



## CABINET

19 March 2014

**Subject Heading:**

Proposed Crossrail Complimentary Measures Grant Funding Application

**Cabinet Member:**

Councillor Robert Benham  
Cabinet Member for Community Empowerment

**CMT Lead:**

Cynthia Griffin, Group Director Culture, Community and Economic Development

**Report Author and contact details:**

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**Policy context:**

London Plan (2011)  
Mayor's Transport Strategy (2010)  
Local Development Framework (2008)  
Local Implementation Plan

**Financial summary:**

Authority is sought to bid for Crossrail Complimentary Measures funding for Romford, Gidea Park and Harold Wood stations.

**Is this a Key Decision?**

Yes  
(a) Expenditure or saving (including anticipated income) of £500,000 or more  
(c) Significant effect on two or more Wards

**When should this matter be reviewed?**

At time of funding decision – Autumn/Winter 2014

**Reviewing OSC:**

Towns & Communities

**The subject matter of this report deals with the following Council Objectives**

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input checked="" type="checkbox"/>
Valuing and enhancing the lives of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

## **SUMMARY**

This report describes developing partnership work between the Council, Transport for London and Crossrail aimed at securing funding for public realm regeneration programmes at three Network Rail stations in the borough. These stations are Romford, Gidea Park and Harold Wood.

In order to support improvements around the Crossrail stations Transport for London has identified a budget of £30m to be spent against a line wide series of station improvement schemes over four financial years (2015/16-2018/19). This funding is called the Crossrail Complementary Measures programme within Transport for London' s Strategy and Surface Planning Directorate and is in addition to other funding from Crossrail and Network Rail.

This report seeks approval for the Council to make grant funding applications to Transport for London and, should the bids be successful, to act as accountable body for the grants. It also seeks agreement to the consideration of a contribution of other Council funds, subject to resources being available; such allocations to be approved by Members at a later date.

## **RECOMMENDATIONS**

That Cabinet:

1. Agrees the development and submission of grant funding applications to the Crossrail Complementary Measures Board.
2. Agrees that the Council be identified as the accountable body for this grant funding.
3. Considers the provision of Council funding subject to resources being available; such potential allocations to be approved by Members at a later date.

**REPORT DETAIL**

1. Crossrail is the major new cross-London rail link project which has been developed to serve London and the southeast of England. It will support and maintain the status of London as a ' World City' by providing a world class transport system.
2. Whilst the service will bring significant benefits to London including increased passenger capacity, step free accessibility and faster journeys, an important measure for passengers will be their experience of the spaces outside the stations as they arrive and leave. The Mayor's planning and transport policies highlight the importance of accessible, high quality and convenient interchange facilities and this is reflected in the Council's own policies and programmes.
3. In order to gain the most from the Crossrail investment, the immediate surroundings of the stations, the transport interchange and the urban realm need to be integrated with the new rail infrastructure. To be successful the works around the environment of each station need to be planned and implemented co-operatively by a number of public bodies, in Havering to include the Council, Crossrail, Transport for London and Network Rail.
4. Crossrail Complementary Measures funding will support Transport for London's ambition and priority to see improvements outside every Crossrail station in London in order to deliver an enhanced improvement in urban realm and transport interchange for the public. There will be the opportunity for these works to complement and enhance works that the Council has already delivered in the areas adjoining these stations. For example, the Council has recently completed extensive public realm improvements in the area adjoining Gidea Park station and the implementation of a Crossrail Complementary Measures project here will result in the overall streetscene improvements being far wider than originally expected.
5. Three stations across Havering are on the route of Crossrail and these are Harold Wood, Gidea Park and Romford. Crossrail and its partners are also separately implementing a series of projects at each of these stations to enhance the stations and make them 'fit for purpose' once Crossrail services start running | 2018/2019.
6. Crossrail appointed consultant designers and architects to develop a series of public realm schemes in the areas adjoining Crossrail stations across London and this includes the three stations in Havering. The schemes have been designed to RIBA stages C and D. These 'Urban Integration Studies' identify core area improvements that will, for the most part, be funded by TfL

and other more substantial complementary measures that will be funded by others, for example, through development, planning legal agreements (Section 106 agreements), or other funders.

