

Tilbury Towns Fund Board Meeting

31st October 2023



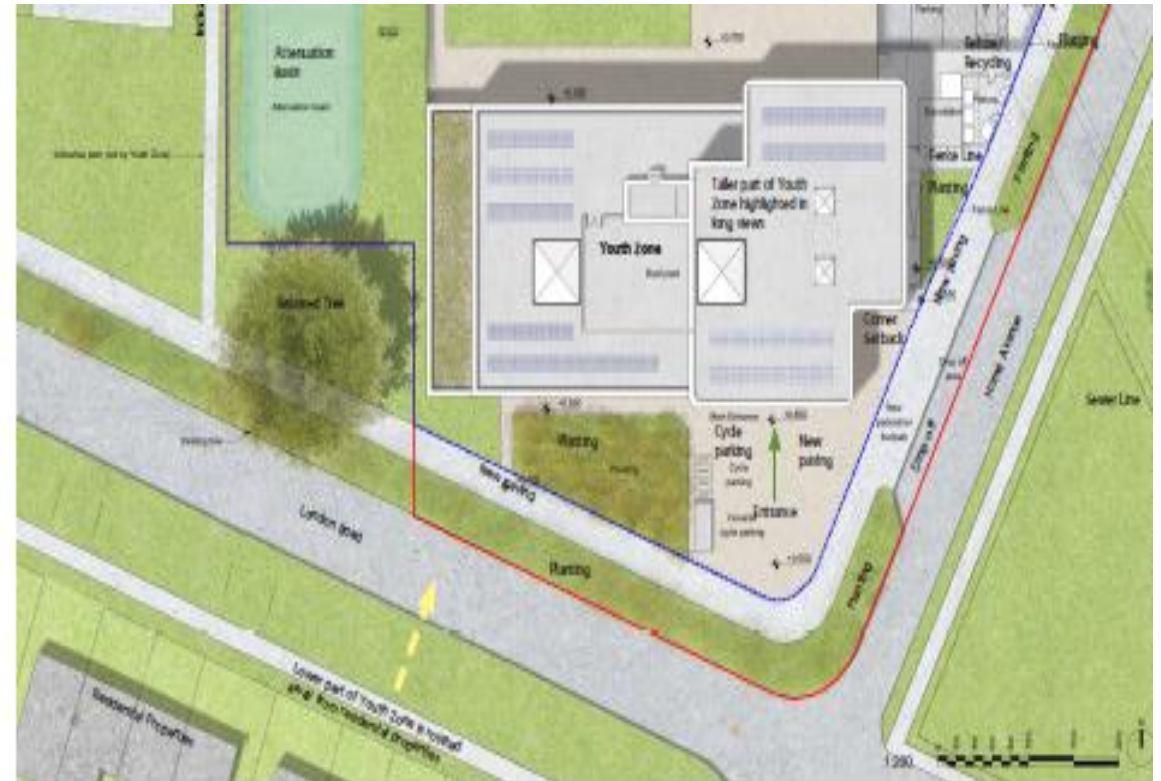


The Heart- Thurrock Youth Zone

PROJECT UPDATE

Actions Completed

- Planning Consent approved 26th October subject to S106 Agreement.
- Future implementation agreement, lease and operational agreements being negotiated.
- Business Cases for Strategic Property Board and Thames Freeport Seed Fund drafts produced for comments.



Site plan, not to scale



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The Heart- Thurrock Youth Zone

Next Steps – 3 months

- Agree Heads of Terms for the Lease, Implementation and Operational agreements.
- Agree S106 Agreement and the Fields In Trust Deed of Variation..
- Strategic Property Board 20th November 2023 Consideration of Business Case.
- Approval by Thames Freeport Board of Seed fund contribution of £2m and agree funding agreement.





Heritage Projects – Pontoon

PROJECT UPDATE

Past Actions

- Planning application works package completed subject to completion of Transport Statement.
- Preliminary Hazard analysis instructed.

Next steps – 3 months

- Submit Planning Application by end of year .
- Creation & submission of EA and PLA license applications (if required)
- Lease and Funding agreement agreed with POT.
- Procurement Route and tender documents agreed.



Heritage Pontoon



Heritage Connectivity Projects – Station Hub, Hairpin Bridge, Ferry Road Trail, Pier Approach & Fort Links

PROJECT UPDATE

Past Actions

- Detailed drawing package for A, B & C instructed to H&L design team to prepare and then developed into construction package for costing and implementation.
- Work package D is to be incorporated into the HLF Station Design package. This will provide a co-ordinated design solution to the riverfront works and support the wider HLF bid.

Next Steps – 3 months

- Potential change of project configuration. Proposal is for Work Package D to be incorporated into the HLF bid and if successful it would be delivered directly by the Tilbury on Thames Trust as part of the wider HLF bid. If HLF bid is unsuccessful then delivery would revert to H&L.



