

**MEETING**

**FINANCIAL PERFORMANCE AND CONTRACTS COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 29TH JANUARY, 2020**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG**

Dear Councillors,

Please find enclosed the Responses to the Public Questions.

Item No	Title of Report	Pages
5.	PUBLIC QUESTIONS AND COMMENTS (IF ANY)	3 - 4

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**Public Questions**

Question	Agenda Item	Raised by	Question Raised	Answer
1	12	Theresa Musgrove	The council entered into this reckless agreement to borrow £22 million of public money to lend to a private rugby club while families with babies and young children have been left to live in the damp, rat and cockroach infested squalor of Marsh Drive, as featured twice on the BBC. Such is the deficit in ethical standards in this Tory administration, that subsidising a rugby club has more priority than slum standard accommodation. Justice demands that there is an independent inquiry into the circumstances of this scandalous arrangement. Will there be one?	No.
2	13	Lorraine Thomas	What is the likely publication date of your second Capita ' <b>Brent Cross West: Station Integration</b> ' study, and is that why you have written about 'risk provision' and 'revised integration programme' in paragraph 1.40?	<p>The station contract has now been placed and VolkerFitzpatrick are developing the detailed design of the station. In order to conclude the studies on integration, it is prudent to involve the station contractor in this process to make sure the right solution is progressed and the implications on design and delivery are fully understood.</p> <p>Engagement with VolkerFitzpatrick is underway to assess how the design changes to achieve passive provision may be integrated into the station and understand the associated costs. This review will likely take between 2-3 months and provide an impact assessment on the changes in the design and cost of implementation, at which point a further decision will be required on whether to proceed with these changes and agree a funding mechanism.</p> <p>The BXC team are also in contact with TfL to ensure that the</p>

AGENDA ITEM 5

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				<p>WLO project fully understands the interfaces between the station and the development of the WLO. This is to ensure that both schemes are progressed in a joined-up way with a full understanding by each project team on scope and requirements, recognising that the Brent Cross West scheme is at a much more advanced stage of development.</p> <p>References to scope change and the revised programme in section 1.40 relate to delivery of the current approved scope and changes that may be encountered during programme delivery. This does not include implementation of WLO scope which was not part of the MHCLG funding.</p>
3	13	Gina Emmanuel	If you decided on passive provision in the Brent Cross West station for six platforms, would the cost be met from the budget mentioned in 5.2.5 or the one in 5.2.7, or are they the same budget anyway?	No. As the WLO project is not part of the original approved scope of this programme and no funding has been provided for it, the costs for design change and implementation would need to be provided from elsewhere.