significant Network Rail funding, the Council has explored the potential to generate revenue by bringing forward developments on land either currently within its ownership or which will need to be acquired to deliver the underpass. Sitting alongside the Council's existing £9m capital commitment (contained within the Council's Medium Term Financial Strategy), this development receipt strategy has formed the basis of the Council's application to the Local Growth Fund through the South East Local Enterprise Partnership (SELEP) as part of a funding package broken down as follows:

Thurrock Borough Council Capital Programme	£9,000,000
S106 funds held by Thurrock Council	£1,000,000
Network Rail ₁	£700,000
Development Receipts (plots within project boundary)	£2,896,707
Development receipts (plots outside of project boundary)	£3,000,000
Local Growth Fund	£10,840,274
Total	£27,436,981

- 3.4 Under the current approach, the Council will therefore provide most of the funding to deliver the underpass and the public squares. Whilst the Council is insulated from any cost increases once the budget is set (these would fall to Network Rail to manage) it is clearly a long way removed from the application of the funds. Assuming that the Local Growth Fund bid is successful, the Council will receive the funding from Government in the form of a grant and will be held responsible for its use and the delivery of the underpass by 2022. Through this strategy the Council will be responsible for providing all bar £700k of the c.£27.5m funding and will be liable for all capital costs and any

censure (including claw back) in the event that the scheme is not delivered or fails to be delivered to programme.

- 3.5 The project is complex and as a consequence requires a lengthy process for design, land acquisition, consents and construction. Experience to date with Network Rail suggests lengthy procurement stages between each design stage. On this basis construction is expected to start in July 2019, be completed in December 2020 with checks and handover in February 2021. The Council could shorten this timeframe through efficient procurement, carrying out the procurement of future stages before earlier ones are completed. It is estimated that this could reduce the programme by at least 12 months. Network rail approvals and support would still be required, but approvals of a third party scheme are less complex than the process required for a scheme designed and delivered directly by Network Rail.
- 3.6 Future management of the project therefore comes down to a choice between two approaches; Network Rail led or Thurrock Council led. Network Rail clearly have a great deal of experience in delivering this type of project and would take on much of the risk in delivery if they continued to lead. But experience to date demonstrates that they have lengthy processes for managing and procuring each stage. The Council would also lose any real control over the significant funding it is providing for the project and cannot be assured that Network Rail would seek to reduce the costs of the scheme in the same manner that the Council would.
- 3.7 It is proposed that, in a change to the anticipated delivery route within the agreements with Network Rail, consideration be given to the Council adding the design and construction of the underpass to its existing responsibilities and leads all elements of the project liaising with Network Rail as required as an outside party through the Asset Protection arrangements.
- 3.8 Under this arrangement, the Council would lead on the procurement, briefing and management of a professional team and the ultimate procurement and management of contractors. This would sit alongside the existing and incoming professional teams which the Council has already enlisted in respect of overall project management (currently out to tender), land and property acquisitions (Montague Evans) and Public Realm (currently out to tender).
- 3.9 Clearly, any professional team (likely to be engineering led) would have to be able to evidence sufficient relevant, contemporary experience in working on rail related projects under an Asset Protection Agreement and would have to be able to guarantee the availability of sufficiently skilled individuals to lead the project on the Council's behalf.

3.10 The underpass works would be managed through the Council’s existing project board, reporting into the Grays Programme Board which is chaired by the Council’s Executive Director of Environment and Place. The table below summarises the main issues associated with this approach:

<p>STRENGTHS</p> <ul style="list-style-type: none"> • Council has direct control of application of its funding • Council has the ability to consider all opportunities to reduce the cost of the scheme • Council can control all aspects of the programme • Simpler coordination between all project strands • Council can draw upon its experience of managing large scale capital programmes 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> • Approach still requires Network Rail approvals and support. • As a third party project, there is the potential that the project will be a reduced priority for NR • Whilst the Council has experience of capital projects it has no direct experience of delivering rail projects • The success of the approach will be largely dependent on the Council’s ability to secure appropriate professional team
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Council can procure own professional team with experience of delivering this type of project • Council can directly influence design and delivery timescale. • Council can seek to maximise the benefits of the scheme through local employment and labour 	<p>THREATS</p> <ul style="list-style-type: none"> • All project risk falls to the Council • Escalating cost due to unforeseen design constraints or land conditions • Network Rail approvals could still impact delivery

3.11 On balance Thurrock Council leading the project would reduce the complexity of management, coordination and delivery. The Council does have experience of delivering large capital projects. The lack of experience with this type of project can be addressed by procuring an appropriately experienced professional team, much of which would be required anyway. Strong project management would be required to mitigate project risk. Discussions have been held with Network Rail who would support the Council taking over management and delivery of the project. Network Rail would continue to be closely involved in providing support, consents and access necessary for delivery.

