


Agenda item:

Cabinet **On 4 October 2011**

<p>Report Title: TOTTENHAM HALE GYRATORY SCHEME – Completing the Road Improvements via the Second Funding Agreement</p>	
<p>Report authorised by Lyn Garner, Director Place & Sustainability</p> 	
<p>Contact Officer : Terry Knibbs</p>	
<p>Wards(s) affected: All Tottenham Wards</p>	<p>Report for: Key Decision</p>
<p>1. Purpose of the report</p> <p>1.1 To update 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) following the signing of the First Funding Agreement between the Council and Transport for London authorised by Cabinet in September 2010.</p> <p>1.2 To authorise the completion of the Second Funding Agreement to commit funding to complete the second and final phase of the Gyratory Scheme by Autumn 2014 requiring the commitment of up to £5,141,900 from the Council and subject to satisfactory completion of the Hale Village s106 agreement.</p> <p>1.3 To note the combined contributions to the 2nd phase of the scheme by Transport for London and Homes and Communities Agency total £17,998,000.</p> <p>1.4 To consider the transfer to Transport for London of two Council-owned strips of land required for essential localised road widening as part of the Gyratory Scheme.</p>	
<p>2. Introduction by the Cabinet Members for Environment and Economic Development & Social Inclusion</p> <p>2.1 Changing the Tottenham Hale one-way Gyratory system will help to transform resident, business and visitor movement to and within Tottenham. Although the current economic downturn has slowed progress in building new homes, new</p>	

development is continuing at, for example, Hale Village. Changing the Gyratory system to two-way flow and with other improvements for pedestrians and cyclists and the new bus interchange at Tottenham Hale Station will all help to underpin further investment in new homes and jobs and maintain progress on securing area regeneration.

2.2 The Council is working in partnership with Transport for London and the Homes and Communities Agency to deliver this vital scheme.

2.3 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 e a new public square at the station;
- improving footpaths and cycle ways in the area.

2.4 Cabinet approved £7,495,000 in September 2010 towards Phase 1 of the scheme (design and advance works). The balance of any remaining funds from Phase 1 will be carried forward to support the total costs of Phase 2 works. The Phase 1 advance work involved utility diversions and the start of the improvements along the High Road.

2.5 The main Phase 2 construction works are due to start in September 2012 and tendering that to contractors has to start now. Before that can happen though the required balance of funding of £23,139,900 needs to be committed by the three partners – the Council, Transport for London and Homes and Communities Agency. The TfL and HCA funding is in place and the decision by Cabinet on this report will complete the picture.

2.6 The Council is required to contribute £5,141,900 towards the main Phase 2 construction works (in addition to the £7,495,000 already spent/committed in Phase 1). A summary of the total scheme costs and funding from each partner is set out at para 6.12.

2.7 Changing the Gyratory scheme has been a longstanding aim to improve movement within Tottenham and support new investment in homes and jobs. Cabinet has previously approved the principle of the total funding package required for the scheme and this final decision to commit the Council's share towards the cost of the main Phase 2 works is needed to realise this important project.

