

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 **6 July 2020**

Due to government guidance on social-distancing and COVID-19 virus the Planning, Transport, Regeneration Overview and Scrutiny Committee on 6 July 2020 will not be open for members of the public to attend. Arrangements have been made for the press and public to watch the meeting live via the Council's online webcast channel at <https://www.youtube.com/user/thurrockcouncil>.

Council Chamber, Civic Offices, New Road, Grays, Essex, RM17 6SL

Membership:

Councillors Martin Kerin (Chair), John Allen (Vice-Chair), Alex Anderson, Oliver Gerrish, David Potter and David Van Day

Substitutes:

Councillors Steve Liddiard, Sue MacPherson, Gerard Rice and Luke Spillman

Agenda

Open to Public and Press

	Page
1. Apologies for Absence	
2. Minutes	5 - 16
To approve as a correct record the minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 21 January 2020.	
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. A13 Widening Report 17 - 26**
- 6. Stanford-le-Hope Interchange Report 27 - 32**
- 7. Grays South Regeneration Area: Underpass and Public Realm Option Selection 33 - 102**
- 8. Planning, Transport and Regeneration Overview and Scrutiny Committee Work Programme 103 - 104**

Queries regarding this Agenda or notification of apologies:

Please contact Kenna-Victoria Healey, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **26 June 2020**

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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.

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.

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 21 January 2020 at 7.00 pm

Present: Councillors Martin Kerin (Chair), John Allen (Vice-Chair), Oliver Gerrish, Andrew Jefferies and David Van Day

Apologies: Councillor Alex Anderson

In attendance:

Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection
Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects
Julie Nelder, Assistant Director of Highways, Fleet and Logistics
Stephen Taylor, Strategic Lead of Economic Development
Peter Wright, Strategic Lead of Highways and Infrastructure
Matthew Ford, Chief Engineer
Lisa Preston, Enforcement Manager
Navtej Tung, Principal Transport Planner
Colin Walker, Mott Macdonald Representative
Wendy Le, 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.

11. Minutes

The minutes of the Planning, Transport, Regeneration Overview and Scrutiny Committee held on 9 October 2019 was approved as a true and correct record.

12. Items of Urgent Business

There were no items of urgent business.

13. Declaration of Interests

There were no declarations of interest.

14. Fees and Charges Pricing Strategy 2020/21

The Chair announced that item 10 of the agenda – Fees and Charges Pricing Strategy 2020/21, would be heard first on the agenda due to the number of

officers in attendance for that meeting. After, the agenda would follow the order shown from item 5 downwards.

Presented by Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection, the report set out the proposed fees and charges to the services within the remit of the Planning, Transport, Regeneration Overview and Scrutiny Committee. There was a slight amendment to the wording of 'in line with inflation' found in paragraph 3.5 and 5.2 on pages 81 and 83 of the agenda. The amended wording was 'in line with forecasted inflation'.

Officers gave an outline of:

- The decrease in permit fees under network management as the maximum fees previously charged had not been reached so was brought back down to the previous charge. Income was not affected.
- The fees relating to the town centre where charges were to support and regulate services and events.

Referring to appendix 1 of the report, Councillor Gerrish commented that the travel plans appeared to have a significant reduction in charges and questioned the impact on people using the travel plans. Navtej Tung, Principal Transport Planner, explained that the travel plans had been in place for a long time but had not decreased before. The reason for the decrease was to reflect what the service aimed to undertake with the travel plans. The intention for the travel plan was for the dedicated officer to monitor the plans by the developer and ensure the travel plans were delivered as expected.

Councillor Gerrish queried the impact of the fees and charges on the Council's revenue and asked for a consolidated figure of the existing charges; the new charges and the difference between the figures along with a breakdown of the figures. In response, Leigh Nicholson said that the information would be circulated to the Committee as he did not have the information on hand.

The Committee discussed the recommendations and agreed that recommendation 1.2 be amended with the additional wording of, 'subject to consultations with the relevant Portfolio Holder and to be reported back to the Planning, Transport, Regeneration Overview and Scrutiny Committee.'

RESOLVED:

- 1.1 That Planning, Transport and Regeneration Overview and Scrutiny Committee noted the revised fees, including those no longer applicable, and comment on the proposals currently being considered within the remit of this committee.**
- 1.2 That Planning, Transport and Regeneration Overview and Scrutiny Committee noted that director delegated authority will be sought via Cabinet to allow Fees & Charges to be varied within a financial**

year in response to commercial requirements, subject to consultations with the relevant Portfolio Holder and to be reported back to the Planning, Transport, Regeneration Overview and Scrutiny Committee.

15. A13 East Facing Access Scheme Update

Presented by Leigh Nicholson, the report detailed a funding bid for £48.5m that the Council had submitted to the Major Road Network (MRN) Funding Submission for an A13 East Facing Access (EFA). The benefits of the scheme were highlighted within the report in the agenda.

A presentation was provided by Colin Walker, Mott Macdonald Representative. The presentation outlined the options assessment cases that considered topics such as deliverability of the scheme and improvements to air quality. The proposal was to submit option 1A and 6B to the Department for Transport (DfT) for funding.

Noting that works were proposed to commence in autumn 2023 and the costs of the project, the Chair asked how confident the organisation was in achieving this start date and in completing the project. Colin Walker explained that the first bid of the project had been honed to achieve under the £50 million budget and costs were now forecasted at £70 million. He went on to say that it was important for the costs to be calculated right because the DfT would only fund what was asked for. The cost had changed to £70 million because of a parcel of land that had not been included in the first cost.

Referring to the deliverability of the scheme highlighted as 'neutral-good' on page 21 of the agenda, the Chair sought clarification on this. Colin Walker explained that the certainty of the scheme was analysed through investigations undertaken and that deliverability issues lay in the acceptance of the scheme from the public and support from the Council. The options of 1A and 6B had been considered and was what would be presented to the DfT.

The Chair asked if the 'neutral-good' rank given, on the deliverability of the scheme, was based on the support of the Council or if it was based on whether there were enough funds available to build the scheme. Colin Walker replied that the organisation was currently in discussions with the Council regarding the public aspects of the scheme.

Noting that the budget funding of the scheme had begun in 2018, the Vice-Chair questioned whether the costs would increase again as the scheme was not due to commence work until autumn 2023. Colin Walker answered that inflation and contingencies had been considered within the given figure of £70 million. Adding to this, Anna Eastgate, explained that the service had been undertaking a review of the transport projects which would go through the required checks and balances before a project could progress further.

Councillor Gerrish stated that the scheme fell within his ward and that the scheme was much needed. He went on to comment on the height of the railway line that was within the area of the scheme and asked if consideration had been given to moving the railway line or turning the railway into a two way railway track.

In response, Colin Walker said that the scheme had started out as £50 million but would not rise further. All costs had been considered within the £70 million. Regarding the railway line, he said that the organisation had met with Network Rail and although there was the land available for a twin track, it would be best to focus on the highways options.

Councillor Gerrish felt it was imperative to have all options open particularly for the railway lines as the growth of Thurrock continued into the future. He went on to ask what levels of traffic modelling had been undertaken around the options particularly those concerning Pilgrims Lane around Lakeside where congestions problems usually occurred. Colin Walker explained that data for one forecasted year had been used to compare to the five options of the scheme. Although traffic modelling had not been undertaken, but there had been an option to adjust the road to encourage more traffic to use the road out of Lakeside. The current choice was the free flowing option to ensure quicker access onto and from the A13 to encourage traffic to move off the local roads around Lakeside.

Noting the assessment rate of option 6B, Councillor Gerrish sought an explanation as to why this option had been chosen. He mentioned that there was a traveller community within the area with option 6B. Aware of this, Colin Walker noted that the outcome would not benefit the traveller community as much as it would for the wider public.

Councillor Jefferies sought more clarification on the deliverability of the scheme and questioned how it had been assessed as neutral-good deliverability. Colin Walker replied that there were difficulties in achieving a completion of a scheme and there had not been a successful engagement with the public with this scheme. The uncertainties of the scheme had to be captured and the options considered were what was proposed for the scheme. The next step would be to begin stakeholder engagement following approval of the options presented.

Referring to the proposed Lower Thames Crossing (LTC), Councillor Jefferies questioned whether the LTC would impact upon the A13 EFA Scheme. Anna Eastgate replied that the impact of the LTC had not been considered and that the service was considering how the A13 EFA would benefit Thurrock's road networks. The scheme would run parallel to the LTC and the service had a cordon plan of the LTC that was used for planning Thurrock's road schemes.

Councillor Van Day sought clarification on whether the costs of the scheme had considered inflation and if the costs were capped. Colin Walker confirmed that the scheme had taken inflation costs into consideration and the costs were not capped but estimates.

Noting that option 6B was deemed to have less impact, the Vice-Chair questioned if this was in comparison to option 1A which had ancient woodlands. He also asked the location of the ancient woodlands and whether this was Davy Down. Colin Walker confirmed that option 6B had been compared against 1A and that the ancient woodland was Brick Down Wood. Option 1A would remove a significant amount of the ancient woodland whereas option 6B would have a minimal impact. The ancient woodland was privately owned and the organisation had been in contact with the owner to undertake the necessary investigations to confirm that the woodland was ancient and results showed that the woodland was indeed ancient and had been around since the 16th century.

The Vice-Chair mentioned that Pilgrims Lane was a travellers' site and asked whether this had been taken into account in the proposed option 6B. Colin Walker answered that the organisation were aware and that it had been a difficult step in choosing option 6B but this would be explained and outlined in the option submission to the DfT along with the impacts of the other options.

Referring to paragraph 2.2 on page 16 of the agenda, he commented on the wording of 'the Council's ambition to deliver 32,000 new homes' and said that the figure had come from national government as a recommended figure. He questioned if this was now the Council's ambition as worded in the report. Officers noted the wording and the concern raised and would be more attentive in wording for future reports.

The Committee discussed the wording of the recommendations and agreed that where it was worded 'endorse', this would be changed to 'comment'. The Committee also wished to see updates of the scheme brought back to Committee on a regular basis and agreed on adding a recommendation (1.4) for this.

Colin Walker thanked the Committee for their comments which was important to progressing the scheme in the right direction.

RESOLVED:

- 1.1 That the Committee noted and commented on the work undertaken to develop the A13 East Facing Access scheme to date.**
- 1.2 That the Committee noted and commented on the Options Assessment process identifying the sifting process and prioritisation of schemes for submission to the Department for Transport.**
- 1.3 That the Committee noted the funding implications associated with the A13 East Facing Access scheme options, as set out in Section 7.**

1.4 That the Committee requested the A13 EFA Scheme to be brought back as and when the scheme progressed to future stages.

16. Stanford Le Hope Interchange Update

Presented by Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects, the report gave an update on the progress of the Stanford-le-Hope Interchange project in that:

- Required works had been undertaken in March 2019 to demolish the existing station building in order to secure funding from the National Stations Improvement Programme (NSIP) fund.
- Steel beams were removed over the site's café building in August 2019.
- Between 21 October and 20 December 2019, station security and operations were improved.
- Temporary station arrangements included: temporary ticket stations; car park layout changed to improve pick up and drop off; and the station power supply and new platform 1 access has re-introduced the ticket gate line.

The scheme was currently on pause for review. The next steps of the project was outlined in that:

- The site activities may potentially resume in early 2020;
- Platform 1 may be widened at the furthest end from London Road;
- The aim was to complete the project by August 2021 and updates would be provided via an eNewsletter that the service was working on with c2c.

The Chair welcomed the pause and review of the project and referring to paragraphs 3.1 to 3.6 of the report, he questioned why those proposed works had not been undertaken. He voiced his concerns in that the project had gotten so far and whether there had been mitigation strategies in place. Anna Eastgate answered that a 'post-mortem' had to be undertaken to assess what had happened with the proposed works. However, there were measures in place now to improve the project and the service was confident that the project would be completed.

The Chair questioned how long the 'post-mortem' would take and when the information would be made publicly available. Noting that works were proposed to begin in August 2021, he also questioned if the scheme would be deliverable by then. In response, Anna Eastgate said that the design had been simplified to reflect what could be delivered without the need for additional land. However, the existing planning application would require amendment and the service would be in discussions with designers to look at a high level design that was deliverable. The aim was to make savings and efficiencies where possible and to deliver the maximum benefits of the scheme. The service was undertaking workshops in lessons learned from projects and to instil confidence in officers involved in project work.

With the planning application, the Vice-Chair queried the timeframe for his amendment to be made. Leigh Nicholson explained that once the revised plans were received, the service would then analyse the next steps to be taken. If the amended plan was new, then it would need to go through the planning application process and 21 days would be required for the consultation period before the application could be submitted. From there, the application would go onto Planning Committee to be considered. The aim now was to get the project back on the right track.

Councillor Gerrish welcomed the idea of the lessons learnt from projects sessions. He thought it was important in helping the service to recover from projects quickly. Referring to the August 2021 start date, he questioned when the project would start again after the current pause and review. He thought it would be good to see the project plans and that projects had to be better reviewed. Anna Eastgate replied that the project gateway process would enable the Committee to feed into project plans.

The Chair and Councillor Gerrish felt democratic accountability had to be taken over the issues within the project and wished to see the project come back to Committee for an update. The Committee further discussed the importance of bringing schemes and projects to overview and scrutiny for review and to see which projects were and were not on track.

RESOLVED:

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee commented on the progress on the Stanford le Hope Interchange project.

17. Integrated Transport Block Capital Programme 2020/2021, DfT Block Maintenance Capital Programme 2020/2021 and A126 Safer Roads Programme

Presented by Leigh Nicholson, the report set out the proposed expenditure for the programme of work that will utilise the funding allocations available to the Transport Development Service and Highways Infrastructure within the 2020/21 financial year. The report details the Integrated Transport Block (ITB) Capital allocation from the Department for Transport (DfT) and the DfT Block Allocation for Maintenance. The proposed works would implement improvement and enhance schemes in the strategic priority areas that were set out within the Council's Transport Strategy and Implementation Plan.

DfT has also confirmed that the Council would receive a further £2,488,792 to deliver safety improvements on the A126 section of the roadwork and this has been allocated through the Safer Roads Fund with further funds allocated to the 2020/21 financial year. The recommendations on page 50 of the agenda gave the list of approvals sought from the Planning, Transport, Regeneration Overview and Scrutiny Committee for the details mentioned in the report.

Noting the conflict points within Thurrock where accidents were most likely to happen, the Chair sought clarification on how the scheme would improve these conflict points. Matthew Ford, Chief Engineer, directed the Committee's attention to paragraph 3.8 of the report. He went on to explain how the allocated funding would be set out over the next 3 years as highlighted on page 52 of the agenda. The service would be undertaking survey work this year to identify the root causes for accidents on the route and to identify remedial measures to mitigate those causes. The service was working with other teams on where these mitigation measures could be implemented to reduce the impact that would be caused to residents due to the current large infrastructure works that was being undertaken on London Road.

Councillor Jefferies sought more information on the list of roads to be resurfaced in appendix 1 of the report. Peter Wright, Strategic Lead of Highways and Infrastructure explained that the roads highlighted in orange were the roads in reserve as it enabled the service to move these schemes up if other road schemes had issues such as road space. The service were currently reviewing the schemes to confirm costs.

Councillor Jefferies mentioned that the roads on South Road in South Ockendon was regularly dug up and resurfaced and asked whether utility companies undertook works correctly before the road was resurfaced. Peter Wright explained that there were regular complaints regarding South Road and the service worked with the network management teams on forthcoming works. He went on to say that London Road had regular issues which was why major reworking of the road was currently being undertaken to prevent further issues. Some parts of South Road were in a bad state and works were often undertaken to minimise the impact.

RESOLVED:

1.1 That the Planning Transport and Regeneration Overview and Scrutiny commented on the report and the following Cabinet recommendations:

1.1.1 Approve the Integrated Transport Block Capital Programme for 2020/21 (as detailed in Appendix 1) and notes the process by which the Safer Routes to School and Road Safety Engineering programme are assessed and prioritised for implementation.

1.1.2 Notes and approves the A126 Safer Roads fund programme for the next 3 years (as detailed in Appendix 2).

1.1.3 Delegates authority to the Director of Place, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the ITB and Safer Roads programmes taking into account local views and priorities.

1.1.4 Approve the DfT Maintenance Block Allocation programme for 2020/21 (as detailed in Appendix 2).

1.1.5 Delegates authority to the Director of Environment and Highways, in consultation with the Cabinet Member for Highways and Transport, to review and make local changes to the DfT Maintenance Block Allocation programme.

18. Grays Town Centre Update

Presented by Anna Eastgate, the report provided an update to Members about the changes to traffic management in Grays Town Centre and the reintroduction of two-way traffic in Orsett Road that was the final part of phase 2 of the Grays town centre traffic management improvements project. An enquiry inbox for the project had been set up and was monitored. Officers had walked around the temporary traffic diversions in place (whilst the project were underway) to ensure the signage was correct. There had been some miscommunication with residents on Bedford Road regarding resident parking which had been resolved.

The Chair questioned whether residents and businesses had been warned of the level of disruption from the forthcoming works. Anna Eastgate replied that residents had been warned in October 2019 with the two dates of the works due to take place which was initially 6 January 2020 but had been moved to the week after due to traffic management issues. There were not many complaints regarding the notice of works but complaints were focussed more on the congestion caused by the works and by people driving the wrong way on a one way signed road. The service was working with the police to enforce the signs in place. However, traffic flow usually settled after people became used to the signage.

The Chair said that Grays town centre could not afford to lose its economic activity and queried whether businesses had the opportunity to give their views on the project. Anna Eastgate answered that there had been a complaint from a business owner on Clarence Road in Grays which had been in regards to the owner finding difficulty in getting the vehicle out onto the road but the traffic diversion had not affected his business itself.

Councillor Gerrish questioned the target end date for the project and if the traffic diversion would be removed in parts or in its entirety. For completion of physical works, Anna Eastgate said that the aim was for the week commencing 30 March 2020. Once works were completed, the traffic diversion would be removed in its entirety. A SCOOT (Split Cycle Offset Optimisation Technique) traffic system would be implemented following on from this in April 2020.

Peter Wright explained that a SCOOT traffic system was generally used in London and one was in place at the Treacle Mine roundabout. The SCOOT traffic system analysed the traffic flow through loops installed underground and traffic lights were manipulated according to the traffic situation. For the system to work in Grays town centre, the traffic flow and patterns had to settle

before it could be implemented therefore traffic would run on fixed time traffic lights until the end of April 2020.

The Vice-Chair commented on the efficiency of the SCOOT traffic system on the Treacle Mine roundabout. In response, Peter Wright said that the system worked to the best of its ability but the Treacle Mine roundabout had become a series of junctions as opposed to being a roundabout. The issue was one of capacity rather than the system itself.

RESOLVED:

1.1 That Committee commented on the update of the project progress.

19. A13 Widening Update

The report was presented by Anna Eastgate and outlined the progress of the A13 Widening scheme. An update had been provided to the Planning, Transport, Regeneration Overview and Scrutiny Committee in January 2019 and since then, a number of issues had arisen that had impacted upon the cost and schedule of the project which had a forecasted completion date of Autumn 2020. These were outlined in paragraphs 3.3 to 3.10 of the report on pages 74 to 75 of the agenda. As a result, works were being undertaken in parallel as opposed to sequentially to the project timeline and the rate of spend had increased with the project no longer being within its budget.

Mitigation measures were being undertaken for works to improve communications to ensure efficiency; collaborative planning; additional project management resources; and appointment of external auditors. With the funding gap, a number of options were being considered which included an increase in grant funding for the project and funding contributions from the private sector or from Thurrock Council. The project was undergoing a full review to determine the end date.

The Chair commented that the issues of the project was beyond officers' accountability and instead moved on to democratic accountability. He felt that the Portfolio Holder for Regeneration had to provide an explanation on the issues that had arose from this project.

The Vice-Chair sought clarification on the costs of the project and what the overspend would be. Anna Eastgate explained that the cost was originally valued at £70 million and the DfT had allocated £90 million of funds towards the project. However due to the unforeseen issues, the service had brought this to the SELEP (South East Local Enterprise Partnership) with a view to identify more funding from the DfT. An Agreement in Principle had been provided to allocate additional funding subject to a value for money exercise.

Regarding road projects, Councillor Allen asked if there was a contingency in place for overspend of the budget and unforeseen circumstances. Anna Eastgate confirmed that there were contingencies which could also be seen

on other schemes. A recent government document gave guidance on learning lessons for these types of road projects. She went on to say that work on existing assets usually brought up unfound issues.

Councillor Gerrish sought more information on the current process of the project and on the overspend. Anna Eastgate replied that the service was trying to identify a range of figures to allocate to the project which would be announced once the project was in a more robust position. This would be issued along with a communication plan and the next steps of the project, once internal processes had been followed.

Referring to the Chair's earlier comment on democratic accountability, Councillor Van Day commented that the issues that had arisen from the project were unforeseen circumstances that could not have been controlled. Agreeing to this, Councillor Jefferies said that checks were in place to ensure the project would get back on track. The Vice-Chair added that it could not have been foreseen what was underneath the A13.

The Chair commented that there were issues in other projects as well and not just the A13 which explained his reasons for suggesting that the Portfolio Holder for Regeneration to account for these as the Portfolio Holder managed the officers on these projects as well as the projects. The Vice-Chair did not feel that the accountability lay with the Portfolio Holder and instead looked to the Senior Officers.

Agreeing with the Chair, Councillor Gerrish questioned when the Committee would see an update to the project and lessons learned from the review. He felt a report should be provided back to the Committee as soon as possible given the gravity of the situation.

The Chair felt that an extra recommendation should be added to recommend 'that the Portfolio Holder for Regeneration considered his position in light of the recent project situations'. Councillor Gerrish agreed to this recommendation. The Vice-Chair, Councillor Jefferies and Councillor Van Day did not agree to this recommendation.

RESOLVED:

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

20. Work Programme

The Committee discussed the items that were allocated in the 'to be confirmed' section of the work programme and asked if these could be allocated to the next meeting on 17 March 2020. Officers would discuss with the Chair and Director following on from Committee.

The meeting finished at 9.16 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**

6 July 2020	ITEM: 5
Planning, Transport, Regeneration Overview and Scrutiny Committee	
A13 Widening Report	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects	
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects	
Accountable Director: Andy Millard, Director of Place	
This report is public	

Executive Summary

This report is provided at the Chair’s request in order to inform Members on the following specific matters relating to the A13 scheme:

- A breakdown of costs and how the latest out turn forecast has been calculated
- Details of where the finance to meet any shortfall will come from
- A timeline of when issues have arisen in the programme resulting in an anticipated completion date of autumn/winter 2021

The A13 widening scheme will, when complete provide a continuous three lane dual carriageway linking the M25 to the A1014 Manorway junction. This continuous carriageway will improve journey reliability, reduce queuing and congestion thereby improving the environment. The A13 is a key route for south Essex and the Thames Estuary Corridor which will support much needed connectivity and economic growth for the residents of Thurrock and the wider south Essex region.

Work is progressing well currently on the project and some key milestones, with the installation of the structures in recent weeks, was an essential activity to be able to keep the project on current programme. Whilst the project has a number of challenges and risks which it will carry throughout the delivery of the scheme, a number of the issues encountered in the scheme are directly related to the need to satisfy key milestones and funding requirements which has driven the decision making early on in the project, increasing risk of delay and budget concerns.

1. Recommendation

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes and comments on the report content.

2. Introduction and Background

- 2.1 This project involves widening 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 to the A1014 (The Manorway) in the east and replacing four bridges. Once the project is completed, there will be a continuous three-lane carriageway from the M25 to Stanford le Hope, reducing congestion and resultant pollution, improving journey times and supporting further economic growth.
- 2.2 The consent for this project was granted by a Harbour Empowerment Order in 2008, with the Council taking on responsibility for the preliminary design in 2011. The local growth fund deal was received in 2014 which provided the certainty needed for the Council to award contracts for the preliminary design in early 2014. Separate detailed design and main works construction contracts followed in 2016.
- 2.3 Since the last update to the PTR Overview & Scrutiny Committee in January 2020, there has been a review of both programme and the expected out turn forecast.
- 2.4 This report does not include any impacts from the Covid-19 pandemic on the project. It is too early to report on any impacts relating to programme and costs at this stage as the pandemic remains very much a current and live issue. On a positive note, however, work has progressed and continued on the project throughout the pandemic, albeit at a slightly reduced rate, to enable full adherence with Government and construction industry guidance, in order to protect the travelling public and the workforce.
- 2.5 A report is due to be considered by Standards and Audit Committee on 9th July 2020 in relation to this project, to respond to questions asked by the Chair of that Committee.

3. Issues, Options and Analysis of Options

- 3.1 In relation to the three specific issues that this report has been asked to address, the information set out below provides information and clarity on the current situation with regard to programme and out turn forecast.

A breakdown of costs on the A13 scheme and how the latest out turn forecast has been calculated

- 3.2 The current breakdown of costs on the A13 scheme is set out in the table below.

Cost Summary	
Construction	£ 91,000,000
Statutory Undertakers	£ 9,619,480
Preliminary Design	£ 1,175,000
Contract Supervision	£ 2,017,987
Detailed Design	£ 3,120,629
Land Purchase	£ 1,832,472
Technical Support	£ 2,613,399
Risk Allowance	£ 3,296,032
Total Anticipated Out turn costs	£114,675,000

- 3.3 The project team held a series of workshops in order to revise the cost model of the project and arrive at this revised forecast. Those workshops involved reviewing and updating key project documents including the programme, compensation events and the risk register. This enabled values to be assigned to remaining works identified in the programme as well as undertaking a risk simulation exercise to assign values to the risks that the project is carrying. The delays in the project have led to an increase in compensation events which has raised the target cost of the project. Those compensation events include ongoing inflationary increases directly as a result of delay in delivery and delay in agreeing the final design and works information in particular with reference to the drainage, structures and utilities diversion works.
- 3.4 The result of that work culminated in the revised anticipated out turn cost of £114,675,000 set out in the table.

Details of where the finance to meet any shortfall will come from

- 3.5 The original approved project budget was agreed at £78,866,586 in 2016. These costs were arrived at based on a preliminary design and certain elements of the scheme were not included such as the utilities diversion works. The scheme was tendered at a stage when the information to inform the tender was not sufficiently developed to enable tenderers to price the job effectively. This meant that a number of elements were removed and remained as an Employers' risk, ie the responsibility and liability for them remained with the Council. The need to meet key project milestones to satisfy the business case and funding requirements meant that this was driving the decisions on the project.
- 3.6 The Council has recently undertaken a value for money (VfM) exercise on the project which has identified that based on the current out turn forecast, the scheme still represents high VfM. The significance of this means that an additional un-ringfenced grant was made available by DfT to SELEP of £8.9m and the SELEP Accountability Board agreed to provide this funding to the A13 on the condition that the scheme can still illustrate a high rating on VfM and the Council provides a commitment to secure any additional short fall in

funding. It is worth noting that this money was originally identified as part of the scheme funding but retained by the DfT.

