

Transport & Energy Infrastructure planning news

DECEMBER 2017

Headline news

Chancellor delivers housing-focused Autumn Budget

On 22 November, the Chancellor of the Exchequer delivered the 2017 Autumn Budget, which mainly focused on productivity, infrastructure, and housing investment and policies.

The Chancellor underlined the expectation that by the end of this Parliament, housing supply should reach 300,000 new homes per year. In order to achieve this goal, the Chancellor pledged to make available £15.3bn of new support for housing over the next five years; introduce planning reforms to ensure more land is available for housing; increase densities in cities and towns; and extend the National Productivity Investment Fund (NPIF) to £31bn.

Many of the planning-related proposals will be detailed in consultations that are yet to be launched at the time of writing, including one arising from the community infrastructure levy (CIL) review which will feature: the removal of restrictions on s106 pooling; the speeding up of procedures to set and revise CIL, and changes to the indexation of CIL rates.

In relation to transport, the Government intends to develop 'ground-breaking approaches' to the regulatory framework for driverless cars, with the aim of seeing fully self-driving cars on UK roads by 2021. Moreover, and to support the transition towards zero-emission vehicles, the Government is minded to support the development of charging infrastructure for ultra-low emission

vehicles, through a £200m Charging Investment Infrastructure Fund (to be matched by private funds).

The Government confirmed its intention to continue working with Transport for London for developing 'fair and affordable planes' for Crossrail 2, including an independent review of funding and financing.

Also of interest were references to the £1.7bn Transforming Cities Fund, announced on 20 November, and the integrated programme of infrastructure, housing and business investment announced for the Cambridge – Milton Keynes – Oxford corridor (see below for more details).

In terms of funding, the Government will invest a further £160m (from the NPIF) to support the ambition of the UK becoming a world leader in 5G, while support for low-carbon electricity will continue, including up to £557m for further Contracts for Difference. Furthermore, to provide the necessary infrastructure to support new housing in high-demand areas, the Budget commits an additional £2.7bn (through the NPIF) to the Housing Infrastructure Fund (HIF) in England, which will be allocated through competition.

The Infrastructure and Projects Authority is expected to publish an update to the National Infrastructure and Construction Pipeline before the end of the year, setting out a 10-year projection of public and private investment in infrastructure.

Sir John Armitt has been appointed chair of the Thames Estuary 2050 Growth Commission (Professor Sadie Morgan will be the deputy chair), which will publish its final report by spring 2018.

Finally, the Government has commissioned the National Infrastructure Commission (NIC) with a new study on the future of freight infrastructure, expected to be published in spring 2019; the study will focus on urban congestion, decarbonisation, and the role new technologies can play. ■



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QUOTE OF THE MONTH



Today we back the Northern Powerhouse, the Midlands Engine and elected mayors across the UK. With a new £1.7 billion Transforming Cities Fund. Half to be shared by the six areas with elected metro mayors to give them the firepower to deliver on local transport priorities.

Chancellor of the Exchequer Philipp Hammond delivering his 2017 Autumn Budget speech

THE LICHFIELDS PERSPECTIVE

It has been a good month for transport, energy and digital infrastructure, with Government and independent bodies committing to and endorsing proposals intended to support prosperous communities. But stakeholders would benefit even more if the funding mechanisms, planning reforms and development programmes were all part of a published investment strategy, to maximise their coordination now and in the longer term

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LICHFIELDS

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National news

Industrial Strategy White Paper

The Industrial Strategy White Paper that was unveiled on 27 November reiterated many of the planning-related proposals already announced in the Budget, and others made earlier in November.

This Lichfields' blog lists the Strategy's highlights, which include a 'rebalancing toolkit' to improve the focus, quality and transparency of 'rebalancing' evidence in strategic business cases, particularly to support high value transport investments in less productive parts of the UK.

The Strategy refers to increasing the NPIF to £31bn, for investing in transport (£4.9bn), digital infrastructure (£740m) and housing (11.6bn). Technologies that can transform public transport are to be promoted, alongside developing UK leadership in low carbon transport; a strategy on government support for the transition to zero emission road transport is to be published 'in the coming months'. The road transport system is also to be looked at, 'for opportunities to improve customers' experience, drive efficiency and enable people to move around more freely'; - the aim is for 'increased autonomy, journey sharing and a blurring of the distinctions between private and public transport'.