Heritage – Tilbury Town Public Realm Projects



Heritage Connectivity Projects – Station Hub, Hairpin Bridge, Ferry Road Trail, Pier Approach & Fort Links

A

Hub - Tilbury Station - St. Andrew's Square



B

Heritage Links - Hairpin Bridge



C

Heritage Links - Ferry Road Trail





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Heritage Connectivity Projects – Station Hub, Hairpin Bridge, Ferry Road Trail, Pier Approach & Fort Links

D

Heritage - Tilbury Pier Approach / Riverside





The Heart- Brennan Road

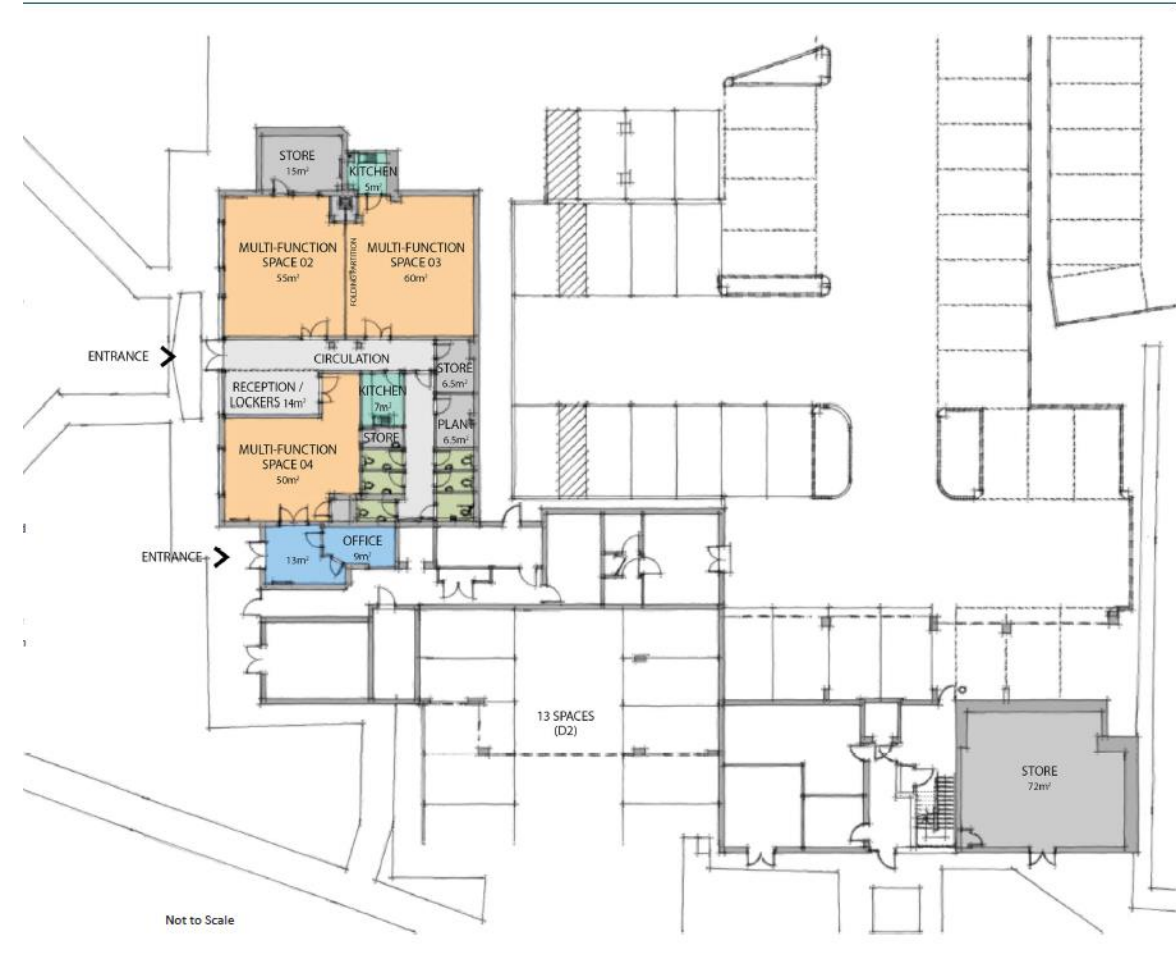
PROJECT UPDATE

Past Actions

- Project specification agreed with stakeholders
- Specification & Construction contract drafted (JCT Intermediate)
- Business Case for Brennan Road submitted to Strategic Property Board and approved
- Landlord approval agreed in principle (Local Space)
- Specification & Construction contract drafted (JCT Intermediate)

Next steps – 3 months

- Tender for works to also be obtained
- Appoint dedicated development surveyor to manage refit
- Tender for Construction contract



