

16 September 2020		ITEM: 10 Decision: 110527
Cabinet		
Stanford-le-Hope Station Redevelopment		
Wards and communities affected: Stanford Le Hope West	Key Decision: Key	
Report of: Councillor Mark Coxshall, Portfolio Holder for Regeneration and Strategic Planning		
Accountable Assistant Director: Anna Eastgate, Assistant Director - Lower Thames Crossing and Transport Infrastructure Projects		
Accountable Director: Andy Millard, Director of Place		
This report is: public		

Executive Summary

The Council has funding for a station and transport interchange improvement project at Stanford-le-Hope. The project will involve replacing the old outdated station with new passenger facilities including toilets and retail space more in keeping with modern traveller expectations. A new transport hub will be created on the opposite side of London Road allowing bus access, taxi rank, cycle parking and improved station car parking. This project is being delivered by the Council together with c2c, and working with key stakeholders such as Network Rail, SELEP and London Gateway.

The project has been through a pause and review process with a clear focus on deliverability and affordability within the budget envelope. This new strategy provides a high-level overview of our objectives and requests authority from Cabinet, given the likely contract value, to tender the works contracts and delegated authority to appoint a works contractor.

1. Recommendation(s)

That Cabinet:

- 1.1 Agrees the strategy and approach to progress the scheme as set out in this report;**
- 1.2 Gives approval to commence a tendering process for a main works contractor for both Phase 1 and Phase 2; and**

1.3 Delegates to the Director of Place, in consultation with the Portfolio Holder for Regeneration, authority to award the subsequent main works contract subject to compliance with the Council's procurement rules and terms and conditions being approved by the Section 151 Officer and the Monitoring Officer.

2. Introduction and Background

2.1 The Stanford Le Hope Station Phase 1 Redevelopment scheme involves the construction of new, light and modern station buildings with improved operational features and refreshment outlet to improve the passenger experience, a new footbridge and accessible lifts. The design will incorporate improved safety features, low maintenance materials and construction with anti-vandalism features, some platform widening for significantly improved passenger safety, and modern passenger information systems. Phase two includes a Transport Hub, incorporating a bus turnaround facility, passenger drop-off points and cycle parking and recharging points, improved car parking for all types of vehicles and a Taxi rank and drop off points.

2.2 The location of the station in Stanford Le Hope can be prone to congestion at peak times due to its location and the site being constrained by Mucking Creek, London Road, and the existing railway crossing. However, this new station and transport hub concept, based on the purchase of the additional land on the opposite side of London Road (former Daybreak Windows site), is designed to relieve much of this congestion. Developed as part of the travel plan for London Gateway DP World, the design will facilitate easy and convenient "park and ride" services for commuters and general travellers to and from London and the surrounding area. It is also hoped this facility will help satisfy the demand for parking in Stanford Le Hope generally.

2.3 Works were started in March 2019 to demolish the existing station building to provide access into the remainder of the site for the delivery of the works.

2.4 A new project team has been assembled and an innovative new and revised strategy has been produced based on the additional space provided by the procurement of the Daybreak Windows site. In addition, some creative design has enabled the team to maximise the use of existing foundations to mitigate the need for expensive ground works. The project will progress in two phases:

- **Phase 1** comprising the delivery of the platform widening, stations forecourt area without the bus turnaround facility (see Phase 2), footbridge and lifts and new high-quality station building.
- **Phase 2** following the acquisition of land (approved by Cabinet in January 2020) delivery of a transport hub.

- 2.5 The overall benefits of the new strategy will result in an improved public facility and high-quality modern design, incorporating improved safety and anti-vandalism features including modern, low maintenance materials. Improved parking facilities for residents of the locality as well as commuters will be delivered as part of Phase 2 and the resulting scheme will improve privacy for those residents whose properties adjoin the station. It will also enable the scheme to be delivered within the existing budget envelope by removing the expensive and complex elements of the earlier scheme design.
- 2.6 AECOM was appointed as designer in June 2020 to develop a single option concept design for Phase 1, with Phase 2 design to follow in quick succession.
- 2.7 The design work is being progressed to inform a revised planning application for Phase 1 and a new planning application will follow for Phase 2 works.
- 2.8 In order to maintain programme there is a need to commence the procurement process to bring on board a main works contractor.

