

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Planning, Transport, Regeneration Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **8 January 2019**

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

Membership:

Councillors Martin Kerin (Chair), Peter Smith (Vice-Chair), Alex Anderson, Andrew Jefferies, Terry Piccolo and Jane Potheary

Substitutes:

Councillors Qaisar Abbas, Mike Fletcher, Graham Hamilton and Sue MacPherson

Agenda

Open to Public and Press

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To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 6 November 2018.	
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	
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Queries regarding this Agenda or notification of apologies:

Please contact Wendy Le, Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **28 December 2018**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

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What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- Not participate or participate further in any discussion of the matter at a meeting;
- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 6 November 2018 at 7.30 pm

- Present:** Councillors Martin Kerin (Chair), Peter Smith (Vice-Chair), Alex Anderson, Terry Piccolo and Jane Potheary
- Apologies:** Councillors James Baker
- In attendance:** Councillor Coxshall, Portfolio Holder for Planning and Regeneration,
Steve Cox, Corporate Director of Place,
Andrew Millard, Assistant Director of Planning, Transport and Public Protection,
Julie Nelder, Assistant Director of Highways, Fleet and Logistics,
Rebecca Ellsmore, Regeneration Programme Manager,
Ken Dytor, Purfleet Centre Regeneration Ltd Representative,
Jason Robinson, Urban Catalyst Representative,
Duncan Innes, Swan Representative,
John Rowles, Chairman of Purfleet Community Forum,
Wendy Le, Democratic Services Officer
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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.

16. Minutes

Regarding the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 11 September 2018, the Vice-Chair drew Members' attention to several points:

- That following a request from a motion at Full Council, the Planning, Transport, Regeneration Overview and Scrutiny Committee were to consider whether 800,000 homes could be built in Thurrock. This was to be added to the work programme but may change now due to the newly formed Local Development Plan Task Force.
- That the Committee had not yet seen the Terms of Reference for the Local Development Plan Task Force.

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 11 September 2018 were approved as a true and correct record.

The minutes of the Extraordinary Planning, Transport, Regeneration Overview and Scrutiny Committee held on 17 October 2018 were approved as a true and correct record.

17. Items of Urgent Business

There were no items of urgent business.

18. Declaration of Interests

Councillor Piccolo declared a non-pecuniary interest as he was a Member of the Planning Committee.

The Vice-Chair declared a non-pecuniary interest as he was a Substitute Member of the Planning Committee.

19. Briefing: Purfleet Centre Update

The report was presented by the Officer, Rebecca Ellsmore, which provided an update on the Purfleet Centre project. Accompanying the report was a presentation given by Ken Dytor, the Purfleet Centre Regeneration Ltd (PCRL) Representative.

Councillor Potheary thanked the PCRL Representative for the presentation and mentioned that she had lived in Purfleet at a young age so was excited to see where the project plans laid. She appreciated the detailed presentation. In relation to the Highways England objection mentioned in the report, Councillor Potheary sought more detail on the objection and the bearing of the objection on the Purfleet scheme. She went on to query on the units of lost land in regards to the Environment Agency's objection due to the possible use of land for a future Thames barrier and asked if this would affect the economic viability of the proposed Purfleet town centre.

The Swan Representative, Duncan Innes, stated that the Highways England objection was based on the impact of the Purfleet scheme on Junction 30 of the M25. However, PCRL's view was that the Purfleet scheme would not have a significant impact on the said junction and Highways England had come in at a late stage to object. PCRL was in the middle of resolving this objection with Highways England.

Regarding the matter of the Environment Agency objection, the Urban Catalyst Representative, Jason Robinson, explained that the loss of the land was a significant amount. PCRL was working with its architects on the loss of space and there were plans to redistribute residential and other facilities elsewhere in the masterplan. The re-provision on the loss of land would still allow the Purfleet scheme to attain the targeted 2850 new homes and the finer detail would be looked at on how this would be delivered.

The Vice-Chair voiced his opposition to the Highways England objection. Going on to thank PCRL for the presentation, the Vice-Chair asked the representatives to expand on the Environment Agency objection and where the possible Thames barrier would be. The PCRL representative replied that the Environment Agency had no clear plans on where the possible Thames

barrier would be and there would likely be no further detail on the barrier for a considerable amount of time. The Purfleet scheme had gone through many consultations and the objection from Environment Agency had only come in during the planning stage. PCRL had been working closely with Thurrock Council and Environment Agency to reduce the impact of the barrier on the Purfleet scheme. In regards to the loss of land, it would not be left vacant but would probably not be capable of accommodating residential development.

The Chair invited the Portfolio Holder for Planning and Regeneration, Councillor Coxshall, to speak.

Regarding the late objection from Highways England, Councillor Coxshall was surprised but thought the one half of Highways England that was in discussions with the Lower Thames Crossing Task Force should be communicating with the other half of Highways England. Councillor Coxshall felt the objection was serious because if the objection was held, it could halt development and regeneration within Thurrock. He pondered whether one half of Highways England would object to the other half of Highways England in terms of Junction 30 because the future Lower Thames Crossing would have an impact on Junction 30 as well.

Referring to the site reserve (the lost space), Councillor Coxshall said he had first heard of this in September 2014 and that there would be a long lead time on this. However, Thurrock had a duty to protect one of UK's top 10 cities (London). He mentioned if the barrier had been located in Tilbury, this would have had a significant impact on Tilbury Port and DP World, so he was glad to see PCRL had taken the possible Thames barrier into consideration in the Purfleet scheme. Councillor Coxshall went on to say that Thurrock had 30 years in which to create an imaginative use for the site reserve.

Adding to Councillor Coxshall's comments, the Corporate Director, Steve Cox, said that the service and PCRL was working to agree a section 30 agreement with the Environment Agency, to enable the site to be used for 30 years whilst giving the Environment Agency reassurance that it would be available for a barrier when it was needed. There was expectation that a resolution could be reached to enable Highways England to withdraw their objection as well.

