

Item No. 10.	Classification: Open	Date: 10 October 2012	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Strategic transport S106 release report for £1,336,108 to implement improvements to Elephant and Castle underground station & northern roundabout (£857,203), Camberwell town centre (£155,603), Peckham Rye station (£86,769) and Lower Road gyratory (£266,533) from a number of agreements	
Ward(s) or groups affected:		Cathedral, Chaucer, East Walworth, Newington, Camberwell Green, Rotherhithe, Surrey Docks, The Lane, Grange, South Bermondsey	
From:		Chief Executive	

RECOMMENDATION

1. That the community council note and comment on this framework for the release of strategic transport Section 106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects totalling £1,336,108 from the listed Legal Agreements identified for Transport Strategic Contribution, to support transport improvements at:

- **Elephant and Castle £857,203**, from: all the Borough, Bankside and Walworth Community Council (CC) schemes in appendix 1, save for Townsend Street and Royal Road

- **Camberwell Town Centre, £155,603** from: all the Camberwell CC schemes in appendix 1, plus Townsend Street and Royal Road

- **Lower Road, £266,533** from: all the Bermondsey and Rotherhithe CC schemes in Appendix 1

- **Peckham Rye station, £86,769** from: all the Peckham and Nunhead CC schemes in Appendix 1

BACKGROUND INFORMATION

2. Planning obligations are used to address the impacts caused by a development and contribute to providing infrastructure and facilities necessary to achieve sustainable communities. The council can enter into a legal agreement with a developer whereby the developer agrees to provide planning contributions. These contributions can cover a range of facilities and services including transport provision.
3. As well as site specific transport contributions, the council seeks to secure strategic contributions for transport measures to increase the capacity of transport provision across the borough to support the delivery of the Transport plan (Local Implementation Plan 2). In addition to the funding authorised to be released by this report a further £2,828,763 in strategic contributions have been agreed, but not yet received by the council.

4. The council's Transport Plan 2011 <http://www.southwark.gov.uk/transportplan> sets out short, medium and longer term projects to deliver the council's objectives. Shorter term projects are generally delivered with funding the council receives annually from TfL to support delivery of the Mayor's Transport Strategy. Other, larger scale projects may be delivered as part of development schemes and regeneration initiatives, or with Major Scheme funding from TfL.
5. Larger scale projects identified in the Transport plan include maximising accessibility to the transport network at Elephant and Castle to support major redevelopment there. Camberwell town centre and Lower Road are also included as Major Schemes requiring funding from both TfL and the council. The plan also covers other opportunity areas and development led schemes such as the Canada Water plaza and thematic schemes such as improvements to the Thames Path as part of the Olympic Legacy project.
6. Section 106 (S106) contributions received by the council are expected to be spent within the standard timescale of ten years, unless an earlier date is specified. It is therefore necessary to track monies received and to plan ahead and develop an implementation strategy matching available funds to suitable projects within the agreed timescales. This is especially important for strategic transport contributions where no specific project is identified in the legal agreement and where the type and scale of projects require a long lead in time.
7. The current approach to securing contributions for strategic transport measures is due to be largely replaced with the introduction of the Community Infrastructure Levy (CIL). CIL is intended to be used for general infrastructure contributions whilst Section 106 obligations will continue for site-specific mitigation. However, from April 2014 or the earlier adoption of a CIL Charging Schedule, local authorities will not be able to pool contributions from more than 5 obligations (including obligations dating back to April 2010) to fund the same type or item of infrastructure. Therefore, funding for major transport projects will primarily come from CIL. The council's draft CIL infrastructure plan identifies major transport projects as 'infrastructure' which the levy will fund.

KEY ISSUES FOR CONSIDERATION

8. Due to different levels of development across the borough, the receipt of strategic s106 contributions is not evenly spread across community council areas. Figure 1 below shows that payments received between February 2009 and August 2012 are mainly concentrated in the northern part of the borough. In many cases, significant site specific contributions have also been secured to mitigate the direct impact of developments in these areas and the council has been able to use these contributions to significantly improve the local environment. In other areas of the borough the relatively small scale and quantity of development coming forward has limited the availability of developer funding for local improvements.

