

NOTICE OF MEETING

Cabinet Member Signing

THURSDAY, 26TH JULY, 2012 at 10:30 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillor Kober (Leader of the Council)

AGENDA

1. URGENT BUSINESS

The Leader/Cabinet Member will notify any items of business which it has decided to take as urgent.

2. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct.

3. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS

To consider any requests received in accordance with Standing Orders.

4. WOOD GREEN - TRANSPORT FOR LONDON MAJOR SCHEME AND GREEN LANES - OUTER LONDON FUND: ARCHITECTURAL DESIGN TEAM APPOINTMENT (PAGES 1 - 6)

(Report of the Director of Place and Sustainability): To appoint an architectural design team for the development of two major public realm improvements schemes in Wood Green and the Green Lanes area.

5. EXCLUSION OF THE PRESS AND PUBLIC

That as the following item contains information classified as exempt under Schedule 12A of the Local Government Act 1972 as amended, which related to the amount of expenditure proposed to be incurred by the Local Authority and information relating to the financial and business affairs of individuals, the press and public should be excluded for the remainder of the meeting.

6. WOOD GREEN - TRANSPORT FOR LONDON MAJOR SCHEME AND GREEN LANES - OUTER LONDON FUND (PAGES 7 - 14)

To consider exempt information pertaining to item 4.

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| Report for: | Leader of the Council 26 July 2012 | Item number | 001 |
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| Title: | Wood Green - Transport for London Major Scheme and Green Lanes - Outer London Fund: Architectural Design Team Appointment |
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| Report authorised by : | Lyn Garner - Director of Place and Sustainability |
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| Lead Officer: | Joan Hancox 0208 489 1777 Joan.hancox@haringey.gov.uk Stephen Jones 020 8489 1040 stephen.jones@haringey.gov.uk |
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| Ward(s) affected: | Report for Key/Non Key Decision: |
| Noel Park, West Green, Woodside and Harringay | Key decision |

1. Describe the issue under consideration

- 1.1 Single Frontline is seeking a decision under from the Leader of the Council to appoint an architectural design team for the development of two major public realm improvement schemes in the Wood Green and Green Lanes area. This is because the procurement timescale to appoint the design team does not align with Cabinet meetings and a delay in the decision could present major risk for the funding for the delivery of this work.

2. Introduction

- 2.1 The two projects provide Haringey with a unique opportunity to improve the public realm and economic viability of these shopping areas for the benefit of residents, businesses and visitors. Priority will be given to improve the attractiveness and accessibility of the locations, with particular emphasis on cycling, walking and road safety.

- 2.2 Wood Green Town Centre has metropolitan status and this investment is much needed to ensure it can maintain this status and compete with Brent Cross and Stratford as a destination for shoppers and visitors.
- 2.3 Outer London Funding awarded for Green Lanes was secured by the Green Lanes Strategy Group, which is predominately made up of local traders and resident groups. This group reflects the support of the local community for improvements to the area.
- 2.4 Through Liaison with the GLA, TfL and the Haringey Council Construction Procurement Group it was decided to use the London Development Agency (now within the Greater London Authority) "Architecture, Landscape and Urban Design" (ALU) framework to appoint a design team, which contains 22 architectural practices that specialise in disciplines to deliver the required services.
- 2.5 The tender process concluded with details of the tenders being received as set out in Part B (Exempt) paragraph 2.1 in Appendix 3.

3. Recommendations

- 3.1 It is recommended that the Leader of the Council approves the appointment of the Consultant set out in Part B (Exempt) Paragraph 8.1 in Appendix 3 to this report.
- 3.2 Further information regarding the above recommendation is included as set out in Part B (Exempt) Appendix 3.

4. Other options considered

- 4.1 Alternative options considered were to deliver the schemes via the in-house Haringey Council highways engineering team, however this option is not recommended because of insufficient resource to deliver schemes of this scale and Part B (Exempt) paragraph 4.2 in Appendix 1.

5 Background Information

- 5.1 The schemes listed below have a combined value of £7.2m, which are broken down as shown below:
 - Wood Green Town Centre – TfL Major Scheme = £4.2m
Public Realm and Highways Infrastructure improvements
 - Green Lanes – Outer London Fund Round 2 = £1.8m
Public Realm, Shop Fronts and Railway Bridge improvements
 - Green Lanes – TfL Corridor Scheme = £1.2m
Public Realm and Highways Infrastructure improvements

- 5.2 Wood Green Town Centre (£4.2m) is funded through TfL's Major Schemes programme and requires Haringey Council to pass through a number of gateways to secure the full funding package. A budget of up to £1m is available this financial year to undertake feasibility studies, commission the design team to develop the scheme design and undertake consultation with all stakeholders. Any anticipated underspend will be reprofiled to the next financial year, when, subject to TfL approval for the full funding package, implementation will be undertaken.
- 5.3 Funding for the Green Lanes schemes is provided from two funding streams. Corridor funding of £1.2m has been secured through the Local Implementation Plan (LIP) and the funding of £1.8m is from the Outer London Funding Round 2 (OLF2).
- 5.4 It is a recommendation of the scheme funding providers (TfL and the GLA) to appoint one architectural design team for the above schemes to ensure a holistic approach and continuity of high quality design throughout.
- 5.6 The designs developed by the architectural design team will be subject to consultation and Cabinet approval if necessary prior to implementation of the Wood Green and Green Lanes schemes.
- 5.7 The tender documents were sent to 22 various architectural practices on the London Development Agency "Architecture, Landscape and Urban Design" (ALU) framework on 10 May 2012. There was a 3 week tender period and the tenders were returned on 1 June 2012. Following that, there was an evaluation day on 11 June 2012 and a clarification interview day on 15 June 2012.
- 5.8 The cost submitted by the recommended Consultant for the whole portfolio is included in Part B Appendix 1 (Exempt).
- 5.9 Value for money and a confirmation of whether the bid is competitive has been measured by comparison of a recent commission from the GLA Framework. The fee rates from the current tender response compared to a recent similar commission through the LDA ALU framework is shown in Part B Appendix 2 (Exempt).
- 5.10 Competency of the recommended consultants has been tested by an evaluation panel of 6, which included 2 staff from LBH Neighbourhood Services, 1 from Design for London, 1 from Transport for London and 2 members of the Green Lanes Strategy Group; one representing local business and one representing local residents. The panel have also conducted a face to face interview with the consultants.
- 5.11 The Wood Green and Green Lanes projects are monitored in line with the Council's Project Management guidance. A Project Board has been established to monitor project progress, to ensure risks to the projects

