

Annual Infrastructure Statement



1. Introduction

- 1.1 Tower Hamlets is one of the fastest growing boroughs in the country. It is anticipated that from 2016 to 2031 the population of the borough will increase by 94,300 people alongside the delivery of 54,500 new residential units. To support this growth, a large amount of social infrastructure will be required.
- 1.2 The Annual Infrastructure Statement sets out the Mayor's overall approach to investing Community Infrastructure Levy (CIL) funding up until 31st March 2019 into infrastructure to support the development and growth of Tower Hamlets.
- 1.3 This document is to be considered alongside the Council's Capital Programme and the latest Infrastructure Delivery Plan which was published with the consultation version of the Council's draft Local Plan in October 2017.
- 1.4 More specifically, this document contains the following:
 - Governance Context: This section provides an overview of the decision-making structure the Council has implemented to ensure decisions concerning the delivery of infrastructure are well-informed and made in a transparent manner;
 - Borough Context: This section provides summary information on levels of projected development and population growth;
 - Financial Context: This section provides summary information on the Council's position with regard to funding infrastructure delivery;
 - Infrastructure Delivery Review: This section provides an overview of infrastructure delivery over the 2016/17 financial year;
 - Approach to Investment: This section provides an overview of the Mayor's approach to investing in infrastructure up until 31st March 2019.

2. Governance Context

- 2.1 The Infrastructure Delivery Framework (IDF) is the Council's decision making structure for the delivery of infrastructure using CIL and Section 106 Financial Contributions (S106). The IDF ensures layers of political oversight to infrastructure investment decisions and seeks to speed up the delivery of infrastructure. All major decisions relating to the delivery of infrastructure using CIL or S106 funding will be made in public by the Mayor in Cabinet. Information on decisions made through the IDF process can also be found on the Council's website.

- 2.2 The decision-making structure (shown in Figure 1) involves an officer level group which recommends the progression of projects to the Corporate Director of Place who has a level of delegated authority to approve the funding of smaller projects, subject to a Mayoral review of the decisions made.
- 2.3 The officer level group feeds into a board level group where infrastructure funding decisions are subject to discussion between politicians and officers of the Council. Decisions involving significant investment are then referred to the Council's Cabinet.

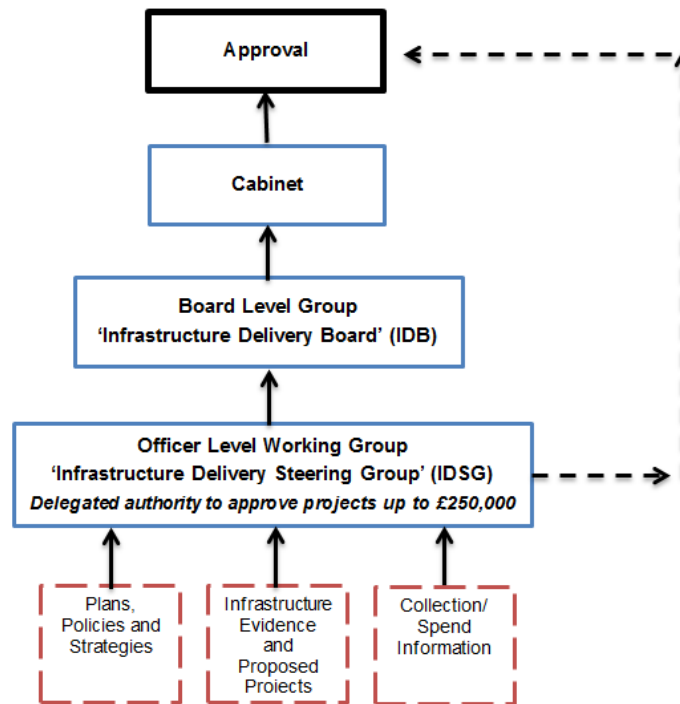


Figure 1 Infrastructure Delivery Framework (IDF)

3. Borough Context

- 3.1 Population, demographic and residential development information for the borough is set up to the year 2030/31. This presents an indication of where development and population growth is likely to be most significant over the next 15 years and provides a valuable context for effective allocation of resources. The council uses a housing trajectory to project residential development in the borough; the trajectory is formed and maintained by the Council's Strategic Planning Team.