Brennan Road – Proposed sketch option



The Heart- 15a Civic Square

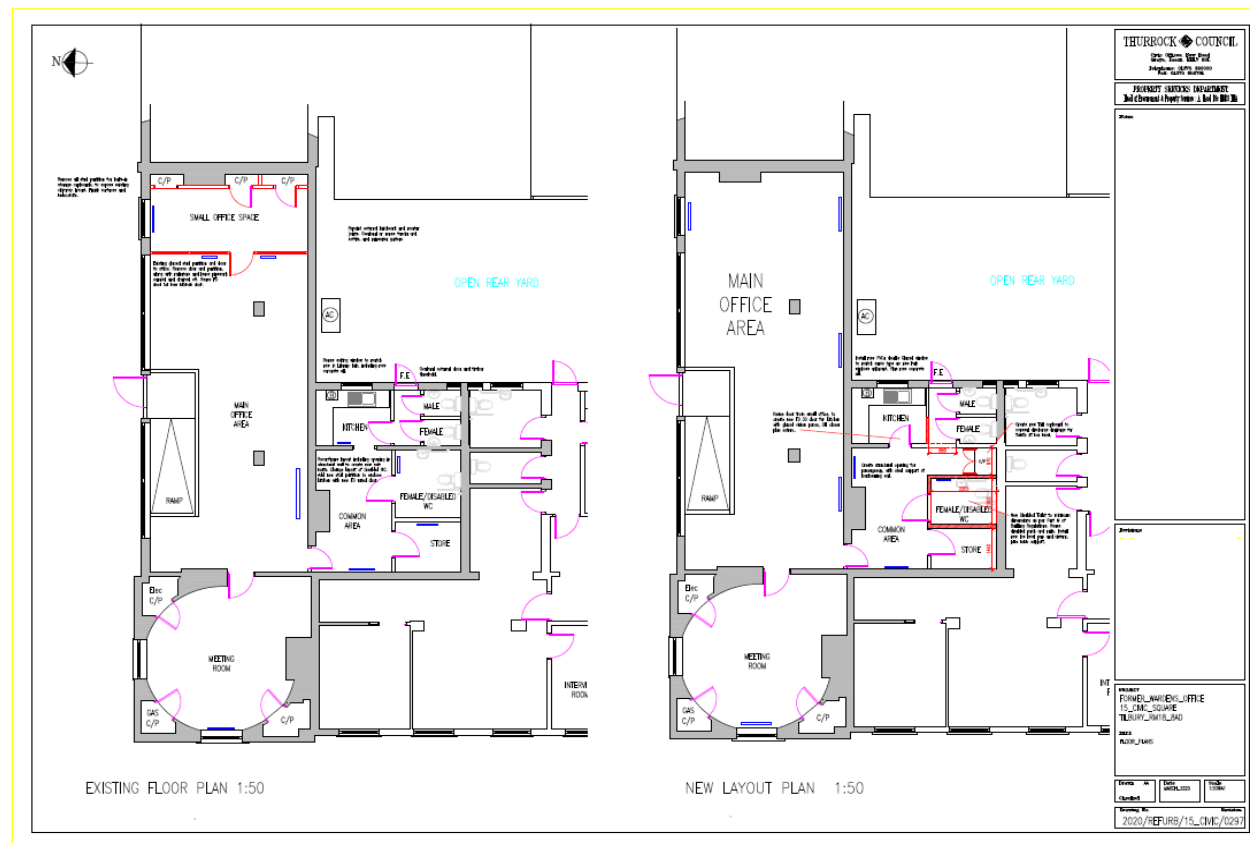
PROJECT UPDATE

Past Actions

- Heads of terms and draft lease negotiated and agreed between Thurrock Council and One Community.

Next Steps – 3 months

- Sign off lease.
- Confirm Specification & Construction contract (JCT Intermediate) and Tender for Construction contract



15a Civic Square – Existing and New layout Plan



The Heart- Public Realm

PROJECT UPDATE

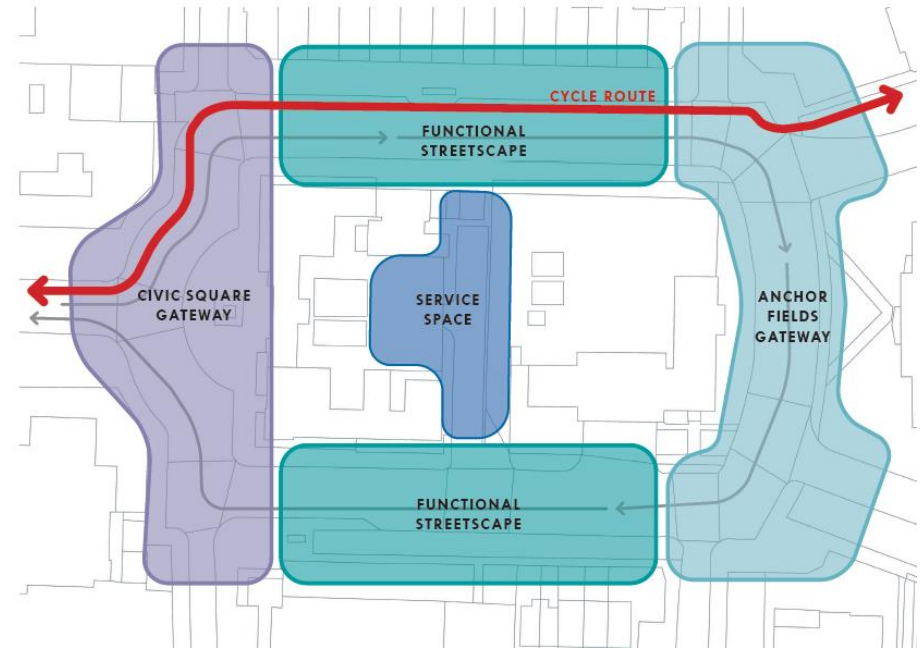
- Internal technical design workshop held with Highways and Urban design teams.
- Testing of design principles with wider stakeholder group.
- Design Options agreed for wider public consultation.

