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TO:	EXECUTIVE
DATE:	13 JULY 2017
EXECUTIVE MEMBER:	COUNCILLOR T SCHOFIELD

KEY DECISION REQUIRED:	YES
WARD (S) AFFECTED:	ALL

SUBJECT:	COMMUNITY INFRASTRUCTURE LEVY: STRATEGIC INFRASTRUCTURE PROGRAMME 2017-2022
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RECOMMENDATIONS:

- (i) That the Executive agree the Community Infrastructure Levy: Strategic Infrastructure Programme 2017-2022 at Annex 3.
- (ii) That authority to agree the transfer of Community Infrastructure Levy monies to infrastructure providers for projects on the Strategic Infrastructure Programme be delegated to the relevant Head of Service, in consultation with the relevant Portfolio Holder(s).
- (iii) That the Executive agrees to annually review, and as appropriate update, the list of projects on its Strategic Infrastructure Programme.

REASONS FOR RECOMMENDATIONS:

- (i) Agreement of the Community Infrastructure Levy (CIL) Strategic Infrastructure Programme (SIP) 2017-2022 will provide a framework for the allocation of CIL spending and provide clarity about the Council's priorities in this regard.
- (ii) Delegation of the authority to agree the release of CIL in line with the SIP to infrastructure providers will allow for funding to be released in a timely manner.
- (iii) Annual review of the Strategic Infrastructure Programme will ensure that it remains up-to-date and reflective of Council priorities, and that CIL is spent in an effective and efficient way.

EXECUTIVE SUMMARY:

The Council started collecting the Community Infrastructure Levy (CIL) in April 2016. The Council must spend the CIL that it collects on infrastructure needed to support the development of its area, and has responsibility for deciding what the majority of the CIL it collects can be spent on.

At its meeting in January 2016, the Executive agreed that its approach to the allocation and spending of the 'strategic element' of CIL would be via the agreement of a Strategic

Infrastructure Programme (SIP), which would outline the projects that the Council wished to support through CIL over a five year period. This report seeks Executive agreement of the first Reigate & Banstead Borough Council SIP.

In late 2016, applications for inclusion in the SIP were invited from infrastructure providers. Submitted projects have now been assessed taking into account the Council's Five Year Plan, and its adopted Core Strategy, as well as:

- a. The extent to which projects would support growth and/or development and the overall benefit to communities in the borough
- b. The extent to which CIL could be used to secure match funding from other sources, the value for money of the scheme, the added value that CIL could deliver, and project deliverability.

The Strategic Infrastructure Programme at Annex 3 sets out the projects recommended for prioritisation, the recommended CIL contribution and anticipated payment phasing. Prioritised projects include transport, education, flood alleviation, health and open space schemes, have a combined value of £39.9m and a combined recommended CIL contribution of £3.6m.

It is important to note that the Council will not be able to formally commit to providing financial support for projects until sufficient CIL income has been accrued. Funding agreements will be entered into with infrastructure providers, and - to ensure the timely release of funds - it is recommended that authority be delegated to the Head of Service in consultation with the Portfolio Holder to release CIL monies at the appropriate time.

The Council is statutorily required to prepare a yearly report of CIL income and expenditure. It will also be important that, annually, the Executive reviews and rolls forward its SIP to take account of the latest information about CIL receipts, the progress being made on prioritised projects, and any new requests for CIL.

Executive has authority to approve the above recommendations

STATUTORY POWERS

1. The Council has discretionary powers under the Planning Act 2008 and the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) to introduce a levy on new development for the purposes of funding infrastructure.
2. The Council must spend the CIL it collects on infrastructure needed to support the development of its area, and has the responsibility for deciding what the majority of CIL receipts collected should be spent on. The range of infrastructure that the CIL can be used to fund is set out in section 216(2) of the Planning Act and Regulation 59 of the CIL Regulations (as amended), and defined locally by the Council's adopted Regulation 123 List (referred to in the background papers).
3. The Council is required to publish, annually, information about its CIL receipts for that year, its CIL expenditure for that year and amount of CIL retained at the end of that year.

