



Haringey Council

Agenda item:

[No 1]

Cabinet

On 14 September 2010

Report Title: **TOTTENHAM HALE GYRATORY SCHEME AND CHANGES TO 2010/11 GROWTH FUND PROJECT ALLOCATIONS**

Report authorised by **Niall Bolger, Director of Urban Environment**

Niall Bolger, 30th August 2010

Contact Officer : Ismail Mohammed/Terry Knibbs

Wards(s) affected: **All Tottenham Wards**

Report for: **Key Decision**

1. Purpose of the report

- 1.1 To update Cabinet on progress on the Tottenham Hale Gyratory Scheme (reverting the Gyratory to two-way traffic flow, building a new bus interchange at Tottenham Hale Station and associated works).
- 1.2 To approve a change to the Gyratory Scheme allocation from the Growth Fund 2010/11 as a result of a funding reduction imposed nationally by central government as detailed in paragraphs 6.10-6.14 of this report.
- 1.3 To approve a total of £3.495m. from the Council's 2009/11 Growth Fund allocation to the Gyratory Scheme.
- 1.4 To approve a total of £4m. from the Council's 2009/11 Community Infrastructure Fund allocation to the Gyratory Scheme.
- 1.5 To approve £1m. capital expenditure from the Council's resources on the Gyratory Scheme.
- 1.6 To approve expenditure of £3.5m. on the building of the new bus station and interchange at Tottenham Hale Station and public realm works from the contributions to be received under the Tottenham Hale S106 Agreement dated 9th October 2007 as detailed in this report.

- 1.7 To approve the Council entering into two separate Funding Agreements for the Tottenham Hale Gyratory Scheme with Transport for London based on a modified funding package from that considered by Cabinet in July 2009 with the proviso that both Funding Agreements are subject to receipt of the sums from central government and receipt of the S106 contributions.
- 1.8 To note the basis on which now only two areas of Council-owned land will be made available to Transport for London to facilitate the localised road widening required for the Gyratory Scheme (Cabinet in July 2009 had approved the transfer of three areas of land but it is now confirmed that Transport for London already owns one of those areas).
- 1.9 To approve the re-allocation of an additional £60,000 Growth Fund money to fund improvements at Down Lane Park, Tottenham Hale.

2. Introduction by the Cabinet Members for Planning & Regeneration and Neighbourhoods

- 2.1 Tottenham Hale is an important area both locally and strategically. Although the current economic downturn has slowed progress in building new homes, new development is continuing at, for example, Hale Village, with welcome support from the Homes and Communities Agency.
- 2.2 The Council is working in partnership with the London Development Agency and Transport for London to facilitate the regeneration of the Tottenham Hale area.
- 2.3 The existing one-way Gyratory system encompasses various roads in Tottenham Hale - Monument Way, The Hale, Hale Road and Broad Lane.
- 2.4 The Gyratory Scheme is a key project in not just supporting continued growth but also in improving movement to and within Tottenham Hale for existing residents and businesses.
- 2.5 The Gyratory Scheme comprises:
 - changing the Tottenham Hale Gyratory system from one –way to two-way traffic;
 - providing a new larger bus station and bus interchange at Tottenham Hale Station;
 - new bus stops;
 - creating a new public square at the station;
 - improving footpaths and cycle ways in the area.
- 2.6 Changing the funding allocations for the Gyratory Scheme and other projects is required because central government has reduced its Growth Fund allocation to the Council by £1.505m. in 2010/11 as part of a national re-orientation of the Growth Fund programme.
- 2.7 The Council is proposing to contribute a total of £12.495m. to the whole Gyratory

Scheme with £3.5m. of that from S106 contributions specifically towards providing a larger bus station and new public square.

- 2.8 Due to successfully securing external funds for a design study for pedestrian & cyclist access improvements to Hale Village, it is possible to allocate an additional £60,000 of Growth Fund money towards improvements at Down Lane Park to supplement the first phase of planned improvements.

