**Infrastructure Funding Statement 2020**

The Camden Community Infrastructure Levy (Camden CIL) is used to fund the general infrastructure needed to support growth, whilst developer Section 106 financial contributions fund more site specific infrastructure. These more general items are set out in a strategic CIL Funding List.

Other forms of infrastructure not covered in the list would need to be funded through s106 provided that they are:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

In Camden, 70% of CIL collected will be spent on strategic projects (Strategic CIL), whilst 25% of Camden CIL collected will be spent on local projects (local CIL). A standard administration charge of up to 5% is also placed on Camden CIL in order to cover the costs of collecting, administrating and monitoring CIL.

This Strategic CIL Funding List provides an indication of what strategic infrastructure can be expected to be funded by the Community Infrastructure Levy in overall terms to meet strategic infrastructure needs. Not all of the projects have been fully authorised and many will be subject to funding from other sources which may change. Therefore it is likely that the list will be updated at regular intervals to reflect changing priorities and the availability of funding.

The allocation of CIL funds to these projects will be subject to sign off in line with the Camden constitution. The Cabinet will review the priorities for CIL spending on the projects on the funding list on a regular basis when formulating the Camden Medium Term Financial Strategy. A separate ward member-led spending system has been developed for local CIL, and projects to be funded through the local proportion of CIL are set out as separate local CIL priority lists. These lists should be read alongside this Strategic CIL Funding List, but will be published separately in order to allow independent updating, given the differing preparation timescales and decision making processes involved.

| **Strategic funding list** | |
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| ***Children’s Services*** |
| Additional early years provision to meet identified needs and help ensure the Council meets its statutory duties | |
| Primary school improvement works (scope of works will differ at each school but typically will include: technology/science teaching facility upgrades, acoustic improvements, kitchen and dining improvements and suitability improvements) | |
| Secondary school improvement works (site specific modernisation and part rebuilding) | |
| Accessibility improvements across all schools and children’s centres | |
| ICT improvements across all schools and children’s centres | |
| Additional special educational needs facilities in borough | |
| Additional primary school provision to meet identified needs and help ensure the Council meets its statutory duties | |
| Additional secondary school provision to meet identified needs and help ensure the Council meets its statutory duties | |
| At the present time, no allowance has been made for funding to support additional school places needs that may arise from a large scale redevelopment of Euston Station and surrounds. | |
| ***Transport Infrastructure*** |
| Pedestrian and cycling infrastructure improvements (borough-wide) – the feasibility of adopting a strategic approach to reducing traffic dominance and encouraging walking and cycling by restricting traffic and through potential road closure will be considered using other funding. CIL funding will help realise this vision where projects are most needed, and would include innovative approaches such as the roll-out of pedestrian countdown at traffic signals as well as tree planting/ urban greening where appropriate and the introduction of sustainable lighting.  These improvements to be funded through CIL will relate to improvements to overall network of pedestrian and cycling connections, but will not relate to site access/ site specific works, which continue to be funded through Section 106 agreements. | |
| The provision, improvement, replacement, operation or maintenance of highway infrastructure to ensure the road network is capable of accommodating the demands associated with growth including carriageways, footways, drainage and street lighting but excluding site specific accessibility improvements (highway and related works) and vehicular crossovers and related works which would still be funded from Section 106 contributions. | |
| Area-based public realm schemes:   * Kilburn area scheme – to build on planned projects in the area, to transform the urban realm, improve road safety, and improve links to the town centre. * Holborn area scheme – to transform the urban realm, improve road safety, reduce traffic dominance and make it easier to move through the area, particularly for pedestrians and cyclists. The scheme will consider how the gyratory could be converted to two-way working. * Kentish Town area scheme- this project will transform the area around Kentish Town Road with a focus on improving road safety, particularly for pedestrians and cyclists. It will also include an extension to the Royal College Street cycle route, to provide a continuous route from Holborn through to Kentish Town, north of Camden Road. * Kings Cross area scheme – enhancements to borough roads to link in to highway enhancements on TfL routes. TfL are developing proposals to transform its road network in the area, including proposals to remove the King’s Cross gyratory systems and other pedestrian, cycle and safety improvements. Works to borough roads could link into and expand the benefits of public realm changes in the area. * Camden Town area scheme - improving cycle permeability and unlocking the gyratory, widening the ‘Naked Streets’ approaches used on Camden High Street and making improvements in and around the south part of the Camden High Street. * Somers Town public realm: strategic public realm enhancements to support growth in the Somers Town area linked to the Somers Town reinvestment priorities. * Improvements to the West End Lane retail area, including street furniture, signs and pavements. * Gospel Oak: Queens Crescent public realm improvements * Improve accessible links (borough-wide) to and from rail stations: particularly where lifts have been installed in rail stations * Removing gyratories / conversion to two-way working: on borough roads - in Gospel Oak (Fleet Road, etc.), Torriano Avenue (and linking roads), and also enhancing borough roads where appropriate to support and enhance linkages to TfL roads where gyratories are removed * Routes to Farringdon station - improvements to road safety, walking and cycling routes to the station * All of the projects referred to above will relate to the general public realm and will exclude site access and other site-specific works which will still be funded from Section 106 contributions. | |
| Freight consolidation centre (borough-wide) – this project will provide facilities to encourage innovative ‘last mile delivery’ using environmentally friendly small vehicles. Operators’ experience of using electrically assisted cycle freight vehicles has demonstrated that this approach can reduce emissions. | |
| ***Health projects*** |
| The following projects relate to health facilities that are owned by Camden, which we believe could come forward as part of Camden’s Community Investment Programme in the next 5 years. Additional schemes may be selected and added to this list as a response to further needs which may be identified. |
| Abbey Health Centre | |
| Adelaide Health Centre | |
| Gospel Oak Children’s Centre . | |