- 3.7 The Accountability Board was scheduled to take place on 15th May however, as a consequence of the current Covid 19 pandemic, the meeting is now scheduled to take place at the end of June/early July 2020 (date to be confirmed). Officers will provide a verbal update on this matter at the meeting as this report will be finalised prior to the outcome of the Accountability Board being known.
- 3.8 With the allocated £8.9m, the remaining difference will therefore be £26,908,414.
- 3.9 The potential options available to bridge the forecast funding gap are currently being explored and have not yet been confirmed. It is likely that a combination of funding sources will be required to meet the funding gap. The main options under consideration include:
- An increase in grant funding towards the delivery of the Project;
 - Funding contributions from the private sector; and
 - Funding contributions from Thurrock Council.
- 3.10 Thurrock Council recognises the need to seek alternative funding through whatever route is available and the likely need to use capital funds.
- 3.11 The A13 widening scheme will, when complete provide a continuous three lane dual carriageway linking the M25 to the A1014 Manorway junction. This continuous carriageway will improve journey reliability, reduce queuing and congestion thereby improving the environment. The A13 is a key route for south Essex and the Thames Estuary Corridor which will support much needed connectivity and economic growth for the residents of Thurrock and the wider south Essex region.

A timeline of when issues have arisen in the programme resulting in an anticipated completion date of autumn/winter 2021

- 3.12 The table below sets out a chronology of the key early decision making on the project:

Date	Decision/Event
2008	Consent under the Harbour Empowerment Order 2008
2011	Cabinet paper authorising preliminary design contracts
2013	Local Growth Fund deal was submitted in July
2014	Government announced £75m for delivery and £5m for development of the scheme, Cabinet authorised the award of a contract for final design and works as well as to enter into any other contracts which is or are necessary for the works to be carried out in advance of the main widening works

2016	<p>Preliminary Design Work contract was awarded in February 2016. This included preparation of tender documents to be awarded through the Highways Agency (now Highways England) Collaborative Delivery Framework (CDF).</p> <p>A Cabinet report agreed on 9th March 2016 referred to tenders being issued for a detailed design and construction contractor at the end of summer 2016</p> <p>A Cabinet report from 16th December 2016 delegated authority to Corporate Director of Environment and Place in consultation with Cabinet member and approval of S151 Officer and the MO to award two contracts one each for detailed design and construction.</p>
2016-2017	This gave effect to the Cabinet Decision from Dec 2016 by awarding the detailed design and construction contracts circa June 2017.
2017	Site assembly using powers under the 2008 Order
2017	In December main works contract was signed and pre construction works commenced
2018	Main Works construction commenced in March 2018
2021	Revised anticipated road open to traffic. Originally programmed to be Autumn 2020

- 3.13 At the January 2020 update to this Committee, it was confirmed that a review and update to the published programme needed to be undertaken. That work has now been completed. As a consequence of the programme review, which looked at issues and delays which had occurred or could be reasonably anticipated in the future, the revised open to traffic date has gone back by a year. The published programme now anticipates the road being open to traffic in autumn/winter 2021. Again, this does not yet take account of any delays resulting from the Covid-19 pandemic as it is too early to be able to ascertain with any certainty the true impacts of a situation which is still very much current at the time of writing this report.
- 3.14 The original contractors' tendered programme stated that construction was due to start 2 January 2018 with a completion date of 6 March 2020. This was contingent upon the design being complete by 5th March 2018, the design was subject to a separate contract. In fact construction did not commence until 4 March 2019 and as the detailed design of the scheme was an iterative process, it was progressed in parallel to the main works and was completed on 28 February 2020.
- 3.15 The main works contractor required two essential elements to deliver the scheme: materials and works information. With the delay in the delivery of the detailed design and finalising the works information, the main works contractor had little to build hence why delays occurred in commencing on site for as long as was possible under the terms of the contract.

- 3.16 Other factors which have contributed to the challenges on the project relate to the funding deadlines essentially driving less than optimum decisions on the project. In particular, the need to meet milestones and draw down funding meant that there was insufficient time in the programme to undertake a bespoke procurement exercise for a single design and build contract. Cabinet decisions in 2016 authorised the contracts for the design and later two contracts, one each for detailed design and build. Due to time constraints this resulted in the use of framework contracts which delivered separate design and build contracts. As a consequence of this there was no legal relationship between the designer for the scheme and the constructor of the scheme, meaning that those workstreams were being delivered independently and in parallel as opposed to collaboratively and sequentially.
- 3.17 It is important to set out a few complicating factors to the delays and costs issues with the A13:
- 3.17.1 There is no single issue which has caused the delay in the programme, rather a combination of issues which have had impacts resulting in delay and therefore also increasing costs;
- 3.17.2 Modifying existing linear infrastructure is often more greatly impacted by issues and delays than 'greenfield' projects which are contained within a single site. This means that a number of programmed activities in a linear scheme are inextricably linked resulting in a minor impact at one end of the programme becoming a recurring issue throughout the linear route causing delay and with delay comes cost.
- 3.18 Since commencement of construction, there have been three significant issues which have impacted on the delivery of the scheme. Two of those issues relate to the design of the drainage and the four bridge structures. There have been a range of issues which include differences between the as built drawings and the conditions on the ground, the need to design the scheme to the standard set out in the Design Manual for Road and Bridges (DMRB) and the need to undertake further survey work and re-design which then has to progress through technical assurance processes.
- 3.19 The third issue relates to the diversion of utility apparatus. Statutory Undertakers can only undertake activities to their apparatus at particular times of the year, usually when there is less demand on the system. For example, communications infrastructure works cannot take place over the Christmas period, gas and electricity diversion works can only take place during optimum outage windows between April and October. Further Statutory Undertakers only permit their own contractors to undertake works on their apparatus. A lot of apparatus needed to be moved out of the way to enable works to commence. This was an employers' risk under the contract as a result of the status of the detailed design resulting in it being removed from the tender..

- 3.20 The delay and cost overrun on the project originate from:
- 3.20.1 Delay in commencement of construction which is an employers' risk under the contract and therefore the cost sits with the Council.
 - 3.20.2 The late delivery of the completed detailed design and changes to the works information (in relation to drainage and structures), again an employers' risk under the contract and therefore the cost sits with the Council.
 - 3.20.3 The funding requirements driving the decisions on the project which led to a need to tender on a preliminary design and the resultant separate design and build contracts.
- 3.21 To conclude, the issues and decisions set out above which occurred at the beginning of the process in 2014, are issues which have had significant impacts in terms of delays in programme throughout. Due to the interrelationship between programme and cost, time delays inevitably result in cost delays and it follows therefore that if the programme can be achieved, usually costs are minimised. Since October 2019, the project has been meeting programme milestones month on month which is why the costs and delays have been managed with a much greater level of certainty.
- 3.22 The project is still mitigating some of the early issues which are documented on the risk register and there is a risk pot identified to hopefully cover any additional compensation events that may arise as a consequence but this will need continuous review.

4. Reasons for Recommendation

- 4.1 To respond to the Chair's request for information 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 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.
- 5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions, although as a result of Covid-19 these (and the Member briefing sessions) are currently postponed

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

6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting 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: **Jonathan Wilson**
Assistant Director - Finance

The financial implications are set out in the body of the report.

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Law, Assistant Director of Law and Governance and Deputy Monitoring Officer

This an update report and there are no specific direct legal implications arising.

7.3 Diversity and Equality

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

There are no implications arising from this update report.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder, or Impact on Looked After Children)

The contractor is required to risk assess all aspects of this project and put in place appropriate procedures and measures to safeguard lives 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:

Anna Eastgate
Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects
Place

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6 July 2020	ITEM: 6
Planning, Transport Regeneration Overview and Scrutiny Committee	
Stanford-le-Hope Interchange Report	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects	
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Transport Infrastructure Projects	
Accountable Director: Andy Millard, Director of Place	
This report is Public	

Executive Summary

This report is provided at the Chair's request in order to inform Members on the following specific matters relating to the SLH scheme and in particular:

- A review of the original scheme design, costs incurred, overspend figures and any delays
- Consideration of the revised proposal for the station and the car park

The recent pause and reflect exercise has meant that the revised scheme has been developed in consultation with key stakeholders, local residents and ward councillors resulting in a much improved scheme for the local community, incorporating all of the key benefits identified whilst providing much needed additional parking for commuters and local residents since the loss of the King Street car park.

1. Recommendation

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes and comments on the information provided relating to the Stanford le Hope Interchange project.

2. Introduction and Background

2.1 This scheme involves the construction of new station buildings with footbridge and lifts, passenger information system, bus turnaround facility, passenger drop-off points and cycle parking.

- 2.2 There are a number of stakeholders involved in the scheme including UK Power Networks, C2C, Network Rail and the Port of London Authority and it will be delivered under a Development Agreement with C2C, who are the principal land owner.
- 2.3 Since the last update to the PTR Overview & Scrutiny Committee in January 2020, a pause and reflect exercise has been undertaken to identify a deliverable and cost effective replacement station which can deliver the criteria set out in the approved business case.
- 2.4 Some works have been undertaken on site including the demolition of the existing station building (March 2019), the provision of a temporary ticket office on the station car park site, platform gate lines have been installed and some changes to the car park layout to improve pedestrian safety.
- 2.5 A report on this project is due to be considered at the Standards and Audit Committee on 9th July 2020 to respond to questions asked by the Chair.

3. Issues, Options and Analysis of Options

Original design, costs, over spend and any delays

Original design:

- 3.1 The original preliminary design of the scheme with a cantilevered deck and podium proved to be a complex and expensive design to deliver. The original design was being driven by a list of requirements which had been committed to as part of the business case to secure funding and in particular included a bus turnaround facility in the station forecourt area.
- 3.2 The need for the bus turnaround facility meant that additional land would be required which was in ownership outside of the control of the principle parties. This additional land was needed to support the cantilever and podium structure, which would be piled and decked across the River Hope/Mucking Creek. As the scheme detail design progressed, concerns were raised by the Environment Agency and local residents in relation to any potential adverse impacts. It then became apparent when the buildability of the scheme was looked at that the London Road bridge structure would not have been able to support the proposal, resulting in a need for it to be replaced thereby considerably increasing costs to the scheme and causing delay. The scheme requirements to provide a bus turnaround facility in the locality were driving the need to shoe horn a lot of infrastructure into a relatively small space, increasing cost and risk. The acquisition of additional land on the opposite side of London Road provided an opportunity to rethink the proposals and bring forward a much improved scheme.
- 3.3 A review of the scheme design was undertaken to identify alternative design and construction options to deliver the project within the budget envelope. Consequently, as part of the revised proposal there is now no requirement to

replace the London Road bridge structure which has reduced the risk profile of the project resulting in a reduction in cost and delay. The funding for the replacement of the bridge had formed part of a capital bid, however, any future works to repair the bridge will now come forward as part of the Council's structures maintenance programme.

Costs and overspend

- 3.4 The original budget for the scheme was £19.09m which includes an additional £4m approved by Cabinet in February 2019. The scheme is currently in development and as the detailed design is progressed, the cost model will also be developed to provide an out turn forecast. The scheme is currently projected to be delivered on budget and is being brought forward in consultation with feedback from local residents and other stakeholders who are all supportive of the direction of travel based on the information shared so far.

Delays

- 3.5 There are no delays with the programme currently as the original proposed completion date was August 2021. Whilst the pause and reflect has removed some float from the programme, the inconvenience experienced by users of the station as a result of a pause in construction activity, will be outweighed by the much needed and improved facilities that will be delivered as part of this revised scheme. The following section of the report sets out the new proposals and information on the current programme.

Revised Proposal for the Station and Car Park

- 3.6 The pause and reflect exercise identified that if the transport hub elements could be provided in a different way, the scheme could proceed at less risk and cost.
- 3.7 Officers identified a factory site on the opposite side of London Road which, if acquired, could accommodate the bus turnaround facility, pick up and drop off area as well as additional car parking in the locality.
- 3.8 Some initial general arrangements drawings were produced to understand whether this was a viable option and negotiations commenced for the purchase of the land.
- 3.9 The result of this work would mean:
- The scheme could be brought forward in two phases, progressing the much needed station building (phase 1) as quickly as possible with the transport hub (phase 2) following in quick succession;

- Reducing congestion in front of the station building, improving the public realm and providing more space for pedestrians and non-motorised users has a benefit in terms of safety and the environment;
- Acquisition of additional land which would result in a much improved scheme overall both aesthetically, environmentally and from a safety perspective;
- Provision of much needed additional local parking;
- Retention of the original key benefits of the design including accessible lifts, new station building with a shop premise, widened platforms, new footbridge over the railway and new bus facility.

3.10 On 7th May 2020, the Council completed the purchase of the additional land. Detailed design is progressing for Phases 1 and 2 and discussions are taking place with the Planning team with a view to identifying what changes need to be made to the existing consent and what is required to advance a planning application for phase 2.

3.11 Once the design is progressed, the Council will be procuring a main works contractor to deliver the scheme, however preparatory works for the procurement exercise are underway.

3.12 In terms of programme, both phases of the scheme are expected to be complete before the August 2021 published programme.

3.13 The recent pause and reflect exercise has meant that the revised scheme has been developed in consultation with key stakeholders, local residents and ward councillors resulting in a much improved scheme for the local community, incorporating all of the key benefits identified whilst providing much needed additional parking for commuters and local residents since the loss of the King Street car park.

3.14 A new Project Steering Group has been set up comprised of representatives from the key stakeholder group, local resident representatives of Chantry Crescent and Runnymede Road and officers. Inviting residents onto the Steering Group to shape and influence the progression and delivery of the scheme is a recent development in the project, but one it is expected will serve to enrich the quality and delivery of scheme and harness local knowledge and views. Officers continue to engage with ward councillors who have been kept apprised of developments throughout.

4. Reasons for Recommendation

4.1 To respond to the Chair's request for information on Stanford-le-Hope Interchange project.

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

5.1 Consultation was undertaken as part of planning process and further stakeholder engagement is continuing. This includes meetings with the residents of Chantry Crescent and local Councillors.

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

6.1 The Stanford-le-Hope scheme supports the Place corporate priority, in particular:

- roads, houses and public spaces that connect people and places

7. Implications

7.1 Financial

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

There are no direct implications arising specifically from this update report

7.2 Legal

Implications verified by: **Assaf Chaudry**
Major Projects Solicitor

The report provides an update on this scheme, largely on the contractual aspects, as set out in the Development Agreement – the parties to which were Trenitalia C2C limited and Thurrock Borough Council.

The report states that once the redesign of this scheme is completed, the Council will commence the process of procuring a main works contractor. Given the value of this scheme, the procurement process must comply with the Council's Contract Procedure Rules including the Public Contracts Regulations 2015. The Council should simultaneously commence the negotiation Trenitalia C2C limited to vary the obligations as set out in the Development Agreement including the financial caps and who would meet the overrun costs an issue which has hitherto hampered the delivery of this scheme . Other than the above there are no other legal implications. Legal Services will provide any further legal advice in relation to this project as and when required.

7.3 **Diversity and Equality**

Implications verified by: **Roxanne Scanlon
Community Engagement and Project
Monitoring Officer**

There are no direct implications arising specifically from this update report

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

- Not applicable

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:

Anna Eastgate
Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects
Place

6 July 2020	ITEM: 7
Planning, Transport Regeneration Overview and Scrutiny Committee	
Grays South Regeneration Area: Underpass and Public Realm Option Selection	
Wards and communities affected: Grays Riverside	Key Decision: Not Applicable
Report of: Neil Muldoon, Project Manager, Place Delivery	
Accountable Assistant Director: David Moore, Interim Assistant Director, Place Delivery	
Accountable Director: Andy Millard, Director of Place	
This report is: Public	

Executive Summary

The Grays South Regeneration Area comprises a number of projects designed to support the vitality of Grays Town Centre including:

- The replacement of the existing level crossing with a pedestrian underpass.
- The development of the new Civic Centre building.
- The development of new town centre residential accommodation.
- The development of new commercial accommodation.
- Improvements to Grays Beach and the Riverfront.

Recently the Council has started to work closely with New River Reit, the owners of Grays Shopping Centre, to explore mutually beneficial ways of redeveloping the shopping centre site to bring improved commercial accommodation and new residential units to the town centre supporting viability and vibrancy.

Applications are being prepared for the Future High Street Fund and the Towns Fund to bring central government funding into the town, supporting deliverability of both the current regeneration aspirations and the new work with New River Reit.

This report is focussed on progress with the Underpass project. It describes three design options, outlines the current cost position and recommends a preferred option to be taken forward. The preferred option gives the project an opportunity to well integrate the scheme into the wider Grays regeneration plans.

The recommendation is informed by a public consultation exercise which was undertaken in February and March 2020. The report highlights the results of this consultation exercise and demonstrates the benefits of, and community support for, the preferred option.

1. Recommendation(s)

1.1 Planning, Transport and Regeneration Overview and Scrutiny Committee Members are asked to Comment on the proposal to recommend Option C to Cabinet as the selected concept to be designed in more detail through the current Development Services Agreement contract with Network Rail.

2 Introduction and Background

- 2.1 In April 2017 Cabinet agreed a funding package, high level designs, a delivery approach and the next steps towards delivering the pedestrian underpass to replace the level crossing in Grays High Street. The Council then entered into a 3rd party enhancement contract, namely the Development Services Agreement (DSA) with Network Rail (NR).
- 2.2 The DSA provides a clear way forward for the project and has led to the production of three design options, one of which will be further developed to produce a design Agreement in Principle (AiP), a refreshed GRIP 3 cost plan and a construction programme. The Council are contractually committed to complete the current DSA but are not committed to proceeding beyond this; the financial commitment is therefore limited to this DSA stage only.
- 2.3 At the end of the GRIP Stage 3 DSA, a new contract will be required to take the developed option through GRIP Stage 4 (Single Option Development). Before this contract is agreed and any further funds are committed, a further report will be presented to Cabinet outlining the updated budget and cost position and seeking authority to proceed on this basis.
- 2.4 Alongside the current DSA, the Council's urban realm consultants, have been advising both the Council and NR on the associated public square and interfacing elements of this scheme.
- 2.5 Over the past year, the design options for the Underpass project have been through a rigorous process of technical assessment and in May 2020, the Council received the final version of Network Rail's Grays Option Selection Report, which discusses these design concepts in detail.
- 2.6 In March 2020, a public consultation exercise, branded "Transforming Grays", was undertaken. The consultation had an online presence through late February until mid-March and a physical presence at various exhibitions

across Grays Town Centre. The consultation was advertised via leaflets, posters and social media platforms.

- 2.7 One of the key objectives of the consultation was to collate comments from the public on the three underpass design variations. A summary of consultation responses is included in section 3 below to assist in the decision making process.
- 2.8 The Underpass project now requires a decision to narrow the options down from three to one so the single option can be further developed through the remainder of this design stage. It is important to note that in approving an option, Cabinet will not be approving the final design but a design concept to be taken forward through the remainder of option selection and detailed design. It is expected that the option selection process will be concluded in the early part of 2021.

3 Issues, Options and Analysis of Options

- 3.1 The three designs produced by the DSA are named “Option A: Crescent”, “Option B: Dynamic” and “Option C: The Plaza”. An extract from the Option Selection Report showing a plan view and high level description of each of these options is included at Appendix 1.
- 3.2 Each option has advantages and disadvantages. Chapter 4 of the Option Selection Report, attached at Appendix 2, objectively evaluates each option against pre-agreed criteria and weightings. These criteria are based on the stated objectives of the Council in pursuing this scheme, priorities identified as important by our residents and input from other key stakeholders such as Network Rail and c2c.
- 3.3 “Option C: The Plaza” scores highest against the spectrum of criteria and the Option Selection Report concludes Option C is the preferred design option.
- 3.4 The key advantages of Option C are summarised as follows:
- Good equality of access for people using ramps rather than steps, with the ramps offering similar distances to the stepped access and the number of ramp switchbacks being minimised.
 - Creation of useable hard and soft landscaping areas with an open ‘Plaza’ at the entrance to the underpass on the South side offering a range of activation opportunities (market stalls, coffee carts etc) and promoting good levels of passive security.
 - Creation of a development plot fronting onto the plaza providing further activation, increased security and economic opportunity.

- 3.5 The results of the public consultation exercise undertaken in February-March 2020 mirror the results of the option selection report. Of the responses received, 77% either agreed or strongly agreed with proposals for an underpass. Furthermore, 81% of respondents selected Option C as their preferred option. The full report on the consultation exercise is included at Appendix 3.
- 3.6 At this stage, the cost plans for all the design options could increase the cost of this project but it should be noted that these estimates are based on a very early stage design (mid GRIP Stage 3). A further iteration of the cost plan will be produced by Network Rail at the end of this contract stage (currently programmed for early 2021). This later version of the cost plan, which represents Network Rail's Approved Final Cost (AFC) will have the benefit of a greater level of design, further work on the construction programme and further engagement with statutory undertakers. These factors should all work to reduce the risk element of the cost plan, which currently stands at 37% of the construction and design fee cost, and bring the project cost down. In addition to this design development work, a number of strategies are being employed to further reduce the cost and/or increase the budget from external sources. These strategies are detailed below:
- During the remainder of this design stage value engineering options will be identified and pursued and as referenced above it is expected that the risk allowance can be reduced as design becomes more certain.
 - The project team are challenging NR on the level of fee cost required by them to project manage this process. This challenge has already identified savings of between £300k-£650k.
 - Further challenge is being put to NR regarding the allocation of some railway infrastructure costs to the project rather than being covered in their budgets.
 - The project team are examining the future contracting strategy to explore whether efficiencies can be achieved via an alternative tender route.
 - NR have committed to explore whether any further contribution can be made from their own internal funding sources, although no guarantee can be given that this will be successful.
 - Other external funding opportunities to increase the original budget.
- 3.7 The work required to pursue these mitigation options is covered in the current contract with Network Rail or uses internal council resources.

4 Reasons for Recommendation

- 4.1 The removal of Grays pedestrian rail crossing, and replacement with a high quality underpass, has previously been identified as a priority by Cabinet. The

crossing is recognised as being amongst the most dangerous crossings in the Eastern region and is the only pedestrian crossing that features in the top 10 most dangerous nationally. The underpass is a key project in support of the regeneration of Grays town centre and public consultation exercises demonstrate strong stakeholder support.

4.2 A significant amount of work has led to the production and evaluation of the three design options. Whilst the current cost estimates for the preferred option are not within budget, further detailed work is required in order to establish a greater level of cost certainty. Whilst this work is already included in the current contractual commitment, the project has reached a decision point which requires a Cabinet decision on the design option that will be taken through the later phase of GRIP Stage 3.

4.3 The Option Selection Report produced by NR and the public consultation exercise both identify Option C as the preferred option.

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

5.1 A public consultation exercise was undertaken in February-March 2020. The results of this exercise have been discussed in this report and demonstrate support for the proposals.

5.2 Feedback from Planning, Transport and Regeneration Overview and Scrutiny Committee on the 6th July 2020 will be given verbally at the Cabinet meeting.

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.

7 **Implications**

7.1 **Financial**

Implications verified by: **Jonathan Wilson**
Assistant Director - Finance

As outlined in the report, whilst all the options are currently above the approved budget of £27.4m, there is no financial commitment required beyond the current contractual commitment for this design stage.

However, the underpass cost plan endorsed by NR suggests a cost of between £22.2 and £25.2m for the infrastructure elements of the project. In

addition to this, the Council needs to fund land assembly and the adjacent public realm bringing the total project cost to between £34.9 and £37.9m. Whilst no additional funding is currently requested, there is clearly an identified risk to the deliverability of this project at the current point in time.

The report details mitigation options being pursued to reduce the cost of the project and/or to secure additional external funds to support the budget. The report also highlights that a further report will come forward in early 2021, when the AFC version of the cost plan is received and the success of the identified mitigation options is known. This report will allow Cabinet Members to fully assess the budget position before any further financial or contractual commitments are made.

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Law and Deputy Monitoring Officer

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.

The delivery of the underpass will require land assembly and possibly a CPO. The Council has already resolved to use its CPO powers if required but further reports to Cabinet will be presented if the use of powers is progressed.

7.3 Diversity and Equality

Implications verified by: **Rebecca Lee**
Team Manager - Community Development and Equalities

The project has been the subject of stakeholder engagement summarised in this report and 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):

- Cabinet Report: Grays Development Framework. Decision 01104368 March 2016.
- Grays Development Framework 2016
- Cabinet Report: Delivering the new Pedestrian Rail Crossing. Decision 01104419 April 2017.
- Cabinet Report. Grays Master Plan – Town Centre Framework. Decision 0110443 November 2017
- Planning, Transport, Regeneration Overview and Scrutiny Committee. Grays South Regeneration Project: Delivering the Pedestrian Underpass. ITEM 5 January 2019.

9 Appendices to the report

- Appendix 1: Plan view and high level description for Options A, B and C.
- Appendix 2: Grays Underpass Single Option Selection Report, Chapter 4, April 2020.
- Appendix 3: Grays Public Consultation Summary

Report Author:

Neil Muldoon
Project Manager
Place Directorate

Appendix 1 – Plan view and high level description of Options A, B and C.



GRIP 3: Option A, Crescent

Option A has retained the same footprint, underpass box position, 1:21 gradient slopes and amphitheatre-style curved design from the GRIP 2 stage.

A number of elements have been rationalised in the design including:

- Replacing the 'off-line' resting areas with intermediate landings on the slopes. These are 1.5m in length and provided every 500mm rise, to conform with British Standards.
- The total number of slopes has been reduced, which has enabled larger swathes of feature planting to be introduced - this creates a much softer visual impact, reducing the dominance of the slopes. It also improves constructibility by removing the very steep sections of retaining features between slopes.



GRIP 3: Option B, Dynamic

Option B has retained the same footprint and 1:21 gradient slopes from the GRIP 2 stage. A new striking geometric design language has been introduced to create a contemporary layout.

Design developments during the GRIP 3 stage include:

- Moving the underpass box position by approximately 10 metres to the west.
- Curved slopes have been minimised for constructibility.
- Replacing the 'off-line' resting areas with intermediate landings on the slopes. These are 1.5m in length and provided every 500mm rise, to conform with British Standards.
- Introduction of wide chunky seat edges along the slopes to replace retaining walls. These create a modern design feature that is both functional and aesthetically pleasing.



GRIP 3: Option C, Plaza (new option or GRIP 3 replacing)

Option C is a new arrangement introduced since the GRIP 2 phase. A new sunken town square / plaza connects the underpass entrance to the station. Generous stepped routes lead people in and out of the underpass.

This design was initially developed by Thurrock Borough Council's design consultant but will be taken forward by Atkins as agreed in the design workshop on 17/07/2019 (refer to meeting minutes in appendix)

'Off-line' resting areas have been retained at the north side of the underpass for comparison purposes with the other options.