3. **Link with Council Plan Priorities and actions and /or other Strategies:**

- 3.1 The proposals for Tottenham Hale are fully consistent with the Council Plan, the Sustainable Community Plan and the Regeneration and Housing Strategies.
- 3.2 The Council adopted the Transforming Tottenham Hale Urban Centre Masterplan Supplementary Planning Document (SPD) in October 2006. That sets the framework for transforming this eastern area of the Borough through mixed-use development to create new jobs, provide high quality housing and improve the environment. The proposals in this report sit within this framework.

4. **Recommendations**

- 4.1 **Revised project funding profile and sources of funding:** To note the £1.505m. reduction in the Council's Growth Fund capital allocation for 2010/11 imposed nationally by central government and, as a result, approve the revised project funding allocations set out in Table 1 (after para. 6.13) in the report imposing the full funding reduction on the Tottenham Hale Gyratory Scheme and authorise officers to secure replacement funding from other sources.
- 4.2 **Gyratory Memorandum of Understanding:** To note the Memorandum of Understanding signed between the Council, Transport for London and the London Development Agency securing a tripartite commitment to progressing the Tottenham Hale Gyratory Scheme to support improved local accessibility and growth.
- 4.3 **Gyratory Funding Agreements:** To approve entering into two legally-binding funding agreements with Transport for London &/or other appropriate partners to commit phased funding contributions to the Gyratory Scheme when resources are secured appropriately and authorise the Director of Urban Environment, in consultation with the Head of Legal Services, to approve the detailed wording of those agreements.
- 4.4 **London Borough of Haringey costs:** To approve, as part of the funding agreements referred to in Recommendation 4.3, the Council's funding contribution of £12.495m. made up as follows:
- Growth Fund 2009/11 (£3.495m.) (resources received from the Homes and Communities Agency – this replaces the original allocation of £5m. approved by Cabinet in April 2009);
 - Community Infrastructure Fund 2009/11 (£4m.) (resources payable to the Council by the Homes and Communities Agency);
 - £0.5m. from the Council's Local Implementation Scheme funding allocation

from Transport for London for resurfacing works on Watermead Way and Ferry Lane (subject to Transport for London approving a bid if submitted by the Council in the future);

- s106 funds (£3.5m.) (subject to the receipt of funds due in connection with the Hale Village, Tottenham Hale development using the £1m. Transport Contribution and £2.5m. of the Tottenham Hale Urban Centre Masterplan Contribution including appropriate interest accrued from the date of receipt);
- a capital contribution of £1m. funded from Council resources.

4.5 **Transport for London costs:** To note that Transport for London will be responsible for funding any increase in costs above the estimated total cost of £35.5m. for the Gyratory Scheme.

4.6 **Conditions for reimbursement of funds by the Council to Transport for London and London Development Agency:** To approve the principle (without fettering any future decisions of the Council) that up to £13m. of the investment by Transport for London and up to £2m. by the London Development Agency in the Gyratory Scheme will be reimbursed to those organisations by the Council subject to:

- the approval and collection of appropriate monies for the Gyratory Scheme from a Community Infrastructure Levy (or other development tariff system) if such a Levy/tariff is introduced by the Council in the future; and
- if, having introduced such a Levy/tariff, future development remains viable by requiring contributions to the Gyratory through that system as well as contributions to other necessary community infrastructure as agreed by the Council's "community infrastructure plan"; and
- any cost reduction on the Gyratory Scheme will be used to reduce the Transport for London and London Development Agency investment that is reimbursable by the Council from this possible Levy/tariff system.

4.7 **Transfer of land to allow local road widening:** To note that, subject to receiving appropriate third party consents including Secretary of State approval, it is now only two areas of Council-owned land that will be appropriated to highway purposes and transferred to Transport for London to facilitate localised road widening for the Gyratory Scheme (marked as Areas 2 & 3 on Plan 1 attached to this report). (In July 2009 Cabinet approved the appropriation and transfer of three areas of land but it has now been confirmed that Transport for London already owns one of those areas).

