1 Executive Summary

1.1 This report relates to the requirement to provision of £1,000,000 of Newham Community Infrastructure Levy (CIL) Funding to Transport for London (TfL) in order to enable the delivery of the Stratford Station Carpenters Estate Entrance as part of a wider delivery costs £9,000,000 supported by London Legacy Development Corporation (LLDC), TfL and the Mayor of London’s Strategic Investment Fund (SIF).

1.2 As the accountable body for overall funding, Transport for London (TfL) will procure and deliver the works, taking the delivery risk/ cost exposure on the project. LLDC and the London Borough of Newham would monitor the use of the grant, with funding drawn down in arrears at agreed milestones.

1.3 The proposed new entrance will create the delivery of a new entry point at ground level into the Stratford Regional Station, then onto the western concourse immediately adjacent to the Jubilee Line platforms. The need for the new entrance arises from existing, permitted and proposed developments on the Carpenters Estate, Pudding Mill Lane, the Southern Olympic Park, Stratford High Street and other areas to the south west of the station (and includes existing communities in the borough).

1.4 The proposed new entrance seeks to:
- Enhance connectivity and transport interchange
- Improve accessibility to Carpenters Estate for the benefit of residents
- Develop existing pedestrian environment by enhancing connectivity and
- Addressing pedestrian concerns regarding safety and make the prospect of
  locating business in this area more attractive
- Capitalise on the arrival of Crossrail at Stratford Station
- Provide a contrasting exit to the busy and commercialised shopping hubs
  which characterise all other exits to give a unique sense of arrival at this
  part of Stratford.

1.5 The new entrance will be constructed to link into the existing station structure.
It will contain four ticket gates and two ticket machines as well as appropriate
passenger information and signage requirements. The public entrance will be
direct, accessible, legible and safe. It will have a quality hard landscape at the
centre and planted edges, trees, seating and a timber fence on the perimeter.
There will be provision of cycle parking and provision of space for a retail
concession and a cash machine.

1.6 The proposed exit at Stratford Station currently forms an essential
maintenance and access point. It is the point of track access for the Jubilee
Line in the East which means all track maintenance must commence from
here. It requires a service yard to support the café/retail facilities, office and
staff space within the station.

1.7 The London Underground Limited car park will be reduced in size and number
of spaces decreased, but will continue to be monitored by a security hut. The
car park will also house a relocated refuse store and will require additional
security provision.

1.8 The project is almost all within London Underground Limited land with minor
street works on Newham Highways to integrate the space onto the public
highway and minor works on Network Rail land to provide car parking spaces.

1.9 Newham is a participant in the Stratford area regeneration, together with being
part of a collaborative working group including key stakeholders, Transport for
London (TfL) and the LLDC, contributing to the long term project and allocation
enabling station access from Carpenters estate.

2 Recommendations

2.1 For the reasons set out in the report and its appendices Cabinet is
recommended to:

2.1.1 Approve funding of £1,000,000 of CIL funds to Transport for London
to assist in the delivery of the Stratford Station Carpenters Estate
Entrance Project.

2.1.2 Agree the wider benefits to the community of the Carpenters Estate
Station entrance; and

2.1.3 Endorse the Councils continued involvement in this project

2.2 Cabinet is asked to Note:
Planning permission 16/00065/FUL for the Carpenters Estate Station entrance was granted by the London Legacy Development Corporation (LLDC) on 30 September 2016. As such, the planning permission must be implemented within 3 years.

3 Background

3.1 In 2014, a business case and feasibility study was commissioned by the Legacy Transport Group, which comprises representatives from LB Newham, TfL, DLR, LLDC, Network Rail, LB Tower Hamlets and borough stakeholders. The business case was subsequently endorsed by TfL.

3.2 The project has been a long standing LLDC and LB Newham regeneration ambition, and is one of 3 strategic station projects identified in the local area by TfL, the other two Bromley by Bow and Hackney Wick. A design has been developed which has planning permission (see 2.2).

3.3 LLDC have been leading and managing the project and would look to hand this over to London Underground Limited (LUL) once full funding is secured for LUL to do the detailed design and construction. It is recommended that LB Newham proceed with the provision of £1m funds as mentioned in 1.1 above to benefit the Carpenter’s residents and subsequent redevelopment of the Estate.

4 Key Considerations & Proposals

4.1 The wider Stratford area is undergoing significant change due to a substantial regeneration programme. This proposed project will promote connectivity along with transport integration/interchange presenting a way forward which is both financially viable and integrated with existing policy.