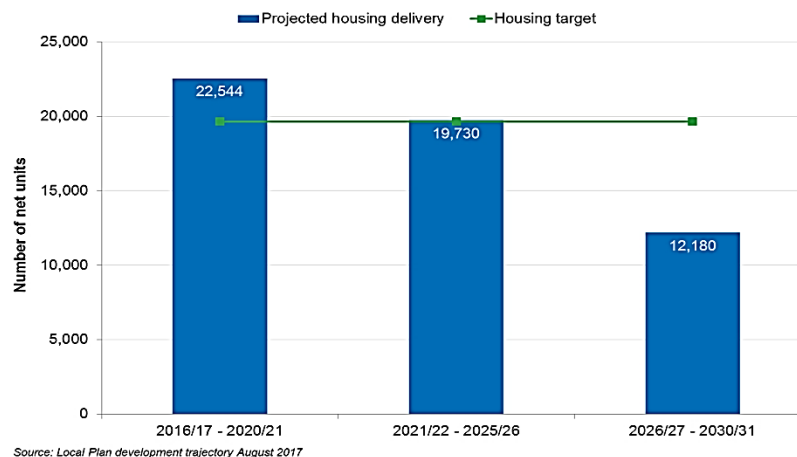


Figure 2 Projected Housing Delivery by Five Year Period

- 3.2 The borough is expecting significant residential development growth in the period up to 2030/31 with an estimated additional 54,455 units being delivered (shown in figure 2). The highest number of units, 22,544 in total is expected to be delivered over the next 15 years, between the years 2016/17 – 2020/21. The majority of proposed residential developments reside in Canary Wharf with approximately 14,124 units to be delivered, and Blackwall and Cubitt Town with an estimated 12,488 units. This is particularly high in comparison to Lansbury, Poplar and Whitechapel St Katharines and Wapping which includes the delivery of approximately 4,000 units per ward.
- 3.3 It is estimated that by 2030/31 the borough's population will reach a total of 395,300 people as a result of expected development. At the end of 2016/17 the borough's population was estimated at 301,000 and is projected to grow by 94,300 people (34%) between 2016/17 – 2030/31. Canary Wharf, Blackwall and Cubitt Town, Lansbury and Whitechapel wards are where the highest population growth is expected up to 2030/31. As a result, in order to keep up with this demand, more than 54,000 units in total are expected to be brought to these areas.
- 3.4 The age structure of the borough is also projected to change. The 30-39 year age group is projected to have the highest population by 2030/31, increasing to a total of 88,600 people. Whilst an increase is expected in all ages, the older adults in their 40s, 50s, 60s and 70s is projected to increase at twice the rate of the borough average.
- 3.5 Tower Hamlets is home to one of the most diverse populations in the country. More than two thirds (69%) of the borough's population belong to minority ethnic groups, whilst just under a third (31%) are White British. The borough's Bangladeshi population make up almost one third of residents (32%). The projection going forward to the new Local Plan period (2031) indicates that the proportion of Black and Minority Ethnic (BME) and white residents will change very little.

4. Financial Context

- 4.1 Funding for the delivery of infrastructure will be sought by the Council from multiple sources over a number of years. It is generally expected that CIL and S106 will only make a contribution to funding infrastructure, supporting between 15% and 30% of costs. Alongside this funding there are mainstream sources of funding available to support delivery, such as DFE education grants, TfL business plan funding and other sources for health and utilities infrastructure.
- 4.2 It is always likely that after consideration of CIL, S106 and mainstream funding there will remain a gap in funding infrastructure. The Council will actively seek further investment from national and regional Government and other sources over the next 15-25 years to deliver infrastructure within the borough.

