

## DECISION MAKING REPORT FORMAT WITH GUIDANCE

Report for: CABINET

Item number:

Title: White Hart Lane Station Approach – Public Realm Improvements

Report authorised by: Lyn Garner, Director of Regeneration, Planning and Development



Signed:

Dated: 29<sup>th</sup> April 2016

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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 the appointment of a multi-disciplinary consultancy team to support the Council in delivering the public realm around White Hart Lane Station. The project provides highways and streetscape improvements along Love Lane, Penhurst Road and White Hart Lane between Creighton Road and the High Road. The Transport for London “LIP” funded scheme will provide vital infrastructure required to progress the High Road West regeneration scheme, approved by Cabinet, Dec 2014, and wider regeneration, including the Northumberland Development Project (“Spurs scheme”).

### 2. Cabinet Member Introduction

2.1 Delivery of station and public realm enhancements at White Hart Lane will provide more efficient and attractive access to the station, 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 catalyst for investment and a benchmark for high quality, functional, sustainable design.

- 2.2 This report recommends the appointment of Muf Architecture / Art LLP to provide the Principal Designer role in the delivery of the scheme. This appointment will provide consultancy services throughout all stages of the project, from initial design to supervision of the construction contract and handover.
- 2.3 The scheme is funded jointly by Transport for London's Local Implementation Plan (LIP) and the Greater London Authority's 'Mayor's Regeneration Fund' (MRF). The first tranche of the LIP funding, £122,000 has been agreed to deliver public realm with further funding expected to be agreed for draw down as the scheme progresses. MRF funds are agreed and are currently attached to the TfL station enhancements.

### **3. Recommendations**

#### **3.1 It is recommended that Cabinet:**

- i. Award a contract in the sum of £529,560 to Muf Architecture / Art LLP to undertake the delivery of public realm around White Hart Lane Station between High Road and Creighton Road and along White Hart Lane.
- ii. Approve use of the £122,000 LIP funding and subject to the Council's Contract Standing Orders delegate authority to spend future funds drawn down from the LIP funding for project delivery.
- iii. Gives Delegated Authority to the Director of Regeneration, Planning and Development, after consultation with the Cabinet Member for Housing and Regeneration to agree any necessary modifications required to the contract in light of any changes to the scheme at no additional cost.

### **4. Reasons for decision**

- 4.1 Delivery of White Hart Lane Station and surrounding public realm is a key component in the delivery of High Road West, Northumberland Development Project and the wider regeneration across North Tottenham. This in turn corresponds to the challenging objectives for improvements in social, economic and physical well-being in the Corporate Plan and associated strategies, Upper Lee Valley Opportunity Area and the London Plan.

### **5. Alternative options considered**

- 5.1 The council considered the option to deliver of the scheme utilising existing Council resources. However, this option is not feasible due to lack of the skills and capacity necessary to deliver this project.
- 5.2 Failure to deliver the scheme would compromise the ability of the Council to deliver the wider regeneration of North Tottenham due to the impact that the

anticipated increases in demands on the station and surrounding public realm would have on the existing infrastructure.

## 6 Background and summary information

### High Road West Regeneration Scheme

- 6.1 The High Road West regeneration project is a key catalyst to the wider regeneration of North Tottenham and facilitating the delivery of the Northumberland Development Project. The delivery of the High Road West Masterplan 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 station and public realm enhancements at White Hart Lane is a key part of the Masterplan providing more efficient and attractive access to the station, 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 catalyst for investment and a benchmark for high quality, functional, sustainable design.
- 6.3 Transport for London are progressing the station enhancements and have appointed a consultant team to transform the building, including step free platform access and at grade pedestrian access between northbound and southbound platforms from Love Lane to Penshurst Road. Landholt and Brown and Mott MacDonald are supporting Transport for London to progress the station scheme which is due to go to planning in late summer.

### White Hart Lane Public Realm Improvements Project

- 6.4 A bid by London Borough of Haringey was submitted to TfL's LIP fund for £3.99m in September 2015. This has been matched with £1m approved from the GLA's Mayor's Regeneration Fund, which is held by Transport for London for public realm in relation to the station enhancements.
- 6.5 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 (see appendix 1). The design 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

#### 6.6 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.

- 6.7 The project will meet all of the Mayor’s Better Street aims of tidying up, decluttering, relocating and merging functions, rethinking traffic management options and recreating the street.
- 6.8 The scheme was approved by Transport for London with the first stage of funding of £122k granted to the Council in December 2015 (see appendix 2). Further funding related to the overall bid sum will be provided subject to continued success in delivering the scheme and drawdown via the annual applications process. TfL have indicated that they have no reason not to continue to fund the scheme and initial meetings have indicated support for its delivery. Should the TfL decide that they no longer want to keep funding the scheme, the Council will initiate a break of contract with the appointed consultant.