Option C also involves moving the underpass box position by approximately 10 metres to the west from the GRIP 2 position

Grays Underpass

Single Option Selection Report

May 2020



TABLE OF CONTENTS

1. INTRODUCTION	5	4.4. OPTION A - CRESCENT	27	8.0. SUMMARY PAGE.....	77
1.1. EXECUTIVE SUMMARY	6	4.5. OPTION B - DYNAMIC.....	35	8.1. OPPORTUNITIES FOR FURTHER DESIGN DEVELOPMENT.....	78
1.2. SCOPE AND PURPOSE OF REPORT	7	4.6. OPTION C - PLAZA.....	43	8.2. SUMMARY OF KEY PROJECT ISSUES AND ACTIONS PAGE	79
1.3. SCHEME BACKGROUND	8	4.7. OPTION EVALUATION MATRIX	50		
1.4. GRIP 2 SUMMARY	9				
		5. COST ESTIMATES	53	9.0. APPENDICES	80
2. THE SITE	11	5.1. OVERVIEW	54		
2.1. SITE CONTEXT.....	12	5.2. COMPARISON ON OPTION COST PLANS..	55		
2.2. ANALYSIS.....	15				
3. DESIGN REQUIREMENTS AND ASSUMPTIONS.....	17	6. RAILWAY SYSTEMS	57		
3.1. MAIN PROJECT REQUIREMENTS.....	18	6.1. UNDERPASS AND RETAINING WALLS	58		
3.2. UNDERPASS POSITIONING.....	19	6.2. PERMANENT WAY	59		
3.3. DEMOLITION/ REDEVELOPMENT OF EXISTING PROPERTIES	20	6.3. OVERHEAD LINE EQUIPMENT	60		
3.4. DESIGN ASSUMPTIONS	21	6.4. SIGNALLING	61		
3.5. INTERFACES WITH OTHER SCHEMES	21	6.5. MEP AND DRAINAGE.....	63		
		6.6. TELECOMS.....	68		
4. OPTION EVALUATION.....	23	6.7. ENVIRONMENT AND SUSTAINABILITY	70		
4.1. OPTION ASSESSMENT CRITERIA.....	24				
4.2. GUIDANCE AND STANDARDS	25	7.0. CONSTRUCTION METHODOLOGY..	73		
4.3. THE OPTIONS	26	7.1. ASSUMPTIONS.....	74		
		7.2. OUTLINE CONSTRUCTION SEQUENCE.....	75		

4.1. OPTION ASSESSMENT CRITERIA

The following assessment criteria have been developed to enable a fair and objective evaluation of the three options. The criteria and weighting were agreed on 30/01/20 between Network Rail, Thurrock Borough Council and VolkerFitzpatrick.

1. Alignment:

Does the option convey a sense of continuation for the High Street?

Weighting: LOW

2. Cut and Fill:

Amount of material (m³) required to be excavated and disposed of during construction

Weighting: LOW/MEDIUM

3. Activation:

Extent and quality of activity frontages of public spaces created by the underpass

b) Minimise dead space (area unlikely to be utilised. Wasted space)

Weighting: MEDIUM

4. Cost:

Magnitude of cost associated with the options in relation to the AFC budget allocated

Weighting: MEDIUM (Note: To be confirmed following submission of Option Selection Report + AFC)

5. Integration with Surroundings:

Ease of tie-in to adjacent boundaries. Quality and m² of remaining space for further development or surface level public realm.

Weighting: MEDIUM

6. Microclimate:

Review of shaded areas of usable public dwell space using basic sun path analysis

Weighting: MEDIUM

7. Ease of Maintenance:

Provide easy access for maintenance staff / vehicles to the portal and slope area. Reduce frequency of landscape maintenance.

Weighting: MEDIUM/HIGH

8. Placemaking:

a) Minimise invasiveness of slopes and associated safety measures i.e. guard rails.

b) Design concept and sense of place: Is the space the right scale?

c) Does it relate to the local area's character and history?

d) Is there a clear and consistent design language used?

e) Does it complement and add to the series of public spaces along the High Street, from the War Memorial to the river front?

Weighting: HIGH

9. Disruption to the Public:

Extent of closure of level crossing and overall construction duration

Weighting: HIGH

10. Amenity:

Suitability of public spaces to support a wide range of town centre events and activities which supports continuation of the high street. (Size, gradient, conflict of movement, floor level)

Weighting: HIGH

11. Sight lines:

Providing clear views of key landmarks (High Street to the north, Church and proposed Civic Offices extension to the south) as well as sight lines into portal from a distance. Ensure clear views from access slope into portal, train station, bus station and Crown Road

Weighting: HIGH

12. Heritage:

Framing of views towards the Grade II listed St Peter & St Paul's Church, churchyard and its mature planting from the middle of the portal. Contributing positively with setting of the church and the churchyard.

Weighting: HIGH

13. Accessibility:

a) Simplify slope navigation, total slope length, journey time and number of switch backs (technical compliance is assumed). Slopes and stairs to converge towards same entry and exit points and reflect predominant pedestrian flows.

Weighting: HIGH

14. Safety / Security / Fear of Crime / Anti-social Behaviour:

Minimise hidden viewpoint and blind corners, optimise long-distance clear views (including for CCTV) throughout the underpass. Natural surveillance into the underpass from surrounding buildings and streets.

Weighting: HIGH

4.2. GUIDANCE AND STANDARDS

The Grays Underpass project aims to provide a safer route beneath the railway with enhanced capacity, amenity, inclusiveness and safety.

In preparing the design the team consulted with Thurrock Borough Council and referred to the following guidance:

- National Planning Policy Framework
- Thurrock Core Strategy (2015) and Policies for the Management of Development
- Thurrock Borough Local Plan - schedule of saved policies (2012)
- Thurrock Design Strategy SPD (2017)

The design has been with reference to the following:

- BS 8300-1:2018: Design of an accessible and inclusive built environment. External environment. Code of practice
- BSI BS EN 81-20 - Safety rules for the construction and installation of lifts — Lifts for the transport of persons and goods Part 20: Passenger and goods passenger lifts - CORR: November 30, 2015

Whilst acknowledging the underpass itself is not within a station, the following standards have referenced where applicable, as good practice:

- Design Standards for Accessible Railway Stations: a code of practice by the Department for Transport and Transport Scotland: The Code identifies European and national standards relevant for all passenger

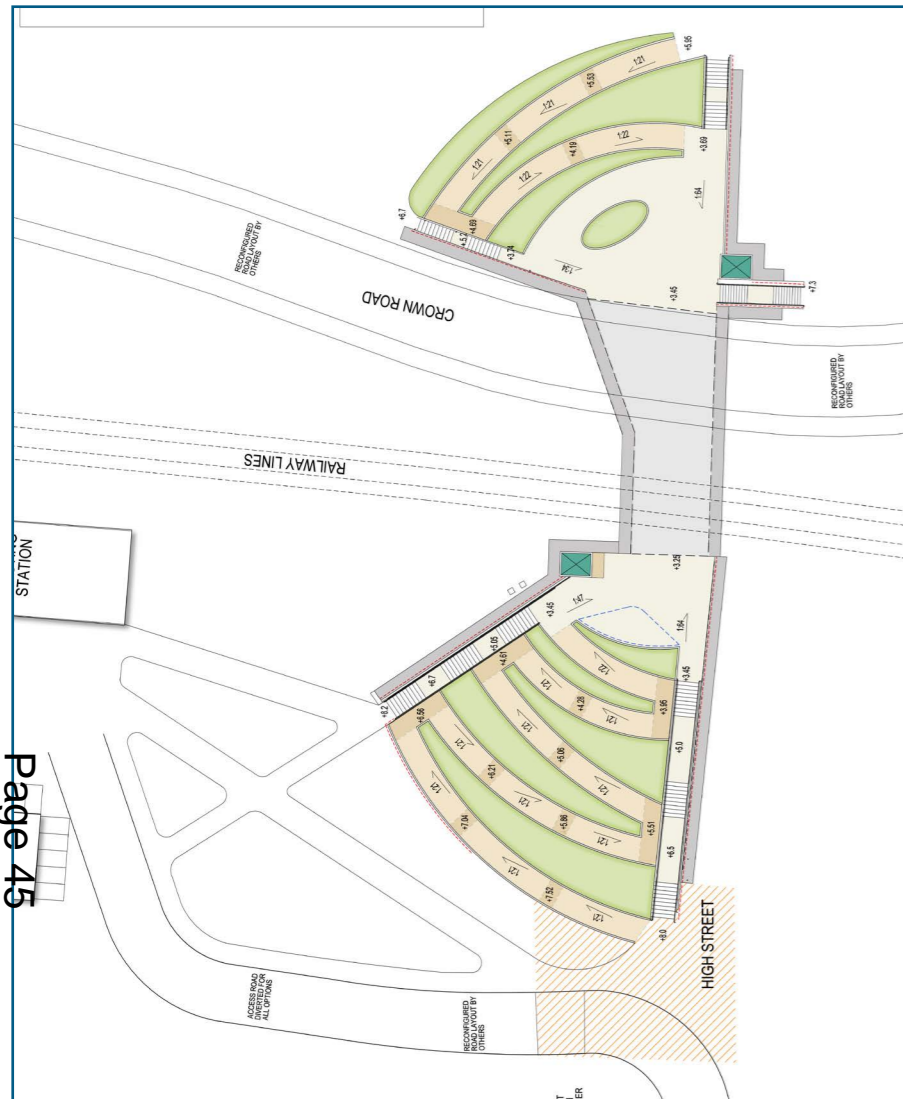
train and station operators in Great Britain.

- PRM (Persons with reduced mobility) TSI: 1300/2014/EU

Network Rail standards and guidance where relevant including:

- Station Capacity Planning Guidance: Network Rail November 2016
- GI/RT7016 Interface between Station Platform, Track and Trains
- GI/GN7616 Issue Two: March 2014
- NR/L2/INI/02009: Issue 6 Engineering Management for Projects
- NR/L1/INI/PM/GRIP100 Governance for Railway Investment Projects (GRIP) - Policy
- NR NR/L3/CIV/162 ISSUE 2 - Platform Extensions - Compliance Date: 03 December 2011; Contains NR/BS/LI/371
- AMS-GN-BLDG-001: Guidance on the planning and management of station flooring to public areas - Performance Requirements Guidance
- Letter of Instruction: NR/BS/LI/331 Issue 2

4.3. THE OPTIONS



GRIP 3: Option A, Crescent

Option A has retained the same footprint, underpass box position, 1:21 gradient slopes and amphitheatre-style curved design from the GRIP 2 stage.

A number of elements have been rationalised in the design including:

- Replacing the 'off-line' resting areas with intermediate landings on the slopes. These are 1.5m in length and provided every 500mm rise, to conform with British Standards.
- The total number of slopes has been reduced, which has enabled larger swathes of feature planting to be introduced - this creates a much softer visual impact, reducing the dominance of the slopes. It also improves constructibility by removing the very steep sections of retaining features between slopes.

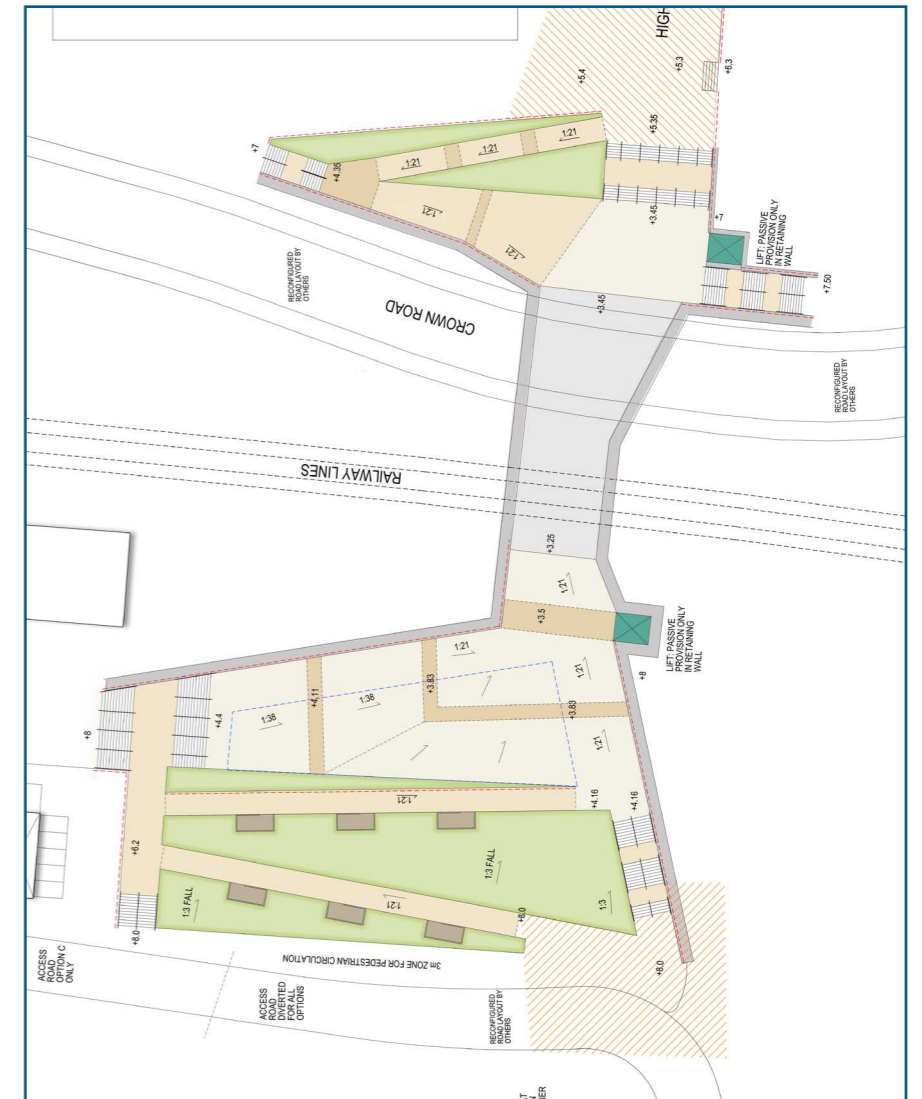


GRIP 3: Option B, Dynamic

Option B has retained the same footprint and 1:21 gradient slopes from the GRIP 2 stage. A new striking geometric design language has been introduced to create a contemporary layout.

Design developments during the GRIP 3 stage include:

- Moving the underpass box position by approximately 10 metres to the west.
- Curved slopes have been minimised for constructibility.
- Replacing the 'off-line' resting areas with intermediate landings on the slopes. These are 1.5m in length and provided every 500mm rise, to conform with British Standards.
- Introduction of wide chunky seat edges along the slopes to replace retaining walls. These create a modern design feature that is both functional and aesthetically pleasing.



GRIP 3: Option C, Plaza (new option or GRIP 3 replacing)

Option C is a new arrangement introduced since the GRIP 2 phase. A new sunken town square / plaza connects the underpass entrance to the station. Generous stepped routes lead people in and out of the underpass.

This design was initially developed by Thurrock Borough Council's design consultant but will be taken forward by Atkins as agreed in the design workshop on 17/07/2019 (refer to meeting minutes in appendix)

'Off-line' resting areas have been retained at the north side of the underpass for comparison purposes with the other options.

Option C also involves moving the underpass box position by approximately 10 metres to the west from the GRIP 2 position.

OPTION A - CRESCENT

4.4

4.4. OPTION A - CRESCENT

Page 47

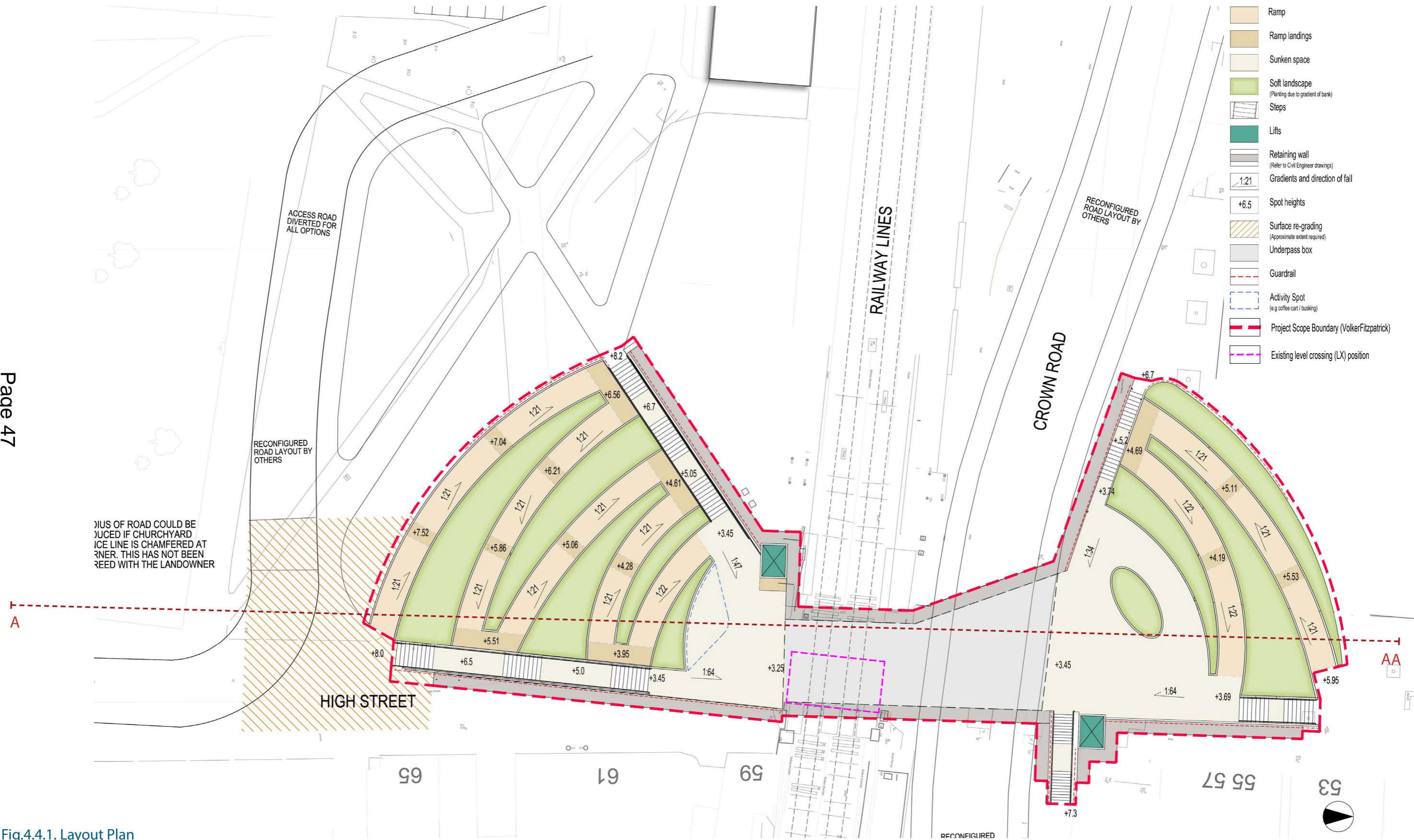


Fig.4.4.1. Layout Plan

4.4. OPTION A - CRESCENT

1. Alignment:

Option A provides a direct continuation of the High Street north - south.

2. Cut and Fill:

6,100m³

- Rounded to nearest 100m³
- Subject to pavement design depths
- Not including excavation and backfilling for PCC / brick retaining walls

3. Activation:

a) There is limited potential for future activation of the pile walls due to the positioning of steps, however, there is **338m²** space at lower level at north and south, which is sufficient to enable small pop up retailers such as a coffee cart.

b) The required size and positioning of spaces for activation is dependant on the end user's judgement for their desired use.

4. Cost:

Refer to appendices for full cost report.

5. Integration with Surroundings:

Option A has the smallest total footprint of the 3 options. This means significantly more space is leftover at surface level for further development.

- **960m²** of space is available for new public realm between the top of the underpass access, Station Approach and the Station.
- **450m²** remains for potential commercial development between the underpass and station. However, the angular form of this plot creates an awkward constraint for new buildings.

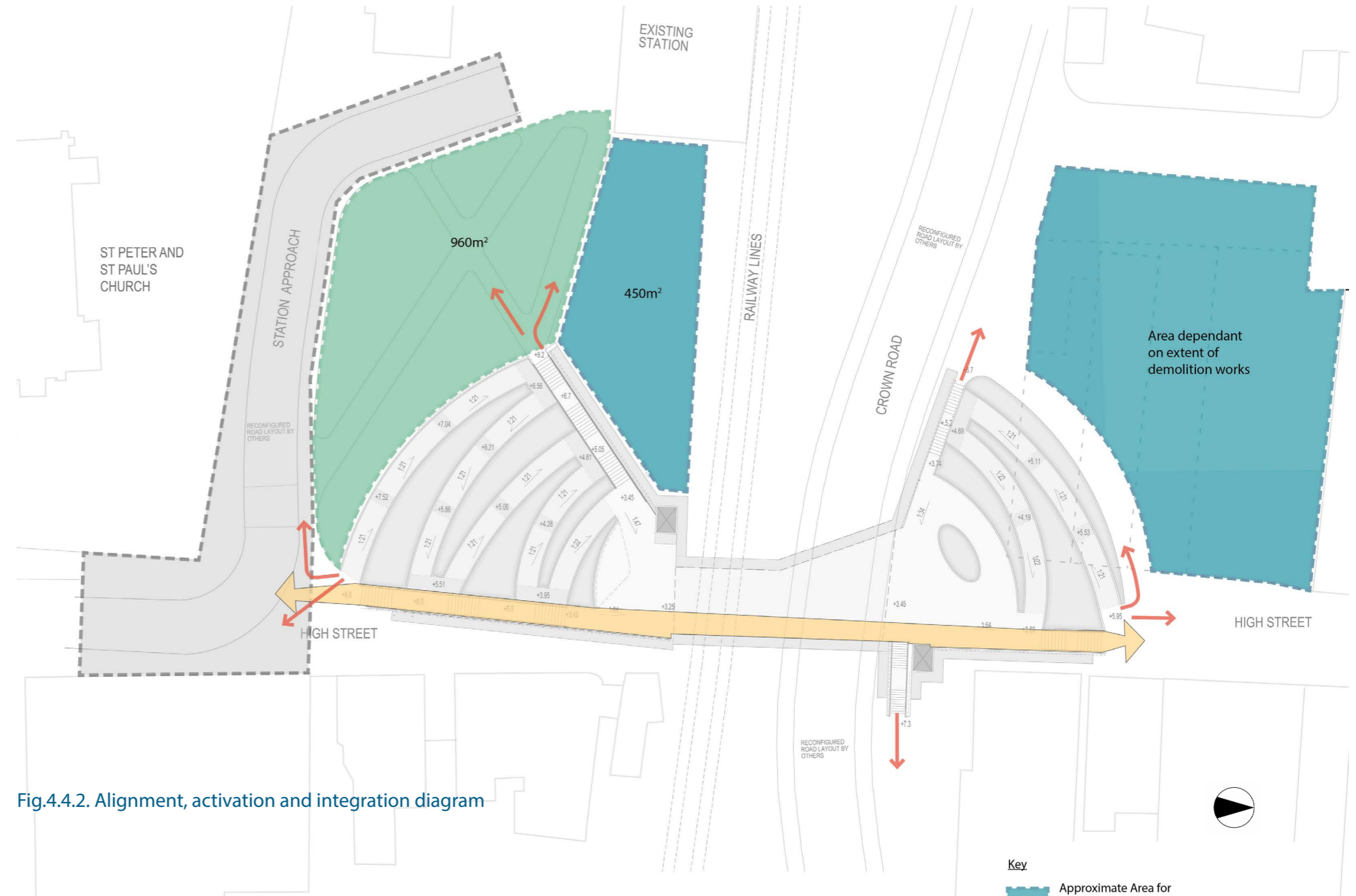


Fig.4.4.2. Alignment, activation and integration diagram

4.4. OPTION A - CRESCENT

6. Microclimate:

- In the winter months the south and north sides are over shadowed throughout most of the day.
- In Spring the southern side is overshadowed in the morning and the afternoon.
- In the summer there is minimal over shadowing.

7. Ease of Maintenance:

All slopes are designed to accommodate a standard street sweeper with a 5m radius turning circle (Thurrock Borough Council to provide details of exact vehicle specification for tracking).

The soft landscaped areas are 1:2.5 at the steepest points. This is too steep for commercial mowing and primarily evergreen, low maintenance planting is required. Watering, fertiliser and pruning maintenance will be required.

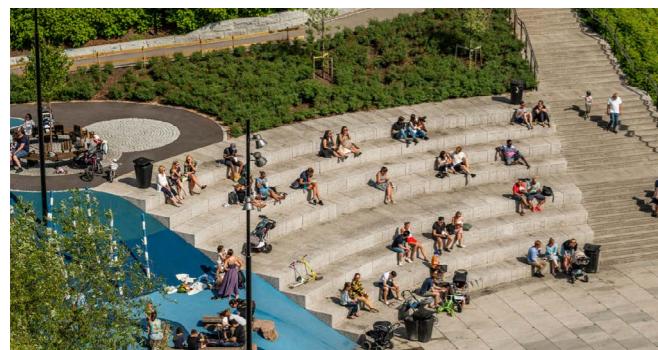


Fig.4.4.3. Placemaking precedents

8. Placemaking:

- Guardrails are only required at upper surface level to prevent falling.
- The area taken up is the most compact of the options and has more of a sense of enclosure. This may make the space feel less welcoming.
- The steep nature of the slope arrangement creates a physical disconnect from St Peter and St Paul's Church, rather than adding to the setting of this important heritage asset
- A simple and elegant curved design creates amphitheatre-shaped space when viewed from the upper levels
- The space created is designed for the movement of people rather than dwelling and other activities. It functions well as an efficient connecting space and has small potential for some pop-up activities at lower level.

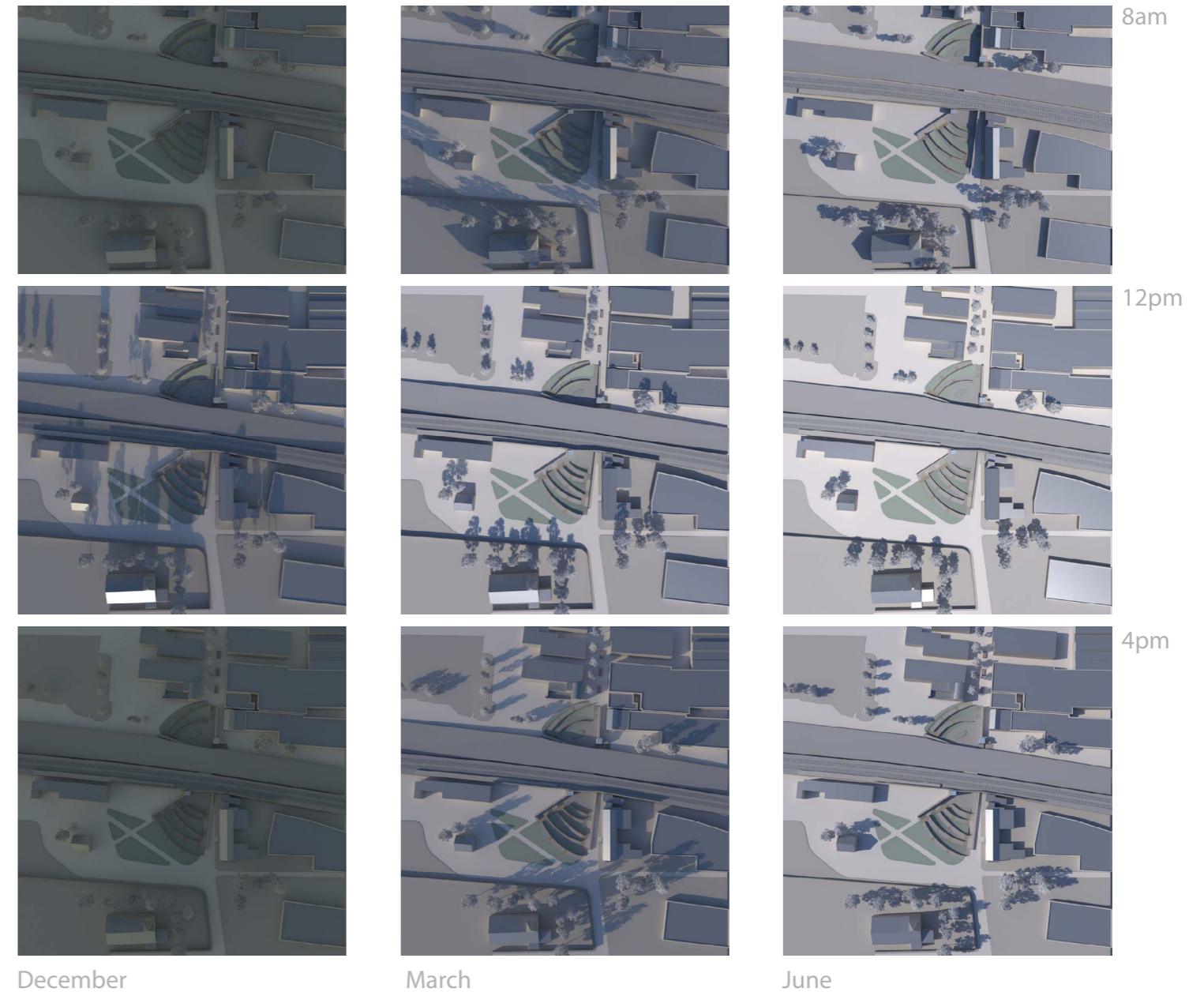


Fig.4.4.4. Sun path analysis diagrams

4.4. OPTION A - CRESCENT

9. Disruption to the Public:

The existing level crossing must be closed for circa 2 years at the start of the works due to the box position. An alternative diverted route must be provided, but there is nothing that is readily available.