7. Boroughs are now invited to start an application process that will involve:
  - The submission of a 'Seed Funding' proposal to TfL in February 2014. A total seed funding grant of £24,000 was approved on 19<sup>th</sup> February to support the compilation of the detail required for a robust funding application for the second phase below.
  - The preparation of a 'scoping application' in line with guidance and linking to each Urban Integration Study with an application deadline of 31<sup>st</sup> July 2014. The scoping application would involve agreement with Crossrail of any changes to the Urban Integration Study proposals, cycle and pedestrian safety, crime and antisocial behaviour issues, public and stakeholder consultation, a programme and exploration of the possibility of third party resourcing, identification of high level risks, land ownership and other approvals, traffic impact assessment, updating cost estimates and mapping of associated adjoining transport schemes.
  - An autumn/winter 2014 decision by TfL to allocate indicative funding and amounts and planned year of allocation by station, committing the full £30m budget over the period 2015/16 – 2018/19. This decision will not be dictated by the availability of third party funding.
  - In response boroughs would prepare 'confirmation' applications, with fees funded by the TfL indicative funding allocation, re-affirming the details presented in the scoping application, as well as any secured third party funding and providing a more detailed delivery plan; to be submitted in the financial year before the scheme would be delivered.
  - Transport for London will then confirm funding and allocate it to their portal for that financial year.
8. The Council would then be in a position to commission the delivery of the work.

## **REASONS AND OPTIONS**

### **Reasons for the decision:**

9. Crossrail Complementary Measures is an important grant opportunity from which Havering and its partners could benefit.

10. In order to maximise the benefits of these opportunities to Havering a decision by Cabinet is required to authorise the submission of funding bids in excess of £500,000. The Constitution sets out that pursuant to the delegated authority for general functions in Part 3 Section 2.1 in the following paragraphs to Cabinet:-

(g) To allocate and control financial and land and property resources, to determine priorities in the use of these resources, and take any other action necessary to achieve those objectives; and

(r) To be responsible for all executive matters even if not expressly set out in Part 3 of this constitution: and

(q) To approve applications for the submission of bids for grants and other financial assistance which require the provision of additional finance or match funding or are likely to lead to residual costs or implications for the Council or where the amount of the grant application exceeds £500,000.

11. Pursuant to Corporate Functions under Part 3 Section 2.2:-

(a) To take decisions on all matters relating to the Council' s finances including but not exclusively:

(i) budgetary control

**Other options considered:**

12. Submitting bids above £500,000 requires Cabinet approval, without which there are no other options for approval.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

TfL expects to allocate £30m to Boroughs across London for the Crossrail Complementary Measures programme. In the first instance the Council anticipates submitting scoping applications to TfL by a deadline of 31<sup>st</sup> July 2014. This will allow TfL to advise indicative funding amounts and planned year of allocation by station and to commit the full £30m budget.

The Urban Integration Studies for Romford, Harold Wood and Gidea park stations suggest that the cost of the works associated with the core station areas would be in the region of £3.5m

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Confirmation of match funding is not needed for the scoping application. Should match funding ultimately be needed to deliver a preferred scheme this will need to be secured and presented as part of the later confirmation application.

In February 2014 the Council submitted a seed funding application to TfL. A grant of £24,000 was subsequently approved.

An additional funding source is the Economic Development revenue budget, with a planned spend of £5,000 in 2013/14. There is also a £10,000 TfL Local Implementation Plan allocation for Crossrail in 2014/15.

Should additional funding be needed for a preferred scheme the options available might be planning legal agreements (Section 106) and associated TfL Local Implementation Plan and Major Scheme funding. This will be explored as part of the scoping application and confirmed in the later confirmation application. The Council will need to evaluate the benefits such added funding will bring, aligned with the potential leverage of Council funding, compared to alternative uses of that scarce capital funding.

Risks associated with the Council being accountable body will be minimised by strong programme management. Opportunities provided by the Council being accountable body relate to the level of influence that the Council will have over grant spend and achievements.

### **Legal implications and risks:**

The legal implications and risks associated with this decision relate to the need to secure cabinet approval before making funding bids of more than £500,000.

Should the application be successful there will be contractual arrangements relating to a funding agreement, and other arrangements required to deliver specific aspects of the scheme that must comply with the Council' s approved procedures for procurement and which will require legal input.

### **Human Resources implications and risks:**

There are no direct human resources implications and risks associated with a decision to make a funding application. Should the application be successful the workload associated with delivering the projects will be managed within existing staff resources and with engineering consultants procured using Crossrail Complementary Measures funding.

### **Equalities implications and risks:**

Crossrail Complementary Measures is an important grant opportunity that will contribute to the Council' s Living Ambition goals: to ensure a clean, safe and green borough; to provide economic, social and cultural opportunities in thriving towns and villages and to value and enhance the life of individuals.

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Should the bids be successful, they will have a positive impact on people from all protected characteristics, with children and young people (and their parents and/or carers), older adults, disabled people and those from disadvantaged backgrounds being amongst the groups that will benefit the most. It is also envisaged that the projects funded from this grant will increase social inclusion and improve community safety in the borough.

An Equality Analysis will be carried out for this new area of work prior to the implementation of the detailed proposals at the planning stage so as to ensure any potential negative impact is identified and minimised or eliminated and positive equality outcomes and opportunities are enhanced.

**BACKGROUND PAPERS**

None