

REPORT TITLE: COMMUNITY INFRASTRUCTURE LEVY – OPERATIONAL REVIEW

3 SEPTEMBER 2018

REPORT OF PORTFOLIO HOLDER: Portfolio Holder for Built Environment, Councillor Caroline Brook

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WARD(S): ALL

PURPOSE

The City Council approved its Community Infrastructure Levy (CIL) Spending protocol in June 2016 (CAB2087 refers).

This report reviews the progress with the protocols and with committing CIL income. Whilst in general the protocols and priorities are considered to be sound, the Council now has significant CIL reserves and the report proposes additional measures, including introducing an additional means by which external groups such as parish councils can make formal proposals for additional investment in their areas.

RECOMMENDATIONS:

To Cabinet:

1. That the proposal to appoint a CIL Implementation Officer, funded from 5% provision for CIL Administration, be supported.
2. That the existing principle to pass 25% of the available “district” CIL funding to Hampshire County Council cease with immediate effect.
3. That from 2019 to 2022, £1m of CIL receipts be used to fund proposals of between £10,000 and £200,000 submitted as part of a bid invitation open to all (members, parish councils, community groups etc) with bids to be submitted between January and March each year (details of the assessment

methodology to be delegated to Corporate Head of Regulatory in consultation with the Portfolio Holder for Built Environment).

4. That a further report on the additional proposals for the use of existing CIL receipts as set out in paragraph 17 be brought to Cabinet in December 2018.
5. That the revised Regulation 123 list be consulted upon with key partners and any proposed amendments to be presented to Cabinet in January 2019.

To The Overview and Scrutiny Committee:

1. That the Overview and Scrutiny Committee raises with the Leader or relevant Portfolio Holder any issues arising from the information in this report and considers whether there are any items of significance to be drawn to the attention of Cabinet'.

IMPLICATIONS:

1 COUNCIL STRATEGY OUTCOME

- 1.1 The Community Infrastructure Levy (CIL) can be used to fund infrastructure investment that will contribute to all four core priorities of the Council Strategy.

2 FINANCIAL IMPLICATIONS

- 2.1 The administration of CIL is complex and this is recognised by the fact that the Regulations allow for up to 5% of CIL receipts to be used to cover the administrative costs, including the employment of a CIL Officer to provide advice to planning applicants and to enforce the payment of CIL where necessary. The Council currently has one administrative officer to support CIL. However, in order to improve the way CIL funds are allocated to schemes and their subsequent delivery it is proposed to add a second post focussing on programme management and delivery to support the implementation of these funds. Costs of this post are projected at £43k - £52k per annum (full time grade 6). The Protocol set out in this report identifies a methodology for spending CIL income. Infrastructure items will only be included in the CIL spending programme if sufficient funds have already been received. If, and when, CIL contributions decline, the administrative function will be reviewed to match the level of CIL income.
- 2.2 The Council currently has over £4m of “district” CIL receipts. A further £2.5m is due to be received by March 2020.
- 2.3 To date, only £210,000 of works have been completed or are on site and underway. A further £900,000 has been formally committed and additional proposals amounting to £1,500,000 are being evaluated.
- 2.4 If all proposals and commitments are implemented, the Council will still have an estimated £3.5m of “district” CIL contributions available between now and March 2020. This report sets out proposals for allocating £1m of these receipts to invite bid proposals from parish councils and other bodies. It also proposes that the remainder be retained pending the outcome of the Movement Study.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The Regulations aim to ensure that CIL contributions and payments made under section 106 agreements do not overlap. Section 106 agreements and highways agreements cannot be used to provide (or contribute to) infrastructure which is listed on the Regulation 123 list.
- 3.2 Under the Regulations, a local planning authority can only continue to secure funding using section 106 agreements for infrastructure projects (for example, a new school classroom funded by a local housing allocation) where it has identified these as projects for which CIL will **not** be used. These

projects are set out in the Regulation 123 list which identifies the categories of project which may be supported by CIL and any specific projects to be excluded (so that they can be funded through section 106 agreements or s278 agreements in relation to some highway works when relevant developments come forward).

