

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Approval of public realm improvements in accordance with the plans attached to this decision at Harold Wood Station funded by TfL Crossrail Complementary Measures grant in 2017/18.
<b>Cabinet Member:</b>	Councillor Osman Dervish, Cabinet Member for Environment, Regulatory Services and Community
<b>CMT Lead:</b>	Steve Moore, Director of Neighbourhoods
<b>Report Author and contact details:</b>	Bob Flindall, Economic Development, Senior Projects and Programme Manager; 01708 432892; bob.flindall@havering.gov.uk
<b>Policy context:</b>	<p>London Plan (2011)</p> <p>Mayor's Transport Strategy (2010)</p> <p>Havering Local Development Framework (2008)</p> <p>Havering Local Implementation Plan 2014/15 – 2016/17</p> <p>Crossrail Complementary Measures Guidance (2014) and Urban Integration Study for Harold Wood dated October 2013</p>
<b>Financial summary:</b>	<p>TfL has made £28.5m available London wide to fund public realm improvements at Crossrail stations in outer London. This programme is called Crossrail Complementary Measures. Havering has secured indicative grant of £4.1m available from 2015/16 – 2018/19, subject to future funding Confirmation Applications. Currently £1,432,500 is allocated to Harold Wood Station. TfL released a total of £161,500 in 2015/16 and 2016/17 for fees associated with project development and consultation</p>

### Non-key Executive Decision

	<b>and more recently detailed design. The balance of £1,271,000 needs to be spent in 2017/18</b>
<b>Relevant OSC:</b>	<b>Towns &amp; Communities OSSC</b>
<b>Is this decision exempt from being called-in?</b>	<b>No  It is a non-key decision by a member of staff</b>

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

Havering will be clean and its environment will be cared for	<b>X</b>
People will be safe, in their homes and in the community	<b>X</b>
Residents will be proud to live in Havering	<b>X</b>

### **Part A – Report seeking decision**

#### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

##### **Recommended Action**

In March 2014 Cabinet made the Key decision to apply for TfL Crossrail Complementary Measures (CCM) grant to deliver public realm improvements at Crossrail stations in Havering. This report seeks approval for a Non-key Executive Decision that relates to the approval of specific proposed public realm interventions at Harold Wood Station funded by the CCM grant in 2017/18. The proposals are shown on the plans that are attached to this Non-key Executive Decision.

##### **Report Detail**

On 19<sup>th</sup> March 2014 Cabinet was invited to make a Key decision related to the submission of a funding application to the TfL CCM funding stream for public realm improvements at outer London Crossrail stations. Cabinet approved:

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

The subsequent application to TfL achieved an indicative grant of £4.1m for public realm investment at Romford, Harold Wood and Gidea Park stations. The funding is based on Urban Integration Studies commissioned by TfL for the three stations, with funding made available for specific core areas around each station.

In April 2015 TfL confirmed initial funding for the continued development, consultation and detailed design for Romford and Harold Wood stations and, more recently, has done so for Gidea Park. The Council commissioned Jacobs Engineering for this task and there has

## Non-key Executive Decision

subsequently been intense work and consultation with all the key stakeholders and the public to deliver the schemes. For Harold Wood stakeholders that have agreed the details of the project include, TfL, London Buses, Crossrail, Network Rail, Rail for London, the emergency services, TfL Taxis and the Council, as highway authority and community safety authority. A public consultation was carried out in February 2016 and this achieved positive support for the proposed works.

In 2016/17 it was originally intended to begin delivery of the programme at Harold Wood. This was delayed because Network Rail's own contractor will remain on site until the spring of 2017. 2016/17 funding was switched to Romford and now the balance of the Harold Wood budget, £1.271m, needs to be spent on delivery works and associated fees in 2017/18. This can only be achieved under certain conditions, i.e.

