



Notice of Non-key Executive Decision

Subject Heading:	Approval of public realm improvements at Gidea Park Station funded by TfL Crossrail 2017/18
Cabinet Member:	Councillor Roger Ramsey, Leader of the Council Cabinet Member for Regeneration
CMT Lead:	Steve Moore, Director of Neighbourhoods
Report Author and contact details:	Bob Flindall, Economic Development, Senior Projects and Programme Manager; 01708 432892; bob.flindall@havering.gov.uk
Policy context:	London Plan (2011) Mayor's Transport Strategy (2010) Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Crossrail Complementary Measures Guidance (2014) and Urban Integration Study for Gidea Park dated February 2014.
Financial summary:	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 £1,000,000 is allocated to Gidea Park Station. TfL has released £112k from 2016/17 and £50k from 2017/18 for fees associated with project development and consultation and more recently

Non-key Executive Decision

	detailed design.
Relevant OSC:	Towns & Communities OSSC
Is this decision exempt from being called-in?	No It is a non-key decision by a member of staff

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

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

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 grant to deliver public realm improvements at Crossrail stations in Havering. This Non-key Executive Decision relates to the approval of specific public realm interventions at Gidea Park Station funded by Crossrail Complementary Measures grant in 2017/18, including the public advertisement of a 20mph zone, parking management changes, new and amended zebra crossings and new road humps (the outcome of which will be reported to the Highways Advisory Committee in the normal way). The proposals are shown on the general arrangement plans that are attached to this Executive Decision.

Report Detail

On 19th March 2014 Cabinet was invited to make a Key Decision related to the submission of a funding application to the TfL Crossrail Complementary Measures funding stream for public realm improvements at outer London Crossrail stations. Cabinet agreed:

- 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.
- to consider 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. These were 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, in April 2016 did so for Gidea Park. The Council commissioned Jacobs UK Limited for this task and there has subsequently

Non-key Executive Decision

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

At Gidea Park funding (initially £1.4m) was for the development and implementation of the scheme identified in the Urban Integration Study (UIS). Part of this scheme had already been delivered by the Borough separate to this project.

It has, therefore, been agreed by TfL through a Change Control process that £0.4m be moved to Romford. The remaining Gidea Park budget of £1.0m is to complete the remaining works as described in the UIS

1. Approval of this Non-key Executive Decision for the overall scheme and subsequent Highways Advisory Committee consultation and Cabinet Member approval of relatively minor highway interventions as part of the overall scheme (N.B. planning permission is not required for the proposed work).
2. Appointment of the Council's term highway contractor to deliver the works. This has been agreed by the Council's Head of Procurement, subject to achieving value for money.
3. Approval of TfL to deliver the project. It is anticipated that this will be subject to a report to the TfL Borough Projects and Programmes Board 4 July 2017. The Board will be seeking to ensure best value because of TfL funding pressures by testing the development of the project through its own 'Star Chamber' process. This last occurred on 1st June 2017

Detail of Proposed Gidea Park Scheme

The Gidea Park CCM proposals are illustrated on the attached general arrangement plans. These plans illustrate

- Areas of new and improved pavements in Station Road and Crossways
- taxi bays and parking bays in both roads
- the resurfacing, fencing and lighting of the existing alley way connecting to Upper Brentwood Road
- three new raised tables and two new zebra crossings, one in Balgores Lane and the other on Upper Brentwood Road
- improved landscaped areas at the junctions of Crossways and Balgores Lane, Carlton Road and Balgores lane, and Chalforde Gardens and Balgores Lane
- a new raised block paved pedestrian path in the station car park at the northern station entrance
- a 20MPH zone throughout the scheme

Materials would reflect the quality of recent Council investment in this locality, funded by the Local Implementation Plan and include the use of granite paving, granite planks, concrete paving slabs, bituminous surfacing, bound aggregate with tegula blocks, blister paving in granite or concrete and new street furniture (including seating, bins, cycle parking stands, bollards, new station car park fencing, new alleyway fencing, and new tree and shrub planting

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 by a decision of March 2014 in respect of the Crossrail Complementary Measures in the borough as specified in that application.

Accordingly, the works being approved and this decision relating only to a change in timing of certain work, the relevant authority is:

3.3 POWERS OF MEMBERS OF THE CORPORATE MANAGEMENT TEAM

General powers

(a) To take any steps necessary for proper management and administration of allocated portfolios.

With specific regard to the public advertisement of a 20mph zone, parking management changes, new and amended zebra crossings and new road humps;

(b) To exercise all the powers delegated to them personally, those powers delegated to relevant Assistant Director and Heads of Service and other staff members where circumstances require and so far as legally permissible. Exercise of such powers should be recorded where appropriate. Where possible, a CMT member should give notice to a relevant staff member that he or she intends to exercise a specified power that is delegated to that staff member.

Namely,

3.6.3 Assistant Director of Street Management

(r) To approve local highway management schemes in principle for public consultation.

