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| Cabinet |  TOWER HAMLETS |
| Date: 6th December 2016 | |
| Report of: Director of Development and Renewal | Classification: Unrestricted |
| Engagement and Governance relating to the CIL Neighbourhood Portion | |

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| Lead Member | Councillor Rachel Blake, Cabinet Member for Strategic Development |
| Originating Officer(s) | Owen Whalley |
| Wards affected | All |
| Key Decision? | Yes |
| Community Plan Theme | A great place to live |

1 EXECUTIVE SUMMARY

- 1.1 CIL is a pounds per square metre charge on most new development that is paid to the Council and must be used to help deliver infrastructure to support the development of the area.
- 1.2 The CIL regulations (Reg. 59F) require that a share of levy receipts is designated as CIL Neighbourhood Portion. These funds 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.*
- 1.3 The regulations (Reg. 59A and 59F) state that the Neighbourhood Portion should range at least between 15% and 25% of received CIL funds dependent on circumstances. This paper proposes to allocate 25% of received CIL funds in all circumstances to the Neighbourhood Portion. The paper also proposes to name this portion in Tower Hamlets as the Local Infrastructure Fund or LIF.
- 1.4 Decision making on the spend of the LIF is proposed to be the same as for the entirety of CIL funds, using the Infrastructure Delivery Framework approved by the Mayor in Cabinet on 5th January 2016 and implemented at Cabinet on 13th September 2016. This is in accordance with the Government Regulations (Reg. 59F) and Guidance (Section 4).
- 1.5 The CIL Guidance (Section 4) requires that areas for consultation are defined by the Council and this report does so in proposing four consultation areas.

1.6 Finally, this report details a 5 step process for dealing with the LIF, as follows:

- Step 1 – Evidence Base
- Step 2 – Public Consultation (Local Infrastructure Priorities and Project Nomination)
- Step 3 – Project Development and Evaluation
- Step 4 – Decisions and Reporting
- Step 5 – Project Delivery

2 RECOMMENDATIONS

2.1 The Mayor in Cabinet is recommended to:

1. Approve the adoption and implementation of the LIF process as proposed in Figures 1 & 2 of this document.
2. Approve the apportionment of 25% of LBTH CIL receipts resulting from development to the LIF across the whole borough.
3. Approve the adoption of the boundaries as proposed in Section 6 of this document and displayed in Appendix A.

3 REASONS FOR THE DECISIONS

3.1 There are multiple reasons for the implementation of this process of allocating funding to infrastructure projects:

- a) To ensure that regulatory requirements regarding the CIL Neighbourhood Portion are met, including the engagement of local people regarding the spend of LIF;
- b) To ensure that decisions relating to the allocation and expenditure of the LIF are subject to appropriate oversight;
- c) To ensure that relevant decisions are appropriately transparent and comply with the aims of the Mayor's Transparency Protocol;
- d) To ensure that the delivery of infrastructure in the borough accords with the Council's Best Value objectives as set out in the LBTH Best Value Strategy and Action Plan (2015);

4 ALTERNATIVE OPTIONS

4.1 It is not considered that there is any substantially different alternative to the process recommended for dealing with engagement on the CIL Neighbourhood Portion. The Council is obliged by Government Guidance (Section 4) to undertake engagement. There are however alternatives to the proportion of CIL allocated as Neighbourhood Portion and the proposed consultation boundaries as set out below:

Alternative Option 1: Allocate a lower proportion of CIL to infrastructure projects funded through the Local Infrastructure Fund (LIF).

- 4.2 The level of funding attributed to the LIF could be the same as that detailed within the CIL regulations (Reg. 59A and 59F). This would mean that in areas where development takes place that have no Neighbourhood Plan in place, 15% of the CIL receipts collected would be allocated to the LIF, subject to a cap of £100 per Council Tax dwelling.
- 4.3 This option is not considered appropriate because in areas where there is no Neighbourhood Plan in place, the residents would be at a disadvantage compared to those residents living in areas where there is a Neighbourhood Plan in place. This would be a less equitable approach.

Alternative Option 2: Use alternative boundaries.