The Vice-Chair thought it was great the Planning, Transport, Regeneration Overview and Scrutiny Committee would be able to discuss what the site reserve could be used for. It was good to see good working ideas.

The Chair echoed all comments from the Committee. He went on to ask how much of the 2850 homes were earmarked as affordable. The Urban Catalyst Representative answered that the scheme was not quite there yet in terms of schemes viability. It was expected that once the Purfleet town centre was built, homes around the area would rise as was the case with other town centres. It was a matter of balancing the infrastructure and number of homes.

Stating that it was not just for social reasons, the Chair said it also economically made sense for workers to live in Thurrock too. He queried how

much of the Purfleet scheme was feeding into Thurrock's Local Plan. In answer, the Corporate Director suggested that the Purfleet scheme was infrastructure led and therefore aligned with Thurrock's Local Plan. In addition, some of the consultation approaches used within the Purfleet scheme could be adopted into the development of Thurrock's Local Plan.

The Chair invited John Rowles, Chairman of Purfleet Community Forum to speak.

Beginning with the background of Purfleet, the Chairman of Purfleet Community Forum explained the forum had come together 18 years ago and contained members from the community. He went on to say how Purfleet had expanded and developed over the years. A Purfleet Design Panel had been created to work with PCRL on the Purfleet scheme. There had been workshops for all ages which had helped to develop the Purfleet scheme into what it currently was. The Purfleet Community Forum had always looked at the Purfleet scheme with hope and hoped the scheme would bring the much needed development into Purfleet which previous administrations had failed to do.

Continuing on, the Chairman of Purfleet Community Forum said he had lived in Purfleet for 32 years and in that time, had only seen Purfleet gain a health centre. With no parks and no shops, there was hope that the Purfleet scheme would address this by putting the infrastructure in first. The forum hoped the scheme would also breathe new life into Purfleet which had been forgotten.

The Purfleet Community Forum envisioned shops and restaurants along the riverfront in Purfleet which was currently void of anything. Stating in a passionate tone, the Chairman of Purfleet Community Forum said the community of Purfleet wanted Purfleet to be the place where everyone wanted to be and the Purfleet scheme was fully supported. He ended by stating that the Purfleet Community Forum did not want Purfleet to be just a commuter area, but to be a better place.

The Committee applauded the Chairman of Purfleet Community Forum and gave thanks to his passionate statement. The Vice-Chair said Thurrock could do with more people of similarity to the Chairman of Purfleet Community Forum who would do so much for their community. The Vice-Chair went on to say towns were lacking in infrastructure which was much needed and projects such as the Purfleet scheme would give towns the infrastructure needed. He added that Thurrock were tired of seeing housing estates and thanked PCRL for the Purfleet scheme.

Echoing the Vice-Chair's comments, the Chair said Thurrock was lucky to have a forum in Grays as well. He thanked the Chairman of Purfleet Community Forum and other community forums for doing more for their local communities.

RESOLVED:

That the Planning, Transport, Regeneration Overview and Scrutiny Committee commented on the approach being taken to progress the highlighted workstreams.

20. Fees and Charges Pricing Strategy 2019/20

Presented by the Corporate Director, the report outlined the proposed charges which would take effect from 1 April 2019 unless otherwise stated.

Councillor Piccolo stated that the appendices accompanying the fees and charges report were too small to read. He thought it would have been useful to have used a colour coded system to highlight what charges had increased or decreased.

Agreeing with Councillor Piccolo's comments, Councillor Potheary mentioned struggling to see the charges as well. She went on to ask who would be impacted by the increased fees and charges. The Assistant Director for Planning, Transport and Public Protection gave examples of where fees had been introduced. This included scooter training in schools which had been funded previously but schools now requested this. In the National Planning Policy Framework, informal discussions had taken place to acquire money to drive planning applications forward. The service may review those charges in a year's time. However, the planning charges were necessary to drive development schemes, such as the Purfleet Regeneration scheme, forward. Overall, very few fees had increased. In response, Councillor Potheary said the scooter fee had been one that she had been concerned about but could see the cost was small which was £30 for 10 children.

Referring to the licenses for highways, the Vice-Chair sought an explanation on the increased charges. The Assistant Director for Highways, Fleet and Logistics explained that the fees and charges had been benchmarked against other local authorities and were in line with current market value. These charges would also encompass staff costs and retained costs for possible damage to highways from vehicles as a result of works or activities undertaken in relation to the license.

On the mention of highways licenses, Councillor Potheary queried the charge for skip licenses. She sought clarification on whether the charge would have an impact on companies and went on to say that the service did not want to be discouraging people from hiring skips. Councillor Potheary also asked whether it was the people hiring skips or the companies that would absorb the cost. The Assistant Director for Highways, Fleet and Logistics answered the charge had been introduced to help control unauthorised skips on the highway. It was uncertain whether this charge was passed on by companies.

The Vice-Chair felt the Committee had not had the opportunity to pick up the smaller details of the fees and charges due to the format. He asked if comments could be provided to Officers in the next day or two. The Corporate Director answered comments could be picked up via email through

Democratic Services but the recommendations could be agreed subject to comments by Members.

Councillor Piccolo asked for a colour coding system to which the Corporate Director answered that a method would be used to highlight the increase and decrease of charges.

RESOLVED SUBJECT TO MEMBERS' COMMENTS:

1.1 That the Planning, Transport, Regeneration Overview and Scrutiny Committee noted the revised fees, including those no longer applicable, and commented on the proposals currently being considered within the remit of the Committee.

1.2 That Planning, Transport, Regeneration Overview and Scrutiny Committee noted that Director delegated authority will be sought via Cabinet to allow fees and charges to be varied within a financial year in response to commercial requirements.