10. Amenity:

There is limited space at the lower level for the extension of any events from the High Street (such as markets) as this would cause conflicts of movement. However, the lower spaces are gently sloping and a good platform is available on the southern and northern side of the underpass for small pop-up retailers or busking / entertainment. At surface level of the southern side there is the potential for a new public plaza between the underpass and station which could host a range of activities and events.

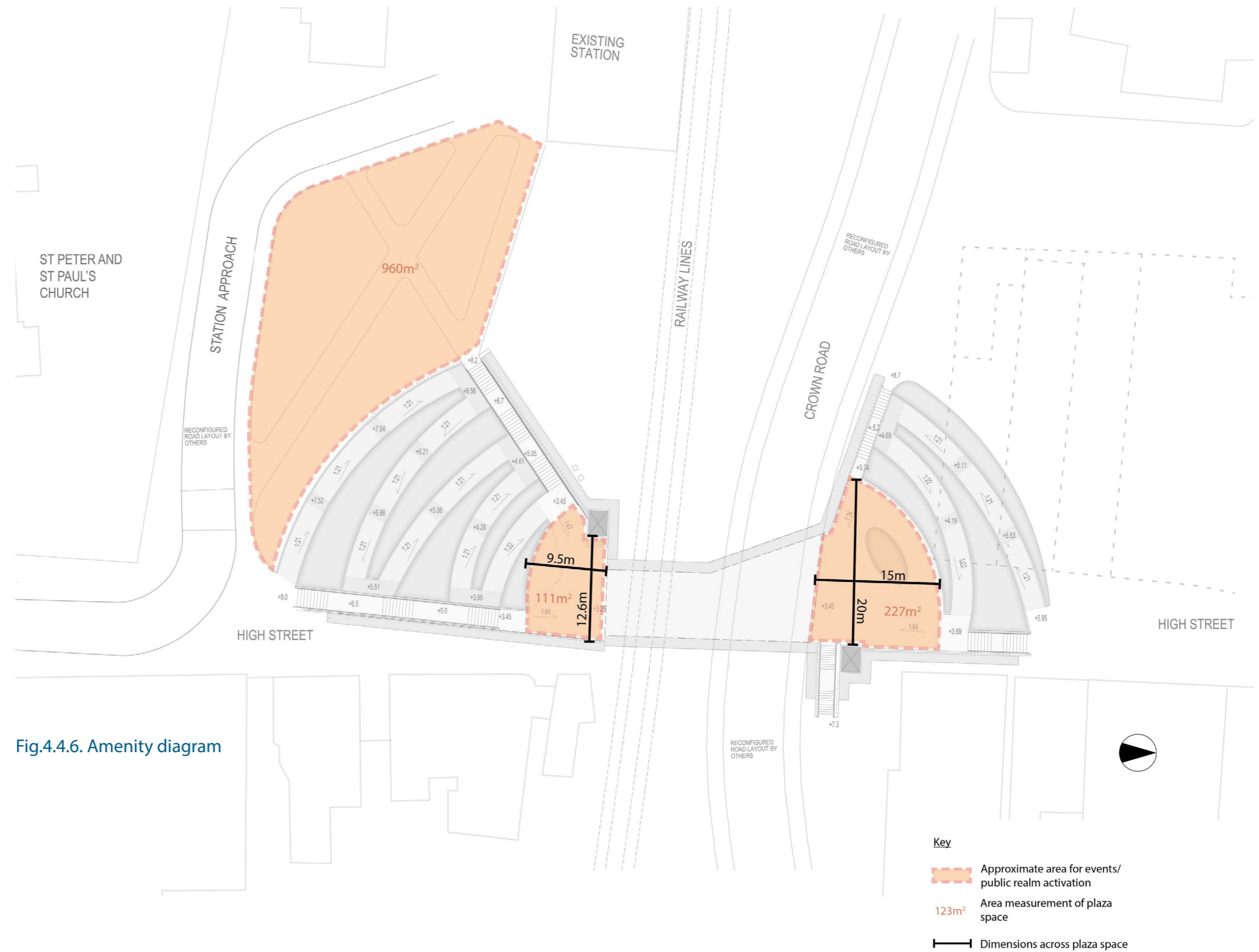


Fig.4.4.6. Amenity diagram

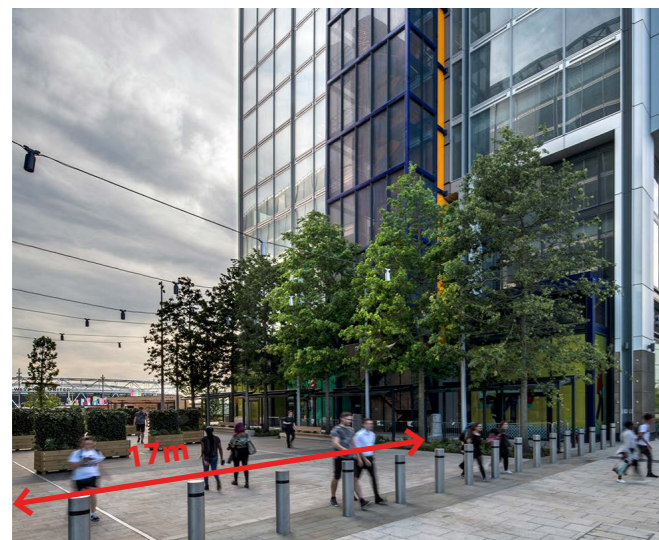


Fig.4.4.5. Space comparison precedent (Endeavour Square, Stratford)

4.4. OPTION A - CRESCENT

11. Sight lines:

From the centre of the portal, people will see a small glimpse of St Peter and St Paul's Church. From the northern side of the underpass clear views to the High Street provided.

This option has the smallest footprint which means that people using the slope and steps have the clearest views down into the portal when descending.

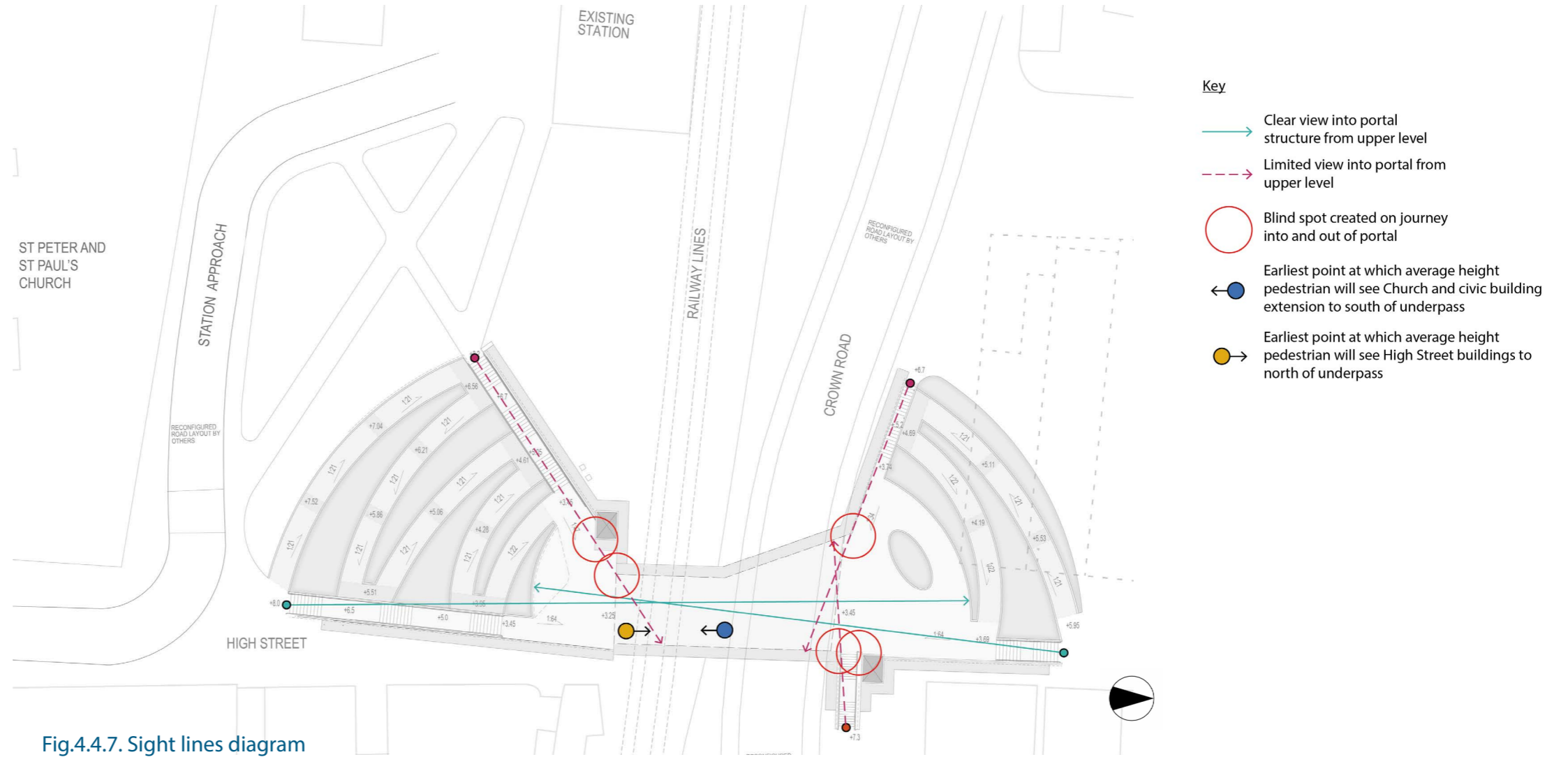


Fig.4.4.7. Sight lines diagram

Page 51

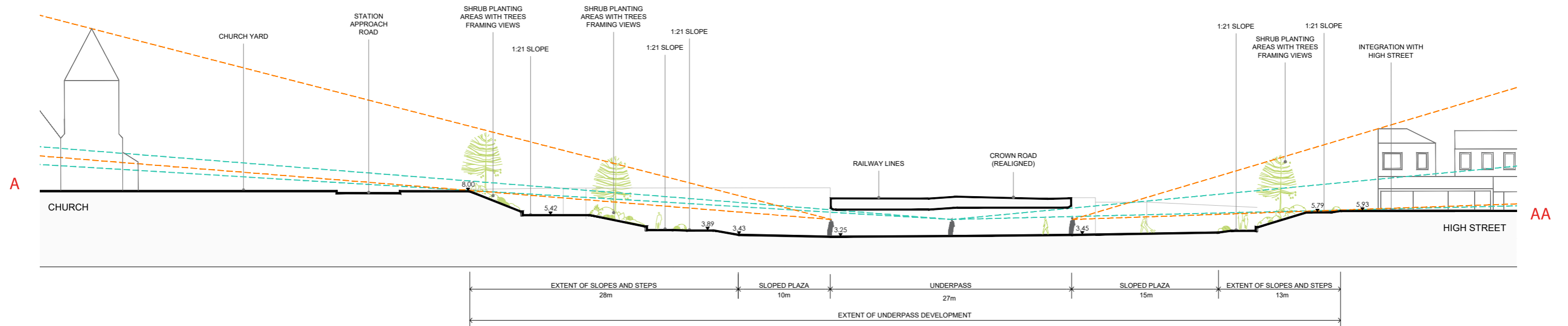
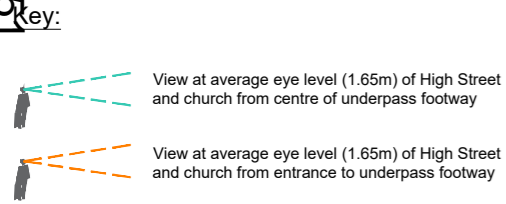


Fig.4.4.8. Cross Section A-AA

4.4. OPTION A - CRESCENT

12. Heritage:

All options have been designed to ensure the St Peter and St Paul's Church will be visible from the centre of the portal. From the southern entrance to the portal slightly less of the church is visible than other options due to the steeper gradient of the sloped access. This option provides a greater opportunity for enhancing the setting of the church at surface level due to the larger area of public realm to the top of the slope.

13. Accessibility:

Total slope length from the top of slope on both sides: **244m**

Number of switch backs south: **5**

Number of switch backs north: **2**

Slopes and stairs do converge towards same entry and exit points and reflect primary pedestrian flows.

14. Safety / Security / Fear of Crime / Anti-social Behaviour:

There are a **5** no. blind spots where people could hide. There is an opportunity to introduce transparent material to the lifts to reduce these. A further blind spot is created when on the north-eastern narrow stepped access by the lift. CCTV will be essential for crime mitigation in this area.

The maximum distance from an underpass access point into the portal is **38m**. This is the shortest of all options and increases surveillance from other underpass users. However, from the station to the west, views into the portal are limited due to the angle of the pile wall.

3D Sketch Visualisations

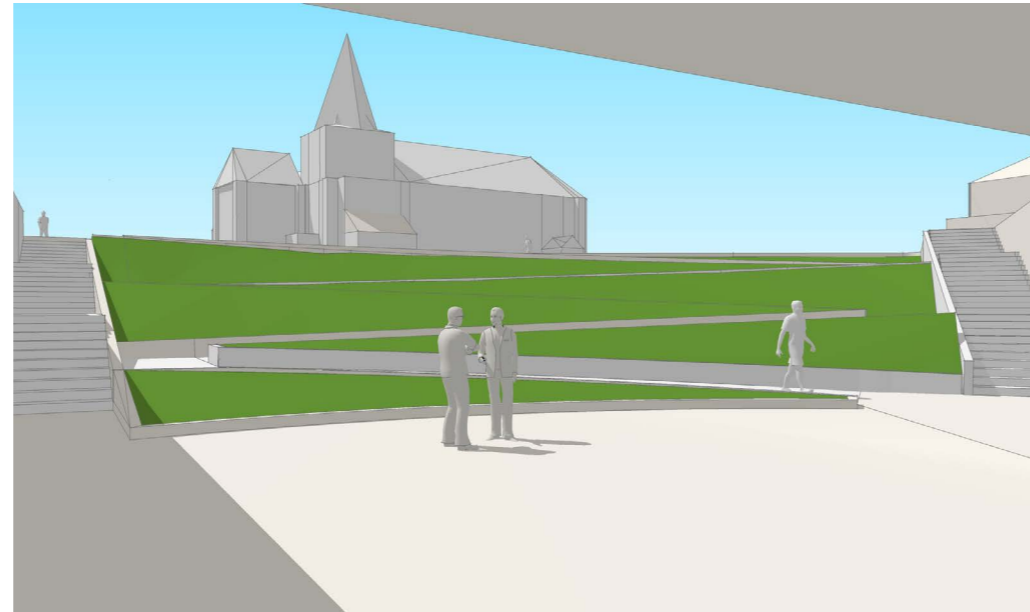


Fig.4.4.9. View looking south towards the Church from portal



Fig.4.4.10. View looking north from High Street towards underpass

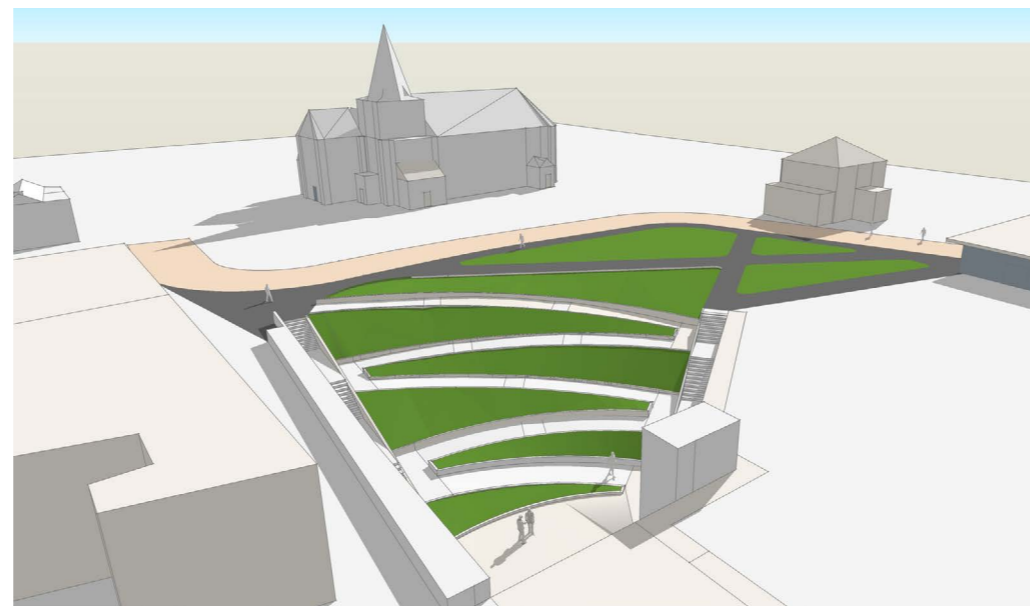


Fig.4.4.11. View looking south west (birds eye perspective)

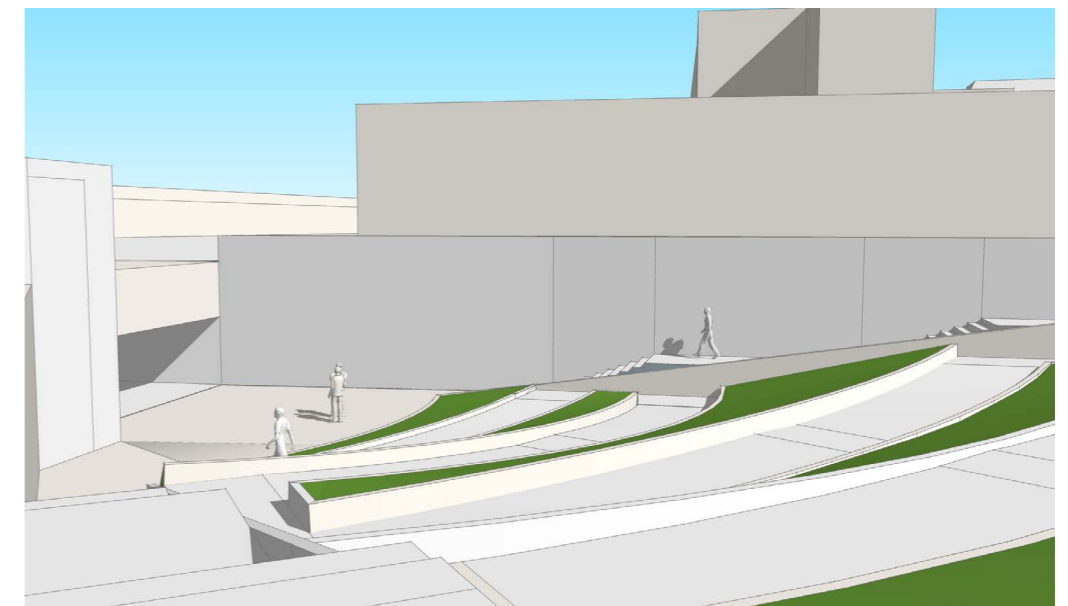


Fig.4.4.12. View looking towards underpass from station access point

OPTION B - DYNAMIC

4.5

4.5. OPTION B - DYNAMIC



Page 55

Fig.4.5.1. Layout Plan

4.5. OPTION B - DYNAMIC

1. Alignment:

Option B doesn't provide a direct alignment with the High Street. However, the start and end point of steps and slopes do convey a sense of continuation to the High Street.

2. Cut and Fill:

7,600m³

- Rounded to nearest 100m³
- Subject to pavement design
- Not including excavation and backfilling for PCC / brick retaining walls

3. Activation:

a) There is a short run of retaining wall of the south west that could potentially have an active frontage associated with a new development. There is **126m²** space at lower level at the south which is sufficient to enable small pop up retailers such as a coffee cart.

b) The required size and positioning of spaces for activation is dependant on the end user's judgement for their desired use.

4. Cost:

Refer to appendices for full cost report.

5. Integration with Surroundings:

The southern edge of Option B ties in to the edge of Station Approach, with limited opportunity for new public realm at surface level.

A small footprint on the northern edge ties in neatly to existing levels with minimal tie-in work required.

- **422m²** remains for potential commercial development between the underpass and station. However, the angular form of this plot creates an awkward constraint for new buildings.

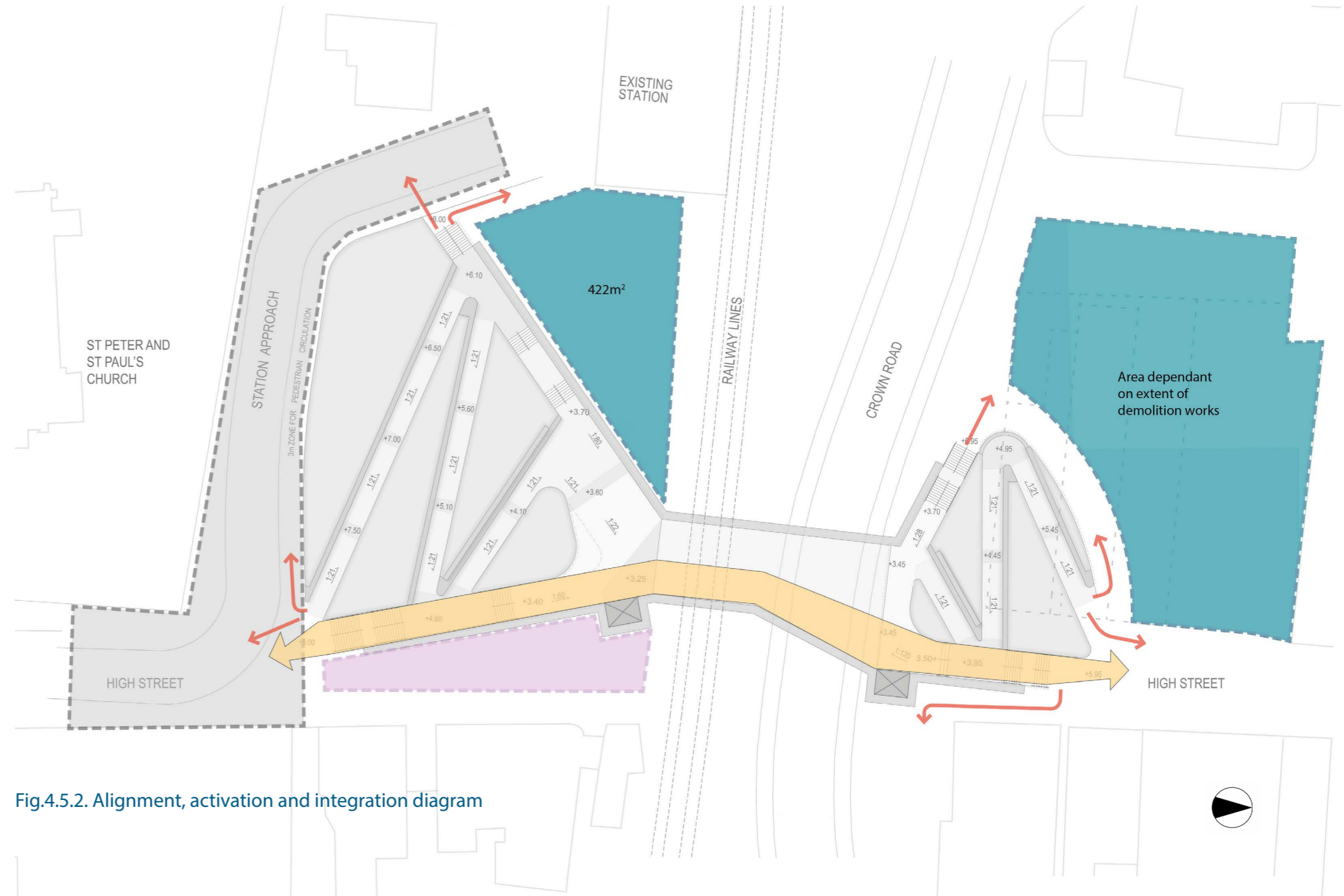


Fig.4.5.2. Alignment, activation and integration diagram

Key

- Approximate Area for Redevelopment
- Area of regrading and realignment necessary to achieve option
- Space requiring activation following permanent level crossing closure
- North-south alignment relative to High Street
- Direction of onward journey into Surrounding Public Realm

4.5. OPTION B - DYNAMIC

6. Microclimate:

- In winter the northern entrance remains in shadow through most of the day. The south brightens up around midday.
- In spring the eastern edges are overshadowed in the morning but in sun for the rest of the day.
- In summer there is minimal over shadowing.

7. Ease of Maintenance:

All slopes are designed to accommodate a standard street sweeper with a 5m radius turning circle (Thurrock Borough Council to provide details of exact vehicle specification for tracking).

The soft landscape has the potential to become a high quality low maintenance planting, lawns or wild flower meadows. There is flexibility in the design for this to be decided at the next stage to achieve aesthetic, biodiversity and maintenance

Page 57



Fig.4.5.3. Placemaking precedents

requirements.

8. Placemaking:

- No guardrails are required within the sloped section.
- The layout of the slopes utilise the full length of space between the rail tracks and Station Approach to the south. This allows for much shallower gradient to soft landscape and creates a greater feeling of openness. To the north the shortest length of slope required is used to tie into existing ground levels.
- The contemporary and elegant design will set a precedent for Grays' ongoing regeneration.
- A geometric slope arrangement creates a contemporary design. Simple bands formed by seats to the back edge of the slope draw the eye up the slope, whilst also providing a functional resting / relaxing opportunity.
- The space has been designed primarily for movement, but also a space for relaxing and enjoying the surroundings.