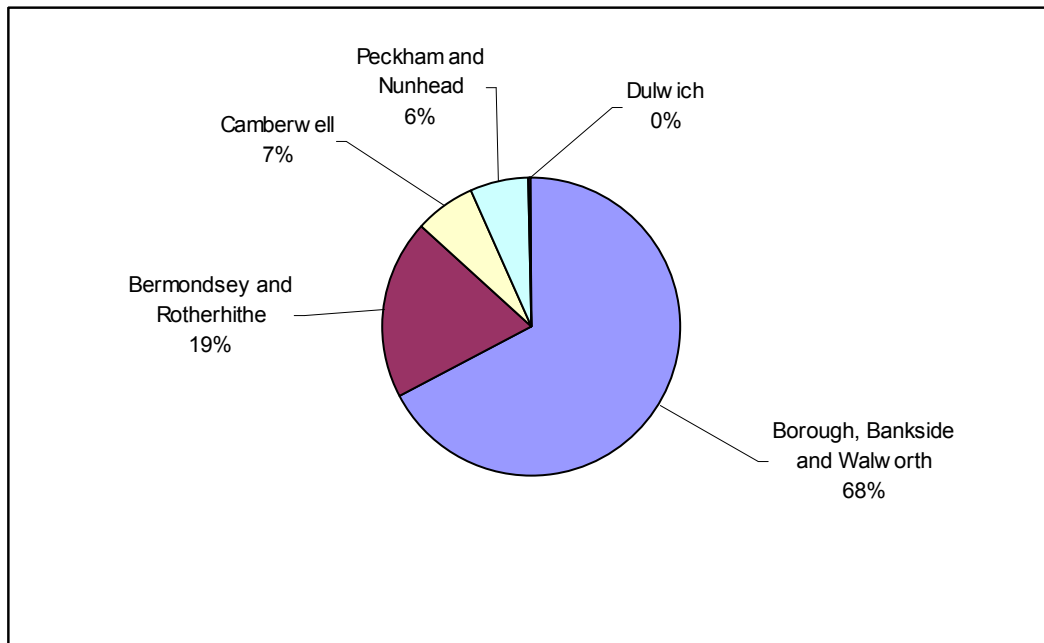


Figure 1: Strategic s106 received by CC area

9. To compound the relative lack of available funding in certain areas, these locations also tend to suffer from significant transport related issues, such as limited access to public transport services and a high incidence of personal injury collisions. These areas also often support busy traffic corridors with the associated poor environment and air quality. These factors make such areas a natural priority in any objective assessment of transport need and funding for improvements in these areas is therefore often sought from other sources, such as Transport plan funding (TfL annual funding submission), however funding opportunities remain limited.
10. Investment in public transport infrastructure in Southwark over the last 20 years, has been heavily skewed towards the north of the borough. More recent rail projects include the extension of the Jubilee Line to serve Bermondsey and Rotherhithe (£3.5bn), improvements to the Northern Line as part of London Underground's upgrade programme and the current project to transform Thameslink services (£6bn), including the opening of a new station in Bankside. Central and eastern parts of the borough are benefitting from new access to metro style orbital services on the London Overground network, but direct access into central London termini will continue to rely on overland services. Proposals to extend the underground network, including the Bakerloo Line, which could bring significant benefits to other parts of Southwark are currently unfunded and not likely to be delivered before 2020. The proposed Cross River Tram scheme is no longer being actively promoted by TfL.
11. As well as rail infrastructure improvements, large scale investments in the highway network in Southwark have also tended to be focussed on the northern part of the borough. For example, Transport for London (TfL) has invested significantly in Tooley Street, Southwark Street and Borough High Street in recent years and works to major thoroughfares have been complemented by significant investment in area wide programmes led by the council such as the Bankside Urban Forest project. TfL have also delivered the Mayor's Cycle Hire Scheme exclusively in the north of the Southwark. There has been some limited investment in adjacent areas such as Elephant and Castle (the removal of the southern roundabout) and the Walworth Road project for example. While this is welcome it falls far short of the investment that is required to mitigate development activity within the Elephant and Castle Opportunity area as a whole. Investment beyond these areas has been

more limited still. While funding has now been secured to develop an improvement scheme for Camberwell town centre, securing implementation funding is dependent on achieving an agreed scheme as well as identifying match funding from the council and this will also be the case for improvements to Lower Road and Elephant and Castle.

