

9 March 2016		ITEM: 12 (Decision 01104356)
Cabinet		
Stanford-le-Hope – Scheme Development Report		
Wards and communities affected: All	Key Decision: Key	
Report of: Councillor Oliver Gerrish, Portfolio Holder, Highways and Transportation		
Accountable Head of Service: Ann Osola, Head of Service, Transportation and Highways		
Accountable Director: Lyn Carpenter, Chief Executive		
This report is Public		

Executive Summary

The Council has funding for a £12 million station and bus interchange improvement at Stanford-le-Hope. The project works include rebuilding the station to be fully accessible with new passenger facilities including toilets and a café. A new bus interchange will be created allowing improved bus access and interchange at the station. This is a partnership project being delivered by the Council together with c2c, Network Rail and London Gateway. The project is a vital component for improved access to over 12,000 jobs at London Gateway and Thames Enterprise Park, as well as improving facilities for local people.

This report sets out the progress that has been made in developing the Stanford-le-Hope project since the announcement in 2014. It describes the background to the proposed scheme, the activities completed to date, tasks that are in hand and those that are planned and seeks permission to confirm the principles of the project and to start implementation in early 2017.

1. Recommendation(s)

That Cabinet:

- 1.1 Confirms support for the principle of the station improvements, bus interchange and associated works on the highway for implementation starting in early 2017.**

1.2 Delegates to the Head of Transportation & Highways authority to commission the detailed design and business case needed to draw down funding to the Council.

1.3 Agrees that progress on this project should be reported to PTR O & S Committee.

2. Introduction and Background

2.1 This report sets out the progress that has been made in developing the Stanford-le-Hope project. It describes the background to the proposed scheme, the activities completed to date, tasks that are in hand and those that are planned.

2.2 The Stanford-le-Hope station and the interchange is a vital component in providing access to more than 12,000 jobs at London Gateway and Thames Enterprise Park, and in supporting local connectivity.

2.3 Bus services are already funded by London Gateway and there is a need to enhance the existing interchange between bus and rail and to improve the rail station in order to provide sustainable access to growing numbers of jobs at London Gateway Port and Logistics Park, as well as meeting the needs of local communities. The scheme which has received provisional approval includes provision of forecourt and bus interchange improvements, a new footbridge, cycle storage, bus stops and information, taxi provision, drop-off spaces, improved lighting, signing and resurfacing, as well as improved passenger facilities within the station building itself.

2.4 South East Local Enterprise Partnership (SELEP) supports the delivery of the scheme, and funding has been provisionally allocated from both the Local Growth Fund (LGF) and the National Stations Improvement Programme (NSIP). The anticipated cost of the completed scheme is £12.05m, of which £7.5m is allocated from LGF, £3.3m from NSIP, £0.505m from DP World, £0.3m from the Council and the remainder from c2c. The grant funding is allocated for the period April 2016 to March 2019.

2.5 The Council has already contributed Local Sustainable Transport Funds to the Stanford-le-Hope rail station travel plan. Cycle facilities have been funded through the Council's capital allocation for Highways and small scale walking and cycling improvements have been delivered in partnership with Sustrans.

3. Issues, Options and Analysis of Options

3.1 Option evaluation to determine the preferred delivery route for the scheme is ongoing. Under c2c's new franchise agreement, the company has powers to progress works on the station site, which it holds under a 99 year lease. C2c have asked the Council, as promoting body within SELEP, to lead on the development of the business cases required to draw down grant funding.

- 3.2 A detailed design still needs to be undertaken. The design process may identify technical or environmental constraints which need to be overcome, but it is believed they will be manageable within the project. Wider stakeholders such as bus operators, Councillors and local residents will be involved in the design development process.
- 3.3 Statutory undertakers' plant is known to be present in various locations. The impact of this will become clearer and taken into account as part of the detailed design. Mitigation measures will be undertaken to reduce risks to the programme and scheme costs.
- 3.4 London Gateway has indicated that they would support, in principle, their funding contribution being used to develop the detailed design and business cases. The intention is that a Full Business Case will be prepared for approval by SELEP Accountability Board in November 2016.
- 3.5 Cabinet is therefore asked to agree that the Head of Transportation and Highways:
- Work with partners to identify the optimal scheme delivery route
 - Procure technical resource to progress development of a scheme business case, subject to funding being confirmed.
 - Progress business cases for the draw-down of grant funding in the 2016/17 financial year.
- 3.6 Cabinet is also requested to instruct the Head of Transportation & Highways to provide regular progress updates to Planning, Transportation, Regeneration Overview and Scrutiny Committee so that they may oversee the delivery of the project.

4. Reasons for Recommendations

- 4.1 The recommendations allow the scheme to be progressed in line with external funding allocation, and provide democratic scrutiny of the development and delivery of the scheme.

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

- 5.1 A public consultation will be undertaken once detailed plans have been developed. The outcomes of this consultation will be then taken into account in the design and construction process.

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

- 6.1 The Stanford-le-Hope project supports the corporate priorities and in particular:
- Create a great place for learning and opportunity;
 - Encourage and promote job creation and economic prosperity; and

- Build pride, responsibility and respect.

7. Implications

7.1 Financial

Implications verified by: **Sean Clarke**
Director of Finance & IT

Costs associated with the recommendations of this report are to be met by delivery partner contributions. Whilst the Council can facilitate scheme delivery by managing cash flow, there is no provision for the Council to provide revenue funding to this project, over and above contribution in kind in the form of officer time financed through core service budgets.

7.2 Legal

Implications verified by: **Vivienne Williams**
Planning & Regeneration Solicitor

The land purchase and the works are to be carried out within the highways boundary or on the land which falls under the c2c 99 year lease, hence these do not require any special acquisition powers. However, it is advised that to formalise Thurrock Council's partnership with c2c both parties enter into an agreement or sign a Memorandum of Understanding.

7.3 Diversity and Equality

Implications verified by: **Natalie Warren**
Community Development & Equalities Manager

The proposed works will improve and enhance the connectivity and accessibility to the Stanford-le-Hope station which would potentially increase accessibility to facilities available outside Thurrock. Further Diversity and Equality implications will be assessed once more detailed proposals are available.

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

As the proposed works will improve and enhance the connectivity and accessibility to the Stanford-le-Hope station which would potentially remove isolation and increase access to facilities available outside Thurrock, the scheme is considered to have a positive impact on the public health of local residents and the communities.

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):

- 3 September 2014 Cabinet report: Local Growth Fund Transport Programme Mobilisation

9. Appendices to the report

- None

Report Author:

Nathan Drover

Transport Development Manager

Transportation and Highways