4.8 **Transfer of land from Transport for London to the Council following completion of the Gyratory Scheme:** To approve in principle the transfer to the Council (at nil capital cost) of that part of the Transport for London-owned land at Monument Way/Park View Road that is not required for the Gyratory Scheme or general highway purposes to link with adjoining Council-owned land occupied by the Welbourne Centre.

4.9 **Allocate additional Growth Fund money to Down Lane Park:** To approve the re-allocation of £60,000 of Growth Fund money to fund improvements at Down Lane Park bringing the total allocation for the Park in 2009/11 to £145,869 (made possible by having successfully secured other external funding for a design study for pedestrian access improvements to Hale Village).

5. Reason for recommendations

- 5.1 Growth Fund project allocations need to be revised following central government reducing the Council's funding award for 2010/11 by £1.505m.
- 5.2 It is also necessary, for audit purposes, for funding decisions in respect of the Gyratory Scheme to be re-confirmed to provide greater clarity on the different sources of the Council's funding contributions to the Scheme.

6. Summary

- 6.1 Central government has reduced the Council's 2010/11 Growth Fund allocation by £1.505m. This requires project allocations to be reviewed. £5.554m. of the Council's original 2009/11 Growth Fund allocation is not contractually committed with the Gyratory Scheme representing 90% of that.
- 6.2 An important element of the Tottenham Hale regeneration programme is changing the Tottenham Hale Gyratory system to two-way traffic flow, incorporating pedestrian and cyclist improvements together with a new bus interchange at Tottenham Hale Station. The necessary Growth Fund reduction for the Gyratory of £1.505m leaves a funding gap. Further negotiations with the statutory agencies will be required to address this and officers will urgently progress this and report on the outcome of such discussions at a future date.
- 6.3 This report also provides greater detail on the sources of the Council's funding contributions to the Gyratory Scheme.

Background information

- 6.4 The Council was awarded the 2nd. highest Growth Fund allocation in London for 2009/11 but, as a result of the economic downturn, central government has imposed an 'across the board' reduction on funding allocations for 2010/11. This results in a reduction for Haringey of £1.505m. Project funding allocations approved by Cabinet in April 2009 therefore have to be revised.
- 6.5 'Transforming Tottenham Hale', adopted as a Supplementary Planning Document to the Unitary Development Plan in October 2006, set the vision for this eastern area of the borough – one of the borough's two strategic growth areas. The area, centred on Tottenham Hale Station & bus interchange, is designated as part of an Opportunity Area in the London Plan. Substantial growth is already committed in the area with the first phase of the Hale Village scheme under construction.
- 6.6 On 21 July 2009, Cabinet delegated authority to enter into appropriate funding / collaboration agreements to progress the Gyratory Scheme. A Memorandum of Understanding between the Council, Transport for London and the London Development Agency has been signed by the Council and LDA and will be signed by TfL imminently.
- 6.7 Given that funding for the Gyratory is coming from a variety of sources, not all of

which are yet fully secured, the Memorandum of Understanding provides for the signing of two Funding Agreements. The first Agreement (to be signed following approval to the Recommendations in this report) underpins the design and enabling works with committed and secured funds (from the Community Infrastructure Fund and the reduced Growth Fund allocation).

6.8 The Second Funding Agreement will then commit the balance of funds required for the main construction works when all those funds are appropriately secured. For the Gyratory Scheme to continue on its current programme, this Second Agreement needs to be signed before November 2011 when Transport for London will be tendering the main construction works contract. Officers consider that this two-stage Funding Agreement process is the most effective way to continue to promote this major infrastructure project.

6.9 The estimated cost of the Gyratory Scheme is now £35.5m. The reduction from the previous cost estimate of £37m. (stated in the July 2009 Cabinet report) is because the proposed works to Town Hall Approach have been taken out of the scheme to enable the design of those improvements to be undertaken (and the funding for them sought) as part of the current work promoting the 'Tottenham Green Cultural Quarter'.