- 4.4 The approach to the boundaries proposed in Section 6 and Appendix A could be altered in order to utilise the existing Ward boundaries. This option is not considered the ideal approach, as the scale of development and impact of infrastructure is not restricted to an area as small as a Ward area.
- 4.5 A further alternative could be to use the entire borough as the 'area' and not use boundaries. This option is not considered appropriate as the size of the area would not allow the consideration of the local impacts of development on infrastructure and it would be contrary to the intention of the Government Guidance (Section 4).

5. BACKGROUND

Community Infrastructure Levy (CIL)

- 5.1 CIL is a pounds per square metre charge on most new development and must be used to help deliver infrastructure to support development of the area. It can be used to provide new infrastructure, increase the capacity of existing infrastructure or to repair existing infrastructure, if that is necessary to support development.
- 5.2 It is expected that, in the medium to long term CIL receipts are likely to be broadly consistent with the amounts historically received through S106. CIL is payable on the commencement of planning permissions that are permitted after the 1st April 2015. It generally takes many months for any development to go from permission to commencement and it can take up to three years (and occasionally longer) for larger developments to commence. Therefore, the amount of funding received through CIL may take a few years before a consistent level of funding is received.

CIL Neighbourhood Portion – Government Regulations and Guidance

5.3 The CIL Regulations (Reg. 59F) require that a share of levy receipts is designated as CIL Neighbourhood Portion. These funds 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.

5.4 Where no Neighbourhood Plan is in place the Neighbourhood Portion equates to 15% of CIL receipts collected from a given area, subject to a cap of £100 per Council Tax dwelling within the given area. Where a Neighbourhood Plan is in place the Neighbourhood Portion equates to 25% of CIL receipts collected from the given area with no cap applicable in respect of Council Tax dwellings.

5.5 The Government Guidance (Section 4) requires the Council to engage with the communities where development has taken place, before deciding how to spend the CIL Neighbourhood Portion. The guidance also states that the Council's engagement process should use existing regular communication, consultation and engagement tools. Thirdly, the guidance states that consultation should be at a neighbourhood level and proportionate to the level of levy receipts.

Decision Making for Spending CIL

5.6 Subject to the restrictions set out above, it is the authority of the Executive to decide how to spend CIL. All expenditure decisions of the Council are the function of the Council's Executive unless regulatory functions require otherwise. There are no regulatory restrictions on CIL in terms of who decides how this funding source is spent.

5.7 The governance process for the allocation and expenditure of CIL money, called the Infrastructure Delivery Framework (IDF), was agreed by the Mayor in Cabinet on 5th January 2016 and implemented at Cabinet on 13th September 2016.

5.8 The IDF is a decision-making governance structure and supporting evidence base relating to the approval for the funding and delivery of infrastructure projects. It mainly focusses on the allocation and expenditure of CIL and S106.

5.9 The approval granted was for the formation of a new officer-led working group, the 'Infrastructure Delivery Steering Group' (IDSG) which reports into a board level group, the 'Infrastructure Delivery Board' (IDB). This group is chaired by the Mayor, attended by the membership of Cabinet and the Corporate Management Team and is broadly similar to the Mayor's Advisory

Board meeting although will specifically consider infrastructure matters including the allocation of CIL and S106 funding.

- 5.10 The IDB makes recommendations for decisions to be made by the Mayor in Cabinet.
- 5.11 Decisions for project approval using either or both the Neighbourhood Portion and 'Main Pot CIL' funding are subject to IDF processes as highlighted above.
- 5.12 Reporting of CIL income, balances and expenditure is required by the CIL regulations, which specifies that Neighbourhood Portion must be included in reporting as a separate item. Reporting on all aspects of CIL will be completed through the IDF process to Cabinet, with results subsequently published on the Council's website.

The Role of the Commissioners

- 5.13 Intervention by the Secretary of State on the 17th December 2014 required, amongst other things, that the Council's functions in respect of grants will generally need to be exercised by appointed Commissioners, acting jointly or severally. There is no strict legal definition of 'grant' but it may be the case that the expenditure of CIL monies will in some cases constitute a grant. As this is the case, the IDF accounts for the need to involve the Commissioners in decision-making as is legally necessary. This covers sending of both the Neighbourhood Portion and 'Main Pot CIL' funding.