Section 106 Planning Obligations Funding

- 4.3 Section 106 Planning Obligations are set out in legal agreements between Local Authorities and developers and are linked to planning permissions. Financial contributions must be spent in accordance with restrictions set out in a legal agreement.
- 4.4 Historically, S106 Agreements will have incorporated provisions obliging developers to make financial contributions to help pay for infrastructure. Many of the financial contributions are now sought under CIL, but the non-financial provisions remain. The governments purpose in introducing CIL was to enable local authorities to accumulate contributions towards infrastructure (intended to support the wider development of particular areas), whilst S106 agreements would retain its purpose of being used to mitigate the specific impacts of a development. In accordance with this, the CIL Regulations 2010 (as amended) has introduced statutory restrictions under Regulation 123 whereby this limits the purpose of what a planning obligation (S106 agreement) can be used for. It should be noted that the Council will still receive S106 income for delivering infrastructure for a number of years as a result of S106 Agreements entered into prior to the implementation of the Council's CIL.
- 4.5 S106 Financial Contributions are often collected for specific purposes and must be spent in accordance with the requirements set out within the associated Section 106 Agreement. As such, this document does not address the allocation of S106 Financial Contributions and instead focuses on the allocation of CIL.

CIL Funding

- 4.6 CIL is a pound per square metre charge on most new development. Funding is collected in accordance with a Charging Schedule adopted following an Examination in Public. The Council approved the adoption of its own CIL from the 1st April 2015 in Full Council in February 2015.
- 4.7 CIL must be spent on the provision, improvement, replacement, operation or maintenance of 'relevant infrastructure' which is defined on the Council's

Regulation 123 List. The Regulation 123 List can be found on the Council's website: https://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Development-control/Planning-obligations/Regulation_123_List.pdf

- 4.8 As at 31st March 2017, the Council had collected £25.1 million. This figure is projected to increase to approximately £51 million by 31st March 2019. In accordance with CIL Regulations, 5% of CIL collected will be allocated towards the administration of CIL and will be used to fund the resource required to calculate, charge, collect and allocate CIL. This report seeks to allocate the other 95% of CIL, which is estimated to be in the region of **£49m**.
- 4.9 The projected CIL income has been calculated based on developments that are expected to make a sizeable contribution, although, there will also be a range of small developments that may come forward and make small individual payments of a few thousand pounds. It must also be noted that it is difficult to forecast exactly when funding will be received as it relies on the commencement of private development. Payments are due once developers start construction on site.

Using CIL to deliver infrastructure on development sites

- 4.10 The CIL Regulations 2010 (as amended) include a provision that enables infrastructure to be provided by developers on development sites in lieu of a CIL monetary payment, should it be acceptable to the Council.
- 4.11 If the Council requires a developer to provide physical infrastructure (e.g. a primary school to 'shell and core' condition) on a development site then an independent cost consultant is appointed to establish the reasonable costs to the developer of doing so. This amount is also reduced from the CIL liability.
- 4.12 The Council is provided with a defined time period within the programme of the scheme to make a final decision to accept the provision of an item of infrastructure on a development site. The Council can instead decide to accept the CIL financial contribution.

CIL Income, Allocation & Expenditure

- 4.13 On 1st April 2015, Tower Hamlets Council adopted a Community Infrastructure Levy (CIL) Charging Schedule. This replaced the financial contributions required under Section 106. CIL receipts will be used by the Council to deliver strategic infrastructure in line with its adopted Regulation 123 List.
- 4.14 The Council received a total of £6.8M in the 2015/16 financial year and £18.3M in 2016/17. . This document sets out a clear direction for the future allocation of this funding.

Capital Strategy

- 4.15 The Council is currently reviewing its Capital Strategy, an essential component of the Council's three year capital programme. The Capital Strategy will ensure the effectiveness of capital resource is optimised by allocating funding to those programmes and projects that will contribute most to the achievement of the Council's strategic objectives.
- 4.16 This Annual Infrastructure Statement should be read alongside the Council's Capital Strategy.

5. Review of Infrastructure Delivery in 2016/17 and 2017/18 Q1 & 2

- 5.1 This section provides an overview on the delivery of infrastructure in the 2016/17 year, including Q1 and Q2 of 2017/18.

Infrastructure Delivery through Section 106 Financial Contributions

Healthcare Facilities

- 5.2 In 2016/17 and Q1 and Q2 of 2017/18, the Council committed £10,669,410 of S106 financial contributions to fund new and improved healthcare facilities across the borough.



Figure 2 William Cotton Place, a new primary care health facility funded through S106 which opened in March 2017

- 5.3 For example, S106 financial contributions have been used to fund a new purpose-built health facility in William Cotton Place.
- 5.4 The practice – which is rated 'outstanding' by the Care Quality Commission – moved into its new first-floor premises in January. In addition to nine consultation rooms and three treatment rooms, the modern facilities, developed in close liaison with patients, include:
- A surgery 'pod' where patients can log-in and check their own blood pressure;
 - spacious interactive patient waiting area with TV screens and iPads for browsing;
 - Baby changing and feeding areas for patients with young children; and
 - A group room designed for holding training courses and health promotion sessions.