are discussed and any changes formally agreed. A risk register for each project as already been drawn up as part of the Project Initiation process. The Wood Green/Green Lanes Project Board reports up to the Place Board chaired by Lyn Garner.

- 5.12 Haringey Council have assigned a Client Project Manager for the Wood Green Major scheme and the Green Lanes Corridor (TfL funded) scheme, who has extensive successful experience of the delivery of these types of schemes. At present a Project Manager for the Green Lanes OLF scheme is not assigned, but the budget holder within the LBH Economic Development will be the focal point and lead contact; and will be supported by a staff member of the LBH Physical Regeneration team for the shop fronts. Staff from the LBH Sustainable Transport Group are available for advice on the highways civil engineering elements.
- 5.13 In addition to the design team commission, LBH are also commissioning a Quantity Surveyor (QS) who will be responsible for costing the projects and also assisting in the definition of the contracting procurement process (for construction etc). Reports will be submitted by the QS in conjunction with the design team and LBH officers on a regular basis.
- 5.14 Upon confirmation of the commission of the design team, an initial "commissioning" meeting will be held. At the start of the project there will be a sessions to formalise the process and procedure outlined in the tender documents and ensure there is a clear understanding of the roles and responsibilities of the different organisations. This will be the first project that the Council has undertaken where there will be a collaboration between the LBH Sustainable Transport Group and an external architect in the development of a design through to a detailed level. Although this process will be iterative it is important that the roles and responsibilities are clearly set out from the start. The roles and responsibilities within the architects team have been illustrated through the submission of their governance structure diagram, which is shown in Appendix 4.

6. Comments of the Chief Financial Officer and Financial Implications

- 6.1 The schemes outlined in this report are wholly externally funded by Transport for London and the Greater London Authority. Thus the total cost of the design contract can be met from this funding, with no direct impact on Council funded budgets. As the schemes progress, the costs will be monitored in line with all other Council capital projects to ensure that costs do not exceed the funding available and lead to a call on Council resources.

7. Head of Legal Services and Legal Implications

- 7.1 The Head of Legal Services notes the contents of the report.

- 7.2 The report seeks the Leader of the Council's approval to award the contract to the Consultant named in Part B (Exempt) Paragraph 8.1 Appendix 3 to this report and as recommended in paragraph 3 above of this report.
- 7.3 The award to which this recommendation relates was procured following the running a mini-tender off the ALU framework established by the LDA (now within the Greater London Authority) under the Public Contract Regulations 2006.
- 7.4 Under the Council's Constitution, Article 7.01 and Part Four, Section F, Para 1.2 (c) (Cabinet Procedure Rules) the Leader has power to take the decision to approve the appointment recommended in paragraph 3 of this report.
- 7.5 The overall project is a key decision and the Directorate has confirmed that this has been included in the Forward Plan.
- 7.6 Should the Leader see fit to approve the award, a call off contract under the framework agreement will be prepared to reflect the services to be carried out under the appointment.
- 7.7 The Head of Legal Services confirms there are no legal reasons preventing the Leader from approving the recommendations set out in the report.

8. Equalities and Community Cohesion Comment

- 8.1 The appointment of the design team is being undertaken through a Competitive tendering process using the London Development Agency (LDA) Architecture, Landscape and Urban Design framework to supply a variation of applicable practices that will be proficient in the delivery the portfolio.

9. Head of Procurement Comments

- 9.1 The tenders for the Wood Green Town Centre and Green Lanes were invited from the London Development Agency (now within the Greater London Authority) "Architecture, Landscape and Urban Design" (ALU) framework.
- 9.2 Tenders were invited on the basis of 70% quality, 30% price.
- 9.3 Clarifications were sought following the quality evaluation.
- 9.4 The Client has stated that the recommended tender represents value for money through comparison with other tenders received from the same GLA framework as paragraph 5.9 above.

- 9.5 The Head of Procurement has provided further comments which can be found in Appendix 3 paragraph 9.

10. Policy Implications

- 10.1 The timescales for the decision to be made falls outside the Cabinet meeting cycle that this report seeks a decision for and fall outside the powers given to a Director or an individual Cabinet Procurement Committee Member to award the contract.

11. Use of Appendices

Please refer to Appendices 1, 2, 3 and 4:

Appendix 1: Cost Estimate

Appendix 2: Fee Rate Comparison

Appendix 3: Tender Award / Exempt Information

Appendix 4: Design Team Governance

12. Local Government (Access to Information) Act 1985

- 12.1 This report contains exempt and non-exempt information. Exempt information is contained in Part B and Appendix 1, 2 and 3 are not for publication. The information is exempt under the following category (identified in the amended Schedule 12A of the Local Government Act 1972). Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Ground 3).

- 12.2 Documents used in the preparation of this report are listed below:

1. Tender documentation available through Delta eSourcing
2. The Borough Local Implementation Plan (LIP)
3. The Outer London Fund Round 2 Submission

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is exempt

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