21. Work Programme

The Vice-Chair queried on the process of the Local Development Plan Task Force. The Corporate Director answered a date for the first meeting would be confirmed after the Issues and Options 2 consultation went to Full Council. The first date could possibly be January 2019. The Vice-Chair went on to question the process of the Freight and Logistics report. The Assistant Director for Planning, Transport and Public Protection explained the service was still working on this.

No changes were made to the work programme.

The meeting finished at 8.20 pm

Approved as a true and correct record

CHAIR

DATE

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8 January 2019	ITEM: 5
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Grays South Regeneration Project: Delivering the Pedestrian Underpass	
Wards and communities affected: Grays Riverside	Key Decision: N/A
Report of: Brian Priestley, Regeneration Programme Manager	
Accountable Assistant Director: Detlev Munster, Assistant Director of Property and Development	
Accountable Director: Steve Cox, Corporate Director of Place	
This report is Public	

Executive Summary

In April 2017 Cabinet agreed the funding package and the next steps towards delivering the pedestrian subway to replace the level crossing in Grays High Street. Following a protracted process to establish the delivery partnership with Network Rail, a delivery agreement has now been completed. Network Rail has commissioned its contractors (VolkerFitzpatrick) and Designers (W.S. Atkins) and the Council has commissioned its designers (Steer) to proceed with the next stages of design and public engagement. The Delivery agreement with Network Rail now provides a clear way forward for the project which is described in this report.

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 next stages of the Grays South Regeneration Project set out in this report.

2. Introduction and Background

2.1 The Grays South Regeneration Area (GSRA) aims to transform the area of Grays town centre around the South Essex College, Civic Offices and the rail station. The main elements of the project are the creation of public squares and an underpass to replace the pedestrian level crossing in Grays High Street, development of modern retail and residential property around the public squares and an extension to Civic Offices with access directly on to the High Street.

2.2 The Grays Development Framework approved by Cabinet in November 2017 provides the context for the GSRA. The projects in the area are the Council's response to several key drivers:

- a) The level crossing is amongst the most dangerous crossings in the eastern region and is the only pedestrian crossing that features in the top 10 most dangerous. This rating arises because of the number of people jumping the closed gates or using the level crossing as a means of avoiding paying rail fares. This risk is likely to increase as the duration and frequency of gate closures increases.
- b) To support and enhance the viability and vitality of the town centre.
- c) The level crossing is a significant barrier to pedestrians moving to and from the town centre. Gates can currently be closed for up to 12 minutes in normal operation. The frequency and duration of closures will increase as the passenger rail service becomes more frequent from 2020 and commercial rail freight from DP World and Port of Tilbury increases.
- d) Recognition that the area around the rail station does not provide a welcoming arrival point to Grays and that the quality of the public realm needed to be uplifted in response to the South Essex College.
- e) The need to provide a modern approach to delivery of the Council's services in flexible multi-purpose accommodation.

2.3 In April 2017 Cabinet approved the funding package and the next stages for the delivery of the underpass to replace the level crossing of the rail line in High Street and new public squares. In November 2017 Cabinet approved the next stages for developing proposals to extend Civic Offices westwards towards High Street. Cabinet also approved in November 2017 a Refreshed Grays Development Framework which supports the delivery of the GSRA.

2.4 This report focusses on the delivery of the underpass and associated public realm and provides members with details of progress since April 2017 and sets out next steps proposed to progress delivery. In recent months there has been significant progress with Network Rail with the completion of a delivery agreement and commitment of fund for the next stage of delivery.

3. Issues, Options and Analysis of Options

3.1 This section considers progress and delivery of the underpass under the following headings:

- a) Delivery Partnership with Network Rail
- b) Design and public engagement
- c) Land assembly

- d) Legal Support
- e) Business case for Local Growth Fund draw down
- f) Delivery Programme

Delivery Partnership with Network Rail

- 3.2 The Council has been working with Network Rail (NR) to establish the delivery process for the project. However this part of the process has been delayed for a number of reasons. Firstly, with changes in the classification of NR as a publicly owned company, their approach to providing land for the project has changed. A draft Memorandum of Understanding with NR for the delivery of the project included provisions for the land owned by NR to be made available to the project at no cost. NR has now changed this approach and a process of valuations and a business case are to be prepared to determine NR's approach to land for the project. Based on assessment of market value by Montagu Evans this could be c£275,000 but maybe less subject to completion of the business case. Secondly, the costs set out in the last stage of design (GRIP2) by NR were used as the basis for the Council's application for LGF funding but discussions for the next stage have revealed increases in the fees and other charges imposed by NR. These are approximately 2.5 times what was expected for the next design stage (an increase of c£1.5 million) which is off set for this stage by additional funding provided by Network Rail and discussed further in para 3.4 below. In addition NR have sought to apply further costs that they were to incur related to removal of the level crossing. These may add to the cost of the project or require savings through value engineering or changes to the project scope. This delay and these changes have required alterations to the business case delaying its completion and submission to draw down the first tranche of Local Growth Fund grant. This is being managed positively in conjunction with the South East Local Enterprise Partnership.
- 3.3 These issues have contributed to a lengthy process with Network Rail since Cabinet in April 2017. Recently significant positive progress has been made with the completion of two key delivery documents for the next project design stage. Firstly, a Route Requirements Document (RRD) sets out the Council's and NR's design requirements for the underpass. Secondly, a Development Services Agreement provides the formal agreement between the Council and NR for the delivery of the requirements contained in the RRD. This has enabled NR and the Council to complete their project teams and to move forward on the project to start the next stage of their work towards delivering the project.
- 3.4 NR has also committed up to £1.5 million towards the next design stage. This is in addition to the funding they provided for the previous design stage and is more than the previous amount of £700,000 committed by NR. NR's funding is defined in 5 year periods (Control Periods). Their current funding for the project is limited to the current Control Period (CP5) which ends on the 31st March 2019, and so some of this funding may be lost. NR and the Council are seeking to ensure the maximum benefit is secured for the project from this

funding. The funding package agreed by Cabinet in April 2017 amounted to £27,436,981. This included provisions in the Capital Programme, S.106 Funds, funds from Network Rail and from development returns on plots within the scheme and the wider town centre, assuming that all land had to be acquired by Compulsory Purchase and assuming development returns based on appraisals of development plots by Montagu Evans.

