



London Borough of Southwark

Community Infrastructure Levy

Infrastructure Plan

July 2012



No.	Title
Appendix A	Community infrastructure levy (CIL) preliminary draft charging schedule (available with the report)
Appendix B	Infrastructure Plan (available with the report)
Appendix C	Equalities Analysis (available on the website)
Appendix D	Consultation Plan (available on the website)

INFRASTRUCTURE PLAN SUMMARY

1. What is the Infrastructure Plan?

- 1.1 The Community Infrastructure Levy (CIL) Regulations (2010) require that to set a CIL charging schedule, charging authorities must have an appropriate evidence base to support the proposed levy. Part of this evidence base is the Infrastructure Plan (IP). The IP identifies strategic infrastructure which is needed to support growth and development in the borough over the lifetime of Southwark's Core Strategy (2011-2026). Where possible it identifies the cost of infrastructure to be provided, any committed sources of funding which will be used to deliver it and the organisations responsible. It also identifies the funding gap i.e. the gap between known commitments and the total cost of infrastructure required. When it is adopted, Southwark's CIL will be used to contribute towards bridging this funding gap.
- 1.2 This IP is a "living document" which will be updated regularly as further details about infrastructure requirements to support growth become clearer. At this stage, the IP has been prepared to identify the type and range of possible projects needed in the borough which could receive CIL funding and the global cost of those projects. Guidance from the Government is clear that "charging authorities may spend their revenue from the levy on different projects from those identified during the rate setting process". Therefore projects used to determine infrastructure costs in this schedule (or broad levels of cost identified for a category of infrastructure) do not form a commitment in relation to the actual expenditure of CIL. Priorities for spending CIL receipts will need to be regularly reviewed, and will depend on the progress of both individual developments and projects.
- 1.3 It should be noted that this IP identifies only the strategic infrastructure which is needed to support growth and does not take account of the infrastructure requirements of any neighbourhood groups or forums. The Government has introduced provisions in the Localism Act (2011) which requires charging authorities to identify a 'meaningful proportion' of CIL that will be spent in the local area to ensure that those people affected by development see some of the benefit. We envisage this allocation would be made using a community infrastructure project list (CIPL) which may be based on a recently revised project bank list. This would be updated every year with consultation with the community councils and planning committee to ensure it reflects local needs. During 2012, the government will provide further detail about the level of the "meaningful proportion" of CIL that should be spent locally.

2. The demand for infrastructure

Planned development

2.1 In order to ensure that new development delivers sustainable communities, the facilities and service needs of these populations must be properly planned for. The Core Strategy identifies that most new development will happen in the growth areas, which are the opportunity areas and action areas (i.e. Bankside, Borough and London Bridge, Elephant and Castle, Peckham and Nunhead, Canada Water, Camberwell and Aylesbury). We are aiming to balance providing as many homes possible with growth of other activities that create successful places such as places to work, leisure, arts and culture, community facilities, sports and youth facilities and health centres. Southwark is planning to provide, between 2011 and 2026:

- 24,450 net new homes.
- 32,000 net new jobs.
- 80,000 sqm net new shopping and leisure floorspace.
- 425,000-530,000 additional business floorspace.

2.2 The above figures have been derived through the following Council evidence documents:

- The Development Capacity Assessment (DCA) is a tool used to estimate potential future housing capacity that may come forward across a number of sites in the borough.
- The Employment Land Review forecasts future employment floorspace demand for B1 use in the borough. The majority of this demand is for office space in the SE1 market area. This demand is due to London's status as one of the world's leading locations for financial and business services.
- The Retail Capacity Study identifies the performance of Southwark town centres and the quantitative and qualitative need for new retail (comparison and convenience goods) floorspace.

Projected Population Growth

2.3 Southwark's population is projected to increase based on mid-year population estimates from the Office of National Statistics (ONS) and population forecasts from the Greater London Authority (GLA). Additional population means additional pressure on infrastructure. Some infrastructure needs arise from the growth in population generally, while others arise due to development proposals in specific locations.

- 2.4 The population of Southwark in 2011 was estimated to be around 292,119 (ONS 2010 mid-year population estimate) and 289,991 (GLA 2011 PLP Low: based on Strategic Housing and Land Availability Assessment (SHLAA) housing data and 2008 DCLG household projections) people depending on how the population is calculated.
- 2.5 70% of the population of Southwark were of working age in 2011; while 18% of the population were children aged between 0–14 years.
- 2.6 The population of Southwark is projected to continue to grow by 2026 to between 367,000 (ONS 2010 based projections) and 342,546 (GLA PLP Low) and 345,051 (GLA PLP High) people depending on how it is calculated. Most of the growth is expected to be due to natural increase (i.e. more births than deaths). The GLA PLP Low projections are driven by the projected increase in homes with standard fertility while the GLA PLP High projections assume a higher age specific fertility trend beyond 2011 than is the case for the standard projections. The trend used was derived by taking the mean values of the Principal and High assumptions from the 2010-based National Population Projections.
- 2.7 The population of Southwark is expected to age in the future although the proportion in the broad age groups (children, working age and pensionable age groups) will remain similar. The ONS and GLA projections expect increases in the proportion of the 45–69 year age groups over time and a decrease in the proportions of people in the 25–29 year age groups.
- 2.8 Based upon our Development Capacity Assessment (DCA) estimation of the number of potential housing units that could come forward over the period 2011-2026, an additional population of approximately 46,234 people would arise from this quantum of development (7,355 children between 0-15 years). Over the period 2013-2026, the additional population would amount to 37,352 (6,041 children between 0-15 years). This figure is based upon a calculation of average occupancy using the methodology from the Wandsworth New Housing Re-Survey 2007. When compared with the ONS (74,881) and GLA Low (52,555) population projections 2011-2026, our calculation is on the conservative side, and does not include other factors such as demographic changes and migration. We will therefore need to ensure that infrastructure is provided at the right time to provide the necessary services and facilities for the increasing population.
- 3. How was the Infrastructure Plan prepared?**
- 3.1 We produced a Delivery and Implementation Plan (DIP) in 2010 to support the implementation of the Core Strategy policies. The DIP includes the projects required across the borough to ensure the effective delivery of the growth and new development proposed over the Core Strategy plan period. It contains social, physical and green infrastructure projects and was prepared in consultation with both

internal and external providers of infrastructure and other key stakeholders. The Core Strategy and the accompanying evidence base were put through an independent Examination in Public in 2010 and the Core Strategy was adopted by the Council in April 2011.

