

GREATER LONDON AUTHORITY

REQUEST FOR MAYORAL DECISION – MD2760

Royal Docks DLR Station – Programme Changes

Executive Summary:

MD2338 approved expenditure of £212.5m to realise the Royal Docks Enterprise Zone Delivery Plan in 2018. It also approved a delegation to the Executive Director of Housing and Land to approve the detailed spending plans for the related interventions. In line with this delegation, DD2297 approved expenditure proposals of up to £5.29m for proposals falling within the Delivery Plan's Place, Economy and connectivity strategic themes - including £3.75m for design work on six stations in the Royal Docks. The funding for the stations design work was to be paid to TfL. MD2464 provided Mayoral approval under section 120 of the GLA Act 1999, as the decision to award such grants must normally be taken by the Mayor.

Approval is now sought to revise the scope of the DLR station upgrades/improvements project as set out in MD2338 and DD2297, falling within the Delivery Plan's connectivity strategic theme, to bring improvement works forward; and, to reallocate the unused balance of £2.75m from the current approved budget of £3.75m.

Decision:

That the Mayor approves (subject to the endorsement of the Enterprise Zone Programme Board):

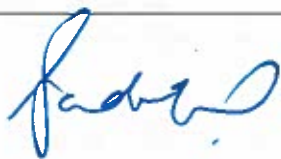
1. The revised scope of the DLR station upgrades/improvements project as set out in MD2338 and DD2297, falling within the Royal Docks Enterprise Zone Delivery Plan's connectivity strategic theme, to change the stations in the first phase of improvements as set out in this decision paper;
2. The reallocation of the unused balance within the £3.75m budget for detailed design and management of DLR improvements approved under DD2297 being reprioritised towards the four stations as set out in this decision paper, with any unspent element of such budget paid to TfL under section 120(1) of the GLA Act 1999 to be used in relation to costs incurred in or after financial year 2019-20; and
3. Delegate to the Executive Director for Housing & Land any further non-material amendments to the programme or allocations which may be necessary following consideration of the Enterprise Zone Programme Board on 3 March 2021.

Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Date:

23/2/21

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR

Decision required – supporting report

1. Introduction and background

- 1.1. MD2338 approved the Royal Docks Enterprise Zone Delivery Plan, which includes a section on Connectivity and the need to improve six stations in the Royal Docks (Royal Albert, Royal Victoria, Beckton Park, Gallions Reach, Pontoon Dock, and Canning Town). MD2338 delegated to the Executive Director for Housing & Land the detailed expenditure proposals relating to the investment to realise the Delivery Plan.
- 1.2. Under that delegation, DD2297 approved, among other things, in principle expenditure of £3.75m for design work on six stations in the Royal Docks. MD2464 secured Mayoral approval as the funding was provided as a capital grant which needed a formal decision from the Mayor under section 120 of the GLA Act.