Growth Fund Allocations 2010/11

6.10 The central government imposed reduction in the Council's Growth Fund capital allocation for 2010/11 reduces the funds available by £1.505m. With planned carry-forward from 2009/10, a total of £4.759m. is available from Growth Fund resources in 2010/11.

6.11 Seven projects have Growth Fund allocations in 2010/11 but some of that funding is contractually committed. Table 1 below gives details of uncommitted funding with the Gyratory Scheme representing 90% of that. This means that the Gyratory Scheme must, of necessity, bear a major share of the funding reduction. While the Gyratory Scheme is a high priority for the Council, the other Growth Fund projects are also high priority in supporting growth, improving accessibility, promoting sustainable transport and enhancing quality of life.

6.12 Cutting the funding for projects other than the Gyratory places those projects at substantial risk (and some may have to be abandoned). Even in that scenario, given the Gyratory's major share of the total Growth Fund allocation, the Gyratory Scheme would still have to face a significant funding cut of over £0.9m.

6.13 It is recommended, therefore, that the required funding reduction of £1.505m. is applied wholly to the Gyratory Scheme to prevent any impact on the other Growth Fund projects. Clearly, this will leave the Gyratory Scheme with a funding gap.

6.14 Separate external funding has also been secured for a design study to improve pedestrian access to/from Hale Village and this makes it possible to release a further £60,000 of Growth Fund money towards the first phase of planned improvements in Down Lane Park, Tottenham Hale (making the total allocation for the Park in 2009/11 £145,869). This will compensate in large measure for the withdrawal by the new Coalition Government of £70,000 'Playbuilder' money that the Council had secured towards Down Lane Park improvements.

Table 1 Uncommitted Growth Fund capital 2010/11 & Revised Project Allocations

	<i>Project</i>	<i>Original Project Funding Allocation 2009/11</i>	<i>2010/11 Uncommitted Funding prior to Funding Reduction</i>	<i>Proposed Project Funding Reduction</i>	<i>Revised Funding Allocation 2010/11 (including committed funding)</i>
1.	Tottenham Hale Gyratory & bus interchange	£5,000,000	£4,992,774	£1,505,540	£3,487,234
2.	Marsh Lane Depot – demolition & decontamination	£1,200,000	£180,000	Nil	£840,000
3.	Marsh Lane to LVRP Green Route	£50,000	£50,000	Nil	£50,000
4.	Down Lane Park (& Tottenham High Rd.-Hale Village access imps.)	£145,869	£131,669 (£14,200 spent in 2009/10 on Down Lane Park)	Nil	£131,669 (allocated in full to Down Lane Park)
5.	Tottenham Marshes DDA car park improvements (LVRP)	£50,000	£0	Nil	£50,000
6.	Stonebridge Lock – water sport and bike hire facility (British Waterways)	£200,000	£200,000	Nil	£200,000
7.	Mortuary Garden of Remembrance	£266,000	£0	Nil	£0
	TOTAL	£6,911,869	£5,554,443	£1,505,540	£4,758,903

Tottenham Hale Gyratory Scheme

- 6.15 Changing the gyratory to two-way traffic flow is a vital part of changing the perception of Tottenham Hale, improving accessibility within the area and reinforcing its development potential. With identified cost savings and deleting works to Town Hall Approach (see para. 6.25 below), the scheme is now estimated to cost approximately £35.5m.
- 6.16 Three organisations are contributing financially to the Gyratory Scheme:
- Transport for London (£16.5m.) (including £3.5m. costs already incurred);
 - London Development Agency (£5m.)
 - the Council (£12.805m. (taking into account the Growth Fund reduction). It is also important to note that up to £15m. of the combined Transport for London and London Development Agency investment will be reimbursable to those organisations from the possible future introduction by the Council of a Community Infrastructure Levy or development tariff system).
- 6.17 The Council's funding contribution of £12.495m. has five elements:
- £4m. is being paid to the Council by the Homes and Communities Agency under the Community Infrastructure Fund;
 - taking into account the funding reduction recommended in this report, £3.495m. from the Growth Fund 2009/11 (received via the Homes and