12. Areas of Southwark that have not received significant investment in road and rail networks over recent years are nonetheless likely to be affected by the scale of development in those areas that have. Traffic related impacts of a development or cluster of developments in a particular part of the borough are likely to extend well beyond that area to other parts of the borough. For example, intensification of employment density in one area may lead to increased demand on the transport network in another where additional trips are generated as a result. Mitigation schemes therefore require a cross borough approach, managing impacts on traffic sensitive routes across the wider network.
13. To leverage funding for major publicly funded transport improvement projects it is often necessary to demonstrate match funding. For example, funding applications to TfL's Major Schemes programme and the GLA's Regeneration Fund all require evidence of match funding.
14. Given the above considerations, this report proposes a framework for the release of strategic transport s106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects. The four projects supported are Elephant and Castle, Camberwell town centre, Lower Road and Peckham Rye station. All four schemes are in key action / opportunity areas as identified by the council's Core Strategy and require funding to develop and deliver transformative changes to the borough's transport infrastructure. The framework will direct funds from Borough, Bankside and Walworth to support Elephant and Castle, except for sites in Walworth outside the Opportunity Area which will be directed to the Camberwell town centre scheme. Strategic transport contributions from sites in Peckham and Nunhead will be directed to support the Peckham Rye station project and contributions from Bermondsey and Rotherhithe will be directed to support the Lower Road project. A brief summary of each recipient project is included below.
15. Elephant and Castle

The key priority for strategic transport contributions generated by agreements within the Elephant and Castle Opportunity Area is to contribute to investment in the improvement of the existing northern line underground station (extra lifts or escalators) and the northern roundabout (replacement of the network of subways with signalised surface crossings). This investment is necessary to help mitigate the impacts on strategic transport infrastructure created by an increase in the local population.

The Elephant and Castle SPD <http://www.southwark.gov.uk/elephant> [which was adopted by the council in March 2012 and by the GLA as an Opportunity Area Framework in May 2012] includes a requirement for developers to pay an increased contribution towards the costs of these transport mitigation measures. This mechanism will ensure that all future development within the Opportunity Area makes the maximum reasonable contribution towards these key infrastructure projects. Transport for London have also agreed in principle to provide funding towards project costs. Despite this there remains both a funding gap and a need to maintain a flow of investment in the short to medium term to ensure that progress towards the implementation of this key council regeneration priority is maintained.

Contributions from the Borough, Bankside and Walworth community council area are therefore required for on-going design work and towards the implementation of improvements at Elephant and Castle.

16. Camberwell town centre

Southwark and Lambeth Councils in partnership with TfL are to invest in Camberwell town centre to uplift the area and create a new space for London. The scheme, while focussing on transport issues, will provide the opportunity for coordination across a range of regeneration activities and initiatives in the area.

This major scheme is a priority for the council. TfL have provided development funding of £200,000 in 2011/12 and a further £650,000 in 2012/13 with the council contributing a further £15,000 site specific S106. An additional £6.2m is required to deliver the scheme with implementation planned for 2014 which includes a £2m contribution from the council.

Key areas for improvement include:

- Camberwell Green Junction – reduce pedestrian crossing distance, review and remove pedestrian guard railings and review signal timings.
- Denmark Hill – widen pavements; make crossing safer right up to Champion Park.
- Wren Rd – green/walking link to Butterfly Walk

17. Lower Road

The removal of the Lower Road gyratory and reversion of all key roads to two-way operation was identified within the Rotherhithe Multi-Modal Transport Study. It was subsequently included in the Canada Water Area Action Plan, <http://www.southwark.gov.uk/canadawater> with the objective of reducing traffic on Rotherhithe Old Road, simplifying the road network, improving the environment for pedestrians and cyclists, and improving efficiency, capacity and safety for all users.

The scheme is currently being developed further and the initial cost estimate of £9m being reviewed. The Canada Water AAP sets out a tariff for development in the area which seeks to raise a major part of the funding necessary for the scheme, while a contribution may also be sought from TfL through the Major Scheme programme.

18. Peckham Rye station area

Subsequent to the completion of the Transport plan, a further opportunity arose to deliver a major scheme in the Peckham action area, at Peckham Rye station. Funding is available from the GLA Regeneration Fund created following the civil disturbances in London in 2011. GLA funding is also contingent on a council contribution.

In order to support the Peckham and Nunhead area action plan http://www.southwark.gov.uk/info/200315/peckham_and_nunhead and help deliver improvements to Peckham town centre, it is proposed to make substantial improvements to the setting of Peckham Rye station. Peckham Rye is identified in the Mayor's Transport Strategy as a strategic interchange and the project will complement planned improvements to the station itself which will become increasingly important with the arrival of London Overground services in 2012. Proposals include improvements to the station fabric and the re-creation of a public

square outside the station, improving the setting of the station while reducing journey times.