The White Paper speaks too of the funding that comprises part of the 'comprehensive policy package that will raise housing supply by the end of this Parliament to its highest level since the 1970s, on track to reach 300,000 per year'. It refers to 'increasing the HIF to £5bn to provide the right conditions for more house-building to take place', and to:

'...planning reforms to make more land available for housing, and better use of underused land in our cities and towns.'

Prior to the White Paper's publication, NIC chairman Lord Adonis had commented on a new report by the Industrial Strategy Commission, saying:

'Today's report from Dame Kate Barker and her team at the Industrial Strategy Commission outlines clearly the measures we need to take to ensure all parts of the country benefit from sustained economic growth.'

The foundation of this has to be universal access to basic infrastructure – that's why our recent report highlighted the need to invest in good transport links, in securing access to the latest mobile and broadband technology and new capacity for water supply and flood risk management.

Our efforts to grow the economy and improve quality of life are currently under threat from the three Cs of congestion, capacity and carbon – this report, together with our interim National Infrastructure Assessment, demonstrate how these can be tackled to the benefit of all communities.'

New 'Transforming Cities Fund' to improve transport links and promote local growth within city regions

As part of the Government's Industrial Strategy, Prime Minister Theresa May announced a new 'Transforming Cities Fund' on 20 November, alongside boosting spending on R&D. The £1.7bn transport fund will include £250m for 'better transport' in the West Midlands.

Writing in the Times, Mrs. May also referred to the then proposed launch of the Industrial Strategy White Paper on 27 November (see above item), stating that it would announce four 'Grand Challenges' that 'reflect global trends that will shape our future and industries where the UK has an edge, these are artificial intelligence and the data economy; clean growth; healthy ageing; and the future of mobility'.

The 2017 Autumn Budget provided additional details on the funding allocations, as it specifies:

'Half will be allocated via competition for transport projects in cities and the other half will be allocated on a per capita basis to the 6 combined authorities with elected metro mayors.;

Other than the above-referred to £250m allocation for West Midlands, Greater Manchester will receive £243m, Liverpool City Region £134m, while West of England, Cambridgeshire and Peterborough, and Tees Valley will receive £80m, £74m, and £59m respectively.

The Secretary of State for Transport, Chris Grayling said:

'Investment in transport is crucial to a strong and resilient economy. The Transforming Cities Fund will drive productivity and growth in cities where this is most needed, connecting communities and making it quicker and easier for people to get around.'

We have already seen the impact of better integrated transport links for both passengers and the local economy in cities like Nottingham and Manchester. This new fund will enable more English cities to reap these benefits, helping to deliver the opportunities and ambition of the Industrial Strategy across the country, as well as driving forward the Northern Powerhouse and Midlands Engine.'

Chairman of the National Infrastructure Commission (NIC) Lord Adonis endorsed the £1.7billion fund as a 'welcome move towards boosting productivity and improving key infrastructure', further supporting the economic potential of the UK's cities. He did however go on to add how 'a clear strategy is needed for investment in cities, rather than funding provided on an ad hoc basis':

He added the comment that the £1.7bn needed to be:

'...part of a wider and longer-term investment strategy, so our cities can plan for the future. And ahead of work starting on HS2 next year I would also like to see serious progress on the much-needed HS3 between our Northern cities, and work to increase capacity in the Capital through Crossrail 2, to help ensure the country as a whole can truly reach its economic potential.'

NIC recommends new towns and settlements for Cambridge-Milton Keynes-Oxford Arc if to achieve economic potential

The NIC published its final report on 'Partnering for prosperity: a new deal for the Cambridge – Milton Keynes – Oxford Arc' on 17 November, in advance of the Budget as planned.

The 2017 Autumn Budget welcomed many of the NIC's recommendations and underlined overall Government support for the 'ambitious integrated programme of infrastructure, housing, business investment and development' for the Corridor. ►►

Specifically, the Government has agreed a housing deal with Oxfordshire to support the delivery of 100,000 homes by 2031, while also working with the central and eastern parts of the corridor in 2018, 'to realise its housing ambitions'. The Government also specified that will take into consideration the potential for 'significant new settlements' and the role that development corporations could play in delivering them, also using private finance.