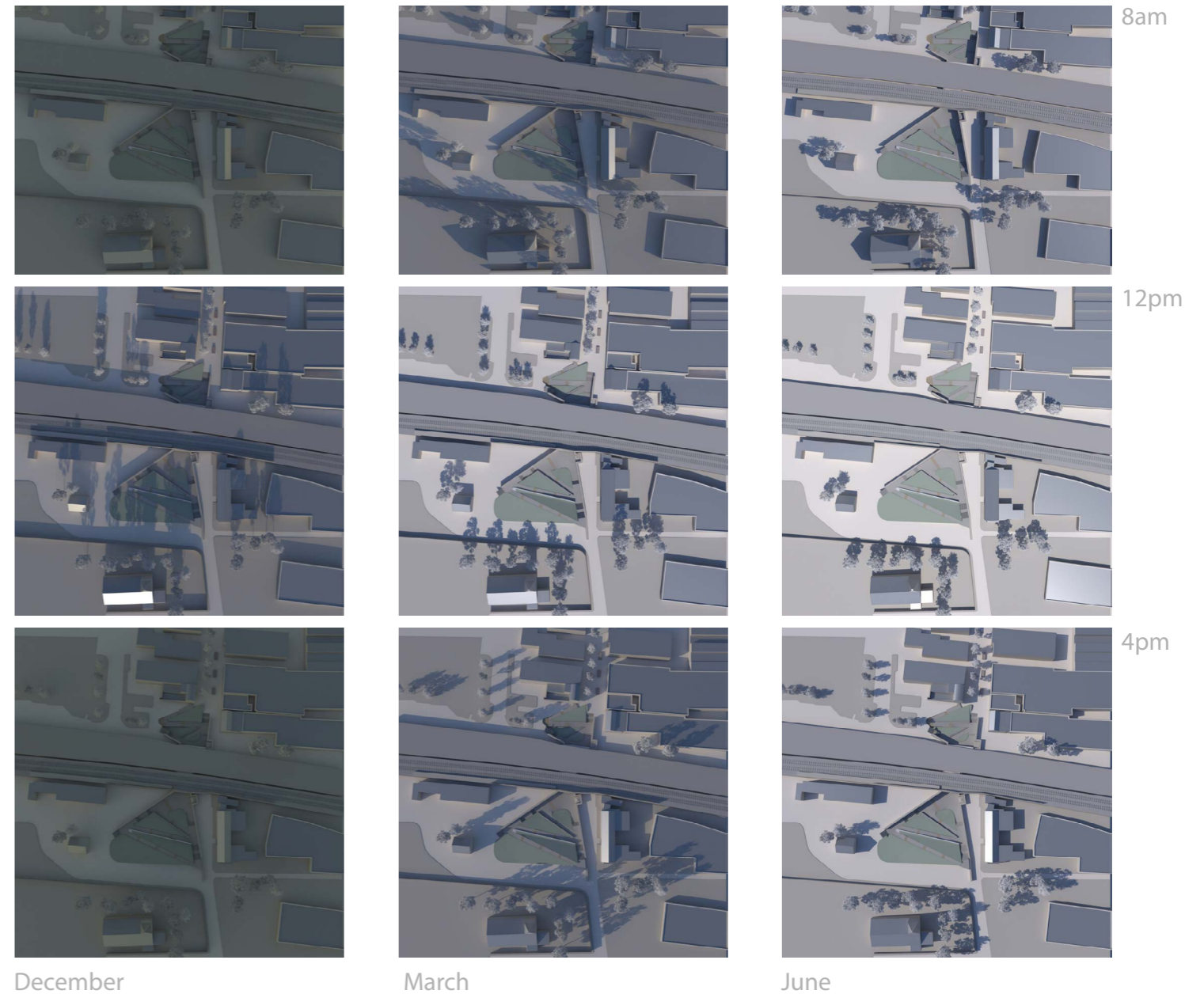


Fig.4.5.4. Sun path analysis diagrams

4.5. OPTION B - DYNAMIC

9. Disruption to the Public:

The underpass box has been positioned to enable the level crossing to remain open throughout the majority of the works, minimising disruption to the public.

10. Amenity:

There is limited space at the lower level for the extension of any events from the High Street such as markets as this would cause conflicts of movement. However, the lower spaces provides a good gently sloping platform for small pop-up retailers or busking / entertainment.

Page 58

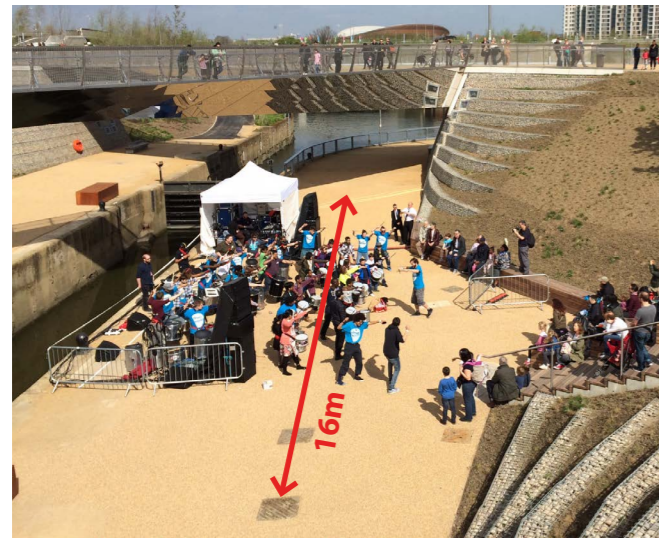


Fig.4.5.5. Space comparison precedent (Queen Elizabeth Olympic Park)

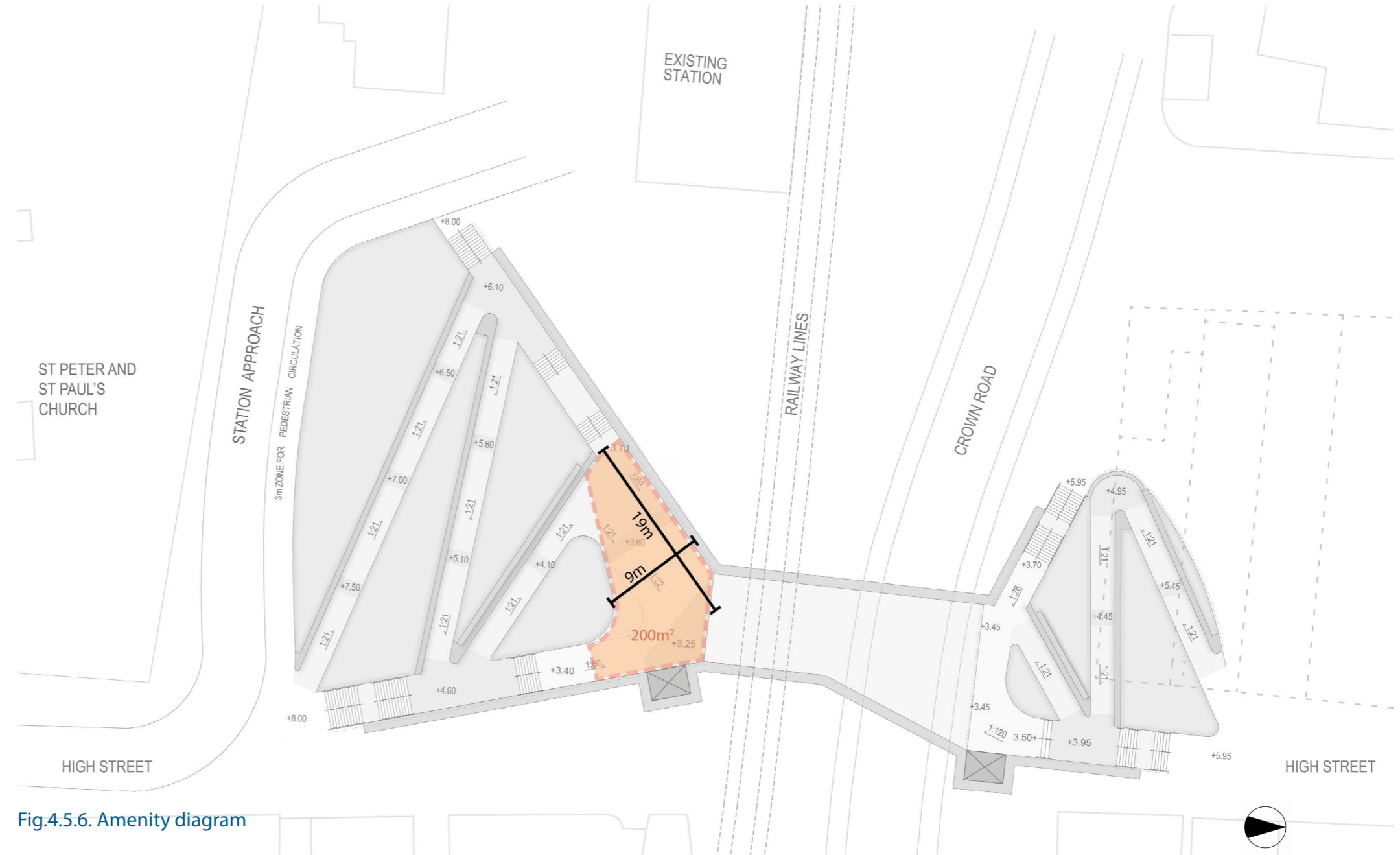


Fig.4.5.6. Amenity diagram

Key

- Approximate area for events/ public realm activation
- 123m² Area measurement of plaza space
- Dimensions across plaza space

4.5. OPTION B - DYNAMIC

11. Sight lines:

From the southern entrance of the portal, people will clearly see St Peter and St Paul's Church.
From the northern side of the underpass clear views to the High Street are provided.

The spaced out arrangement of the slopes with large swathes of soft landscape provides good views both into and out of the portal on the northern and southern sides.

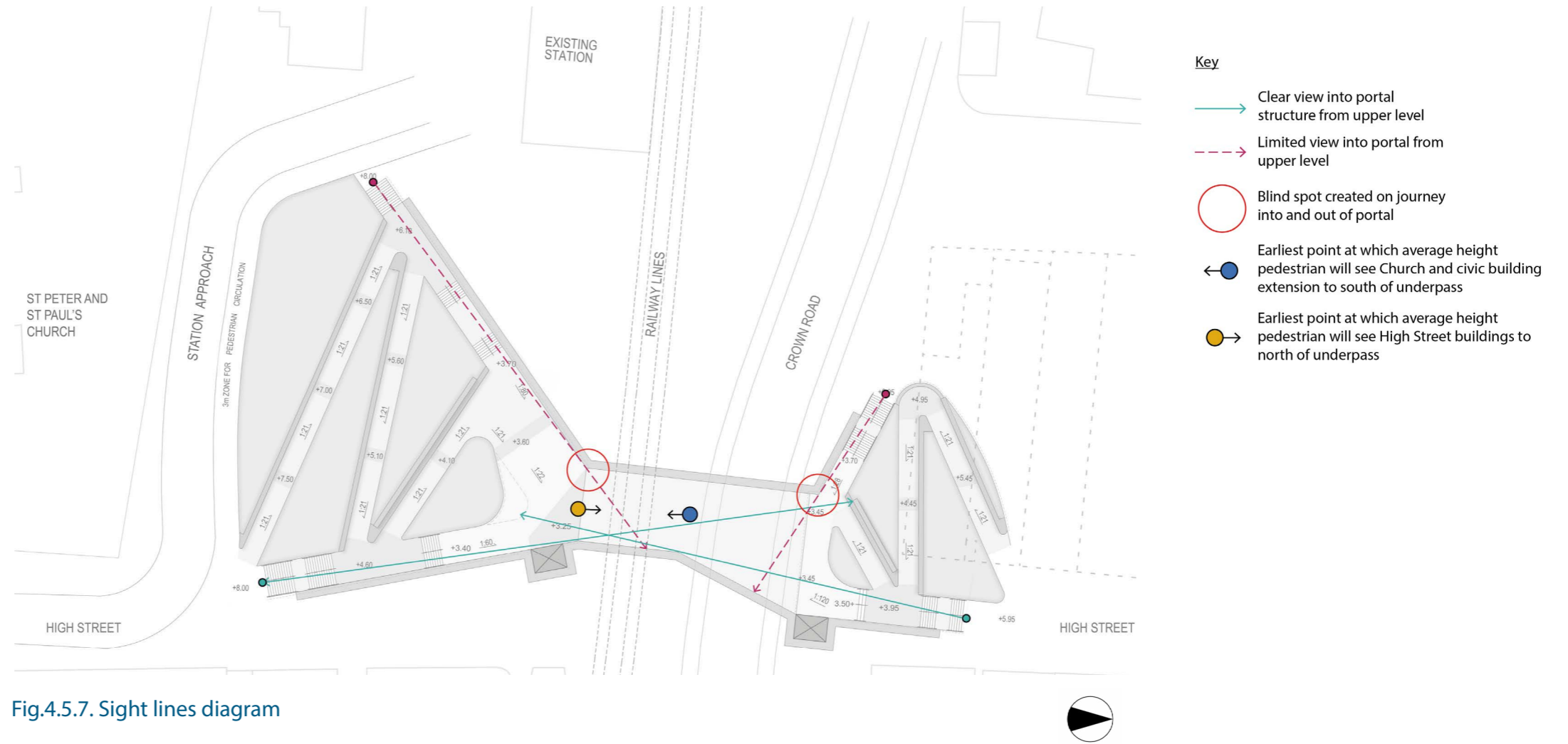


Fig.4.5.7. Sight lines diagram

Page 59

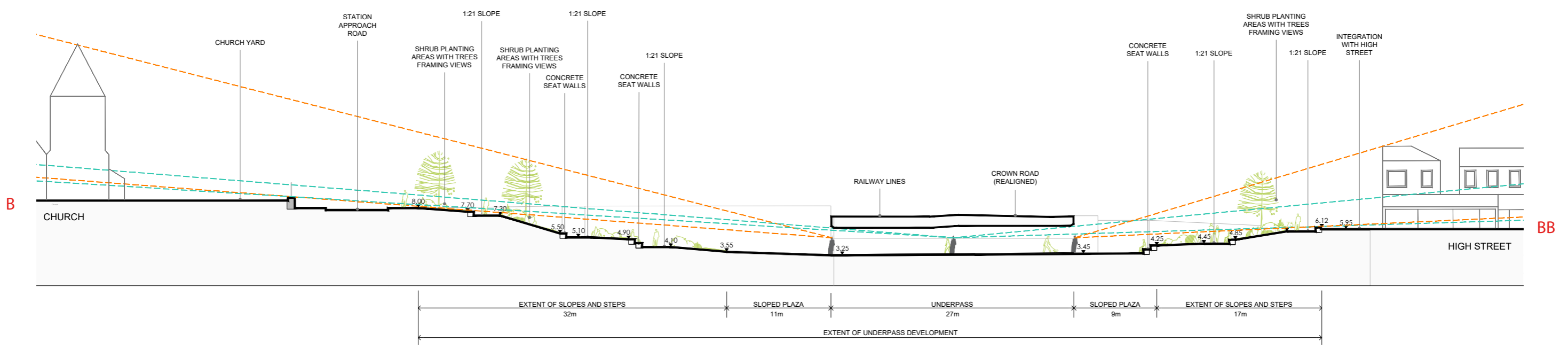
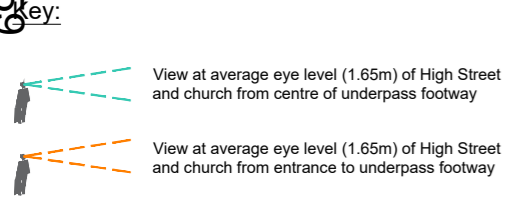


Fig.4.5.8. Cross Section B-BB

4.5. OPTION B - DYNAMIC

12. Heritage:

All options have been designed to ensure that St Peter and St Paul's Church will be visible from the centre of the portal. From the south portal entrance the simple lines created by the slope geometry draw the eye up towards the church, and the shallow sloped gradient provides good views of the church and its setting.

13. Accessibility:

Total slope length from the top of slope on both sides: **212m**

Number of switch backs south: **3**

Number of switch backs north: **2**

Slopes and stairs to converge towards same entry and exit points and reflect predominant pedestrian flows.

14. Safety / Security / Fear of Crime / Anti-social Behaviour:

On the north and south western portal entrance there are **2** no. blind spots where people could potentially hide. CCTV will be essential for crime mitigation in this area. This option has the least blind spots.

This maximum distance from an underpass access point into the portal is **41m**. This is the second shortest of all options and has a good level of surveillance from other underpass users. However, from the station to the west, views into the portal are limited due to the angle of the pile wall.

3D Sketch Visualisations



Fig.4.5.9. View looking south towards the Church from portal

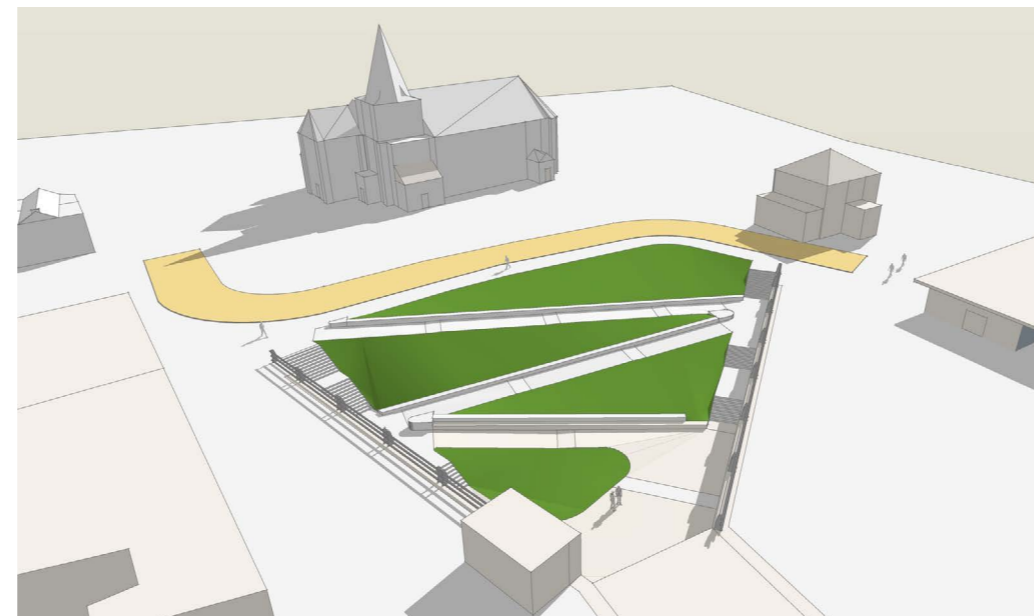


Fig.4.5.11. View looking south west (birds eye perspective)

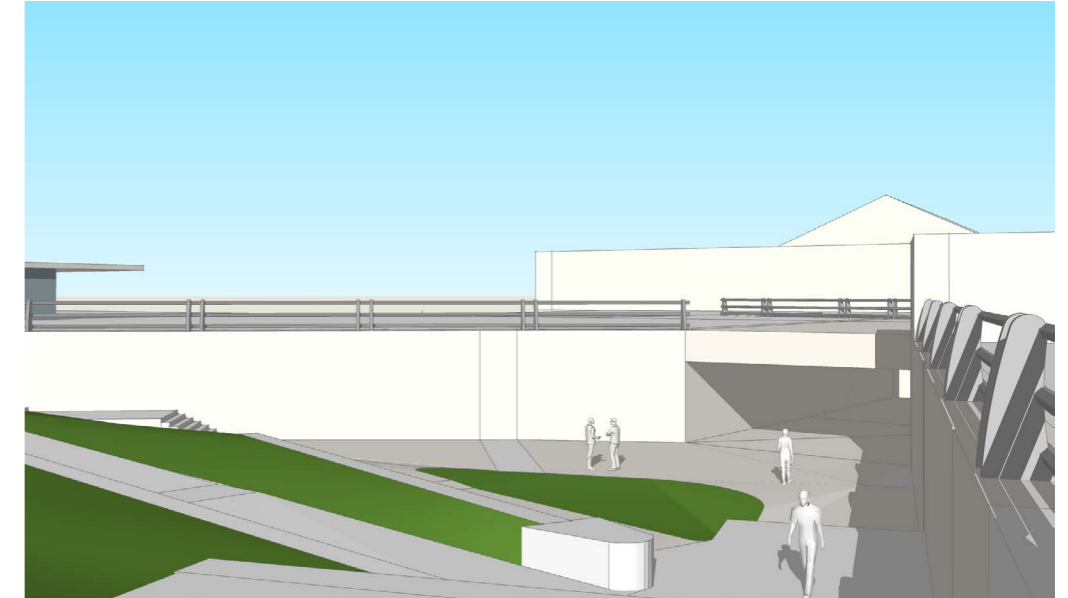


Fig.4.5.10. View looking north from High Street towards underpass

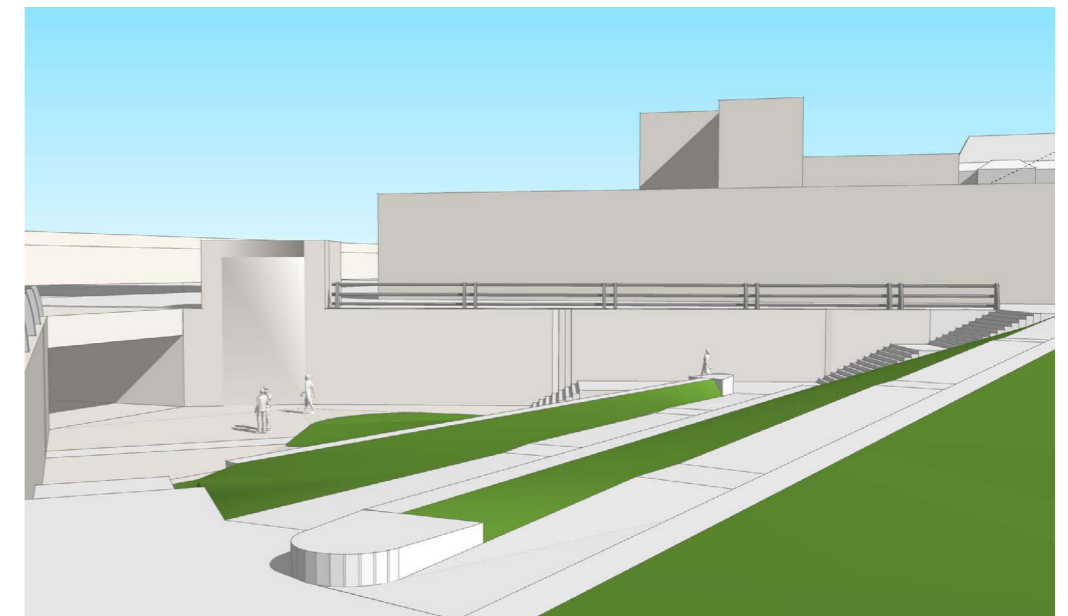


Fig.4.5.12. View looking towards underpass from station access point

OPTION C - PLAZA

4.6

4.6. OPTION C - PLAZA



Fig.4.6.1. Layout Plan

4.6. OPTION C - PLAZA

1. Alignment:

Option C does not provide a direct alignment with the High Street. However, the start and end point of steps and slopes do convey a sense of continuation to the High Street.

2. Cut and Fill:

8,500m³

- Rounded to nearest 100m³
- Subject to pavement design
- Not including excavation and backfilling for PCC / brick retaining walls

3. Activation:

a) On the southern side, there is a long wall between the portal entrance and the station. This has the potential to be activated with a range of south facing retail and commercial frontages. A new large sunken plaza (**660m²**) links from the portal to the station.

b) The required size and positioning of spaces for activation is dependant on the end user's judgement for their desired use.

4. Cost:

Refer to appendices for full cost report.

Additional costs associated with this option are:

1. Large area of ground re-levelling required to northern side of High Street to tie into new level
2. Extending and realignment of Station Approach.

Note: VFL are not providing costs for these additional works as they are outside of the project boundary, however, they are a key consideration in the total cost required to deliver the scheme.

5. Integration with Surroundings:

The southern edge of Option C ties in to the edge of Station Approach, with limited opportunity for new public realm at surface level.

Option C requires the largest amount of tie-in works. At the south, Station Approach requires

additional extension to the west beyond the existing building (in comparison to the other options). A benefit of this additional work is a small new public space creating a more welcoming entrance to the station.

To the north the High Street will require re-levelling with a series of retaining walls along the eastern edge (these works are also outside of the project boundary so not included within project

costs).

364m² remains for potential commercial development between the underpass and station. However, the angular form of this plot creates an awkward constraint for new buildings and access to this area is very limited.

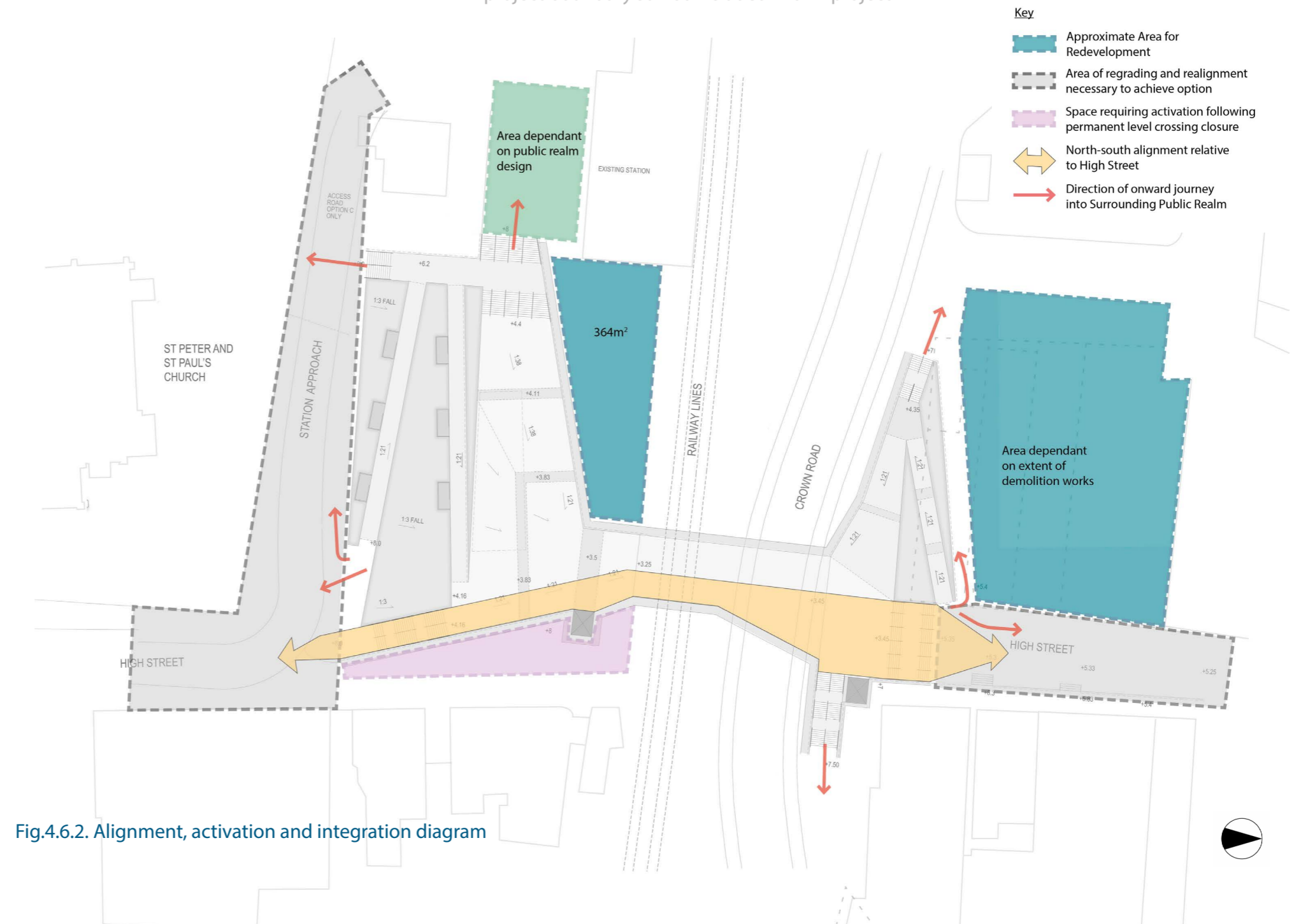


Fig.4.6.2. Alignment, activation and integration diagram

4.6. OPTION C - PLAZA

6. Microclimate:

- In winter the northern entrance remains in shadow through most of the day. The south brightens up around midday.
- In spring the eastern edges are overshadowed in the morning but in sun for the rest of the day.
- In summer there is minimal over shadowing.