Design and Public Engagement

- 3.5 NR will carry out the technical design of the underpass and the steps and ramps leading to it. The Council has appointed Steer as its design team to work with NR's contractors to design the rest of the scheme including the public squares and the relationship with adjacent development plots created by the project. Steer will also work on behalf of the Council to design the finishes to the underpass, steps and ramps. The partnership arrangements with Network Rail make clear that while there are technical requirements that must be incorporated in to the design approach for the safety and operation of the railway, the quality of the finishes and appearance of the scheme are paramount. Steer have a great deal of experience in designing public realm with rail structures and will take a lead in defining these in the design approach for the project. A nearby example of their work is changes to the rail station and a pedestrian underpass at Hackney Wick Station.
- 3.6 Steer has also been appointed to produce a design guide for the wider town centre which can be used to coordinate future development and changes affecting the public realm throughout the town centre.
- 3.7 Public consultation on the Grays Development Framework in 2016 identified strong support for the project however it is recognised that people may have reservations or perceptions about the safety and design of underpasses and therefore public consultation will be an integral part of project development. Steer will lead on the Council's behalf public consultation and stakeholder engagement for the design guide and for each stage of design for the project. The first stage of consultation will be in February/March 2019. This will be in addition to statutory consultation processes for planning and is intended to enable full public engagement in the design of the project.
- 3.8 Cabinet will be presented with designs for their consideration and decision prior to completion of the stages leading to the final design for Approval in Principle. The views of PTR Overview and Scrutiny Committee will be sought in advance. The design that is given Approval in Principle by NR and the Council will be used as the basis for seeking full planning permission and other necessary consents and developed in to construction drawings. Approval in Principle is expected in November 2019. Prior to this it is intended to submit an application for outline planning permission in the summer of 2019.

Land Assembly

- 3.9 The Council has appointed Montagu Evans to support land assembly required to deliver the project. They produced a land acquisition strategy which was approved by Cabinet in April 2017 and will support land acquisition throughout project delivery. Now that the DSA has been completed with NR, Montagu Evans will issue letters in January 2019 to the known interests in the land inviting them to discussions and negotiations about the sale of their land interests to support the project.
- 3.10 In April 2017 Cabinet delegated to the Corporate Director for Place the implementation of the approved Land Acquisition Strategy. The Council may need to acquire land using its powers of compulsory acquisition and appropriation under Part IX of the Town and Country Planning Act 1990 (as amended) and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 in order to facilitate the delivery of the project. If Compulsory Acquisition is required a further report will be submitted to Cabinet for their consideration and decision.

Legal Support

- 3.11 The project will require a range of specialist legal support including land acquisition which may include use of the Council's powers to acquire by Compulsory Purchase, Network Rail processes, and formation of commercial delivery partnerships for development plots around the project area. Shoosmiths solicitors have been appointed to provide this support and have extensive experience in all the areas of legal support required to deliver the project

Local Growth Fund

- 3.12 In February 2017 the Council received confirmation that the project would be allocated £10.8 million by the SELEP from the Local Growth Fund available in two tranches, 2019/20 and 2020/21. A more detailed business case has been submitted in December 2018 to draw down the first tranche of this funding and will be considered at SELEP's Accountability Board in February 2019.

Delivery Programme

- 3.13 The current delivery agreement with Network rail covers design works for delivering the underpass and the public realm through to July 2020 (item g below). This programme is set out in the Development Services Agreement with NR up to item (h) in the summary below. Time periods for consents required is included, all consents and land acquisition would have to be completed before construction can commence. Items (i) to (l) below have been estimated and will be clarified as design is developed for Approval in Principle.

<u>Milestone</u>	<u>Completion</u>
(a) Commencement of Current NR design work	November 2018
(b) Completion of surveys	February 2019
(c) Public consultation	Feb/Mar 2019
(d) Current Network Rail funding expires	March 2019
(e) Design stage gateway review	July 2019
(f) Outline Planning Application	August 2019
(g) Approval in Principle	November 2019
(h) Design and Consents stage gateway review	July 2020
(i) Land acquisition assuming CPO completed	Q2 2021
(j) Detailed Design for construction (Estimate)	Q3 2021
(k) Construction underpass (Estimate)	Q3 2022
(l) Construction public squares (Estimate)	Q3 2023

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 A delivery agreement with Network Rail for the next stages of the project has now been completed and provides a clear way forward.

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

- 5.1 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 Cabinet approved work leading to this report in April 2017. The project is supported in the Refreshed Grays Development Framework approved by Cabinet in November 2017 and the project is supported by proposals to extend Civic Offices approved by Cabinet in November 2017.

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. In November 2017 Cabinet agreed a Refreshed Grays Development Framework to guide the Council's regeneration activities; the framework includes this project and an extension to Civic Offices.

7. Implications

7.1 Financial

Implications verified by: **Sean Clark**
Director of Finance and IT

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 as set out in the report. The financial impact of the proposal within this report is part of the approved scheme within the Councils capital programme. NR has committed up to £1.5 million in their current control period ending 31st March 2019 and will look to budgets during Control Period 6 to identify other funding.

The next phase of work contracted with Network Rail is at a higher cost than envisaged, the costs set out in the last stage of design (GRIP2) by NR were used as the basis for the Council's application for LGF funding but discussions for the next stage have revealed increases in the fees and other charges imposed by NR. The fees are approximately 2.5 times what were expected for the next design stage (an increase of c£1.5 million) which is off set for this stage by additional funding provided by Network Rail. Should this continue there is a risk that there will be a project shortfall although savings will be pursued to mitigate this. Officers are working with Network Rail to address these issues.

