

**Report for** Cabinet Member for Housing and Regeneration.

**Item number:** N/A

**Title:** Award of Contract for White Hart Lane Public Realm Improvements

**Report authorised by:** Peter O'Brien, Assistant Director Area Regeneration

**Lead Officer:** Peter Watson, Major Schemes Project Manager, Highways

**Ward(s) affected:** Northumberland Park Ward

**Report for Key/  
Non Key Decision:** Key Decision

**1. Describe the issue under consideration**

1.1. This report seeks approval for award of the White Hart Lane Public Realm Improvement Scheme contract, following an open competitive tendering exercise, to Marlborough Surfacing Ltd to a total value of £2,747,017.48 (including for Provisional Sums and Project Contingency total value of £435,000). Approval is also being sought for the issuance of a letter of intent in the sum of £231,201.7 which is 10% of the contract sum (excluding Provisional Sums and Project Contingency sums).

**2. Cabinet Member Introduction**

N/A

**3. Recommendations**

3.1. It is recommended that the Cabinet Member for Housing and Regeneration:

- I. Approves the award of a contract for the White Hart Lane Public Realm Improvement Scheme to Marlborough Surfacing Ltd in the sum of £2,747,017.48 plus VAT (including for Provisional Sums and Project Contingency total value of £435,000) as permitted under Contracting Standing Order 16.02
- II. Approve issuing a letter of intent to the value of £231,201.7 which is 10% of the contract sum (excluding Provisional Sums and Project Contingency sums).

**4. Reasons for decision**

- 4.1 Officers have undertaken a competitive tendering exercise to secure a contractor to deliver the White Hart Lane Public Realm Improvement Scheme. Through this process Marlborough Surfacing Ltd have secured the highest score and have demonstrated that they should be awarded the contract.
- 4.2 By awarding the contract to Marlborough Surfacing Ltd, the Council is securing the delivery of the White Hart Lane Public Realm Improvement Scheme. This Scheme is being supported by TfL and will deliver substantial public realm improvements around White Hart Lane Station between the High Road and Crieghton Road, along White Hart Lane, Love Lane and Penshurst Road.
- 4.3 By approving the Letter of Intent, under Contract Standing Order 9.07.3, the Council will be ensuring that Marlborough Surfacing Ltd will have sufficient funding to cover the start-up costs, so that they can be mobilise whilst the contracts are finalised, thus ensuring that the works can be delivered in line with the programme.
- 4.4 The works delivered by the Scheme are a key catalyst to the wider regeneration in North Tottenham, in particular High Road West, and will provide a benchmark for high quality, functional and sustainable design.
- 4.5 The works will be delivered in order to minimise disruption to local residents and businesses and will be coordinated with the test events at the new Tottenham Hotspur Football Club (“THFC”) Stadium which are due to take place in August 2018.

## **5 Alternative options considered**

### Option1: Not award the contract

- 5.1 Officers have considered not undertaking these works and undertaking these works at a later point in time. However, both of these options have been discounted. If the Council were to not undertake these works, the Council would not secure the substantial public realm and accessibility improvement works set out in paragraphs 6.4-6.7 below.
- 5.2 If the Council were to undertake these works at a later stage, then it could cause potential issues with the movement of pedestrians and crowds along White Hart Lane. By delivering the works to the current programme, the Council will be ensuring that Phase 1 of the Scheme (High Road to White Hart Lane Station) is implemented during April to August 2018, when there are no football games being played at the THFC stadium. This minimises disruption and ensures the works are completed in time for the opening of the new stadium in August 2018 and the new Station upgrade in March 2019.

## **6 Background information**

### High Road West Regeneration

- 6.1 The High Road West Regeneration Scheme is a key catalyst to the wider regeneration of North Tottenham. The delivery of the High Road West Scheme will transform the Northumberland Park Ward, which currently experiences

fundamental social and economic disadvantage and which is dominated by poorly designed and fragmented housing estates and industrial land, into a new leisure and residential destination for London and a genuinely mixed and sustainable community.