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, the draft LDF Core Strategy 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 Approve the commitment of Council funds:** To approve the commitment of £5,141,900 as the Council contribution to the Phase 2 main construction works for the Tottenham Hale Gyratory Scheme (together with the use of remaining Growth Fund money from the Phase 1 work), having fully considered the risks associated with the possible non-receipt of funds as set out in paras. 6.20-6.29 of this report.
- 4.2 Approve additional 'contingency' provision in the indicative capital programme:** Approve the allocation of £878,000 in the indicative capital programme for 2012-13 to mitigate the risk of a shortfall in s106 receipts that can be allocated to the Gyratory Scheme (as set out in paras. 6.21-6.29 of this report).
- 4.3 Authorise completion of the Second Funding Agreement:** To authorise the Director Place and Sustainability and the Head of Legal Services to finalise the drafting and completion of the Second Funding Agreement for the Tottenham Hale Gyratory Scheme with Transport for London that will commit the Council funds approved in Recommendation 4.1 subject to the prior completion of the Hale Village s106 agreement that provides for infrastructure payments that can be used towards the Gyratory.
- 4.4 Responsibility for any cost increase:** To note that Transport for London will be responsible for funding any increase in costs above the estimated total cost of £34.176m. for the whole Gyratory Scheme.
- 4.5 Conditions for reimbursement of funds by the Council to Transport for London and Homes and Communities Agency:** To approve the principle (without fettering any future decisions of the Council) that up to £10,002,000 of the investment by Transport for London and up to £4,998,000 by the Homes and Communities Agency for the Gyratory Scheme may be reimbursed to those organisations by the Council subject to:
- the receipt of appropriate and sufficient payments that can be allocated to the Gyratory Scheme from s106 agreements or a Community Infrastructure Levy system (if such a Levy is introduced by the Council in the future) with such decisions being at the sole discretion of the Council; and
 - any reduction in the actual cost of the Gyratory Scheme will be used to reduce the Transport for London and Homes and Communities Agency investment that is reimbursable by the Council from s106 or a Community Infrastructure Levy.
- 4.6 Transfer of land to allow localised road widening:** To consider the objection received and approve the transfer to Transport for London of two strips of land (marked 1 & 2 on Plan 1 attached to this report) at nil cost to facilitate localised road widening for the Gyratory Scheme as set out in paras. 6.30-6.37.

5. Reason for recommendations

- 5.1 The Tottenham Hale Gyratory Scheme is an important project for Tottenham that will improve movement to and within the area for residents, businesses and visitors. Approving the required funding contribution towards the main construction works and the transfer to TfL of land needed for localised road widening is needed before the works are tendered to allow the works to start on programme in September 2012.

6. Summary

- 6.1 An important element of the Tottenham 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 Phase 1 design and advance works are completed and the Phase 2 main construction works are ready to be tendered to contractors for a start on site in September 2012.
- 6.2 £2,209,160 of Phase 1 funding (from the Council's Growth Fund allocation to the Gyratory) is available to be carried forward to Phase 2. An additional £5,141,900 of Council funds are needed for Phase 2 to combine with £17,998,000 from Transport for London and the Homes and Communities Agency.
- 6.3 Previous reports to Cabinet on the Gyratory Scheme have highlighted a potential funding gap of £1.5m. but this has now been eliminated by TfL making a significant drawdown against the project contingency allowance. The total cost of the whole Scheme is now estimated as £34.176m. (of which £8,259,081 has been spent on scheme design and advance works funded by Transport for London and the Council.)
- 6.4 This report provides detail on the sources of the recommended Council funding towards Phase 2 of the Gyratory Scheme. This funding combines using the Council's own capital resources plus Local Implementation Plan funds from TfL and s106 payments due from the Hale Village development. Those two latter elements have not yet been received and paras. 6.20-6.29 of this report sets out the risks associated with this and the steps being taken to mitigate those in part.
- Background information**
- 6.5 'Transforming Tottenham Hale', adopted as a Supplementary Planning Document to the Unitary Development Plan in October 2006, set the vision for what is 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 over half of the total new homes planned at Hale Village under construction. Changing the Gyratory to two-way flow with improved bus interchange is important in helping to realise that growth potential.
- 6.6 On 21 July 2009, Cabinet authorised entering into a Memorandum of Understanding with Transport for London and the London Development Agency to jointly fund the Gyratory scheme improvements.
- 6.7 That Memorandum of Understanding provides for the signing of two Funding Agreements. The first Agreement (signed following Cabinet approval in September 2010) committed £7.495m from the Council (from the Community Infrastructure Fund and the Growth Fund). That has funded scheme design and Phase 1 advance works. £2,209,160 remains from that Growth Fund allocation and can be carried forward to

Phase 2.

