

**Cabinet Member delegated decision****Decision Due:** 07 April 2015**Report title** Vauxhall Gyrotory Removal**Wards:** Prince's, Oval, Stockwell, Larkhall, Vassall**Report Authorised by:** Sue Foster Strategic Director for Delivery**Portfolio:** Councillor Lib Peck, Leader of the Council**Contact for enquiries:** Conor McDonagh – Delivery Lead, Regeneration[cmcdonagh@lambeth.gov.uk](mailto:cmcdonagh@lambeth.gov.uk)

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**Report summary**

The report sets out a request to support the principle of the Council now commencing and progressing negotiations with the project partner, TfL, in regard to the Council part funding a scheme to remove the Vauxhall gyratory and return it to two-way working. This is a key part of the Vauxhall Transformation programme. The exact detail of gyratory removal scheme is yet to be approved and it will be influenced by the comments received from the recent public consultation, the forthcoming engagement strategy and the second public consultation to occur in the autumn of this year.

The support is necessary at this early stage in order to give some assurance that the Council is committed to part funding the project which will assist TfL in presenting its Business Case to its Road Surface Transport Board meeting on 14th April. A decision at this meeting will release essential capital funding for the detailed concept design of the gyratory removal and re-design, which is crucial to the Transforming Vauxhall programme. This is necessary to deliver the ambitious vision set out in the Vauxhall Supplementary Planning Document (SPD) that was adopted January 2013.

**Finance summary**

An estimated figure of £9.6m was originally included in the Vauxhall Nine Elms Battersea (VNEB) DIF Study published in October 2010. This was commissioned by the Greater London Authority (GLA) in order to support their production of an Opportunity Area Planning Framework (OAPF), of which Vauxhall forms part. The £9.6m was subsequently referenced in the Nine Elms Vauxhall Business Plan 2014-15, which was endorsed by the Council. As such the figure has been in the public domain for some time, however with partnership consensus now reached on removing the gyratory and detailed concept design now imminent, the project funding arrangements need to progress. The £9.6m baseline, originally stated at 2010/11 prices, is maintained at 2014-15 prices, and including indexation through to the project's completion in 2020-21 a revised estimated figure of £11.5m has been produced. Added to this would be an exclusive (non-TfL payment) sum of £500k to cover Council officer time and local road mitigation measures during the project construction period. The total estimate to the capital pipeline is therefore £12m.

## **Recommendations**

- (1) To approve that the Council can now commence negotiations with TfL on progressing a development agreement to part fund the removal of the Vauxhall gyratory and subsequent re-design.
- (2) To recommend that a report is brought before Cabinet in summer 2015 to present the profiling and legal obligations in regard to the development agreement between the Council and TfL.

### **1. Context**

- 1.1 The Vauxhall District Centre programme is focused around maximising opportunity and value from the various strategic and privately-led redevelopments. These will involve the building of 3,500 new homes with space for new businesses and social infrastructure which will provide at least 8,000 new jobs. This transformation includes the creation of a new district centre for Vauxhall with the gyratory to be reversed for two-way working with a radically improved transport interchange.
- 1.2 To realise this, the Council has entered into a joint partnership agreement with TfL who will deliver around £50m investment from their capital programme. The report sets out recommendations to support the principle of the Council now commencing and progressing negotiations with TfL in regard to the Council part funding a scheme to remove the Vauxhall gyratory, and to progress the Cabinet reporting on this. The exact detail of scheme is yet to be approved and it will be influenced by the comments received from the recent public consultation, the forthcoming engagement strategy and the second public consultation to occur in the autumn of this year.

### **2. Proposal and Reasons**

- 2.1 TfL will present a full business case to its Road Surface Transport Board on 14th April that will release essential funding for detailed concept design. The business case will provide a detailed cost-benefit analysis, a feasibility report on options development, and will be the subject of an external audit to ensure that all assessments and assumptions are robust. This report therefore sets out the funding recommendation to give TfL assurance in this next critical phase of the partnership that the Council will part fund the removal of the gyratory.

### **3. Finance**

- 3.1 The total DIF potential is currently £42.4m if all consented developments were implemented, built and occupied. To date £3.9m of this potential has been collected and £801,500 remains available to be drawn down from.
- 3.2 The estimated investment is £12m (£11.5m + £500k). This comprises the original estimated £9.6m now taken at 2014/15 and indexed through to project completion in 2020/21 to give a figure of £11.5m.
- 3.3 The additional £500k is estimated to cover the Council's officer time (£300k) throughout the construction period, which would predominantly comprise communication and engagement with the local community and Members; and £200k to cover any local road mitigation measures.
- 3.4 The profiling of the £11.5m and the legal obligations of the development agreement will be subject to further negotiation between the Council and TfL.