Training and Employment

- 5.5 In 2016/17 and Q1 and Q2 of 2017/18, the Council committed £3,052,225 of S106 financial contributions to initiatives seeking to enhance training and employment opportunities within the borough.

- 5.6 For example, Tower Hamlets negotiated a financial contribution of £500,000 from the developers, Exemplar, when granting planning permission for the redevelopment of the former London Fruit & Wool Exchange. This funding was specifically secured to provide local training and improved employment and enterprise opportunities in the area.
- 5.7 The 500 sqm of commercial space, to be ready in July 2018, will feature a bespoke training centre and will be rented to the Council for 10 years on a rent and service charge free basis, at an estimated saving cost of £1,000,000. Mayor John Biggs, Mayor of Tower Hamlets said:

“This is a fantastic opportunity for us to deliver specialised training, help and expertise in employment directly to local people. Every year, we will be working with over 1000 residents, expecting around 150 residents to be helped directly into jobs.

Figure 3: the Council has committed S106 funding to providing a new employment, training and skills facility in Spitalfields, located in the former London Fruit & Wool Exchange.



Transport, Connectivity and Public Realm

- 5.8 In 2016/17 and Q1 and Q2 of 2017/18, the Council committed £2,751,935 of S106 financial contributions to improving connectivity, road safety and the associated public realm.
- 5.9 This includes a number of cycle and pedestrian improvements, carriageway and public realm enhancements and public transport projects including improvements to Crossharbour DLR Station and Hackney Wick Station.

Leisure Facilities, Place Shaping and Open Space

- 5.10 In 2016/17 and Q1 and Q2 of 2017/18, the Council committed £3,898,840 of S106 financial contributions to initiatives seeking to enhance local places, parks and open spaces. This funding includes the implementation of the King Edward Memorial Park Masterplan and the Whitechapel Vision Masterplan SPD. The Council has also committed some S106 funding to a new BMX Track in Langdon Park and a number of other open space improvements across the borough.



Figure 4: The Green Spine is a key project within the Whitechapel Vision Masterplan SPD and will be partially funded through S106.

Sustainability

- 5.11 In 2016/17 and Q1 and Q2 of 2017/18, the Council committed £366,250 of S106 financial contributions to initiatives seeking to improve sustainability and air quality in Tower Hamlets. This includes funding a Residential Carbon Emission Reduction Programme and a Water Efficiency Programme.

6. CIL Allocation

- 6.1 Table 1 below sets out the approach for allocating CIL funding up until 31st March 2019. The subsequent sections within this report provide further information on these allocation categories.
- 6.2 The figures shown in Table 1 identify the allocation of the projected CIL income up until 31st March 2019. Given that the actual CIL incomes in the 2017/18 and 2018/19 financial years is not yet known, these figures should be used as a guide and the proportion of CIL income should be calculated on a monthly basis as CIL income is received.
- 6.3 Any CIL income which has not been 'ring-fenced' for projects at the end of the 2018/19 financial year will be reallocated in the Annual Infrastructure Statement 2019/20. However, given the costly and timely nature of delivering Critical Enabling Infrastructure, any funding from this category which remains unallocated at the end of the financial year should be protected for the future delivery of Critical Enabling infrastructure.
- 6.4 Please note that these allocations are an indicative guide only and the final decision on CIL expenditure will be made through the Infrastructure Delivery Framework process set out in Section 3. It may be the case that allocations are adjusted through the IDF process to reflect changes in circumstances and ensure that opportunities to secure external funding are maximised.

