

<b>Meeting Name:</b>	Cabinet
<b>Date:</b>	22 July 2024
<b>Report title:</b>	Peckham Rye Station Upgrade: Contribution to new Dovedale Court entrance
<b>Cabinet Member:</b>	Councillor Helen Dennis, New Homes and Sustainable Development
<b>Ward(s) or groups affected:</b>	Rye Lane
<b>Classification:</b>	Open
<b>Reason for lateness (if applicable):</b>	N/a

## **FOREWORD – COUNCILLOR HELEN DENNIS, CABINET MEMBER FOR NEW HOMES AND SUSTAINABLE DEVELOPMENT**

Southwark is committed to playing its part to invest in the infrastructure our residents need, and to support future development in the borough. We want to ensure that the money generated through development and collected as Community Infrastructure Levy (CIL) is used for maximum impact to strengthen the transport and wider infrastructure that we have in Southwark. Earlier this year we agreed our new framework for allocating Strategic CIL, and in this report, we are recommending the investment of £1m to support the Peckham Rye Station redevelopment project, with this funding being used to deliver a new entrance to the rear of the station at Dovedale Court. This is in line with our SCIL framework and will help deliver the wider scheme which is awaiting funding from the Department for Transport. Peckham Rye station is the busiest interchange in the country which is not fully accessible and so the case for improvements to enhance its capacity and make it fully accessible is clear. We very much hope that DfT will make its allocation shortly so that this much needed project can move forward at a pace.

## **RECOMMENDATIONS**

### **Recommendations for the Cabinet**

1. Agree to contribute £1m as match funding from Strategic Community Infrastructure Levy funding to Network Rail for the construction of new public realm to the rear of Peckham Rye Station in Dovedale Court to accommodate the current overcrowding and future increase in passenger flows generated by development and growth in this part of the borough.
2. Agree to delegate authority to the Strategic Director of Finance to finalise a contractual agreement with Network Rail on this basis.

## REASONS FOR RECOMMENDATIONS

3. Dovedale Court currently serves as an access area for some businesses within the arches at Peckham Rye station and as a working yard for a steel manufacturer, Tara Fabrications. The construction of an additional entrance to Peckham Rye station is part of the wider upgrade of the station and is required to meet the growing number of passengers using the station. As such, the rear of the station building will be extended to provide an additional gateline and Dovedale Court itself will be re-purposed as public realm to accommodate passenger flows and provide a sense of destination upon arrival to this side of the station. See Appendix 1 attached.
4. The £1m contribution towards the total £2.68m works required include hard landscaping, new drainage, relocation of power supplies as listed in the Appendix 2 attached.
5. The station's upgrade plays a key role in meeting the current and future needs of the people of Peckham as envisioned and articulated in the Southwark Plan. This contribution of Strategic Community Infrastructure Levy (CIL) to the Dovedale Court entrance will help both the Council and Network Rail realise our complimentary objectives.
6. The high-level delivery programme for Dovedale Court is follows:
  - Enabling works start on site – 2025/26
  - Main works start on site – 2027
  - Dovedale court public realm works start – 2027
  - Dovedale court public realm work complete – 2029
  - Practical completion – 2029
7. The council will enter into an agreement with Network Rail stipulating that the contribution is to be used towards the costs for the construction of the public realm of Dovedale Court entrance only as detailed in the attached costs breakdown spreadsheet.

## POST DECISION IMPLEMENTATION

8. Confirmation of the council's £1m CIL contribution to the Dovedale Court entrance construction works is required ahead of DfT Ministerial approval, previously expected in July. However, following the announcement of the General Election this is likely to be delayed until the Autumn Statement when the DfT will have arranged its priorities.

Key Activity	Target completion date
Ministerial Approval for funding	Ahead of Autumn Statement 2024

## BACKGROUND INFORMATION

9. CIL can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities as set out in section 216(2) of the Planning Act 2008, and regulation 59 Community

Infrastructure Levy Regulations 2010 (as amended) (“CIL Regulations”). This definition allows the levy to be used to fund a very broad range of facilities giving councils the opportunity to choose what infrastructure is needed to deliver their local plan.