7. Ease of Maintenance:

All slopes are designed to accommodate a standard street sweeper with a 5m radius turning circle (Thurrock Borough Council to provide details of exact vehicle specification for tracking).

The soft landscape has the potential to become further planting, lawns or wild flower meadows. There is flexibility in the design for this to be decided at the next stage to achieve aesthetic, biodiversity and maintenance requirements.



Fig.4.6.3. Placemaking precedents

8. Placemaking:

- A guardrail is required on the lowest slope on the south side, due to the height difference to the new plaza below.
- The southern plaza is similar in scale to Greengate Square in Manchester (Fig 4.6.3). The eventual size of the space will need careful evaluation depending on the range of activities intended.
- The new plaza provides the opportunity for clear south facing views up towards the Church.
- Simple linear slopes delineate a rectilinear new plaza to create a neat and organised space that sits comfortably in its surroundings.
- The new plaza creates a clear connection between the station, church and High Street, with the potential to enhance the character of all of these spaces. Large welcoming steps lead people in and out of the new spaces.

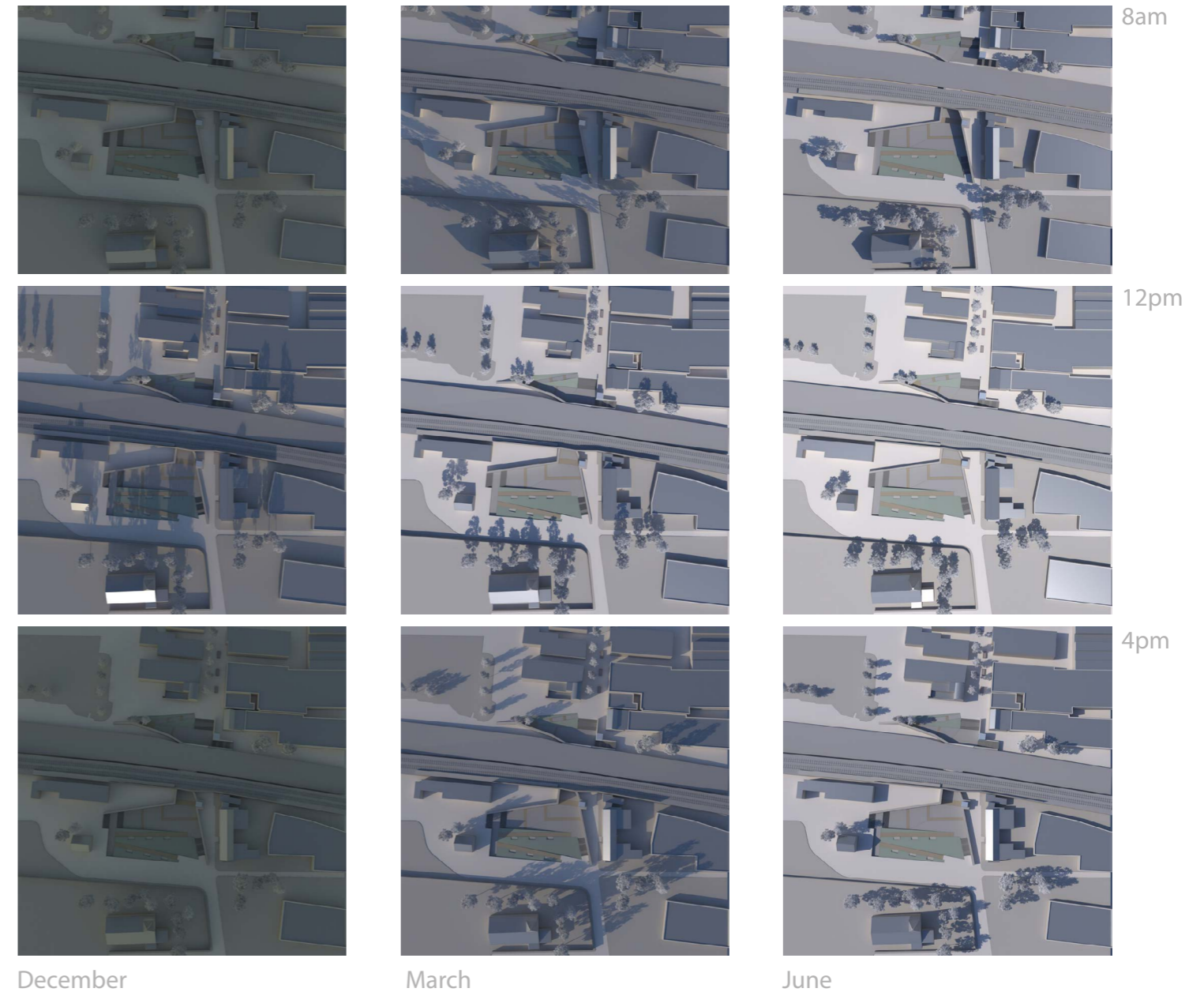


Fig.4.6.4. Sun path analysis diagrams

4.6. OPTION C - PLAZA

9. Disruption to the Public:

The underpass box has been positioned to enable the level crossing to remain open throughout the majority of the works, minimising disruption to the public.

10. Amenity:

Option C provides the best opportunity for extension of events from the High Street, within its sunken plaza. However, the plaza is on two fairly steep gradients dropping towards the underpass portal. This will make the space less comfortable to relax in and minimise the type of events that may be suitable.

Page 66



Fig.4.6.5. Space comparison precedent (Greengate Square, Manchester)

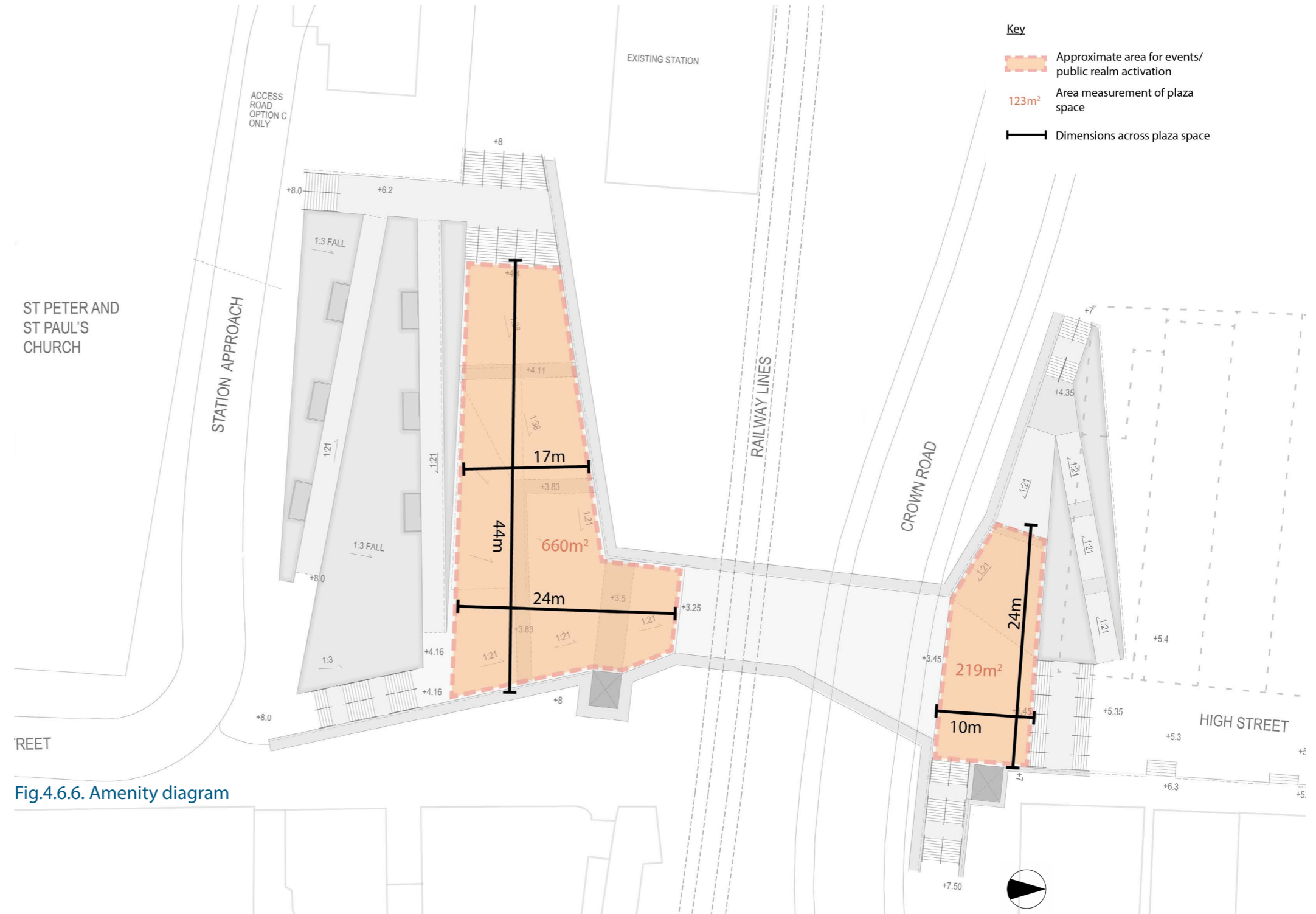


Fig.4.6.6. Amenity diagram

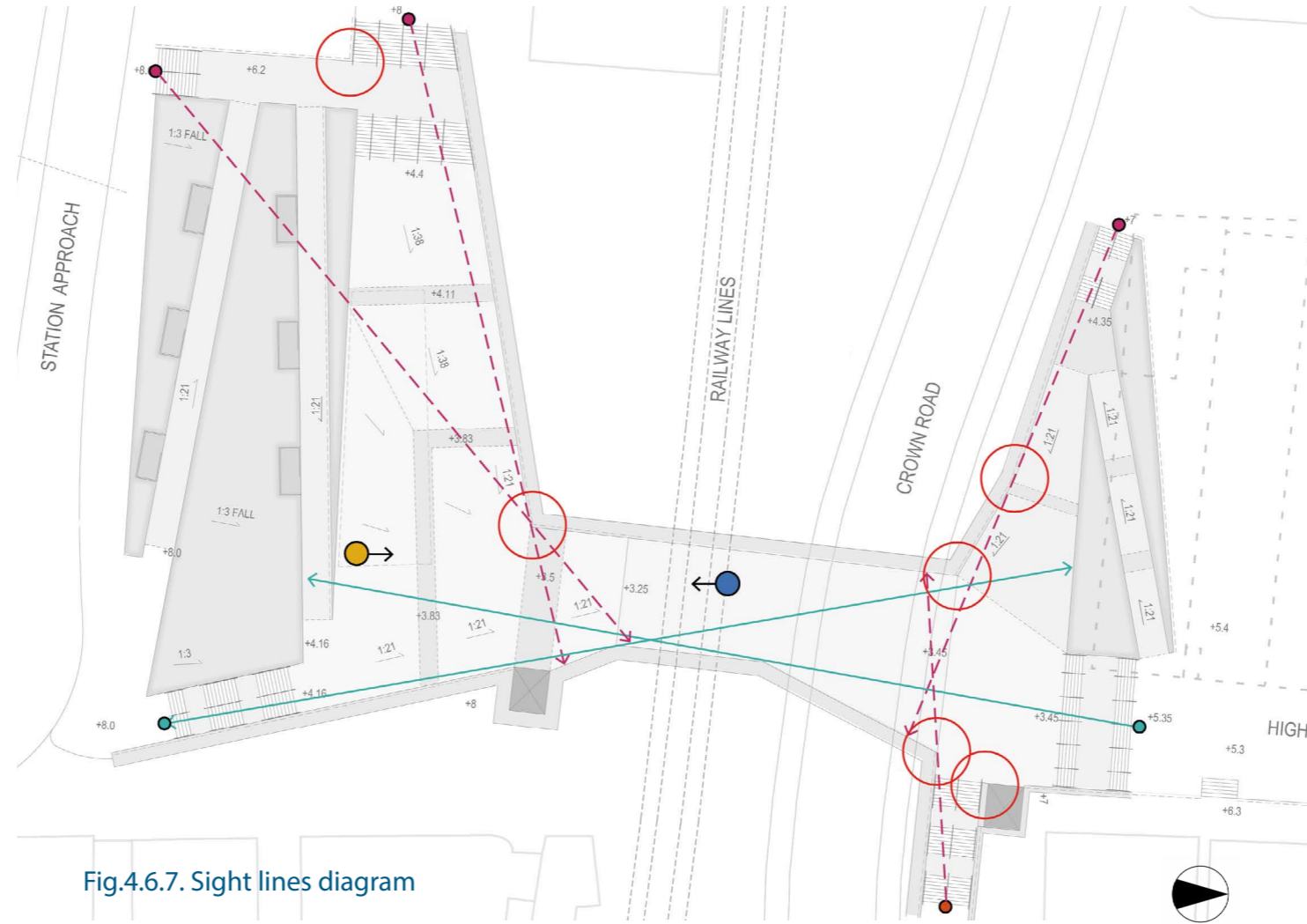
4.6. OPTION C - PLAZA

11. Sight lines:

On the southern side, the sloped access has been set back from the portal. This frames clear views of the St Peter and St Paul's Church.

From the station, views down into the plaza are clear, though restricted into the portal due to the angle of the wall.

On the northern entrance, clear views to and from the portal / High Street are provided by the generous wide set of steps linking the two spaces.



- Key**
- Clear view into portal structure from upper level
 - - - → Limited view into portal from upper level
 - Blind spot created on journey into and out of portal
 - ← ● Earliest point at which average height pedestrian will see Church and civic building extension to south of underpass
 - ● Earliest point at which average height pedestrian will see High Street buildings to north of underpass

Fig.4.6.7. Sight lines diagram

Page 67

- Key:**
- View at average eye level (1.65m) of High Street and church from centre of underpass footway
 - View at average eye level (1.65m) of High Street and church from entrance to underpass footway

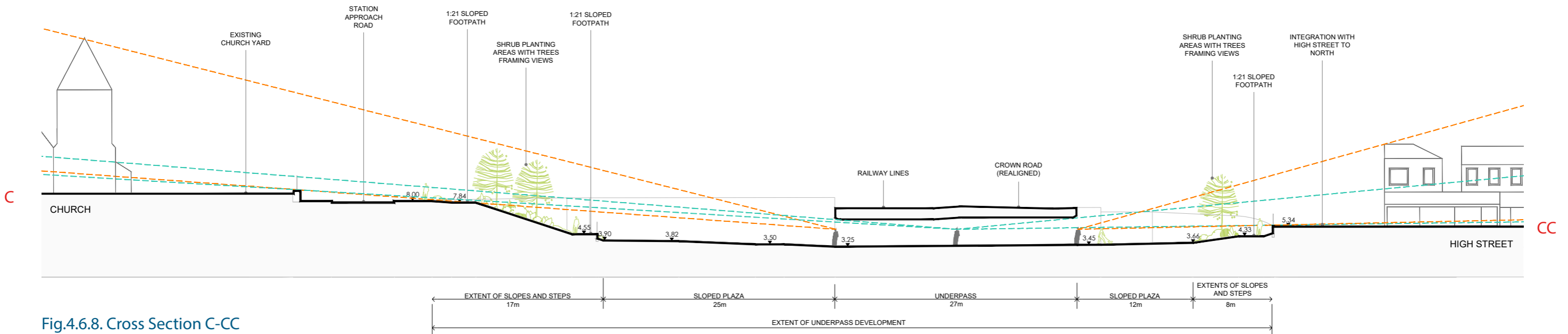


Fig.4.6.8. Cross Section C-CC

4.6. OPTION C - PLAZA

12. Heritage:

All options have been designed to ensure that St Peter and St Paul's Church will be visible from the centre of the portal. A clear visual connection is created between the Church and the new plaza, enhancing the setting of both spaces.

13. Accessibility:

Total slope length from the top of slope on both sides: **196m (+15m to reach High Street on south side)**

Number of switch backs south: **1**

Number of switch backs north: **1**

Slopes and stairs do converge towards same entry and exit points and reflect primary pedestrian flows.

14. Safety / Security / Fear of Crime / Anti-social Behaviour:

There are **5** no. locations on Option C that create blind spots where people could hide:

- The north and south west entrances to the portal
- the north eastern entrance to the portal and lift.
- The south west corner of steps

CCTV will be essential for crime mitigation in these areas.

The maximum distance from an underpass access point into the portal is **50m**. This is the longest of all options and therefore there will be slightly less surveillance from other underpass users. However, from the station to the west, views into lower level are more open which could mitigate the above. In general there is more of a sense of openness which provides an increase in perceived comfort level. Activating the lower level spaces could also increase natural surveillance (careful consideration to be given from the end user).

3D Sketch Visualisations



Fig.4.6.9. View looking south towards the Church from portal



Fig.4.6.11. View looking south west (birds eye perspective)

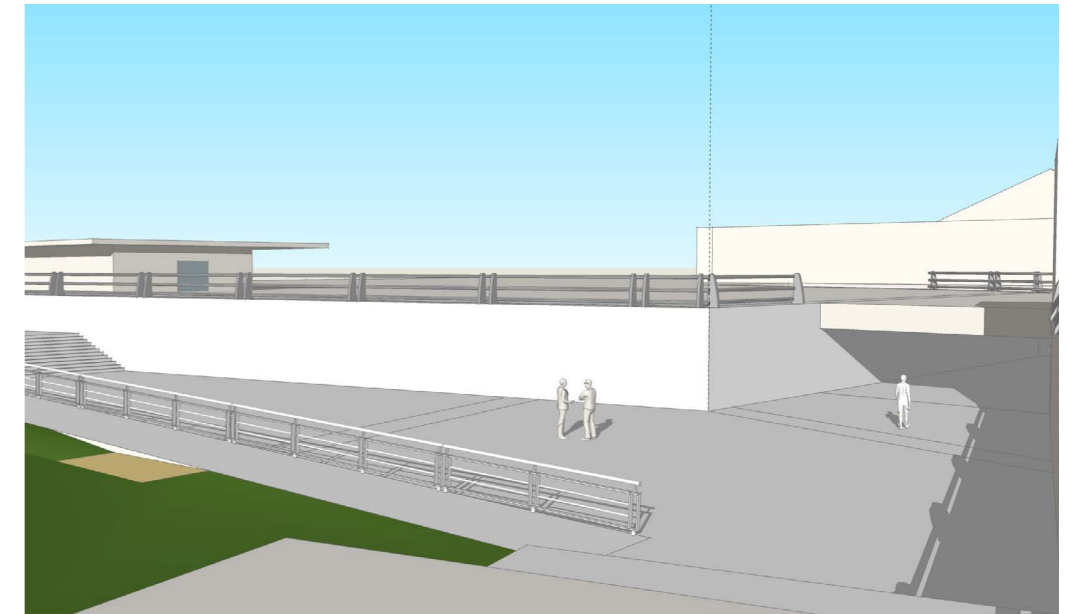


Fig.4.6.10. View looking north from High Street towards underpass

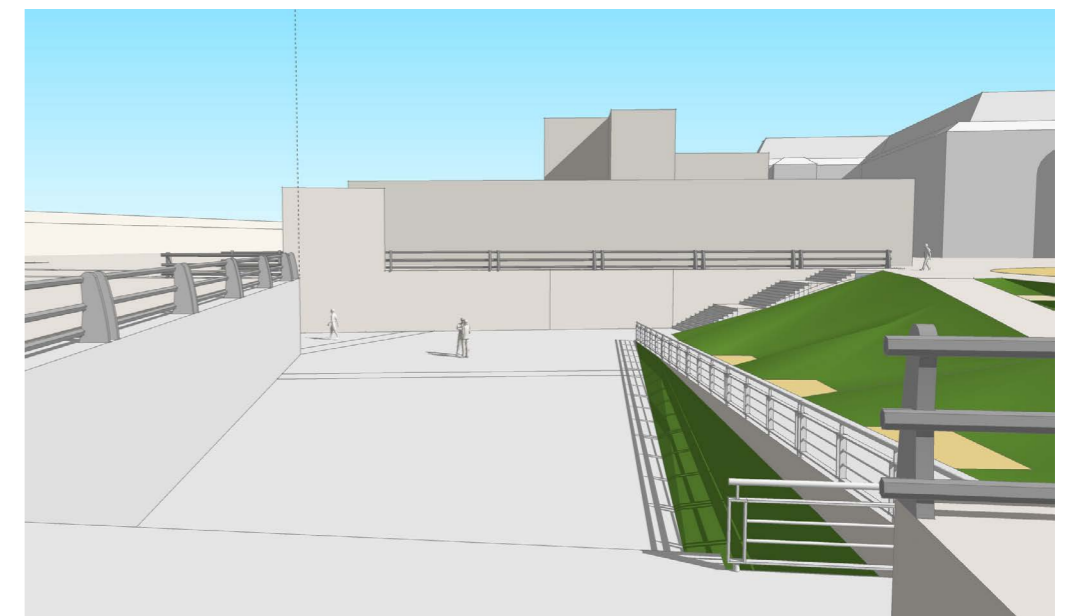


Fig.4.6.12. View looking towards underpass from station access point

4.7. OPTION EVALUATION MATRIX

Option Selection Workshop

The following two pages show the criteria weighting and option evaluation matrix that was completed between Thurrock Borough Council, Network Rail and VolkerFitzPatrick at the Option Selection Workshop on 13/03/2020.

	Option Selection Criteria	A	B	C	D	E	F	G	H	I
A	Alignment	A								
B	Placemaking		B							
C	Integration with Surroundings			C						
D	Constructability/disruption to public				D					
E	Cost					E				
F	Maintainability						F			
G	Accessibility and Ease of Navigation							G		
H	Safety and Security								H	
I	Sustainability									I

Page 69

Rating	Rating No.
Very High	5
High	4
Medium	3
Low	2
Very Low	1

Option Selection Criteria	A	B	C	D	E	F	G	H	I
Criteria Rating	3	5	5	4	4	3	4	5	4
Criteria Weight	8%	14%	14%	11%	11%	8%	11%	14%	11%

Fig.4.7.1. Option Selection Workshop - Criteria Weighting

4.7. OPTION EVALUATION MATRIX

Option Selection Criteria		Sub-criteria	Weight	Option A	Total Score	Option B	Total Score	Option C	Total Score
A	Alignment	A sense of continuation for the High Street is conveyed	8%	3	0.243	1	0.081	1	0.081
B	Placemaking	Invasiveness of ramps and associated safety measures (e.g. minimisation of guard rails)	14%	1	0.135	2	0.270	3	0.405
		Dead space (area unlikely to be utilised. Wasted space) is minimised. Potential to provide active frontages.		0	0.000	2	0.270	3	0.405
		Quality and area of remaining space for further development or surface level public realm.		0	0.000	2	0.270	3	0.405
		Microclimate - using the sun path to maximise benefit of natural light (Passive Solar Design)		1	0.135	3	0.405	3	0.405
		Design concept and sense of place: Is the space the right scale?		1	0.135	2	0.270	3	0.405
		Consistent design language used, which complements and adds to the series of public spaces along the High St, from the War Memorial to the riverfront		1	0.135	2	0.270	3	0.405
C	Integration with Surroundings	Well-coordinated of tie-in with adjacent boundaries.	14%	1	0.135	2	0.270	2	0.270
		Suitability of public spaces to support a wide range of town centre events and activities which supports continuation of the high street. (Size, gradient, conflict of movement, floor level)		0	0.000	2	0.270	3	0.405
		Heritage - design should relate to the local area's character and history, framing views towards the St Peter & St Paul's Church, churchyard		1	0.135	3	0.405	3	0.405
D	Constructability and Planning	Construction programme: Minimal disruption to public during construction	11%	0	0.000	2	0.216	2	0.216
		Minimise Level Crossing disruption during construction stage		0	0.000	1	0.108	1	0.108
		Extent of enabling works and diversionary impacts to the public		0	0.000	2	0.216	1	0.108
E	Cost	Magnitude of cost associated with the options in relation to the AFC budget allocate	11%	0	0.000	0	0.000	0	0.000
F	Maintainability	Easy access for maintenance staff / vehicles to the portal and ramp area	8%	1	0.081	3	0.243	3	0.243
		Minimisation of landscape maintenance		1	0.081	2	0.162	3	0.243
G	Accessibility and Ease of Navigation	Simplify ramp navigation, total ramp length, journey time and number of switch backs (technical compliance is assumed).	11%	1	0.108	2	0.216	3	0.324
		Ramps and stairs to converge towards same entry and exit points and reflect predominant pedestrian flows.		1	0.108	3	0.324	3	0.324
		Providing clear views of key landmarks (High Street to the north, Church and proposed Civic Offices extension to the south) as well as sightlines into portal from a distance. Ensure clear views from access ramp into portal, train station, bus station and Crown Road		1	0.108	2	0.216	3	0.324
H	Safety and Security	Minimise hidden viewpoint(s) and blind corners	14%	0	0.000	2	0.270	1	0.135
		Optimise long-distance clear views (including for CCTV system) throughout the underpass		2	0.270	2	0.270	2	0.270
I	Sustainability	Amount of material (m ³) required to be excavated and disposed of during construction	11%	3	0.324	2	0.216	1	0.108
		'Urban Greening			0.000		0.000		0.000
TOTAL:					2.135		5.243		6.000

Rating	Description
3	Fully meets the criteria
2	Mostly meets the criteria
1	Somewhat meets the criteria
0	Does not meet the criteria

Fig.4.7.2. Option Selection Workshop - Evaluation Matrix

CONSULTATION SUMMARY

Introduction

This section of the document provides a summary of consultation feedback received by Thurrock Council (TC) as a response to the Transforming Grays online consultation hosted by the Council between 27th February 2020 - 14th March 2020.

Aims:

The principal objective of the consultation was to measure the level of support for a number of Town Centre proposals that are currently being developed as part of an extensive regeneration programme for Grays.

Additionally, key aspirations, concerns and ideas that could complement some of the proposals were captured.

Participants:

The Council invited residents that live, visit, work and learn in Grays as well as local businesses and community groups, to share their views on potential projects. The consultation was advertised via leaflets, posters and social media platform.

Projects:

There were 20 projects published via the online consultation portal, including the initial design concepts for Grays underpass. This specific project was published in order to help identify a preferred option to take forward to the design stage.

The consultation projects were grouped as follows:

1. The Underpass
2. Grays High Street and Shopping Centre
3. Thames Side Complex
4. Grays Beach Park and Kilverts Field
5. Grays Bus Station

Improve movements and access around the town:

6. Seabrooke Rise Walk
7. Derby Road Bridge
8. Clarence Road
9. Titan Walk

Enhancing the quality of the public realm:

10. London Road
11. South Essex College temporary building
12. Grays Town Park

Building a local economy:

13. Grays Street Market
14. Shopfront Design Guide
15. Digital and SMART Grays

Supporting Communities:

16. Grays Street Art
17. Grays Town Centre Street Lighting
18. Future Lighting Project

Designing Public Spaces:

19. Public Realm Design Guide
20. Gateway to the Town Centre

Executive Summary

Methodology:

An online tool was used to gather responses and the consultation was published on the Council's website: <https://consult.thurrock.gov.uk/projects>.