3. Procurement & Delivery Strategy

- 3.1 A procurement strategy has been developed by Thurrock Council's Project Management and Procurement Teams in collaboration with Browne Jacobson LLP with a specialism in procurement and construction related contract matters.
- 3.2 The objective of the procurement strategy is to appoint a Principal Contractor or Contractors best suited to the differing nature of the works with Phase 1 works being highly safety critical railway related works and, therefore, attract higher rates as opposed to Phase 2. Consideration is also being given to the advantages of appointing Design & Build Contractors for the detailed design phase, as the preferred option.
- 3.3 The procurement strategy will be in accordance with Government Procurement Regulations and define a form of contract to deliver certainty of cost, best value for money, programme certainty at an acceptable level of risk to the Council.
- 3.4 The Delivery Programme is under constant review and reflects the current position in terms of procurement, planning consent procedures and governmental process. Consideration is also given to statutory review and approval requirements of Network Rail and C2C all of which are built into the current programme as far as they are known.
- 3.5 The success of the project will be greatly influenced by the collaboration and positive contribution of the key stakeholders and in recognition of this impact

the Steering Group was reconvened in June 2020. The group comprises Network Rail, C2C, SELEP, DP World, Ward Councillors and LA representatives from procurement, legal and communications and local resident representatives

4. Reasons for Recommendation

- 4.1 There is a need to progress the procurement process to move forward with the next stage of delivery of this project which will contribute to the regeneration and economic growth objectives of the Council.
- 4.2 The ability to deliver this project relies on an efficient programme and the expedient and effective development of the design and procurement of the scheme. The recommendations allow the scheme to be progressed in line with funding allocation.

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

- 5.1 Not Applicable

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

- 6.1 The Stanford-le-Hope project supports the corporate priorities and in particular:
- roads, houses and public spaces that connect people and places
 - clean environments that everyone has reason to take pride in
 - attractive opportunities for businesses and investors to enhance the local economy
 - vocational and academic education, skills and job opportunities for all

7. Implications

7.1 Financial

Implications verified by: **Mike Jones**
Strategic Lead, Corporate Finance

The total secured budget for the project is £19.05M, of which £7.5M will be funded by South East Local Enterprise Partnership (SELEP); £0.55M is expected to be contributed by DP World London Gateway; £3.05M NSIP; £0.737M C2C; £1.533M S106 Funding; £5.72M Thurrock Council.

7.2 Legal

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

From a Property perspective, the Council has powers, including under the Localism Act 2011, section 227 of the Town and Country Planning Act 1990 and the Local Government Act 1972, in particular section 120, to acquire land by agreement for the purposes of any of its functions.

With regards contracts/procurement considerations, the Council will have to comply with the provisions of the Public Contracts Regulations 2015 in the tender and award process of any contract in relation to the project. This will also sit and align with the procurement strategy, as developed by Browne Jacobson LLP for the Council, as stated in the report.

The works are to be carried out within the highway boundary and on land which falls under the 99 year lease which C2C has with Network Rail or on land which is already owned by Council.

There is a Development Agreement already in place between the Council and C2C formalising this relationship for the Phase 1 Station redevelopment and a further, similar Development Agreement is currently being drafted for the collaboration between C2C and the Council in the development of the Phase 2 Transport Hub.

7.3 Diversity and Equality

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

Specific attention has been paid in developing this concept to rendering all areas accessible for all and fully compliant with all relevant equality legislation. The proposed works will facilitate regeneration of the area, enhance the connectivity and access to jobs, improve public realm and reduce congestion.

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

The designs are developed to improve passenger and staff safety and convenience.

The new station will provide a much-improved working environment

Materials used will minimise maintenance and susceptibility to vandalism.
The layout of the station has been conceived to maximise the privacy of local residents and eliminate as far as possible antisocial behaviour.

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):

The project has been the subject of the following reports

- 9 March 2016 – Stanford le Hope, Scheme Development Report
- 7 March 2017, PTR O&S – Stanford Le Hope Transport Interchange, Scheme Update
- 15 January 2020, Cabinet – Acquisition of Land

9. Appendices to the report

None

Report Author:

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Project Manager

On behalf of Place