



## Notice of NON KEY decision by member of staff

<b>Subject Heading:</b>	Beam Park Station. Commissioning of Network Rail to undertake GRIP 3+ study.
<b>Cabinet Member:</b>	Councillor Robert Benham
<b>CMT Lead:</b>	Cynthia Griffin - <b>Group Director Culture and Community</b>
<b>Report Author and contact details:</b>	Christopher Barter Regeneration Team Leader Ext. 2614
<b>Policy context:</b>	Mayor's London Plan (2011) Mayors Transport Plan Mayor's London 2020 Vision London Riverside Opportunity Area Framework Havering Local Development Framework – Site Specific Allocation SSA11(2008) Rainham Compass Cabinet Report 2009
<b>Financial summary:</b>	Authorisation to commission Network Rail to undertake a "GRIP 3+" study for Beam Park Station on a single tender basis. Value of works currently proposed costed at £353,000.

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<b>Forward Plan entry number:</b>	
<b>Is this a Strategic Decision?</b>	No
<b>When should this matter be reviewed?</b>	
<b>Reviewing OSC:</b>	Towns and Communities

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This Executive Decision seeks authority to commission Network Rail to undertake a Governance of Railway Investment Projects (GRIP) 3+ study for a proposed new Beam Park Station on the basis of a single tender. Network Rail is the railway transport authority and as such all proposed changes to the Railway asset need to be approved by them. Only Network Rail is able approve and support investment projects in its role as Railway Statutory Undertaker. The services offered and the labour rates charges are defined and agreed by the Office of Rail Regulation.

Network Rail's costed proposal envisages a capital cost of £353,000 for the work. This will be funded by a £300,000 contribution from the S106 agreement from the Tesco Distribution Centre at Rainham and a £150,000 allocation for GRIP 3 and 4 works in the 2014/15 LIP Programme as approved through the Executive Decision for the LIP 2014/15 allocation by the Cabinet Members for Community Empowerment and Environment in September 2013.

**Part A**

**AUTHORITY UNDER WHICH DECISION IS MADE**

December 2009 Cabinet agreed

26 Authority for action

- a. That authority for action to implement the above recommendations (excluding land disposals) be delegated so far as necessary to the

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relevant Cabinet Member(s), in consultation with the Leader and the Lead Member for Housing , Public Protection and Regeneration and with the Cabinet Member for Finance and Commerce where expenditure is involved and that such decisions will be taken in accordance with the Council's Constitution.

- b) That authority be delegated to the relevant Lead Member in consultation with the lead member for Finance and Commerce to authorise commencement of tenders and award contracts to implement the recommendations in this report up to a value of £5 million.

- 27 The Group Director for Finance and Commerce be delegated authority to refine the financial arrangements after consultation with the Lead Member for Finance and Commerce to achieve the outcomes within the finance available as information becomes confirmed.

### **3.3 POWERS OF MEMBERS OF THE CORPORATE MANAGEMENT TEAM**

#### **Contract powers**

(a) To approve commencement of a tendering process for all contracts above a total contract value of £156,000.

(b) To award all contracts with a total contract value of between £156,000 and £5,000,000.

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

This Decision is necessary before commissioning Network Rail to undertake GRIP 3+ study for a new station at Beam Park

#### **DETAIL OF THE DECISION**

##### **Background**

A new station located at Beam Park between Rainham and Dagenham Dock stations on the Essex Thameside mainline is of vital importance to the delivery of sustainable economic growth and regeneration of the wider London Riverside Opportunity Area which is a long established priority area for regeneration in Government, London Mayor and local planning and regeneration strategies.

A new station would also provide improved access to jobs throughout the northern Thames Gateway area, the Isle of Dogs and central London for the large and relatively deprived existing communities between Dagenham Dock and Rainham that currently have poor access to public transport of any kind.

Subject to other connections being in place, there may be the potential for a Beam Park station to provide access to the job opportunities arising from the development of the DP World Gateway Port at Shellhaven and any future airport proposal to the east that is brought forward. There may also be scope for linkages to the proposed

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Crossrail 2 line if that is extended into East London.

Havering Council has taken on the formal role of Promoter of the new station and with TfL, the GLA, Department for Transport and other stakeholder partners, including the London Riverside Business Improvement District, are working to secure this key element of transport infrastructure.