STATEMENT OF THE REASONS FOR THE DECISION

Crossrail Complementary Measures is an important grant opportunity from which Havering and its partners could 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 in the borough.

This Non-key Executive Decision records a decision to deliver the Gidea Park Station works 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 Crossrail Complementary Measures funding stream for public realm improvements at outer London Crossrail stations.

Non-key Executive Decision

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

PRE-DECISION CONSULTATION

The Gidea Park CCM project has been the subject of extensive consultation with Crossrail Stakeholders since April 2016, including with Crossrail, Network Rail, Rail for London, TfL, London Buses, Havering's Street Management Service and Community Safety Service, emergency services and TfL Taxis.

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

Name: Robert Flindall

Designation: Economic Development Senior Projects and Programme Manager

Signature:

Date:

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 19th March 2014. The legal implications and risks associated with programme of works was taken into account in the Cabinet Decision of 2014 as set out there and will continue to apply.

- The executive decision relates to the remaining £838k that TfL are looking to release to the Borough following their internal board meeting on 4th July 2017.
- The £838k will be used by LB Havering to procure their term contractor (Marlborough) to construct the works at Gidea Park station that (Jacobs UK Ltd) have designed and taken through consultation alongside the borough. Officers will have satisfied that Marlborough were called off from an OJEU compliant Framework Agreement via a competitive procurement process.
- The plans for Gidea Park, include the raised tables (road humps) along with new zebra crossings and a large amount of repaving of the footways to create wider pedestrian areas, and promote walking to the stations.
- The current programme for Gidea Park is to begin construction in August this year, and complete works within this (17/18) financial year.
- The overall £4.1M covers all of the funding that TfL have allocated to LB Havering for the 3 stations (Romford, Harold Wood and Gidea Park). Both Romford and Harold Wood have both been through an executive decision.

Officers will need to seek approval and report all outcomes to the Highways Advisory

Non-key Executive Decision

Committee in the normal way. The proposals are shown on the general arrangement plans that are attached to this Executive Decision.

TfL Crossrail CCM Programme 2015/6 to 2018/9 Guidance 2014 states that TfL are working with boroughs, Crossrail Ltd, Network Rail and Rail for London to develop and deliver the schemes. CCM is aimed at making sure the benefits of the Elizabeth line - currently being constructed by Crossrail Ltd. - are felt by all who use the stations and their surrounding areas, not just those on the trains that pass through. It will include pedestrian, cycle, bus, safety, crime reduction and security benefits. An important measure for passengers will be their experience of the spaces outside the stations as they arrive and leave.

This collaborative working is reflected in a Memorandum of Understanding (MoU) for the development of Urban Realm and Transport Interchange at Crossrail Stations, which was agreed between Crossrail, Transport for London (TfL), Network Rail, Department for Transport (DfT), London Development Agency (LDA) and all local authorities on the Crossrail route.

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 £1.0m is earmarked for Gidea Park Station. TfL has released £0.112m from 2016/17 and an additional £0.050m from 2017/18 for fees associated with project development and consultation and more recently detailed design, leaving £0.538m 2017/18 and £0.300m 2018/19 to be drawn upon.

Pending the approval of this decision TfL will make available to the London Borough of Havering the 2017/18 allocation of £0.538m.

The delivery of work at Gidea Park Station would have no new funding implications for Havering, apart from the involvement of existing staff resources in Economic Development. Maintenance of the proposed works would be from existing budgets in Street Management.

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

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

There are no HR implications or risks, involving the Council or its workforce, that can be identified from the recommendations made in this report.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Crossrail Complementary Measures is an important grant opportunity that will contribute to the

Non-key Executive Decision

Council's 'Making a Greater London' 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.

This is largely a public realm related scheme that aims to improve the pedestrian experience in the vicinity of the station, a small amount of work that is being carried out in a privately owned car park to the northern side of the station. This element will provide a safe route for pedestrians when accessing the station from this side of the station.

Construction of raised tables at crossing locations and zebra crossings will create step free access when navigating the roads.

Drop off points and disabled bays will be provided to the front and rear of the station to assist with people with mobility issues wishing to use the station. Street furniture has been chosen that could be classed as user friendly by the use of armchairs rather than flat benches without arm rests.

This scheme has been subject to a robust workshop/consultation event that included Havering's Advice for the Disabled (HAD) and Havering's Sight Action group for people with sight impairment. In all instances these groups were fully consulted and their requests where possible have been included into the schemes detail.

Works to the interior of Gidea Park Station are being carried out by Crossrails contractor Costains. These works will see step free access to all platforms and the addition of lifts to enable station user's access to all platforms.

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

Crossrail Gidea Park Urban Integration Study – February 2014

Jacobs Public Consultation design workshops Report HAD and Sight Action Havering and Gidea Park District and Civic Society - August 2016

Further Jacobs Public Consultation report January 2017

Jacobs Gidea Park Station CCM Stage 1 Road Safety Audit with Design Organisation Responses – February 2017

Non-key Executive Decision

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: 28-6-17

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 29 JUNE 2017

Signed 