- 6.8 The Second Funding Agreement, the subject of this report, is now needed to commit the balance of funding (£18,141,900) required from TfL and the Council for the Phase 2 main construction works. This combines with the HCA's separate contribution of £4,998,000 producing the total additional funding required for Phase 2 of £23.14m.
- 6.9 For the Gyratory Scheme to continue on its current programme, this Second Agreement between TfL and the Council needs to be signed before the main construction works contract can be let.
- 6.10 TfL has completed a separate funding agreement with the Homes and Communities Agency (HCA) (which has taken over from the previous involvement of the London Development Agency) for the HCA contribution of £4,998,000.
- 6.11 The estimated total cost of the Gyratory Scheme has been reduced to £34,176,600 following TfL making a significant drawdown against the project contingency allowance.
- 6.12 A summary of the scheme costs and funding is as follows:

Tottenham Hale Gyratory			Funding Contributions			
Phase 1 Funding Allocations			Council	TfL	HCA	Total
			£	£	£	£
LB Haringey - Community Infrastructure Fund			4,000,000			4,000,000
LB Haringey - Growth Fund			3,495,000			3,495,000
Transport for London				3,541,700		3,541,700
Total Phase 1 Allocations			7,495,000	3,541,700	-	11,036,700
Phase 1 spend	2009 Estimate	Actual to Sep 11				
	6,945,000	8,259,081	5,285,840	2,973,241		8,259,081
Funding c/fwd to Phase 2			2,209,160	568,459	-	2,777,619
Phase 2 Funding Allocations			Council	TfL	HCA	Total
			£	£	£	£
LB Haringey - Capital Programme			1,141,900			1,141,900
LB Haringey - Local Implementation Plan allocation (subject to TfL approval)			500,000			500,000
LB Haringey - s106 Hale Village			3,500,000			3,500,000
Transport for London				13,000,000		13,000,000
Homes and Communities Agency					4,998,000	4,998,000
Total Phase 2 Allocations			5,141,900	13,000,000	4,998,000	23,139,900
Phase 2 cost	2009 Estimate	2011 Estimate				
	28,555,000	25,917,519	7,351,060	13,568,459	4,998,000	25,917,519

Total scheme cost	35,500,000	34,176,600	12,036,900	16,541,700	4,998,000	34,176,600
--------------------------	-------------------	-------------------	-------------------	-------------------	------------------	-------------------

Completion of the Phase 1 works

- 6.13 Scheme design, advance utility diversions and footway improvements along High Road have been the main elements of Phase 1 of the Tottenham Hale Gyratory Scheme. That phase is now largely completed though some detailed design work and utility diversions continue. That phase has cost £8,259,081.

Phase 2 main construction works

- 6.14 Phase 2 work will start after the Olympics in September 2012 and should be completed in April 2014. As the roads are almost all part of the Transport for London Road Network (TLRN), Transport for London is leading the project and will enter into the required construction contracts. Tendering the works has to start soon for the contract to be awarded by April 2012.

- 6.15 The Phase 2 works will comprise:

- changing the one-way Gyratory system of High Road/Monument Way/The Hale/Broad Lane to two-way traffic flow;
- creating a larger bus station and bus interchange at Tottenham Hale Station as well as a new public square outside the Station;
- new bus stops and pedestrian crossings;
- completing further improvements to footways and cyclepaths in the area.

- 6.16 The estimated cost of the Phase 2 works (including further detailed design) is now £25,917,519. A previously highlighted potential funding gap of £1.505m. (caused by the reduction in 2009 in central government's Growth Fund allocation to the Council) has been eliminated by TfL making a significant drawdown against the project contingency allowance.

Phase 2 Funding – Transport for London and Homes and Communities Agency

- 6.17 Transport for London (TfL) and the Homes and Communities Agency (HCA) are contributing £17,998,000 to the Phase 2 works subject to the Council also contributing £5,141,900 (and carrying forward the remaining £2,209,160 from the 2010/11 Growth Fund allocation for Phase 1 of the Gyratory).

- 6.18 £15m. of the TfL and HCA funding is being made available on the basis that up to that sum is reimbursable to those organisations by the Council subject to the future receipt of money from appropriate developments in Tottenham under s106 agreements or a Community Infrastructure Levy system should such a system be introduced in the future by the Council. This does not commit the Council to introduce a Community Infrastructure Levy system. If a Levy system is introduced, the decision to use any Levy receipts from appropriate development in Tottenham close to the Gyratory to pay to TfL (which will then pay an appropriate proportion to the HCA under the terms of a separate agreement between TfL and the HCA) will depend on other funding priorities for any Levy payments (to be considered by the Council at the time those payments are received), including the Mayoral Crossrail Levy. It has been agreed with TfL and the HCA that these repayment provisions from s106 or Community Infrastructure Levy receipts will apply until 31 March 2020 after

which these provisions will lapse.