- 3.3 It is very important to note that the R123 list has a particular technical purpose. With the one exception noted below, it is not a definitive statement of all the individual projects or schemes which might be funded by CIL. Individual projects to be funded from CIL are not mentioned because they will all fit into one or other of the broad categories listed.
- 3.4 The one exception relates to transport projects. The County Council would normally expect a developer to enter into s278 agreement relating to works on the public highway to mitigate the impact of a development on the highway infrastructure. Because the nature of these requirements is unknown (since it is purely a product of development proposals) it has been determined that they should form a more specific category within the R123 list. The R123 list therefore lists specifically those transport projects for which CIL will be used (and s106/s278 agreements will not therefore be used) because they are unlikely to be funded from individual development proposals. However, this has resulted in difficulties bringing other transport schemes forward and it is proposed to review this as part of consulting on the existing R123 list. The review will consider the scope to provide more flexibility to bring other transport related schemes forward. Otherwise there will be a requirement to update the R123 list more regularly.
- 3.5 The approach adopted for works on the public highway does prevent other highway schemes being considered unless the R123 list is regularly reviewed. The Council's list has not been reviewed since 2014 and therefore it is recommended that statutory bodies and other agencies be consulted with a view to updating the list. It is proposed that there will be additional flexibilities to consider additional schemes subject to them meeting the wider protocols for the CIL scheme (see para 17 later in the report) and that a revised R123 list be brought back to Cabinet later in the year.

4 WORKFORCE IMPLICATIONS

- 4.1 The Council currently funds a CIL Officer from the 5% of receipts that can be retained to fund administration costs. The officer is responsible for all relevant CIL charging and for monitoring spend across the programme.
- 4.2 This report highlights the difficulties the Council has faced in bringing forward appropriate schemes and it is proposed to appoint an additional officer to focus on supporting and coordinating the implementation of CIL funded schemes, once funding has been agreed, as well as assisting the assessment of new proposals for CIL funding.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 Whilst CIL income cannot be used to fund general maintenance and improvements to existing assets, it can be used to increase the capacity of existing infrastructure or to repair failing infrastructure if that is necessary to support development.

6 CONSULTATION AND COMMUNICATION

- 6.1 The current priorities, protocols and R123 list were all developed in consultation with key partners. As the R123 list has not been reviewed since 2014, it is proposed that it be reviewed and that partners be consulted as part of this process.
- 6.2 The success or otherwise of the proposals set out in this report and in particular the proposed additional bidding process will rely on very effective communication and promotion and if approved, a communications plan will be prepared which will include briefings for members and for parish councils.

7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 The CIL spending programme includes proposals that will have significant positive impacts on the environment including flood alleviation schemes, open space improvements and investment in green infrastructure.

8 EQUALITY IMPACT ASSESSEMENT

- 8.1 Whilst the report proposes some administrative changes, although they are not considered to represent a major policy change and so the original assessment would still apply.

8.2 DATA PROTECTION IMPACT ASSESSMENT

- 8.3 None required

9 RISK MANAGEMENT

Risk	Mitigation	Opportunities
<i>Property Assets may not have capacity to cope with increased development</i>	CIL can be used to enhance capacity in such circumstances	
<i>Community Support</i>		
<i>Timescales Insufficient proposals to commit existing CIL funds</i>	Introduction of "bidding" process will assist with this.	
<i>Project capacity Limited Council capacity to deliver CIL funded</i>	CIL Implementation Officer can assist in promoting and coordinating projects	Bidding process will encourage other agencies to bring forward proposals

infrastructure projects		for investment
<i>Financial / VfM Scheme becomes over-subscribed</i>	Whilst bidding process should increase proposals, £1m limit over 3 year programme and formal assessment process will prioritise schemes within financial limits	Council could decide to increase provision to support “bid” process
<i>Legal R123 list too restrictive</i>	R123 list to be reviewed and amended to take account of latest information	

10 SUPPORTING INFORMATION:

10.1 The City Council’s Community Infrastructure Levy (CIL) came into effect in April 2014. CIL funds will be used to provide infrastructure, as outlined in the adopted Regulation 123 List, and set out in the Infrastructure Delivery Plan which list the infrastructure required to support the growth planned in the Council’s Local Plans. CIL largely replaced tariff based policies for the delivery of infrastructure, such as transport and open space provision, which traditionally had been secured by s106 agreements/unilateral undertakings (planning obligations) related to specific developments (planning permissions). Whilst therefore there is still a role for planning obligations they are now only used where required in order to make a development acceptable in its own right e.g. affordable housing provision. .