Table 1 CIL Allocation

Funding Allocation		Percentage	Amount*
Local Infrastructure Fund		25%	£12m
Critical Enabling Projects		27%	£13m
Key	Local Transport, Connectivity and	16%	£8m

Infrastructure Themes	Places		
	Sustainability, Leisure, & Healthy Living	16%	£8m
	Community, Education & Employment	16%	£8m
TOTAL		100%	£49m

**Note these figures are projections of CIL income up until 31 March 2019 and may differ from actual income received.*

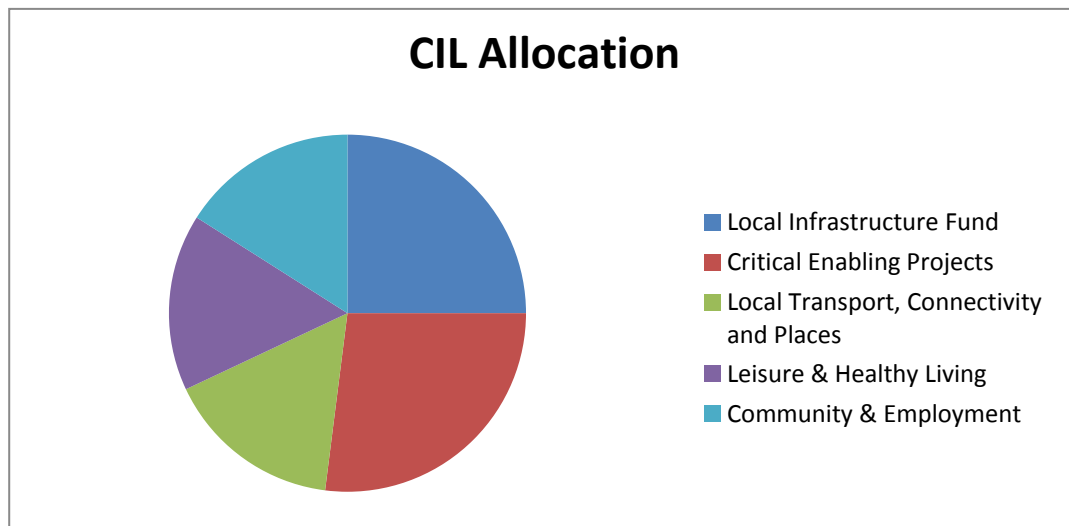


Figure 5 Proposed Allocation of CIL

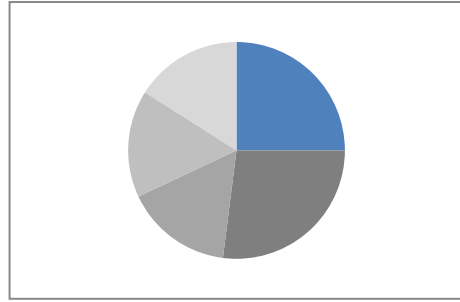
Principles for CIL Allocation

6.5 Allocating funding to themes rather than projects will allow the Council some flexibility when allocating funding to projects. Within each of the themes, funding will be allocated based on the following principles:

- Funding will only be allocated to projects that are realistically deliverable. If the challenges to delivering a project mean it is unlikely to be delivered within a reasonable timeframe then funding will not be allocated. Such challenges might include where the cost of the project is so high that the Council is unlikely to be in a position to deliver the project within realistic timescales, or where significant land assembly is required¹.
- Projects will be prioritised for funding where match funding opportunities are available. This will encourage the exploration of other funding sources and help the Council maximise available funding.
- Projects will be prioritised for funding where those projects have been identified within the Infrastructure Delivery Framework: Evidence Base.

¹ Whilst the Council are the delivery body for the majority of infrastructure projects that will receive CIL or S106 funding within the borough, on occasions other bodies will deliver the infrastructure, such as TfL or the NHS. Additionally, small amounts of CIL or S106 may be used as grants for delivery by local organisations.

7. Local Infrastructure Fund



- 7.1 Under CIL Regulation 59, local authorities are required to allocate between 15% and 25% of CIL collected to the Neighbourhood Portion. It was agreed by Cabinet on the 6th of December 2016 to allocate 25% of received CIL funds in all circumstances to the Neighbourhood Portion. Furthermore this portion of CIL monies collected will be referred to as the Local Infrastructure Fund (LIF).
- 7.2 25% of CIL collected equates to around £12 million, which will be spent in the areas in which the money was collected. The borough has four LIF areas and these are shown in Appendix A.
- 7.3 Under Regulation 59F, a share of levy receipts must be spent on:
- a) the provision, improvement, replacement, operation or maintenance of infrastructure; or b) anything else that is concerned with addressing the demands that development places on an area.*
- 7.4 The Council consulted on LIF between 27th June and 8th August 2017 and have considered the responses on prioritisation of funding and project nomination. Further analysis of those projects nominated by local people needs to be undertaken to assess whether they are appropriate and deliverable. Recommendations on the expenditure of the LIF will be reported through Cabinet in winter 2017/18. This section outlines the proposals for allocations of LIF based on consultation responses on prioritisation and council evidence supporting the infrastructure need.