6 PROPOSAL

- 6.1 This section outlines the proposed approach to dealing with the Neighbourhood Portion.
- 6.2 The Neighbourhood Portion in Tower Hamlets will be referred to as the Local Infrastructure Fund (LIF).

Consultation Boundaries

- 6.3 Neither Government Regulations nor Guidance defines what constitutes an 'area' for the purposes of consultation. The Guidance (Section 4) also only requires an 'area' to be defined for the purposes of consultation and do not state that such definitions create restrictions on wider engagement, the decision making or geographic spend of CIL.
- 6.4 It is proposed to establish four boundary areas for the purposes of consultation on the LIF. These boundaries take account of a range of factors, including the geographic spread of development in the borough and designated Neighbourhood Forum boundaries. They are considered to be of a scale and arrangement that is appropriate when considering planned development and subsequent infrastructure needs. This is in accordance with Government Guidance (Section 4) that states that "*the charging authority will*

retain the levy receipts but should engage with the communities where development has taken place". The four proposed consultation areas are shown in Appendix A.

- 6.5 The purpose of the areas is to guide the consultation process. However it is understood that some large developments and some larger forms of infrastructure may have an impact on a wider area than those defined. It is not proposed that consultation responses be restricted by the proposed boundaries. The views of all residents will be considered no matter which area they relate to.

Percentage of CIL to be Applied to the LIF

- 6.6 It is proposed that 25% of CIL receipts be treated as the LIF for all areas of Tower Hamlets, irrespective of whether there is a Neighbourhood Plan in place or not.
- 6.7 This is considered to provide an equitable system for residents, providing all communities with the opportunity to engage with planning for the expenditure of CIL in their neighbourhood at the same percentage level.

The Process for Funding Infrastructure through the LIF

- 6.8 The government does not prescribe a specific engagement process for Charging Authorities; it is at the discretion of Charging Authorities to decide how to engage with the local community.
- 6.9 The following proposed process allows for the use of existing: council held information regarding infrastructure supply and demand; consultation and engagement practices; and CIL governance processes. It is a 5 step process that begins with evidence gathering (including existing engagement feedback), before undertaking consultation, then developing projects, taking them through decision making processes and undertaking project delivery (including further detailed engagement as necessary).
- 6.10 Figure 1 is a summary process map showing the proposed 5 Step Process for the LIF. Following the process map, Figure 2 provides further details regarding each step.
- 6.11 As part of the consultation, local people will be invited to provide responses on local infrastructure priorities in their area, helping guide the Council towards those infrastructure matters of particular importance to local people. The public will also be invited to nominate infrastructure projects which are either currently proposed or they would like to see enabled. This feedback will feed in to the Councils evidence base supporting decision making on CIL spend. Where projects are to be considered further they will be developed, engaging with local people to do so, where appropriate, on a case-by-case basis. Where projects are not to be considered further, for example if they do not meet regulatory requirements, reasons why will be logged and reported back to the public through the process.

- 6.12 Developed projects will then be assessed through a LIF project matrix, to be developed, and will be considered alongside general Council initiated infrastructure projects. LIF monies can be spent on infrastructure projects identified by the Council, as well as those projects identified through the consultation. It is likely that there will be some correlation between the Councils evidence base identified infrastructure needs and the experience and expectations of local communities. It is always the Mayor's decision which projects are funded by any CIL, be it 'Main Pot CIL' or LIF. The assessment of nominated LIF projects will help inform decision making by the Mayor regarding which projects to support with CIL funding.
- 6.13 Officers anticipate that the process from Step 1 to Step 4 (evidence base production, through to decision making and reporting) is likely to take a minimum of 12 months. Following this, projects will need to be delivered by the Council or other infrastructure providers. It will therefore not be appropriate to fully review all steps of the process annually. Officers propose to develop a process that will undertake a full review of the process every two years, with a partial review in the interim year, to allow nomination of additional projects and for the inclusion of new priorities not already considered. Residents' surveys are proposed to be undertaken every two years unless exceptional circumstances require a more or less frequent update.

