

# Community Infrastructure Levy CIL Infrastructure Projects List and Funding Gap

Draft Schedule consultation  
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# CIL Infrastructure Projects List and Funding Gap

## 1.0 Introduction

- 1.1 This document has been produced as part of the appropriate evidence base which will support the setting of a Community Infrastructure Levy (CIL) charging schedule for Leicester City Council.
- 1.2 The purpose of Leicester's CIL is to help address the gap in funding that is available for infrastructure. In order to set a CIL charging schedule the regulations require that the Council must have an appropriate infrastructure evidence base to support the proposed Levy.
- 1.3 CIL Guidance (June 2014) states that "Information on the charging authority area's infrastructure needs should be drawn from the infrastructure assessment that was undertaken as part of preparing the relevant Plan."

## 2.0 Leicester City Core Strategy Infrastructure Evidence Base

- 2.1 The City Council in partnership with Leicestershire County Council prepared a detailed 'Leicester and Leicestershire Growth Infrastructure Assessment in 2009 covering the Leicester and Leicestershire Housing Market Area. Leicester's Core Strategy was adopted in November 2010.\*
- 2.2 A Leicester City supplement (LGIA) was prepared in January 2010 and formed the infrastructure evidence base supporting the Core Strategy. The CIL Infrastructure Projects List in this document has been derived from the LGIA.
- 2.3 The Growth Infrastructure Assessment is a comprehensive and robust assessment in terms of its methodology, modelling and analysis of the infrastructure required to support the new growth proposed in the Core Strategy.

\* The Council completed and adopted a focused policy revision of the 2010 Core Strategy in July 2014 incorporating revisions to two policies – CS Policy 4 Strategic Regeneration Area, and CS Policy 10 Employment Opportunities. The changes provide new development opportunities for offices in the city centre and require employment and training opportunities to be provided when large scale development is proposed. This limited review of the Core Strategy is consistent with paragraph 153 of the NPPF which permits partial reviews of Local Plans to respond flexibly to changing circumstances. No other changes have been made. The evidence base remains unchanged from the 2010 Core Strategy, and is the evidence which has been used to prepare the CIL.

## 3.0 Methodology and Preparation of the CIL Infrastructure Projects List

- 3.1 CIL Guidance makes it clear that the Community Infrastructure Levy examination should not re-open infrastructure planning issues that have already been considered in putting in place a sound relevant Plan.
- 3.2 Infrastructure projects identified at the time in the GIA are set out in Appendix 7 of the Core Strategy 2010 which includes a list of essential infrastructure to support the new growth up to 2026.
- 3.3 Infrastructure projects from the Leicester and Leicestershire Growth Infrastructure Assessment - Leicester Extract - Appendix 8 (See <http://consultations.leicester.gov.uk/> and the Core Strategy have been reviewed and updated to provide the CIL Infrastructure Project List. The City Council will continue to deliver other infrastructure projects from other sources of funding.
- 3.4 The starting point for preparing a CIL Charging Schedule is to demonstrate that there is a funding gap in the provision of infrastructure required to support new development.
- 3.5 The Infrastructure Projects List is a selection of infrastructure projects or types which could be funded wholly or in part by CIL. The Infrastructure List is therefore not a full list of all infrastructure necessary to support development in the City. The Guidance notes that the role of the list is to provide evidence on the potential funding gap.
- 3.6 The inclusion of a project or type of infrastructure on the List does not constitute a commitment on behalf of the City Council to fund, either in whole or in part, the listed project or type of infrastructure through CIL. The List does not identify priorities for spending. Projects on the list will be reviewed and selected for funding in the light of CIL receipts and priorities, and will be set out in the Regulation 123 List.

## 4.0 Funding Gap

- 4.1 Infrastructure planning is an on-going process, especially in the recent past with changes in the economy and the availability of central government and other funding regimes. The Project List shows funding from sources other than CIL where they are available/known for that specific project. It shows the remaining funding gap that CIL will contribute to. Other infrastructure projects which may be required in the City but are funded through other sources are not included.
- 4.2 The Government recognises that there will be uncertainty in pinpointing other infrastructure funding sources particularly beyond the short term. Whilst the list shows the cost of infrastructure and demonstrates that there is presently a funding gap, it is recognised that other funding streams will be available over time to contribute towards infrastructure.

- 4.3 The List shows potential CIL infrastructure costs of £124.75m with £30.3m funding potentially available. With projected residential CIL income of £4.4m - £6.6m the funding gap is £87.8m - £90m

The evidence demonstrates that the overall cost of infrastructure identified in the CIL Infrastructure Projects List exceeds the level of funding CIL is expected to deliver and therefore the Council is able to charge CIL

## Community Infrastructure Levy Infrastructure Project List

This table shows an infrastructure project list, lead development agency, estimated project cost, funding potentially available and funding gap that CIL will contribute to within an indicative time scale. This does not commit to delivery of these projects.