## **4. Legal and Democracy**

- 4.1 Section 137 of the Local Government Act 1972 authorises the council to incur expenditure which in its opinion is in the interests of, and will bring direct benefit to their area or any part of it, or some of its inhabitants providing the benefit is commensurate with the expenditure incurred. This power includes the power to contribute towards the defraying of another local authority in connection with that other authority's functions.
- 4.2 Section 1 of the Localism Act 2011 gives the council the power to do anything that individuals generally may do.
- 4.3 The Northern Line Extension legal agreement covers the partnership arrangement for TfL and Lambeth and was signed 12<sup>th</sup> November 2013. The Council and TfL will be considering the legal obligations around the Council's financial contribution towards the gyratory removal and a subsequent report will be brought to Cabinet, likely summer 2015.
- 4.4 The programme is governed by Transforming Vauxhall Joint Delivery Group (JDG) comprising directors and senior officers from Lambeth and TfL. The JDG reports to the Joint Project Board (JPB), co-chaired by the Leader of Lambeth Council and Deputy Mayor for Transport. The JPB joint board reports into the Vauxhall Nine Elms Board (VNEB), the senior board comprised of members across the partnership (the boroughs of Lambeth, Wandsworth, the Greater London Authority (GLA), Transport for London (TfL), Network Rail and developers and landowners in the area). The VNEB board is co-chaired by the Leaders of Wandsworth and Lambeth councils.
- 4.5 Regular briefings are provided to the Leader of the Council and Member for Jobs and Growth, including through the Leader's Portfolio Board. An internal programme board for the full Vauxhall regeneration programme will be established from April 2015.

## **5. Consultation and co-production**

- 5.1 Roughly 20,000 people on the TfL database were sent details of the consultation in autumn 2014. A similar number of commercial and residential properties in Oval, Prince's and Stockwell wards received the leaflet and questionnaire. Three community consultation events were held, and officers from both TfL and Lambeth attended meetings to discuss the proposals. The leaflet was also translated into Portuguese. Briefings were held for local ward councillors too. In addition a hard-to-reach survey was undertaken. Over 2,000 people have responded and the results are currently being analysed with a full report to be published at the end of March.
- 5.2 Lambeth and TfL are currently updating the consultation and engagement plan in preparation for the autumn 2015 consultation on detailed gyratory proposals. With the insight phase of the wider engagement programme complete, Lambeth will work with the community to co-produce an engagement programme from April 2015 to include residents, businesses and workers - all those who live work and travel through Vauxhall.

## **6. Risk management**

- 6.1 A change in mayoral or national administrations may result in the revisiting plans or differing priorities which may compromise the successful delivery of the project. Therefore, it is essential to ensure that TfL's submission of the business case is submitted and approved by April 2015 so that project funding is secured.
- 6.2 There is a risk that the DIFs/CIL potential may not be fully realised if the consented developments are not implemented, built out and occupied. The Council therefore will test various scenarios in regard to the DIFs/CIL cash flow forecasting in order to appropriately profile future payments. These scenarios will inform negotiations with TfL.

## 7. Equalities impact assessment

- 7.1 Officers are currently working with TfL on a joint EIA that will conform with the Equalities Impact Assessment (EIA) developed for the SPD, which is downloadable from:  
<http://www.lambeth.gov.uk/sites/default/files/pl-vauxhall-spd-equality-impact-assessment.pdf>.

## 8. Community safety

- 8.1 Outreach and engagement work will be undertaken to support the project. Also work will include to development of plans for place-making also support a joined up conversation across the council's services, including community safety.
- 8.2 Advice from the Met's Designing Out Crime (DOC) officer has already been sought, resulting in a comprehensive response being provided to the first stage consultation. Input from the DOC officer will be sought at regular intervals throughout the project.
- 8.3 Given the significant new numbers of new residents, workers and visitors anticipated it is important that the planning brief being developed for Vauxhall will have regard to designing out crime principles.
- 8.4 Overall, it is expected that the transformation of Vauxhall will result in a positive contribution towards improving community safety in the area.