3.12 With resolution of the delivery approach the Council would need to start acquiring the land required. Initial contact has been made with all landowners

and occupiers; it is proposed to contact land owners to identify those that might wish to enter in to negotiations.

4. Reasons for Recommendation

- 4.1 The underpass is identified as a priority in the Council's Economic Growth Strategy, the Development Framework for Grays and in the Vision for Grays. It is a key project in support of regeneration of Grays town centre and consultation demonstrates strong stakeholder support.
- 4.2 Management of delivery by a single organisation would improve efficiency and cost effectiveness of delivery and enable better coordination between the many elements of the project (design, delivery, land acquisition, linked highways schemes)

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

- 5.1 The project has been the subject of several approvals from Cabinet in 2013, 2014 and 2015. In March 2016 Cabinet agreed a Development Framework for Grays which includes the underpass and associated plot developments.
- 5.2 The development framework included public consultation; there was strong public support with 72% of respondents either supporting or strongly supporting the underpass and 85% of respondents supporting the overall approach proposed for the town centre and rail station area.
- 5.3 The project has also been the subject of discussions with land owners and occupiers. All owners and occupiers have been provided with details of the project. The Grays Town Management Partnership has also been provided with a series of presentations.

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

- 6.1 The Council's Economic Growth Strategy and LDF Core Strategy identify Grays as one of the Growth Hubs where regeneration activity will be focussed. A vision for the town centre including this project was approved by Cabinet in July 2013 following extensive public consultation. In March 2016 Cabinet agreed a development framework to guide the Council's regeneration activities, the framework includes this project.

7. Implications

7.1 Financial

Implications verified by: **Carl Tomlinson**
Finance Manager

The Council will be the main funder for the project with £9 million provision in the Capital Programme, £1 million of Section 106 funds allocated to the project and funds from development returns to be used to support the scheme. Development appraisals provided by Montagu Evans show that development of Council sites would generate the returns detailed in the report. The Council will also be the accountable body for funding from the Local Growth Fund.

Direct management of the project would result in the council taking on additional financial risk such as escalating costs. It will also enable the Council to closely manage its funding contribution and delivery of the project. The Council would be required by Network Rail to enter in to an Asset Protection Agreement which will include insurances against the works disrupting the operation of the rail line.

7.2 Legal

Implications verified by: **Vivien Williams**
Planning and Regeneration Solicitor

The Council would have to enter in to a joint delivery partnership in some form regardless of which organisation leads the delivery. The approach recommended in this report would provide the Council with stronger control of funds and delivery. Joint working arrangements would still be required with Network Rail to ensure that designs meet their operational requirements and to secure access to Network Rail land for delivery.

7.3 Diversity and Equality

Implications verified by: **Natalie Warren**
**Communities Development and Equalities
Manager**

By leading design and delivery the Council are in a stronger position to ensure that the equalities expectations of the Council and Thurrock's communities are properly addressed as well as legislative requirements are met.

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

None.

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

- None

9. **Appendices to the report**

- Plan view of preferred option underpass design
- Extract from Grays development Framework

Report Author:

