

TOTTENHAM HALE GYRATORY AND BUS STATION SCHEME

The Gyratory Scheme, led by TfL, changes the current one-way traffic flow system around Tottenham Hale to two-way flow and provides a new state-of-the-art bus interchange at Tottenham Hale Station.

Changing the current layout to two-way working is a way of reducing traffic speed and, to a certain extent, road capacity to the benefit of more sustainable modes of transport such as buses, walking and cycling. It will also provide significant benefits for local residents by reducing the impact of the road network on the local environment.

The Scheme's key objectives are:

- Reduce impact of traffic on the local environment and promote the seamless integration of existing and new communities;
- Remove the physical barriers which currently characterise the area
- Enhance east-west connections
- Provide a catalyst for regeneration of the Tottenham area;
- Unlock a number of potential housing sites, thereby increasing the capacity to deliver new homes within Tottenham Hale;
- Improve pedestrian and cycle facilities (in terms of provision, safety, ease of use location and accessibility);
- Improve facilities for bus users;
- Improve bus service reliability and interchange with the tube and mainline rail services, especially at Tottenham Hale Station;
- Improve road safety;
- Improve lighting and night time character;
- Improve public realm, ambience, environment and sense of security.

The achievement of the key objectives will be assessed through monitoring of traffic flows, pedestrian flows, bus passenger nos., bus service frequency delays, etc.

The attached plan shows the extent of the proposed works the timetable for which is:

- Advance stats. & preparatory works start – Nov. 2010 (achieved)
- Sign TfL/Council First Funding Agreement – Nov. 2011 (achieved)
- Advance stats. and preparatory works completed - May 2011 (on track)
- Complete detailed scheme design – March 2011 (on track)
- Sign TfL/Council Second Funding Agreement – Sept. 2011
- Invitation to tender main works – Sept. 2011
- Award main works contract – April 2012
- Start main construction works – Sept. 2012
- Complete construction – April 2014

The Scheme is currently estimated to cost a total of £35.5m. :

Transport for London – historic spend	£3.5m.
Transport for London – new capital	£13.0m.
Council (Community Infrastructure Fund)	£4m.
Council (Growth Fund)	£3.495m.
Council (Hale Village s106 funds)	£3.5m.
Council (own capital resources) (including £150,000 'recycled' capital premium from lease of Gyratory site compound land)	£1.15m.
Council (potential additional Growth Fund allocation switching money from Marsh Lane)	£0.305m.
Homes and Communities Agency	£5m.
Total	£33.95m.
Funding gap (proposed to be bridged by cost savings)	£1.05m.

Binding funding agreements will secure this funding. The first was signed in December 2010 between TfL and the Council securing the Community Infrastructure Fund & Growth Fund money (£7.495m.). A 2nd. Agreement is being prepared between TfL and the HCA (£5m.). A 3rd.. Funding Agreement is planned for signature in Nov. 2011between TfL and the Council when there is greater certainty on securing the balance of the required funding (£22.505m.) Subject to Council funding decisions, there is a shortfall of between £1.05m & £1.505m. based on current estimated total Scheme cost. This has been caused by the reduction in the Council's Growth Fund allocation by CLG.

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