Next steps – 3 months

Stakeholder Consultation (December 2023 –

January 2024):

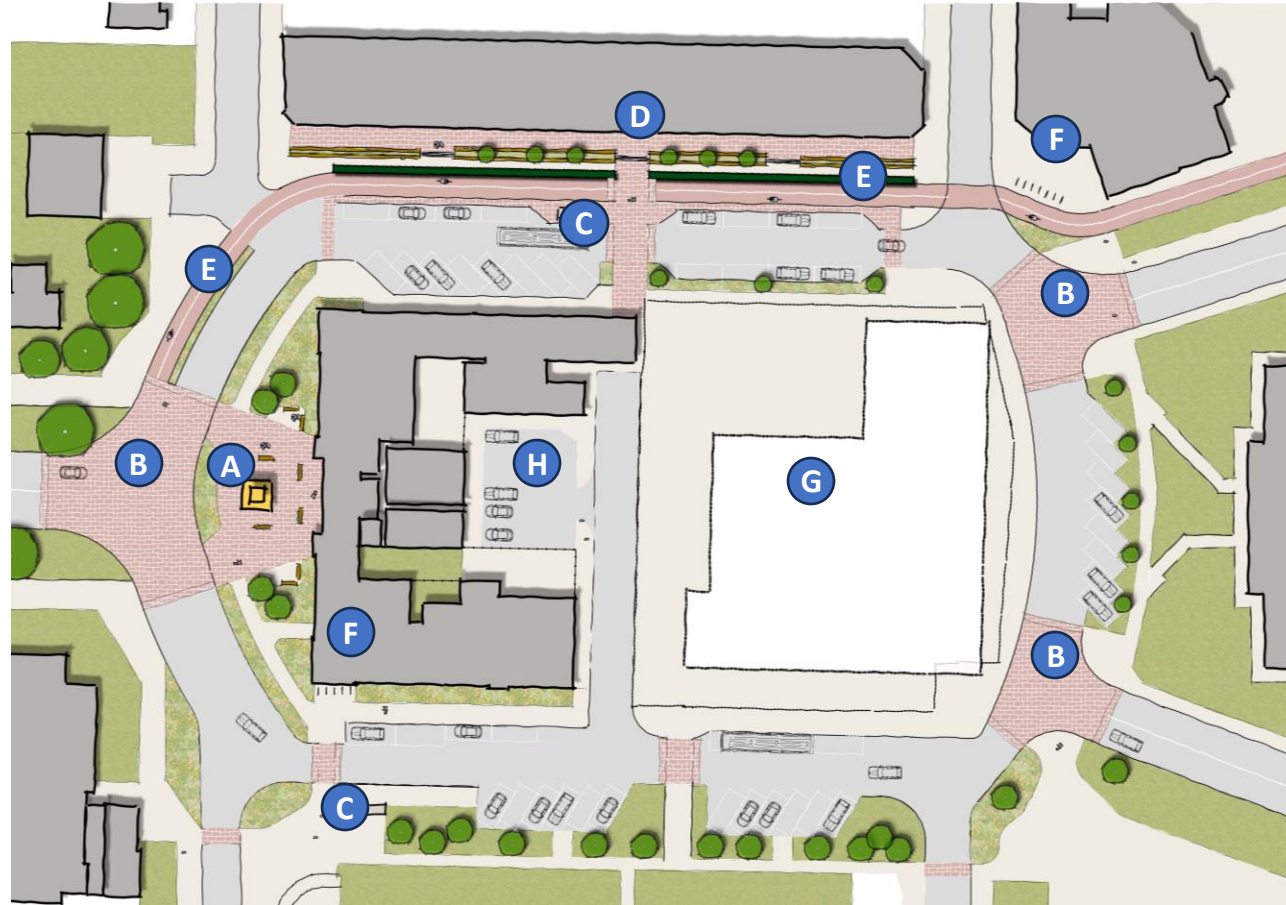
A further round on stakeholder engagement to inform the design development. This will include a presentation and feedback session with the Design Review Panel.