Figure 1: LIF Process - Summary

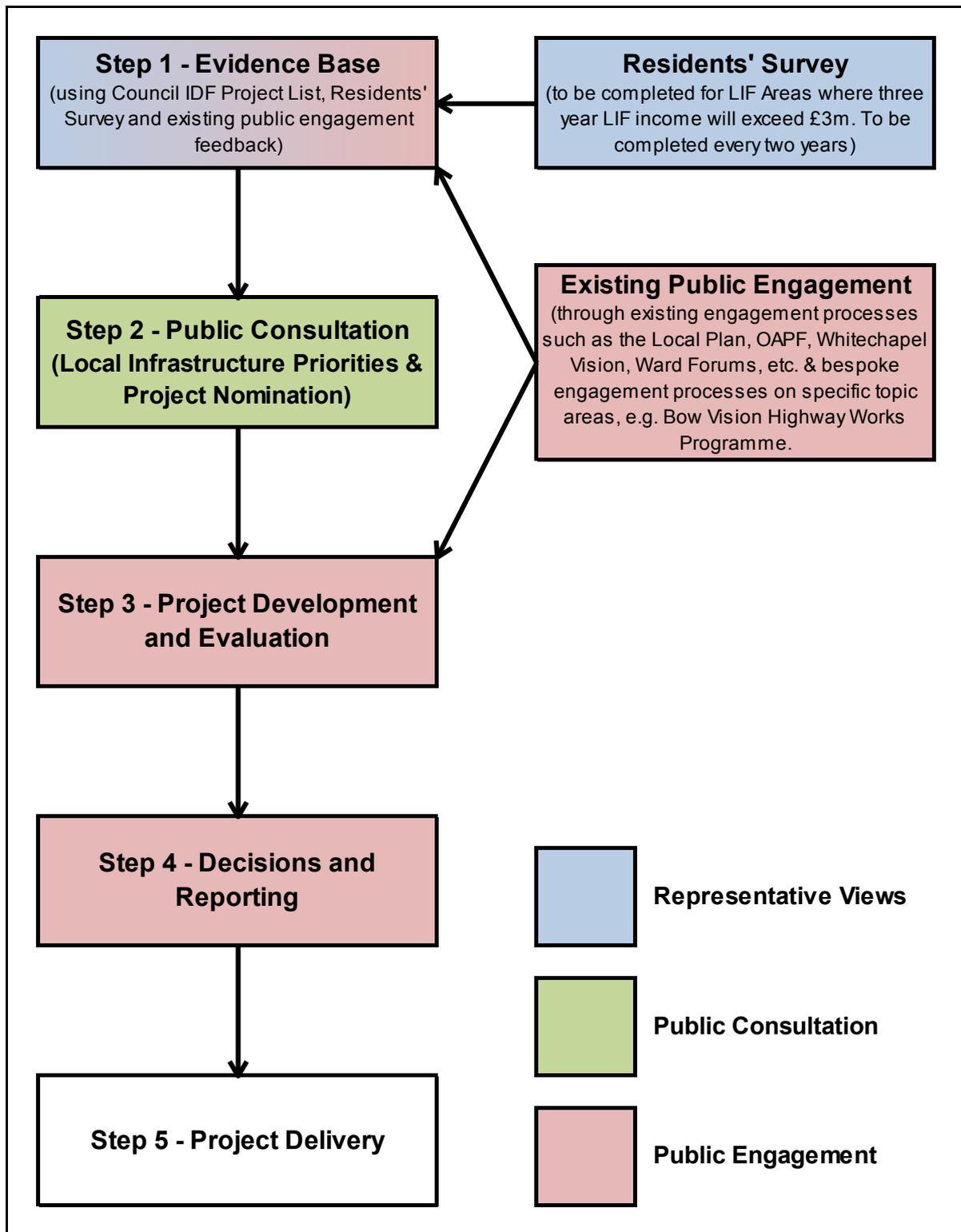


Figure 2: LIF Process - Detail

Step 1: Evidence Base

Participants: Council Officers, Local People, Members, Mayor.

Process: Through the IDF process that will deal with the 'Main Pot CIL', the Council will develop a regularly refreshed Infrastructure Projects List. This list will include all the infrastructure projects that the Council are aware of; to be developed and delivered by both the Council and other infrastructure delivery bodies (e.g. TfL, NHS, etc.). Additionally, an Infrastructure Prioritisation Matrix will help inform the IDF process regarding the appropriate allocation of CIL funding towards projects at a borough-wide and local level. It is proposed that these evidence base tools are also utilised to provide a basis for the LIF process.