Communities Agency);

- £0.5m. from the Council's Local Implementation Scheme funding allocation from Transport for London for resurfacing works on Watermead Way and Ferry Lane (subject to Transport for London approving a Council funding bid if submitted in the future);
- £3.5m. from the s106 legal agreement in connection with the Hale Village development at Tottenham Hale (yet to be received from the developer);
- £1m. capital contribution funded from Council resources.

- 6.18 Of the Homes and Communities Agency funding, the Growth Fund allocation for 2010/11 was confirmed by the Coalition Government on 9 August 2010. The HCA pays the Community Infrastructure Fund money to the Council on submitting invoices for expenditure incurred. Part of the CIF money has already been drawn down by the Council and paid to Transport for London to fund its ongoing design work on the Gyrotory Scheme.
- 6.19 The Hale Village development, east of Tottenham Hale Station, was granted planning permission in 2007 linked to a s106 agreement dated 9 October 2007 that provides, among other things, for £1m. as a 'Transport Contribution' towards elements of the Gyrotory Scheme and £5m. as a 'Tottenham Hale Urban Centre Masterplan Contribution ('THUCMP') towards 'the cost of implementing the community and environmental infrastructure improvements identified in the Tottenham Hale Urban Centre Masterplan.'
- 6.20 The s106 agreement places limits on what the financial contributions can be spent on. The Transport Contribution can and will be expended upon road works, junction alterations and interchange enhancements.
- 6.21 The THUCMP Contribution can and will be spent on community and environmental infrastructure improvements such as the Tottenham Hale bus station redevelopment, the new public square and environmental infrastructure of the Scheme such as new bus, cycle and pedestrian facilities, public realm and station forecourt enhancements
- 6.22 The receipt of this funding is currently uncertain and a report will be presented in the near future to Cabinet and the Planning Committee recommending a variation to the s106 legal agreement to change the basis on which those payments might be made to the Council. However, the aim in those negotiations is to ensure that sufficient funds are received by the Council for the Gyrotory Scheme before money from this source is contractually committed in the Second Funding Agreement in 2011.
- 6.23 The balance of £1m. from the Council was approved by Cabinet in July 2009. While this sum needs to be committed in the Second Funding Agreement with Transport for London in 2011, it will only need to be spent in 2013/14.
- 6.24 Subject to approval to this funding package and TfL giving detailed approval to the scheme, the main highway works are planned to start in Autumn 2012 with advance utility and enabling works starting in Summer 2010.