10.2 CIL income is received on the basis of charging per square metre of new floor space created in association with the development of a site for particular uses (residential, hotel, retail only in the District). These rates are determined by use and location within the District and do not apply inside the South Downs National Park (the National Park Authority has its own CIL). In some cases a net figure is produced where existing floor space is to be demolished which is effectively off-set against the CIL charge for the new floor space. Payments are triggered once development begins on site. The current charging rates are set out on our webpages at <http://www.winchester.gov.uk/search?gsq=CIL+charging+rates&=>

11 Summary of the current scheme and progress to date

11.1 In March 2014, under CAB2569, Cabinet approved a scheme which sets out the broad appropriation of income derived from CIL:

- Up to 5% of CIL receipts can be used to cover administrative costs (this has been implemented and is supporting the CIL Officer role);

- 15% of CIL from qualifying development to the relevant parish council in accordance with CIL regulations¹ (25% in the case of Denmead because it has an approved neighbourhood plan);
 - 15% of CIL from qualifying development to the Winchester Town Account for expenditure on infrastructure projects in the Winchester Town area which are consistent with the Council's Regulation 123 list;
 - 25% of the remaining annual CIL receipts (i.e. after the administrative contribution and allocation to parish councils or the Winchester Town Forum) to Hampshire County Council for the delivery of infrastructure projects which are the responsibility of the County Council from the Regulation 123 list;
- 11.2 All other CIL receipts to a programme to be developed alongside the City Council's capital or revenue expenditure programmes for the delivery of priority infrastructure projects by the City Council or other key providers.
- 11.3 After this distribution of income, 45% – 55% of CIL receipts remain to be allocated by the Council on behalf of the community for investment in infrastructure for the District.
- 12 Prioritisation of CIL funds
- 12.1 The current agreed spending protocol built upon the principles in CAB2569 and prioritises schemes which are identified in the R123 list and Infrastructure Delivery Plans which underpin the growth set out in the Council's adopted Local Plans (the Town Forum has its own protocol for the neighbourhood portion of CIL within the city). The City Council's proportion of CIL funds must be spent on the provision, improvement, replacement, operation or maintenance of infrastructure needed to support the development of the area. It is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies unless they will be made more severe by new development.
- 12.2 The Regulation 123 list refers to the types of infrastructure CIL can be used to deliver but with some exceptions is not specific regarding particular schemes or projects. The Council's Infrastructure Delivery Plan (IDP) set out the various types of infrastructure needed to support and provide for the development that is proposed in the adopted Winchester District Local Plans to 2031. CAB3046 considered by members in July, acknowledged the need for the CIL charging schedule itself to be updated as part of the local plan 2036 process that has recently commenced. This will be undertaken separately to the process currently being considered.
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- 12.3 Whilst it was always expected that the Regulation 123 list would be subject to ongoing review, the City Council's list has not been reviewed to date. Whilst it is not specific in relation many potential areas of expenditure (open space, education and community facilities for example) it is arguably too specific in relation to transport schemes and also does not include drainage proposals. It is proposed that the list now be reviewed and that key partners be consulted as part of this process.

13 Summary of Current Process and Timetable

- 13.1 The table below summarises the current spending Protocol agreed in 2016 (CAB2807) and sets out the current timetable for approving CIL spending plans.

Table 1: Summary of Current Process and Timetable

Date	Action
April	Available funds determined for next financial year with predictions for years 2 and 3.
June	Officers prepare draft rolling 3 year programme of projects to be funded comprising topic areas and specific schemes from Regulation 123 List and IDP.
July	Cabinet approval of 3 year programme including funding for schemes in year 1. Reviewed by Cabinet against delivery and priorities as part of budget process annually so that an approved 3 year programme is always current.
July/October	Programme update included in draft Medium Term Financial Strategy and Capital Strategy.
October/January	Consideration of draft budget documents
February	Final Budget setting

14 Income and distribution of funds:

- 14.1 The table below shows CIL income received since April 2014 and how it has been used including where allocated to particular infrastructure projects. It also shows predicted CIL income up to 2020.