Tilbury Civic Square – Public Realm Improvement

Concept Design

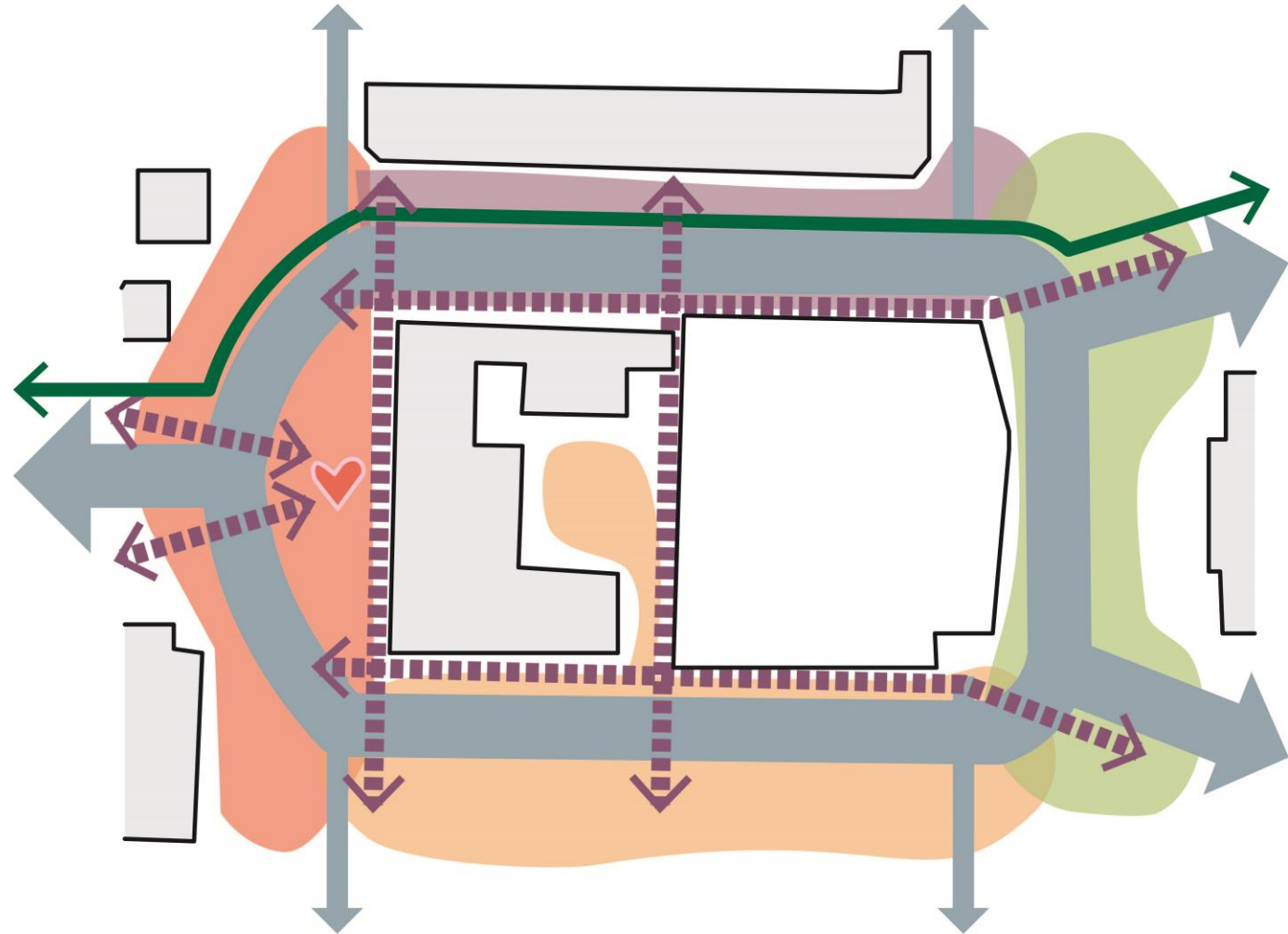
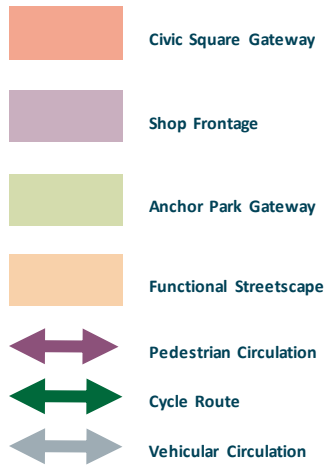
- A. Improved Memorial Square setting
- B. Raised Table / Shared Surface
- C. Bus Stop
- D. Shop Frontage with seating and landscaping
- E. Cycle Lane
- F. Cycle Parking
- G. IMC Site
- H. Civic Centre Car Park



Zoning Strategy

Following the in-depth site analysis, the design objectives for each parcel of the Square were reviewed, resulting in the depicted zoning diagram.