- 3.2 The DIP set out in the Core Strategy has informed the development of this IP. DCLG guidance 'The Community Infrastructure Levy – an overview' (November 2010) states that local authorities should use the infrastructure planning that underpinned their development plan to identify a selection of indicative infrastructure projects or types of infrastructure that are likely to be funded by the levy.
- 3.3 Several projects in the DIP were not suitable for support through CIL funding, whilst new projects and changing priorities had become apparent in the time since the DIP was produced. As a result, there has been a need to review the DIP through a fresh assessment of infrastructure need, focused on the appropriateness of CIL as a system for providing funding to each project. The resulting infrastructure list has been undertaken in consultation with a number of key stakeholders, to create as thorough a list as possible. This approach is also consistent with the government guidance.
- 3.4 Steps taken to produce the IP included:
 - a) Review of the council's plans and strategies and the list of infrastructure projects contained within e.g. Aylesbury Area Action Plan, Canada Water Area Action Plan, draft Peckham and Nunhead Area Action Plan, Elephant and Castle Supplementary Planning Document; draft Open Spaces Strategy; Biodiversity Action Plan; Cemetery Strategy; Surface Water Management Plan.
 - b) Review of development partner's plans and projects: Wherever possible, information was taken from published reports or strategies. As a starting point, a thorough review of partners' websites, business plans etc was undertaken and the results summarised and included in the IP.
 - c) Information gathering direct from partners: To fill gaps in information, internal and external partners were contacted to ascertain their plans and their assessments of what infrastructure requirements arise from future development proposals.
- 3.5 The main body of this plan reviews infrastructure needs by type. The table includes information on the costs of infrastructure to support growth, indicative phasing timescales, responsibilities and delivery partners, the known and anticipated funding sources and, where available, some more detailed project information.
- 3.6 The IP should be considered as a current estimation of the infrastructure projects required between 2013 and 2026, with an acceptance that it may change significantly over time. The projects identified are not a final or definitive list of infrastructure projects required in Southwark in the Core Strategy period. Infrastructure needs are subject to significant change. The costs, expected timeframes for

delivery and the delivery agents funding have been anticipated using the best experience and knowledge available to the council, however these may change substantially in the future increasing or decreasing the demands upon CIL funding. Continuing Section 106 funding has been removed from the total CIL requirement. We will keep the IP under regular review and it will be used to support the implementation of any future infrastructure delivery process.

3.7 The table below provides a summary of the IP themes, total costs and funding sources.

Infrastructure	Total Cost	Committed Funding	Funding Shortfall
Transport	£1.36 billion	£1.17 billion	£190 million
Open Space, Public Realm and Biodiversity	£60.6 million	£2.5 million	£58 million
Education	£110 million	£50 million	£60 million
Primary Health Care	£159 million	£2 million	£157 million
Arts and Cultural Facilities	£18.2 million	£14.2 million	£4 million
Sport and Leisure	£32.9 million	£28.7 million	£4.2 million
Socio-Economic Infrastructure	£9.25 million	£0	£9.25 million
Sustainability Infrastructure	£21.5 million	£0	£21.5 million
Secondary Infrastructure	£13.1 million	£0	£13.1 million
Emergency Services	£0	£0	£0
TOTAL COSTS	£1.78 billion	£1.26 billion	£517 million

INFRASTRUCTURE PLAN

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Infrastructure needed to meet the needs of the projected 24,450 new homes and 32,000 new jobs as planning for in the Core Strategy. This equates to an expected population increase in the period 2013-2026 of approximately 37,352.</p>	<p>Identification of where the infrastructure requirements are referenced i.e. Local Plans, strategies and frameworks; public sector capital programmes & commitments; private sector investment plans</p>	<p>The cost of providing identified infrastructure to accommodate growth. Capital cost includes land costs and construction and fit-out costs where required. It does not include any on-going costs.</p>	<p>Expected timeframes for delivery of infrastructure.</p>	<p>Delivery agents or partners that could assist in delivering the infrastructure required.</p>	<p>Committed funding sources from both public and private sources</p>	<p>Potential funding sources from both public and private sources</p>
<p>TRANSPORT</p> <p>The cumulative impacts of development on transport requirements needs to be taken into account over the plan period. Strategic transport improvements to improve public transport, the road network, walking and cycling capacity and accessibility will be needed for areas of greatest demand and areas designated for development and regeneration, including the Central Activities Zone, Opportunity Areas, Areas for Intensification and town centres and other parts of the borough. In growth areas the whole fabric of the built environment is often required to be reconstructed to make development acceptable and ensure that the transport and travel objectives of the area is delivered. Therefore new routes or redesigned pedestrian and cycle routes have also needed to be identified.</p>					<p>Transport funding gap: £190.1m</p>	

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<p>The Mayor's Transport Strategy has provided the framework through which many of the strategic transport requirements for the borough have been assessed and identified within our Transport Plan. Implementation of the programme of improvements in the Transport Plan is vital to achieving the economic growth and development aspirations of the borough.</p>					
<p>London Underground: Elephant & Castle Tube station: Increase the capacity in the Northern Line tube station and provide improved access to the platforms. It is possible to provide the necessary capacity by increasing the number of lifts in the station. However our preferred solution would be to provide escalator access to the Northern Line station.</p>	<p>Core Strategy DIP (2010); Mayor's Transport Strategy (2010); Transport Plan (2011)</p>	<p>Over the life of the plan it will be necessary to increase capacity in the Northern Line station and provide improved access to the platforms. It is possible to provide the necessary capacity by increasing the number of lifts in the station. TfL have estimated that this would cost in the region of £96m. However our preferred solution would be to provide escalator access to the Northern Line station. TfL have estimated that this</p>	<p>2015-2018 Any station capacity improvements will require additional land and therefore they should be developed and delivered in conjunction with a remodelling of the shopping centre.</p>	<p>TfL, Lend Lease, LBS, St Modwen</p>	<p>TfL, existing and expected S106s (E&C SPD Tariff) Unfunded by £139m</p>