Update on Gyratory Scheme Design

- 6.25 Work is continuing to examine the detail of the design and the traffic modelling to maximise the regeneration and transport benefits. This is also taking into account the results of the extensive public consultation undertaken by Transport for London at the end of 2009. In particular, more work is being done to see if it is possible to improve pedestrian crossing facilities across Tottenham High Road close to Philip Lane and to re-positioning a pedestrian crossing across Broad Lane.
- 6.26 To enable a scheme to be designed for Town Hall Approach that is consistent with the progressing work on the 'Tottenham Green Cultural Quarter', it is proposed that, other than works at the junction with Tottenham High Road, no works be undertaken to the rest of Town Hall Approach as part of the Gyratory Scheme. This reduces the cost of the Gyratory Scheme by £1.5m. to an estimated total of £35.5m.
- 6.27 Sections of Watermead Way and Ferry Lane will need resurfacing as part of the Gyratory Scheme works. It is proposed that this be funded from the Council's Local Implementation Scheme allocation for resurfacing works in future years subject to the Council, firstly, deciding to submit such a bid (recognising priorities at the time of bidding) and then subject to the final funding allocation being sufficient for those works (also recognising other priorities at the time). If this element of the funding is not available, the Scheme design will need to be adjusted to undertake the essential minimum works.
- 6.28 The two-way flow proposals require localised road and footway widening to ensure safety and optimise traffic movement. The July 2009 Cabinet report stated that three areas of Council land are affected but, since then, it has been confirmed that one of those areas is already owned by Transport for London. Therefore, two areas of Council-owned land are proposed to be transferred to Transport for London (shown for illustrative purposes on Plan 1):
- a) an area of approx. 105sqm. (50m. long and up to 2.9m. wide) on the northern side of Hale Road (Area 2 on Plan 3) immediately east of the junction with Park View Road (part of Down Lane Park) owned freehold by the Council and held by the Urban Environment Directorate;
 - b) an area of approx. 92sqm. (40m. long and up to 3.2m. wide) on the western side of Hale Road (Area 3 on Plan 3) that immediately fronts the Council's general housing needs block of flats at 165-195 Hale Road, owned freehold by the Council and held by the Urban Environment Directorate.
- 6.29 In July 2009, Cabinet resolved that these areas be appropriated to highway use and transferred to Transport for London. Consultation will be undertaken with the occupiers and third party interests in these areas of land as necessary and to secure any required consents, including from the Secretary of State.
- 6.30 It is proposed that the part of the TfL-owned site that is not required for the Gyratory at Monument Way/Park View Road should transfer at nil cost to the Council to link with the adjoining Council-owned site. This may form part of a wider transfer (subject to separate approval at a later date) of Council land close to Tottenham Hale Station to TfL (at nil capital cost) to integrate ownerships there to ensure effective management and maintenance.

7. Chief Financial Officer Comments

- 7.1 This report revises the Council's allocation of Growth Area Funding over projects following the announcement on 15th December 2009 that the total amount of funding available to the Council is to be reduced by £1.505m.
- 7.2 The revised allocation of growth area funding is shown at Table 1.
- 7.3 The Tottenham Hale Gyratory scheme currently has a budget gap which needs to be resolved before the scheme can be fully implemented. At this stage the proposal is to undertake the project in stages in order that at no point is expenditure committed beyond the level of funding secured.
- 7.4 The Council's contribution is made up of a direct capital contribution of £1m along with the reduced contribution of £3.495m from Growth Area Fund monies already received and Community Infrastructure Funding of £4m which will be claimed once money is spent. Additionally £3.5m is due from S106 monies relating to the Hale Village development, this funding remains uncertain hence the approach of only proceeding with the project in phases.

8. Head of Legal Services Comments

- 8.1 The Cabinet should be mindful in the current economic climate that there is a risk that any developer may default on payment of financial contributions under a S106 agreement.
- 8.2 In this instance, none of the financial contributions under the Hale Village S106 agreement have been received by the Council and in fact the Planning Committee resolved at its meeting in March 2010 not to enforce the provisions of that S106 agreement at this time.
- 8.3 Members should particularly note the officer advice in paragraph 6.21 of this report.
- 8.4 There is a very real and probable risk of a funding short fall for the works to the Gyratory Scheme and the financial contributions that the Council may be able to actually commit. Any commitment at this stage can and should only be subject to actual receipt of all the S106 and other funds required.
- 8.5 Members should also be aware that the Hale Village s106 Agreement places restrictions on what the s106 contributions can be spent on. In particular the majority of the S106 funding (i.e the THUCM contribution) may only be spent on "the cost of implementing the community and environmental infrastructure improvements identified in the Tottenham Hale Urban Centre Masterplan". This means in a nut shell that the THUCM may not be spent on the cost of any works required to change the one-way Gyratory to two-ways. It may be spent on Public Realm Projects identified in the Masterplan, such as the new Station Square and improvements to the station at Tottenham Hale including the station forecourt and the bus interchange.