A key consideration for this scheme is to prioritise pedestrian movement throughout the site in order to increase the connection around the square as well as connections from the surrounding area.



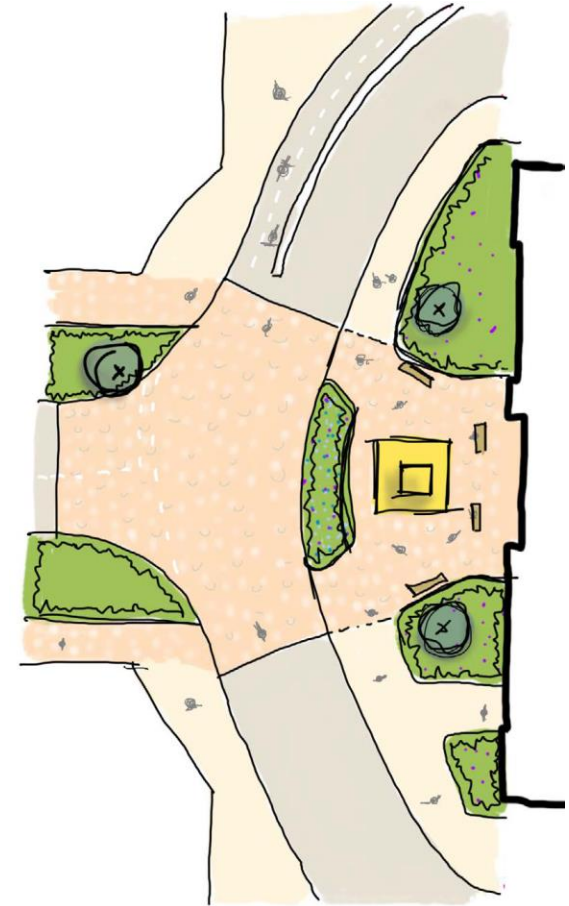
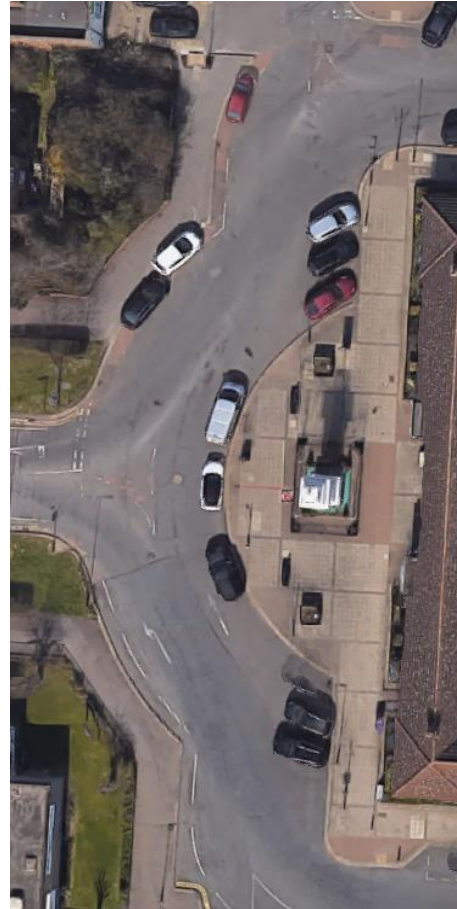
Option Development – Civic Square Gateway

Observations:

- The current layout does not lend itself for pedestrian access from the West to the memorial and square.
- The approach from Calcutta Rd. is dominated by cars parked alongside the square.
- There is a disregard for the intended use of the carriageway and parking bay allocations; this is likely due to the road width.
- Painted cycle lane made redundant by the 'illegal' parking.

Design Considerations:

- Retain symmetry in design proposal around the War Memorial.
- Refocus attention and views towards the memorial, which forms the focus of the square.
- The approach from Calcutta Rd. should convey a sense of arrival and provide direct pedestrian links to the memorial through raised table or shared surface.
- Improve the setting around the memorial to create an inviting space for people.
- Reduce carriageway width to address the 'illegal' parking, while improving the setting of the square.
- Cycle lane to loop around the North, and to be clearly segregated from the carriageway.