Brian Priestley

Regeneration Programme Manager

Regeneration and Assets Service

PROPOSED REALIGNED BUILDING FRONTAGE

PROPOSED CROWN ROAD REALIGNMENT

GRAYS STATION SECONDARY CONCOURSE BUILDING

EXISTING TRACK LINE

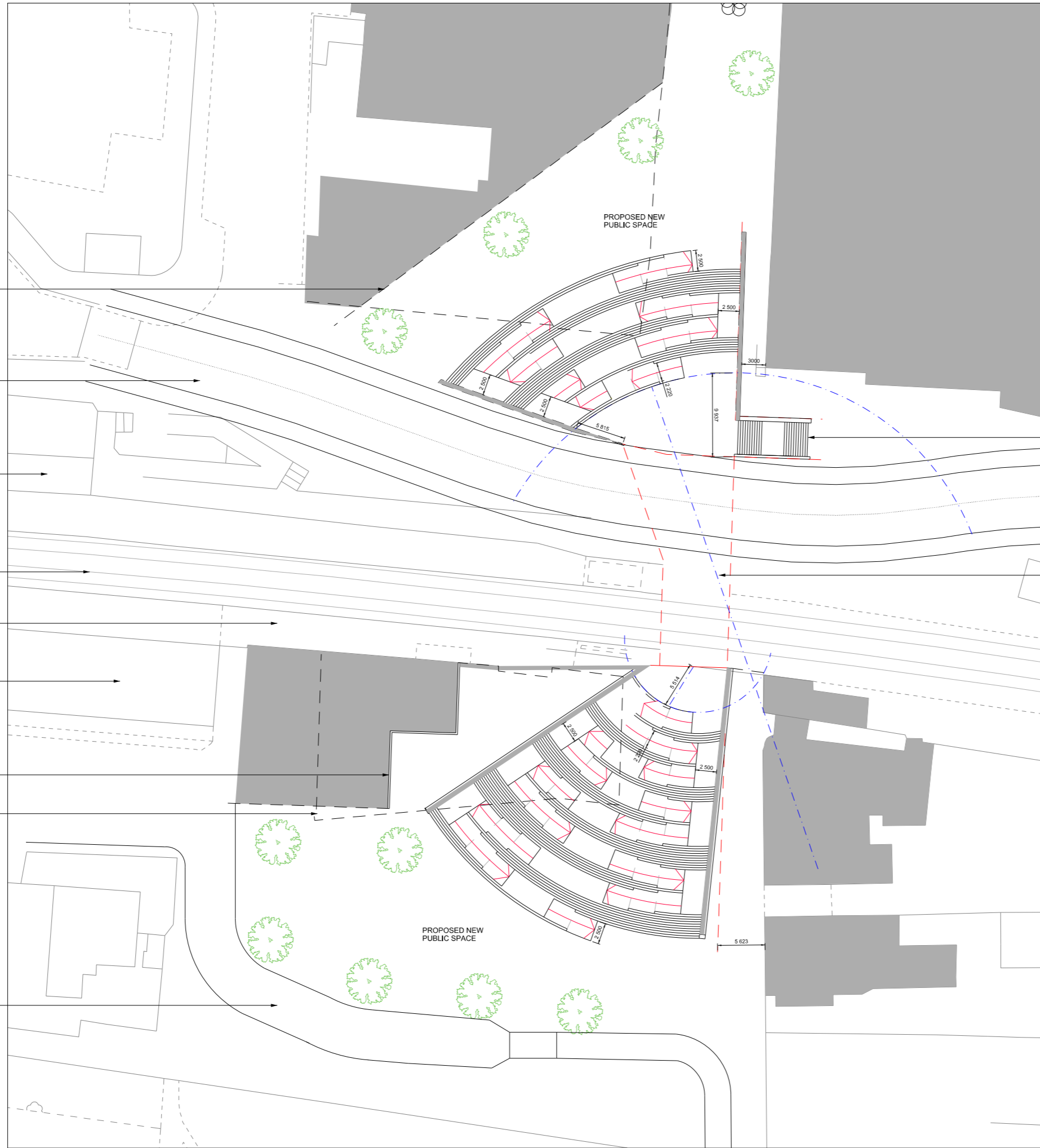
EXISTING PLATFORM

GRAYS STATION MAIN CONCOURSE BUILDING

PROPOSED REALIGNED BUILDING FRONTAGE

AREA TO BE DEMOLISHED

INDICATIVE ROAD ALIGNMENT, TO BE DESIGN BY OTHERS.



PROPOSED STEPPED ACCESS

PROPOSED PEDESTRIAN UNDERPASS

Legend/Notes
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED

DRAFT

Rev	Date	Description of Revisions	Drawn	Chkd	Appr

OPTION SELECTION



Contractor(s)
ATKINS
No 1 Croydon
12-16 Addiscombe Road
Croydon
Surrey
CR0 0XT
Tel: +44 (0)20 8663 5000
Fax: +44 (0)20 8663 5111

Project
GRAYS PEDESTRIAN UNDERPASS

Drawing Title
UNDERPASS AND ACCESS OPTION 4
INITIAL COST

Designed	Drawn	Checked	Approved	Scale(s)	Stipled	Signed	Date
	SH	SPM					

Alternative Reference	Sheet	of
Drawing Number 5136078-ATK-DRG-ACH-0001		

Revision
01

DRAFT

This page is intentionally left blank

- Key building
- Priority intervention area
- Site with longer term development potential
- Town centre pedestrian space
- Proposed railway underpass
- Main path
- Public open space
- Cemetery
- Railway station
- Bus station
- Listed building
- Key route / enhanced pedestrian environment
- Existing active ground floor
- Proposed new active ground floor
- Gateway into the town centre
- Proposed / enhanced pedestrian connection

