

Report for:	Cabinet 17 March 2015	Item Number:	
Title:	Financial contribution to Stratford, Tottenham, Angel Road [STAR] rail scheme		
Report Authorised by:	Lyn Garner, Director, Regeneration, Planning and Development		
Lead Officer:	Malcolm Smith, Team Leader, Transportation Planning		
Ward(s) affected: Northumberland Park, Tottenham Hale Tottenham Green		Report for Key/Non Key Decisions: Key	

1. Describe the issue under consideration

1.1 The Council has been working with partners Network Rail, Transport for London, GLA and LB Enfield to enhance rail capacity between Stratford, Tottenham and Angel Road [STAR scheme] over some years. The project would deliver a 3rd track between Tottenham Hale and Angel Road with associated platform works, closure of the level crossing and a new footbridge and station lifts at Northumberland Park station. This would deliver a much higher level of service at Northumberland Park station with services doubling in the peak periods and even greater improvements in the off peak and weekend services. We are now at a critical stage with a funding package needing to be agreed to enable Network Rail to progress the scheme through the next stages for delivery of the scheme by early 2018.

1.2 The scheme allows for passive provision for a 4th track between Tottenham Hale and Broxbourne which is an essential precursor to the multi £bn Crossrail 2 planned between NE and SW London.

1.3 The cost of delivering STAR is estimated by Network Rail at £122m. A funding package is being developed with contributions from Network Rail, GLA, LEP, TfL and Haringey and Enfield. The Council along with LB Enfield is being requested by GLA to contribute £500,000 in total. We are therefore seeking to contribute £250,000. LB Enfield has committed to contributing £250,000.



Haringey Council

1.4 The GLA's Investment and Performance Board takes place on 19 March. The GLA are seeking a commitment from Haringey to contribute £250,000. It is likely the Council will need to make its contribution in June 2015.

2. Cabinet Member introduction

2.1 Investment in transport infrastructure is crucial to delivery of our emerging regeneration plans for North Tottenham. The much greater access to rail services which the 3rd tracking would enable will provide local people with easier access to jobs in Stratford, Docklands and to the Upper Lea Valley. The new higher frequency services will also underpin Council's work in Northumberland Park and North Tottenham and the planned growth in housing and jobs set out in the Tottenham Area Action Plan and the Tottenham Strategic Regeneration Framework.

2.2 Three tracking between Tottenham Hale and Angel Road is but a starting point for even greater level of investment to give a step change in service frequency, speed and reliability which is desperately needed for this line.

3. Recommendations

That Cabinet approves a financial contribution of £250,000 to the STAR scheme to be funded from the Community Infrastructure and Growth Reserve.

4. Alternative options considered

4.1 The West Anglia main line is at capacity in peak periods. The investment in a third track is the only feasible way of enhancing local rail services to meet the current and emerging needs for improved accessibility for North Tottenham.

4.2 The Council has consistently supported and campaigned for improvements to rail services on this line, most recently in its response to Network Rail's Anglia Route study consultation and in Local Plan Strategic Policy SP7.

5. Background information

5.1 Currently there are local services stopping at Northumberland Park operating from Broxbourne to Stratford. Two trains per hour stop in peak periods but drops to one per hour in off peak and on Saturday with none at all on Sunday. The Mayor has committed to supporting a "turn up and go" service frequency of at least 4 trains per hour during the week at all stations in London. Clearly current services fall a long way short of this



and the issue is even more important for LB Enfield as Angel Road has even fewer services than Northumberland Park.

- 5.2 Investment in the rail service can have significant economic benefits. LB Enfield commissioned a study to calculate the economic benefit from investment in the Upper Lee Valley. Oxford Economics estimated at additional £10.7bn gross value to the London economy from the projected growth. The study identified enhancing the West Anglia main line as one of the key components in unlocking this growth.
- 5.3 We are currently consulting on Tottenham Area Action Plan. The AAP provides for major new housing development aimed at delivering a further 10,000 new homes. It also makes provision to deliver substantial employment growth creating 5,000 new jobs. The Plan recognises the importance of investment in the West Anglia line in achieving these goals.
- 5.4 Network Rail included enhancements to capacity on the West Anglia main line, south of Tottenham Hale to allow higher service frequency to Stratford in its Strategic Business Plan published in January 2013. This investment is planned to be delivered in Control Period 5 between 2014 and 2019. However, the section of three tracking to the north of Tottenham Hale station to Angel Road has always been included as a proposal to be funded by third parties. In summary the proposals for three tracking are:
- A third track from Coppermill Junction to the south of Tottenham Hale to Angel Road on the east side of the current 2 tracks.
 - New platforms at Tottenham Hale [already being delivered as part of the works to increase capacity and create a fully accessible station] and at Northumberland Park and Angel Road [LB Enfield are investigating the feasibility of a relocated station to the south of the North Circular Road to better link with Meridian Water]
 - Closure of the level crossing at Northumberland Park to vehicle traffic. A new accessible footbridge and lifts would be provided to make the station fully accessible.
 - Passive provision for 4 tracking in the future which will allow potential Crossrail 2 services to operate along the West Anglia main line
- 5.5 Network Rail estimates the 3 tracking including station works and new pedestrian footbridge at Northumberland Park at £122m. This assumes Angel Road station remains in its current location but is made fully accessible. Network Rail are committed to funding the core section from south of Tottenham Hale to Tottenham Hale at a cost of £73m. For the section from Tottenham Hale to Angel Road this is costed at £49.1m plus £3 – 6m Network Rail fee fund incurred for works funded by third parties making the total cost £55.1m. The funding package is currently made up as follows:

LEP Growing Places funding Network Rail	£25m
Network Rail funds for 4 tracking provision [TBC]	£5.2m
LEP Growing Places reallocation from Queens Road roundabout [TBC]	£5.7m
Boroughs [Enfield and Haringey][TBC]	£0.5m
Network Rail fee fund removal [TBC]	£3m



Balance to be funded [sources to be identified] £15.7m

- 5.6 Although funding from other partners is yet to be committed it is essential that the Council commits to making its contribution of £250,000 prior to the GLA Investment and Performance Board which will ratify Growing Place Funding and the transfer of this funding to TfL. It is also needed to provide confidence to Network Rail that a full funding package involving all partners is expected to be forthcoming. The Council's financial commitment forms only a very small proportion at just 0.2% of the overall investment, representing an excellent deal for the Council given the value the additional rail services at Northumberland Park to supporting regeneration in North Tottenham and the wider Upper Lea Valley.
- 5.7 Assuming the approvals are put in place Network Rail is expecting to deliver 3 tracking by late 2017 for commencement with the May 2018 timetable. Passive provision has been made in the scheme design for a 4th track which is an essential precursor to Crossrail 2, a £27bn project which could provide new rail services between North East and South West London. Northumberland Park and Tottenham Hale could therefore be served in the longer term by CR2 trains, as well as Seven Sisters, Turnpike Lane and Alexandra Palace.

6. Comments of the Chief Finance Officer and financial implications

- 6.1 As no budget is currently identified for this expenditure it will be necessary to allocate a new capital budget in 2015/16 funded from the Community Infrastructure and Growth Reserve.
- 6.2 It is likely that the funding will need to be provided in the summer of 2015. However, the Council will only make a contribution once it is confirmed that the full funding package is in place.
- 6.3 The 3 tracking proposal has the potential to provide significant financial benefit to the Council as it will facilitate housing and business growth which in turn will lead to increased Council Tax and Business Rates receipts, sources of funding that the Council is becoming more dependent on as Government grant reduces.

7. Head of Legal Services and legal implications

- 7.1 The Assistant Director of Corporate Governance has been consulted on the content of this report and makes the following comment.
- 7.2 There are no immediate legal implications although implementation will give rise to the need to put in place all relevant and necessary consents.

8. Equalities and Community Cohesion Comments

- 8.1 The station works at Northumberland Park and Tottenham Hale will create fully accessible stations at both locations. Lifts and ramped accesses are to be delivered as part of the 3 tracking project. The current poor inaccessible footbridge at Northumberland Park will be removed and replaced by a ramped footbridge.

9. Head of Procurement Comments

N/A

10. Policy Implication

- 10.1 The scheme supports the delivery of Tottenham Area Action Plan. Investment in West Anglia line is a key element of Strategic Policies in our Local Plan.

11. Reasons for Decision

- 11.1 The Council is being requested to contribute £250,000 towards an overall investment package of £122m to deliver 3 tracks between Tottenham Hale and Angel Road with associated station works and closure of the level crossing and construction of a new accessible footbridge at Northumberland Park. The works will allow a greatly improved level of service at Northumberland Park with a “turn up a go” frequency of 4 trains per hour. It is likely the Council will need to make this contribution in June 2015.

12. Use of Appendices

None

13. Local Government (Access to Information) Act 1985

- 13.1 The following documents were used for this report:
- Network Rail GRIP3 financial summary table February 2015
 - Local Plan Strategic Policies
 - Draft Tottenham Area Action Plan February 2015
 - Network Rail draft Anglia Route Study November 2014
 - Council response to draft Anglia Route Study February 2015