In terms of infrastructure, the Government commits to complete the western section of East West Rail by 2024, while also investing £5m to develop proposals for a Cambridge South station (working in partnership with local stakeholders). In terms of roads, the Government pledges to start construction on 'key elements' of the Expressway between Cambridge and Oxford, while also accelerating work on the 'missing link' elements of the Expressway so that this is ready to open by 2030.

Interestingly, the Government 'expects authorities and delivery bodies' in the Corridor to maximise the use of existing land value capture mechanisms and of future new powers proposed in the Budget (subject to consultation). It also recommends authorities to consider the introduction of a Strategic Infrastructure Tariff, in addition to CIL.

The Autumn Budget's announcements are sure to have been welcomed by the Corridor's authorities, as they closely reflect the NIC report's 'central finding' on growth in the area:

'...rates of house building will need to double ['delivering up to one million new homes by 2050'] if the arc is to achieve its economic potential. This requires a new deal between central and local government – one which aligns public and private interests behind the delivery of significant east-west infrastructure and major new settlements, and which seeks commitment to faster growth through a joined-up plan for jobs, homes and infrastructure. Any deal must give local areas the certainty, freedoms and resources they need to create well-designed, well-connected new communities.'

The Commission concluded that the new level and quality of housebuilding is unlikely to be delivered, 'if growth is focused exclusively on the fringes of existing towns and cities, or through the development of small garden towns and villages'.

The Commission highlights how the East West Rail project and the proposed Oxford-Cambridge Expressway (broadly along the same corridor) will 'enhance connectivity across the arcs', as well as improving connections with 'international gateways' such as Heathrow. Both routes are based on existing infrastructure but would need new stretches too. Together they would provide 'a vital step' in the development of a strategic transport corridor connecting East Anglia to the west of England and south Wales:

'But crucially, these schemes can play a key role in tackling the arc's housing crisis, unlocking major new development locations and enabling transformational growth around existing towns and cities.'

It therefore recommends:

'Government should progress work on East West Rail, the Expressway and new settlements through a single co-ordinated delivery programme, with cross-government ministerial commitment and oversight. The aim of this programme should be to unlock opportunities for transformational housing growth through the creation of well-connected new communities.'

'Large scale new communities' would thereby be supported – 'new settlements and major urban extensions' – as well as the 'ongoing growth' of existing towns and cities. The report goes on to recommend that Government and local authorities should 'work to establish 'appropriate delivery vehicles' for new and expanded settlements across the arc, through a robust and transparent process', to designate locations for new and expanded settlements by 2020. The Secretary of State should, however, retain the power to designate new settlements in the national interest where voluntary agreements cannot be reached.

The report itself names a series of infrastructure-supported locations for 'key opportunities for growth over the next 30 years' as potentially including:

- As an 'immediate opportunity for growth', the re-establishment of Milton Keynes as a 'development location of national significance' that would be 'in line with local aspirations';
- A new town development between Bicester and Bletchley,;
- the Marston Vale, between Milton Keynes and Bedford;
- major development around Bedford;
- expansion in the Sandy area in central Bedfordshire, and along the A1 corridor, 'potentially supporting the development of a large town'; and
- a new garden town west of Cambridge.

Interestingly, the NIC does not refer to using the housing-led provisions of the Planning Act 2008 for the new settlements; instead, the report recommends the use of existing powers to create new settlements. It is also of note that the Budget did not identify these 'key opportunities' to the same level of detail.

Linking with the CIL review and the Budget, the NIC report recommends that Government uses 'bespoke deals' with local areas, and makes changes to the operation and application of CIL and s106 across the 'Arc' that will both give the power to levy a city-regional CIL, and remove restrictions on pooling s106 revenues and on forward funding infrastructure against future receipts. Again on timing, the Commission recommends that these changes should be agreed by 2020.

To achieve the desired growth, the Commission recommends that Government should work with local authorities to put in place 'robust sub-regional and arc-wide governance arrangements'.

The Environmental Impact Assessment (Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017

On 5 December, The Environmental Impact Assessment (Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017 come into force. ►►

The Regulations implement Directive 2014/52/EU of the European Parliament and of the Council and specifically relate to: harbour works (in England, Wales, and Scotland); the construction or improvement of highways (in England and Wales); and certain transport related works (in England and Wales).