The questions were as follows:

- Question 1; Do you support this proposal?
- Question 2; How can this project be further improved and why?
- Question 3; Is there anything we have missed?

Question 1 was aimed to measure level of support for proposals and there were five answers available to choose from: - strongly agree, agree, neither agree nor disagree, disagree and strongly disagree.

Questions 2 and 3 were open ended questions aimed to gather ideas and opinions and provide written responses. There was an additional question for The Underpass project asking participants to choose their most preferred option for the underpass layout.

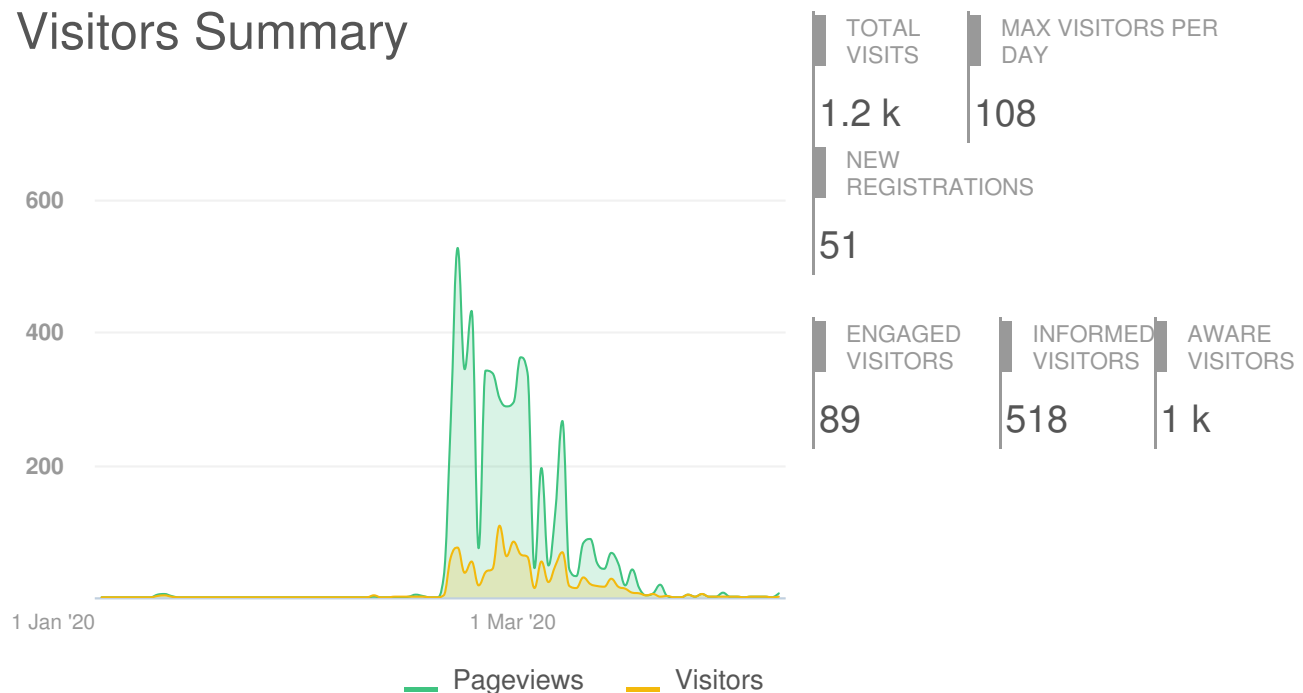
The total number of visitor who accessed the Transforming Grays consultation was 1.2k.

There were 89 participants who actively engaged and provided feedback.

The below summary diagram based on participants' activity indicates that about 1k visitors are 'aware' of the consultation, 518 spent more time browsing the consultation and they are considered to be 'informed' visitors.

This consultation resulted in 51 new registrations to the Council's consultation portal.

Visitors Summary



Summary of all visits

ENGAGED	89 ENGAGED PARTICIPANTS			Registered	Unverified	Anonymous	The Underpass	47 (7.4%)
INFORMED	Contributed on Forums	0	0	0			Grays High Street and Shopp...	39 (18.3%)
	Participated in Surveys	87	0	0			Thameside Complex	37 (14.2%)
	Contributed to Newsfeeds	0	0	0			Grays Beach Park and Kilver...	29 (12.1%)
	Participated in Quick Polls	0	0	0			Grays Bus Station	15 (15.2%)
AWARE	Posted on Guestbooks	0	0	0			Enhancing the quality of the ...	8 (22.2%)
	Contributed to Stories	0	0	0			Designing Public Spaces	7 (16.7%)
	Asked Questions	0	0	0			Building a local economy	7 (25.0%)
	Placed Pins on Places	2	0	0				
	Contributed to Ideas	0	0	0				

** A single engaged participant can perform multiple actions*

** Calculated as a percentage of total visits to the Project*

ENGAGED	518 INFORMED PARTICIPANTS		Participants	The Underpass	332 (52.0%)
INFORMED	Viewed a video	0		Grays High Street and Shopp...	106 (49.8%)
	Viewed a photo	300		Grays Beach Park and Kilver...	87 (36.4%)
	Downloaded a document	0		Thameside Complex	87 (33.5%)
	Visited the Key Dates page	0		Project Map	55 (55.0%)
AWARE	Visited an FAQ list Page	0		Grays Bus Station	46 (46.5%)
	Visited Instagram Page	0		Designing Public Spaces	21 (50.0%)
	Visited Multiple Project Pages	439		Improve movements and acc...	17 (24.3%)
	Contributed to a tool (engaged)	89			

** A single informed participant can perform multiple actions*

** Calculated as a percentage of total visits to the Project*

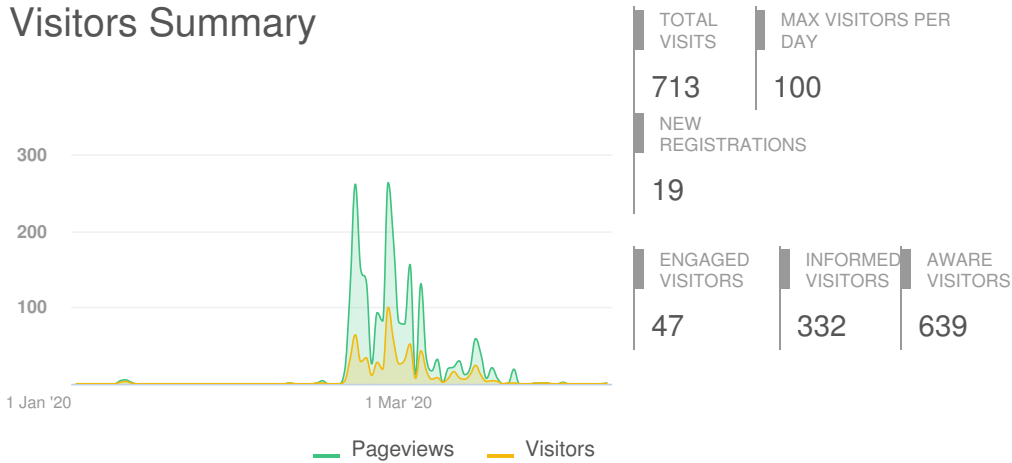
ENGAGED	1,011 AWARE PARTICIPANTS		Participants	The Underpass	639
INFORMED	Visited at least one Page	1,011		Thameside Complex	260
				Grays Beach Park and Kilver...	239
AWARE				Grays High Street and Shopp...	213
				Project Map	100
				Grays Bus Station	99
				Improve movements and acc...	70
				Designing Public Spaces	42

** Aware user could have also performed an Informed or Engaged Action*

** Total list of unique visitors to the project*

1. The Underpass

Visitors Summary

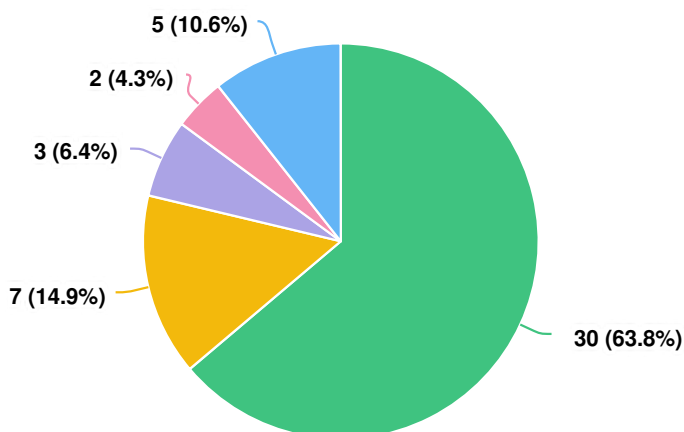


Question 1.

Do you support this proposal?

Visitors 139	Contributors 47	CONTRIBUTIONS 47
---------------------	------------------------	-------------------------

Do you support this proposal?

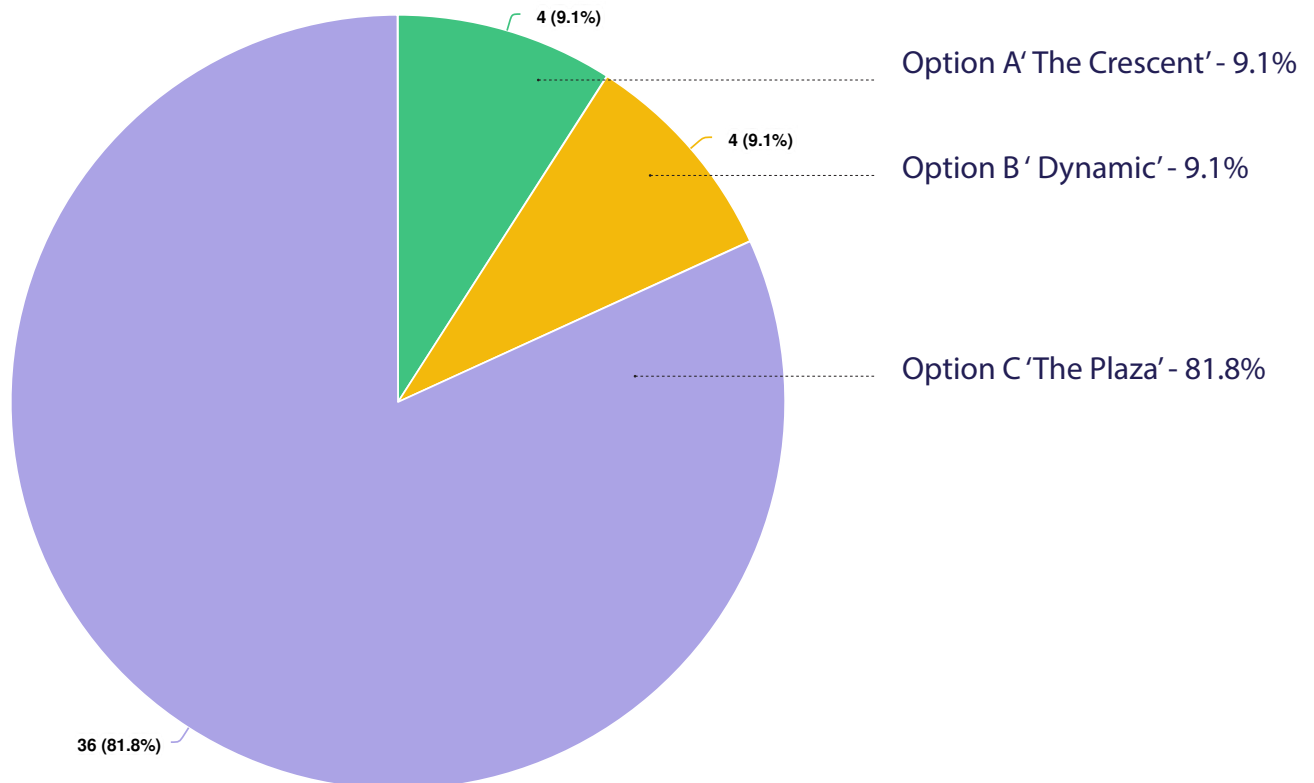


Question options

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

Question 2.

Which of the three proposed options do you prefer?

**Question options**

● Option C 'The Plaza' ● Option B 'Dynamic' ● Option A 'The Crescent'

47 respondents participated in the Underpass survey.

The vast majority supported the proposal; 63% 'strongly agreed' and 14% 'agreed' with the scheme. 81% of them selected Option C 'The Plaza' as their preferred option. 24 respondents out of 47 provided written feedback to Questions 3 & 4.

Question 3.

How can this project be further improved and why?

- utilise the thoroughfare and provide retail units down in the 'plaza' with cafés servicing the train station and new council offices,
- consider using the 'plaza' as flea market during weekends,
- this is an opportunity for public art created by community,
- by enhancing greenery and creation of green spaces'
- provide seating areas and a water feature,
- introduce good lighting, CCTV for security and regular maintenance of public spaces,
- introduce measures to discourage anti social behaviour and crime,
- create pathways considering desire lines.

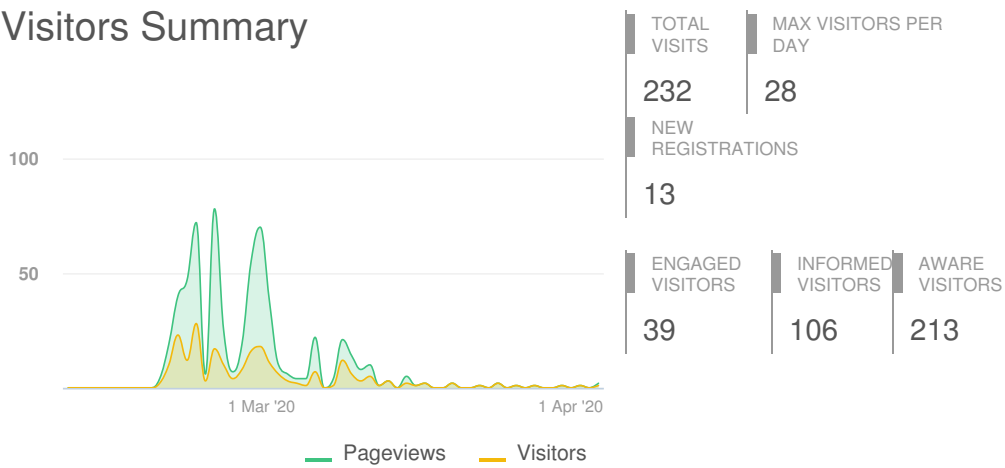
Question 4.

Is there anything we have missed?

- detailed information for users of the underpass with disability (mobility issues in particular),
- the current retail units that will be lost should be relocated within the town first,
- cycle route through the underpass,
- innovative, fun and creative lighting,
- water feature or a clock,
- antisocial behaviour has to be tackled in the town centre as the priority.

2. Grays High Street and Shopping Centre

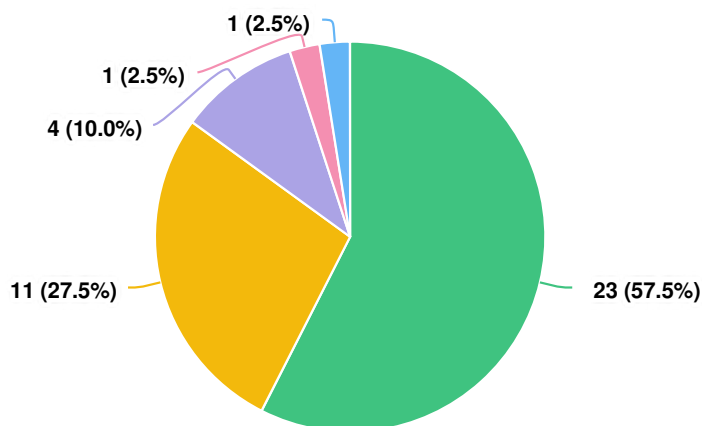
Visitors Summary



Question 1.
Do you support this proposal?

Visitors 102	Contributors 39	CONTRIBUTIONS 42
---------------------	------------------------	-------------------------

Do you support this proposal?



Question options

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

42 respondents participated in the survey.

57% 'strongly agreed' and 27% 'agreed' with the scheme. 29 respondents provided written feedback to Questions 3 & 4.

Some of the key comments include:

Question 2.

How can this project be further improved and why?

- create a better offer that caters for needs of everyone,
- low-end shops such as betting shops, pawn shops and pound-stretcher shops are not what the public wants,
- create a social area with bars, restaurants and cafes and family friendly places in the town centre e.g soft play,
- provide better parking options to encourage more people into the town centre,
- increase security,
- improve shop fronts and make them coherent,
- improve public realm on the High Street,
- better utilise the old cinema building, as e.g a leisure complex or a youth hub which would bring better social value rather than a pub,
- provide 'mini parks' where people can sit, take a break, have a chat, drink a cup of coffee, read a book,
- provide a band stand for performances,
- introduce more greenery; trees and flowers.

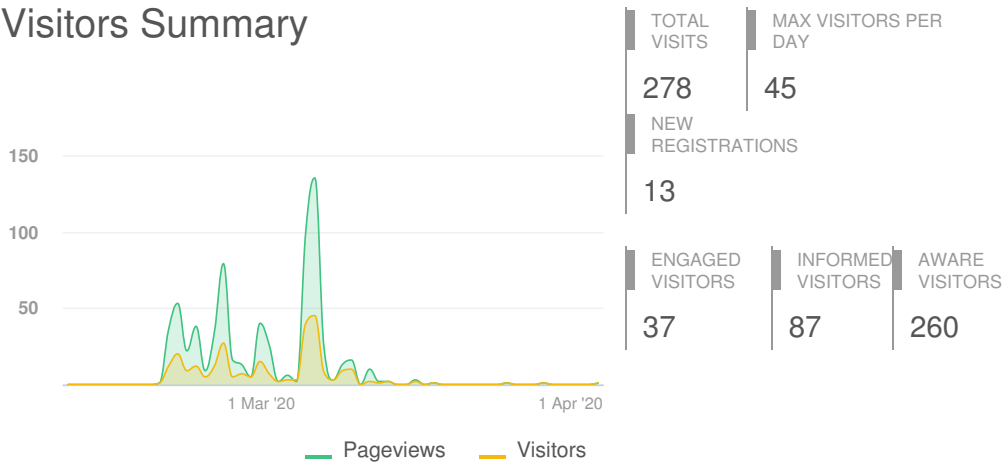
Question 3.

Is there anything we have missed?

- cycle access and cycle storage in the town centre, especially at the station,
- more policing in the town, security in the centre is the priority,
- a credible night time economy plan.

3. Thames Side Complex

Visitors Summary

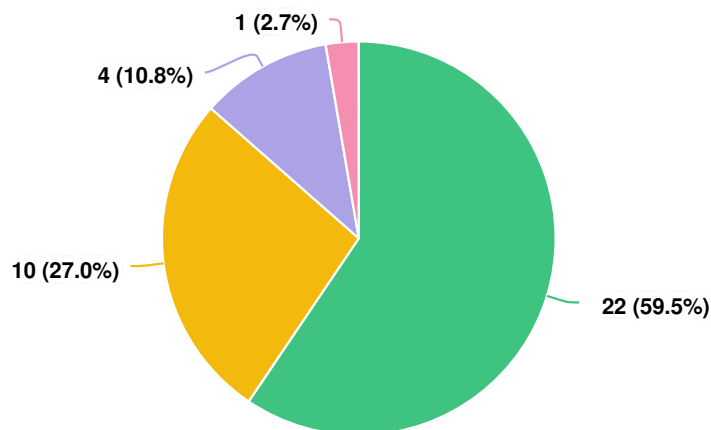


Question 1.

Do you support this proposal?

Visitors 128	Contributors 37	CONTRIBUTIONS 39
---------------------	------------------------	-------------------------

Do you support this proposal?



Question options

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree

39 respondents participated in the survey.
59% 'strongly agreed' and 27% 'agreed' with the scheme.

28 participants provided written feedback to Questions 3 & 4.

Question 2.

How can this project be further improved and why?

- ensure that the social enterprise café and community organisations remain,
- maintain library services, and expand the library
- better promotion of the museum,
- ensure that local people, current users, artists and creatives are fully engaged in this project,
- consider improving the area behind the building;
- improve wayfinding ; better signage and clearer road names,
- brighter and lighter street lighting,
- increasing the amount of trees / greenery in the area,
- ensure regular maintaining of public spaces.

Question 3.

Is there anything we have missed?

- Thurrock is a growing community and deserves a larger theatre suitable for all the professional/ amateur productions,
- ' A nice cafe. Affordable and convenient, with Sunday opening. 'I have to head into London for brunch. I want to do that in my own area. I want to feel a part of Grays not just someone who lives here'

4. Grays Beach Park and Kilverts Field

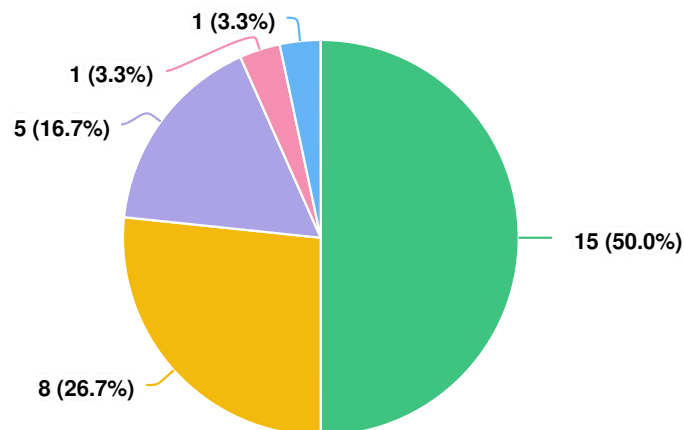
Visitors Summary



Question 1.
Do you support this proposal?

Visitors 98	Contributors 29	CONTRIBUTIONS 30
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Do you support this proposal?



Question options

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

30 respondents participated in the survey.

50% 'strongly agreed' and 27% 'agreed' with the scheme.

24 participants provided written feedback; The key comments are as follows:

Question 2.

How can this project be further improved and why?

- by involving Thurrock yacht club,
- by expanding Grays Marina,
- creation of a heritage trail,
- food and drink offer on the river,
- outdoor exercise area in the summer, like yoga or boot camp,
- better lighting along the river walk,
- Introduce better cycling routes,
- adding CCTV to ensure safety,
- integration and acknowledgement of the natural environment and wildlife.

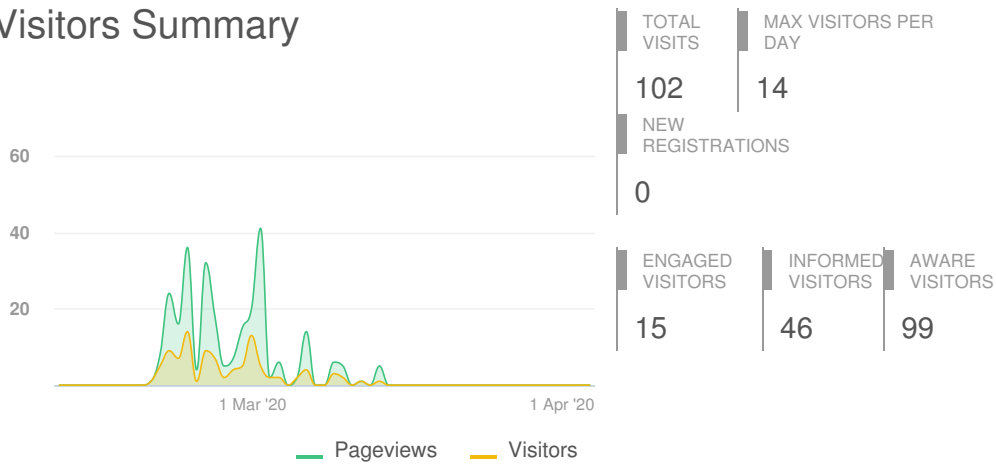
Question 3.

Is there anything we have missed?

- this project would attract more visitors and therefore more parking would be required,
- wheelchair/accessible access,
- consideration of the yacht club and how it might feature in plans.

5. Grays Bus Station

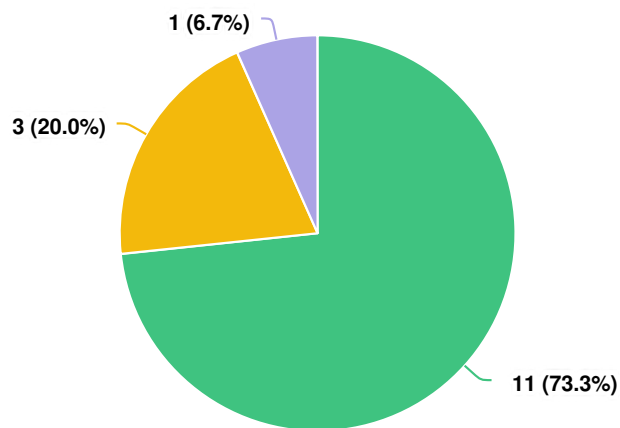
Visitors Summary



Question 1.
Do you support this proposal?

Visitors 27	Contributors 15	CONTRIBUTIONS 15
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Do you support this proposal?



Question options

- Strongly Agree
- Agree
- Neither agree nor disagree

15 respondents participated in the survey. 73% 'strongly agreed' and 20% 'agreed' with the scheme. 8 participants provided written feedback; The key comments are as follows:

Question 2.

How can this project be further improved and why?

- ensure that a strong public arts strategy is in place that links all of the redevelopment together,
- wide pavements to ensure those walking and those waiting for buses are able to do so without issues,
- allow space for car passengers' drop off and pick up,
- better signage or wayfinding information,
- improved shelters DDA accessible,
- better CCTV .

Question 3.

Is there anything we have missed?

- focus not only on buses in Thurrock but also cycling,
- all train stations in Thurrock should have a huge amount of secure and safe cycle storage to encourage commuters to cycle to stations.

IMPROVE MOVEMENT AND ACCESS AROUND THE TOWN

There are four projects included in the 'improve movement and access around the town' section of the consultation as follows:

- 6. Seabrooke Rise Walk,
- 7. Derby Road Bridge,
- 8. Clarence Road,
- 9. Titan Walk.

There were 5 respondents who participated in the survey.

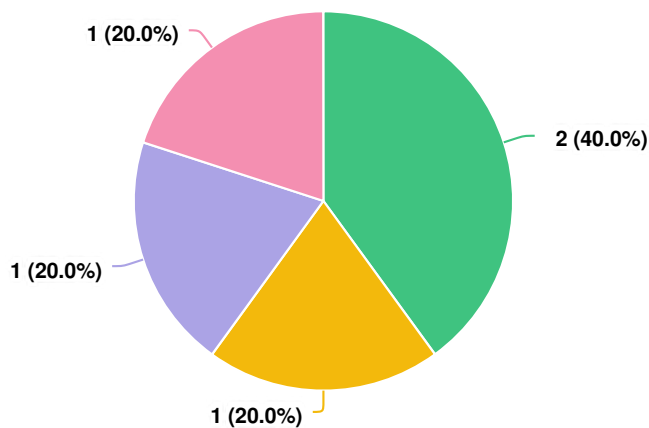
6. Seabrooke Rise Walk

Question 1.