NR has now changed their approach to land required for the project and a process of valuations and a business case are to be prepared to determine NR's approach as set out in para 3.2 of the report. Based on assessment of market value by Montagu Evans this could be c£275,000 but maybe less subject to completion of the business case.

7.2 Legal

Implications verified by: **Bob Capstick**
Planning and Highways Locum

The Council has completed a partnership agreement with Network Rail setting out joint working arrangements for the next stages of design. A further agreement will be required for the later stages including construction.

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

This report refers to the legal powers being considered to carry out aspects of the project and there are no comments to add to these at this stage. at Paragraph 3.11 of this report informs this committee that Shoosmiths have been appointed by the Council as its external solicitors to provide legal support to deliver the project.

7.3 Diversity and Equality

Implications verified by: **Natalie Warren**
Strategic Lead, Community, Development and Engagement

The project has been the subject of stakeholder engagement summarised in the previous reports to Cabinet. There will be further detailed stages of design and submission of applications for planning permission and other consents. Further engagement activity will take place as the designs are developed which will include an Equalities Impact Assessment. The design will comply with all relevant legislation and standards for accessibility.

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

- None

Report Author:

Brian Priestley

Regeneration Programme Manager

Property and Development

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8 January 2019	ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee	
A13 Widening – Scheme Update	
Wards and communities affected: All	Key Decision: N/A
Report of: Paul Rogers, Programme Manager Major Schemes	
Accountable Assistant Director: Detlev Munster, Assistant Director of Property and Development	
Accountable Director: Steve Cox, Corporate Director of Place	
This report is Public	

Executive Summary

This is to update Members about progress in delivering the A13 Widening scheme.

There will be a short presentation of the scheme provided by our contractors, Kier at the meeting.

1. Recommendation(s)

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes the progress on the A13 Widening scheme

2. Introduction and Background

2.1 This project will widen the A13 Stanford le Hope By-pass from 2 to 3 lanes in both directions, from the junction with the A128 (Orsett Cock roundabout) in the west and the A1014 (The Manorway) to the east. On completion of this scheme, the A13 will be three lanes wide in both directions all the way from the M25 motorway to Stanford le Hope.

2.2 Since the last Committee update in March 2017, good progress has been made towards the delivery of the project as follows:

2.3 In April 2017, the Department for Transport announced funding of £66.057m for the A13 Widening Project against a total project cost of £78.866m. The balance of the funding is provided by the South East Local Enterprise Partnership (SELEP) and DP World London Gateway Port Limited.

- 2.4 In June 2017, DP World London Gateway Port Limited compulsorily acquired most of the land needed for the scheme, using its powers under the London Gateway Port Harbour Empowerment Order 2008. Ownership of that land subsequently transferred to Thurrock Council. Additional land has been acquired by negotiation.
- 2.5 The contract for detailed design was awarded to Atkins and commenced in June 2017.
- 2.6 The contract for the widening works was awarded to Kier and commenced in July 2017.
- 2.7 Preparatory work started in December 2017 and will continue throughout winter 2018. It includes vegetation clearance, boundary fencing, surveys, the construction of site offices and haul roads, wildlife protection, archaeology, diverting underground pipes and cables, drainage work and the construction of a new balancing pond. This work is mainly taking place away from the road, with minimal impact on road users.
- 2.8 The main construction works on the road are due to start in March 2019 and be completed by autumn 2020. During the daytime there will be two narrow lanes in both directions with speed restrictions, camera enforcement and free vehicle recovery service. Overnight, there will be some lane closures on the A13 in both directions and slip road closures at the Orsett and Stanford le Hope junctions with diversions in place.
- 2.9 Where possible, public bridges will be constructed and brought into operation before the existing bridges are demolished. On up to 12 occasions, it will be necessary to fully close the A13 in both directions, so that complex bridge demolition and lifting work can take place safely. These closures will be advertised well in advance and take place at weekends (from 10 p.m. Friday until 5 a.m. Monday) to reduce disruption to road users. Carefully planned diversions will be used to minimise the effect on local roads.
- 2.10 Pre-commencement planning conditions have been discharged. Several design packages have undergone checking and the associated drawings have been released for construction e.g. drainage.
- 2.11 The project is progressing well and is within the agreed programme and budget envelope set.

3. Issues, Options and Analysis of Options

- 3.1 N/A

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 A communication plan has been prepared and agreed.
- 5.2 In October 2018, a Member briefing session was held at the A13 site offices at Orsett. A follow-up briefing session has been arranged for 17 January 2019. All Members are invited.
- 5.3 Also in October 2018, a series of public information events was held at Stanford le Hope, Horndon on the Hill, Orsett and Grays. Almost three hundred people took the opportunity to come along and find out about A13 Widening and ask questions of the project team.
- 5.4 TTRO consultations for introducing temporary speed restrictions, carriageway closures (A13 main line and slip roads) and footpath diversions will shortly be undertaken.

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

- 6.1 The A13 Widening scheme supports the corporate priorities 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: **Mark Terry**
Senior Financial Accountant

Development of this scheme was funded by a £5.0m grant from SELEP's Local Growth Fund allocation. Delivery is funded by a £66.057m grant from the Department for Transport and a section 106 contribution from DP World 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. The project is however operating within the agreed budget envelope.

7.2 Legal

Implications verified by: **Benita Edwards**
Interim Deputy Head of Law

Powers to compulsorily acquire land and undertake the widening works are contained in the London Gateway Port Harbour Empowerment Order 2008, as such no further approvals are needed.

The scheme appears to be on budget but it is important to note that 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: **Roxanne Scanlon**
Community Engagement &
Project Monitoring Officer

An equalities impact assessment was undertaken as part of the project's development and issues are being managed in accordance with the assessment.