10. The Levy focuses on the provision of new infrastructure to support and mitigate the impacts of development. To date the council has opted to use Strategic CIL to support the funding of major transport infrastructure, needed to support the targets for new homes and employment in the adopted Southwark Plan.
11. In March 2024, Cabinet agreed that 50% of unallocated Strategic CIL was to be reserved for costs relating to the Bakerloo Line Extension. A total of £6.17m has therefore been held for BLE costs, of which £0.25m has been allocated. Following the allocations agreed in March, there remained £5.823m Strategic CIL available for allocation. The allocation of £1m Strategic CIL towards the £2.68m for works to Dovedale Court/Western entrance of Peckham Rye station as part of the £49m total upgrade of the station can be accommodated from this existing Strategic CIL balance.
12. Peckham Rye station is becoming very overcrowded at peak with increased passenger numbers anticipated. It is also the largest interchange station in the UK without pedestrian accessibility and the station’s environs are in need of much improvement from a public safety perspective as well as needing to provide a positive sense of destination.
13. Network Rail has secured funding for the detailed design stage of the upgrade - to include an additional gateline, longer gatelines, lifts, a changing rooms facility, public toilets, expanded cycle storage, widened platform and extended canopy, additional stairs, improved ticket hall and new machines and upgraded public realm within the station environs.
14. Having received funding for the detailed design stage and land acquisition Network Rail is now submitting a bid for construction works totalling £49m on to DfT to secure Rail Minister and Treasury approval for inclusion in the Autumn Statement 2024 for start on site September 2026.
15. The Council is currently working on reinstating the original forecourt to the front of the station to provide new public realm, better sense of arrival with improved public safety which celebrates the Victorian restoration as well as exposing adjacent arches and refurbishing them to provide new commercial units for local businesses. The contribution to the Dovedale entrance will enhance the Council’s investment in the station area.

## **KEY ISSUES FOR CONSIDERATION**

16. On 6 March 2024 Cabinet approved the framework for the allocation of Strategic Community Infrastructure Levy which included commitments to fund key transport infrastructure, including Peckham Rye station.
17. Although funding for the detailed design of the station and land acquisition has been confirmed, funding for the build stage of the project is not yet fully confirmed. Network Rail will be submitting their Final Business Case for the Works in late July

and evidence of funding contributions from other sources, including this one, will strengthen their case for funding.

18. The commitment of making this contribution is in-principle only at this stage. The contribution will only be fully confirmed on the condition that Network Rail's bid for funding for the works is granted. Once confirmed there will be a contractual agreement between the council and Network Rail.

### **Policy framework implications**

19. The station's upgrade plays a key role in meeting the current and future needs of the people of Peckham as envisioned and articulated in the Local Plan, AV14 Peckham Vision, which sets out the sustainable growth strategy for Peckham. This scheme will support the following policy areas under AV14, namely:

- Improved public realm and sense of place/arrival
- Greener and Safer spaces
- Increased pride of place in tackling racism and inequality
- A thriving and inclusive economy
- Attraction of inward investment
- Enhancement of heritage
- Catalyst for other socio-economic and environmental improvements.

20. The station and station square upgrade will address the congestion and public safety concerns in and around the station, improve the local retail environment and create a sense of arrival in Peckham. This will strengthen the investment already being made by the Council to the local business environment – new station square, affordable retail units, new community spaces, black business support – to achieve outcomes required to deliver inclusive and sustainable growth in one of the UK's most deprived areas.

21. Peckham Rye station sits on the junction of radial and orbital rail and bus routes across London, providing direct access to a wide range of destinations. to this key transport interchange serve to support the vision for Peckham in the Southwark Plan (AV14), and will enhance the deliverability of:

“Site allocations...around 1,400 new homes, around 7,000sqm (net) new retail floorspace. There are also many smaller development sites that could accommodate new homes and new employment space.”

22. In supporting the funding bid for the Works, this contribution of strategic CIL to the Dovedale Court entrance will help both the Council and Network Rail realise our complimentary objectives.

### **Community, equalities (including socio-economic) and health impacts**

23. By their very nature, the projects supported by Strategic CIL such as investment in transport interchanges have a major positive impact on the community in a wide geographical area.

24. The upgrade of the station will address the inaccessibility of this crucial interchange in South East London, improve public safety in the stations environs, support investment in an area of economic deprivation, support sustainable travel and reduction in carbon emissions.
25. Section 149 of The Equality Act 2010 imposes a general equality duty on public authorities (the Public Sector Equality Duty)(“PSED”) in the exercise of their functions, to have due regard to the need to:
  - Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Equality Act 2010
  - Advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it
  - Foster good relations between people who share a relevant protected characteristic and people who do not share it. 21.
26. For the purposes of the PSED the following are “protected characteristic” considerations:
  - Age
  - Marriage and civil partnership
  - Disability
  - Gender reassignment
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation.
27. This investment of Strategic CIL will not have an adverse impact on those with protected characteristics and will actively advance opportunity for those with age, disability, pregnancy and maternity characteristics from an accessibility perspective.
28. Network Rail carried out an Equality Impact Assessment, gathering diversity data of the borough and Peckham in particular as well as passenger data from TfL, and carried out extensive public consultations gathering feedback from these sessions. Assessment of the evidence and feedback was used to inform scheme design to ensure improvements and inclusion of specific requirements to travel and passenger use by those who faced particular challenges.
29. Network Rail are also working closely with a handful of businesses which will be displaced by the upgrade to find alternative locations for them within the area to ensure they are retained as key contributors to the local economy. Arrangements and agreements are already in place for the majority of these businesses to relocate within Peckham when the works start, with only one business yet to be found suitable alternative premises.