Table 2: CIL receipts as at 20 June 2018

Allocation	Collected	Transferred	Committed/ proposed	Available
CIL Administration	305,844	305,844		
Neighbourhood CIL - Parishes	619,451	541,031		78,420
- Winchester Town Forum	302,457			302,457
District-wide CIL	3,666,846		3,610,000 (see table 3)	56,846
HCC	1,222,282	1,103,672		118,610
Total	£6,116,880	£1,950,547	£3,610,000	£556,333

Table 3: Committed and proposed CIL scheme

Committed schemes:

Winchester - Whiteshute Ridge	25,000
Swanmore – New Road recreation ground	185,000
Winchester – Durngate flood alleviation	300,000
Bishops Waltham - Jubilee Hall	50,000
Alresford - The Dean car park	250,000
Wickham - drainage	250,000
Bishops Waltham pedestrian/ cycle scheme	50,000
	£1,110,000

Proposed schemes:

Winchester Sport & Leisure Park	1,000,000
Central Winchester – Paving Refurbishment	500,000
Provision for Proposed Bidding Process	1,000,000
	£2,500,000

Table 4: Potential CIL receipts, April 2018 to March 2020
(including Police HQ site, Tangier Lane etc)

Allocation	Projected instalments due 2018/19 to 2019/20
CIL Administration	162,357
Neighbourhood CIL - Parishes	188,547
- Winchester Town Forum	285,195
District-wide CIL	1,958,294
HCC/District Wide CIL	652,765
Total	£3,247,15

15 Progress to Date

- 15.1 Whilst the priorities, protocols and timetable agreed in 2016 remain reasonable, to date only two schemes which have been allocated CIL funding (Whiteshute Ridge and New Road, Swanmore) have been completed or will be finished shortly with a total value of c£210k. The Council has formally committed an additional £900k to schemes which have yet to be implemented. Progressing these schemes is not wholly within the Council's control. However, the additional post recommended in this report will assist with bringing forward the delivery of these projects.
- 15.2 Even if all proposed schemes come forward, the Council would still have over £2.5m of existing CIL receipts uncommitted with further receipts to fund district wide CIL schemes of at least an additional £2.5m expected by March 2020. Proposals for the £2.5m of existing CIL receipts are set out in paragraph 17 below. With regard to future receipts, it is proposed that this resource be retained pending the outcome of the Movement Study, further detail on which is expected early in 2018.
- 15.3 Whilst over £1.2m has been passed to Hampshire County Council to help fund infrastructure schemes delivered by them, none has yet been committed and it is recommended below that this key principle be amended in future.
- 15.4 The Council's capacity to deliver CIL funded schemes is limited and it is proposed that an additional post of CIL Implementation Officer be established, funded from CIL administration income to help support, promote and coordinate the delivery of CIL funded proposals.

