



Report to Councillor Rodney Bass - Cabinet Member for Highways and Transportation	Forward Plan reference number: FP/062/03/15
Date of report: 4 August 2015	County Divisions affected by the decision: All divisions within the following districts; Basildon.
Title of report: South East LEP Local Growth Fund Transport schemes - Basildon	
Report by: Paul Bird – Director for Commissioning: Transport and Infrastructure	
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1. Purpose of report

- 1.1 Essex County Council (The Council) has bid for funding to the South East Local Enterprise Partnership (the SELEP) for a number of transport schemes. The bids were approved by Cabinet and the schemes were included in the Council's *Local Transport Plan (2015 – 2021): Strategy and Priority Projects for Stimulating Economic Growth* and subsequently included within the SELEP Strategic Economic Plan programme and within the Capital Programme for delivery.
- 1.2 The SELEP and the Department of Transport have agreed to part fund a number of schemes. That funding has already been included in the Capital Programme as part of the 2015-16 budget approval process.
- 1.3 This report seeks endorsement to proceed with phase 1 of the **Basildon Integrated Transport Package** (the Scheme) on the basis set out in this report.

2. Recommendations

- 2.1. To release £670,000 funding from the £4m already allocated within the Council's Capital Programme for 2015/16.
- 2.2. To authorise the addition of recently secured S106 funding of £80,000 to the Scheme.
- 2.3. To authorise the Council to enter into a funding agreement with the SELEP or its representative, as required, releasing £1m funding from the SELEP.
- 2.4. To authorise the Director for Commissioning: Transport and Infrastructure to procure the works through the Eastern Highways Alliance Framework where the works value is over £500,000.
- 2.5. To delegate authority to the Director for Commissioning: Transport and Infrastructure to enter into contracts, agreements and documents as necessary as part of the procurement for the Scheme.

3. Background and proposal

- 3.1. In February 2014 Cabinet agreed to the adoption of the *Local Transport Plan (2015 – 2021): Strategy and Priority Projects for Stimulating Economic Growth* which included a list of priority transport projects. This priority list of transport projects formed the Council's submission to the SELEP for inclusion within its Strategic Economic Plan (SEP) programme.
- 3.2. The SELEP Growth Deal was agreed with Government in July 2014 to deliver the economic growth aspirations contained within the SELEP SEP. The Growth Deal includes a commitment by the Council to deliver an agreed programme of growth related transport projects between 2015/16 and 2020/21 in return for a commitment from Government to make available Local Growth Fund (LGF) capital funding to part fund the delivery of these projects.
- 3.3. LGF, the Council and other local funding commitments related to the delivery of the Essex component of the SELEP Growth Deal were outlined in a Project Mandate presented to the Capital Programme Member Board in October 2014 and the Council contributions have been included in the capital programme as part of the 15/16 budget process, for the delivery of this programme.
- 3.4. The Basildon Integrated Transport Package was presented to the Capital Programme Member Board in November 2014 and the Basildon Integrated Transport Package has been added to the ECC Capital Programme for 2015/16 and subsequent years.

- 3.5. A letter confirming the award to SELEP of LGF was sent by the Department for Communities and Local Government (DCLG) to SELEP on 6th February 2015. This letter confirms the allocation £57.2m LGF to schemes promoted by SELEP.
- 3.6. The release of LGF to fund the first tranche of SELEP Growth Deal projects was approved by the SELEP Strategic Board on 20th March 2015. This approval included LGF allocations to the Scheme. The profile agreed by the SELEP Board is shown at 5.2