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
		would cost £139m.				
<p>Buses: London Bridge bus station. Remodelled bus station including new escalator to the underground station.</p>	<p>Core Strategy DIP (2010); Mayor's Transport Strategy (2010); Thames Link Programme; Transport Plan (2011)</p>	<p>£5.4m</p>	<p>Start 2011 - Completion 2012</p>	<p>TfL and Sellar Property Group</p>	<p>S106 Planning Contribution (The Shard). £5.4m</p>	
<p>Buses: Aylesbury public transport - Provison of new/enhanced bus routes to support new housing and developments</p>	<p>Aylesbury AAP (2010); Transport Plan (2011)</p>	<p>£4.5m</p>	<p>2015-2026</p>	<p>LBS, TfL</p>		<p>TfL, LBS Unfunded by £4.5m</p>

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>National Rail: London Bridge train station and services. Remodelling of existing train station to change 3 of the terminating platforms to enable through train platforms, with corresponding increase in capacity of services linked to The Thameslink Programme, to increase to 12 car carriages. Increased capacity within the station.</p>	<p>Core Strategy DIP (2010); Mayor's Transport Strategy (2010)</p>	<p>£800m - £1.2bn (Thameslink £6bn)</p>	<p>Works due to start in 2013 with completion by 2018</p>	<p>Network Rail</p>	<p>DfT £800m</p>	
<p>National Rail: Blackfriars train station. New Bankside entrance and increased capacity</p>	<p>Core Strategy DIP (2010); Mayor's Transport Strategy (2010)</p>	<p>£350m</p>	<p>Completion in 2012</p>	<p>Network Rail</p>	<p>TfL and DfT</p>	
<p>National Rail: Peckham Rye station. To support growth in the Peckaham and Nunhead action area. Peckham Rye is identified in the Mayor's Transport Strategy as a strategic interchange 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</p>	<p>Core Strategy DIP (2010); Peckham and Nunhead draft AAP (2012); Mayor's Transport Strategy (2010)</p>	<p>£12.5 m</p>	<p>2012 - 2015/16</p>	<p>Network Rail and LBS</p>	<p>Network Rail, LBS £5m</p>	<p>GLA's Regeneration Fund, Developer S106 Planning Contributions and LBS CIL Unfunded by £2m</p>

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
setting of the station while reducing journey times.						
National Rail: Queens Road Peckham. Improved access and forecourt improvements.	Draft Peckham and Nunhead AAP (2012); Mayor's Transport Strategy (2010); Transport Plan (2011)	£1.3m	2012-2014	National Rail and LBS	LBS DfT National Rail Developer S106 Planning Contribution £1.3m	
National Rail: Elephant and Castle train station. Services are congested in the peak periods. No plans to increase the 8 car carriages. Need to improve accessibility to platform and trains.	Core Strategy DIP (2010); Elephant and Castle SPD/OAPF (2012); Transport Plan (2011)	£12m	2020	Network Rail		DfT Unfunded by £12m
Cycling: Local improvements will be needed to ensure walking and cycling are attractive options from every development. This will involve small scale improvements as necessary spread across the whole borough.	Transport Plan (2011)	N/A	Site by site	TfL, LBS	Site specific and existing Developer S106 Planning Contribution	

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Cycling: Strategic. Connect 2, Walworth to Rotherhithe Cycle route (including South Bermondsey Bridge)</p>	<p>Transport Plan (2011)</p>	<p>£2m</p>	<p>2012/3</p>	<p>TfL, LBS</p>	<p>Developer S106 Planning Contribution</p>	<p>LBS CIL Unfunded by £300,000</p>
<p>Walking: Strategic: Legible London (by TfL). Legible London is a new pedestrian information system that helps people walk around the capital. Introducing Legible London in Southwark can encourage walking, reduce street clutter and improve links to businesses and local attractions.</p>	<p>TfL Legible London; Mayor's Transport Strategy (2010); Transport Plan (2011)</p>	<p>N/A</p>	<p>Site by site</p>	<p>TfL, LBS</p>	<p>Site specific and existing Developer S106 Planning Contribution</p>	
<p>Road Network: Elephant and Castle Northern Roundabout. Improvements for pedestrians, cycle routes and bus services at the northern roundabout. Creating safe, accessibility at surface routes across the northern roundabout for pedestrians and cyclists.</p>	<p>Elephant and Castle SPD/OAPF (2012); Transport Plan (2011)</p>	<p>£10m</p>	<p>2013-2015</p>	<p>LBS, TfL</p>		<p>TfL; Existing and expected Developer S106 Planning Contribution (Elephant and Castle SPD S106 Tariff); Unfunded by £10m</p>

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Road Network: Camberwell town centre revitalisation scheme. The focus of the project is the area around the town centre. The improvements will include alterations to the roads such as removing pedestrian guard railings and review signal timings; Denmark Hill – widening pavements; making crossings safer right up to Champion Park; Improving how the bus network functions around the town centre by reviewing the location of bus stands, operating procedures and services patterns, in conjunction with TfL Buses; Improving pedestrian facilities in order to provide a focus to the town centre. Specifically this includes pedestrian access to Camberwell Green and improving and providing links to key community facilities such as Camberwell Baths, Kings College Hospital, Magistrates Court; Butterfly walk and the new library. Introduce 'gateway(s)' to Camberwell town centre, for example, lighting</p>	<p>Vision For Camberwell Improving Streets and Public Spaces; Transport Plan (2011)</p>	<p>£7.07m</p>	<p>2014</p>	<p>LBS, LBL and TFL</p>	<p>TfL committed £200k LBS committed £100k. Council will fund a further £2m</p>	<p>TfL; LBS CIL; Unfunded by £5.7m</p>

