

<b>1 February 2022</b>		<b>ITEM: 10</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>Stanford-le-Hope Interchange Report</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> N/A	
<b>Report of:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery		
<b>Accountable Assistant Director:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery		
<b>Accountable Director:</b> Sean Clark, Corporate Director of Resources and Place Delivery		
<b>This report is</b> Public but appendix 2 is not to be published by virtue of Part 1 of Schedule 12A of the Local Government Act 1972		

## **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 Tender documents issued out to four contractors for competitive submissions on the 16<sup>th</sup> September. A press release was issued post tender release with an update.
- 3.2 The project team have completed the response to tender clarifications during October and November, roughly 200 clarification questions asked covering legal, contractual and technical topics.
- 3.3 The project team are continuing their work with Network Rail and c2c to finalise feedback points and response to achieve GRIP 4 sign off.
- 3.4 Closing date for tender submissions was the 7<sup>th</sup> January 2022. The tender evaluation process has started and the potential award of the contract is forecast to take place in March 2022.
- 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 coming forward with the agreement of stakeholders and local residents. So far, all the feedback has been very positive. Next Steering group meeting is the 19<sup>th</sup> January 2022.
- 3.6 Phase 2 continues to be developed through concept design work being carried out by David Lock Associates. It is anticipated that Phase 2 will follow once phase 1 is complete thereby giving a completion date for phase 2 in July 2024. The project plans to deliver a revised Business Case updating the value for money and benefits offered for consideration at the SELEP April 2022 Board Meeting.

#### **Budget**

- 3.7 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**

- 3.8 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.

- 3.9 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.
- 3.10 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 as we approach the construction phase.
- 3.11 The table below gives the key Phase 1 project milestones

Concept design complete	31 <sup>st</sup> October 2020
GRIP 4 and planning application	15 <sup>th</sup> December 2020
Planning decision Phase 1	15 <sup>th</sup> June 2021
Planning Pre-application Phase 2	23 <sup>rd</sup> February 2021
Tender let	16 <sup>th</sup> September 2021
Contractor site visits	14 <sup>th</sup> October 2021
Tender submission deadline	7 <sup>th</sup> January 2022
Forecast date of contract award	18 <sup>th</sup> March 2022
Forecast site setup / surveys	June 2022
Forecast construction start	July 2022
Forecast construction completion	October 2023
Forecast entry into service GRIP 8	October / November 2023

#### **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 3.7

## 7.2 Legal

Implications verified by: **Courage Emovon**  
**Principal Lawyer / Manager- Contracts & Procurement Team**

This is an update report and there are no new legal implications arising from this report except to reiterate that the procurement of the Stanford Le Hope Interchange project must comply with the Council's Contract Procedure Rules and applicable procurement rules and legislation like the Public Contracts Regulation 2015 and Legal Services is available to advise on any potential legal issues arising from this report or the Project.

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)

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

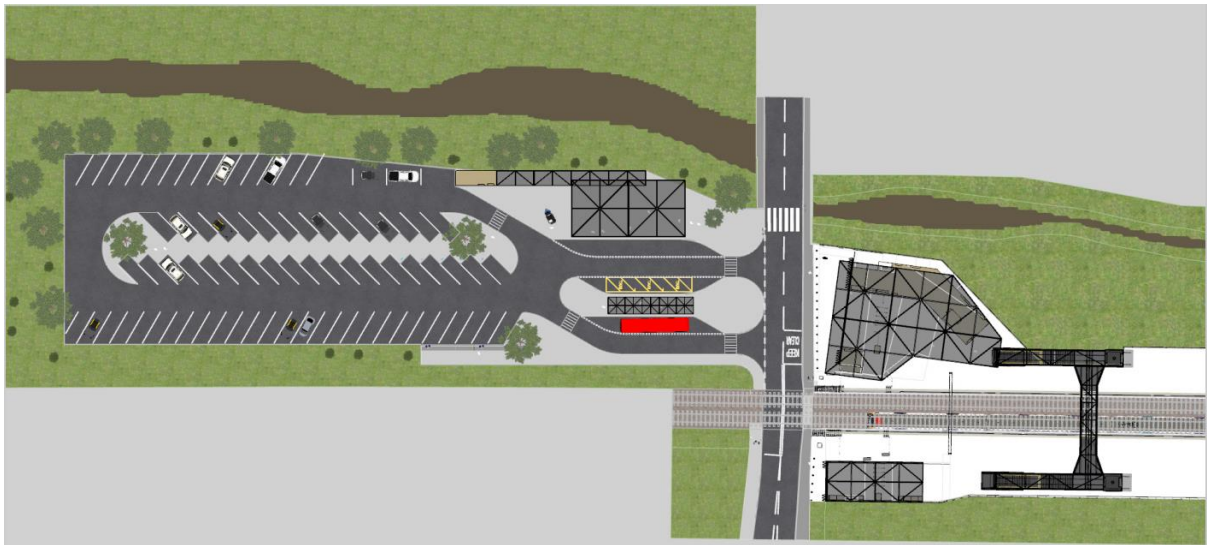
- Appendix 1 – Concept design images
- Appendix 2 – Cost breakdown (**Exempt**)

**Report Author:**

Keith Rumsey,

Assistant Director, Regeneration and Place Delivery

## Appendix 1 – Concept design



General arrangement of station and transport hub



Concept design of station and footbridge



Concept design of transport hub. Scope and Business case under review