### White Hart Lane Station

- 6.2 Delivery of a new station entrance and public realm enhancements at White Hart Lane are a key first phase of the High Road West Scheme, providing more efficient and attractive access to the station, as well as reinforcing the Council's commitment to sustainable transport and streetscape improvements. The improvements will constitute a first stage in the physical delivery of High Road West, acting as a benchmark for high quality, functional and sustainable design.
- 6.3 Transport for London are progressing the station enhancements with works having commenced in December 2017. The Garages on Love Lane have been demolished and two pedestrian tunnels are currently being excavated. The transformation will include step-free platform access, the creation of a new, striking, double height ticket hall on Love Lane; a new station entrance on Penshurst Road, new London Overground ticket gate lines and station facilities, 20 new cycle spaces, three disabled car parking spaces and enhancements to the forecourt and public realm.

### White Hart Lane Public Realm Improvements Scheme

- 6.4 To complement the station and public realm works being delivered by TfL, a bid by London Borough of Haringey was submitted to TfL's LIP fund for £3.99m in September 2015. The bid sought to deliver substantial public realm improvements and accessibility around the station and local centre. The bid was successful and has been matched with £1m approved from the Mayor's Regeneration Fund, which is held by TfL for public realm in relation to the station enhancements.
- 6.5 Subsequently, the bid has been developed into the Scheme through the development of detailed public realm designs. A plan of the works can be found at Appendix 2. The Scheme will deliver additional footway capacity, which will support the safe movement of pedestrians and improve access to the local centre. It will also create an attractive environment for pedestrians and cyclists travelling to the THFC stadium, together with the significantly higher number of pedestrians following the delivery of the High Road West Scheme. The re-design of the streetscape will provide a safer and more attractive public realm and direct links to the High Road to encourage people to use public transport, addressing the current high number of collisions in the area. This design includes the increase in footfall on match days (based on a coordinated queuing strategy) resulting from the enlarged Spurs stadium (36,000 to 61,000 capacity).
- 6.6 The inclusive design responds to people with various degrees of accessibility, whilst simultaneously creating an environment which is attractive for people. Lastly and equally important, the Scheme directly supports the Mayor for London's objectives of delivering significant numbers of new homes together with the local environment and assisting in delivering economic growth and vitality.

6.7 These improvements respond to analysis of White Hart Lane, which indicates a low level of 'pedestrian comfort' and accessibility and high accident rate. Failure to deliver improvements will accentuate these issues as greater demands are made on the area with growth in the size and use of the stadium and surrounding residential growth. The bid was based on an initial concept design that included the following objectives :

- Improving the physical and living environment
- Reduce vehicle dominance and create attractive outdoor living space
- Increase the opportunities for local people to use streets as social spaces
- Improve conditions for cyclists, pedestrians and bus users to encourage more journeys by these modes
- Improve personal security, reduce the fear of crime particularly for travel during the hours of darkness
- Reduce social exclusion
- Improve accessibility of the public transport network for everyone
- Reduce the adverse effects of travel
- Facilitate regeneration and increase transport opportunities for local communities, whilst encouraging shorter journeys to be made

6.8 The scope of the proposals includes:

- Developing measures to reduce road user casualties on White Hart Lane and at White Hart/ High Road junction
- Improved cycle linkage from White Hart Lane area to Cycle superhighway 1
- Investigate cycle routes into and through the area linked to permeability measures on side roads where feasible
- Provide side road entry treatments to improve pedestrian amenity and safety
- Provision of CCTV to reduce fear of crime and increase personal safety
- Repaving of the footways throughout the study area, with an uplift in materials proposed in key locations
- Widening of the footways along White Hart Lane to improve pedestrian comfort and accessibility
- Resurfacing of the carriageways and creation of raised tables at key locations to calm traffic and facilitate pedestrian cross movement
- New pedestrian crossing provided to the north of the station on White Hart Lane and potential improvements to pedestrian crossings at the junction of White Hart Lane and the High Road
- Removal of street clutter including unnecessary pedestrian guard railing
- Provision of cycle parking to support interchange between cycling and public transport
- Improvements to the setting of historic buildings and the North Tottenham Conservation area
- Creation of small pocket spaces including provision of street furniture and tree planting
- Soft landscaping provided where possible as well as investigation into potential 'SuDS enhancements'

- Installation of Legible London signage, helping pedestrians to orientate themselves through the area.