### **The importance of the London Riverside area and a new station**

London Riverside remains the largest regeneration opportunity in the Thames Gateway London and the largest reservoir of brownfield land in London including, a substantial proportion of the GLA development land in London. The draft Opportunity Area Planning Framework identifies the potential to generate up to 16,000 new jobs and 26,000 new homes in London Riverside covering the south of Havering and Barking and Dagenham, with Beam Park Station acting as a catalyst for the delivery of a proportion of this development. Without a new station development densities will remain low with a commensurate effect on prospective commercial investment in the large GLA owned brownfield sites at Beam Park, Courier Road and Beam Reach 5 sites.

Havering Council has highlighted the importance of this station in its planning, transportation and regeneration strategies including the adopted Havering Local Development Framework and Site Specific Allocations (2008).

Most recently it is acknowledged as a key transport infrastructure component and development catalyst in the GLA London Riverside Opportunity Area Framework, the Mayor's Transport Plan and GLA / LBH and LBBB Planning Prospectus for Beam Park. TfL's Sub Regional Transport Plan Update (East) (2013) highlights the importance of a new station at Beam Park within a package of transport measures that will assist development. In 2009 the Council, the former London Thames Gateway Development Corporation and GLA (LDA) commissioned a 'Governance for Railway Investment Projects' - GRIP 3 study (Network Rail), a Railsys timetabling analysis and an Outline Business Case study (Hyder).

The conclusions from these studies were very positive particularly in terms of regeneration and sustainable economic growth. The technical studies concluded that the Beam Park station stops can be included without the need for additional rolling stock or infrastructure changes with only minimal timetabling adjustments and without abstracting passengers from Rainham or Dagenham Dock stations. Nor does the new station have any significant effect on freight services and will allow for future freight paths to/from Thames Gateway Port. Overall the new station would have a cost benefit ratio of 5:1

### **How Havering has taken this work forward**

Havering Council's role as Promoter of the new station has included high level officer discussions with TfL, GLA and DfT and these have gathered support and momentum for Beam Park Station and importantly seen its inclusion as a costed option in the Essex Thameside Franchise documents (2012).

The Council following discussion with Network Rail are moving ahead with the

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production of a GRIP 3 +, single option study, which will move the project to the detailed design and planning stage. A preferred option is to commission Network Rail to undertake the study in phases – the first being the completion of a Recommended Option Report, which will assess and select the most appropriate option that delivers the stakeholder's requirements, with enough supporting evidence to enable that recommendation, and clear identification of the work required to close out GRIP 3+. A costed proposal, legal agreement and programme has been received from Network Rail and has been reviewed.

### **What Network Rail will do**

Network Rail is the railway transport authority and as such all proposed changes to the Railway asset need to be approved by them. Only Network Rail is able approve and support investment projects in its role as Railway Statutory Undertaker. The services offered and the labour rates charges are defined and agreed by the Office of Rail Regulation.

If appointed, the Network Rail team will-

Review the existing option selection report

Produce a new Option Recommendation report

Refresh the Timetable modelling report previously supplied by Steer Davies Gleave

Refresh the Outline Business Case report previously supplied by Hyder Consulting

Procure surveys and design input to inform the option recommendation

Assist the council with stakeholder consultation of the recommended option

Produce a project Risk Register

Provide a high level Programme for the completed scheme

Produce a Cost Estimate for the recommended option

Produce a Stakeholder Management Plan

Make recommendations for further development of the project

NR PM Costs	£45,000
Consultant costs (to produce recommendation report)	£172,000
Surveys	£49,000
Timetable Modelling	£10,000
Update to capacity modelling	£25,000
Contingency	£34,000

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<b>Subtotal</b>	<b>£335,000</b>
NR Fee	£13,000
Industry risk fee	£5,000
<b>Total</b>	<b>£353,000</b>

**Proposed funding for the work**

Funding is proposed to be sourced through the S106 for the Tesco distribution centre on Beam Reach 5 which has a specific allocation of £300,000 to undertake this work (there is a further allocation of £200,000 dependant on the granting a future planning permission on the remaining Beam Reach 5 sites), and a LIP allocation for £150,000 in the 2014/15 Annual Spending Submission as approved by Members on 9<sup>th</sup> September this year.

December 2009 Cabinet agreed

26 Authority for action

- b. That authority for action to implement the above recommendations (excluding land disposals) be delegated so far as necessary to the relevant Cabinet Member(s), in consultation with the Leader and the Lead Member for Housing , Public Protection and Regeneration and with the Cabinet Member for Finance and Commerce where expenditure is involved and that such decisions will be taken in accordance with the Council's Constitution.
  