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>improvements on the railway bridge or a gateway feature at junction of Denmark Hill and Coldharbour Lane. Enlivening and improving the dead spaces around the town centre.</p>						
<p>Road Network: Lower Road - The removal of the Lower Road gyratory and reversion of all key roads to two-way operation . It should reduce 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.</p>	<p>Canada Water AAP (2012); Rotherhithe Multi-Modal Transport Study (2009); Transport Plan (2011)</p>	<p>£9m</p>	<p>2012-2014</p>	<p>LBS, TfL</p>		<p>TfL Developer S106 Planning Contribution LBS CIL Unfunded by £9m</p>
<p>Road network: Aylesbury. Improvements to Westmorland Road, Albany Road, Thurlow Street, Portland Street and other access streets. .</p>	<p>Aylesbury AAP (2010); Transport Plan (2011)</p>	<p>£12.1m</p>	<p>2013-2026</p>	<p>LBS</p>		<p>LBS CIL Unfunded by £12.1m</p>

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
Road Network: Rotherhithe pedestrian and cycling improvements. Cycle station, Mellish Fields Crossings (east and west), Stave Hill ecology park, entrance to Russia Dock Woodlands, Russia Dock Woodlands (south), Canada Water-Southwark Park, Ship Inn, Route from YHA to Jubilee Line, signage strategy/improvements to Thames Path, Swan Road.	Canada Water AAP (2012); Canada Water Public Realm Improvements (2009); Transport Plan (2011)	£950,000	2013-2026	LBS	TfL committed funding £142,165 Cleaner, Greener, Safer fund: £7,500 Walk London: £20,000 Developer S106 Planning Contribution £50,000	Unfunded by £730000
Road Network: Improvements to Surrey Quays Road	Canada Water AAP (2012); Transport Plan (2011)	tbc.	2013-2026	LBS		Unfunded tbc
Canada Water CPZ extension	Canada Water AAP (2012); Transport Plan (2011)	£240,000	2013-2016	LBS		LBS Unfunded by £240000
OPEN SPACE, PUBLIC REALM AND BIODIVERSITY	With increased population and demand for open space and limited opportunities to create new open space, the focus is to improve the quality and value of existing open spaces through enhancements and also create better links between existing parks and open spaces. The strategy seeks to ensure that across the borough, provision of public parks is maintained at 0.76 hectares per 1000 population and provision of natural greenspace raised to 1.5 hectares per 1000 population. Improving access to existing open spaces, particularly in areas of deficiency, is a key priority for some of the existing more developed areas; particularly in the growth areas where specific development opportunities might arise that could open up new access routes to existing spaces or help to fund proposals that are identified				Open Space funding gap: £58m	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>through the Open Spaces Strategy.</p> <p>Buffer areas of natural open space will provide ‘green chains’ to support the movement of wildlife through the borough as well as for walking and cycling. The Council is continuing to support development of new and existing corridors in partnership with the Mayor of London through his strategy of ‘All London Green Grids’. This strategy seeks to provide linkages between existing natural open spaces at a regional scale.</p>						
<p>Open Spaces improvement projects. Delivery of improvements identified in draft Open Spaces Strategy (excluding specific projects identified below)</p>	<p>Draft Open Spaces Strategy (2012)</p>	<p>£12.8m (based on 64 sites)</p>		<p>LBS, Developer</p>		<p>LBS CIL Unfunded by £12.8m</p>
<p>All London Greed Grid Projects: The All London Green Grid (ALGG) is a network of green infrastructure spanning across London. By highlighting the network and recognising the value of connected green spaces, the intention is that improvements can be targeted in ways that</p>	<p>GLA - All London Green Grid (ALGG)</p>	<p>£5.85m (based on 35 sites)</p>	<p>2013-2026</p>		<p>LBS £450,000</p>	<p>LBS CIL Unfunded by £5.85m</p>

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<p>deliver social, environmental and economic benefits to local areas and strategically to London as a whole. A number of projects have been identified in the borough . Southwark contains 2 Green Grid character areas: GGA6 South East London Green Chain Plus, and GGA12 Central London.</p>						
<p>Biodiversity projects and improvements: Creation of 1ha Wildflower Meadow, new reedbed, new ponds, 1km native hedgrew, restock woodland in suitable parks with native climax species, new signage and boardwalks.</p>	<p>Biodiversity Action Plan (2012)</p>	<p>£340,000</p>	<p>2014-2016</p>	<p>LBS, Southwark Biodiversity Partnership.</p>	<p>Possible grant from SITA or other landfill funder, LBS CIL Unfunded by £340,000</p>	
<p>Improved access to open spaces, signage and green links (trees)</p>	<p>Core Strategy DIP (2010)</p>	<p>£550,000</p>	<p>2013-2020</p>	<p>LBS</p>	<p>LBS Unfunded by £550,000</p>	
<p>New open space at Elephant and Castle: New 1.2ha open space in Elephant and Castle.</p>	<p>Elephant and Castle SPD/OAPF (2012)</p>	<p>tbc</p>	<p>2016-2020</p>	<p>Developer</p>	<p>Developer S106 Planning Contribution</p>	
<p>New open space at Crossbones Graveyard</p>	<p>Draft Open Spaces Strategy (2012)</p>	<p>tbc</p>	<p>2014-2018</p>	<p>Developer</p>	<p>Developer S106 Planning Contribution</p>	

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Dickens Square improvements: Dickens Square Park and the adjoining Butterfly Walk are designated Sites of Nature Conservation. A feasibility study and masterplan design has been produced that improves access, safety and ecological values of the two spaces and integrates a redundant road to enhance the visual appeal of the park and surrounding area.</p>	<p>Draft Open Spaces Strategy (2012)</p>	<p>£50,000</p>	<p>2012-2013</p>	<p>LBS</p>	<p>Existing Developer S106 Planning Contribution £50,000</p>	
<p>Existing improvements around the Tate Modern</p>	<p>N/A</p>	<p>£2m</p>	<p>2011-2013</p>	<p>Developer</p>	<p>Developer S106 Planning Contribution £2,000,000</p>	
<p>Bankside Urban Forest Projects: Bankside Urban Forest is a partnership of many agencies including Better Bankside, Southwark Council, Tate Modern, The Architecture Foundation, Cross River Partnership, Design for London, London Development Agency and others. It is an urban design framework and programme of projects for the public realm within the area extending from the river edge</p>	<p>Bankside Urban Forest Framework</p>	<p>tbc</p>	<p>2011-</p>	<p>LBS</p>		<p>Potential Developer S106 Planning Contribution Cleaner Greener Safer tbc</p>