Details of the Schemes

- 3.7. The purpose of the Scheme is to provide an integrated package of traffic management and sustainable travel infrastructure improvements in and around the Basildon Borough area. This will support economic growth across South Essex and the regeneration of Basildon Town Centre. This also unlocks additional transport capacity, which would otherwise prevent economic growth and development. This first phase, for delivery starting in 2015, will focus on the following three activities;
- 3.7.1. Improving access to Basildon and Thurrock Hospital;
- widening the access road and shared cycle/pedestrian route
 - introducing secure cycle parking and real time bus service information boards
- 3.7.2. Improving cycle networks;
- improved access to Laindon train station
 - access to Basildon town centre from the south east of the town
- 3.7.3. Interchange improvements at Wickford and Billericay train stations;
- introducing cycle parking
 - motorcycle parking
 - revised layouts to station forecourts
 - real time bus service information boards.
- 3.8 Details of the work undertaken under each of these three activities is set out in Appendix 1.
- 3.9 Each of the three activities above has an estimated value of £500,000 or less at instruction. Accordingly the Council is able to utilise its current partnership arrangements with Ringway Jacobs (RJ) in the design and delivery of all three activities within the £1.750m budget.
- 3.9 Some elements of the works at Wickford and Billericay stations will be undertaken by Abellio Greater Anglia ('AGA') as it is on Network Rail land and AGA are contributing £225,000 towards this activity.
- 3.10 The Council has developed the package of improvement to Basildon Hospital in partnership with Basildon and Thurrock University Hospital NHS Trust, and has worked closely with the neighbouring housing development site to ensure

that the package is appropriate and will meet the needs of the hospital and surrounding area. Similarly the cycle route improvements have been developed in partnership with Basildon Borough Council, who supports the proposals for development and growth as identified in the Local Development Plan. The improvements to the two train stations have also been developed in partnership with AGA. The scheme will proceed to a full design stage and whilst communications strategies are in place for each activity ensuring that stakeholders, local residents, passengers and hospital users are fully aware of the proposals and its how it will affect them during construction, the Director for Commissioning: Transport and Infrastructure will continue to monitor the activities impact and appropriate consultation will be undertaken where necessary. Where there is no impact then information will be provided to local residents through local newspapers and on site.

3.11 Where a scheme is the subject of consultation any objections which cannot be resolved will be referred to the Cabinet Member for consideration.

4. Policy context and Outcomes Framework

4.1. The proposal links strongly with the County Council's Corporate Plan *A Vision for Essex 2013-2017*, specifically supporting the aims to 'develop and maintain the infrastructure that enables our residents to travel and our businesses to grow' and 'support employment and entrepreneurship across our economy'.

4.2. The Corporate Outcomes Framework 2014-2018 sets out the seven high level outcomes that we want to achieve to ensure prosperity and wellbeing for our residents. Securing these outcomes will make Essex a more prosperous county; one where people can flourish, live well and achieve their ambitions.

4.3. The seven outcomes are listed below:

- Children in Essex get the best start in life
- People in Essex enjoy good health and wellbeing
- People have aspirations and achieve their ambitions through education, training and lifelong-learning
- People in Essex live in safe communities and are protected from harm
- Sustainable economic growth for Essex communities and businesses
- People in Essex experience a high quality and sustainable environment
- People in Essex can live independently and exercise control over their lives

4.4. The proposal in this report is consistent with our principles and fully supports the achievement of our outcomes. Delivery of the SELEP SEP programme will;

- Drive economic growth in Essex, widening access to employment and improving the competitiveness of the Essex economy, driving sustainable economic growth for Essex communities and businesses.

- Provide safe and sustainable transport for many people living within Essex enabling access to education, training and health services and supporting independent living.
 - Fully supports the Draft Economic Plan for Essex (EPfE) delivering economic growth along the A12 and Great Eastern Mainline, M11 and West Anglia mainline, A127 London-Basildon-Southend and A13 London-Thurrock-Carvey Island, and A120 Haven Gateway Growth Corridors.
- 4.5. The proposal supports the delivery of the Essex Local Transport Plan vision for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex by providing connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration.