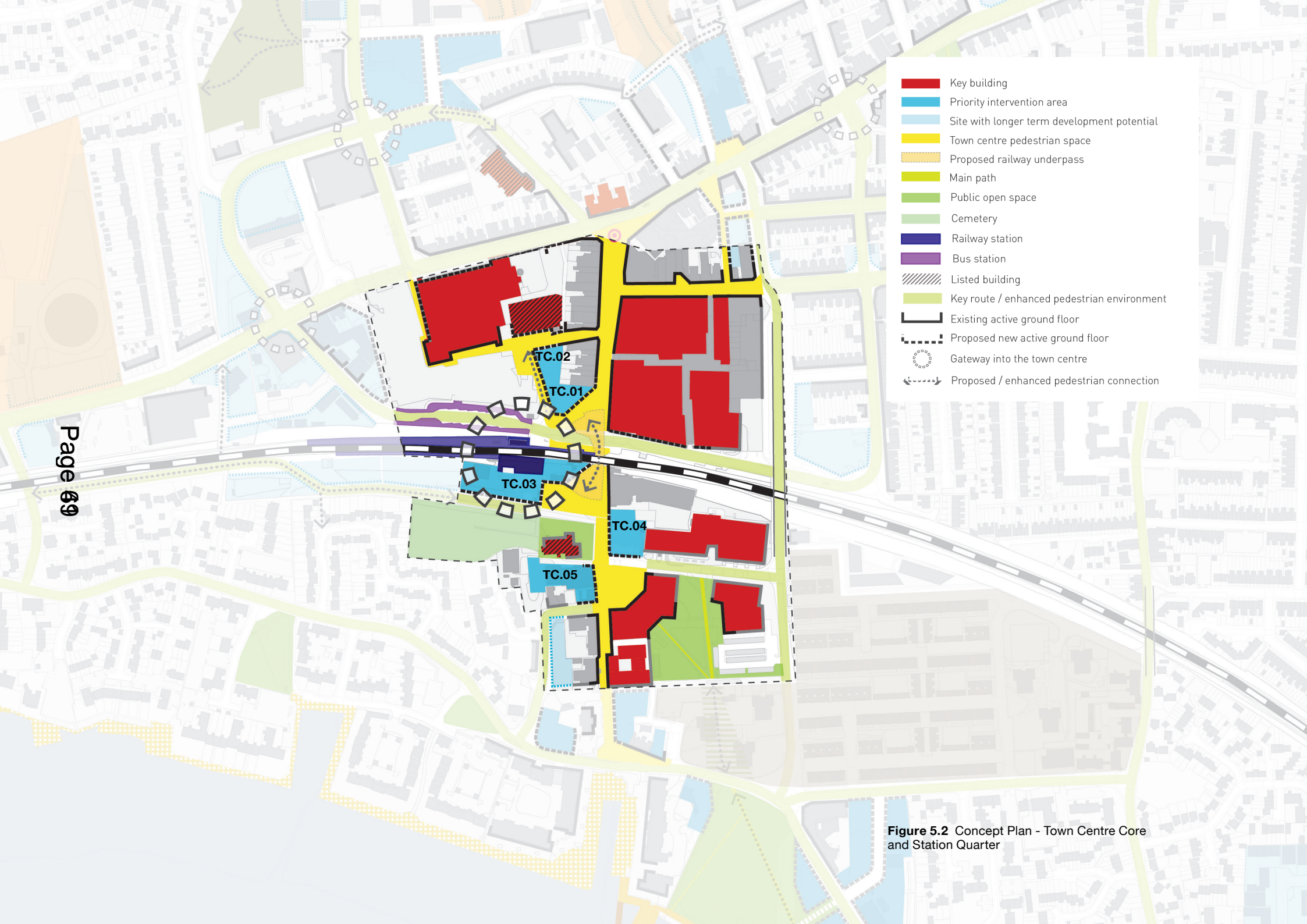


Figure 5.2 Concept Plan - Town Centre Core and Station Quarter

This page is intentionally left blank

7 March 2017	ITEM: 8
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Stanford-le-Hope Transport Interchange – Scheme Update	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Paul Rogers, Programme Manager Major Schemes	
Accountable Head of Service: Ann Osola, Head of Transportation & Highways	
Accountable Director: Steve Cox, Corporate Director Environment & Place	
This report is Public	

Executive Summary

This is to update Members about progress on the £12.05M station and bus interchange improvement scheme at Stanford-le-Hope including the proposed design and programme of works. The scheme provides a high quality multi-modal transport interchange, supports the creation of more than 12,000 new jobs at DP World London Gateway and improves access for all. The scheme has been brought forward as a result of the Council working in partnership with c2c, Network Rail and DP World London Gateway to deliver improvements for local communities and businesses.

1. Recommendation

1.1 That the Planning, Transport & Regeneration Overview & Scrutiny Committee note the progress of the Stanford-le-Hope scheme together with the proposed design and timescale for delivering the scheme.