£12.5 million is required for this scheme (£5 million contribution from the council) with planned delivery split into a number of phases from 2011/12 to 2015/16. Most of this allocation will part match fund improvements to the Station and Station forecourt.

19. The projects described above are shown below with a proposed strategic s106 budget alongside complementary funding streams available to the project. The total available strategic s106 funding has been allocated across the four identified projects based on proximity and / or connectivity with the development location.

Project name	Proposed strategic s106 allocation	Origin CC area	Other funding streams
Elephant & Castle	857,203	Borough & Bankside & *Walworth	Council, TfL, development tariff, site specific s106
Camberwell town centre	155,603	Camberwell, **Walworth	Council, TfL, English Heritage, site specific s106
Lower Road gyratory	266,533	Bermondsey & Rotherhithe	Council, TfL, development tariff, site specific s106
Peckham Rye station	86,769	Nunhead and Peckham Rye & Peckham	GLA, TfL, Heritage Lottery Fund, Railway Heritage Trust, DfT, Network Rail, site specific s106

* Walworth sites within Elephant and Castle Opportunity Area

** Walworth sites outside Elephant and Castle Opportunity Area

20. The chart below shows future strategic s106 availability based on payments currently received and available and the expected 'claw back' date before which each contribution should be spent. The projects identified in this report have timescales consistent with the need to spend identified.