BACKGROUND

4. The Council's CIL Charging Schedule came into effect on 1 April 2016 (as referred to in the background papers). Since then, CIL has been applied as a non-negotiable charge on liable housing and retail developments, as per the rates and zones set out in the Charging Schedule.
5. National regulations require that at least 15% of CIL collected must be spent in the area where the development has taken place. In Reigate & Banstead, this portion of CIL will be called the 'Local Fund': following public consultation earlier in the year, officers will be engaging with ward members over the summer to discuss Local Fund spending priorities.
6. The remaining CIL (excluding a small proportion retained for administrative costs) is not geographically constrained, and can be spend on any infrastructure that will benefit the development of the area. This portion of CIL is referred to as the 'strategic element'.
7. At its meeting in January 2016, the Executive endorsed the general approach to the allocation and spending of the 'strategic element' of CIL, and authorised the Head of Places and Planning to establish detailed arrangements and criteria to support the spending process. This general approach included the development of a Strategic Infrastructure Programme (SIP), which would set out specific projects to be prioritised for CIL funding over a five year period and the amount of CIL that the Council would be willing to contribute to each prioritised scheme. The rationale for the proposed approach was that it would provide a greater degree of certainty to service providers than an annual bidding process would, and would enhance the value of CIL as a 'match funding' tool to leverage in money from other sources.
8. For the year to 31 March 2016, a total of £187,560 CIL was collected by the Council. This means that the amount in the 'strategic pot' at the end of Year 1 was £150,050, with a further £49,970 due. Over the five year period 2017-2022, it is estimated that around £3-4m will be collected for the 'strategic pot', however it should be noted that this is based on projected housing delivery (which may be impacted by economic circumstances) and the assumption the current CIL regime will continue.

KEY INFORMATION

Project assessment process

9. In Autumn 2016, infrastructure and service providers were invited to submit applications for inclusion in the Strategic Infrastructure Programme. A total of 37 bids were received from 7 organisations, and in early 2017 a series of meetings were held with bidders to discuss the submitted proposals. Following these meetings, evaluation of these applications was undertaken.
10. In total, 37 project applications were assessed by officers, with a cumulative project value of £99.9m and a combined CIL 'ask' of £23.7m. It is clear, therefore, that there will be insufficient CIL available to fund all the projects applied for. Projects were scored on:
 - a. The extent to which they would support growth and/or development in the borough
 - b. The overall benefit to communities in the borough

- c. The extent to which CIL could be used to secure match funding from other sources
 - d. The value for money of the scheme and the added value that CIL could deliver
 - e. Deliverability.
11. In assessing projects, account was taken of the Council's Five Year Plan, the adopted Core Strategy, and the Infrastructure Delivery Plans prepared in support of the Core Strategy and the emerging Development Management Plan (as referred to in the background papers).
12. The highest scoring projects were then reviewed taking into account:
- a. The scope of the Council's Regulation 123 list
 - b. Information from the infrastructure provider about alternative sources of funding that might be available
 - c. Whether a project complemented or could be combined with another proposal
 - d. The total amount of CIL that is likely to be collected by the Council over the five year SIP period and - for projects with a higher CIL 'ask' - how the potential impact of the project would compare with the potential impact of a number of smaller projects
 - e. Project development stage and likely delivery timescales.
13. A summary of the projects submitted is provided at Annex 1, and the outcomes of the assessment are summarised at Annex 2.

Projects recommended for prioritisation

14. The projects recommended for prioritisation, and inclusion on the Strategic Infrastructure Programme 2017-2022 are outlined below. The Strategic Infrastructure Programme, including anticipated payment phasing, is included at Annex 3.
15. Greater Redhill Sustainable Transport Package Phase 2: It is recommended that this Surrey County Council (SCC) project be prioritised for £370,000 of CIL. This would represent 7.5% of the anticipated project cost, and 50% of the match funding required for a bid for Coast to Capital Growth Deal 3 funding. The project is complementary to the A23/Three Arch Road junction (see below) and will focus on improving walking and cycling connectivity between Redhill, Reigate, Merstham and Horley.
16. Preston Regeneration: It is recommended that up to £322,600 be made available to cover Reigate & Banstead Borough Council costs (some retrospectively) in relation to the Preston Regeneration area, including the provision of the new leisure centre and public realm works. It was originally anticipated that these costs would be covered by section 106 developer contributions collected as part of the De Burgh development, which is no longer possible due to a change in national regulations.
17. A23 junction with Three Arch Road/Maple Road, Redhill: It is recommended that this Surrey County Council project be prioritised for £370,000 of CIL. This would represent around 25% of anticipated total project costs, and together with the contribution to the Greater Redhill Sustainable Transport Package Phase 2 (of which this project could form a part) would provide 100% of the match funding required for a bid to Coast to Capital for Growth Deal 3 funding.