5. Financial Implications

5.1. This scheme is funded from multiple sources as identified below:

- The Council's total funding contribution of £4.0m towards the total project construction costs has been included in the Capital Programme for 2015/16 and is profiled over subsequent years. This report covers phase 1 of the Basildon Integrated Transport Package approved by SELEP in March 2015 requiring the release of £670,000 of the £4.0m allocation within the Council's Capital programme.
- In addition this project has been allocated an additional £80,000 in S106 contribution. The terms of the agreement will need to be monitored to ensure that obligations are met and funding is released.
- £1m has been received from the LGF as approved by the SELEP, making the total budget for 2015-16 phase 1 £1.750m as follows:

£1m LGF
 £80,000 S106 contribution
 £670,000 ECC contribution

- The total SELEP ringfenced grant funding of £9.0m has already been approved and accepted by the Council. However each grant award has been ringfenced by SELEP against the delivery of each of the specific projects. Funding can only be moved between projects, for example in the case of an underspend, with prior approval.
- The risk of overspend lies with the Council as the project promoter. The Council will mitigate this through normal risk management processes. There is also scope to manage modest under and overspends across the wider LGF programme subject to SELEP approval. An industry standard contingency has also been included in the construction cost estimates to cover unexpected cost

- The Council have incurred £255,121 of implementation costs for this scheme to date funded from the existing Advanced Design capital budget. Any costs that were incurred post acceptance of this scheme will be transferred to realign with the total project costs.
- This package is already included as a separately identified named scheme within ECC's 5-year programme, and therefore no drawdown from the main block is required. This key decision is being requested as approval to spend.

5.2. Construction costs only are presented below by year (excludes the direct contribution of works by Greater Anglia of £225,000)

Scheme	Funding source	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	LGF Allocation	ECC Contribution	Other Local Contribution	TOTAL
		TOTAL - Phase 1	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL				
Basildon Integrated Transport Package	LGF	1.000	1.850	1.600	1.600	1.600	1.350	9.000	4.000	0.080	13.080
	ECC	0.670	0.664	0.667	0.667	0.667	0.667				
	Other Local Contribution	0.080	-	-	-	-	-				
	TOTAL	1.750	2.514	2.267	2.267	2.267	2.017				

- 5.3. Bids to SELEP can be used to cover construction costs; design costs have been and will continue to be drawn from the Council's Advanced Scheme Design budget. An industry standard contingency has been included in the construction cost estimates to cover unexpected cost increases.
- 5.4. SELEP has established project governance structures based upon its Accountability Framework and an Accountability Board. These structures will allow local management of budgets and profiles within defined limits and enable more significant changes within the overall SELEP LGF envelope with SELEP Board approval. There is a 10% tolerance on LGF projects on a per project basis in year; however, all changes will have to be informed to the Accountability Board and Government.
- 5.5. The SELEP LGF funding includes no allowance for compensation claims which may be made by the Hospital or local residents. Such costs would need to be met from ECC resources. However, the nature of these schemes means that claims are expected to be minimal; these schemes represent improvements to existing infrastructure or small sustainable schemes with little negative impact on local residents.
- 5.6. This scheme involves upgrading and improvement of existing transport assets that will reduce revenue requirements in the short term with regards to maintenance, although these are difficult to quantify at this stage. Additional assets of this type are usually replaced and upgraded via future bids to external funds and the design life of scheme components is reflected in any value for money calculations.

6. Legal Implications

- 6.1. The Council is the Local Transport Authority and the Local Highways Authority for Essex and therefore has the statutory responsibility and powers necessary to deliver these projects.
- 6.2. The works will be procured as set out in paragraph 3.8 of the report. The contract between the Council and Ringway Jacobs allows the direct award of individual projects with a works value of £500,000. Those projects over this value will be procured through the Eastern Highways Alliance Framework.
- 6.3. This report does not authorise the making of traffic regulation orders. Any necessary traffic regulation orders will be dealt with under the Council's usual procedures. It may be necessary to consult with local residents once schemes have reached a final design and any objections which cannot be resolved by officers will be the subject of a report to the Cabinet Member.
- 6.4. It should be noted that the Council bears the risk of any overspend in these projects, and any compensation claim by local residents or hospital would need to be reviewed and assessed through the Council's normal procedures.
- 6.5. The Council is the Accountable Body for the SELEP. Where SELEP funds a scheme, the Council, as Accountable Body enters into a funding agreement with the relevant local authority. Where the Council is itself the relevant local authority the Council is still required to enter into a funding agreement with SELEP via the Accountable Body.