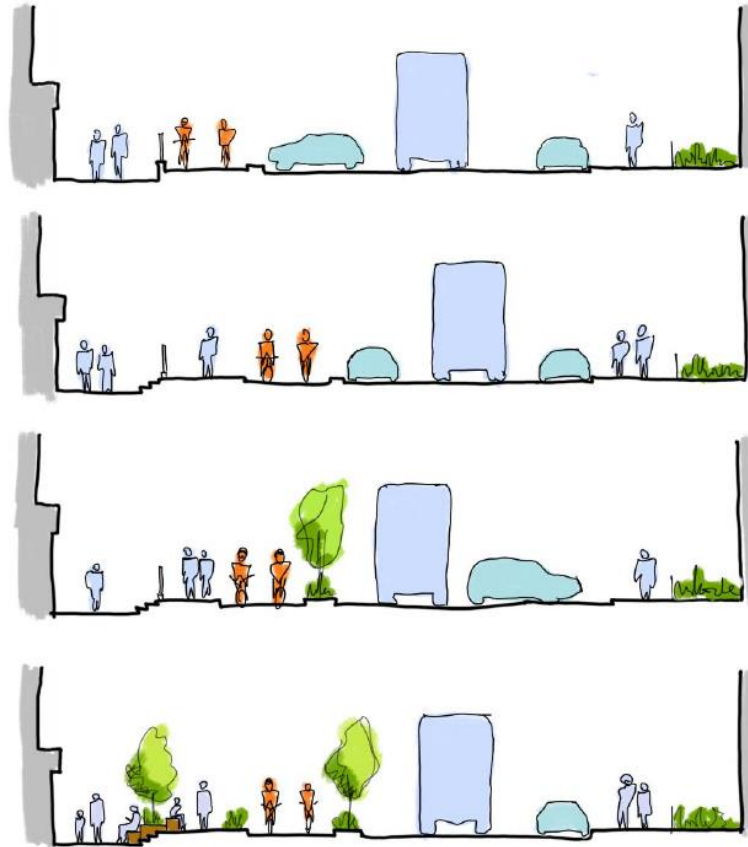
Option Development – Shop Frontage

Observations:

- Shift focus from parking provision to pedestrian permeability and connections to and from the parade of shops.
- The configuration does not lend itself to North South pedestrian movement.
- Streetscape dominated by cars and vehicles; the width of the carriageway encourages the improper use of the existing parking provision.
- Painted cycle lane made redundant by the ‘illegal’ parking.

Design Considerations:

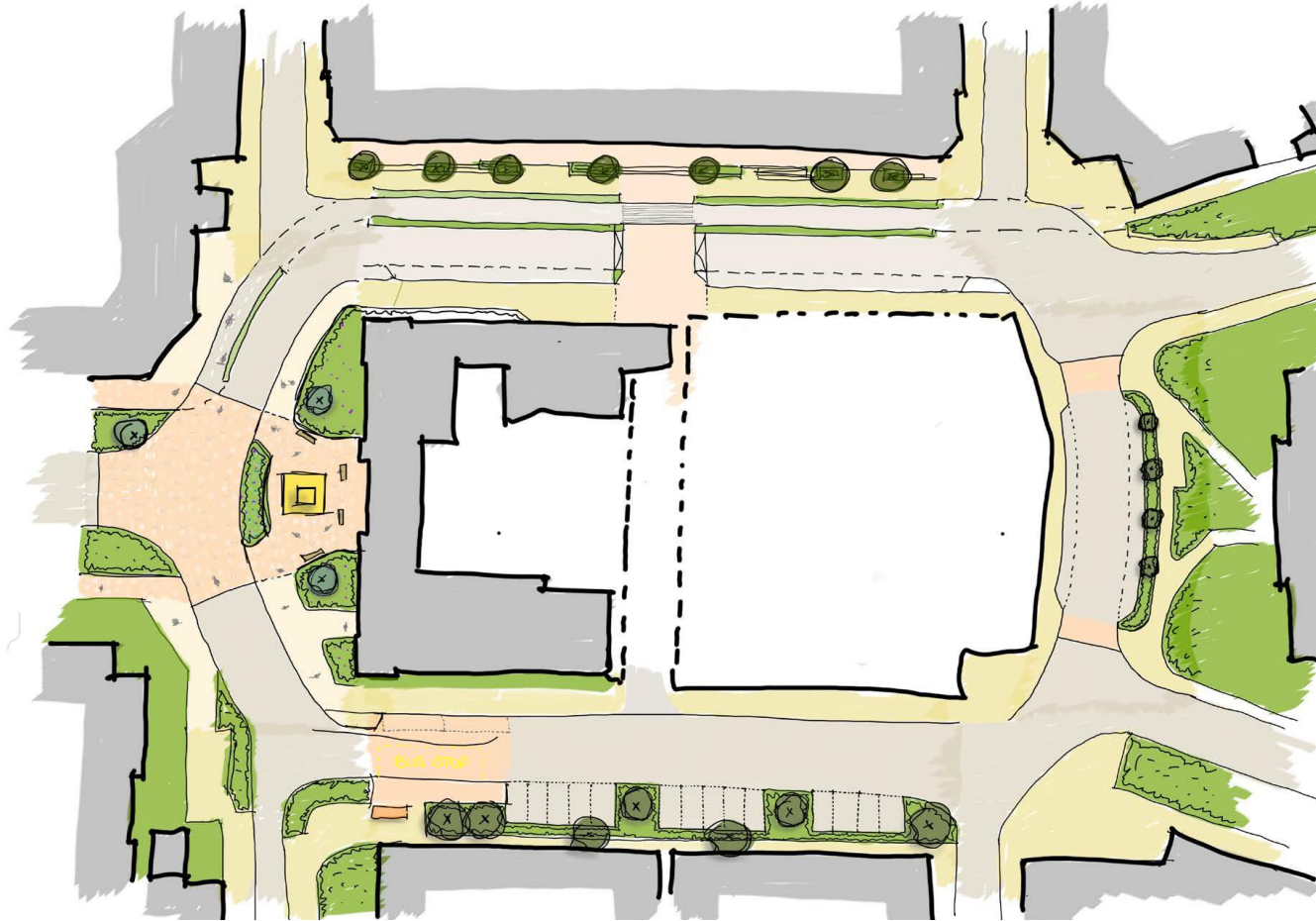
- Create a pedestrian and cycle friendly streetscape, with simple but clear segregation of spaces for safe movement.
- Potential for creating an active frontage to the shop parade side to increase sense of place.
- Reduce vehicular presence and impact on street in favour of pedestrians and cyclists.
- Review carriageway width to reduce the opportunity for ‘illegal’ parking, while improving the setting of the square.
- Cycle lane should be clearly defined and segregated from the main carriageway.