Phase 2 Funding – Haringey Council

6.19 The Council's required additional contribution of £5,141,900 to Phase 2 of the Gyratory has three proposed elements:

- i) **£1, 141,900** from the Council's capital resources:
 - £141,900 has been received from TfL as a lease payment for using Council land at 5 Ashley Road as a contractors' base and compound;
 - £1m. is allocated within the Council's draft Capital Programme for 2012/14 .
 - (A further £0.5m has been reserved within the indicative Capital Programme (and increasing that to £0.878m. is recommended) to cover potential risks in relation to the s106 payments (see iii) below);
- ii) **£500,000** can be allocated from the Council's Local Implementation Plan (LIP) funding subject to sufficient sums being approved for works to Watermead Way/Ferry Lane by TfL in the Council's LIP Annual Spend Submissions for 2012/12 and 2013/14 (see the separate report on this Cabinet Agenda relating to the 1st year submission for 2012/13). The 2012/13 LIP submission is seeking funding for work to Ferry Lane and the 2013/14 submission will, subject to future Cabinet approval, seek funding for the work to Watermead Way. If these sums are not approved by TfL (or only a lesser sum is approved) then the Gyratory scheme design can (unless other cost savings have been made) be amended to omit the resurfacing work that this particular funding will pay for. TfL's approval (or not) to Council's LIP submission for 2012/13 should be given by December 2011;
- iii) **£3,500,000** is due to be received as part of s106 payments linked with the development of Hale Village just to the east of Tottenham Hale Station. None of that money has yet been received. Subject to completing a revised s106 agreement (approved by Planning Committee in January 2010 but not yet signed), £2.622m. will be received within 4 months of the date of signing. Once the revised s106 agreement is signed, the receipt of that sum is reasonably assured. However, the balance of £878,000 is subject to future receipts by the developer from plot sales on the site for further approved phases of the development. While the Council will not need to pay this money to TfL until, at the latest, 2014 (giving time for those plot sales to take place), there is a significant risk that this sum may not be received in full. Paragraphs below assess this risk in more detail.

Funding Risks and Mitigation Measures

6.20 If the LIP funding is not secured, the scope of the Gyratory scheme works can be amended, if necessary and if cost savings have not been made elsewhere on the scheme, to exclude the resurfacing of the Borough roads.

6.21 The key financial risk for the Council lies in the required s106 contribution. The Hale Village development was granted planning permission 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' towards 'the cost of implementing the community and environmental infrastructure improvements identified in the Tottenham Hale Urban Centre Masterplan.'

- 6.22 Due to the housing market downturn, Hale Village has encountered substantial financial difficulties. The Homes and Communities Agency stepped in in 2009 to partner Hale Village Properties with additional investment that allowed construction to continue. 542 affordable homes are under construction (residents will start to move in in November) together with 140 open market homes. A further 405 (approx..) open market homes are planned following future sale of the 5 remaining development plots on the site.
- 6.23 Recognising the financial difficulties, the Planning Committee (January 2011) approved changes to the s106 agreement to provide new payment triggers. The Committee also authorised completing three other s106 agreements relating to specific development plots to secure proportionate liability for specific s106 payments from those plot owners. Two of those three s106 agreements have been completed and the third should be completed imminently.
- 6.24 The revised agreement with Hale Village Properties has not yet been signed due to ongoing negotiations. It is hoped this will be signed by the end of October 2011. **It is recommended that the Second Funding Agreement is not completed until after the revised Hale Village s106 agreement is completed.**
- 6.25 As stated above in para. 6.19 iii), when the s106 agreement is signed, £2.622m. that can be allocated to the Gyrotory should almost certainly be received within 4 months of the date of signing (the funds to pay this are in an escrow account controlled in part by the Homes and Communities Agency).
- 6.26 Receipt of the required balance of £878,000 towards the Gyrotory is linked to the value of future plot sales. In the event that this sum is not able to be paid by Hale Village Properties, the three 'proportionate liability' plot agreements together provide for up to approximately £377,000 being payable separately by those plot owners that could be used towards the Gyrotory works. As further plot sales are completed and detailed planning consents are issued, similar s106 agreements providing for proportionate payments by those plot owners will be recommended to the Planning Committee (this has already been approved by the Committee in principle). The respective amounts due from those future plots will depend on the amount of development floorspace granted planning consent.
- 6.27 Sums due to be paid by individual plot owners under the proportionate liability provisions are only able to be claimed when the Hale Village development is completed which is unlikely to be before 2014 at the earliest.
- 6.28 As stated below in the Chief Financial Services Officer comments (para. 7.6), £500,000 has been included in the Council's indicative capital programme to cover in part the risk of a shortfall in the total s106 payments that can be used for the Gyrotory. It is recommended that this figure be increased to £878,000 to cover this risk in full – including to provide temporary 'gap' funding.