Officers recognise it is important that the views of local people are able to influence the development of the infrastructure list and therefore analysis of existing consultation feedback and engagement exercises will be undertaken and incorporated alongside the evidence base e.g. Local Plan consultation feedback, Neighbourhood Planning information, Neighbourhood Agreements, etc. It is considered that this approach will ensure there is not repetitious public engagement.

Secondly, it is proposed that where the level of funding is particularly high, it is appropriate to ensure that there is a fair and representative set of views collected from residents in the LIF Area regarding infrastructure needs. In some LIF Areas, funding will amount to several million £'s over a number of years. Officers propose that where funding will exceed £3m over a three year period, a residents' survey will be undertaken to gather representative views of local infrastructure needs, across the LIF Area. The survey will be repeated every two years, or at a frequency required in individual circumstances.

The information sources described above will be collated to form an Infrastructure Needs Analysis, Proposed Priorities and Projects List for each LIF Area.

Step 2 - Public Consultation (Local Infrastructure Priorities & Project Nomination)

Participants: Council Officers, Local People.

Process: The LIF evidence base, containing the Infrastructure Needs Analysis and Proposed Priorities and Projects List for each LIF Area and existing public consultation and engagement feedback will be made available for public consultation, using the Council's agreed approach to consultation and in accordance with the Statement of Community Involvement.

As part of the consultation, local people will be asked for their views on the Council's assessment of infrastructure priorities in each area and the projects proposed to meet the

priority need. Additionally, local people will be invited to nominate any projects that the Council has not included on its list, providing some basic details of what the project is and why it would benefit the area.

Step 3 - Project Development and Evaluation

Participants: Council Officers, Local People, Members, Mayor.

Process: Officers will collate feedback from the consultation and create a list of all new nominated projects. Further investigation in to the nominated projects will be undertaken and a project evaluation exercise will be completed by the relevant Service Area responsible for delivery of that infrastructure type or other body that would be responsible for delivering each project. If a project was found to be inappropriate for funding through LIF or undeliverable it would be removed from the list and feedback to the project nominator provided. Those projects deemed suitable for progression would be included on an updated Infrastructure Projects List and analysed through a prioritisation matrix. Both reports would then be required to return to the IDF process for consideration.

The information that will be collected through the engagement processes will be evaluated to help identify the project areas and priorities where there is a need for local infrastructure to be delivered.

The results of the engagement with local communities will be evaluated in accordance with the following:

- a) Suggested projects will be assessed using a LIF specific prioritisation matrix which will involve officers considering the projects against a series of defined criteria as well as the priorities that have emerged through the LIF engagement process.
- b) Where projects are identified they will be considered collectively, with the most consistent suggestions grouped and reported.

If a nominated project is considered reasonable and could be funded by LIF, this is not a guarantee that it will be. It will still be required to be considered through the normal IDF decision making process. It will, however, automatically be added to the list of projects for evaluation.

There may, in some cases, be need for further engagement with local groups when developing a proposed idea into a project. This will be undertaken by officers during this Step where appropriate to do so, but the project will always remain under the ownership of the Council.

Step 4 - Decisions and Reporting

Service Areas and infrastructure providers will be asked to develop potential projects to meet the results of the engagement where appropriate to do so. The development of these projects may include further engagement with local communities if reasonable to do so.

Appropriate projects will be assessed against one another by officers and approvals to fund

these projects will be sought through the IDF decision-making process. If allocation of funding is considered to be a grant, then the project will go through the oversight process with the Commissioners.

Step 5: Project Delivery

Participants: Council Officers, Local People.