LIF Allocation

- 7.5 The allocations of LIF are made using indicative infrastructure themes similar to the key infrastructure themes for allocating the main pot of CIL. Funding is allocated to themes rather than projects to allow some flexibility when allocating funding to projects. The approach taken for LIF is to break down the 25% LIF portion of CIL to reflect the amount of LIF collected in each LIF Area.
- 7.6 LIF allocations are up until the 31st March 2019, the table below shows how much is available for expenditure in each area. These figures are projections using income received in 2015/16 as a baseline and should only be used as a guide. Actual LIF income will be calculated on a monthly basis as CIL income is received.

Table 2 – LIF Allocations

LIF Area	Funding Allocation	Percentage
LIF AREA 1	Open Spaces, Public Realm and Local Connections	100%
LIF AREA 2	Open Spaces, Public Realm and Local Connections	100%
LIF AREA 3	Open Spaces, Public Realm, Local Connections and Public Safety	50%
	Education and Training	50%
LIF AREA 4	Open Spaces, Public Realm, Local Connections and Public Safety	50%
	Education and Training	50%

LIF Themes

- 7.7 The key themes have been developed giving consideration to the top funding priorities for each area.

LIF Area 1

- 7.8 The LIF consultation shows that the top three funding priorities for infrastructure are:
- Parks and green spaces (13%)
 - Cycling and walking routes (13%)
 - Town centre improvements e.g. shops, communal spaces (9%)

- 7.9 It is proposed that the LIF amount up to March 2019 is all allocated to the theme **Open Spaces, Public Realm and Local Connections** which consists of the three priorities for this area.

LIF Area 2

- 7.10 The LIF consultation shows that the top three funding priorities for infrastructure are:
- Parks and green spaces (13%)
 - Cycling and walking routes (13%)
 - Town centre improvements e.g. shops, communal spaces (9%)

- 7.11 It is proposed that the LIF amount up to March 2019 is all allocated to the theme **Open Spaces, Public Realm and Local Connections** which consists of the

three priorities for this area.

LIF Area 3

7.12 The top funding priorities for this area are informed by the residents' survey undertaken by consultants in areas of significant funding, areas 3 and 4 with over 1,000 residents per area asked the same questions used in the LIF Consultation regarding priorities for LIF spend. The top five funding priorities for this area are:

- Public safety measures (40%)
- Health care facilities (36%)
- Schools/school places (19%)
- Parks and green space (18%)
- Public transport (18%)

7.13 It is proposed that the LIF amount up to March 2019 is allocated to the following themes: **Open Space, Public Realm, Local Connections and Public Safety** (Consideration has also been given to LIF consultation which shows more local responses in this area on open spaces, public realm and cycling and walking routes); and **Education**.

7.14 Although health care facilities were identified by the community as a high priority, the Council's work programme for new and improved health care facilities has secured sufficient funding up until 2023/24 through s106 financial contributions and strategic CIL (under the theme 'Sustainability, Leisure and Healthy Living'). There is therefore no need for additional funding from LIF at the current time.

LIF Area 4

7.15 The top funding priorities for this area are informed by the residents' survey undertaken by consultants in areas of significant funding, areas 3 and 4 with over 1,000 residents per area asked the same questions used in the LIF Consultation regarding priorities for LIF spend. The top five funding priorities for this area are:

- Health care facilities (38%)
- Public safety measures (35%)
- Schools/school places (24%)
- Training/Employment facilities (20%)
- Parks and green space (19%)

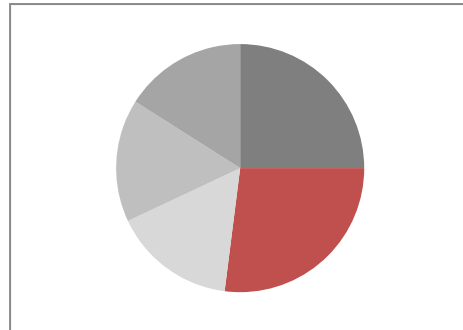
7.16 It is proposed that the LIF amount up to March 2019 is allocated to the following themes: **Open Space, Public Realm, Local Connections and Public Safety** (Consideration has also been given to LIF consultation which shows more local responses in this area on open spaces, public realm and cycling and walking routes); and **Education and Training**.