- b) That authority be delegated to the relevant Lead Member in consultation with the lead member for Finance and Commerce to authorise commencement of tenders and award contracts to implement the recommendations in this report up to a value of £5 million.

27 The Group Director for Finance and Commerce be delegated authority to refine the financial arrangements after consultation with the Lead Member for Finance and Commerce to achieve the outcomes within the finance available as information becomes confirmed.

The completion of the GRIP 3 work is a critical step in the preparation of funding bids and discussions with partners to bring in the substantial funding required to build the proposed new station.

**OTHER OPTIONS CONSIDERED AND REJECTED**

No other options have been considered.

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Should this Executive decision not be made at this time there may be insufficient time to complete the study before Feb 2014 as stipulated in the Tesco S106 agreement and this may jeopardise the funding available to complete the works and potentially the future delivery of a completed new station.

**CONSULTATION WITH INDIVIDUAL CABINET MEMBER  
OR CHAIRMAN OF RELEVANT COMMITTEE (if any)**

Councillor Robert Benham – Cabinet Member

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

Name: Christopher Barter  
Designation: Regeneration Team Leader

Signature:



Date: 15/10/13

**Part B**

**LEGAL IMPLICATIONS AND RISKS**

The services listed in the section “What Network Rail will do” at Part A of this report will be carried out under a Development Services Agreement which has been approved by the Monitoring Officer and his staff.

Approval is sought to award the proposed contract to Network Rail without the need for tendering under the exception set out at Rule 26 (b) of the Council’s Contract Procedure Rules as the services are of a specialist nature and require the approval of Network Rail.

**FINANCIAL IMPLICATIONS AND RISKS**

Funding of £450,000 has so far been allocated to this project, £300,000 S106 and £150,000 LIP, pending approval. The cost of this first phase will be £353,000. The works will be undertaken by Network Rail on the basis of a capped costs estimate which will not allow Network Rail to exceed the agreed budget without prior client

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approval.

The TfL LIP funding allocation for 2014/15 is subject to final confirmation from TfL and an internal Executive Decision. Should this funding not be available the shortfall will be accommodated through negotiating a reduction in the scope of the works.

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

There are no HR implications or risks arising directly as a result of this report.  
Geraldine Minchin, Strategic HR Business Partner

**EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

Primary and secondary research, technical studies and initial equality analysis show that the proposed infrastructure project to build a new station located at Beam Park between Rainham and Dagenham Dock stations on the Essex Thameside mainline will have a very positive long-term impact on local residents and commuters across all protected characteristics.

Currently, communities living in the large and relatively deprived area between Dagenham Dock and Rainham have poor access to public transport of any kind. The lack of public transport significantly reduces local resident's access to job opportunities and increases social and economic exclusion in the area. The building of a new station at Beam Park will not only provide local jobs for local people, but will also enable them to access jobs throughout the northern Thames Gateway area, the Isle of Dogs and Central London. It is therefore envisaged that the proposed infrastructure project will reduce economic and social exclusion, contribute to the regeneration of the wider London Riverside Opportunity Area and potentially deliver sustainable economic growth.

An Equality Analysis, design work and consultation will be carried out to ensure that Beam Park station complies with the required Health and Safety standards, accessibility and inclusive design requirements, and meets commuters' needs. Accessibility and inclusivity will be assessed at every stage of the project's progress and sub-projects will be subject to separate EAs, where required. Every effort will be made to minimise any potential temporary disruptions for local residents with protected characteristics.

Andreyana Ivanova, Diversity Advisor

**BACKGROUND PAPERS**



**Key Executive Decision by a member of staff**

Network Rail proposal

Network Rail Development Services Agreement

**Confirmation of decision**

I confirm that I have made this executive decision, in accordance with authority delegated to me under the Council's constitution and in compliance with the requirements of the Constitution.

Signed



Name:

Cynthia Griffin

Designation:

Group Director Culture Community  
and Economic  
Development

Date:

16/10/13

**Lodging this notice**

This notice should be delivered to the proper officer, currently the Democratic Services Manager via, Andy Beesley in the Town Hall.

Where the executive decision recorded in this notice has been made in accordance with the provisions of rule 16 of the Access to Information Procedure Rules (Special urgency), a copy of this notice should also be provided to the Leader's Office (in accordance with rule 17(c) of the Access to Information Procedure Rules). A copy of the written agreement obtained under rule 16 (c) should be attached to all copies of this notice.

For use by proper officer

I confirm that this notice was lodged with me on

16 October 2013

Signed