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down to the Elephant and Castle, bordered by Blackfriars Road and Borough High Street.						
Aylesbury community spaces - public squares and green fingers: Provision of Amersham, East Street and Michael Faraday public spaces and King William IV, Chumleigh and Bagshot green fingers.	Aylesbury AAP (2010)	£7.7m	2013-2022	LBS		LBS CIL Unfunded by £7.7m
Surrey Square improvements: Improvements to Surrey Square Park will help to improve the usability and attractiveness of the park, as well as to preserve and enhance its ecological interest.	Aylesbury AAP (2010)	£690,000	2014-2018	LBS		Potential Developer S106 Planning Contribution LBS CIL Unfunded by £690,000
Burgess Park improvments: Phase 2-4 improvements to Burgess Park. These include	Aylesbury AAP (2010); LBS Capital Programme	£20m	2015-2026	LBS		LBS, LBS CIL Unfunded by £20m
Aylesbury playspace: Provision of new playspace to support regeneration of the Aylesbury Estate	Aylesbury AAP (2010)	£4.7m	2013-2026	LBS		Potential Developer S106 Planning Contribution LBS CIL

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING
					Unfunded by £4.7m
<p>Former Nursery (Fish Farm) Canada Water: Oppourtunity to provide an environmental education facility with a possible option for food growing or educational plants</p>	<p>Canada Water AAP (2012); Draft Open Spaces Strategy (2012)</p>	<p>£150,000</p>	<p>2013-2015</p>	<p>LBS</p>	<p>LBS CIL Unfunded by £150,000</p>
<p>Cemetaries - Physical works that would enable new burial areas to be developed without recourse to reclamation or re-use focussed on the Camberwell Old Cemetery and Camberwell New Cemetery. Immediate options for burial areas includes: decontaminated land at the old Honor Oak Nursery site, area of old public (or common) graves in the south of Camberwell Old, a wooded area west of Camberwell New, remainder of the old nursery site, the north of Camberwell Old. Specific capacity for Muslim burials is also proposed.</p>	<p>Cemetary Strategy (2012)</p>	<p>£5,127,524</p>	<p>2011-2040</p>	<p>LBS to work closely with the Diocese and other authorities.</p>	<p>LBS Capital Programme LBS CIL Unfunded by £5,127,524</p>

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Canada Water public space improvements: Improvements to Albion Street, Greenland Dock, South Dock Marina.</p>	<p>Canada Water AAP (2012) ; Canada Water Public Realm Improvements Study (2009)</p>	<p>£682,000</p>	<p>2013-2019</p>	<p>LBS</p>	<p>Committed funding of £9,000 from TfL</p>	<p>LBS CIL Unfunded by £673,000</p>
<p>EDUCATION</p>	<p>The anticipated requirements for school places is based on a process of modelling and estimation linked to existing school enrolment data, anticipated sizes of housing units planned for delivery, GLA predictions on population change and various formulas linked to assessing the number of children attending independent schools and out of borough schools. 1FE is equivalent to 30 places. The growth in population up to 2026 is expected to generate up to 6,000 children up to the age of 15. This equates to 10FE at secondary school level and 11 FE for primary schools. Secondary place planning is carried out on a borough wide basis. There is a pressure for new secondary places in the north of the borough which can be met through planned provision in the north of the borough which includes the new 5FE Aylesbury Academy in Walworth. The provision of new primary school places will be considered as part of standard primary place planning and strategy work. Planning for primary school places is largely restricted to a 5 year time frame enabling data for registered births to be used for calculating demand.</p>				<p>Education funding gap: £60m</p>	
	<p>The period beyond 2018 must therefore be viewed as estimates based on migration, birth rates and planned housing delivery trend data. In 2007, Southwark Executive approved the Southwark Schools for the Future Outline Business Case (OBC). This OBC outlined a programme of investment in Southwark’s secondary school estate enabled by funding from Partnerships for Schools (Pfs) of £179m. In 2009 Southwark entered into a Strategic Partnering Agreement with 4 Futures to deliver the Building Schools for the Future (BSF) programme. The BSF programme was to be procured in three</p>					

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>phases.</p>						
<p>Secondary School: Building Schools for the Future programme, provided new or rebuilt schools to meet existing and short term demand. Our secondary school capital programme continues to deliver, with Spa School completed in September 2011, and the first phase of St Thomas the Apostle College completed in February 2012.</p>	<p>The Building Schools for the Future and Primary Strategy for Change programmes</p>	<p>N/A</p>	<p>2014</p>	<p>BfS</p>	<p>Fully funded</p>	
<p>Secondary School 1 : 5FE (750 pupil) Rotherhithe/ Bacon Colleges. A Pupil Place Planning submission to Partnership for Schools and DfE concluded that new Year 7 places will be required boroughwide from 2016, with 5 FE required by 2019/20. It is considered by the Council that these places should be provided in Rotherhithe to respond to and</p>	<p>The Building Schools for the Future programme</p>	<p>£16m</p>	<p>2,016.00</p>	<p>LBS</p>	<p>DfE £15,500,000</p>	<p>DfE Unfunded by £0.5m</p>

Southwark Community Infrastructure Levy: Infrastructure Plan

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
support the ongoing regeneration in the area.						
Secondary School 2: 5FE (750) and 6th Form Centre (300 pupil) Aylesbury Academy in Walworth.	The Building Schools for the Future programme	£20m	2013-2014	LBS	DfE £19,000,000	DfE Unfunded by £1m
Secondary School 3 - University Technical College (13-16).	The Building Schools for the Future programme	£16m	2014-2016	LBS	DfE £15,500,000	DfE Unfunded by £0.5m
Primary School: 11 FE of entry required for the provision of new classrooms on existing school sites.	The Building Schools for the Future and Primary Strategy for Change programmes	£5m per new FE based on 3 most recent school extensions.	Responding directly to demand.	LBS		LBS Primary Capital Programme £55m Developer S106 Planning Contribution LBS CIL (provide 25%.) Unfunded by £55m
	The Council has responsibilities to ensure that there is sufficient provision of childcare and early education for 2 to 4 year olds. The anticipated requirements for nursery school places are being addressed through delivery of new nurseries at the same time as primary schools are expanded and changed. Supplementing this is the strong presence of the private sector in meeting the need of many parents for full time care for Under 5s, who operate out of a myriad of different community and religious facilities as well as the occasional new site through conversion of the ground floor of large houses by people running a nursery in their own home. In recent years grant funding was provided to develop Sure Start Children’s Centres borough wide to provide a universal level of care and support to all young					

