

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 6 May 2011	<b>Meeting Name:</b> Regeneration and Leisure Scrutiny Committee
<b>Report title:</b>		Transport infrastructure development needs in key regeneration areas in Southwark and the Community Infrastructure Levy	
<b>Ward(s) or groups affected:</b>		ALL	
<b>From:</b>		Barbara Selby; Head of Transport Planning Simon Bevan; Interim Head of Planning and Transport	

### **Key transport infrastructure development needs**

#### **1. Elephant and Castle**

The area has a high level of transport accessibility; the key issue is the capacity of the northern line ticket hall and access to the platforms. TfL's preferred options is for a new ticket hall and 3 escalators ideally as part of a rebuilt shopping centre estimated cost £160m (TfL) The less preferred alternative is to provide additional lifts and circulation space as part of a renovated shopping centre.

There is a considerable gap between the funding likely to be available from developments in the area including the Heygate estate and the funding required to redevelop the tube station, whichever option is pursued.

There is a desire to continue the public realm improvements at the Southern roundabout by introducing at grade crossings for the northern roundabout along with redesigning the bus interchange areas, estimated cost £40m (TfL)

#### **2. Canada Water**

The area already has good public transport provision and hence the infrastructure developments required relate to highway capacity improvements along Lower Road. These are likely to be funded through the planning process.

#### **3. Borough, Bankside and London Bridge**

The area is well provided with public transport. Thameslink will deliver improved access to Blackfriars station and major improvements to London Bridge station. However there remains concern over the loss of the South London Line Victoria – London Bridge Loop.

#### **4. Aylesbury**

Public transport accessibility for the regeneration area was predicated on the provision of the Cross River Tram. In the AAP a public transport corridor has been retained which could carry a guided bus service or be utilised as part of a revised tram proposal.

#### **5. Peckham**

The Cross River tram was presumed to meet the requirements of the regeneration scheme. The only alternative currently proposed is the extension of the Bakerloo Line, although welcome this is unfunded and many years away.

The Mayor's transport strategy cites Peckham Rye station as being a strategic interchange location outside central London. This role is enhanced by phase II of the East London Line (see below) however access and interchange to and between platforms is poor as is the surrounding environment of the station.

## **6. Cross River Tram (CRT)**

Further development of CRT was not included in TfL's Business Plan released in late 2008. TfL's contention was that this was necessary because:

- Scheme implementation was unfunded;
- For the scheme to be successful, it would require a major re-allocation of road space in central London from general traffic to trams, in conflict with TfL's goal of smoothing traffic;
- Since TfL began promoting CRT, other schemes had been approved which potentially changed the transport need in the area.
- Alongside the new planning/policy context, approval for several transport infrastructure projects since the inception of the CRT project included:
  - Crossrail;
  - Thameslink;
  - East London Line Phase 2;
  - Northern Line Upgrade II.
- In addition, the UK economy had entered recession, with falling passenger demand and consequently reduced income for Transport for London.

In February 2010 TfL released its Cross River Tram Alternatives: Position paper. This stated that in addition to the above newly committed schemes, additional schemes had been identified which could further improve transport opportunities from the CRT study area, and will be considered by the relevant TfL mode or within the Sub-Regional Plans being developed to support the MTS.

Key schemes to be considered further include:

- Further promotion of walking and cycling, including public realm improvements, cycle superhighways and expansion of cycle hire;
- Continued management of the bus network to meet areas of demand;
- Station upgrades/improvements in central and south London;
- Bakerloo line extension into SE London from Elephant & Castle.

It should be noted that the only element of this so far provided that has an impact on the Aylesbury is improved frequency on the 343 bus route and one cycle hire station.

## **7. Camberwell**

Camberwell remains dependent on bus travel; options such as a new Camberwell Station as part of Thameslink are no longer under consideration. As with Peckham the Bakerloo Line extension if proceeded with would make a substantial improvement.

The step II major schemes approval for Camberwell Town Centre is welcomed and work has commenced on developing the project for further funding approval.

## **8. East London Line**

The East London Line is very welcome and phase II will improve access for Peckham and Camberwell (Denmark Hill).

There is support for both Surrey Canal Road Station and Brixton High Level to be provided. Both these would enhance accessibility for Southwark residents whilst not within the borough.

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## **Community Infrastructure Levy**

### **9. What is CIL?**

- CIL (Community Infrastructure Levy) is a new levy local authorities can choose to charge on new buildings in their area
- The money raised can be used to fund infrastructure that supports development
- It applies to most new buildings and charges are based on the size and type of the new development.
- All local planning authorities can become charging authorities including all London Boroughs
- Normally the authority that collects CIL is the same authority that charges CIL. However if the Mayor charges CIL, the London Boroughs collect on his behalf

### **10. Setting a Charge**

- Charging authorities must produce a document called a charging schedule which sets out the rate for their levy.
- The levy is intended to encourage development by creating a balance between collecting revenue to fund infrastructure and ensuring that the rates are not so high that they put development across the area at serious risk.
- The charging authority can set one standard rate or it can set specific rates for different areas and types of development.
- The rates set out in the charging schedule must be in £ per square metre
- Charging authorities must consult on their charging schedules and they must also undergo a public examination by an independent person