4.2 The main funding streams for this project are the result of successful bids and the outlined allocations are shown in Table 1 below:

<table>
<thead>
<tr>
<th>Funding Streams</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor of London’s Strategic Investment Fund (SIF)</td>
<td>£4m</td>
</tr>
<tr>
<td>Newham Council</td>
<td>£1m</td>
</tr>
<tr>
<td>LLDC S106/ CIL</td>
<td>£2.2m</td>
</tr>
<tr>
<td>TfL (loan) in lieu of LLDC S106 and CIL</td>
<td>£1.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£9m</strong></td>
</tr>
</tbody>
</table>

Table 1: Proposed Funding Allocations for New Stratford Station Entrance

4.3 LLDC has formally assigned funding from CIL and S106 contributions of £2.2 million and £4 million has been secured from the Strategic Investment Fund. It is proposed that LB Newham grants £1m towards the project cost which would complete the funding package and secure the project delivery. The grant is a maximum sum and not subject to any cost overruns and includes LB Newham’s contribution to LUL driver’s parking spaces

4.4 LLDC has fully funded the project costs to date (c. £600k) from S106 contributions and its Corporate Capital Budget.
For the construction work LLDC proposes that TfL applies to gap fund the remaining shortfall (c. £1.8m), or phases the lift delivery accordingly.

This proposal would see LLDC contributing £2.2m directly to the project (excluding £0.8m costs incurred to date) in addition to covering its own project monitoring fees and this includes a £60k contribution to the car park replacement costs. The works will be phased in the vicinity where the Carpenters Entrance will be delivered, ahead of the lift works.

In order for the internal circulation to be relieved in the Jubilee Line ticket hall, the current lift location acts as a ‘pinch point’ into the western subway and limits the degree of benefit that the new entrance provides – hence the need for relocation of the lift in order to allow the full width of the western subway to be utilised from the ticket hall.

Policy Implications & Corporate Priorities

The requirement for a new station entrance at this location has been identified in successive policy and planning documents including:

- Newham’s Core Strategy (2013)
- Newham Local Plan (2018)
- Stratford Metropolitan Masterplan (2011)
- LLDC Local Plan (2015)
- GLA Olympic Park Supplementary Planning Guidance (2012)

Enabling enhanced access to the ‘Strategic Site’ S06 Carpenters District was indicated in the Council’s Core Strategy albeit the Core Strategy has been withdrawn following the Full Council resolution to adopt the Local Plan (2018) on 10 December 2018.

The Local Plan (2018) establishes the strategic objectives of the Council which expressly, within INF1, refer to the investment in strategic transport infrastructure and the associated support given by the Council, this is further supported by the Infrastructure Delivery Plan (July 2018) which includes this project. The allocation of funding towards this project accords with the first type of infrastructure listed on the Regulation 123 (infrastructure) list.

Alternatives considered

The £1 million that has been identified for this project was secured specifically for infrastructure purposes within the London Borough of Newham. This limits the scope of how the money can be spent.

The proposal to allocate £1 million of funding to the Stratford Station Carpenters Estate Entrance represents good value for money because it forms part of a larger contribution that has been collected to deliver nearly £9 million worth of improvements to the station.

As set out in 6.2, the £1 million of funding forms part of a wider funding package for the project of £9 million. Without this funding there will be a shortfall of £1 million and there is a risk that the project will not be able to progress and the other funding sources will be lost.

Consultation
7.1 Consultation has been a vital factor in the development of the scheme options during the study and been central to securing agreement with Rail Operators, culminating with TfL’s ‘Station Capacity and Development Programme Board’ providing sign off agreement to a preferred ground floor South-Western Access option for Stratford Station, on 15th January 2014.

7.2 To help direct and inform the study a ‘Stratford Station Working Group’ was created which met bi-monthly to receive feedback on progress and feed input into the design options. The Stratford Station Working Group was made up of representatives from following key stakeholders groups:

- Carpenters Residents Group
- Carpenters Company
- Unex Group (Olympian Tower)
- 6th Form Academy
- University of East London
- Birkbeck College
- Stratford Centre
- London & Continental Railway
- Stratford Renaissance Partnership
- The International Quarter (TIQ) – Stratford City
- Taxi Association (Licensed Taxi Drivers Association)

7.3 All wider stakeholder groups were initially contacted via email and an electronic consultation information pack was sent to them with an invitation to meet in person to discuss proposals further. Where a response was not received stakeholders were attempted to be contacted via phone and further email requests. Through this process the following stakeholder consultation meetings were undertaken, with resultant actions and key feedback below.