6.9 The project meets all of the Mayor’s Better Street aims of tidying up, decluttering, relocating and merging functions, rethinking traffic management options and recreating the street.

The procurement process

6.10 The Council undertook a procurement process by way of an open procurement route to maximise market interest. This procedure is a transparent procurement process, which allows an unlimited number of suppliers to tender for the requirement.

6.11 Post tender negotiations are not admissible and as such have not been undertaken.

6.12 The Contract Notice was published through contracts finder on 20th December 2017 and simultaneously the Invitation to Tender (ITT) documentation was published on the HPCS e-tendering system. The tender responses were required to be submitted 1pm on 6 February 2018.

6.13 The provisional target date for award of the contract as set out in the ITT documents was 26 March 2018.

6.14 Bidders were asked to submit a bid which evaluated quality and price on a 70:30 basis respectively.

6.16 Four tender responses were received by the due date/time and these were evaluated in accordance with the approved evaluation criteria (Appendix 2), process and methodology. The providers submitted a selection questionnaire (“SQ”). Three of the tender responses passed the SQ, one failed due to being incomplete and only providing basic information for part of the requirement.

6.17 The bids were assessed by a panel consisting of officers from both Muf architecture and Stace Consultants who have both helped developed the designs for the Scheme, along with Council officers from Highways and Strategic Procurement.

6.18 The results of the evaluation are detailed in the table below and demonstrate how Marlborough Surfacing Ltd scored the highest for quality with Bidder 3 scoring the highest on price. Bidders 2 and 3 are identified in the exempt part of the report (Part B).

A summary of the scoring is below

Tenderer	Quality % Score	Price % Score	Total Score
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Bidder 1: Marlborough Surfacing Ltd	46.0%	19.05%	65.05%
Bidder 2:	40.0%	20.58%	60.05%
Bidder 3:	19.0%	30.00%	49.00%

6.19 Marlborough Surfacing Ltd has met the requirements of the brief in line with the “Most Economical Advantageous Tender” (MEAT) criteria. They achieved the highest combined quality/price score and are therefore the most economically advantageous tenderer. It is therefore, proposed that they should be awarded the contract for this commission.

6.20 The Council is aiming to commence the implementation of these works on 9 April 2018 and complete on the 30 June 2019.

#### Scheme Governance

6.21 The Scheme forms part of the Tottenham Regeneration Programme and as such, fits into the Tottenham Regeneration Programme governance structure. Appendix 3 sets out the governance structure and roles of those involved in overseeing the successful delivery of the Scheme.

### **7.0 Contribution to strategic outcomes**

7.1 The appointment of Marlborough Surfacing Ltd to undertake the White Hart Lane Public Realm Improvement Scheme will support the delivery of the High Road West Regeneration Scheme Objectives, including the Tottenham Regeneration Framework, the Local Plan, including Tottenham Area Action Plan and the Corporate Strategy. In particular priorities Two, Three and Four:

#### Priority Two – Enable all adults to live healthy, long and fulfilling lives

7.2 The Public Realm Improvements will mean that it is easier and more appealing to walk or cycle and to use public transport from White Hart Lane Station or the bus routes along White Hart Lane. This aligns with the Corporate Objective to be ‘a borough where the healthier choice is the easier choice’ by reducing reliance on cars.

#### Priority Three – A clean, well maintained and safe borough where people are proud to live and work

7.3 By improving street lighting and visibility along the routes around the station, the design and works will support the Corporate Objective of making ‘our streets... well maintained and safe’ and help to tackle anti-social behaviour. Also in Priority Three, and as mentioned above, the Scheme will help to ‘make Haringey one of the most cycling and pedestrian friendly boroughs in London’ by connecting existing cycle routes and widening the pavement.