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

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

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

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

- None

9. Appendices to the report

- None

Report Author:

Paul Rogers

Programme Manager, Highways Major Projects
Place

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8 January 2019	ITEM: 7
Planning, Transport, Regeneration Overview and Scrutiny Committee	
Grays Town Centre Traffic Flow Update	
Wards and communities affected: Grays Thurrock & Grays Riverside	Key Decision: N/A
Report of: Ayesha Basit, Principal Projects Engineer	
Accountable Assistant Director: Detlev Munster, Assistant Director of Property and Development	
Accountable Director: Steve Cox, Corporate Director of Place	
This report is Public	

Executive Summary

This report summarises the progress to date in delivering changes to traffic management at Grays Town Centre and in particular, the reintroduction of two-way traffic working at Orsett Road.

1. Recommendation(s)

1.1 That Committee notes the update on the project progress.

2. Introduction and Background

- 2.1. Grays is an important economic hub supporting a wide range of services for residents across the borough. It is anticipated that direct growth in Grays will equate to 2,600 homes and 1,600 jobs by 2026, although the wider catchment area for Grays as the potential to support more growth.
- 2.2. In 2013, the Council developed an integrated multi-modal transport strategy for Grays Town Centre to support forecasted growth. The Strategy therefore included planned regeneration initiatives at the time, including new development such as the South Essex College Thurrock Campus, Grays Magistrates Court, Hogg Lane South and the proposed rail station/underpass development in Grays South.
- 2.3. This resulted in the development of the Grays Town Centre Access Study (August 2014) which identified a comprehensive package of access and amenity measures to facilitate Grays regeneration. The measures were endorsed by Cabinet in December 2014.

- 2.4. In 2015, local residents and businesses were consulted about proposed traffic management changes at Grays Town Centre. The vast majority of respondents (84%) supported the proposal for reintroducing two-way working on Orsett Road.
- 2.5. In September 2015, Cabinet considered the results of the consultation and approved the implementation of the proposed measures in two phases.
- 2.6. The phase 1 works involved the improvement of traffic movements on Stanley Road and Clarence Road junction, exit from multi-storey car park on Crown Road and signalling of width restriction on Bridge Road Bridge. The works delivered by the end of March 2016 improved the junction and exit from the multi storey car park. However, the signalling of the width restriction at Bridge Road bridge was delayed, due to technical approvals required from third parties but was subsequently delivered in December 2018.
- 2.7. The phase 2 works involve the implementation of two-way movement on Orsett Road between Derby Road and Stanley Road. The preliminary design was commissioned in October 2017 and the initial traffic modelling results were obtained in February 2018.

3. Issues, Options and Analysis of Options

- 3.1. The February 2018 traffic modelling study of the Town Centre considered five junctions, namely Orsett Road / Derby Road, Orsett Road / Cromwell Road, Orsett Road / Stanley Road, Stanley Road / Clarence Road and Clarence Road / Derby Road (see Appendix A: Key Junctions).
- 3.2. This model with the proposed two-way system on Orsett Road / Stanley Road predicts that traffic flows through the Orsett Road / Cromwell Road, Orsett Road / Derby Road, Clarence Road / Derby Road and Stanley Road / Clarence Road junctions would improve. However, it also predicts that queue lengths would be longer and there would be more congestion at the Orsett Road / Stanley Road junction, particularly at peak times. This model noted that the net effect of having a two-way system on Orsett Road would worsen traffic flows through the Town Centre.
- 3.3. Given the limited technical nature of the model used in February 2018, further (and more sophisticated) traffic modelling was commissioned. This modelling study covered a larger area from the London Road / Worth Road junction, including Hogg Lane and Crown Road to Hathaway Road / Orsett Road junction (see Appendix B: Study areas).
- 3.4. The findings from this modelling exercise indicated that making Orsett Road two-way would improve network performance, but only if Crown Road is opened to two-way traffic too.

- 3.5. With the agreement of the Portfolio Holder for Environment & Highways, detailed design work was therefore commissioned in November 2018 to implement the two way working on Orsett Road. Subject to technical approvals, road space availability and consideration of any comments and objections received from the statutory consultation undertaken in December 2018, it is planned to undertake the works at Crown Road by the end of March 2019 and to undertake the works at Orsett Road by March 2020.
- 3.6. Before site works commence, the Contractor will apply for a permit for the road space required and submit traffic management plans for the approval of the Council's Network Manager. These plans haven't been prepared yet but are likely to involve a temporary lane/junction closure for the removal of the kerb build-out east of the Orsett Road/Derby Road junction and the traffic islands and associated street furniture at the Orsett Road/Stanley junction. Traffic and pedestrian management will also be required to install new ducting and upgrade the traffic signals. Where possible, work will be undertaken outside of peak times to minimise disruption to local residents, businesses and road users.

4. Reasons for Recommendation

- 4.1. Further investigations were required to determine the ability to reintroduce two-way traffic at the Orsett Road/Stanley Road, and as such, the previously approved project will now proceed subject to the outcome of the statutory consultation that was undertaken in December.
- 4.2. This report therefore only provides an update to PTR O&S Committee about changes to traffic management at Grays Town Centre, in particular, the reintroduction of two-way working at Orsett Road.

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

- 5.1. Statutory notices advertising the Council's intention to revoke the traffic order for one-way working at the Orsett Road / Stanley Road junction and on Crown Road were published on 22 October 2018. These notices were displayed on site and in local newspapers. At the time of preparing this report, the results of this consultation exercise were unknown.

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

- 6.1 The improvements to Grays Town Centre support Thurrock Council's corporate vision and priorities, particularly those within the "Place" priority.

7. Implications

7.1 Financial

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

The estimated high level implementation cost of two-way system on Orsett Road and Crown Road could be circa £500k.

The identified funding sources are:

- Local Growth Fund (LGF) - £257k
- Underspend on previous years capital programme - £133k
- Integrated Transport fund annual allocation - £110k

In order to meet the terms of the LGF grant, this funding will be used first to finance works undertaken.

