

GREATER LONDON AUTHORITY

REQUEST FOR MAYORAL DECISION – MD2988

Title: Transfer of funding to Transport for London for Leyton London Underground Station concept design work

Executive summary:

Transport for London (TfL) is developing a project to increase capacity and provide step-free access at Leyton London Underground Station (Leyton Station), in collaboration with the London Borough of Waltham Forest (LBWF). However, the impact of the Covid-19 pandemic on TfL's finances mean it is currently unable to commit further funding toward enhancement schemes. This decision requests the Mayor to approve a revenue grant of £500,000 to TfL, under section 121 of the Greater London Authority (GLA) Act 1999 (GLA Act), to enable completion of concept design work, currently under way, for the Leyton Station project. This would allow TfL to establish a firm programme and a cost estimate for the detailed design and construction of the project, to inform further funding discussions in Winter 2022-23.

Decision:

That the Mayor approves the transfer of £500,000 of funding to TfL in 2022-23 for the purpose of completing concept design work for the upgrade of Leyton Station, by means of a revenue grant to TfL made pursuant to section 121 of the GLA Act.

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:

31/5/22

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

Decision required – supporting report

1. Introduction and background

- 1.1. TfL has been developing a project at Leyton Station. This project intends to deliver both an increase in capacity at the station and step-free access between the street and platforms.
- 1.2. In March 2020, the LBWF and TfL were positioned to enter into a funding agreement to deliver the upgrade of the station. However, the onset of the pandemic and resultant restrictions significantly impacted TfL's finances and its ability to commit funding to enhancement projects, including Leyton Station.
- 1.3. TfL paused all design work in Spring 2021 as part of a general cessation of non-essential activities during the pandemic, at a time when many TfL staff were furloughed. Design work on the project restarted in October 2021 using TfL funding.
- 1.4. With no long-term financial settlement yet confirmed from the government, TfL is unable to fund the concept design work beyond the end of March 2022. In the absence of third-party funding, this will result in the demobilisation of the TfL project team and the associated loss of knowledge on the project. Not completing the concept design now would result in significant additional costs in the future should development work for the project be restarted.
- 1.5. The proposed funding of £0.5m from the GLA would be paid to TfL to enable completion of the concept design for the station. This would then enable a firm programme and a cost estimate for detailed design and construction of the scheme to be confirmed, to inform further funding discussions amongst the project stakeholders in winter 2022-23.

2. Objectives and expected outcomes

- 2.1. The proposed upgrade to Leyton Station would deliver the following objectives:
 - future-proof passenger capacity up to 2041, with provision for a 30 per cent increase in demand (to accommodate population growth) from the significant development plans in Leyton over the next 15 years
 - improve the station's operation during peak periods, reducing the risk of overcrowding on platforms and at street level on Leyton High Road and the resultant potential for station closures
 - introduce lifts from platforms to ticket hall/street level, enabling step-free access at the station for the first time.
- 2.2. These direct objectives would in turn support housing and employment growth in the local area. Leyton is the largest housing and economic growth area in Waltham Forest; the LBWF's new Local Plan identifies roughly 7,000 new homes under construction, or in the pipeline, within one kilometre of the underground station.
- 2.3. Without accessible public transport with sufficient capacity to meet demand, there is a risk that fewer homes will be brought forward, and that residents will be disincentivised from travelling by public transport.
- 2.4. The GLA funding will enable TfL to complete concept design. It will enable the confirmation of a firm programme and cost estimate, for detailed design and construction, to inform further funding discussions in Winter 2022-23. It will enable associated surveys, intrusive investigations and procurement activity in support of this firm cost and programme.