Infrastructure Project	Lead Delivery Agency	Estimated Cost	Project Summary	Funding Gap that CIL will contribute towards	Phasing
<b>TRANSPORT</b>					
<b>Growth Corridors – Transport Improvements</b>					
Transport Corridor Improvement works	Leicester City Council/Leicestershire County Council	£40m	The Growth Infrastructure Assessment underpinning the Core Strategy identified the need for corridor improvements as a key issue to tackle congestion. Improvements will be needed to improve public transport capacity on the network to accommodate growth and also to ensure that there is an attractive option to encourage a modal shift away from the private car as well securing improvements for pedestrians and cyclists.	£24m	
Committed in principle A50 Corridor A6 Corridor					2015 - 2019
Others, potentially including A5199 Welford Road B5366 Saffron Lane A5460 Narborough Road A47 Uppingham Road A607 Melton Road/Belgrave Road/Belgrave Gate					2016 - 2026



Infrastructure Project	Lead Delivery Agency	Estimated Cost	Project Summary	Funding Gap that CIL will contribute towards	Phasing
<p><b>City Centre Sustainable Transport Linkages and Improvements</b></p> <p>Linkages within Leicester city centre and with adjacent areas to support residential/employment growth and improve connectivity to transport hubs.</p> <ul style="list-style-type: none"> <li>• Church Gate /Haymarket</li> <li>• Charles St</li> <li>• Belgrave Gate</li> <li>• Gravel Street/Mansfield Street /Abbey Street</li> <li>• Abbey Park Links</li> <li>• Rutland Street</li> <li>• Belvoir Street</li> <li>• New Walk Extension / Pocklington's Walk</li> <li>• Bishop Street/Bowling Green St</li> <li>• Horsefair Street</li> <li>• King Street</li> <li>• Town Hall Square</li> <li>• Cultural Quarter</li> </ul>	<p>Leicester City Council</p>	<p>£18m</p>	<p>A large proportion of the new residential development as set out in Leicester's adopted Core Strategy is close to the city centre. To ensure successful delivery of the strategy, the need to co-ordinate improved access, especially pedestrian and cycling, to the city centre will be critically important.</p> <p>The programme of improvements will include creating and strengthening existing walking and cycling connections from major transport hubs in the City Centre including Haymarket Bus Station, St. Margaret's Bus Station and the railway station to key City Centre destinations such as business quarters, shopping &amp; leisure areas, heritage sites and other significant land uses such as De Montfort University.</p> <p>The highway improvements will help to make the inner ring road easier to cross and provide links to important City Centre destinations and adjacent communities.</p> <p>Further funding will be sought for works including bids to central government, and from the annual transport capital block funding.</p>	<p>£18m</p>	<p>2016 - 2026</p>

Infrastructure Project	Lead Delivery Agency	Estimated Cost	Project Summary	Funding Gap that CIL will contribute towards	Phasing
<b>Strategic Regeneration Area</b> Vehicular/Pedestrian/ Cycleway access to Waterside Area	Leicester City Council	£10m	Due to the constrained nature of the Waterside area limited opportunities exist for improving access via the road network. There is a need to improve accessibility to unlock housing and other development.	£10m	2016 -2026
Grand Union Canal Footbridge /Cycleway access at Abbey Meadows	Leicester City Council	£750k	Cycling and walking links across the River Soar and the Grand Union Canal will provide important links between the Belgrave Road and Abbey Lane areas and deliver significant journey time savings for users which will compare favourably with journeys made by car and public transport.	£750k	2016 -2021
<b>Cycling</b> Strategic & Local Cycling infrastructure including provision of dedicated cycle and shared access routes	Leicester City Council	£15m	Delivery of new cycleway infrastructure will bring a transformational change to the way people choose to get around the city and will help remove barriers to everyday cycling and walking. High capacity, segregated cycle tracks are proposed, particularly along main road routes linking the city centre to nearby residential neighbourhoods and shopping streets. Infrastructure will also be provided to remove gaps in the strategic cycleway network.	£15m	2016 -2026