Second West Midlands devolution deal agreed

HM Treasury and the West Midlands Combined Authority (WMCA) have agreed 'a second devolution deal to promote growth'.

The agreement, which was published following the Autumn Budget, includes a £6m pledge for a new Housing Delivery Team to make 'an immediate impact on delivery and longer term supply', as well as committing £5m for a construction skills training scheme. The deal also includes £250m from the Transforming Cities Fund (see above) to be spent on local intra-city transport priorities; as detailed by the agreement:

'This will enable the WMCA to fund the Wednesbury to Brierley Hill metro extension, should they choose to do so.'

The 11km long Metro extension scheme is expected to be underway by May 2019 and last four years in total; West Midlands Mayor Andy Street commented on the news, saying:

'The importance of this extension is difficult to understate. It will open up sites for housing and regeneration and reconnect Dudley and Brierley Hill to the rail network for the first time in decades.'

Earlier in November, the West Midlands Mayor wrote a blog post for the NIC focusing on the infrastructure plans for the region. In his post, Andy Street referred to the WMCA's long-term transport plan, 'Movement for Growth', and welcomed the news that a large share of the £51m Government funding to support testing infrastructure for connected and autonomous vehicle technology would be invested in the West Midlands.

The Mayor also announced that he will work with the Combined Authority and Transport for the West Midlands to develop an infrastructure plan, also making sure to draw 'on the knowledge

of the team at the NIC' to ensure that they can make the most of every available opportunity.

Government considers opening NSIP route to more water projects

The Department for Environment, Food & Rural Affairs (DEFRA) has launched a consultation which relates to the possible widening of the definition of the water resource infrastructure that is eligible to use the planning process for nationally significant infrastructure projects (NSIPs).

Currently, three types of development are listed as water NSIPs: dams or reservoirs (where the volume of water to be held back by the dam or stored in the reservoir is more than 10 million cubic metres); the alteration of a dam or reservoir (where the additional water held back or stored is more than 10 million cubic metres); and water transfer schemes (transfer of water from one river basin to another), where the water to be transferred is expected to exceed 100 million cubic metres per annum.

DEFRA's consultation proposes reducing the threshold for water transfer schemes by roughly 66%, to 30 million cubic metres of water or 90% to 10 million cubic metres. The consultation also seeks views on whether to retain the threshold for reservoirs or dams, or whether also to include reservoirs or dams that supply 10 million cubic metres per annum.

Finally, the consultation also proposes that two new categories of water resource infrastructure, desalination plants and effluent reuse facilities, could qualify as NSIPs.

The consultation closes on 22 December.

Transport

National news

Transport for the North to have more powers

Transport Minister Jesse Norman has announced that 'pioneering' legislation to transform Transport for the North (TfN) into the first statutory sub-national transport body have been laid in Parliament.

TfN, which is backed with up to £260m of Government funds, is expected to transform transport links across the North of England, supporting the Northern Powerhouse and providing infrastructure that is needed to drive economic growth and create jobs. TfN's statutory footing, which will officially come into force on 1 April 2018, means that its recommendations must be formally taken into consideration by the Government.

As part of its new statutory role, from April next year TfN will have new powers to:

- Produce a statutory transport strategy for the North;
- Fund organisations to deliver transport projects;
- Work with local authorities to fund, promote and deliver road schemes (also, be consulted on rail franchises in the North); and
- Take forward smart ticketing.

The Transport Minister commented: 'These new powers will give TfN far greater influence over national infrastructure decisions, as well the certainty they need to plan and drive forward projects such as Northern Powerhouse Rail and smart ticketing.'

Analysis of commuting trends in England since 1988

The Department for Transport (DfT) has published analysis of commuting patterns in England between 1988 and 2015.

The analysis highlights: a decrease in the number of commuting journeys; changes in modal transport used for commuting (with a reduction in private car commuting); an increase in distance and duration; and changes in time-of-day of commuting.

Road

Government withdraws judicial review over 'Operation Stack' Kent lorry park

The Government has announced that it will no longer defend a judicial review over plans for the construction of a lorry park in Kent; this follows the Government's decision to withdraw proposals for the park at Stanford West. ►►

The lorry park had been planned to provide an alternative to 'Operation Stack', the process by which trucks are parked on the M20 in Kent, if there are disruptions to the cross-Channel ferry service.