## 9. Organisational implications

- 9.1 **Environmental** . Officers are working with TfL to undertake an environmental assessment, including producing Health and Safety and Environment pre-construction information, drawing on the Vauxhall SPD's Sustainability appraisal:  
<http://www.lambeth.gov.uk/sites/default/files/pl-vauxhall-spd-sustainability-appraisal.pdf>
- 9.2 **Staffing and accommodation** - None
- 9.3 **Procurement**. Procurement for capital works will be managed by TfL in line with EU legislation.
- 9.4 **Health**. As noted in 9.1 officers will be working with TfL to produce a Health and Safety plan in relation to construction. All health and well being outcomes will considered in the next stage of concept design.

## 10. Timetable for implementation

Key Milestones		Date
1.	<b>Consultation Report</b> on principles of the scheme published.	Late March 2015
2.	First-stage design framework for the district centre finalised	End March 2015
3.	<b>TfL Surface Transport Board</b> approves progression to Gateway 3 - Concept Design	14 April 2015
4.	Full Concept Design of Preferred option begins, subject to approval	April 2015 onwards
5.	Lambeth wider engagement programme launched	From April 2015
6.	Joint risk assessment review	April 2015
7.	TfL Environmental Modelling consultant commissioned	April 2015

<b>Key Milestones</b>		<b>Date</b>
8.	Final traffic modelling (LINSIG,VISSIM,ONE) completed, including review and mitigation on the strategic and local road networks	August 2015
9.	<b>Consultation on</b> detailed proposals opens	Autumn 2015
10.	Programme review post consultation to determine future funding requirements	Dec 2015
11.	Statutory Procedures (e.g. Environmental Permits, Highways Act dedication of land processes, Traffic Management Notifications, HSE, etc)	From Dec 2015
12.	Detailed scheme design completed, post-consultation 2 <sup>nd</sup> consultation	May 2017
13.	Procurement for Delivery	December 2017
14.	Advance works	From January 2018
15.	Start of Main Construction Works	May 2018

<b>Audit trail</b>				
<b>Consultation</b>				
<b>Name/Position</b>	<b>Lambeth cluster/division or partner</b>	<b>Date Sent</b>	<b>Date Received</b>	<b>Comments in para:</b>
Cllr Lib Peck	Leader of the Council	18.3.15	23.3.15	
Sue Foster, Strategic Director	Delivery	18.03.15	26.03.15	
Legal Services: Gregory Carson	Governance and Democracy	18.03.15	18.03.15	Added 4.1 and 4.2
Wayne Chandai, Democratic Services:	Governance and Democracy	18.03.15	23.03.15	
Finance: Christian Fleming	Integrated Support, Enabling	18.03.15	26.03.15	
Councillor Lib Peck	Leader of the Council	18.03.15	23.03.15	
Mike Pocock, Delivery Director	Delivery	18.03.15		
Sandra Roebuck, Programme Director	Delivery	18.03.15	26.03.15	
For internal reports, list internal meetings where issue has been considered	AMCAP – 26.3.15			

<b>Report history</b>	
<b>Original discussion with Cabinet Member</b>	13.08.14
<b>Report deadline</b>	n/a
<b>Date final report sent</b>	n/a
<b>Report no.</b>	n/a

<b>Part II Exempt from Disclosure/confidential accompanying report?</b>	No There is no part 2 report.
<b>Key decision report</b>	Yes
<b>Date first appeared on forward plan</b>	27.02.15
<b>Key decision reasons</b>	Meets community impact test:  Has a significant impact on: communities living or working in an area comprising two or more wards in Lambeth
<b>Background information</b>	Vauxhall Supplementary Planning Document:  <a href="http://www.lambeth.gov.uk/planning-and-building-control/vauxhall-spd">http://www.lambeth.gov.uk/planning-and-building-control/vauxhall-spd</a>  VNEB DIF Study (October 2010):  <a href="http://www.lambeth.gov.uk/sites/default/files/15VNEBDIFSOctober2010.pdf">http://www.lambeth.gov.uk/sites/default/files/15VNEBDIFSOctober2010.pdf</a>
<b>Appendices</b>	None

**APPROVAL BY CABINET MEMBER OR OFFICER IN ACCORDANCE WITH SCHEME OF DELEGATION**

I confirm I have consulted Finance, Legal, Democratic Services and the Procurement Board and taken account of their advice and comments in completing the report for approval:

Signature \_\_\_\_\_ Date \_\_\_\_\_

Post: Conor McDonagh – Delivery Lead, Regeneration

I confirm I have consulted the relevant Cabinet Members, including the Leader of the Council (if required), and approve the above recommendations:

Signature \_\_\_\_\_ Date \_\_\_\_\_

Post: Cllr Lib Peck – Leader of the Council

Any declarations of interest (or exemptions granted):

Issue

Interest declared