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
	families.					
<p>Nursery / reception (2-4) (assume 50% leakage to private sector): requirement for 712 places.</p> <p>There are 21 Children's Centres in the borough offering integrated childcare and education, health and family services. Southwark has already invested in improving the quality of early years buildings using the Sure Start Quality and Access Grant (2008-11).</p>	Children and Young People's Plan (2010-2013)	tbc	2013-2026	LBS, Developer		LBS, Developer s106 planning contribution Unfunded
<p>Aylesbury pre-school space: Provision of early years facilities to support the regeneration of the Aylesbury Estate</p>	Aylesbury AAP (2010)	£3m	2015-2017	LBS, Developer		LBS, Developer s106 planning contribution Unfunded by £3m

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
PRIMARY HEALTH CARE	<p>Southwark NHS strategic plan 2010/11–2014/15 focuses on making better use of existing premises, rather than investing in significant numbers of new facilities. There are no plans for new health facilities in the borough over the short to medium term, although wherever there is a development opportunity, strong service case and proven financial viability, Southwark NHS will continue to seek rationalisation of the current estate and decommission high-cost and poor quality premises. In the longer term, Southwark NHS will continue to seek investment in the primary care estate where necessary to cope with the anticipated rises in population and increases in demand on healthcare this will create. The NHS identifies a total funding gap of £149m by 2016/17, which includes population growth of the GLA (low) forecast. The NHS identifies measures to remove the deficit by 2016. There is no money or planned capacity beyond the GLA (low) rate.</p>			<p>Primary Health care funding gap: £157m</p>		
Southwark PCT Polysystem configuration	NHS Strategic Plan (2010); NHS Southwark Annual Report (2010)	£149m	2012-2016	NHS		NHS Unfunded by £149m
Aylesbury Health Centre: Rebuild the existing centre to increase the capacity and expand the offer of health facilities	NHS Southwark Annual Report (2010); Aylesbury AAP (2010); NHS Southwark Estates Strategy (2010)	£8m	2015-2017	LBS, NHS		NHS LBS CIL Unfunded by £8m
Walworth Clinic Larcom Street Refurbished clinic within the Terence Higgins Trust (THT) facility	NHS Southwark Estates Strategy (2010); Elephant and Castle SPD/OAPF(2012)	£2m	2013-2016	NHS, THT	Existing Developer S106 Planning Contribution NHS £2,000,000	
Dulwich Hospital site: Redesigned Outpatient services	NHS Southwark Estates Strategy (2010)	tbc	tbc	NHS	NHS	NHS Unfunded

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>GP provision - 37,352 new people, 32,822 11 year old plus people at a ratio of 1:1800 per GP requires 18 new GPs. 3 are covered at Aylesbury which leaves 15 needed throughout the borough.</p>		tbc	2014-2021	NHS,		Unfunded
<p>ARTS, CULTURAL AND COMMUNITY FACILITIES</p>	<p>Provision of libraries is a statutory requirement; the recent strategic review identified a number of proposed changes to address the substantial budgetary challenges over coming years. The current library infrastructure needs updating in order to meet the needs of a modern service and the service offer needs to change and expand to meet changing demands. This and future changes in population driven by the interrelated factors of migration, birth rates, housing numbers and housing occupancy will generate a requirement for a change to service access points. Additionally, with changes to work patterns such as extended working hours libraries will have to transform the way they deliver their service. The Council is open to the concept of libraries as service hubs, co-locating with other services and delivering infrastructure with complimentary delivery programmes. New and refurbished general-purpose community facilities, including arts/performance space, are needed in a variety of forms and locations to address demographic and population growth from new development.</p>				<p>Arts, Cultural and Community Facilities funding gap: £4m</p>	

Southwark Community Infrastructure Levy: Infrastructure Plan

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Elephant and Castle library combined with Cuming Museum and Local History Library: The current Newington Library is in poor condition and not fit for modern service provision. (Circa 2,800 sqm) .This space would accommodate the Cuming Museum and Local History Library enabling more of each collection to be displayed, more study space, better storage and a modern library on the ground floor of a two or three storey building.</p>	<p>Library Service Review report to Cabinet (2011); Elephant and Castle SPD/OAPF (2012)</p>	<p>£14m</p>	<p>2018 - 2021</p>	<p>Developer</p>	<p>Developer S106 Planning Contribution £14,000,000</p>	
<p>Peckham Library: Total refurbishment and upgrading of Peckham Library to address long standing design issues and to modernise the building to address future growth in the area. Making better use of existing space (configuration, lighting, furnishings and equipment and address a range of environmental issues exacerbated by additional use form growth in the area).</p>	<p>Library Service Review report to Cabinet (2011); Draft Peckham and Nunhead AAP (2012)</p>	<p>£4 m</p>	<p>2014-2018</p>	<p>LBS</p>		<p>LBS,LBS CIL Unfunded by £4m</p>

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Grove Vale library: Complete fit out to an appropriate and durable standard. Size is 230 sqm.</p>	<p>Library Service Review report to Cabinet (2011)</p>	<p>£250,000</p>	<p>2011-2013</p>	<p>LBS</p>	<p>LBS, Developer S106 Planning Contribution £250,000</p>	
<p>Art and performance spaces: Opportunities to deliver new or improved arts and performance spaces will arise through reconfiguration, or rebuilding of existing community buildings or through delivery of arts spaces within new educational/community facilities.</p>	<p>Core Strategy DIP (2010)</p>	<p>tbc</p>	<p>2011-2026</p>	<p>LBS, Developer</p>		<p>LBS CIL, Developer s106 planning contribution Unfunded</p>
<p>Community Space: Opportunities to deliver new or improved arts and performance spaces will arise through reconfiguration, or rebuilding of existing community buildings or through delivery of arts spaces within new educational/community facilities.</p>	<p>Core Strategy DIP (2010)</p>	<p>tbc</p>	<p>2011-2026</p>	<p>LBS, Developer</p>		<p>LBS CIL, Developer s106 planning contribution Unfunded</p>
<p>SPORT AND LEISURE</p>					<p>Sports and Leisure funding gap: £4.2m</p>	
<p>Growth in population will place increased pressure on leisure centres and outdoor sports facilities. A new leisure centre will be built at Elephant and Castle and funding is committed for a refurbishment of the Seven Islands Leisure Centre. The draft Playing Pitch Strategy identifies opportunities to improve playing pitches.</p>						