2. Objectives and expected outcomes

- 2.1. The original £3.75m was paid to TfL in 2019/20 and work began on designs and options for the six station interventions. This was to inform subsequent capital investment from the Enterprise Zone budget (approved in principle by MD2338) of c£36m.
- 2.2. As the design and option work has progressed it has become clear that the original budget of £36m is inadequate to deliver all six stations. In addition, since the original identification of the six stations in the programme in 2018, there have been changes in the Royal Docks which justify a review of the programme.
- 2.3. Following a review with TfL and a prioritisation process (subject to endorsement by the Enterprise Zone Programme Board on 3 March 2021) it is proposed to reallocate the remaining money, as yet unspent by TfL, in the £3.75m allocation differently. So far, c£1m has been spent across the six stations. It is now intended to proceed to allocate the remaining c£2.75m funding to the following stations:
 - 2.3.1. Priority Station 1 – Pontoon Dock – this station directly supports the development of Silvertown Quays and is already facing capacity issues due to the development of Royal Wharf and Millet Place. New development at Silvertown Quays (completions from 2024) will add to this. Moving ahead with the improvement now will improve capacity, make the station ready for new development and support the wider improvements along North Woolwich Road.
 - 2.3.2. Priority Station 2 – Royal Victoria – a major gateway to the Royal Docks and to the new City Hall, these improvements are affordable and can be implemented quickly. The upgrade to this station will include new platform canopies, additional ticketing and Oyster facilities and new cycle parking. This will enhance the arrival point, improve the passenger experience and solve some operational issues.
 - 2.3.3. Priority Station 3 – Thames Wharf – this station was not within the original programme scope, but the proposal is to add in cost of design as it will unlock a major new development scheme including significant employment space. The investment proposed will allow the design to progress and TfL have secured a significant developer contribution from the Thameside West scheme to part-fund the station construction.
 - 2.3.4. Priority Station 4 – Canning Town – the original scope included wayfinding and improvements to step-free access. However, in further discussions with TfL it is evident that whilst these may provide some solution to the capacity issues at the station, they may not be the only answers. Consequently, the work to date will now be folded into a wider piece of work to agree a range of interventions at Canning Town. This will be a comprehensive review of the station to cope

with projected increases in demand from developments across the Royal Docks, Beckton and Custom House area.

- 2.4. The decision sought is for the reallocation of the remaining, previously approved £3.75m budget. It is not seeking approval for any further investment at this stage.
- 2.5. The broader objectives of the Royal Docks Delivery Plan are set out in MD2338. The expected outcome of this MD is to enable TfL to reprioritise the available funding to support four stations which will materially affect the redevelopment of the area. The impact of these stations is critical to the development success of the Royal Docks and the regeneration of the wider Enterprise Zone.
- 2.6. The reallocation of funding reflects the different funding constraints currently in place and also consider the changed forecasts for the eventual costs of the station projects.

3. Equality comments

- 3.1. There are a range of projects set out in this paper and they have slightly differing equality approaches given the varying degrees to which they could potentially impact on those with protected characteristics. Within the prioritisation process, specific focus was given to the impact of the proposals for each station and a score to reflect the potential impact on those with protected characteristics.
- 3.2. The station improvements prioritised include those which will enhance accessibility and improve access for those with protected characteristics. This is particularly the case at Pontoon Dock where improved access from the ground level to platforms will be included. This is important as the station sits on a viaduct and current access options are subject to capacity constraints.
- 3.3. The proposed investment in a feasibility report for Canning Town will look at how best to improve and enhance step-free access across the station. The work done to date on the options for improvements to step-free access will be included and assessed in the whole approach for the station.
- 3.4. The DLR improvements will see upgrades to various stations on the network. Those improvements are being designed by TfL and have the potential to impact on those with mobility issues. The TfL design process will include an assessment of that impact and ensuring that any positive impact is maximised. The improvements proposed are deemed to be likely to have a positive impact by providing better and more accessible stations.

4. Other considerations

Risks and issues

- 4.1. The key risk relating to this project is the need to ensure that the upgrades to stations are done in a timely manner to support increased use as the Enterprise Zone and the wider Royal Docks grows in terms of residents, businesses and tourism.

Links to Mayoral priorities

- 4.2. The improvements to DLR stations in the Royal Docks directly supports the Enterprise Zone which is a key priority for the Mayor of London, the Mayor of Newham and the London LEAP. The improvements are part of the EZ Delivery Plan approved in June 2018.
- 4.3. The improvement to the stations will also support the wider Mayoral Transport Strategy objectives to increase public transport use across London. The works to the stations align with other TfL investment in new DLR rolling stock.

- 4.4. The proposal includes the removal of some stations from the immediate programme. It is proposed that work is stopped on designs for Beckton Park, Royal Albert and Gallions Reach. This selection has been reached following a prioritisation process and an assessment on the impact of stopping the projects on passengers, the operation of the DLR network, the development of the Enterprise Zone and the available budget.