2. Introduction and Background

2.1 This report sets out the progress to date in developing the Stanford-le-Hope scheme and seeks Members' comments for feeding into the next stage.

2.2 The Stanford-le-Hope interchange is a vital component in providing access to more than 12,000 jobs at DP World London Gateway Port and Thames Enterprise Park and in supporting local connectivity.

2.3 Bus services are already funded by DP World London Gateway and there is a need to enhance the existing interchange between bus and rail and to improve the existing station to provide sustainable access to the growing

number of jobs at DP World London Gateway Port and DP World Logistics Park and meeting the needs of local communities.

- 2.4 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.
- 2.5 This project is managed by Thurrock Council with input from c2c (National Express), DP World London Gateway and Network Rail.
- 2.6 In 2014, Lambert Smith Hampton undertook a feasibility study on behalf of c2c and Network Rail to explore options for a proposed redevelopment of Stanford-le-Hope Station. The railway station buildings are no longer considered fit for purpose and are unlikely to accommodate the projected growth in passenger traffic and transport interchange requirements demanded by planned and current developments in the area, including the DP World London Gateway Port and Logistics Park, other development projects proposed by Thurrock Council and the projected increase in train passenger growth across the c2c network.
- 2.7 In July 2014, the project received a provisional allocation of £7.5M for delivery in 2016/17, when the Government announced the first round of Local Growth Fund allocations, known as Growth Deal, to the SELEP.
- 2.8 On 3 September 2014, Cabinet approved proposals for the project management and delivery of transport schemes, including Stanford-le-Hope interchange, to be funded from the Government's Local Growth Fund.
- 2.9 On 10 January 2015, Cabinet delegated authority to the Director of Planning & Transportation in consultation with the Portfolio Holder for Highways & Transportation, to decide the procurement process for the delivery of the Transportation & Highways services and schemes for the next five years and to award any agreements/contracts necessary for the delivery of the transportation and highways services and schemes listed in the report, including Stanford-le-Hope interchange.
- 2.10 On 9 March 2016, Cabinet confirmed its support for the Stanford-le-Hope scheme and delegated authority to the Head of Transportation and Highways to commission the detailed design and business case.
- 2.11 In November 2016, Morgan Sindall was appointed to design and build the Stanford-le-Hope scheme under the Eastern Highways Alliance Contract. This incorporates the NEC3 conditions of contract, including Option C (target contract with activity schedule). The contract includes a hold point between stage 1 (develop design and produce a target cost for construction) and stage

2 (detailed design and construction). We will only instruct Morgan Sindall to proceed to stage 2 when all funding is guaranteed.

- 2.12 The preliminary design drawings can be found at **Appendix 1**. A1-sized versions of these drawings will also be displayed in Committee Room 1 in advance of the meeting.
- 2.13 In January 2017, officers submitted a business case to SELEP's independent technical evaluator (ITE). The ITE undertook a Gate 2 review and recommended that SELEP's Accountability Board releases funding for the Stanford-le-Hope scheme.
- 2.14 On 24 February 2017, SELEP's Accountability Board approved the release of £7.5M of funding for the Stanford-le-Hope scheme.

3. Issues, Options and Analysis of Options

- 3.1 Until recently, the timing of the £2.0M c2c (NSIP) CP6 allocation was a key risk to this scheme.
- 3.2 As a result of high level intervention by c2c and the Department for Transport, Network Rail has managed to find £2.0M from miscellaneous funding left over from schemes in Control Period 4. The National Stations Improvement Programme (NSIP) Board held an emergency meeting a few days ago and unanimously approved the allocation of £2.0M to the Stanford-le-Hope scheme.
- 3.3 This means that the project is again fully funded and that the funding profile aligns with the proposed expenditure profile. The NSIP funds must be spent or irrevocably committed by 31 March 2019.
- 3.4 Consultation with Thurrock Council planning department was undertaken as part of the feasibility study. A pre-application submission was made in February 2017 and a full planning application is due to be submitted in May 2017.
- 3.5 The next steps are as follows:
 - Complete Stage 1: February 2017
 - Authorisation to progress to Stage 2: May 2017
 - Start construction: October 2017
 - Complete construction: December 2018

4. Reasons for Recommendation

- 4.1 To comply with the reporting arrangements agreed by Cabinet and ensure democratic scrutiny of the Stanford-le-Hope scheme.