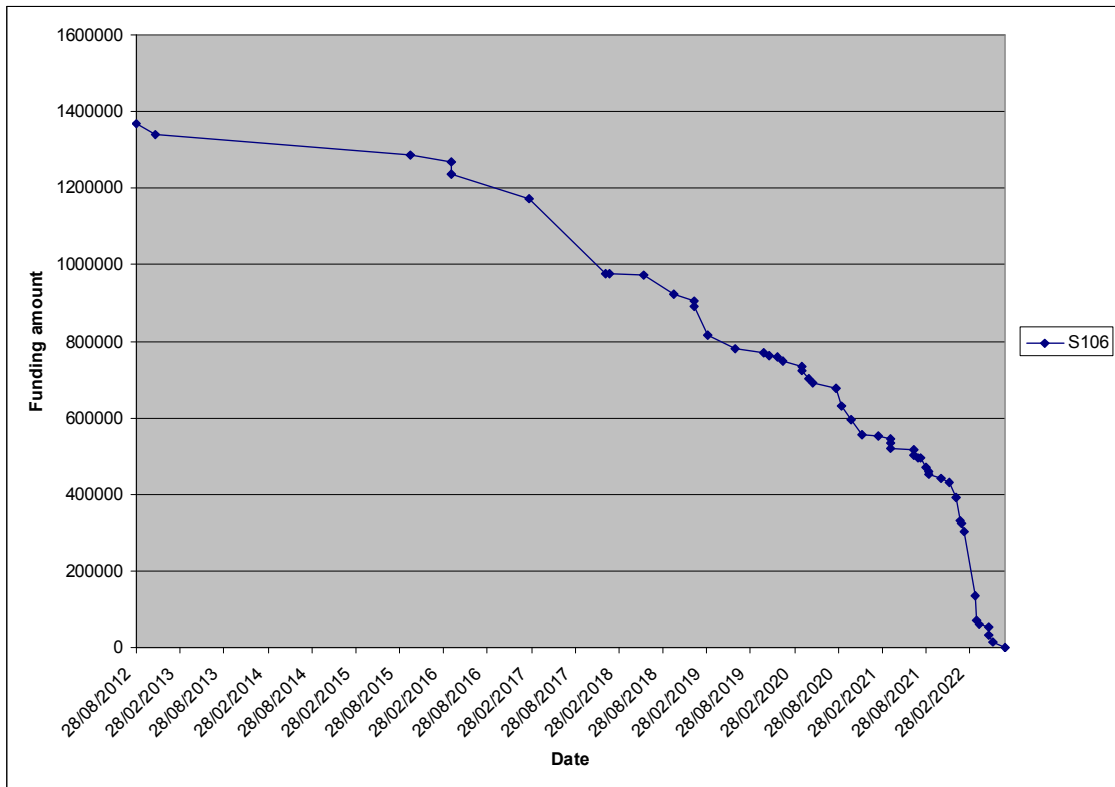


Figure 2: Strategic s106 timeline

Policy implications

21. Southwark 2016, the borough's Sustainable Community Strategy http://www.southwark.gov.uk/info/10010/southwark_alliance/580/southwark_2016 sets out a range of objectives and priorities defining the vision for Southwark. The projects identified in this report, located in key regeneration areas, are particularly relevant to the following objectives: Improving individual life chances; Making the borough a better place for people.
22. The Transport plan 2011 forms the vision for transport in the borough. The projects identified in this report, are particularly relevant to the following Transport plan objectives: Manage demand for travel and increase sustainable transport capacity; Ensure the transport system helps people to achieve their economic and social potential; Ensure the transport network is safe and secure for all and improve perceptions of safety; Ensure that the quality, efficiency and reliability of the highway network is maintained.
23. Southwark Plan saved policy 2.5 on planning obligations states that, in all cases, contributions must fairly and reasonably relate to the proposed development http://www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan . The proposals in this report support this policy as the projects identified, while not always directly adjacent to the development sites, can be shown to be linked in terms of traffic and transport impacts. Further details relating to policy 2.5 are now provided under separate guidance – see paragraph 24.
24. The council's S106 Supplementary Planning Document (SPD) http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd recognises the need for consideration of a wider approach to identifying potential projects for planning contributions and linked activity such as the council's capital spending programmes, Neighbourhood Renewal Fund and other sources of

funding. The projects identified in this report reflect such an approach and integration with other funding streams.

25. The SPD identifies that strategic transport contributions are to increase the capacity of public transport provision across the borough as set out in the borough's Local implementation plan (Lip) which has now been superseded by the borough's Transport plan 2011. The proposals in this report reflect a borough wide approach to the planning and delivery of public transport provision.
26. The SPD states that strategic transport contributions to increase the capacity of transport provision across the borough, include: facilitation of major public transport infrastructure projects, bus network improvements, road safety education, training and publicity (ETP), extension and improvement of the strategic cycle network, travel awareness publicity and events, continuing development of the freight quality partnership, road safety and speed reduction environmental measures – including local safety schemes and other environmental initiatives such as home zones, walking and cycling infrastructure improvements, Interchange accessibility improvements and controlled parking zones. Contributions to strategic transport are pooled in line with paragraph 21 of DCLG Circular 05/2005, for expenditure on the programme of projects set out in the LIP. The projects identified in this report relate to many of the categories above, but particularly bus network improvements and road safety and speed reduction environmental measures.
27. The advantages of the approach proposed in this report are:
 - A more equitable distribution of resources across the borough
 - The mitigation of significant transport issues in areas where alternative funding streams are limited
 - Leveraging of significant investment for those areas due to the availability of match funding
 - A strategic, borough wide approach to the planning and delivery of transport projects
28. The risks of the approach proposed in this report are:
 - Reduced available funding for strategic transport improvements in close proximity to development sites
 - Developers challenging the use of strategic transport contributions in the manner proposed
29. The risks of not following the proposed approach are:
 - Strategic transport issues are not addressed
 - Funds remain unspent before 'claw back' date

Community project bank prioritisation

30. By the strategic nature of the proposals they would not have been named or noted on the community project banks. The policy justification for the contribution is such that it is solely for strategic transport infrastructure and these four projects have been identified in the Transport plan as the priority for the borough.

Community impact statement

31. The programme is designed to enhance the accessibility and connectivity of communities across the borough. By implementing these four major transport

projects, the council is improving the environment and social sustainability of the wider area, providing high quality improvements which local residents and workers can use, and which promote the potential for social interaction. Improving interaction between different social groups enhances trust and creates the conditions to forge stronger networked communities.

32. The projects will have a positive impact on the environment and improve connectivity of people in Southwark and will not have a detrimental impact upon any one group within the community and will be inclusive and accessible without prejudice for all sectors of the community.

Resource implications

33. These proposals have no significant resource implications and can be delivered through current structures with programme costs to be recharged on a project by project basis.

Consultation

34. Consultation was a key process in the development of Southwark Council's Transport plan and was held for an eleven week period, December 22 2010 until March 8 2011. The community were invited to comment on the Transport Plan via community groups, community councils, the council's website, electronic newsletters and social media networks and via an online survey. In addition, the community had the opportunity to speak to officers directly through various community and stakeholder groups, local community councils and via two 'drop in' sessions.
35. The council also consulted the Police, representatives of the disabled, neighbouring boroughs and all other persons they are statutorily required to consult under section 145(2) Greater London Authority Act 1999.
36. The council received a total of 447 responses to the consultation, comprising 402 completed surveys and 23 individual responses. This was in addition to responses from statutory stakeholders and key interest groups. The majority of comments and responses have been positive and welcome a robust document.