7. Staffing and other resource implications

- 7.1. All three projects consist of packages of minor schemes and as such can be delivered by RJ who are designing these presently and who have the supply chain necessary to deliver this type of work.
- 7.2. Project management and oversight will make use of existing the Council's resources backed up by specialist services provided by Essex Highways.
- 7.3. If additional staffing levels are required Essex Highways have the ability to 'reach back' into their parent organisations (RJ) to seek additional resource. This facility is already in place and available under the contract with RJ and is provided by RJ. These extra resources can be brought in without detrimental effect to the main EH delivery programmes.

8. Equality and Diversity implications

- 8.1. Section 149 of the Equality Act 2010 creates the public sector equality duty which requires that when ECC makes decisions it must have regard to the need to:
 - (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act

- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

8.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation.

8.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

8.4 Equality implications will be considered at the final design stage of each scheme and an assessment undertaken

9. List of Appendices

(available at www.essex.gov.uk if not circulated with this report)

- 9.1. Appendix 1 – Scheme Description
- 9.2. Equality Impact Assessment

10. List of Background Papers

10.1 None

Role	Date
Executive Director for Corporate Services and Customer Operations (S151 Officer)	
Denise Murray - Interim Director for Financial Services Margaret Lee	7 August 2015
Director for Corporate Law and Assurance (Monitoring Officer)	
Approved by Kim Mayo - Deputy Monitoring Officer Terry Osborne	4 August 2015
Director for Transport and Infrastructure	
Paul Bird	29 July 2015
I agree the recommendations in this report for the reasons set out in the report.	
Cllr Rodney Bass - Cabinet Member for Highways and Transportation	10/8/2015

Appendix 1 Scheme Description

The Basildon Integrated Transport Package consists of three components:

- Basildon and Thurrock Hospital: Access road widening, including widening of the shared cycle / pedestrian route
- Secure cycle parking and real time bus service information
- Cycle Routes
- Access to Laindon Station
- South East access to Basildon Town Centre
- Wickford and Billericay Station Interchanges improvements in partnership with Abellio Greater Anglia (AGA) to improve the transport interchanges and station environment with the provision of:
 - Cycle parking
 - Motorcycle parking
 - Revised layouts to station forecourts
 - Real-time bus service information boards

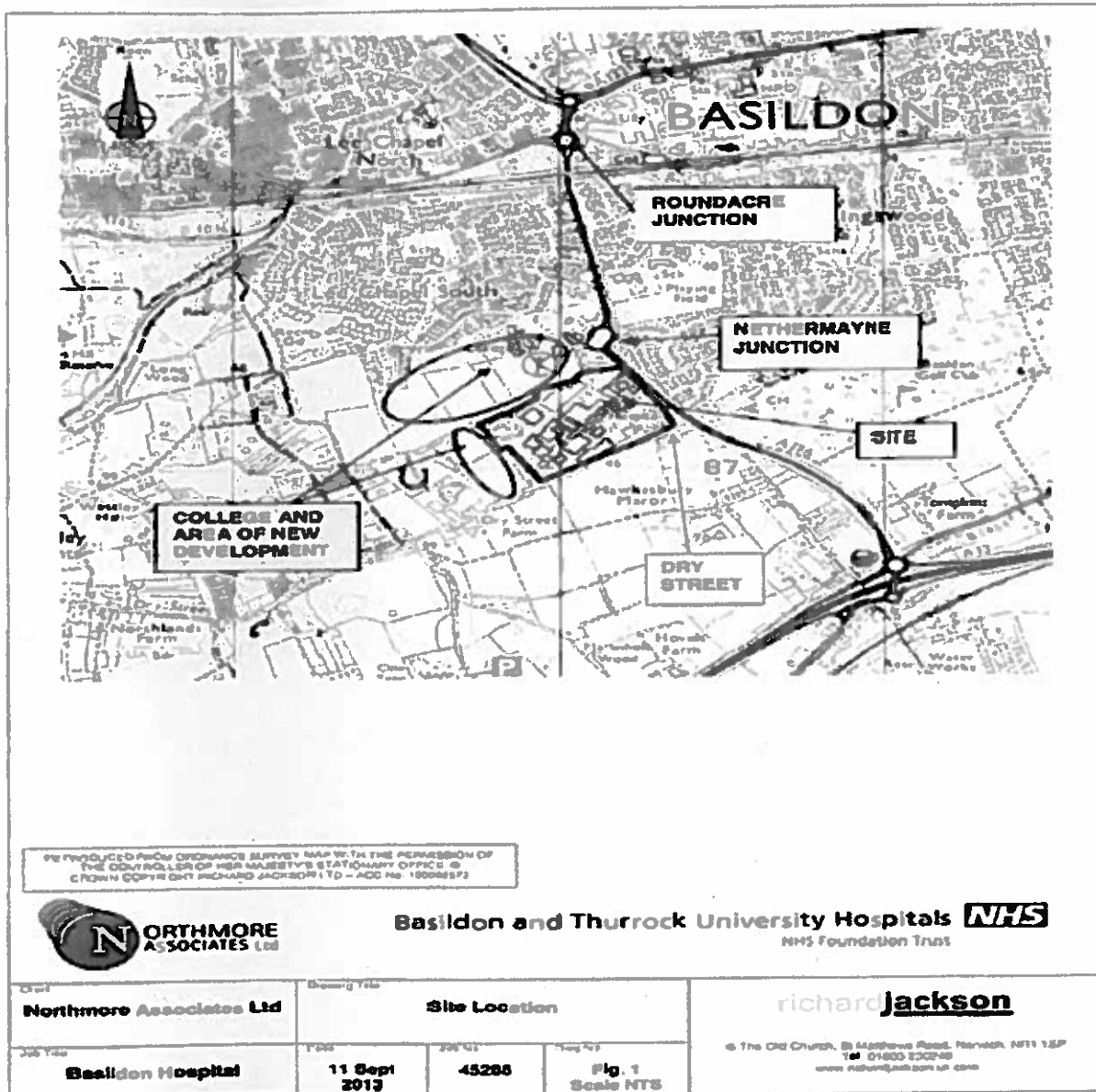
1. Basildon Hospital Access Improvements