18. Redhill and Burstow Stream flood alleviation schemes: It is recommended that these two Environment Agency (EA) projects be prioritised, together, for £500,000 of CIL. Together, it is estimated that these two schemes – which would deliver a range of interventions to minimise and manage the risk of flooding in Redhill and Horley - could cost in the region of £5m in total. The EA has identified that funding would also be available from Defra (via the Flood Defence Grant in Aid scheme) and the EA Local Levy.
19. Reigate and Redhill Quality Bus Partnership: This package, coordinated by Surrey County Council, would include a range of measures to make using the bus easier and more attractive to local residents. It is recommended that the project be prioritised for £246,000 of CIL, which represents 5% of the total project costs and 1/3 of the 15% local match funding required to secure Coast to Capital Growth Deal 3 monies to cover the remaining 85% of project costs.
20. Expansion of SCC secondary schools, Redhill and Horley: Surrey County Council submitted bids for CIL towards the expansion of Oakwood School in Horley, and The Warwick and St Bede's in Redhill. Whilst SCC receives basic needs funding for education, and money towards secondary school improvements is included in the Horley North West Sector section 106 agreement, it is recognised that additional CIL funding could help secure better quality school expansions. It is therefore recommended that, together, these three schools be prioritised for £500,000 of CIL.
21. Preston regeneration bus service: As part of the Preston regeneration project, it was anticipated that £340,000 would be secured through section 106 contributions towards improved bus services connecting Preston to the wider area. National regulations mean that it is no longer possible to collect this money through section 106. It is recommended that this project be prioritised for up to £340,000 of CIL.
22. Blue Light Hub, Banstead: South East Coast Ambulance Service and Surrey Fire and Rescue have identified the opportunity for creation of a 'Blue Light Hub' – co-location of emergency services –in Banstead. The CIL bid from the two organisations is greater than the total projected CIL available, however it is recognised that a CIL contribution could help facilitate a comprehensive scheme to benefit the wider area: it is therefore recommended that this project be prioritised for £500,000 of CIL.
23. A240 shared footway/cycleway (Preston): It is recommended that this Surrey County Council project be prioritised for £72,000 of CIL. The project will provide the 'missing link' in the footway/cycleway between the Preston regeneration area, the Beacon School, and Banstead Town Centre. It was originally anticipated that the scheme would be part funded by section 106 developer contributions collected as part of the De Burgh development, which is no longer possible due to a change in national regulations.
24. Tattenham Health Centre improvements: This project comprises the development of new space at this GP surgery to enable an increased patient list and the hosting of other health services. It is recommended that this project be prioritised for £51,700 of CIL.
25. Redhill Library upgrade: It is recommended that this project be prioritised for up to £308,000 of CIL. This would help enable the modernisation of the library, which would complement other regeneration works in Redhill town centre.

26. Earlswood Common footpath restoration: It is recommended that this Reigate & Banstead project be prioritised for £49,900 of CIL funding to allow for footpath restoration to complement the other improvement works that have taken place at Earlswood Common.

Mechanism for the release of CIL funding

27. As noted above, it is anticipated that £3-4m of CIL will be collected by the Borough Council over the next five years. The above list of prioritised projects represents a total CIL 'ask' of £3.6m. Whilst the Council is not able to formally commit to providing financial support for all these projects until sufficient CIL income has been accrued, inclusion on the SIP provides a level of reassurance for project providers to progress with scheme design and/or make bids for match funding. The indicative phasing of release of CIL funds reflects current information about likely project delivery timeframes, and the projected availability of CIL funding.
28. Following agreement of the SIP by the Executive, officers will work with project providers as schemes are developed in more detail and delivery timescales are formalised. It is important that the Council maximises the value that can be secured from the limited CIL funding available, and in some cases conditions may be attached to the provision of funding.
29. To enable timely release of CIL funds, it is recommended that authority to agree the transfer of monies to infrastructure providers be delegated to the relevant Head of Service, in consultation with the relevant Portfolio Holder. Funding agreements will be entered into with infrastructure providers to ensure that CIL funds are spent as intended.
30. There may be instances where the Borough Council is approached with requests for CIL funding for urgent or currently anticipated projects. It is therefore recommended that around 10% of the 'strategic element' pot is set aside each year for such projects.

Monitoring and review

31. Joint working with infrastructure providers will be critical to ensure that the Borough Council has a full understanding of the likely timescales for delivery of prioritised projects and can ensure that CIL funds are released in an appropriate way. Should prioritised schemes not be taken forward, or if alternative sources of funding become available for them, it may be appropriate to amend the list of prioritised projects.
32. It should also be noted that a review of section 106 monies held by the Council is underway. In the event that appropriate section 106 funding is, or becomes, available this will be allocated to agreed projects in preference to CIL.
33. It is therefore recommended that, annually, the Executive reviews and rolls forward its Strategic Infrastructure Programme to take account of the latest information about CIL receipts, project progress and any new CIL requests.
34. The Council is statutorily required to prepare an annual report of CIL income and expenditure – this will also be reported to members as part of the Council's regular financial monitoring procedures.