The key issues from consultation and how this has been considered in the Transport Plan is included below;

- The community supported the prioritisation of improvements to town centres and as a result our delivery programme will include projects in town centres.
- A majority wished to see the council introduce parking permits based on CO₂ in order to encourage less polluting vehicles. We are working to introduce CO₂ based parking permits and are currently undertaking wider consultation.
- Many respondents stated that they believed that street condition was important (pot holes etc) and wished to play an active role in the design and management of their street. Our community streets programme will enable people to engage in how their streets are improved, furthermore the council is set to continue to allow the community to agree an element of their local non principal road renewal programme.
- Three quarters also supported the council's key ambition to become a 20mph borough and therefore this ambition is retained.
- A majority of responses supported the council continuing to provide free cyclist training and we will continue to provide this programme.

37. Extensive public consultation was also carried out to support the development and

adoption of the Elephant and Castle SPD, Canada Water Area Action Plan and Peckham and Nunhead Area Action Plan.

38. This report was submitted to Borough, Bankside and Walworth, Bermondsey and Rotherhithe, Camberwell and Peckham and Nunhead community councils in September and October 2012. Comments on the proposals are summarised below. Specific consultation on the allocation and release of funds is not required as the Transport plan consultation fed into the spending decisions.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

39. Members of the Planning Committee are requested to agree a framework for the release of strategic transport s106 contributions to support key projects across the borough and to authorise the release of the first tranche of available funding for those projects totalling £1,336,108 as specifically outlined in the recommendation at the start of this report.

The S106s monies must be expended in accordance with: -

- (a) the terms of the specific S106s; and
 - (b) the relevant policy tests set out in Paragraph 204 of the National Planning Policy Framework (“NPPF”) <http://www.communities.gov.uk/publications/planningandbuilding/nppf> namely that obligations must be: -
 - (i) necessary to make the development acceptable in planning terms;
 - (ii) directly related to the development;
 - (iii) fairly and reasonably related in scale and kind to the development;
40. Paragraph 204 NPPF has the identical tests to those set out in Regulation 122(a) of the Community Infrastructure Levy Regulations. However, Regulation 122 relates to which obligations may constitute a reason for the grant of planning permission. All of the funds discussed herein come from developments that have already been granted planning permission, so regulation 122 does not strictly apply.
41. As explained in the body of the report, the contributions referred to in this report are directly related to the respective developments in that the strategic transport benefits that will accrue from the expenditure of the funds will benefit these developments. The previous government policy (Circular 05/2005) interpreted the concept of a direct relationship as meaning that “there should be a functional or geographical link between the development and the item being provided as part of the developer's contribution”. Since there is no indication that this interpretation has changed since the introduction of NPPF, the same meaning can be applied to the funds under consideration. There is a functional link between the respective developments and improvements to the wider transport network in the borough.
42. Part 3F of the Council’s Constitution titled Planning Committee and Planning Sub-Committees states at paragraph 6 under Roles and Functions and at Paragraph 2 under Matters reserved for decision by the planning committee, that planning committee has the power to consider the expenditure of s106 monies over

£100,000.

43. The approval of the framework for the release of strategic funds and the authorisation of the first tranche of those funds therefore meets the relevant legal and policy tests.

Strategic Director of Finance and Corporate Services

44. This report recommends that the planning committee agree that S106 totalling £1,336,108 are released from the listed legal agreements identified for Transport Strategic Contribution, to support a range of transport improvements.
45. The SDFCS notes the resource implications contained within the report and that the S106 monies have been received and are available for distribution. Officer time to effect the recommendations will be contained within existing budgeted revenue resources.