Most vehicle dominant -
least pedestrian friendly

Least vehicle dominant -
Most pedestrian friendly

Emerging Design Concept



Issues

- Parking
- Cycle route
- Pedestrian priority
- Treatment of edge development

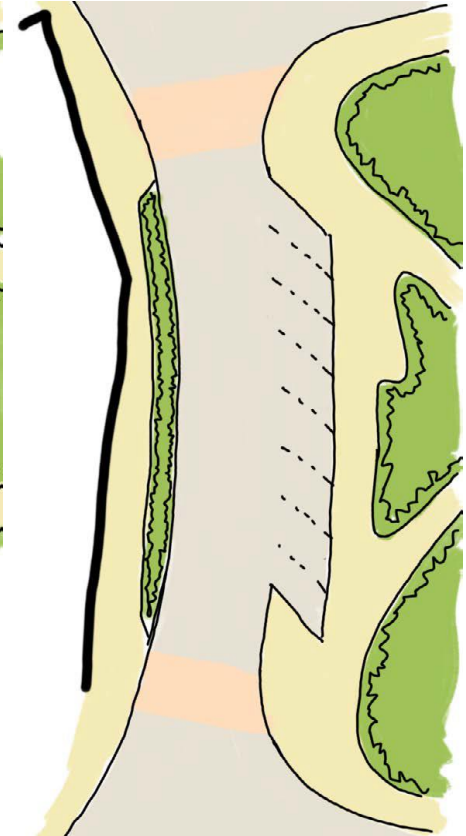
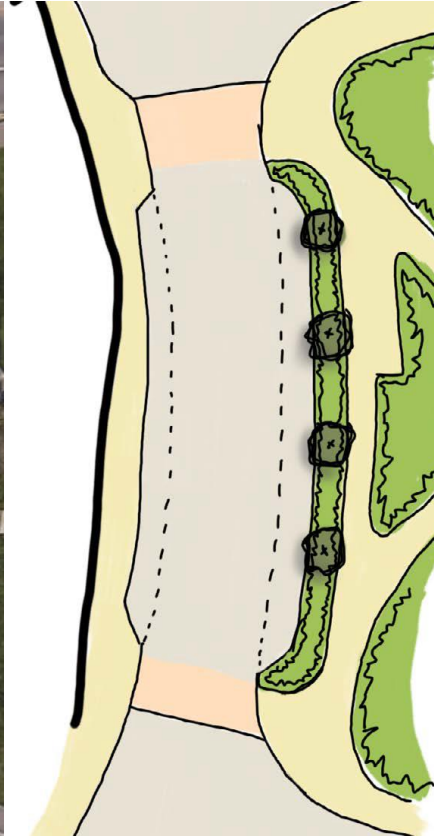
Option Development – Anchor Park Gateway

Observations:

- Carriageway width lends itself to efficient parking provisions.
- Narrow path on square side, around the IMC site.
- The road is wide, with double lanes of traffic.

Design Considerations:

- Opportunity to rationalise parking bay layout, with potential to maximise functional space.
- Improve pedestrian movement and create a more inviting streetscape by introducing soft buffers, creating a visual link with Anchor Park.
- Provide better crossing infrastructure by introducing raised tables or shared spaces.
- Reduce carriageway to one lane where possible with parking provisions.
- Create link with Civic Square Gateway with similar materiality and finish.



Option Development – Functional Streetscape

Observations:

- Opportunity to maximise parking provision, as less active frontages to the South.
- Wide carriageway could reduce to increase parking.
- Missing link to the North part of the square and to shop parade.
- Additional blue badge parking bays could be located alongside existing.

Design Considerations:

- Reduce Carriageway width to fit perpendicular parking bays, as well as providing better crossings for pedestrians.
- Maintain vegetated strip to South which creates a buffer between the road and the residential properties.
- Introduce link to North via the current service route.