OPTIONS

35. Recommendation 1: That the Executive agree the Community Infrastructure Levy: Strategic Infrastructure Programme 2017-2022.
- a. Option 1: Approve the SIP. This option would provide clarity and transparency over which projects the Council wishes to support through CIL funding over the next five years. Whilst it does not represent the formal allocation of funds it gives a degree of certainty to infrastructure and service providers to progress with scheme design and/or make bids for match funding. This option is recommended.
 - b. Option 2: Do not approve the SIP, but consider bids for CIL money on an annual or ad-hoc basis. This option would enable the Council to allocate the CIL income it holds to schemes, but in a more reactive way. It would limit the Council's ability to make larger contributions and would not provide infrastructure providers with any advance indication that CIL funding is likely to be available to allow for bids for match funding. This option is not recommended.
 - c. Option 3: Do not identify any projects for CIL funding at this time. This option would suggest that the Council is not committed to using CIL to deliver much needed infrastructure to benefit local residents and businesses. This option is not recommended.
36. Recommendation 2: That authority to agree the transfer of CIL to infrastructure providers for projects on the SIP be delegated to the relevant Head of Service in consultation with the Portfolio Holder.
- a. Option 1: Delegate authority to the relevant Head of Service. This option would allow for CIL funds to be released to infrastructure providers, at the appropriate stage, in a timely way. This option is recommended.
 - b. Option 2: Do not delegate authority. This option would mean that CIL funds would be released under existing delegation arrangements, and any agreement to release funds of more than £100,000 would require the approval of the Executive (even for schemes supported by the Executive via the SIP). This could result in delays in the release of funding and is not recommended.
37. Recommendation 3: That the Executive agrees to annually review, and as appropriate update, the list of projects on its Strategic Infrastructure Programme
- a. Option 1: Agree an annual review of the SIP. This option would allow for the most up-to-date information about CIL income and project progress to be taken into account. It would also allow for currently unanticipated schemes which are considered to merit CIL funding to be incorporated within the SIP. This option is recommended.
 - b. Option 2: Do not review the SIP annually. This option would mean that there is no clear process for reviewing projects included within the SIP, and could result in CIL not being spent in the most efficient or effective way. This option is not recommended.

LEGAL IMPLICATIONS

38. National regulations and the Council's own Regulation 123 list define what CIL funding can be spent on. The projects submitted to the Council have been reviewed

against these definitions, and are considered to fall within the appropriate definitions of 'infrastructure' for the purposes of CIL.

39. It is proposed that the Council enter into funding agreements with infrastructure providers to ensure that CIL monies are spent as intended. This will require input from the Legal Services Team.
40. No other legal implications have been identified.

FINANCIAL IMPLICATIONS

41. Measures are in place to ensure that CIL is collected, held and spent in accordance with the Council's agreed financial procedures and proposals for the delegation of responsibility for decisions to release funding to infrastructure providers will provide for the timely release of monies.
42. National regulations allow for the day-to-day operation of CIL to be funded from CIL receipts, up to a maximum of 5%. The recommendations within this report are therefore cost neutral to the Council.

EQUALITIES IMPLICATIONS

43. No direct equalities implications arising from this report have been identified.
44. The final decision to release CIL funds to infrastructure providers will be the subject of a funding agreement, which will include a requirement that providers have undertaken equalities impact assessment of their proposals.

COMMUNICATION IMPLICATIONS

45. The SIP will be placed on the Council's website and its approval communicated via the Council's Planning Policy newsletter.
46. At the time that CIL monies are released to infrastructure providers, and/or at the stage of project completion, there will be the opportunity for the Council to publicise its role in project delivery, working with the relevant infrastructure provider as appropriate.
47. In addition, regulations require the Council to publish an annual report on the amount of CIL collected and how it has been used. This will also be made available on the website.

RISK MANAGEMENT CONSIDERATIONS

48. No strategic risks have been identified.
49. There is a risk that projected CIL income may be less than anticipated, for reasons that lie outside the control of the Council (for example, economic downturn leading to a slowing of house building, or Government changes to the way in which developer contributions are captured). Because of these risks, it is made clear in the SIP that inclusion of projects within the SIP does not represent a formal commitment from the Council to provide funding.
50. In order to manage financial and legal risks, funding agreements will be put in place with all relevant infrastructure/service providers to ensure that CIL funding is spent in line with Council expectations. The Council's Legal Service and Finance Teams will be involved in this process.