6.29 The ability to seek payment of a shortfall on Hale Village s106 payments through the 'proportionate liability' s106 agreement with development plot owners provides additional cover for the risk of a shortfall on s106 receipts from future plot sales. Short term financial provision, however, may be necessary to cover the period between when the Council needs to pay money to TfL (generally 2012-14) and when the s106 'proportionate liability' payments can be claimed. Increasing the indicative capital programme provision will provide that. Clearly, there is also a risk that those 'proportionate liability' payments are not made by the plot owners although legal action could be taken to recover the sums due under the terms of the s106 agreements.

Transfer of Council land to Transport for London to allow localised road widening

6.30 The two-way traffic flow proposals require localised road and footway widening to ensure safety and optimise traffic movement. Two areas of Council-owned land are required (shown for illustrative purposes on Plan 1):

- a) a strip of land alongside Monument Way/Hale Road east of the junction with Park View Road that currently forms part of Down Lane Park – marked as '1' on Plan 1 below;
- b) a strip of land on the western side of Hale Road (marked as '2' on Plan 1 below) that immediately fronts the Council's general housing needs block of flats at 165-195 Hale Road.

6.31 The transfer of both strips has been advertised and affected residents consulted. One objection, from the Friends of Down Lane Park, has been received. In summary, this objects to the loss of the Down Lane Park land as open space on the following grounds:

- a) Down Lane Park is a vital green open space providing leisure opportunities for local people – any loss of land hits at the principle of the Park's vital role in the local community;
- b) the southern part of the Park has just benefitted from investment in a new children's playground and bike circuit – the land for the Gyratory is an unjustifiable annexing of part of the area that has just been refurbished;
- c) it is not clear why any land from the Park is needed as the road was originally two-way;
- d) no satisfactory explanation has been given about why this land is needed for the Gyratory works

6.32 The narrow strip of land from the Park (approx. 2.9m. at its widest point tapering to zero), together with the land fronting 165-195 Hale Road, is essential for the Gyratory Scheme to proceed as it is needed to provide the lane widths for safe and adequate traffic flow as well as providing a safe pedestrian crossing at that point.

6.33 The investment in the new playground and bike circuit will be unaffected by the use of this land for the Gyratory. A very small part of a newly planted area will need to be adjusted to accommodate the new fence line and appropriate measures will be taken to protect the established tree close to the southern boundary.

6.34 The Friends of the Park were informed of the need to incorporate this strip of land in consultations undertaken in 2009. No adverse comments were made at that time but that does not reduce the weight of the objection now. The loss of any part of an open

space is not proposed lightly and every effort has been made by TfL in designing the scheme to minimise the land take that is essential. The land required though is considered essential by TfL for the scheme to proceed.