#### Priority Four - Drive growth and employment from which everyone can benefit



7.4 The improvements will complement the White Hart Lane Station Redevelopment and help catalyse the wider changes happening in North Tottenham. In High Road West this means over 130,000sqft of commercial, retail and leisure space and substantial investment in the town centre. There will be over 3,300 construction jobs and more than 500 end-user jobs once the development is complete and high quality new industrial and maker/artisan space to support businesses from the existing Peacock Industrial Estate.

**8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

Finance

8.1 The recommendation of this report is to award a contract to Marlborough Surfacing Ltd for £2,747,017.48 to undertake works to the White Hart Lane public realm. This Scheme was to be funded by TfL in 2018/19 at a rate of 100%. TfL wrote to the Council in December 2017 informing officers that they were deferring the funding for the scheme for one year and reiterated their commitment to the project. The scheme is to be funded by TfL to the value of £3,989k with the funding being received in 2019/20. The balance of the budget is to be met from existing budgets contained within the approved capital programme.

8.2 On 22<sup>nd</sup> January 2018, Capital Board agreed to include the White Hart Lane Public Realm Scheme within the Cabinet budget papers for consideration at its meeting on the 13<sup>th</sup> February 2018. The revised budget for the scheme was as follows:

	£000's
• 2017/18	940*
• 2018/19	2,774
• 2019/20	500
• Total	4,214
• 2016/17 expenditure	263
• Total Scheme Cost	4,477
*anticipated spend is	£940k.

8.3 Subsequently the revised budget set out above was contained within the Council's capital programme which was agreed at Council on the 26<sup>th</sup> February 2018.

8.4 The recommendation of this report is to accept a tender, which if agreed, would bring the total spend on the scheme to £4,477k, which is within the budgeted level. The scheme is funded by TfL to the value of £3,989k and by existing LBH budgets to the value of £488k. It is anticipated that the final cost of the scheme will be lower than the budget. In this case the budgetary contribution from LBH resources will no longer be necessary. Any reduction in budget and revised cashflows will be amended through the budgetary control report in due course.

### Legal (OH-060318)

- 8.5 The Assistant Director notes the contents of the report.
- 8.6 This is a key decision and the Service has confirmed it is on the Forward Plan.
- 8.7 The Assistant Director of Corporate Governance confirms that pursuant to CSO 16.02 the Cabinet Member for Housing and Regeneration has the authority to approve the recommendations in the report.

### Procurement – Strategic Procurement

- 8.8 SP acknowledges that an open tender procedure was undertaken through the councils HPCS tender portal.
- 8.9 SP acknowledges that of the 5 returns only 4 passed the Selection questionnaire requirements and had their tenders fully evaluated.
- 8.10 SP acknowledges that the award to Marlborough Surfacing Limited is based on the Most Economically advantageous Tender
- 8.11 SP has no objection under CSO 9.07.3 to approve the issuance of a Letter of Intent up to the value of £231,201.74 which is 10% of the contract sum exclusive of Provisional Sums and Project Contingency

### Equality

- 8.12 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 8.13 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 8.14 As the Council is only procuring a contractor, a formal equalities impact assessment has not been carried out for the recommendations within this report.
- 8.15 However, it should be noted that the public realm improvements will increase accessibility for pedestrians by widening the pavement and will make the road and junctions safer with new crossings and improved road markings. These changes are likely to have a positive impact on elderly and disabled people who may find navigating the area safely an issue at present.



- 8.16 Encouraging healthier lifestyles with better access to public transport and cycle routes may also help to tackle obesity which is prevalent in BAME communities.
- 8.17 Overall this proposal is designed to have a positive impact on protected characteristics by improving accessibility, safety and access to healthier choices.

**9. Use of Appendices**

9.1 The Table below details the appendices relevant to this report:

Appendix	
Appendix 1	White Hart Lane Public Realm Design
Appendix 2	The Evaluation Criteria
Appendix 3	Governance Structure
Appendix 4	EXEMPT Report

**10. Local Government (Access to Information) Act 1985**

Background Papers:

- 16<sup>th</sup> December 2014 Cabinet Report- High Road West Regeneration Scheme- Masterplan and Next Steps