Process: Council Service Areas and other infrastructure delivery bodies will use the allocated monies to implement the infrastructure projects. Progress on the delivery of projects will be appropriately reported to the local community and through the IDF process

6.14 The following timetable is proposed for the implementation of the first round of the LIF process. Subsequent rounds will be programmed in the future.

| Action | Dates |
|---|---|
| Evidence Base (Step 1) | September 16 to March 17 |
| Report consultation papers through IDF up to IDB | April 17 to May 17 |
| Public Consultation (Local Infrastructure Priorities and Project Nomination) (Step 2) | May 17 to July 17 |
| Project Development and Evaluation (Step 3) | July 17 to October 17 and on-going dependent on project requirements |
| Decisions and Reporting (Step 4) | October 17 to November 17 at earliest, or later dependent on project requirements |
| Project Delivery (Step 5) | 2017/18 and on-going |

7. COMMENTS OF THE CHIEF FINANCE OFFICER

7.1 This report recommends that the Mayor in Cabinet approves the adoption and implementation of the Local Infrastructure Fund (LIF) process (shown in Figures 1 and 2), the apportionment of 25% of LBTH Community Infrastructure Levy (CIL) receipts to the LIF, and the adoption of the boundaries outlined in section 6 and shown in Appendix A.

- 7.2 CIL is a pounds per square metre charge on most new development that is paid to the Council. CIL receipts must be used to help deliver infrastructure to support the development of the area.
- 7.3 As outlined in the report, the CIL Regulations require that a share of levy CIL receipts be designated as CIL Neighbourhood Portion, to 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*', and that the share of levy receipts should range at least between 15% and 25% of the CIL receipts received.
- 7.4 This report recommends that 25% of the CIL receipts are allocated to the Neighbourhood Portion and established as a Local Infrastructure Fund (LIF). The CIL Regulations allow some discretion over the proportion of CIL receipts allocated to the Neighbourhood Portion, depending on whether there is a Neighbourhood Plan in place or not. As outlined in this report however, it is felt that the most equitable approach is to agree a 25% allocation across all areas of the borough, whether or not they have a Neighbourhood Plan in place.
- 7.5 Figures 1 and 2 outline the proposed process that will be implemented in relation to the new LIF, such as compiling an evidence base, and undertaking consultation. Appendix 1 shows the four proposed consultation areas within the borough. It is anticipated that the functions in Figures 1 and 2 will be absorbed within existing budgets and workloads.
- 7.6 This report outlines that decision making on the use of the Local Infrastructure Fund will be made through the Infrastructure Delivery Framework approved by the Mayor in Cabinet on January 5th 2016. The prioritisation of projects will need to be seen in the context of the Council's Capital Strategy, and this strategy will give direction to the Infrastructure Delivery Steering Group and the Infrastructure Delivery Board in terms of Members' priorities for capital expenditure.

8. LEGAL COMMENTS

- 8.1 This report recommends that the Mayor in Cabinet approve the adoption and implementation of the Local Infrastructure Fund (LIF) process (shown in Figures 1 and 2), approve the apportionment of 25% Community Infrastructure Levy (CIL) receipts as the neighbourhood portion, and agree the recommended neighbourhood boundaries.
- 8.2 Where a development from which CIL is collected falls within the area of a parish council, a collecting authority is required to pay a percentage (either 15% or 25%) of the CIL collected to the parish council. As there are no parish councils operating within the London Borough of Tower Hamlets the Council is required (pursuant to Regulation 59F of the Community Infrastructure Levy Regulations 2010 (as amended)) to use the CIL receipts that would have been passed to the parish council, to support the development of that part of the

charging authorities area that is not within the area of a parish council (in this case the whole borough). This is commonly known as ‘the neighbourhood portion’. Ultimately the Government’s intention was that the neighbourhood portion would be spent on priorities that are agreed with the local community in areas where the development is taking place.

- 8.3 Where there is a neighbourhood plan in place or where all or part of a chargeable development was granted permission by a neighbourhood development order, then the neighbourhood portion is 25% of the CIL receipts. Where neither of these apply, then the portion is 15% subject to a cap of £100 per dwelling in the given area. There are currently no neighbourhood plans or permissions granted by a neighbourhood development order within Tower Hamlets, however there is nothing to stop the Council deciding that it will allocate 25% of CIL receipts in any event. The Council will however be more restricted in the spending of the additional 10%, and will only be able to use it for the purpose set out in limb (a) in the paragraph below.
- 8.4 The charging authority may use the neighbourhood portion of CIL to support the development of the relevant area by funding (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.
- 8.5 Where the Council retain the neighbourhood portion of CIL receipts the Planning Practice Guidance states that the Council:
- “should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding. Charging authorities should set out clearly and transparently their approach to engaging with neighbourhoods using their regular communication tools e.g. website, newsletters, etc. The use of neighbourhood funds should therefore match priorities expressed by local communities, including priorities set out formally in neighbourhood plans”*
- 8.6 The guidance further provides that charging authorities should use existing consultation and engagement processes, including working with any designated neighbourhood forums preparing neighbourhood plans in the area, theme specific neighbourhood groups, local businesses and using networks that ward councillors use. The consultation should be at the neighbourhood level and should be proportionate to the level of levy receipts and the scale of the development to which the neighbourhood funding relates.
- 8.7 The consultation must follow the following common law criteria:
- (a) it should be at a time when proposals are still at a formative stage;
 - (b) the Council must give sufficient reasons for any proposal to permit intelligent consideration and response;
 - (c) adequate time must be given for consideration and response; and
 - (d) the product of consultation must be conscientiously taken into account.