16 Proposals for new CIL protocol

- 16.1 Whilst key principles and protocols for CIL funding are reasonable, some amendments are recommended to ensure the Council can make best use of the income it receives. In a time of declining financial resources to the Council, it is important to ensure that funds available to the Council are utilised to help support infrastructure across the district rather than continue to increase the levels of Council reserves.
- 16.2 One of the key amendments to form a new protocol is to incorporate an additional “bidding” process to be implemented between January and March each year. This bidding process will be for members, parish councils, community groups and other partners, and they will be encouraged to submit detailed proposals for CIL funding in their area of between £10,000 and £200,000. £1m of CIL income in total is proposed to be set aside to support this process between 2019 and 2022. It is also proposed that all proposals for the “district CIL” element of the programme (whether from Council teams, statutory providers or other partners) should be assessed using the same criteria. Whilst ultimately it will be for Cabinet to approve funding in line with the existing timetable, an informal panel (including Portfolio Holder for Built Environment, Strategic Director (Services), Strategic Director (Resources) and Strategic Director (Place)) will be established to review proposals and make recommendations to Cabinet.
- 16.3 It is recommended that the key principle of allocating 25% of district CIL funding to Hampshire County Council be ceased with immediate effect. The County Council is in a position to request CIL funding to support infrastructure works as set out in the existing Regulation 123 list or IDP at any stage and such bids would be properly assessed against other proposals in line with the existing protocols. As no CIL funds have been utilised to date by the County Council, this proposal ensures that there is a more demand led approach to the distribution of CIL funds.
- 16.4 The residual CIL funding will be allocated towards schemes as determined by the Council’s Cabinet that help to enhance infrastructure for the district. At present it is proposed to allocate £1m to the Sport & Leisure Park and £500k to the Central Winchester Regeneration project to contribute towards the cost of repaving works in the High Street. Cabinet will also need to consider other areas of major infrastructure that it wishes to set aside CIL funds for, or to increase/decrease current levels of funds set aside.
- 16.5 Whilst the IDP will be reviewed as part of the Local Plan preparation process, it is recommended that the existing Regulation 123 list (see appendix 1) be reviewed in consultation with key partners this year
- 16.6 It is recommended that the criteria for assessing future proposals be based on the requirements set out in table 5 below. It is recommended that the Corporate Head of Regulatory Services be given delegated authority in

consultation with the Portfolio Holder for the Built Environment to determine a clear assessment process based on these criteria.

Table 5 - New Criteria for utilising CIL funds

Criteria (Projects to meet at least one of the following criteria)	Yes/No
Proposal contributes to the delivery of infrastructure schemes and requirements set out in the adopted Winchester District Local Plans (Parts 1 and 2), Council Strategy or supporting strategies	
Proposal contributes to the delivery of key development sites in the district	
Proposal is included in the R 123 list	
Proposal is included in the Infrastructure Delivery Plan	
Proposal contributes towards the delivery of infrastructure by a provider (including the County Council) where it can be satisfactorily demonstrated that the infrastructure would not otherwise be delivered, i.e. that all other possible funding sources are insufficient	
Proposal levers in other funds that would not otherwise be available, e.g. needed to match or draw grant funding	
Proposal offers wider as well as local benefits	
Proposal addresses a specific impact of new development beyond that which has been secured through a s106 Obligation or s278 Agreement	

16.7 A proposed revised timetable is set out in table 6 below:

Table 6 - Summary of Revised Process and Timetable

Date	Action
Oct - Dec	R123 list reviewed and subject to consultation Launch and Promotion of CIL Bidding Programme
Jan-Mar	Formal Bids and Proposals invited
April	Available funds determined for next financial year with predictions for years 2 and 3. Evaluation of Bids and Proposals
May	Officers prepare draft rolling 3 year programme of projects to be funded (for both District CIL and £1m Bid Programme).

Date	Action
July	Cabinet approval of 3 year programme including funding for approved bids and schemes in year 1. Reviewed by Cabinet against delivery and priorities as part of budget process annually so that an approved 3 year programme is always current.
July/October	Programme update included in draft Medium Term Financial Strategy and Capital Strategy.
October/ Dec	R123 list reviewed and subject to consultation Launch and Promotion of CIL Bidding Programme

17 OTHER OPTIONS CONSIDERED AND REJECTED

17.1 Councils adopt a range of approaches to committing CIL expenditure. Options considered as part of this process include:

- a) Continue with Existing Protocols and Priorities – whilst in general existing arrangements are sound and mirror many other councils, it is clear that insufficient schemes are coming forward and the recommendation to encourage additional proposals from external partners should assist with this.
- b) Open all “District” CIL to wider bidding process. It is anticipated that the majority of the District CIL will continue to be committed in line with the agreed protocols and the annual capital budgeting process. With very significant major projects on the horizon, the use of CIL to open up future development capacity will be required. However, in the absence of appropriate schemes, the Council could increase provision to support the external bidding programme if required.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

CAB2569 - Community Infrastructure Levy – Approval of Regulation 123 List, Instalments Policy and CIL Allocations dated 14 March 2014

[CAB 2807](#) - Community Infrastructure Levy (CIL) Spending Protocol dated 8 June 2016

Other Background Documents: None

APPENDICES:

Appendix 1 Winchester CIL Regulation 123 List

Appendix 2 Draft Funding Bid Pro-forma

Community Infrastructure Levy (CIL)

Regulation 123 List

This document forms Winchester City Council's CIL Regulation 123 list and specifies projects or types of infrastructure which the City Council intends will be, or may be, funded fully or partly by CIL contributions. The exclusions denote infrastructure which does not form part of the Regulation 123 list, and for which S.106 contributions may be sought. The Council's Payments in Kind and Infrastructure Payments Policy can be found at the end of this document.