7.4 When consulted, the Carpenters Residents Group were in favour of the proposal and suggested that an additional stairwell should be included within the Jupp Road Bridge design in order to access the High Street from Farthingale Walk. On further consultation Carpenters residents expressed a desire to see the station entrance delivered as quickly as possible.

8 Implications

8.1 Financial Implications

8.1.1. This report seeks approval to enter into an agreement with TfL to develop a new entrance for Stratford Station enabling access to the Carpenters Estate, where the Council’s contribution will be £1m funded from existing Community Infrastructure Levy (CIL) monies, which has been set aside for this purpose. A breakdown of the total £9m project costs and funding streams can be found in paragraph 4.2.

8.1.2. A new approach is being adopted to regenerate the estate and this project will encourage new opportunities for potential developers and investors.
8.1.3. A legal agreement will be drawn up detailing the cash flow arrangements ensuring the Council's funds are protected including a clause for a refund plus interest should the project not mature before September 2019.

8.1.4. Although this project is being commissioned and managed by TfL, it will be jointly monitored by the Council and LLDC and any issues highlighted and reported accordingly.

8.2 Legal Implications

8.2.1 This report requests that the Cabinet approve the allocation of Community Infrastructure Levy Funding as set out in paragraph [ ] of this report, such funds are to be put towards the development of the new Stratford station entrance from Carpenters Estate.

8.2.2 The legislation governing the development, adoption and administration of a Community Infrastructure Levy (CIL) is contained within the Planning Act (2008) and the Community Infrastructure Levy regulations 2010 (as amended) (CIL Regulations 2010). CIL may be used to help deliver infrastructure to support development in an area. The levy is charged on new development to fund the provision, improvement, replacement, operation or maintenance of infrastructure that addresses the demands that development places on an area (Regulation 59c).

8.2.3 CIL spend is governed by Part 7 of the CIL Regulations and for any financial period in which CIL receipts are received a report outlining CIL receipts and expenditure must be prepared and published on the Council website.

8.2.4 The London Borough of Newham Regulation 123 list dated 2014 is published on the Council's website. The officers and CIL allocation team correctly assess the funding allocation request as being within the "provision /improvement/replacement/ operation or maintenance of: Infrastructure within or enabling access to Strategic Sites".

8.2.5 The Local Plan (2018) establishes the strategic objectives of the Council which expressly, within INF1, refer to the investment in strategic transport infrastructure and the associated support given by the Council, this is further supported by the Infrastructure Delivery Plan (July 2018) which includes the project.

8.2.6 In this case, the allocation of the CIL funds have been evaluated by a clearance process and Head of Planning and Development has authorised that the proposed expenditure is in accordance with the CIL Regulations.

8.2.7 In recognition that the funds are to be transferred to an external body outside of the Council a funding agreement must be in place to ensure that the monies are spent in accordance with the relevant project and if not spent within a set time period then the money and interest should revert back to the Council.
8.3 **Equalities Implications**

8.4 The station improvements will provide more direct and safer connectivity through a previously inaccessible area of the station and will be delivered in accordance with DDA compliance requirements.

8.5 A wide range of stakeholder groups were consulted on this proposal and will continue to be involved as designs are developed.

8.6 **Other Implications relevant to this report:**

8.7 There is currently car parking on the site for LUL (London Underground Limited) employees and these would need to be relocated. The proposal from Newham is for 7 transferable business permits free to LUL for at least 15 years at Gibbins Road, however further clarifications are sought from LUL and LLDC in terms of contribution to permit cost and other suitable locations for any remaining spaces. Replacement parking spaces would be for the start (AM) and end (PM) of the day (shift).

8.8 This report has been presented to the London Stadium Safety Advisory Group and who will take the recommendation of this report into account in planning for any home match and event days. An Equality Impact Assessment (EqIA) will be carried out as part of the programme.

9 **Background Information used in the preparation of this report**

9.1 The use of £1m of Community Infrastructure Levy for the part funding of this project complies with the Council’s Community Infrastructure Levy Regulation 123 List, subject to the Council’s governance procedures.

9.2 As Transport for London are the agreed lead for this project, responsibility for the procurement of capital works lies with TfL and their contractors. The Council will however be required to draw up a funding contract with TfL, alongside other partners, in order to ensure specified deliverables and milestones are met and value for money is achieved.