Highways England is now expected to develop new plans for a permanent solution - which will also include a lorry park - to address disruption on Kent roads caused by the cross-channel services; a consultation is expected in 2018 with the aim of submitting a planning application in 2019.

As a consequence, The Town and Country Planning (Operation Stack) Special Development (Amendment) Order 2017 were laid before Parliament on 27 November. The Regulations amend the Special Development Order 2015 to extend the validity of the freight holding area at Manston Airport planning permission to 31 December 2019 (rather than 31 December 2017).

Rail

Consultation launched on community rail stations

DfT is intending to launch an updated community rail strategy in Spring 2018, the first since 2007.

As part of this process, Rail Minister Paul Maynard is launching a consultation on how to expand and enhance community partnerships. The consultation focuses on 4 themes, these being:

- Connecting people to places and opportunities;
- Supporting communities, diversity and inclusion;
- Supporting local and regional economies; and
- Suggesting innovative ways to improve the way the railway works.

The new strategy, which will apply to England and Wales, will be launched following the conclusion of the consultation, which ends on 28 January 2018.

Network Rail launches commercial asset sale

Network Rail has announced the sale of its commercial property business in England and Wales.

The decision came as Network Rail's commercial estate business is considered a non-core property asset, as it is not

essential for the running of the railway. The selling of the business will allow the Company to focus on improving the passenger experience, running a better railways service, and help funding its upgrade plan.

Most of the 5,500 properties in the portfolio are up for sale in England and Wales will be sold as leasehold, with Network Rail maintaining the freeholds to ensure necessary access rights for rail operations are maintained.

HS2 Air Quality Strategy

High Speed Two (HS2) Limited has published a document which sets out the strategy it is adopting to meet sustainability policy requirements in relation to air quality.

HS2 Air Quality Strategy details how the emissions associated with the construction of HS2 will be managed, as well as providing guidance on the relevant air quality policy and legislation.

Funding announced to create and restore woodlands along HS2 route

As part of the construction of the new high speed railway, HS2 Limited has pledged to create a network of new wildlife habitats along the route, which will include around 7 million new trees.

In addition to this commitment, a new £5m HS2 Woodland Fund has been launched to help local landowners in creating new native, broadleaf woodlands and restoring existing ancient woodland sites. The first £1m of the Fund will be allocated to applicants who live up to 25 miles from the Phase One route, which passes through Greater London, Hertfordshire, Buckinghamshire, Oxfordshire, Northamptonshire and Warwickshire, and the wider West Midlands.

Energy

National news

BEIS oral answers to questions debate

On 7 November, an oral answers to questions debate on matters relating

to the Business, Energy and Industrial Strategy (BEIS) Department's remit took place in the House of Commons.

On Carbon Capture and Storage, Minister for Climate Change and Industry Claire Perry said:

'The point remains that the technology is not cost-effective. Only six plants in the world are operating without additional revenue from enhanced oil recovery. We want Britain to be the technological leader and to develop cost-effective solutions. I hope that we can work together to achieve that aim.'

On Tidal Lagoons, the BEIS Under-Secretary commented that 'the issues raised by the [Hendry] review are complex. A lagoon programme could cost in the region of £50 billion [...] All I can say to him is that we will be publishing our response in due course'.

Call for evidence on how to reduce the cost of energy

Following an independent review conducted by Professor Dieter Helm CBE, the Government has launched a call for evidence in relation to the reduction of the cost of energy.

Professor Helm was asked to consider the whole electricity supply chain of generation, transmission, distribution and supply, and to recommend how costs could be reduced for each part. The Government is now asking industry experts, businesses and consumer groups to provide their views on Professor Helm's recommendations to Government.

The submission deadline is 5 January 2018.

Solar

First solar farm to seek NSIP approval

A proposal for the first solar farm to be determined through the NSIP regime has been unveiled by operators Hive Energy and Wirsol Energy.

Cleve Hill Solar Park would be built on a 360-hectare site in Graveney, Kent and could potentially generate electricity exceeding 350MW, enough to power approximately 110,000 homes per annum.

Under the Planning Act 2008, energy projects with a generating capacity of ►►

more than 50MW must be consented under the NSIP regime; accordingly, Cleve Hill could become the first solar scheme to require a development consent order (DCO).

