

5 October 2021		ITEM: 9
Planning, Transport, Regeneration Overview and Scrutiny Committee		
Stanford-le-Hope Interchange Report		
Wards and communities affected: All	Key Decision: N/A	
Report of: Colin Black, Interim Assistant Director, Regeneration and Place Delivery		
Accountable Assistant Director: Colin Black, Interim Assistant Director, Regeneration and Place Delivery		
Accountable Director: Sean Clark, Corporate Director of Resources and Place Delivery		
This report is Public		

Executive Summary

This report is provided at the Chair's request in order to inform Members of an update on the SLH scheme.

1. Recommendation(s)

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 December 2020, further progress has been made to move the project forward in preparation for on-site delivery.

3. Issues, Options and Analysis of Options

Progress:

- 3.1 The Concept Design for the station is now fully developed and has been reviewed and the principles accepted by the key stakeholders. The transport hub is currently progressing a review to align objectives with planning aspirations and place-making opportunities. The planning application for the phase 1 station was submitted and received full planning approval in July 2021.
- 3.2 The concept design for the Phase 2 Transport Hub is undergoing further investigation and pre-planning advice. Development will be subject to further workshops with Planners and developers over the next month to select a preferred configuration acceptable to the key Stakeholders.
- 3.3 Invitations to tender were sent out to 19 potential Principal Contractors within an existing Thurrock Council Framework Agreement. Of the 19, only 8 held the appropriate Network rail accreditation and 4 of those submitted Expressions of Interest, sufficient to carry out a meaningful tender. It is anticipated that the Invitation to Tender to the 4 Companies will be issued on 17 September 2021.
- 3.4 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 coming forward with the agreement of stakeholders and local residents. So far, all the feedback has been very positive.

Budget

- 3.5 High level “estimated project” cost evaluation exercises have been carried out at two “checkpoints” through the design process, once when the full concept was agreed and a further check for pre-tender approval, to give further certainty and to give some indicative numbers in support of the tender evaluation process. It is proposed 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.

Programme

- 3.6 A detailed programme has been developed to reflect the revised baseline and is currently being maintained to track the time required to deliver the scheme including a fully compliant tender process. This includes the preparation of tender documentation, prequalification of bidders, the tender process, through to tender evaluation and award.
- 3.7 Subject to the procurement process, it is anticipated that Phase 1 of the works will be delivered first with the Phase 2 works following in succession with the

opportunity to award this work as a Variation Order to the successful Contractor/designer.

- 3.8 Covid is a receding issue in project delivery and any residual impacts will be monitored and mitigated but as there is not a significant presence on site at the moment, any impacts have been kept to a minimum. This will be monitored and kept under review.

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:

Jonathan Wilson
Assistant Director - Finance

The budget implications are set out in section 3.5

7.2 Legal

Implications verified by:

Tim Hallam
Deputy Head of Legal and Deputy Monitoring Officer

There are no new legal implications arising in this report

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 or Impact on Looked After Children)

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:

Colin Black, Assistant Director, Regeneration and Place Delivery