- 6.35 The lane widths at this point are the minimum that can be considered acceptable. The road has to provide five/six traffic lanes at this point to accommodate the straight ahead movement from Monument Way towards Watermead Way and the right-turn into The Hale as well as the left and right turns at the junction with Monument Way/Hale Road by traffic travelling north along The Hale. At the same time the pedestrian crossing refuges have to be sufficiently wide to provide satisfactory protection for pedestrians.
- 6.36 A meeting with representatives of the Friends of Down Lane Park took place on 14 September 2011 to discuss their objection and to explain more fully the reasons for requiring this land for the Gyratory Scheme to proceed. The Friends acknowledged the need for, and support, the Gyratory Scheme improvements. They stated that they do not wish to obstruct progress on that Scheme and they accept the loss of the strip of land from the park. Subject to costs, TfL has offered to erect new metal railings along the realigned boundary rather than re-positioning the existing railings. The Friends said that, following consultation with others in the Friends group, they would submit a revised letter to qualify their objection. At the time of writing this report, that letter has not yet been received - a verbal update on this will be given at the Cabinet meeting.
- 6.37 It is recommended that, for the above reasons, the objection of the Friends of Down Lane Park is overruled and the transfer to TfL of both strips of land (marked 1 & 2 on Plan 1 attached) for highway use be confirmed.

7. Chief Financial Officer Comments

- 7.1 Corporate Finance have been consulted on the preparation of this report, and confirm that the project costs and funding proposals are as summarised in the Table at para 6.12.
- 7.2 The report highlights the key risks in relation to the funding position for Phase 2 of the project which relate to the £3,500,000 prospective s106 receipts from Hale Village, and the £500,000 LIP funding which is subject to approval by TfL.
- 7.3 The risk in relation to the TfL LIP funding can be contained by deleting the associated aspects of the scheme, and the Council therefore has some flexibility in considering the best option should this situation arise.
- 7.4 Assuming the Hale Village s106 agreement is successfully concluded, the main residual risk relates to that part of the prospective receipt dependant on future land sales/construction completion as set out in para 6.26. The value of this residual funding risk is £878,000.
- 7.5 The Council has included a reserve amount of £500,000 within its draft capital programme to provide further options for covering this risk should this be necessary. It is recommended that this be increased to £878,000 to cover that risk in full.

- 7.6 To mitigate the risk of the Hale Village s106 agreement not being completed (the completion will trigger the payment of £2.622m. towards the Gytratory), it is recommended that the Second Funding Agreement with TfL is only completed after the Hale Village s106 agreement is completed.
- 7.7 Members will have to consider carefully the overall balance of financial risks relating to the project against the expected benefits from the scheme as a whole.

8. Head of Legal Services Comments

- 8.1 The Cabinet should be mindful that in the current economic climate there is a risk that any developer may default on payment of financial contributions under a s.106 agreement.
- 8.2 As the Hale Village S106 agreement has yet to be completed members should particularly note the officer advice in paragraph 7.7 that the Second Funding Agreement with TfL is not completed until the revised Hale Village s106 agreement is completed and the actual receipt of the funds hereunder.
- 8.3 The revised Hale Village s106 agreement has been amended to allow the expenditure of funds received towards the Gytratory Scheme.
- 8.4 Any risk of a funding shortfall has been dealt with in paragraphs 6.20 to 6.29.
- 8.5 The Council has in accordance with the Cabinet authority of September 2010 decided to dispose of two strips of land to allow localised road widening (paragraph 6.30). One strip of land (marked "1" on Plan 1) forms part of Down Lane Park. The other strip (marked "2" on Plan 1) fronts Council owned general needs housing. A notice was published in a newspaper circulating in the area where the land is located for two consecutive weeks. The notice set out the intentions of the Council and the Council must then consider any objections. The reasons for the appropriation of this land is set out in paragraphs 6.30 to 6.38. Members must consider the objections received and take them into account in coming to their decision on the appropriation and transfer.
- 8.6 The transfer of land to TfL for the purposes of the Scheme must be at best consideration unless reliance is placed upon the general disposal consent granted to disposals of under £2m where it will help to secure the promotion or improvement of the economic or environmental well being of its area and having regard to the Council's community strategy.
- 8.7 The implementation of a Community Infrastructure Levy will be subject to a public process with opportunities for objections and independent examination of any proposed charges. Any future use of CIL receipts to reimburse TfL or HCA 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.
- 9.2 The loss of the strip of land from Down Lane Park will have a minimal impact on the overall park and the new facilities that have been provided at the southern end. As such, this will have a negligible equalities impact especially taking into account the estimated benefits of the Gyratory Scheme.