The plan below shows the location of the hospital in relation to key junctions and the adjacent major development.

The hospital employs over 4,500 staff serving a population of 405,800 across South Essex. The hospital is also home to the Essex Cardiothoracic Centre.

Basildon Hospital has one access road that serves the entire hospital. The multi-story car park exit goes from 3 lanes rapidly down to one. This continues to the main junction on the A176. In the PM peak, patients and staff experience significant delays, sometimes up to 1 hour 40 minutes from the time of leaving the parking space to entering the roundabout. This delay is affecting the performance of Basildon Hospital and its ability to retain and recruit staff, which constrains the employment growth of the area.

In September 2013, a Traffic Impact Assessment was undertaken by Richard Jackson Ltd on behalf of the University Hospital Trust.



The scheme includes;

- Installation of part-time pre-signals on the north bound arm of the Hospital Roundabout on the A176 – work was funded and commissioned by the Hospital Trust and completed summer 2014. The signals operate in the PM peak to give traffic exiting the hospital site the opportunity to enter the main traffic flow.
- Widening of the exit road will provide two lanes from the car park exit through to the A176 roundabout. As part of the widening, the current shared use cycle / pedestrian route will be widened and tie in with the hospitals changes to the main entrance, forecourt and bus turning / interchange
- The hospital is also refreshing its Travel Plan. To encourage cycling as a sustainable and healthy choice for travel to work, two sites have been identified within the hospital grounds for additional secure cycle parking which will be provided as part of this ITP.
- Real time bus passenger information will also be installed at key areas across the hospital site in addition to the information boards at the bus stop. The

sites identified are the Café, Accident and Emergency reception area and the Cardiothoracic Centre.

The pre-signals were trialled for three days during October 2013. It was found that the two nearby Toucan crossings would need to be linked to the new signals to gain most benefit. This trial resulted in the longest exit journey time being 30 minutes.

Land will be required from the neighbouring development site to enable the widening by the car park exit. Successful discussions have been had with the developer and current land owners who are willing to enter into an agreement for the Highway Authority, Essex County Council, to acquire a parcel of land. The widening of the section of the access road to the A176 roundabout will be accommodated within the highway boundary and land owned by the hospital

The A176 Nether Mayne Pinch Point Scheme widens the northbound carriageway to two lanes to the railway bridge and two lanes in both directions under the bridge. This scheme is programmed to be completed by April 2015. The hospital access improvements were in design when the impact assessment was undertaken for the wider Nether Mayne scheme and were taken into consideration and included as one of the measures.