In accordance with CIL Regulation 122, developments will be expected to provide for, or make contributions towards, infrastructure not listed in the Regulation 123 List, to make the development acceptable in planning terms. This provision will be in addition to CIL. Further information on planning obligations that might be sought to make a development acceptable in planning terms can be found in [Winchester City Council's Guide for Developers and Land Owners](#).

Winchester City Council retains the right to determine where CIL contributions are spent and are not restricted by this list, providing the requirements of the CIL Regulations are met. CIL spending projects and priorities will be set out in a separate CIL Spending List.

CIL contributions will be collected from eligible development towards the following items of infrastructure. Planning obligations (under S106) may also be required to make the development acceptable in planning terms.

In the strategic allocations at North Whiteley, North Winchester and West of Waterlooville, a zero CIL rate has been set. For the development of these strategic allocations, all infrastructure and facilities needed to serve those developments will be provided through S.106/S.278 agreements. All such infrastructure and facilities are therefore excluded from this list.

Infrastructure Type or Project (CIL)	Exclusions (S106)
<p>Education facilities comprising</p> <ul style="list-style-type: none"> • Provision of additional primary school capacity at existing schools; or • Provision of additional secondary school capacity at existing schools. 	<p>a) Provision of additional capacity at the following existing schools (where contributions will be sought through S.106 contributions from developments allocated through Local Plan Part 2 and served by the following schools):-</p> <ul style="list-style-type: none"> • Bishops Waltham Infants and Junior Schools; • St John the Baptist Primary School, Waltham Chase; • Sun Hill Infants and Junior Schools, New Alresford; • Colden Common Primary School;

Infrastructure Type or Project (CIL)	Exclusions (S106)
	<ul style="list-style-type: none"> • Swanmore College of Technology Secondary School. <p>b) Provision of new primary and secondary schools to be provided in conjunction with the development of the North Whiteley, North Winchester and West of Waterlooville Strategic Allocations.</p>
<p>Open Space Provision</p> <ul style="list-style-type: none"> • Provision of facilities for addressing open space deficiencies in terms of quantity, quality or accessibility, particularly those set out in the Winchester City Council (WCC) Open Space Strategy.* 	<p>Provision necessary to make the development acceptable in planning terms.</p>
<p>Built facilities Indoor Sport and recreational facilities comprising:</p> <ul style="list-style-type: none"> • Provision of facilities to address deficiencies in indoor and built sports, recreation or leisure facilities in accordance with LPP1 Policy CP7; particularly those identified in the WCC Built Facilities Study. 	<p>Provision necessary to make the development acceptable in planning terms.</p>
<p>Green infrastructure:</p> <ul style="list-style-type: none"> • Provision and enhancement of the Green Infrastructure network as defined in Local Plan Part 1 Policy CP14, particularly through projects identified in the PUSH Green Infrastructure Strategy, WCC Green Infrastructure Study, or the Hampshire Countryside Access Plans. • Provision of mitigation projects for infrastructure identified through the Solent Disturbance and Mitigation Project. 	<p>Provision necessary to make the development acceptable in planning terms.</p>
<p>Community and cultural facilities:</p>	<p>Provision necessary to make the</p>