Do you support this proposal?

Visitors 14	Contributors 5	CONTRIBUTIONS 5
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Do you support this proposal?

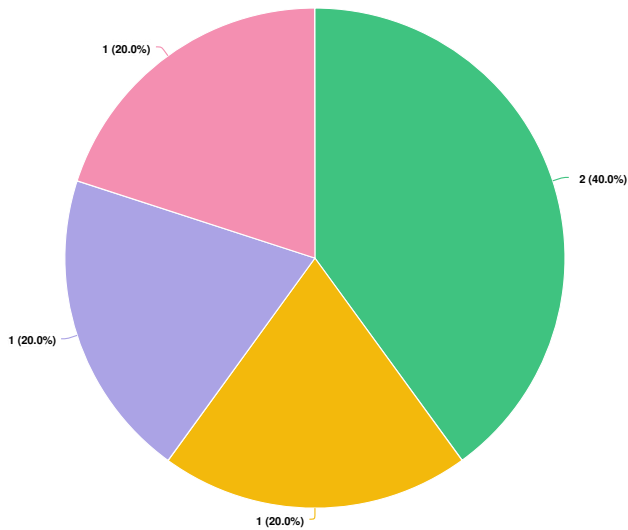


Question options

- Strongly Agree
- Agree
- Neither agree nor disagree
- Strongly Disagree

7. Derby Road Bridge

Question 1.
Do you support this proposal?

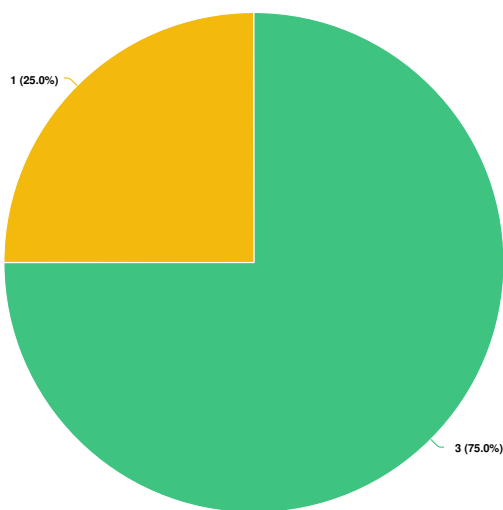


Question options

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

8. Clarence Road

Question 1.
Do you support this proposal?



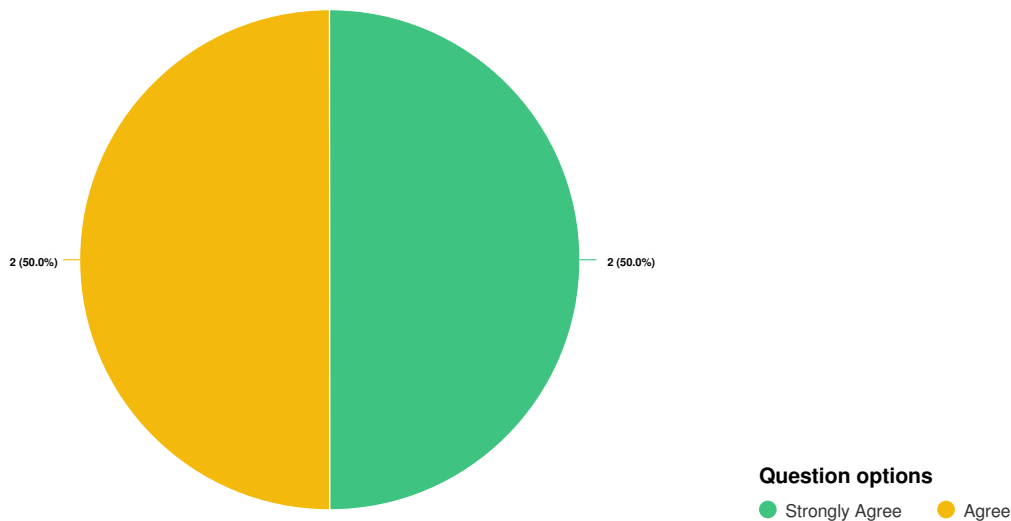
Question options

- Strongly Agree
- Agree

9. Titan Walk

Question 1.

Do you support this proposal?



6. Seabrooke Rise Walk - 40% of respondents 'strongly agreed' and 20% 'agreed' with the proposal.

7. Derby Road Bridge - 40% 'strongly agreed' and 20% 'agreed'.

8. Clarence Road - 75% 'strongly agreed' and 25% 'agreed'.

9. Titan Walk- 50% 'strongly agreed' and 50% 'agreed' with the proposed improvements.

There were 3 participants who provided written feedback to Question 2;

Question 2.

How can this project be further improved and why?

- projects should answer needs of visually impaired people, who should be consulted,
- the proposals for Clarence Road should include, cleaning up and surfacing the back alleyways of the roads off Clarence Road e.g. Bradbourne and Grays.

ENHANCING THE QUALITY OF THE PUBLIC REALM

There are three projects in the 'enhancing the quality of the public realm' section of the consultation;

- 10. London Road
- 11. South Essex College temporary building
- 12. Grays Town Park

There were 8 respondents who participated in the survey.

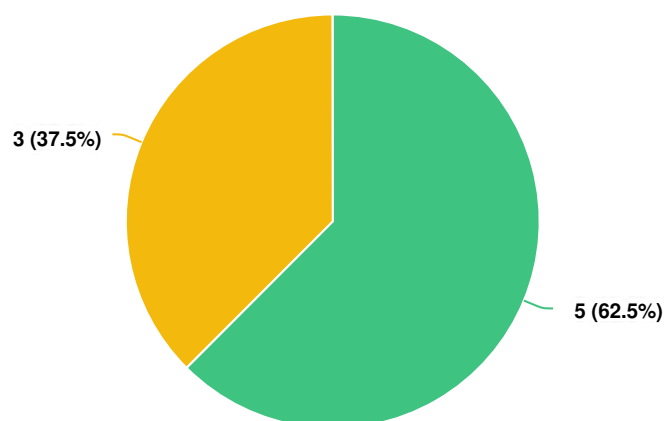
10. London Road

Question 1.

Do you support this proposal?

Visitors 11	Contributors 8	CONTRIBUTIONS 8
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Do you support this proposal?



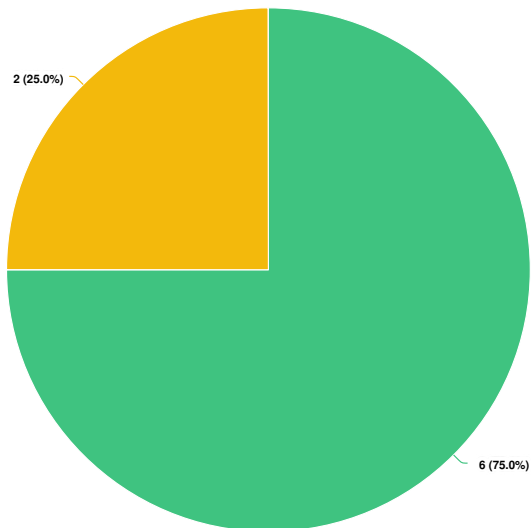
Question options

- Strongly Agree
- Agree

11. South Essex College temporary building

Question 1.

Do you support this proposal?



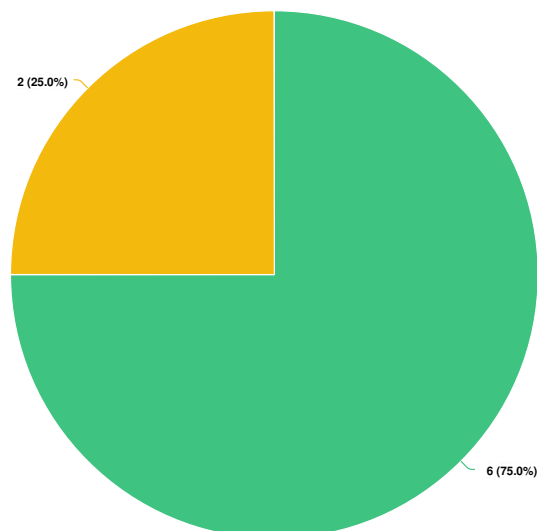
Question options

- Strongly Agree
- Agree

12. Grays Town Park

Question 1.

Do you support this proposal?



Question options

- Strongly Agree
- Agree

10. London Road - 72% of respondents 'strongly agreed' and 38% 'agreed' with the proposal.

11. South Essex College temporary building - 75% of respondents 'strongly agreed' and 25% 'agreed' with the proposal.

12. Grays Town Park - 75% of respondents 'strongly agreed' and 25% 'agreed' with the proposal.

There were 4 participants who provided written feedback; The key comments were:

Question 2.

How can this project be further improved and why?

LONDON ROAD:

- more focus should be made on encouraging residents to walk or cycle to the Park and Town Centre. Pathways and cycle routes need to be safer for residents to use.

GRAYS TOWN PARK:

- having a place to hire sports equipment may make better use of the courts that are already there,
- the council should be doing more to retain the original features of this Victorian park,
- include the Bridge Road area in this design and to improve the access from there to deter people breaking the fence and walking down the grass,
- poor lighting should be improved.

Question 3.

Is there anything we have missed?

LONDON ROAD:

- more and better bicycle parks, for residents to leave their bikes,
- more benches or resting areas along routes to the park and then from the park to town, for elderly or people with disabilities to stop and rest,
- reduce the amount of traffic through the Town Centre.

GRAYS TOWN PARK:

- better planting, lighting and stone bench that could be used as picnic tables might see this area used more.
- create a destination that is not just a spring or summer option, see "e.g The Quay at Lakeside,
- include a small cafe,
- a key problem in and around the park is parking for the mosque - this could be removed to where the temporary building is with provision of off street parking.

ENHANCING THE QUALITY OF THE PUBLIC REALM

There are three projects in this section of the consultation;

- 13. Grays Street Market
- 14. Shopfront Design Guide
- 15. Digital and SMART Grays

There were 7 respondents who participated in the survey.

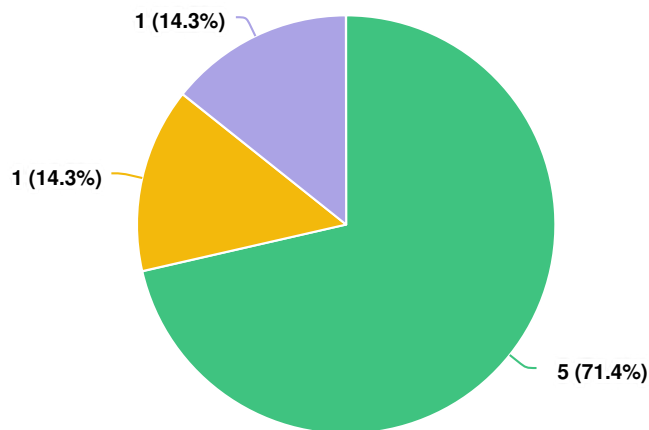
13. Grays Street Market

Question 1.

Do you support this proposal?

Visitors 10	Contributors 7	CONTRIBUTIONS 7
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Do you support this proposal?

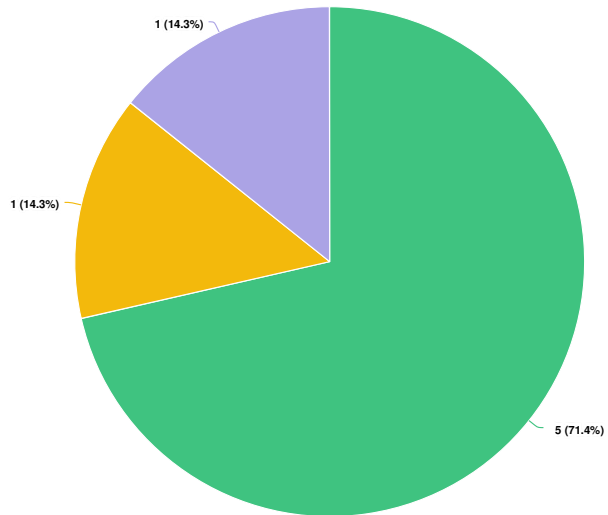


Question options

- Strongly Agree
- Agree
- Strongly Disagree

14. Shopfront Design Guide

Question 1.
Do you support this proposal?

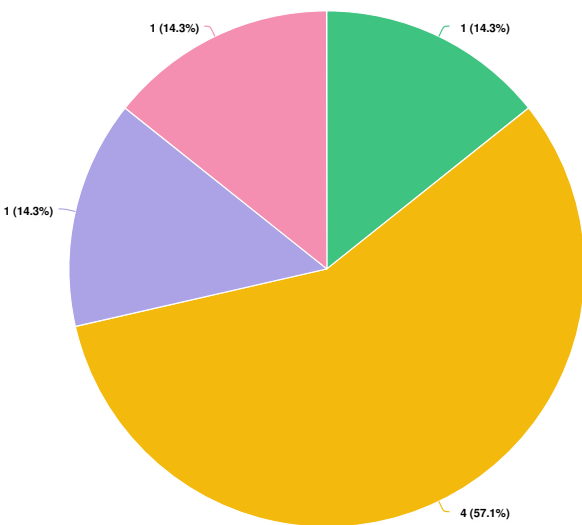


Question options

- Strongly Agree
- Agree
- Strongly Disagree

15. Digital and SMART Grays

Question 1.
Do you support this proposal?



Question options

- Strongly Agree
- Agree
- Neither agree nor disagree
- Strongly Disagree

13. Grays Street Market - 71% of respondents 'strongly agreed' and 14% 'agreed' with the proposal.

14. Shopfront Design Guide - 71% of respondents 'strongly agreed' and 14% 'agreed' with the proposal.

15. Digital and SMART Grays - 57% of respondents 'strongly agreed' and 14% 'agreed' with the proposal.

There were 6 participants who provided written feedback. The key comments were:

Question 2.

How can this project be further improved and why?

GRAYS STREET MARKET:

- better markets, stalls selling more local produce,
- attract the right kind of market stalls, farmers market style, handmade objects,
- provide free parking on market days,
- include market superintendent and community policing,
- better standard and quality of stalls,
- regular farmers markets, vintage fairs and speciality events.

SHOP FRONT DESIGN:

- the current high street is too depressing, need more colour and keep it clean,
- improve shop fronts needs to be drastically improve,

Question 3.

Is there anything we have missed?

GRAYS STREET MARKET:

- 'Push the highstreet economy towards the river. Even if people visited the markets they may never realise the river is at the end of the high street, and give people a reason to go to the riverfront.'

SHOP FRONT DESIGN:

- 'Improve the shops in Grays. Improving the look is great, but the shops also need to be something people actually want.'

SUPPORTING COMMUNITIES

There are three projects included in this section of the consultation;

- 16. Grays Street Art
- 17. Grays Town Centre Street Lighting
- 18. Future Lighting Projects

There were 7 respondents who participated in the survey.

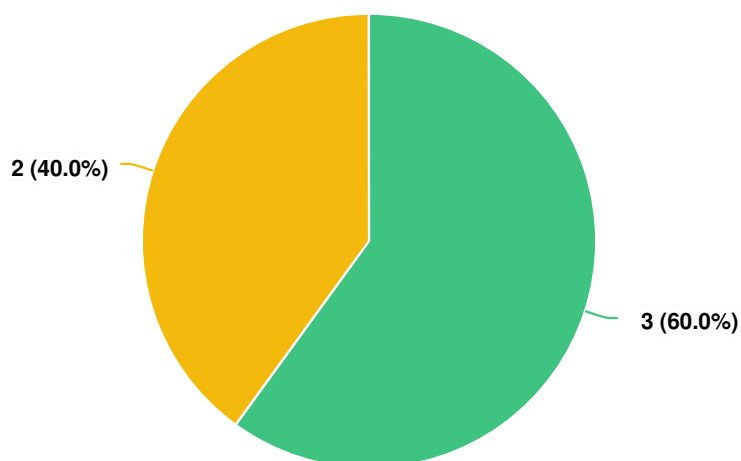
16. Grays Street Art

Question 1.

Do you support this proposal?

Visitors 8	Contributors 5	CONTRIBUTIONS 5
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Do you support this proposal?



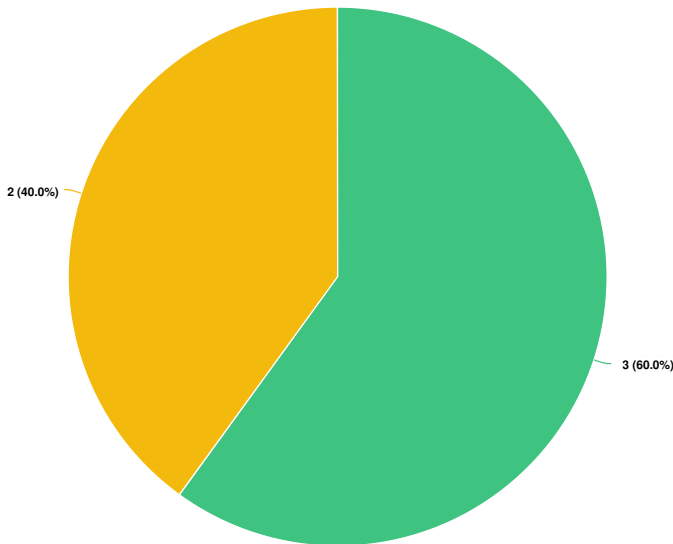
Question options

● Strongly Agree ● Agree

17. Grays Town Centre Street Lighting

Question 1.

Do you support this proposal?



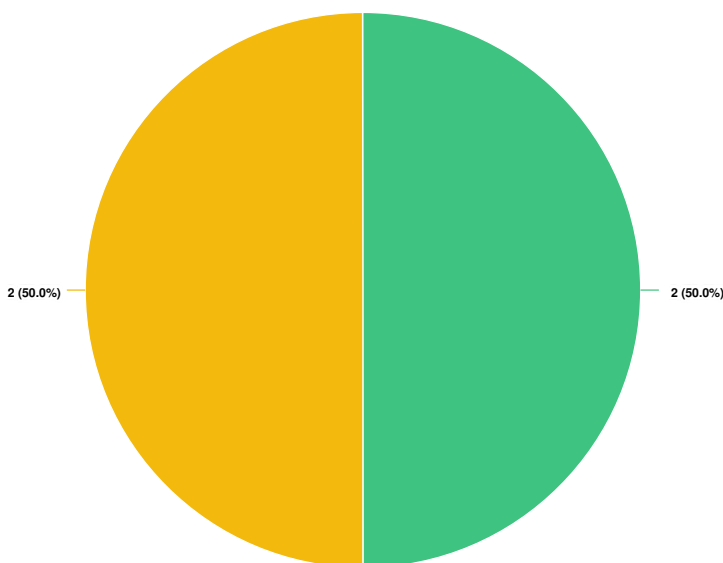
Question options

- Strongly Agree
- Agree

18. Future Lighting Projects

Question 1.

Do you support this proposal?



Question options

- Strongly Agree
- Agree

16. Grays Street Art- 60% of respondents 'strongly agreed' and 40% 'agreed' with the proposal.

17. Grays Town Centre Street Lighting - 60% of respondents 'strongly agreed' and 40% 'agreed' with the proposal.

18. Future Lighting Projects- 50% of respondents 'strongly agreed' and 50% 'agreed' with the proposal.

There were 5 participants who provided written feedback; The key comments were as follows:

Question 2.

How can this project be further improved and why?

GRAYS STREET ART

- allow for changing displays along the lines of the fourth plinth in Trafalgar Square,
- open air exhibition art performance space.

GRAYS TOWN CENTRE STREET LIGHTING

- consider areas of heritage where and older interesting buildings,
- use local artists wherever possible.

Question 3.

Is there anything we have missed?

GRAYS STREET ART

- local communities must be involved in the co-creation of and Co-development of any public art in Grays town centre.

GRAYS TOWN CENTRE STREET LIGHTING

- there is no point lighting the State Cinema if it remains vacant.

DESIGNING PUBLIC SPACES

There are two projects in this section of the consultation;

- 19. Public Realm Design Guide
- 20. Gateway to the Town Centre

There were 7 respondents who participated in the survey.

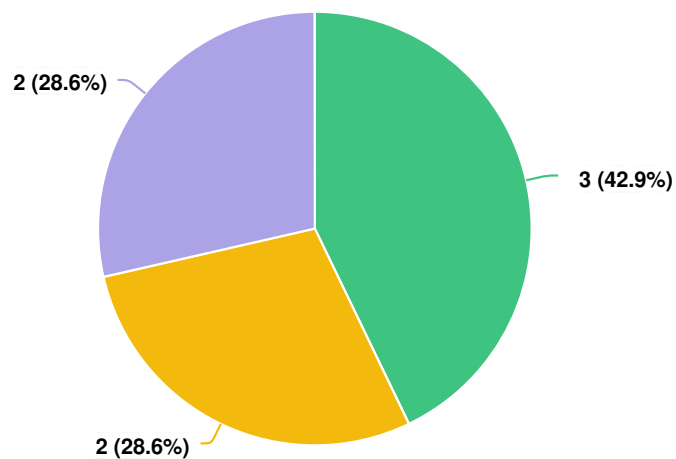
19. Public Realm Design Guide

Question 1.

Do you support this proposal?

Visitors 17	Contributors 7	CONTRIBUTIONS 7
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Do you support this proposal?



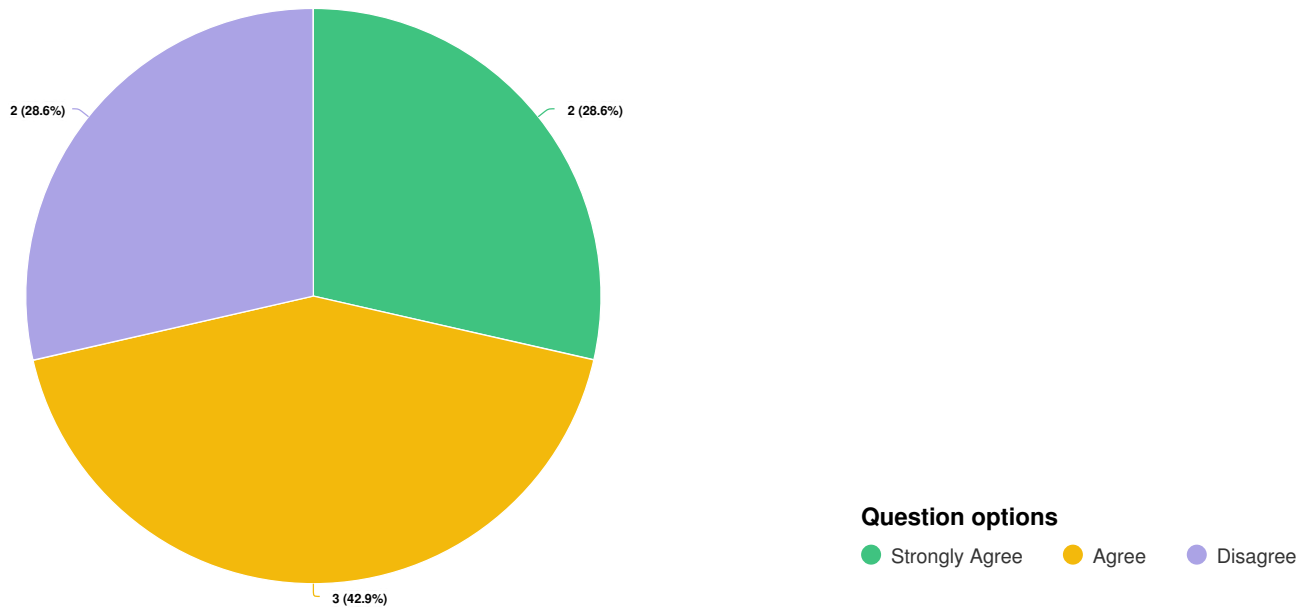
Question options

- Strongly Agree
- Agree
- Neither agree nor disagree

20. Gateway to the Town Centre

Question 1.

Do you support this proposal?



19. Public Realm Design Guide - 60% of respondents 'strongly agreed' and 40% 'agreed' with the proposal.

20. Gateway to the Town Centre- 60% of respondents 'strongly agreed' and 40% 'agreed' with the proposal.

There were 5 participants who provided written feedback; The key comments were as follows:

Question 2.

How can this project be further improved and why?

PUBLIC REALM DESIGN GUIDE:

- provision for cyclists to safely enter and navigate the area - segregated infrastructure.

GATEWAY TO THE TOWN CENTRE:

- transport around the town needs improvement before adding more residential properties in its heart,
- replacing of the roundabout with a cross roads and traffic light system will create further build up of traffic .

Question 3.

Is there anything we have missed?

PUBLIC REALM DESIGN GUIDE:

- assure housing developments with large amounts of tree planting and green space.
- provision for safe cycling

CONCLUSIONS

- All the 20 consultation projects have received public support.
- The vast majority of participant either 'strongly agreed' or 'agreed' with the proposals.
- The highest number of participants (47) responded to The Underpass project. This project has also received the highest number of written comments. Option C 'The Plaza' was chosen as the most preferred design option.
- Other projects that a large number of respondents engaged with were:
 - Grays High Street and Shopping Centre - 39 participants,
 - Thameside Complex - 37,
 - Grays Beach Park and Kilvert Field - 29
 - Grays Bus Station - 15

Notes:

- A number of participants felt it was challenging to respond to proposals because they weren't at a development stage that would provide enough information to comment on. These respondents have asked for further details.
- The generated feedback record didn't provide a clear breakdown of responses for the consultation sections where several projects were included under one heading i.e 'Improve movements and access around the town', 'Enhancing the quality of the public realm', 'Building a local economy', etc.
It's been assumed that the feedback report follows the order of projects published under each heading.
- The question 2, 'How can this project be further improved and why?' published on the portal included a mistake and read 'How can this option be further improved and why?' which could have lead to miss-understandings and affected participant's responses.

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Work Programme

Committee: Planning, Transport, Regeneration Overview and Scrutiny Committee

Year: 2020/2021

Dates of Meetings: 6th July 2020, 7th September 2020, 13th October 2020, 8th December 2020, 9th February 2021

Topic	Lead Officer	Requested by Officer/Member
July 2020		
Grays South Regeneration Area: Underpass and Public Realm Option Selection	David Moore	Officer
A13 Widening Report	Anna Eastgate	Officer/ Members
Stanford-le-Hope Interchange Report	Anna Eastgate	Officers/Members
Work Programme	Democratic Services	Standing item
September 2020 – Extraordinary Meeting		
Purfleet Centre Regeneration	David Moore	Officer
EV Charging	Leigh Nicholson	Officer
Modes of Transport (trends and changes)	Leigh Nicholson	Officer
Economic Development Strategy	Stephen Taylor	Officers
Work Programme	Democratic Services	Standing item

Work Programme

October 2020		
Freight Strategy	Leigh Nicholson	Members
Parking Strategy	Leigh Nicholson	Members
A13 East Facing Access Scheme Update	Leigh Nicholson	Members
Active Place Strategy	Leigh Nicholson	Officers
Local Plan Update	Leigh Nicholson	Officers
Work Programme	Democratic Services	Standing item
December 2020		
c2c Update	Leigh Nicholson (Chris Atkinson (external))	Members
Local Plan Update	Leigh Nicholson	Officers
Review into PPA – Stanford Le Hope	Mat Kiely	Local Councillor Request
Work Programme	Democratic Services	Standing item
February 2021		
Review of Projects and Schemes	Anna Eastgate	Members
Work Programme	Democratic Services	Standing item