5. Financial comments

- 5.1. The decision is seeking approval to reprioritise the balance on a capital grant paid to TfL in 2019-20 for design and improvement of the DLR stations. The amount to be reprioritised is approximately £2.75m, which is the unspent balance from the total grant of £3.75m paid to TfL as approved via MD2464. The approval is required for the balance of the grant (circa £2.75m) to be reallocated to the costs of improvements to four stations, as outlined in paragraph 2.3 above.
- 5.2. The requested change resulted from a review and prioritisation of the programme. An assessment of the impact on the programme budget was also considered as part of the prioritisation process.

6. Legal comments

- 6.1. Sections 1 to 4 of this report indicate that the decision to revise the scope of the DLR station upgrades/improvements project as set out in MD2338 and DD2297 concerns the exercise of the GLA's general powers, falling within the GLA's statutory powers to do such things considered to further or which are facilitative of, conducive or incidental to the promotion of economic development and wealth creation, social development or the promotion of the improvement of the environment, in Greater London.
- 6.2. In implementing the proposals in respect of which a decision is sought, officers should comply with the GLA's related statutory duties to:
- 6.2.1. Pay due regard to the principle that there should be equality of opportunity for all people;
 - 6.2.2. Consider how the proposals will promote the improvement of health of persons, health inequalities between persons and to contribute towards the achievement of sustainable development in the United Kingdom; and
 - 6.2.3. Consult with appropriate bodies.
- 6.3. It is proposed that the remaining unspent element of the £3.75m of capital grant, previously approved under MD2464, is to be used by TfL in relation to its transport functions. The foregoing sections of this report indicate that the decision requested of the Mayor in relation to the £3.75m capital grant falls within the statutory power of the GLA under section 120 of the GLA Act to "pay grants towards meeting capital expenditure incurred or to be incurred by a functional body for the purposes of, or in connection with, the discharge of the functions of that body."
- 6.4. Section 120(3) of the GLA Act provides that: "A grant under this section must not be made subject to any limitation in respect of the capital expenditure which it may be applied towards meeting".
- 6.5. If the Mayor is minded to approve the recommendations in respect of which a decision is sought, officers must ensure that the GLA documents the amended arrangements with TfL, which will contribute towards TfL's capital costs in the related discharge of its functions.
- 6.6. In taking the decision requested of him, the Mayor must have due regard to the Public Sector Equality Duty, namely the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010, and to advance equality of opportunity between persons who share a relevant protected characteristic (race, disability, gender, age, sexual orientation, religion or belief, pregnancy and maternity and gender reassignment) and persons who do not share it and foster

good relations between persons who share a relevant protected characteristic and persons who do not share it (section 149 of the Equality Act 2010). To this end, the Mayor should have particular regard to section 3 (above) of this report.

7. Planned delivery approach and next steps

Activity	Timeline
Mayoral Decision	February 2021
Revised Funding Agreement with TfL	March 2021
Commence design works	April 2021
Contract signed for Royal Victoria works	Early 2022

Appendices and supporting papers:

None.

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 - Deferral

Is the publication of Part 1 of this approval to be deferred? NO

Part 2 - Sensitive information

Is there a part 2 form - NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to
confirm the
following (✓)

Drafting officer:

Paul Creed has drafted this report in accordance with GLA procedures and confirms the following: ✓

Sponsoring Director:

Rickardo Hyatt has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities. ✓

Mayoral Adviser:

Tom Copley has been consulted about the proposal and agrees the recommendations. ✓

Advice:

The Finance and Legal teams have commented on this proposal.

Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 15 February 2021.

EXECUTIVE DIRECTOR, RESOURCES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature

D. Gove

Date

17 February 2021

CHIEF OF STAFF:

I am satisfied that this is an appropriate request to be submitted to the Mayor

Signature

D. Bellamy

Date

15 February 2021