1. Approval of this Non-key Executive Decision for the overall scheme.
2. The obtaining of a satisfactory of planning permission for the works. A planning application is being prepared and will be submitted in the near future.
3. Appointment of a contractor to deliver the works. A procurement strategy for Harold Wood has been agreed by the Council's Head of Procurement and in accordance with the appropriate procedure (i.e. the Council's Checkpoint Process). Approval to waive the competitive requirements of the Council's constitution to enable the appointment of an appropriate contractor to deliver the work at Harold Wood Station in 2017/18 was made by Executive Decision dated 8 June 2016 subject to the results of the tender process. A further Key Decision is required to account for award for the contract at later date. Appointment of a contractor is anticipated in early summer that would enable the contract to be completed in 2017/18.
4. Approval by TfL to deliver the project. It is anticipated that this will be subject to a report to the TfL Borough Projects and Programmes Board in the near future following a TfL Star Chamber on 20<sup>th</sup> January 2017. The Board will be seeking to ensure best value because of TfL funding pressures. The Council has also made a commitment to seek to achieve savings in its delivery of the CCM programme.

### **Detail of Proposed Romford Scheme**

The Harold Wood CCM proposals are illustrated on the following plans. These are attached to this Executive Decision.

1. Plan illustrating the overall proposals
2. Consultation plans showing existing site images and urban design strategy.

Broadly speaking the plan involves the creation of a new pedestrian plaza on the eastern part of the station car park and immediately to the south of the existing station building. This will enable level access to a new ticket office and involve DDA compliant access from Station Road along a new ramp and also steps. Surface material will be granite. Furniture, such as signage, seating, cycle stands, bins, new lighting and some appropriate landscaping would be provided. These would be designed to minimize the risk of misuse.

On the adjacent highway (Station Road) the proposal is to widen the existing zebra crossing to enable better access to the bus stop area for people travelling to and from the station, in particular in the evening peak and to plant a number of street trees.

The proposals have been agreed by the Crossrail (including the Crossrail Urban Design team), Network Rail, Rail for London, TfL (including Buses and Taxis) and the rail operator MTR.

## Non-key Executive Decision

### **AUTHORITY UNDER WHICH DECISION IS MADE**

A Key decision was made by Cabinet to authorise the submission of the funding bid to TfL in March 2014 in respect of CCM investment in the borough as specified in that application.

Accordingly, this report seeks authority to progress the works at Harold Wood Station, including submission of a planning application to undertake the works to the timeframe and such detail specified in this report. of. The relevant authority found under the general powers of the corporate management team to take any steps necessary for proper management and administration of allocated portfolios.

### **STATEMENT OF THE REASONS FOR THE DECISION**

CCM is an important grant opportunity from which Havering and its partners will benefit. The improvements to the built environment for residents and other stakeholders are expected to be significant and accordingly in accordance with the 2014 decision the project is underway covering the works at the three Crossrail stations in the borough.

This Non-key Executive Decision records a decision to approve the detail of the Harold Wood station works that are proposed to be delivered in 2017/18.

### **OTHER OPTIONS CONSIDERED AND REJECTED**

In March 2014 Cabinet agreed the Key decision related to the submission of a funding application to the TfL CCM funding stream for public realm improvements at outer London Crossrail stations.

The Council's constitution suggests that TfL CCM investment of the order proposed at Harold Wood Station should be recorded as a Non-key Executive Decision.

### **PRE-DECISION CONSULTATION**

The Harold Wood Station CCM project has been the subject of extensive consultation with Crossrail Stakeholders since April 2015, including with Crossrail, Network Rail, Rail for London, TfL, London Buses, Havering's Streetcare Service and Community Safety Service, emergency services and TfL Taxis. In January 2016 consultation was undertaken with the Havering Advice for Disabled Group, and is summaries in the attached report by Jacobs dated February 2016. Subsequently, in February 2016 a general public consultation was undertaken with local residents, and businesses and station users who were invited to comment on the emerging CCM proposals for the station. The consultation responses are summarised in the Jacobs report dated May 2016 and these comments have been taken into account by Council officers.

Comments arising from the consultations undertaken with locals residents, business and lead

### Non-key Executive Decision

stakeholder groups have been reasonably incorporated within the proposals is explained within the two consultation reports by Jacobs dated February 2016 and May 2016.

Once this Non-key Executive Decision has been made, a planning application for the works at Harold Wood Station will follow and that will result in a further opportunity for local residents and businesses to comment on the planned works.