The application is expected to be submitted to the Planning Inspectorate in the third quarter of 2018.

Shale gas

Communities to decide how to spend shale cash windfall

The Treasury's Exchequer Secretary, Andrew Jones, has announced new Government proposals to allow local communities living near approved shale gas sites to choose how they spend a share of the proceeds through a new 'Shale Wealth Fund'; as specified by the press release:

'Those living in the North and the Midlands [...] are set to benefit first.'

The Shale Wealth Fund will provide up to £10m for each affected local community, who will be able to decide on how to spend the money locally; new community facilities, improvements to transport links, and restoration of local heritage sites are among the suggested projects that could benefit from the additional funding.

The announcement follows the conclusion of a consultation launched in August 2016, which allowed the Government to define a set of principles that will be central in the development of the Shale Wealth Fund.

Scotland news

Cross-border rail improvements planned

Scottish First Minister Nicola Sturgeon has announced the next phase of plans for reducing railway journey times between Scotland and England.

The First Minister confirmed that feasibility studies were being commissioned on services between Scotland and England, to assess options to help improve journey times, capacity, resilience and reliability.

The first phase - jointly commissioned by the UK and Scottish

governments and now completed - involved the identification of options for improvements. An analysis will now be carried out to understand costs, benefits, environmental impacts and technical considerations for work in Scotland.

The studies will now focus on the East Coast Line (south of Dunbar towards Newcastle) and on the West Coast Line (between Glasgow and Carlisle).

New fees for coal mining sites

The Scottish Government has laid Regulations before the Scottish Parliament which will effectively introduce a monitoring fee for surface coal mining sites from 1 January 2018.

The Regulations follow the publication of the Scottish Government's response to this year's related consultation (which ran until April 2017), which showed support for introducing such monitoring fees. However, the summary of the consultation responses, published alongside the Scottish Government's response, highlights how just 12 submissions were received (3 from individuals, 9 from organisations).

The fees will amount to £500 (if the mining site is active) or £250 (when inactive).

London news

Ultra-low Emission Zone to start 17 months earlier than planned

The Mayor of London has announced plans for an earlier introduction of the Ultra-Low Emission Zone (ULEZ) in Central London.

Under new proposals, the ULEZ will come into force in Central London from 8 April 2019, 17 months earlier than originally planned. It is expected that ULEZ will affect up to 60,000 vehicles each day, consistently more than the 6,500 a day affected by the T-Charge.

It is intended that all the revenue raised through the scheme will be used by Transport for London (TfL) to maintain a greener transport fleet and to reduce pollution across the whole transport network.

Oxford Street transformation plans out for consultation

The Mayor of London, Sadiq Khan, and the Deputy Leader of Westminster City Council, Cllr Robert Davis, have jointly announced new proposals for the pedestrian-friendly transformation of Oxford Street.

The plans, out for consultation until 17 December, would 'transform' Oxford Street district into 'the world's best outdoor shopping experience and create new traffic-free public spaces in the heart of London'; this latest announcement follows a previous consultation (ending on 24 April) on the impacts and benefits that could arise from the street and its surroundings becoming a 'world class public place'.

Depending on the outcome of this second phase of the consultation process, related works to deliver the proposed transformation could start in early 2018, with the ambition being for completion by the time the Elizabeth Line (i.e. Crossrail 1) is operational i.e. in December 2018.

Consultation launched on new river crossing between Rotherhithe and Canary Wharf

TfL has launched a consultation on proposals for a new river crossing between Rotherhithe and Canary Wharf.

The proposed crossing, which will be for pedestrians and cyclists only, is one of the proposed new river crossings for London which are intended to improve cross-river connectivity, specifically in East and South East London.

The consultation closes on 8 January 2018.

Silvertown Tunnel decision delayed again

The awaited Silvertown Tunnel NSIP decision has been delayed by an additional six months, following a Written Ministerial Statement delivered by Transport Minister Paul Maynard.

The decision, which relates to proposal to create a new road tunnel under the Thames between Blackwall and ►►

North Greenwich, has been postponed for a second time (this time to 10 May 2018) 'to enable further consideration of the effect of the scheme on air quality'.

The original Planning Inspectorate decision was due on 11 October; however, Transport Minister Paul Maynard already extended the deadline by one month to 10 November, due to the consultation on the Government's Air Quality Strategy. ■