### **Health impact statement**

30. This investment of Strategic CIL is likely to have a positive impact on health through improvements in air quality as a result of the reduction in vehicular traffic by expansion and improvement of public transport.

### **Climate change implications**

31. This investment of Strategic CIL will contribute towards the response to the climate emergency through the promotion of sustainable travel and associated vehicular carbon emissions.

### **Resource implications**

32. The allocation of Strategic CIL is managed by resources in Planning and Growth.

### **Legal implications**

33. See paragraphs 37-44

### **Financial implications (and when to seek supplementary advice)**

34. There are no staffing and other costs connected with this report.
35. The remaining £1.68m of the funding required for this section of works for the station upgrade will come from the DfT
36. There are no associated revenue costs.

### **Consultation**

37. Network Rail has carried out extensive consultation with local and institutional stakeholders ahead of the design stages of the station upgrade. The new upgrade design reflects the responses received during this consultation.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Assistant Chief Executive, Governance and Assurance- (NBC 12/06/2024)**

38. This report seeks approval to contribute £1m as match funding from Strategic Community Infrastructure Levy funding to Network Rail for the construction of a new entrance and public realm to the rear of Peckham Rye Station in Dovedale Court to accommodate the current overcrowding and future increase in passenger flows generated by development and growth in this part of the borough.
39. The Cabinet will need to ensure that the public sector equality duty in section 149 Equality Act 2010 is considered i.e. to have due regard to the need to eliminate discrimination, advance equality of opportunity, and to foster good relations between people with protected characteristics and others. Reference is made to this in the "Community, equalities (including socio-economic) and

health impacts” section above with specific information about how the process has included consideration of equalities implications.

40. This is a key decision as it likely to be significant in terms of the impact on communities and specifically in more than one wards.

**Strategic Director of Finance (ref: CAP24/018)**

41. The report requests approval of £1m allocation from Strategic CIL for the construction of the Dovedale Court/Western entrance of Peckham Rye station upgrade, details outlined at paragraphs 4 and 5.
42. The Strategic Director of Finance and Governance notes the resource implications and financial implications at paragraphs 31 and 33-36 and confirms that the council has received the related funds and they are available for the purposes outlined in this report.
43. The proposed allocation represent an increase in council’s capital expenditure and will be reflected as budget variation in the next capital budget monitoring report to cabinet.
44. After accounting for this £1m allocation, the council now has £11.7m in unallocated SCIL receipts and £12.9m has been set aside for future commitments.
45. Staffing and any other costs associated with this recommendation are to be contained within existing departmental revenue budgets.

**BACKGROUND DOCUMENTS**

Title	Held
Framework for Strategic Community Infrastructure Levy funding	<p><b>Link (please copy and paste into browser):</b>  <a href="https://moderngov.southwark.gov.uk/documents/s119055/Report%20Strategic%20CIL.pdf">https://moderngov.southwark.gov.uk/documents/s119055/Report%20Strategic%20CIL.pdf</a></p>
Cabinet Meeting 6 March 2024 Minutes	<p><b>Link (please copy and paste into browser):</b>  <a href="https://moderngov.southwark.gov.uk/documents/g7683/Printed%20minutes%20Wednesday%2006-Mar-2024%2011.00%20Cabinet.pdf?T=1">https://moderngov.southwark.gov.uk/documents/g7683/Printed%20minutes%20Wednesday%2006-Mar-2024%2011.00%20Cabinet.pdf?T=1</a></p>

## APPENDICES

No.	Title
Appendix 1	Network Rail – Southern Region presentation of Dovedale Court/Western Entrance of Peckham Rye Station upgrade
Appendix 2	Cost breakdown of Dovedale Court/Western Entrance of Peckham Rye Station upgrade

## AUDIT TRAIL

<b>Cabinet Member</b>	Councillor Helen Dennis, New Homes and Sustainable Development	
<b>Lead Officer</b>	Clive Palfreyman, Strategic Director of Finance	
<b>Report Author</b>	Georgina Barretta, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	9 July 2024	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
	<b>Officer Title</b>	<b>Comments Sought</b>
		<b>Comments Included</b>
	Assistant Chief Executive, Governance and Assurance	Yes
	Strategic Director, Finance	Yes
	<b>Cabinet Member</b>	Yes
	<b>Date final report sent to Constitutional Team</b>	9 July 2024