- 8.8 The process outlined above for spending the neighbourhood portion of CIL and the consultation proposed, meets the above guidance and care should be taken as the consultation is carried forward to ensure that it meets the common law requirements.
- 8.9 There is no definition or guidance as to what constitutes a neighbourhood or community for the purpose of the Regulations. The proposed boundaries have been carefully considered and are considered appropriate.
- 8.10 As identified at paragraph 5.13 of this report, in some circumstances the spending of the neighbourhood portion of CIL could amount to a grant. To the extent that the spending amounts to a grant, the approval of the Commissioners will be required.
- 8.11 In taking decisions the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who don't. A proportionate level of equality analysis is required to discharge the duty.

9. ONE TOWER HAMLETS CONSIDERATIONS

- 9.1 This report deals with the process associated with allocating the Community Infrastructure Levy to deliver infrastructure and address the demands that development places on an area. This process will account for the objectives of One Tower Hamlets and those of the Community Plan and ensure that infrastructure is delivered to help achieve these objectives. It is intended that all of the infrastructure projects that will be funded through the process set out in this report will reduce inequality and foster cohesion in the borough.

10. BEST VALUE (BV) IMPLICATIONS

- 10.1 The proposals set out in this document align with the Council's Best Value Duty – the formation of a new decision-making structure represents an improvement in the way the Council's functions are exercised. The proposals have regard to economy, efficiency, governance and effectiveness in that they add a layer of oversight to the allocation of funding collected through CIL to deliver infrastructure.

11. SUSTAINABLE ACTION FOR GREENER ENVIRONMENT

- 11.1 The processes proposed in this document will ensure effective oversight in using CIL to deliver infrastructure. This will mean that matters such as achieving a sustainable environment will be appropriately accounted for when allocating funding for infrastructure.
- 11.2 In order to ensure compliance with European Legislation (the Habitats and Wild Birds Directives), if the local authority intends to deliver Suitable

Alternative Natural Greenspace, the Council must put in place a system which ensures that mitigation is delivered at a time and place when it will be effective. Further, it must be clear that it intends to prioritise the use of the levy to deliver Suitable Alternative Natural Greenspace and maintain their effectiveness in the long term. This should be included within the Local Plan and could be included within the Council's Reg 123 list. This complements the work that Strategic Planning, LBTH, have developed with regards to a local Green Grid Framework for the Borough.

12. RISK MANAGEMENT

12.1 The proposals set out in this report seek to add a level of oversight to the allocation of CIL to infrastructure projects. This additional oversight will help mitigate against risks such as the misappropriation of funding.

12.2 The proposals in this document also seek to ensure that the allocation of CIL to infrastructure projects is better informed. This will help mitigate the risk of funding not being allocated to the most needed infrastructure projects.

13. CRIME AND DISORDER REDUCTION IMPLICATIONS

13.1 The proposals set out in this report will enable the effective delivery of infrastructure using CIL. This infrastructure might include projects that will help reduce crime and disorder and decrease anti-social behaviour.

14. SAFEGUARDING IMPLICATIONS

14.1 Not applicable.

Linked Reports, Appendices and Background Documents

Linked Report

- None

Appendices

- Appendix A: Proposed Local Infrastructure Fund Areas (LIF)

Background Documents – Local Authorities (Executive Arrangements)(Access to Information)(England) Regulations 2012

- None

Officer contact details for documents:

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