- 7.17 LIF funding may be utilised to support local people and construction through non-capital means, as per feedback through the consultation process. This requires further analysis to understand what interventions may be effective.
- 7.18 Although health care facilities were identified by the community as a high priority, the Council's work programme for new and improved health care facilities has secured sufficient funding up until 2023/24 through s106 financial contributions and strategic CIL (under the theme 'Sustainability, Leisure and Healthy Living'). There is therefore no need for additional funding from LIF at the current time.

8. Critical Enabling Infrastructure

- 8.1 It is proposed to allocate approximately 27% (circa £13 million) to Critical Enabling Infrastructure projects.

- 8.2 This is the only category where specific projects are provided in the statement as it is necessitated by their scale and their high priority.



- 8.3 Critical Enabling Infrastructure is infrastructure which is deemed necessary to unlock and enable sites to be developed.
- 8.4 Tower Hamlets is experiencing significant growth and this fund has been allocated to deliver strategic infrastructure, such as transport and major public realm improvements in the future.
- 8.5 In addition to the CIL funding allocated to Critical Enabling Infrastructure, the Council is actively seeking investment from the Government and other sources to deliver strategic infrastructure. This includes the Greater London Authority (GLA) Good Growth Fund, the GLA Liveable Neighbourhood Fund and the Government's Housing Infrastructure Fund.
- 8.6 Given the costly and timely nature of large strategic projects, if this allocation of funding is not ring-fenced to a project(s) by the 31st March 2019, this funding should be retained for Critical Enabling Infrastructure in the AIS 2019/20.
- 8.7 Examples of 'Critical Enabling' infrastructure are identified below. However, please note that the inclusion of projects in the list below does not signify a commitment from the Council to wholly or partly fund these projects through CIL. Any project seeking CIL funding will be subject to the IDF process set out in Section 3.

South Dock Bridge

- 8.8 The GLA's Opportunity Area Planning Framework for the Isle of Dogs and South Poplar anticipates significant residential and job growth on the Isle of Dogs. Public transport on the Isle of Dogs is congested and the OAPF suggests that a model shift to walking and cycling is necessary for the delivery of housing to be acceptable.
- 8.9 The Evidence Base identifies the need for a new pedestrian and cycling bridge across South Dock linking Canary Wharf to South Quay. It is estimated that the delivery of South Dock Bridge would cost in the region of £10 million.

A13 and Canning Town Connections

- 8.10 The Evidence Base identifies the need to improve links to Canning Town Station to support the delivery of new homes in the area. The existing walking and cycling links approach the A13 road bridges from the western side but do not provide clear, easy access.
- 8.11 One proposal is for a beam bridge to link Lanrick Road on the northern bank (and potentially riverside Leaway access in the long term) to the existing blue bridge on the southern bank. It is anticipated that this proposal would cost in the region of £27 million.

Leven Road – Leaside Bridges and Connections

- 8.12 As part of the regeneration of the Poplar Riverside Housing Zone, a significant development scheme is proposed for the Leven Road Gasworks site (8.2 ha), including the delivery of 3,500 homes, a new school, employment space and open space.
- 8.13 However, the above site is currently disconnected with the River Lea, A12 and A13 acting as significant barriers to pedestrian and cyclist access. The Evidence Base therefore identifies the need for a bridge between the Leven Road development site on the western bank and the Leaway (Cody Dock) on the eastern bank. A secondary bridge is proposed just north of the A13 from the Leven Road site on the western bank and the EMR site on the eastern (Newham) bank. It is anticipated that the proposal (including both bridges) would cost in the region of £16 million.

