

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