8.6 The Council has the power to appropriate land for any purpose if it is no longer required for the purpose for which it was held immediately before the appropriation. Whether or not land is no longer required for a particular purpose is a matter for the Council to decide. Certain requirements have to be adhered to with respect to land held as Open Space. In this instance a notice must be placed in a newspaper circulating in the area where land is located for two consecutive weeks. The notice must set out the intention of the Council and the Council must then consider any objections. Where the land is held for housing purposes, there is no requirement to seek Secretary of State consent unless the land consists of a house or forms part of a house. Where the land is subject to a lease, the appropriation will not have an effect on the tenancy. The Council must either terminate the lease or negotiate a surrender of that part, or use its compulsory purchase powers to acquire the land from the tenant.

8.7 The Council is proposing to transfer two pieces of land to Transport for London, the highway authority for these roads. A transfer would be a disposal and as such the Council must obtain best consideration. Unless Transport for London is proposing to pay for the land the Council may rely on the Local Government Act 1972 general disposal consent (England) 2003. Under this consent the Council can dispose of land up to a value of £2m where it will help it to secure the promotion or improvement of the economic, social or environmental well being of its area. Where applicable the Council must have regard to its community strategy.

8.8 It should be noted regarding the possible future imposition of a Community Infrastructure Levy that before the Council can charge CIL it must adopt a charging schedule. This is a public process with opportunities for objections and independent examination of the proposed charges. There is still a large degree of uncertainty regarding the implementation of the CIL system and any future use of CIL to reimburse Transport for London or the London Development Agency will be considered anew by Cabinet.

9. Equalities and Community Cohesion Comments

9.1 The Gyratory Scheme will improve accessibility to and within Tottenham Hale. It will also help to support continued new development that will provide new homes and jobs which will provide significant local benefits.

10. Consultation

10.1 The Gyratory Scheme proposals in this report stem from extensive close working and consultation with other public sector bodies – especially the GLA, Transport for London, London Development Agency and the Homes and Communities Agency.

10.2 Transport for London, supported by the Council, also undertook extensive public consultation on the Gyratory Scheme at the end of 2009 with the majority of public comments being very supportive of the Scheme.

11. Service Financial Comments

- 11.1 Progressing the necessary agreements with Transport for London, co-ordinating the design work on the Gyratory Scheme and project managing the Growth Fund programme is being undertaken within existing Service resources.
- 11.2 Table 2 shows the composition of the funding for the Gyratory Scheme compared with that as reported to Cabinet in July 2009.

Table 2: Funding Contributions to the Tottenham Hale Gyratory Scheme

Funding Source	As at July 2009	Sept. 2010
Transport for London	£16.5m.	£16.5m.
London Development Agency	£5m.	£5m.
Council:		
▪ Growth Fund	£5m.	£3.495m.
▪ Community Infrastructure Fund	£4m.	£4m.
▪ Local Implementation Plan (subject to bid approval by TfL)	£2m.	£0.5m.
▪ S106 funds (Hale Village)	£3.5m.	£3.5m.
▪ Capital resources	£1m.	£1m.
Funding gap	£0	£1.505m.
Total	£37m.	£35.5m.

12. Use of appendices /Tables and photographs

Plan 1 – Areas of Council land to be appropriated to highway purposes and ownership transferred to Transport for London