In the longer term the Hospital Trust is reviewing its internal traffic movements and its road network and intends to improve the existing bus turnaround point. The Trust is also in discussions with the developer of the housing site to the west of the hospital to look at rerouting of buses through the hospital and into the housing area. As part of the development Dry Street, which runs to the south of the hospital site will be widened. This may give an opportunity for the hospital to provide a second access for use by staff only once a review of staff parking has been undertaken.

Consultation and Engagement

- This package of measures has been developed in partnership with Basildon and Thurrock University Hospital NHS Trust. ECC is working closely with the Estates team, through a project board, to ensure the package of measures, as set out above, will address the traffic management issues across the site.
- The developer of the adjacent Dry Street housing development site, Redrow, has also been involved and is now working with the hospital to develop the bus routing through both sites. This will improve the services to / from the hospital and support alternative sustainable travel choices for staff, patients and visitors.
- A communication strategy is in development. As the widening scheme develops, information will be provided to staff, patients and visitors on what changes are to be made, when and how it will affect them during construction and the resulting benefits.

2. Cycling Infrastructure

Basildon is a new town and as such a cycle network was provided as part of the highway network when the development took place. This network has been improved upon in places over the years but is now in need of significant work to

improve existing facilities to current standards and provide new links to new housing and employment sites if cycling is to become a practical and easily accessible mode of travel for Basildon residents.

- Access to Laindon Station. Laindon Station is on the C2C line to Fenchurch Street. It serves the west of Basildon and is the station of choice for some commuters from Billericay. Parking at the station is at a premium as with most stations on this line. The provision of an improved cycle route from north Laindon will encourage cycling as a means of travel and in turn reduce the demand for parking and reduce the use of the car.
- South East access to Basildon Town Centre and rail station. Improvements to existing routes will enable access for cyclists to the town centre, the new relocated South Essex College Basildon Campus and rail station. C2C are upgrading cycle parking facilities at the station with secure parking on an area of land adjacent to the station access and booking office.

New routes and improvements to other existing routes will be identified once the proposals for the Town Centre regeneration have been finalised. ECC is working closely with Basildon Borough Council to ensure this is informed by the current and emerging local development plans. This will be taken forward in the new Basildon Cycling Strategy which is currently in development.

Consultation and Engagement

- This package has been developed in partnership with Basildon BC and supports the proposals for development and growth as identified in the LDP
- The Basildon cycling strategy is being reviewed and updated. This will involve local cycling groups, Basildon BC and other stakeholders.
- A communication strategy is also being developed alongside this.

3. Wickford and Billericay Station Interchange Improvements

The Rail line to Southend Victoria via London Southend Airport joins the Great Eastern Mainline (GEML) at Shenfield. This line gives residents in the Basildon Borough area of Billericay and Wickford access to key employment areas to both the east and west including London.

It is critical that passengers are able to access good quality public transport, and access other options like cycling, in order to journey to and from rail stations. Essex has recently launched 'Getting Around in Essex – A Bus and Passenger Transport Strategy' which is intended to grow the bus network and passenger journeys. A key element of that strategy is partnership working. ECC is working in partnership regularly and constructively with Abellio Greater Anglia (AGA), the franchisee for the Southend Victoria line, to ensure an integrated approach to planning and delivery of improved station interchanges with the provision of

- Improved Cycle parking
- Improved Motorcycle parking
- Revised layouts to station forecourts
- Real-time bus service information boards

These improvements will be jointly funded with AGA. Work on Network Rail / AGA land will be procured and delivered by AGA. Works on highway will be procured through the Essex Highways Partnership Framework Contract.

Consultation and Engagement

- Essex CC has been working in partnership with Abellio Greater Anglia in the development of these proposals.
- A communication strategy is being developed which will set out how and when consultation and engagement will take place with other stakeholders such as bus and taxi operators and rail passengers.