S106 Manager

46. All the contributions noted in the recommendation paragraph and in the Appendix have been triggered and paid to the Council for the purpose of Strategic Transport, totalling £1,336,108.
47. The justification and purpose of these Strategic Transportation contributions are to improve the strategic transport network in Southwark so the cumulative impacts of new development can be addressed and that the public transport networks can accommodate this increased pressure. The allocation to these 4 proposed improvements are a small but important contribution to the total costs of the improvements and are an acceptable use for these contributions.
48. Where noted with a symbol (* etc) there are further requirements to release the contribution, such as securing approval from the funding developer.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport plan	Transport planning 160 Tooley Street http://www.southwark.gov.uk/downloads/download/2578/transport_plan	Simon Phillips 020 7525 5542
S106 SPD	Planning policy 160 Tooley Street http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd	Zayd Al-Jawad 020 7525 7309
Elephant and Castle SPD	Planning policy 160 Tooley Street http://www.southwark.gov.uk/info/200151/supple	Alison Squires 020 7525 5644

	mentary planning documents and guidance/2040/elephant and castle spd oapf	
Canada Water AAP	Planning policy 160 Tooley Street http://www.southwark.gov.uk/info/200314/canada_water	Alison Squires 020 7525 5644
Peckham and Nunhead AAP	Planning policy 160 Tooley Street http://www.southwark.gov.uk/downloads/download/3188/peckham_and_nunhead_aap_publication_submission_version	Alison Squires 020 7525 5644

APPENDICES

No.	Title
Appendix 1	List of agreements

AUDIT TRAIL

Lead Officer	Sally Crew, Group Manager Policy and Programmes	
Report Author	Simon Phillips, Principal transport planner	
Version	Final	
Dated	11 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
S106 Manager	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		01 October 2012

APPENDIX 1 – List of agreements

All strategic transport contributions to be released by this report

Reporting Date 03/08/2012

Agreement Number	Site	Community Council	Strategic transport (£)
S106/128124	LAND AT CORNER OF LAVINGTON STREET AND GREAT SUFFOLK STREET, LONDON SE1	Borough, Bankside and Walworth	72,617
S106/129341	NEWSPAPER HOUSE, 40 RUSHWORTH STREET, LONDON, SE1 0QX	Borough, Bankside and Walworth	13,069
S106/118536A	FORMER CASTLE INDUSTRIAL ESTATE, ELEPHANT ROAD, LONDON, SE17 1LA	Borough, Bankside and Walworth	195,143
S106/125491	ST GEORGE'S HOUSE, 195-203 WATERLOO ROAD & 1-5A BARONS PLACE LONDON, SE1 8WB	Borough, Bankside and Walworth	28,684
S106/129794	6 PARIS GARDENS & 20-21 HATFIELDS, LONDON, SE1 8DJ	Borough, Bankside and Walworth	62,370
S106/135060	134 NEW KENT ROAD, LONDON, SE1 6TY	Borough, Bankside and Walworth	10,260
S106/133140	LAND ADJOINING LIBRARY STREET DAVIDGE STREET KING STREET AND MILCOTE STREET SE1 0RN	Borough, Bankside and Walworth	19,087
S106/133141	LAND ADJOINING TOWNSEND STREET, BECKWAY STREET, COMUS PLACE AND CONGREVE STREET, LONDON SE17 1TQ	Borough, Bankside and Walworth	14,203
S106/133130	BRANDON STREET, LARCOM STREET AND CHARLESTON STREET, LONDON, SE17 1NL	Borough, Bankside and Walworth	8,513
S106/135121	120-138 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	53,543
S106/136663	LAND AT ROYAL ROAD, LONDON, SE17 3NR (FORMER BRAGANZA OLD PEOPLE HOME)	Borough, Bankside and Walworth	47,942
S106/137522	268-282 WATERLOO ROAD, LONDON, SE1 8RQ	Borough, Bankside and Walworth	32,708
S106/137314	JOHN SMITH HOUSE, 144-152 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	6,301
S106/140583	65 SOUTHWARK STREET, LONDON, SE1 0HR	Borough, Bankside and Walworth	25,749
S106/140557	153-163 HARPER ROAD, (LAND AT HARPER ROAD 42P), LONDON, SE1 6AE	Borough, Bankside and Walworth	35,643