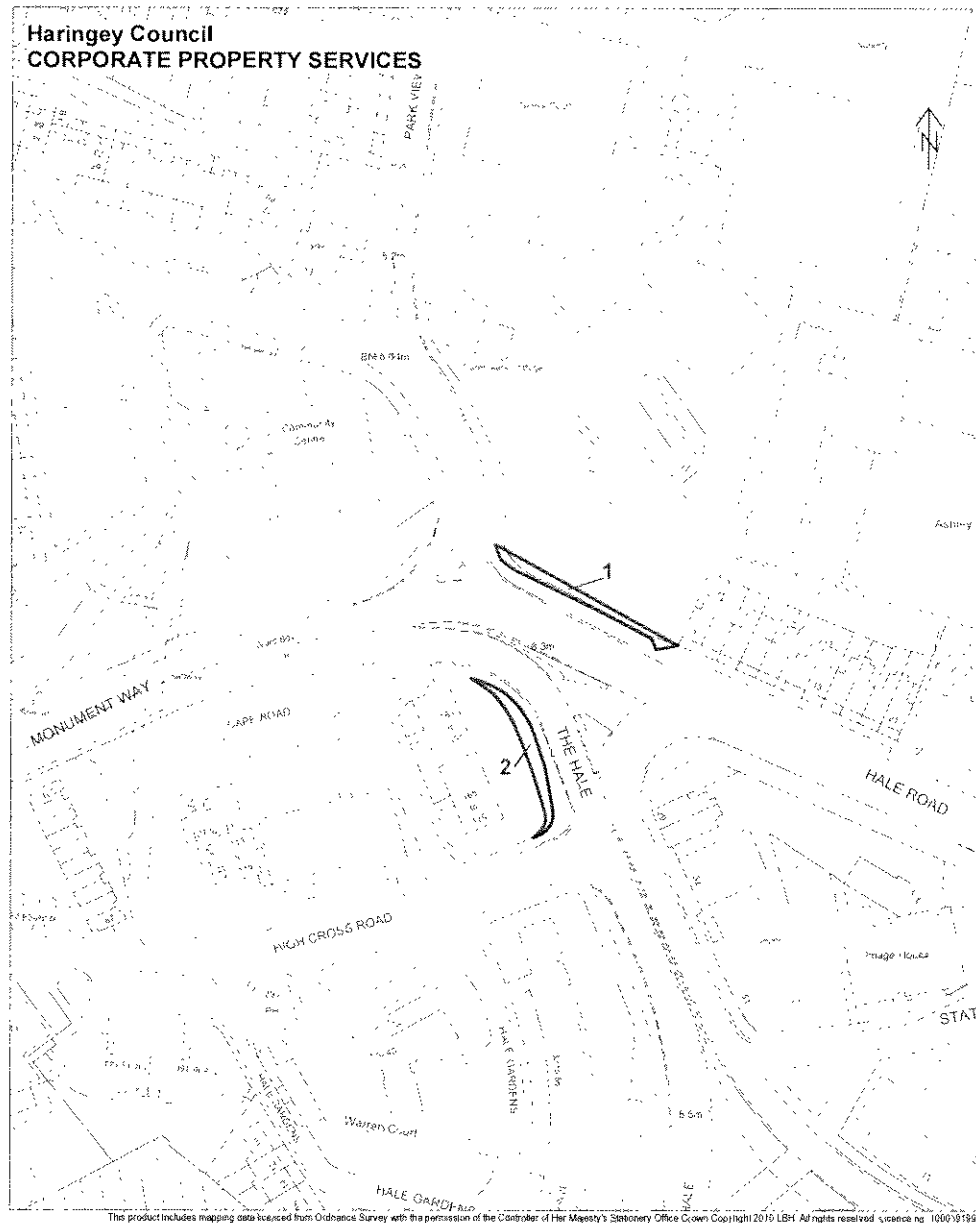
13. Local Government (Access to Information) Act 1985

Background Papers

- 'Growth Fund and Community Infrastructure Fund' – report to Cabinet 21 April 2009
- 'Transforming Tottenham Hale – Progress and Next Steps' – report to Cabinet 21 July 2009
- Transforming Tottenham Hale Urban Centre Masterplan Supplementary Planning Document October 2006.

PLAN 1

Areas of Council land (1 & 2) to be appropriated to highway purposes and ownership transferred to Transport for London



Tottenham Hale (Monument Way) Gyratory Scheme
LONDON
N17

Freehold Ownership
AREA 1 Haringey Council
AREA 2 Haringey Council

TfL LAND REQUISITIONS - Freehold Ownership

CPM No.

Overlay : Environment - Misc

Plan produced by Kevin Lincoln on 24/05/10

Site Area (hectares) : n/a

Scale 1:1250

Drawing No. BVES A4 2602e