Lochnager Street – Pedestrian and Cycling Bridge

- 8.14 The delivery of a pedestrian and cycling bridge would significantly improve access to local transport including buses and Star Lane DLR Station, ensure the potential for greater housing growth.
- 8.15 The proposed bridge alignment extends from Lochnager Street on the western bank and the Leaway on the eastern bank. It is anticipated that the proposal would cost in the region of £8 million.

9. Key Infrastructure Themes

9.1 It is proposed to allocate approximately 48% (circa £24 million) to three Key Infrastructure Themes.

9.2 The Key Infrastructure Themes have been developed with consideration to the following:

- The types of projects which have previously been approved through the IDF process
- The types of projects within the IDF Evidence Base
- The types of projects within the Isle of Dogs and South Poplar Opportunity Area Development Implementation Funding Study
- Objectives within the Council's Community Plan and Local Plan

9.3 The themes are shown in Table 3 and include Local Transport, Connectivity and Places; Sustainability, Leisure and Healthy Living; and Community Education and Employment.

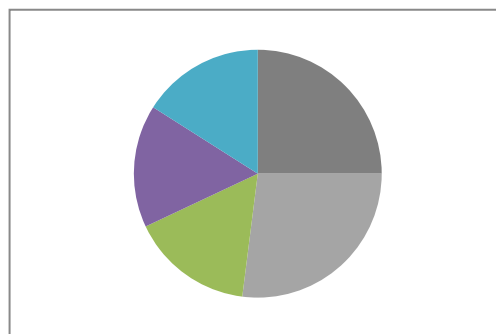


Table 3 Key Infrastructure Themes

Key Infrastructure Themes	Community Plan Objectives
Local Transport, Connectivity and Places	A great place to live A safe and cohesive community A healthy and supportive community
Sustainability, Leisure and Healthy Living	A great place to live A healthy and supportive community
Community, Education and Employment	A fair and prosperous community A healthy and supportive community

Local Transport, Connectivity and Places

9.4 It is proposed to allocate approximately 16% of CIL collected (circa £8 million) towards projects which provide for Local Transport, Connectivity and Places within the borough.

9.5 This theme seeks to improve connectivity and enhance travel destinations and places within the borough.

9.6 Types of infrastructure listed under the Regulation 123 List which are supported by this theme include Roads and Other Transport Facilities; Open Space, Parks & Tree Planting; and Infrastructure dedicated to Public Safety (for example, CCTV).

- 9.7 In addition to CIL, the Council will continue to actively seek other sources of funding to deliver infrastructure which will support local Transport, Connectivity and Places within the borough.

Sustainability, Leisure and Healthy Living

- 9.8 It is proposed to allocate approximately 16% of CIL collected (circa £8 million) towards projects which provide for Sustainability, Leisure and Healthy Living within the borough.
- 9.9 Funding within this theme will be allocated towards projects which enhance the provision of sustainability, leisure and healthy living opportunities within the borough.
- 9.10 Types of infrastructure listed in the Regulation 123 List include Energy & Sustainability (including waste) infrastructure; Flood Defences; Health & Social Care Facilities; Infrastructure dedicated to Public Safety (for example, CCTV); Leisure Facilities such as Sports Facilities; and Open Space, Parks and Tree Planting.
- 9.11 The Council has a number of strategies which identify potential projects which would be appropriate for this theme including, but not limited to, the Green Grid Strategy, Water Strategy and Leisure Strategy.
- 9.12 In addition to CIL, the Council will continue to actively seek other sources of funding to deliver infrastructure which supports Sustainability, Leisure and Healthy Living in the borough.

Community, Education and Employment

- 9.13 It is proposed to allocate approximately 16% of CIL collected (circa £8 million) towards projects which provide for Community, Education and Employment within the borough.
- 9.14 Funding within the theme will be allocated towards projects which enhance the provision of community, education and employment opportunities across the borough.
- 9.15 Types of infrastructure listed in the Regulation 123 List include Community Facilities; Electricity supplies to all Council managed markets; Employment and Training Facilities; Health & Social Care Facilities; Leisure Facilities such as Libraries and Idea Stores; Public Art Provision Open Space, Parks and Tree Planting.
- 9.16 In addition to CIL, the Council will continue to actively seek other sources of funding to deliver infrastructure to enhance and support Community, Education and Employment opportunities in the borough.

Appendix 1: Local Infrastructure Fund, Neighbourhood Forum and Ward Boundaries Map