#### **NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Robert Flindall

Designation: Economic Development Senior Projects and Programme Manager

Signature: 

Date: 24-02-17

### **Part B - Assessment of implications and risks**

#### **LEGAL IMPLICATIONS AND RISKS**

Officers seek approval to proceed with the proposed public realm improvements in accordance with the attached plans. Cabinet approved the TfL Crossrail Complementary Measures (CCM) grant by way of Cabinet Decision 19<sup>th</sup> March 2014.

The proposed spend on the works at Harold Wood Station is currently £1,271,000. Officers have obtained a waiver dated 08.06.2016 to conduct a mini tender procurement exercise obtaining two quotes for the delivery of the works. Such exercise is yet to commence. There will be contractual arrangements required in order to appoint the successful contractor and Officers are advised to seek advice and input from Legal Services at the earliest opportunity with respect to use/drafting of a suitable contract and the Key decision required to appoint the contractor.

Additionally the report seeks approval to proceed with the submission of a planning application to the planning department. Further public and member consultation will be undertaken as a result of this process. The report correctly recognises that prior to works commencing relevant planning permissions will also need to be obtained and this is a separate process.

The report correctly identifies the consultation process that has been undertaken in respect of the proposed Harold Wood Station and wider Cross Rail project, such consultation has been undertaken in accordance with statutory requirements, and the consultation feedback has been included within the Plan as attached. No further consultation is required for the purposes of this report.

With respect to the approval of the plans and proposed works, the council has a general power of competence and well being:

S111 of the Local Government Act 1972 permits the Council to do that which is conducive or incidental to the discharge of its functions.

S2 of the Local Government Act 2000 is the "well-being" power that authorises the Council to

## Non-key Executive Decision

take action where they think it will promote or improve the economic well-being of their area.

Further, The improvements themselves are supported by the policies and objectives set out in the Mayor's Transport Strategy which is a statutory document, together with the Council's Local Implementation Plan, which the Council is duty bound to prepare under the Greater London Authority Act 1999.

The report correctly identifies the delegated authority under which this approval is being sought found under the general powers of the corporate management team to take any steps necessary for proper management and administration of allocated portfolios.

### **FINANCIAL IMPLICATIONS AND RISKS**

TfL has made £28.5m available London wide to fund public realm improvements at Crossrail stations in outer London. This programme is called Crossrail Complementary measures. Havering has secured an indicative grant of £4.1m available from 2015/16 – 2018/19, subject to separate funding Confirmation Applications. Currently £1,432,500 is allocated to Harold Wood Station. TfL released a total of £161,500 in 2015/16 and 2016/17 for fees associated with project development and consultation and more recently detailed design. Subject to TfL Board approval the balance of £1,271,000 needs to be spent in 2017/18.

The delivery of work at Romford Station would have no funding implications for Havering, apart from the involvement of existing staff resources in Economic Development.

### **HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

Human resource implications arising from this Non-key Executive Decision to deliver the Harold Wood Station works will be contained within existing budgets within Economic Development and the TfL CCM grant.

### **EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

Crossrail Complementary Measures is an important grant opportunity that will contribute to the Council's Clean, Safe and Proud aspirations; to provide economic, social and cultural opportunities in thriving towns and villages and to value and enhance the life of individuals.

Should the work be successful, it 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 area of work to ensure any potential negative impact is identified and minimised or eliminated and positive equality outcomes and opportunities are enhanced.

### **BACKGROUND PAPERS**

**Non-key Executive Decision**

Crossrail Harold Wood Urban Integration Study – October 2013

Jacobs Report of Consultation With Havering Association for People With Disabilities (HAD) and Sight Action Havering – February 2016

Jacobs Public Consultation Report - May 2016

## Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

### Decision

Proposal agreed

Proposal NOT agreed because

### Details of decision maker

Signed



Name:

**Steve Moore**

Cabinet Portfolio held:

CMT Member title: **Director of Neighbourhoods**

Head of Service title

Other manager title:

Date: 24-2-17

### Lodging this notice

The signed decision notice must be delivered to the proper officer, Andrew Beesley, Committee Administration & Interim Member Support Manager in the Town Hall.

### For use by Committee Administration

This notice was lodged with me on

28/2/17

Signed