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>New Elephant and Castle Leisure centre: The new centre will contain anew six lane 33m swimming pool, learner pool, eight court sports halls, gym, four squash courts, exercise studio, crèche and café.</p>	<p>Elephant and Castle SPD/OAPF (2012)</p>	<p>£20m</p>	<p>2012-2014</p>	<p>LBS, Developer</p>	<p>LBS land sale LBS Developer S106 Planning Contribution £20,000,000</p>	
<p>Refurbishment of Seven island Leisure Centre: The Seven Islands Leisure Centre provides a swimming pool as well as a gym and a sports hall. Plans are in place to refurbish the wetside facilities in the centre and over the longer term, we will look for opportunities to improve the dryside and wetside facilities.</p>	<p>Canada Water AAP (2012)</p>	<p>£8m</p>	<p>2014-2015</p>	<p>LBS</p>	<p>LBS £8m</p>	

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
Refurbished athletics track at Southwark Park:	Canada Water AAP (2012) : Draft Playing Pitch Strategy (2009)	£3.8m	2013-2016	LBS	Southwark 2012 Olympic Legacy Fund £370,000	Additional Funding being sought from Mayor of London's Fund £250,000; Sport England Inspired Facilities Fund £150,000 (decision Oct 2012) ; London Marathon £150,000 (decision December 2012) Internal Capital Bids are being considered, and other funding opportunities are being explored Unfunded by £3.43m
Southwark Sports Ground: Refurbishment of existing sports pavilion. The changing accommodation at the site is poor quality and in need of upgrade.	Draft Playing Pitch Strategy (2009)	£300,000	2012-13	LBS, Football Foundation	LBS £75,000 Southwark Olympic Legacy Funding £45,000	Unfunded by £180,000

Southwark Community Infrastructure Levy: Infrastructure Plan

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Improvements to Herne Hill Velodrome: The Herne Hill Velodrome Trust was awarded £400,000 from Southwark Council's 2012 Olympics and Paralympics Legacy Fund in October 2011. Subject to agreement by landlords The Dulwich Estate, the money will be spent on a 170 metre inner track for junior and track riders to warm up on and other improvements will include enhanced cyclo-cross facilities. Further funds are needed to help finance build a new pavilion.</p>		tbc	2011-2026	Herne Hill Velodrome Trust/British Cycling	Southwark 2012 Olympic Legacy Fund £400,000	Unfunded
<p>Improvements to St Paul Sports Ground: Future of the site to be determined. It is currently of poor quality.</p>	Canada Water AAP (2012); Draft Playing Pitch Strategy (2009)	tbc	tbc	tbc	tbc	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Improvements to Homestall Road playing field: The changing facility is extremely poor quality. The pitches have also been identified as being of average quality and in need of improvement, with substantial bare areas and long grass. They are also uneven and in need of levelling.</p>	<p>Draft Playing Pitch Strategy (2009)</p>	<p>£820,000</p>	<p>2012 - 2013</p>	<p>LBS, Football Foundation</p>	<p>Sport England's Protecting Playing Field Fund £45,000 Southwark Councils 2012 Olympic Legacy Fund £175,000</p>	<p>Football Foundation uncommitted £320,000 LBS CIL Unfunded by £600,000</p>
<p>Greendale Playing field: Bring back into use. It is adjacent to Dulwich Hamlet FC. The future of the site is still to be determined. It is currently unclear if the current leaseholders will continue after the lease expires in 2015</p>	<p>Draft Playing Pitch Strategy (2009)</p>	<p>tbc</p>	<p>2015-18</p>	<p>LBS</p>	<p>tbc</p>	
<p>SOCIO-ECONOMIC INFRASTRUCTURE</p>		<p>Despite job creation in Southwark in recent years, levels of unemployment and economic inactivity are above the London and UK averages, we would expect there to be unemployment amongst the new residents. Using development to reduce barriers to employment for the new population is necessary to ensure sustainable economic growth in Southwark and a key part of Southwark's employment strategy 2005-2015.</p>			<p>Socio-economic infrastructure funding gap: £9.25m</p>	

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>37,352 new population over the period to 2026, of which 31,312 are of working age. With a current Southwark unemployment rate of 11.2%, we would expect 3,507 to be unemployed. Additional support required for longer term unemployed (6 months and over) which is projected to be 1794 people. Employment support, including training, for 1794 long term unemployed new residents . Unit cost of LBS commissioned support for a 26 week sustained job is £4,024.</p>	<p>Southwark Economic Development Strategy (2010-2016)</p>	<p>£7.25m</p>	<p>Annually when needed</p>	<p>LBS, Southwark Works, Job Centre Plus</p>		<p>LBS CIL Unfunded by £7.25m</p>
<p>Aylesbury: new employment space</p>	<p>Aylesbury AAP (2010)</p>	<p>£2m</p>	<p>2015-2026</p>	<p>LBS</p>		<p>Unfunded by £2m - unlikely that it could be cross subsidised by private residential due to requirement for 50% affordable</p>
<p>SUSTAINABILITY INFRASTRUCTURE</p>		<p>Reduction of future carbon emissions is a key opportunity and priority for new development. Southwark's energy and carbon reduction strategy 2011 seeks a 22.4% reduction in CO2 by 2020. The strategy aims to explore all opportunities to expand heat networks in the borough.</p>			<p>Sustainability Infrastructure funding gap of £21.5m</p>	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Canada Water district heating/CHP: The heat network will use energy that is currently wasted at the South East London Combined Heat and Power, Energy from Waste plant in Lewisham. It will be distributed through a network of underground pipes to the community heating boiler houses that currently provide heat and hot water to several housing estates. Phase 1: Link from SELCHP to the following estates: Four Squares, Silwood, Abbeyfield, Tissington Court, Pedworth, Rouel Road, Keetons, Silverlock Phase 2: Possible extension into the Core Area via Lower Road and Redriff Road.</p>	<p>Canada Water AAP (2012); Canada Water Energy Study (2009)</p>	<p>Phase 2 £8.5m</p>	<p>2013-2021</p>	<p>LBS, Veolia</p>	<p>Phase 1 funded</p>	<p>Phase 2 LBS Unfunded by £8.5m</p>
<p>Aylesbury Utilities and CHP proposal: Provision of CHP/communal heating for the new neighbourhood</p>	<p>Aylesbury AAP (2010)</p>	<p>£13m</p>	<p>2013-2026</p>	<p>LBS</p>		<p>LBS CIL Unfunded by £13m</p>