If this scheme was not to proceed, the LGF grant funding would need to be returned to the awarding body.

7.2 Legal

Implications verified by: **Benita Edwards**
Interim Deputy Head of Law

This report notes that Cabinet has authorised implementation of the highways works carried out and those yet to be implemented. Any works that do not come within the ambit of previous decisions of Cabinet will require consideration and approval by Cabinet in the usual way.

Under the Traffic Management Act 2004, it is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing:

- (a) the more efficient use of their road network; or

- (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority...

The changes to traffic flows proposed will be secured by the making of Traffic Regulation Orders under s. 1 of the Road Traffic Regulation Act 1984. Section 122 of the Road Traffic Regulation Act 1984 sets out the general duty of the Council as Highway Authority and requires that when exercising functions under the Act, the Council must do so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The framework for the making of Traffic Regulation Orders is governed by the Road Traffic Regulation Act 1984, in particular sections 1 to 4 and Schedule 9. The procedures to be followed are contained in Regulations made under the Act.

7.3 **Diversity and Equality**

Implications verified by: **Natalie Warren**
Strategic Lead: Community Development & Equalities

Section 149 of the Equality Act 2010 creates the public sector equality duty which requires that when a public sector body makes decisions it must have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act;
- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not; and
- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation.

Any diversity and equality issues identified by the traffic order consultation in section 5.1 above will be addressed during the detailed design Any diversity and equality issues identified through the traffic order consultation will be addressed in the detailed design and considered through a Community Equality Impact Assessment.

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

N/A

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

- Grays Town Centre Transport Study (Cabinet Report December 2014)
- Grays Town Centre Traffic Management (Cabinet Report September 2015)

9. Appendices to the report

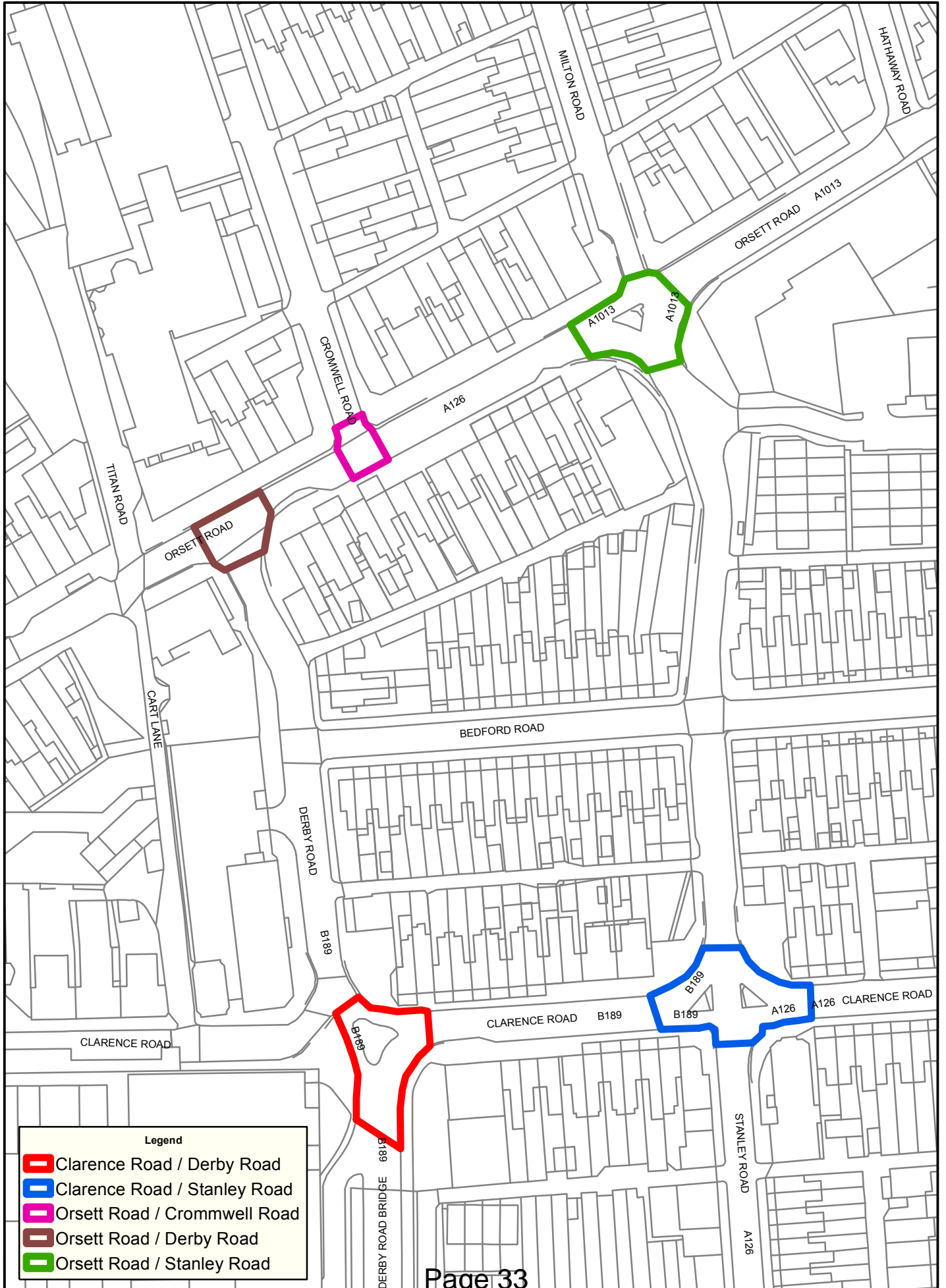
- Appendix A: Key Junctions
- Appendix B: Study areas

Report Author:

Ayesha Basit

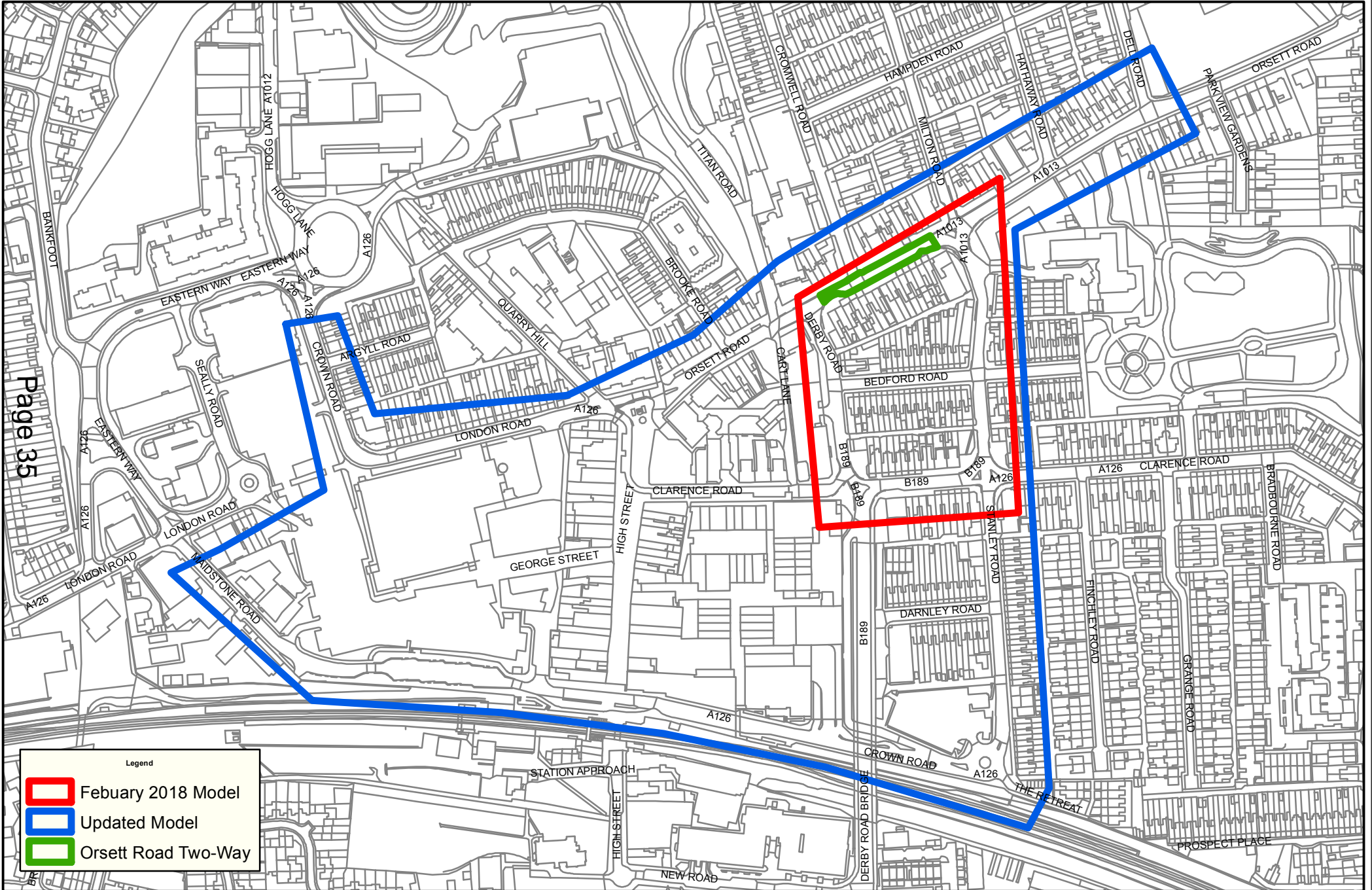
Principal Projects Engineer

Highways Major Projects






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Appendix B - Study Areas



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Legend

-  Febuary 2018 Model
-  Updated Model
-  Orsett Road Two-Way

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Work Programme

Committee: Planning, Transport, Regeneration Overview and Scrutiny Committee

Year: 2018/2019

Dates of Meetings: 4 July 2018, 11 September 2018, 6 November 2018, 8 January 2019, 12 March 2019

Topic	Lead Officer	Requested by Officer/Member
4 July 2018		
Local Plan Update		Members
11 September 2018		
Tilbury IMC Report	Rebecca Ellsmore	Officer
Bus Shelter Procurement Paper	Andrew Austin	Officer
C2C and Network Rail to attend in relation to contingency plans, communications etc.	Matt Kiely	Members
Procurement for Bus Route 11 & 374		Officers
Work Programme	Democratic Services	Standard Item
Extraordinary Meeting 17 October		
Thurrock Local Plan Issues and Options (Stage 2)	Andrew Millard	
Establishment of a Task Force in relation to the Local Development Plan	Andrew Millard	Members
6 November 2018		
Briefing: Purfleet Centre Update	Rebecca Ellsmore	Members

Work Programme

Fees and Charges Pricing Strategy 2019/20	Andrew Austin	Officer
Work Programme	Democratic Services	Standard Item
8 January 2019		
Grays South Regeneration Project: Delivering the pedestrian underpass	Brian Priestly, Rebecca Ellsmore	Members
A13 Widening - Scheme Update	Paul Rogers, Detlev Munster	Officers
Grays Town Centre Traffic Flow Update	Ayesha Basit, Paul Rogers	Members
Work Programme	Democratic Services	Standard Item
12 March 2019		
Freight and Logistics (TBC)	Andrew Millard	Officer
Stanford Transport Hub Update	Brian Priestly, Rebecca Ellsmore	Members
Work Programme	Democratic Services	Standard Item
TBC		
Highways, Maintenance, Efficiency Programme (HMEP) and Asset Management	Julie Rogers	<i>Removed by Officer</i>