Procurement

- 6.9 The Council undertook a procurement process by way of a mini-competition under Lot 4 Public Realm and Landscape of the GLA/TfL ADUP Framework. Bidders were asked to submit a bid which evaluated quality and price on a 60:40 basis respectively.
- 6.10 Two bidders submitted responses to the bid. The bids were assessed by a panel consisting of officers from both TfL, GLA and LB Haringey.
- 6.11 As well as scoring the highest score for quality, the Muf Architecture / Art submitted the lowest price for the commission and therefore received the maximum price score.
- 6.12 A summary of the scoring matrix is detailed in the table below:

Tenderer	Quality % Score	Price % Score	Total Score
Bidder 1: muf architecture/art LLP	41.16%	40.00%	81.16%
Bidder 2:	31.56%	34.76%	66.32%

Bidder 2 is identified in the exempt part of the report (Part B)

- 6.13 Muf Architecture / Art has met the requirements of the brief with a high quality bid and surpassed the required minimum score. 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.
- 6.14 The Council is aiming to complete design work by early 2017, with construction undertaken throughout 2018 and early 2019. Governance will be undertaken in close liaison with Transport for London and other stakeholders to ensure that development of the public realm is closely co-ordinated with the enhancement of the station, stadium construction and progression of High Road West.

### Delivery approach

- 6.15 We plan early engagement with TfL signals in step 2 to understand potential issues. If there are significant issues identified then this aspect of the bid would not be pursued.
- 6.16 Phasing of works will be carefully programmed to ensure that there is minimal disruption to traffic, station access and access to residential and commercial properties throughout construction. In particular, the work will be phased to commence with the White Hart Lane section to allow free access for works to the station building, with phase 2, along Love Lane commencing once this is at a stage when construction vehicle works can be directed away from the streetscaping. Access for pedestrians, and particularly match day access will be delivered in co-ordination with THFC, with the majority of the works being undertaken while the club are playing at an alternative venue during their own construction works. The works will be managed by Prince2 qualified project managers who are experienced in delivering Major schemes. As mentioned above, the scheme will form part of the robust Tottenham Regeneration Programme governance structure.
- 6.17 Design work will be undertaken in co-ordination with the community, businesses and other stakeholders. The Council will ensure that the groups such as the Tottenham Traders Partnership and Love Lane Residents Association are kept regularly engaged and informed.
- 6.18 Upon completion of the design process, the implementation of the designated works will be procured through a competitive tender process managed by the Project Manager and the Council's Procurement Team.

### Governance and Delivery

- 6.19 A robust governance structure is in place to govern all regeneration projects in north Tottenham. The White Hart Lane Public Realm Improvements project along with the White Hart Lane Station project will report to the North Tottenham Internal Board and Tottenham Programme Delivery Board, which includes senior representation from Haringey, TfL, THFC and the GLA. This governance structure ensures regular communication and alignment of objectives and strategies between all key stakeholders (See Appendix 3).
- 6.20 The Project Manager, Peter Watson will report to Senior Responsible Officer, Sarah Lovell and Helen Fisher will act as the Responsible Director for the Project. The Project Manager will liaise with the White Hart Lane Station Project Manager and TfL Project Sponsor throughout the life of the projects.

## **7. Comments of the Chief Finance Officer**

- 7.1 The initial cost of this contract can be met from external funding allocated by Transport for London as part of the Local Implementation Plan. Officers need to

ensure that funding for subsequent phases is confirmed by TfL before committing the full expenditure covered by this contract award.

## 8. Procurement Comments

The project was tendered using call-off under mini-competition from the GLA/TfL - Architecture, Design and Urbanism Panel (ADUP) – Lot 4 Public Realm and Landscape framework agreement using a scoring criteria of 60% quality, 40% price.

The procurement process described in section 9.6 – 9.14 demonstrates Bidder 1 (Muf architecture/art LLP) is the most economically advantageous tender and therefore represents value for money.

## 9. Legal Comments

9.1 The contract which this report relates to has been procured by undertaking a mini-competition under the GLA/TfL ADUP Framework (the “Framework”). Haringey is entitled to use the Framework.

9.2 This is a key decision and the Service has confirmed it is on the Forward Plan.

9.3 As the value of the contract exceeds £500,000 it may only be awarded by Cabinet.

9.4 The Assistant Director of Corporate Governance confirms there are no legal reasons preventing the Cabinet from approving the recommendations in the report.

## 10. Equalities

10.1 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:

- Tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- 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

10.2 The award of the contract in this report is critical to supporting the wider development of the High Road West Regeneration Scheme. An Equality

Impact Assessment accompanied the 16th December 2014 Cabinet Decision to proceed with the High Road West regeneration scheme, and found generally positive impacts for groups with protected characteristics. The new public realm is intended to improve accessibility, amenities, safety and the environment in and around White Hart Lane station area for all residents and visitors

- 10.3 The successful Tenderer will be required to develop the scheme in accordance with best practice to help to ensure that residents and visitors are not compromised in their ability to access and enjoy the opportunities provided by the development of this project regardless of their characteristics. The tenderer will also be required to have in place their own equalities policy, and pay due regard to the Equalities Act 2010 in their professional practice and conduct.

## 11. Use of Appendices

10.1 The table below details the appendices relevant to this report:

Appendix	Document
Appendix 1	High Road West Masterplan
Appendix 2	White Hart Lane Preliminary Design
Appendix 3	Local Implementation Plan Major Schemes Annual Spending Submission Letter (22/12/15)
Appendix 4	Project Governance Structure

## 11 Local Government (Access to Information) Act 1985

11.1 Background Papers:  
Cabinet report, December 2014  
High Road West Masterplan

- This report contains exempt and non exempt information. Exempt information is under the following category (identified in amended schedule 12A of the Local Government Act 1972) S (3) information relating to financial or business affairs of any particular person (including the authority) holding that information.