

9 September 2021		ITEM: 11
Standards and Audit Committee		
Stanford Le Hope Transport Project		
Wards and communities affected: All	Key Decision: N/A	
Report of: Colin Black, Assistant Director, Lower Thames Crossing and Project Delivery		
Accountable Assistant Director: Colin Black, Assistant Director, Lower Thames Crossing and Project Delivery		
Accountable Director: Sean Clark, Corporate Director of Resources and Place Delivery		
This report is Public		

Executive Summary

This report the Stanford Le Hope Transport project will focus on the latest progress in delivery of the scheme and any changes in the agreed programme.

1. Recommendation(s)

1.1 That the Standards and Audit Committee note and comment on the report content.

2. Introduction and Background

- 2.1 This scheme involves the construction of new station buildings with footbridge and lifts, passenger information system under Phase 1 and bus turnaround facility. Passenger drop-off points and cycle parking will be addressed under Phase 2.
- 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 is the principal land owner.
- 2.3 There have been a number of issues with the project which culminated in a pause and review of the scheme. The reasons for that have been discussed and considered in previous reports to both this committee and PTR O&S.

- 2.4 Since that review, there has been many positive changes to the scheme that have created a greater level of certainty on its deliverability and improved the quality of the scheme.
- 2.5 A similar report was considered by Planning, Transport and Regeneration Overview and Scrutiny Committee on 9 February 2021.

3. Issues, Options and Analysis of Options

Progress

- 3.1 The Concept Design for both the station and the transport hub have been completed and passed Inter Disciplinary Review with very positive feedback. The planning application for the Phase 1 station was re-presented at Planning Committee on 15 July 2021 following deferment in February and was passed unanimously.
- 3.2 In response to matters raised at the Planning Committee, there were many reasons for splitting the project into phases, including enabling the scheme to come forward within the current programme for the station site, to phase construction making it cheaper and simpler for the contractor to deliver given the physical constraints of the station site and to manage budget and costs.
- 3.3 The concept design for the Phase 2 Transport Hub is currently under review to ensure that the original project requirements as defined in the SELEP Business Case are valid and current and that due consideration is being given to the wider transport and accessibility requirements of an area with many new developments planned. This includes investigations into the condition of London Road Bridge and how any future bridge repairs might be seen as an opportunity to improve the safety of pedestrians and cyclists along London Road. Consultation is on-going with the key Stakeholders including London Gateway DPW and c2c, Thurrock Planners and local developers. The details of the submission required for pre-application planning review are currently under discussion with Planning towards developing a pre- application for planning permission for the Phase 2 site in the coming months.
- 3.4 Information was sent out to 19 potential Principal Contractors within an existing Thurrock Council Framework Agreement. Of the 19, eight hold the appropriate Network rail accreditations and Expressions of Interest are expected by the end of August 2021 from a sufficient number to represent a meaningful tender – four or more. The tender documentation will be completed and be ready to be issued on 9 September, which is a delay of 28 weeks on the original programme of 22 February 2021. The delay reflects the time taken to secure full planning permission as set out above. The intention is still to let a design and build contract on a fixed price basis to ensure costs are effectively controlled and managed.
- 3.5 The project steering group is continuing to meet on a monthly basis, to share information and ideas and obtain feedback on progress to ensure this

infrastructure is moving forward with the support and agreement of Stakeholders and local residents. So far, the feedback has been very positive.

Programme

- 3.6 Following the planning deferral and the resulting slippage in the original programme, a revised, detailed programme, reflecting the current baseline has been developed and is being maintained to track the time required to deliver the scheme, including a fully compliant tender process. As a consequence of the decision to defer the application for Phase 1 at Planning Committee, the programme is currently showing the likelihood that the completion of the station site will be delayed until late 2023. However, this is a notional date and will be updated when the successful bidder submits his programme, which becomes contractually binding.
- 3.7 The threat from Covid is now considered less of an issue in terms of project delivery with the national improvement in the general situation but this will continue to be monitored. An allowance in the Risk Register is retained against any future adverse impacts. This will also be monitored and kept under review.

Budget

- 3.8 It was agreed in the original Project Improvement Plan that high level “estimated project” outturn cost evaluation exercises would be carried out at two “checkpoints” through the design process - once when the basic concept is agreed and a further check at final concept design approval - to give further certainty and provide some indicative numbers in support of the tender evaluation process. It was planned to carry out a further check, using independent estimators to carry out a pricing exercise in parallel with the tender, to provide a benchmark against which to evaluate the tender submissions. Owing to the delay with the deferment of the Planning decision, it was decided to do this pricing exercise prior to tender.
- 3.9 The budget for the scheme will be considered further following completion of the phase 1 tender exercise. The decision to defer the planning application for Phase 1 will continue to have an impact on the budget due to the increased costs of employing the technical team for longer than was anticipated in the original programme.

4. Reasons for Recommendation

- 4.1 To respond to the Committee’s request for an update on the 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: **Jonathan Wilson**
Assistant Director, Finance

The financial implications are considered in the body of the report.

7.2 Legal

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

Since this is an update report, there are no specific direct legal implications. Legal Services will provide any 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, Adults, Housing & Health

There are no direct implications arising specifically from this update report. If the scheme progresses it will offer a greater level of accessibility at the station.

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:

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