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
SECONDARY INFRASTRUCTURE					Secondary Infrastructure funding gap: £ 13.1m	
Water/ Sewerage/Waste water (Thames Water)						
<p>Local water infrastructure: The council will use planning conditions where appropriate to ensure that development does not commence until impact studies on the existing water supply and sewerage infrastructure have been approved by Southwark in conjunction with Thames Water. Where there is a capacity problem and no improvements are programmed developers should contact the utilities company to agree what improvements are required and how they will be funded.</p>			N/A	Thames Water	N/A	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Storm Water Storage: It is possible that long term planned growth in the regeneration areas might affect the occurrence and significance of flooding. Surface water flood risk mitigation measures will be required. Storage areas are planned in open public spaces in the Dulwich, Peckham Rye, Camberwell and North Peckham areas to mitigate risk in these areas where . The next stage towards updating and improving upon existing planned delivery of projects will involve completing a Surface Water Management Plan for the borough to identify the neighbourhoods and individual planning units that are at risk of flooding and to propose suitable mitigation measures aside from simply avoiding all potential development of those areas.</p>	<p>Southwark Interim Preliminary Flood Risk Assessment (2011)</p>	<p>£12.7m</p>	<p>2014/15-2017/2018</p>	<p>Thames Water, The Environment Agency, LBS Principal Contractor</p>		<p>The Environment Agency - Flood Defence Grant in Aid Unfunded by £12.7m</p>
<p>Gas</p>						

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>The 'host' providers for the London area are National Grid and Scotia Gas Networks. Scotia Gas are the main supplier in Southwark, however information on Southwark is limited. National Grid indicated that for the five Central London authorities which it covers, there is likely to be sufficient capacity within regard to medium and the higher pressure gas networks to cater for demand up to 2026. Southwark will monitor phasing and implementation of development and continue to share plans with infrastructure providers.</p>	<p>Central London Forward Infrastructure Study (2010)</p>	<p>N/A</p>	<p>N/A</p>	<p>National Grid and Scotia Gas Networks</p>	<p>N/A</p>	
<p>Electricity</p>						
<p>EDF's Distribution Price Control Review (DPCR) sets out plans for growth anticipated for London's central area, based on known developments extracted from the planning process. A number of schemes which will increase capacity are underway. This includes a new primary sub-station being built behind Tate Modern, which will connect to</p>	<p>Central London Forward Infrastructure Study (2010)</p>	<p>N/A</p>	<p>N/A</p>	<p>EDF Energy, Developers</p>	<p>N/A</p>	

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INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
Lewisham. Planned provision for investment is unlikely to cover forecast demand. EDF should be engaged early in the planning process and future requirements across central London should be coordinated.						
Wifi in Public places: 40 stations each costing £10,000		£400,000	tbc	LBS with Partner		LBS Unfunded £400000
EMERGENCY SERVICES Existing Fire Stations: Peckham, Old Kent Road, Southwark Bridge Road and Dockhead. Ambulance stations: Rotherhithe, Waterloo Road. Metropolitan Police stations: Camberwell, East Dulwich, Walworth, Peckham, Rotherhithe, Southwark.						
Police						
Forward planning for policing infrastructure is linked to the Metropolitan Police Service's (MPS) Asset Management Plan for Southwark. This indicates that the MPS is working hard to deliver a more effective and locally focused service, and to do this it needs a property estate that can adapt to meet new challenges and grow to support a 21st century police service. The	Metropolitan Police Service Asset Management Plan (2007)	N/A	N/A	MPS	N/A	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>Metropolitan Police do not have any specific infrastructure requirements at this time but will continue to review forecasted growth in the borough and assess future policing needs.</p>						
<p>Fire</p>						
<p>The Central London Forward Infrastructure Study indicates that there is a total of 112 fire stations are scattered across London, including 4 in Southwark. There are also a total of 168 fire appliances (i.e. the number of fire pumps and hoses) and 70 other specialist fire appliances. Fire stations and fire engines work across local authority boundaries therefore it is hard to assess the fire station provision on a local authority basis. Central London is overall described as fire station rich with very good fire station coverage. Expansion of existing service may be required in the long term to address population</p>	<p>Central London Forward Infrastructure Study (2010)</p>	<p>N/A</p>	<p>N/A</p>	<p>LPFA</p>	<p>Private finance initiative (PFI)</p>	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>and employment growth. Currently, the London Fire Planning Authority does not anticipate a need to increase the overall available floorspace. Instead there is a focus on rebuilding and refurbishing the existing ones.</p>						
<p>Ambulance</p>						
<p>Managing demand and need for Ambulance provision correlates more with procedures and practice than population growth. The demand for ambulance provision is forecast using historical incident data within the Health service area they attend. Consultation with the London Ambulance Trust has revealed that the forward strategy focuses on changes to the way emergencies are responded to rather than opportunities relating to property. For this reason the London Ambulance Trust has not identified any specific infrastructure needs at the present time, but will continue to</p>	<p>Central London Forward Infrastructure Study (2010)</p>	<p>N/A</p>	<p>N/A</p>	<p>London Ambulance Trust</p>	<p>N/A</p>	

INFRASTRUCTURE REQUIREMENT	POLICY/EVIDENCE BASE	COSTS	TIMING	DELIVERY AGENTS OR PARTNERS	FUNDING	
<p>review the impact of planned and natural growth and how this translates into additional demand on their services over time.</p>						

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