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. 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

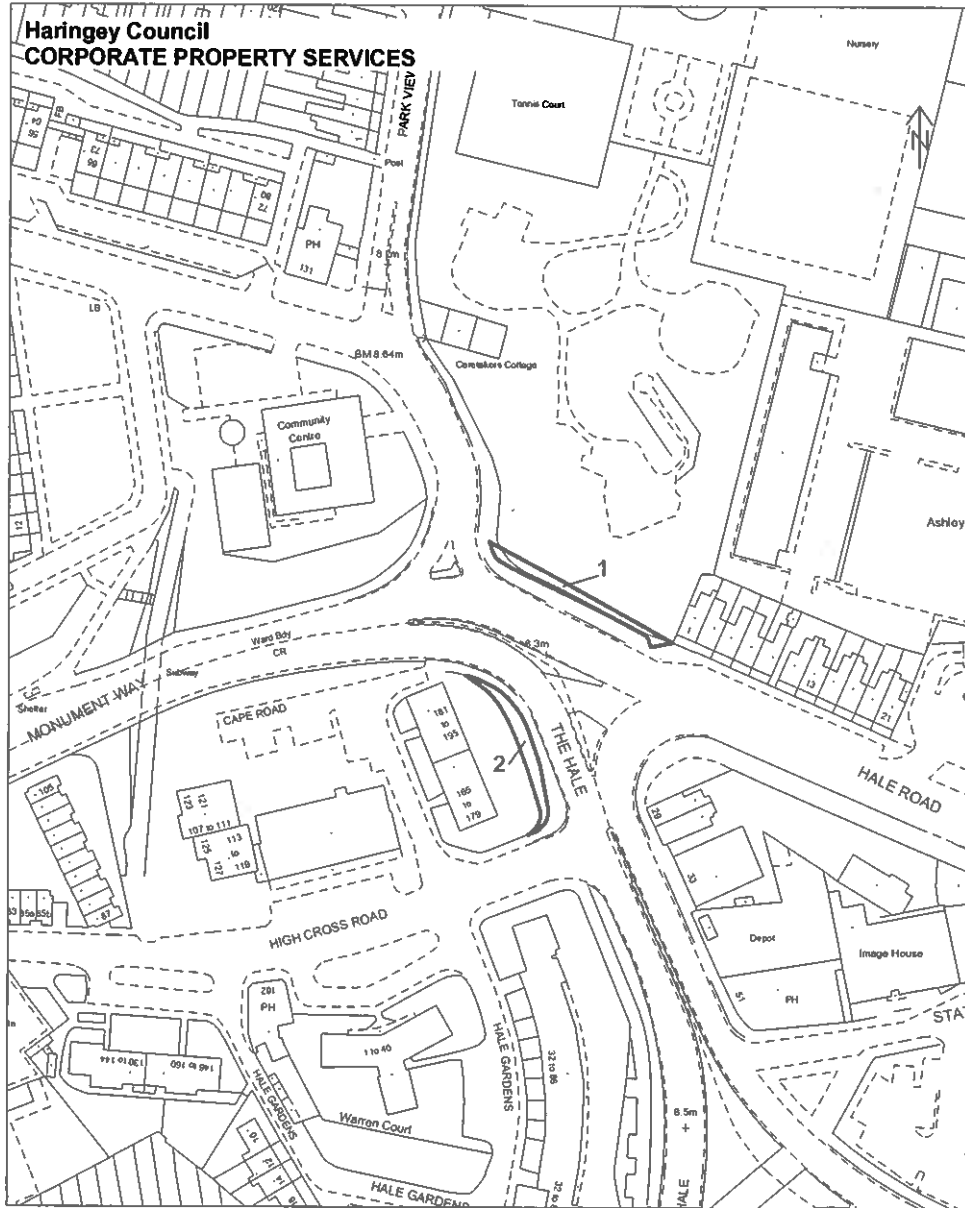
12. Local Government (Access to Information) Act 1985

Background Papers

- 'Tottenham Hale Gyratory Scheme and Changes to 2010/11 Growth Fund Project Allocations' – report to Cabinet 10 September 2010
- 'Transforming Tottenham Hale – Progress and Next Steps' – report to Cabinet 21 July 2009
- 'Growth Fund and Community Infrastructure Fund' – report to Cabinet 21 April 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