Infrastructure Type or Project (CIL)	Exclusions (S106)
<ul style="list-style-type: none"> • Provision of new facilities for community use and improvements to existing facilities in deficiency areas as identified in the Cultural Strategy, Built Facilities Study or Infrastructure Delivery Plan. • Refurbishment or replacements of libraries as set out in the Hampshire County Council Infrastructure Statement. 	<p>development acceptable in planning terms.</p>
<p>Transport schemes:</p> <ul style="list-style-type: none"> • Bishop's Waltham public realm enhancements to Town Centre. • Curdridge/ Bishop's Waltham: upgrade old disused railway line linking to Bishop's Waltham. • Cycle route between Bishops Waltham and Swanmore College of Technology. • Public realm and parking enhancements in Denmead Village Centre. • Kings Worthy to Winnall using footway alongside A33/A34 (Highways Agency) - clear existing footway and upgrade to allow cycle use; over short distance on A34, footway has been displaced by a lay-by and so is inadequate width. Provide link to existing sub. • Creation of footway/cycle route along former railway line between Kings Worthy and Alresford (Watercress Way) possibly extending to South Wonston. • New Alresford public realm and accessibility – West Street 	

Infrastructure Type or Project (CIL)	Exclusions (S106)
<p>improvements.</p> <ul style="list-style-type: none"> • The Soke, New Alresford: traffic management improvements to formalise priority working to alleviate vehicle conflicts and delay, and consideration of footway provision. • Environmental enhancement to Wickham Square. • Footpath on Fontley Road, Wickham to Fareham boundary. • Park Road Rail Bridge, Winchester- improve pedestrian facilities. • Crossing of Romsey Road at Clifton Terrace, Winchester - Public Realm and Accessibility. • Hockley to Otterbourne: complete section ofNCN23. • Shared space improvements to Stoney Lane, Winchester in the vicinity of the Waitrose supermarket to improve the public realm, traffic calm and improve the pedestrian and cycle accessibility. • M3 Junction 9 major highway improvements. 	

*** Payments in Kind and Infrastructure Payments Policy under CIL Regulation 73 and 73A**

Winchester City Council may exceptionally accept ‘payment in kind’ or ‘infrastructure payments’ in lieu of the whole or part of the CIL due in respect of a chargeable development, subject to the following criteria:-

1. it meets an identified local need for open space, and

2. the provision is over and above what is required in any event, to ensure an acceptable development.

The Council will retain discretion as to whether it accepts 'payments in kind' or 'infrastructure payments'.

**Winchester City Council - Community Infrastructure Levy (CIL)
Draft Funding Bid Pro-forma
September 2018**

Please Note:

When preparing your submission, please ensure that your proposal is in conformity with criteria set out in the Protocol and:

- Is supported by robust evidence;
- Includes evidence of existing and additional demands and the extent to which existing infrastructure can meet those demands;
- Includes estimated costs for the scheme and timing for delivery of the scheme;
- Includes a reasonable assessment of alternative funding mechanisms available.

Infrastructure Provider/Service/Body making the bid:

Project Lead Officer/Person and contact details:

Project Title:

Project Summary:

(no more than 150 words)

Who will the project be delivered by?

If your organisation/body is not the body with statutory responsibility for the works proposed have you sought agreement from the relevant statutory body?

What are the problems that are being solved or addressed?

What are the consequences of not carrying out the project?

How will the scheme help support the ongoing development of the Winchester district, taking account of where development has or is proposed to take place and the capacity of existing infrastructure to meet those additional demands?

What are the costs of the project?

What other funding sources have been identified/explored?

If CIL funding is not available what is the likelihood of funding from these sources within next 5/10 years?

Is the project likely to be directly linked to and necessary as a result of foreseeable development and therefore a separate S106 contribution or S278 may be justified?

Please provide an outline of the implementation timetable, including key milestones:

If the project is to be undertaken in next financial year set out the outline Q1 – Q4 project plan;

If it is necessary to undertake project development work to address technical issues and establish costs then it may be appropriate to seek project development funds through a two-stage bid with funds allocated over more than one year

Stage 1: Feasibility/evaluation

Stage 2: Implementation

Please specify responsibility for on-going maintenance costs:

Prioritisation Criteria

a	Contribute to delivery of Council Strategy Priorities
c	Contribute to delivery of other Council strategies
d	Included in the Regulation 123 List
E	Included in the Infrastructure Delivery Plan
f	Other possible funding sources are insufficient
g	Lever in other funds (match or draw grant funding)
H	Offer wider as well as local benefits
I	Address specific impact of new development
k	Project located wholly within the Winchester District