Agreement Number	Site	Community Council	Strategic transport (£)
S106/140505	102-107 BLACKFRIARS ROAD, LONDON, SE1 8HW	Borough, Bankside and Walworth	36,899
S106/140751	28-30 TRINITY STREET, LONDON SE1 4JE	Borough, Bankside and Walworth	16,842
S106/Temp 0017	SURREY HOUSE, 20 LAVINGTON STREET LONDON SE1 0NZ	Borough, Bankside and Walworth	50,233
S106/63196	ST IVES HOUSE, 22 LAVINGTON STREET, LONDON, SE1 0NZ	Borough, Bankside and Walworth	21,088
S106/63184	SEA CONTAINERS HOUSE, UPPER GROUND, LONDON SE1 9PD	Borough, Bankside and Walworth	168,454
S106/130281	153-157 TOWER BRIDGE ROAD, LONDON, SE1 3LW	Bermondsey and Rotherhithe	35,319
S106/132462	41-47 BLUE ANCHOR LANE & 9-13 BOMBAY STREET LONDON, SE16 3UL	Bermondsey and Rotherhithe	11,336
S106/127728	4-28 VARCOE ROAD, LONDON, SE16 3DG	Bermondsey and Rotherhithe	8,652
S106/134816	150 SPA ROAD (BERMONDSEY SPA SITE L), LONDON, SE16 4RR	Bermondsey and Rotherhithe	15,951
S106/137053	SITE A CANADA WATER, SURREY QUAYS ROAD, LONDON SE16	Bermondsey and Rotherhithe	62,145
S106/135136	BERMONDSEY SPA SITE G, 80-118 SPA ROAD, LONDON SE16 3QT	Bermondsey and Rotherhithe	21,327
S106/095747	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	3,669
S106/137696	LYNTON ROAD NEIGHBOURHOOD OFFICE, 8 LYNTON ROAD, LONDON, SE1 5QR	Bermondsey and Rotherhithe	6,362
S106/140706	63 ALSCOT ROAD, BERMONDSEY, LONDON, SE1 3AW	Bermondsey and Rotherhithe	10,552
S106/Temp 0015	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	12,495
S106/140738	LAND ON THE EAST SIDE OF CROSBY ROW AND THE SOUTH SIDE OF PORLOCK STREET, SE1 (ST HUGHS CHURCH)	Bermondsey and Rotherhithe	9,751
S106/UU-137449	SILWOOD ESTATE (PHASE 4B), LAND AT SILWOOD STREET, DEBNAMS ROAD, CORBETTS LANE, LONDON SE16	Bermondsey and Rotherhithe	62,712
S106/63139	ARTBRAND HOUSE, 7 LEATHERMARKET STREET, LONDON, SE1 3FB	Bermondsey and Rotherhithe	6,262
S106/125992	182-186 WARHAM STREET LONDON SE5	Camberwell	4,704

Agreement Number	Site	Community Council	Strategic transport (£)
S106/135193	316-322 CAMBERWELL NEW ROAD LONDON SE5	Camberwell	14,719
S106/135077	67 CRAWFORD ROAD, LONDON, SE5 9NF	Camberwell	10,216
S106/140582	SOUTH, WEST, CENTRAL AND EAST HOUSE, 30-32 AND 33-35 PECKHAM ROAD, LONDON, SE5 8PX	Camberwell	37,044
S106/136761	ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,710
S106/134807	THE WILFRED SHELDON CENTRE, ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,065
UU/Temp 0020	SOUTHWARK TRAINING CENTRE, MAUDSLEY HOSPITAL CAMPUS, DENMARK HILL, LONDON, SE5 8AZ	Camberwell	22,000
S106/121576B	143-149 RYE LANE, LONDON, SE15 4ST	Peckham and Nunhead	491
S106/132102	LAND AT JUNCTION OF CHESTERFIELD WAY & CULMORE ROAD, LONDON, SE15 2LL	Peckham and Nunhead	11,201
S106/132288	38 ST MARYS ROAD, LONDON, SE15 2DW	Peckham and Nunhead	11,361
S106/134922	LAND TO THE REAR OF 1-27 BRABOURN GROVE, 175-205 HOLLYDALE ROAD & 74- 78 EVELINA ROAD LONDON, SE15 2BS	Peckham and Nunhead	19,224
S106/134531	SITE ADJACENT TO 19 ROSENTHORPE ROAD AND 22 FERNHOLME ROAD, LONDON, SE15 3EG	Peckham and Nunhead	14,916
S106/140717	25-35 CHESTERFIELD WAY, LONDON, SE15 2LL	Peckham and Nunhead	6,692
S106/63211	LAND BETWEEN 120-150 IVYDALE ROAD, LONDON, SE15 3BT	Peckham and Nunhead	8,939
COMB/0001	GARAGE AND NURSERY SITE, LINDLEY ESTATE, PECKHAM PARK ROAD, LONDON, SE15	Peckham and Nunhead	13,945
		Total	1,336,108