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

5.1 Stakeholders will have an opportunity to provide feedback on the proposals as part of the planning process.

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

6.1 The Stanford-le-Hope scheme supports the following corporate priorities:

- Create a great place for learning and opportunity;
- Encourage and promote job creation and economic prosperity; and
- Build pride, responsibility and respect

7. Implications

7.1 Financial

Implications verified by: **Carl Tomlinson**
Finance Manager – Management Accounting

The total estimated cost of the scheme is £12.05M, of which £7.5M will be funded by South East Local Enterprise Partnership (SELEP), £2.850M will be funded by c2c/Network Rail, £550K will be funded by London Gateway Port and £1.15M is from the Council's Capital Programme. Release of the £7.5M Local Growth Fund contribution is dependent on SELEP approving the Council's business case.

7.2 Legal

Implications verified by: **David Lawson**
Monitoring Officer and Deputy Head of Law & Governance

The improvement works will be carried out within the highway boundary and on land covered by c2c's 99 year lease. C2c and the Council have both signed a non-legally binding Memorandum of Understanding, setting out their responsibilities and how they will collaborate on this scheme.

7.3 Diversity and Equality

Implications verified by: **Becky Price**
Community Development Officer

The proposed works will improve connectivity and accessibility at Stanford-le-Hope Station and potentially increase accessibility to facilities outside

Thurrock. Any diversity and equality implications will be addressed during the detailed design phase.

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

- Appendix 1: Preliminary design drawings

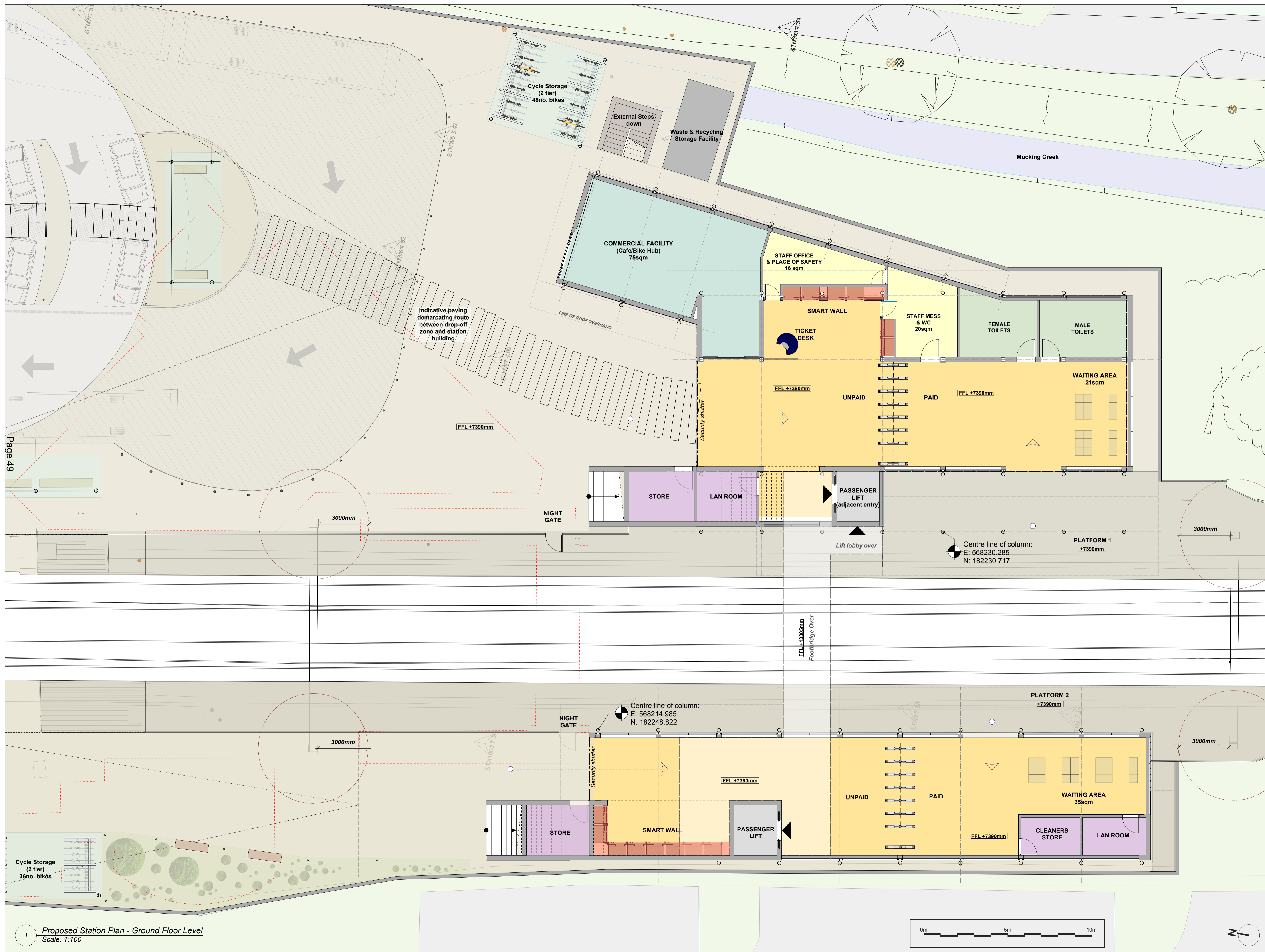
Report Author:

Paul Rogers

Programme Manager Major Schemes

Transportation & Highways

This page is intentionally left blank



Page 49

1 Proposed Station Plan - Ground Floor Level
Scale: 1:100

Notes:
Do not scale dimensions from this drawing.
Dimensions marked with an asterisk * are open site dimensions to be confirmed on site.
All given dimensions are to be checked on site when setting out and any discrepancy reported immediately.

LEGEND:
--- Grip 1-3 proposal footprint
--- 3 meter radius from OLE station
--- Existing buildings demolished

Rev	Date	Notes	By	Chkd
1	01/02/17	Preliminary Issue	rm	ss

Project:
Stanford-Le-Hope Transport Package

Client:
Morgan Sindall Construction and Infrastructure

Drawing title:
Proposed Floor Plan

Doc Ref no: SLH-BPR-Z00-00-M2-A-141-S3-P1
Rev: 1

Date: 11/07/16
Scale: 1:100@A1

Drawn by: slj
Checked by: ss

File Ref: 13015-04-d01
Drawing no: 13015-04-141-S3-P1

bpr architects
The Boatouse, Embankment
Putney, London, SW15 1LB
t +44(0)20 8785 9982
f +44(0)20 8780 1507
e info@bprarchitects.com
www.bprarchitects.com



View of proposal looking south west

Notes:
 Do not scale dimensions from this drawing.
 Dimensions marked with an asterisk thus * are open site dimensions to be confirmed on site.
 All given dimensions are to be checked on site when setting out and any discrepancy reported immediately.

P1	16/01/16	Preliminary Issue	rmm	ss
Rev	Date	Notes	By	Chkd

Project:
Stanford-Le-Hope Transport Package

Client:
Morgan Sindall Construction and Infrastructure

Drawing title:
Axonometric view looking Southwest

Doc no: SLH- BPR-Z00-00-M2-A-143-S3-P1
 Rev:

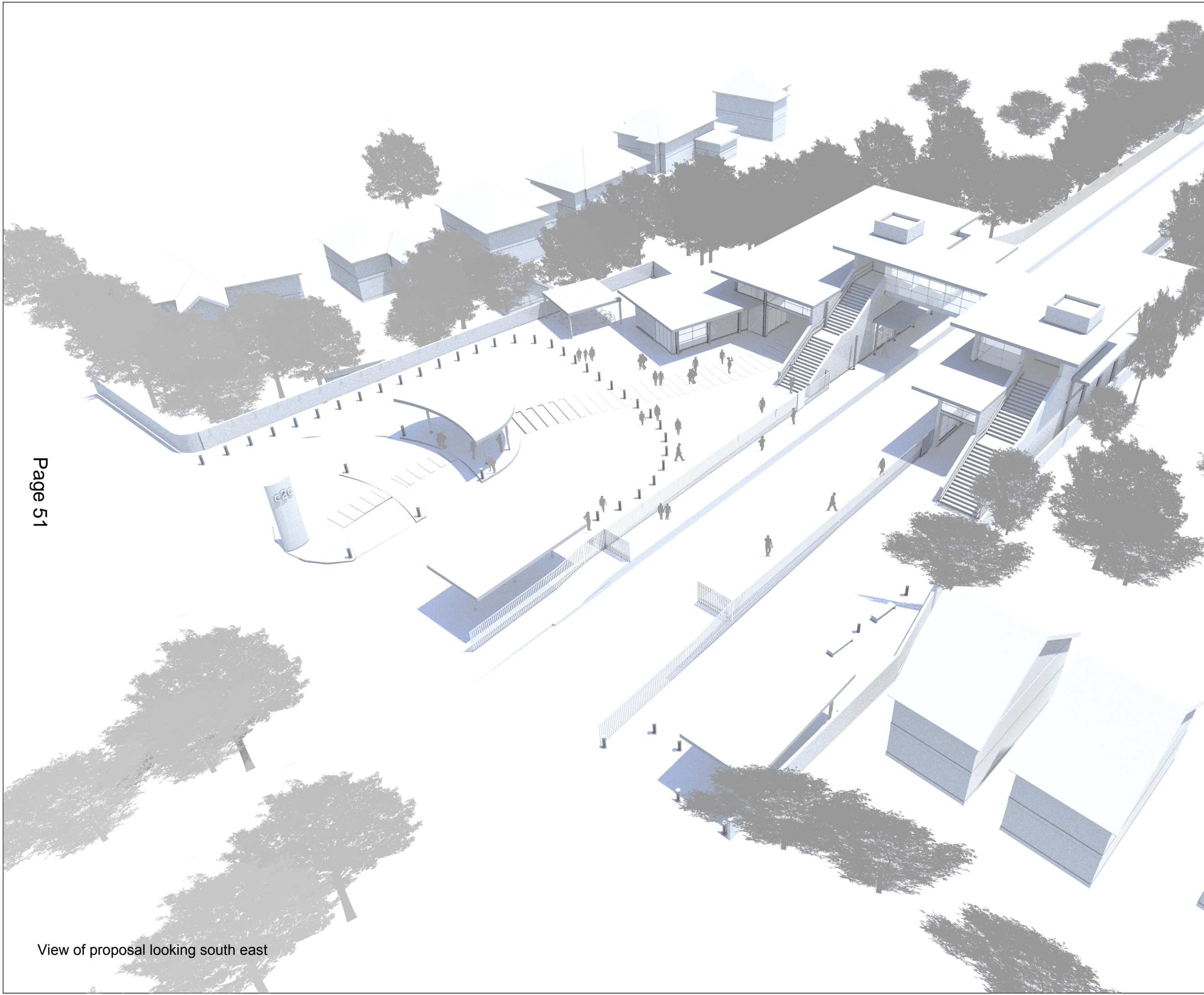
Date: 17/01/17
 Scale: As shown @ A3

Drawn by: rmm
 Checked by: ss

File Ref: (internal use only) 13015-04d01
 Drawing no: 13015-04- 143-S3-P1

bpr architects

The Boathouse, Embankment
 Putney, London, SW15 1LB
 t +44(0)20 8785 9983
 f +44(0)20 8780 1507
 e info@bprarchitects.com
 www.bprarchitects.com



View of proposal looking south east

Notes:

Do not scale dimensions from this drawing.
 Dimensions marked with an asterisk * are open site
 dimensions to be confirmed on site.
 All given dimensions are to be checked on site when
 setting out and any discrepancy reported immediately.

P1	01/02/17	Preliminary Issue	rmm	ss
Rev	Date	Notes	By	Chkd

Project:
**Stanford-Le-Hope
 Transport Package**

Client:
**Morgan Sindall Construction
 and Infrastructure**

Drawing title:
**Perspective view
 looking Southeast**

Doc no: SLH- BPR-Z00-00-M2-A-144-S3-P1
 Rev:

Date: 17/01/17
 Scale: As shown @ A3

Drawn by: rmm
 Checked by: SS

File Ref: (internal use only) 13015-04d01
 Drawing no: 13015-04- 144-S3-P1

bpr architects

The Boathouse, Embankment
 Putney, London, SW15 1LB
 t +44(0)20 8785 9983
 f +44(0)20 8780 1507
 e info@bprarchitects.com
 www.bprarchitects.com

This page is intentionally left blank

**Planning Transport and Regeneration Overview and Scrutiny Committee
Work Programme
2016/17**

Dates of Meetings: 18 July 2016, 13 September 2016, 8 November 2016, 5 January 2017, 7 March 2017.

Topic	Lead Officer	Requested by Officer/Member
18 July 2016		
C2C Update Report	Ann Osola	Officer
Local Growth Fund Round 3	Matthew Essex	Officer
13 September 2016		
Feedback on responses to Local Plan Issues and Options 1 consultation	Andrew Millard/Sean Nethercott	Officer
Draft Parking and Policy Refresh and Parking Strategy	Ann Osola	Officer
Purfleet Update	Matthew Essex	Officer
Grays South: Delivering the Pedestrian Underpass	Matthew Essex	Officer
8 November 2016		
Cycling Update Report	Ann Osola	Officer
Tilbury Community Led Local Development	Matthew Brown	Officer
C2C Update Report	Ann Osola	Member
Air Quality Strategy	Ann Osola	Officer
Council Spending Review Update	Laura Last	Officer

5 January 2017

Tilbury Port Expansion Update	Andy Millard	Officer
Fees and Charges 2017/18	Laura Last / Carl Tomlinson	Officer
Congestion Task Force Update (including Highways Permitting Proposal)	Ann Osola	Officer
Thurrock Design Guide	Andy Millard	Officer
Capital Programme	Ann Osola	Officer

7 March 2017

A13 Widening	Ann Osola	Officer
C2C Update Report	Ann Osola	Member
Grays Level Crossing Update	Stephen Taylor	Officer
Stanford Le Hope Interchange	Ann Osola	Officer