Infrastructure Project	Lead Delivery Agency	Estimated Cost	Project Summary	Funding Gap that CIL will contribute towards	Phasing
<b>Traffic signals</b> Expansion of the Split Cycle Offset Optimisation Technique (Scoot) system. SCOOT automatically adjusts the traffic signal delays to adapt to traffic conditions, using data from traffic sensors.	Leicester City Council	£480k	With an increase in traffic levels to 2026 it is estimated that there will be an increase of 20% in travel. Journey times locally can be reduced by 5% by refining existing SCOOT and 10% by providing new SCOOTs as defined in the Local Transport Plan version 3. Current network hotspots have already been addressed and any future changes to SCOOT would be to accommodate new growth. £315k Local Transport Plan funding is allocated.	£165k	2015 - 2021
<b>Total Transport Infrastructure Cost and Funding Gap</b>		£84.23m		£67.92m	
<b>EDUCATION</b>					
Provision of additional school spaces from 2016 to 2026 –additional classrooms and extensions to existing schools	Leicester City Council	£18m	The Council's School Organisation Strategy identifies future requirements for capital investment to ensure sufficient and suitable provision of primary school places. There is sufficient funding to deliver 4700 primary school places without a shortfall up to 2015/16.  The £18m cost identified is for primary /secondary/ special needs provision from 2016 -2026 based on the development of 3000 CIL liable dwellings over this period. For the period 2015/16 and 2016/17 the Council will additionally receive Basic Needs Funding of £6.6m and £6.9m respectively towards this provision.  Beyond 2016 the Council will seek to meet the funding gap through further Basic Needs Allocation and other additional government funding.	£4.5m	2016 -2026

Infrastructure Project	Lead Delivery Agency	Estimated Cost	Project Summary	Funding Gap that CIL will contribute towards	Phasing
Abbey Meadows and Waterside Areas Primary Schools	Leicester City Council	£12m	The GIA sets out the growth requirements relating to education needs, especially in the regeneration areas. The education requirements at Abbey Meadows and Waterside have been revised to take account of the slower development rates in the Strategic Regeneration Area.  The council will also seek further Basic Needs Allocation and other additional government funding towards this provision.	£12m	2016 -2026
<b>Total Education Infrastructure Cost and Funding Gap</b>		£30m		£16.5m	
<b>STRATEGIC GREEN INFRASTRUCTURE</b>					
Improvements to River Soar Corridor	Leicester City Council	£2m	The river corridor is of strategic importance within the city providing an attractive water corridor for wildlife, public amenity and recreation. Funding of £0.5m is likely to come from the Environment Agency Accelerated Funding pot which is part of a £15 million flood alleviation scheme centred in Leicester. The first phase is due to commence in late 2014 between Abbey Meadows and Watermead Park.	£1.5m	2015 -2021
Improvements to tributaries of River Soar	Leicester City Council	£1.5m	There is likely to be more funding available in future from the Environment Agency to meet Water Framework Directive requirements to improve biodiversity, public amenity, flood defence etc. Additional funding will be sought from the 3rd round of the Catchment Restoration Fund.	£1.5m	
Improvements to Green Infrastructure related to regeneration areas	Leicester City Council	£750k	Provision of natural green space within the inner city regeneration areas will provide an attractive and low maintenance opportunity for enhanced amenity and biodiversity. The visual amenity of these areas will provide opportunities for economic development and investment to secure long-term use of sites.	£750k	

Infrastructure Project	Lead Delivery Agency	Estimated Cost	Project Summary	Funding Gap that CIL will contribute towards	Phasing
<b>Total Strategic Green Infrastructure Cost and Funding Gap</b>		£4.25m		£3.75m	
<b>PARKS AND OPEN SPACE</b>					
Provision of and Improvements to City wide (non site specific )	Leicester City Council	£5.8m	The Growth Infrastructure Assessment underpinning the Core Strategy set out the overall costs for provision of parks and open space to accommodate development and growth up to 2026. The current costs reflect the estimated requirements from 2015 to 2026.	£5.8m	2015 -2026
<ul style="list-style-type: none"> <li>• Parks</li> <li>• Neighbourhood Equipped Areas of Play</li> <li>• Outdoor sports space</li> <li>• Allotments</li> <li>• Informal and natural green space</li> </ul>					
<b>Total Cost Parks and Open Space</b>		£5.8m		£5.8m	
<b>POLICE INFRASTRUCTURE</b>					
Growth in the Strategic Regeneration Area – Expansion of Mansfield House	Leicestershire Constabulary	£475k	Proposals to expand Mansfield house were identified by Leicester constabulary and were set out in the Growth Infrastructure Assessment	£475k	2016 -2026
<b>Total Cost Police Infrastructure</b>		£475k		£475k	

## Total Costs and Funding Gap Summary

Infrastructure	Estimated Cost	Funding Currently Available	Funding Gap
Transport*	£84.23m	£16.315m	£67.915m
Education**	£30m	£13.5m (2015 -2017)	£16.5m
Strategic Green Infrastructure	£4.25m	£0.5m	£3.75m
Parks and Open Space	£5.8m	£0	£5.8m
Police Infrastructure	£0.475m	£0	£0.475m
<b>Total</b>	<b>£124.75m</b>	<b>£30.32m</b>	<b>£94.44m***</b>

\* Transport Capital Block Funding currently £4.3m per annum, can be used towards transport projects to reduce the funding gap.

\*\* Basic Needs Funding for Education provision will also contribute towards education provision.

\*\*\* With projected CIL income of £4.4m - £6.6m the overall funding gap stands at £87.8m - £90m.