3. Equality comments

- 3.1. Under section 149 of the Equality Act 2010, as a public authority the Mayor is subject to a public sector equality duty and must have 'due regard' to the need to:
- eliminate discrimination, harassment and victimisation
 - advance equality of opportunity between people who share a relevant protected characteristic and those who do not
 - foster good relations between people who share a protected characteristic and those who do not.
- 3.2. TfL is subject to the same legal duties under section 149.
- 3.3. The duty involves having appropriate regard to these matters as they apply in the circumstances, including having regard to the need to: remove or minimise any disadvantage suffered by those who share a protected characteristic or are connected to a protected characteristic; take steps to meet the different needs of such people; and encourage them to participate in public life or in any other activity where their participation is disproportionately low. This can involve treating people with a protected characteristic more favourably than those without a protected characteristic. Relevant protected characteristics under section 149 of the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- 3.4. By providing accessible travel the station upgrade project, if delivered, will directly support improvements for multiple groups with protected characteristics.
- 3.5. TfL has produced an Equalities Impact Assessment (EqIA) for the project, included here as Appendix A. The EqIA highlights that the station upgrade will vastly improve the experience for older and disabled customers. At present the station does not provide an accessible entrance or exit point to the network for passengers because of the large number of stairs one must navigate to reach the platforms, and the absence of lifts. The upgrade project will remove this barrier to travel. The improvements to capacity, signage, lighting and other facilities will also benefit customers with impairments, as well as those with other protected characteristics.

4. Other considerations

Links to Mayoral strategies and priorities

- 4.1. Delivery of step-free access directly supports the Mayor's Transport Strategy (MTS) which sets out that "the Mayor's longer-term aim is for the majority of the Tube network to be step-free".
- 4.2. The MTS also sets out the importance of delivering capacity enhancements and the role of public transport in enabling active travel rather than car trips.
- 4.3. As detailed above the project also supports the Mayor's objectives for housing delivery.

Key risks

- 4.4. The key risk from a delivery perspective is that the project does not yet have committed funding. The estimated cost for delivery is circa £20m, with the LBWF having offered £9m in funding. A discussion is ongoing around the remaining funding needed. The concept design work enabled by this mayoral decision will inform that process by developing the station design; and enabling a better understanding of construction logistics and the final cost of the project. There is a risk that if the project does not proceed the GLA will have invested £0.5m with no return, although it is reasonable to assume that step-free access will be delivered at some point in the future.

Conflicts of interest

- 4.5. There are no conflicts of interest to note for those involved in drafting or clearing this decision.

5. Financial comments

- 5.1. A budget provision of £500,000 has been earmarked within the GLA's approved revenue budget for 2022-23 for this proposal (as approved by MD2969), and held within the GLA's Transport, Infrastructure and Connectivity Unit. The proposed revenue expenditure will be administered to TfL as a section 121 grant transfer, in line with section 121 (1) of the GLA Act.

6. Legal comments

- 6.1. This decision form seeks approval of a £500,000 revenue grant from the GLA to TfL pursuant to section 121(1) of the GLA Act. It should be noted that, in accordance with section 121(3) of the GLA Act, no conditions may be imposed upon TfL's use of the grant, other than that the grant must not be used for capital expenditure. Furthermore, in accordance with section 121(4) of the GLA Act, TfL must apply the grant towards meeting revenue expenditure for the purposes of or in connection with the discharge of its functions.
- 6.2. The restrictions imposed by section 31 of the GLA Act applies to the use of the GLA's general powers in section 30. Section 121 is a separate power, not subject to the section 31 restriction, for the GLA to pay grants to TfL for the purpose of or in connection with TfL's functions.

7. Planned delivery approach and next steps

Activity	Timeline
GLA funding approval	May 2022
Contract completion for feasibility and concept development	June 2022
Issue variation to complete concept design	June 2022
Text of funding agreement between TfL and LBWF agreed	August 2022
Completion of concept design	August 2022
Completion of enabling works on site (GLA-funded)	September 2022
Completion of preparation of documentation for a full planning application	October 2022
<i>From this point on, the project relies on funding being in place</i>	
Detailed design contract let	August 2023
Detailed design	August 2023 - February 2024
Build	April 2023 - July 2026

Appendices and supporting papers:

- Appendix A: TfL Equality Impact Assessment (EqIA) form

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

Only the facts or advice that would be exempt from disclosure under the FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to
confirm the
following (✓)

Drafting officer:

Sam Barnard has drafted this report in accordance with GLA procedures and confirms the following:

✓

Sponsoring Director:

Phil Graham has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.

✓

Mayoral Adviser:

Seb Dance 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 23 May 2022

EXECUTIVE DIRECTOR, RESOURCES:

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

Signature

D. Gove

Date: 30/05/22

CHIEF OF STAFF:

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

Signature

D. Bellamy

Date 23/05/22