OTHER IMPLICATIONS

51. No other implications have been identified.

CONSULTATION

52. A wide range of infrastructure and service providers were invited to submit projects to be considered for inclusion within the SIP. The application process was also publicised on the Council's website.
53. The appraisal of projects has taken account of the Council's Five Year Plan, Core Strategy and Infrastructure Delivery Plans, all of which have been the subject of public consultation.
54. The relevant Portfolio Holder, and the Strategic Property Advisory Group, have been kept informed throughout the scheme assessment process and have been consulted on the list of projects within the SIP as recommended in this report.
55. Consultation was undertaken with residents earlier in 2017 about priorities for the CIL 'Local Fund', and further work is planned to finalise these priorities with ward members over the summer.

POLICY FRAMEWORK

56. As noted above, account has been taken of the Five Year Plan and the adopted Core Strategy as part of the project assessment process. Both these documents are part of the Council's Policy Framework.
57. The projects included for prioritisation within the SIP will complement and support the delivery of corporate priorities, the Reigate & Banstead spatial strategy, and the growth and development of the Borough.

Background Papers:

1. Reigate & Banstead Community Infrastructure Levy Regulation 123 list, available at www.reigate-banstead.gov.uk/cil
2. Reigate & Banstead Community Infrastructure Levy Charging Schedule 2016, available at www.reigate-banstead.gov.uk/cil
3. Reigate & Banstead Five Year Plan, available at http://www.reigate-banstead.gov.uk/info/20205/plans_and_policies/280/our_5_year_plan
4. Reigate & Banstead Core Strategy, available at www.reigate-banstead.gov.uk/corestrategy
5. Infrastructure Delivery Plan prepared for the Core Strategy, available at http://www.reigate-banstead.gov.uk/info/20088/planning_policy/22/evidence_and_research_for_planning_policies/5
6. Infrastructure Delivery Plan prepared for the Development Management Plan, available at www.reigate-banstead.gov.uk/dmpevidence

Annex 1: List of projects submitted

Project title	Infrastructure type	Provider
Greater Redhill STP stage 2	Highways	Surrey CC
Preston regeneration programme	Highways & green spaces	Reigate & Banstead BC
A23 junction with 3 Arch Rd/ Maple Rd	Highways	Surrey CC
Redhill flood alleviation scheme	Flood defences	Environment Agency
Burstow Stream Flood Alleviation Scheme	Flood defences	Environment Agency
Reigate transport project town centre	Highways	Surrey CC
Reigate and Redhill Quality bus partnership	Buses	Surrey CC
Expansion of Warwick Secondary School	Education	Surrey CC
Preston regeneration bus service	Buses	Surrey CC
Expansion of Oakwood Secondary School	Education	Surrey CC
Expansion of St Bedes Secondary School	Education	Surrey CC
North Surrey Ambulance make ready centre and blue light hub	Ambulance services	South East Coast Ambulance Service
A240 shared footway/cycle way	Highways	Surrey CC
Lime Tree High	Education	Education Funding Agency
Sandcross and Alexander	Education	Education Funding Agency
Banstead Fire station	Fire services	Surrey CC
Bancroft Rd, multi storey car park extension	Parking	Reigate & Banstead BC
Tattenham health centre improvements	Health	Tattenham Health Centre
Redhill Library	Library	Surrey CC
East Surrey Hospital car parking improvements	Parking/ Health	Surrey and Sussex Healthcare NHS Trust
Earlswood Common footpath restoration	Openspaces	Reigate & Banstead BC
A23 Bonehurst Rd/ Salbrook Rd/ Lodge Lane safety improvements	Highways	Surrey CC
Croydon Lane/ Sutton Lane pedestrian crossing facilities	Highways	Surrey CC
A217 / A2022 Banstead Crossroads	Highways	Surrey CC
Eastgate proposed oneway	Highways	Surrey CC
Horley town centre pay on exit parking	Parking	Reigate & Banstead BC
A25 Reigate Rd Pedestrian crossing facilities	Highways	Surrey CC
A217 Brighton Rd/Buckland Rd/ Smithy Lane safety and operation improvements	Highways	Surrey CC
Tadworth and Walton transport schemes	Highways	Surrey CC
Southpark & Woodhatch Transport Scheme - Slipshatch Rd (woodhatch) Ditch Improvements	Highways	Surrey CC
Nork Transport schemes	Highways	Surrey CC
Tattenhams transport schemes	Highways	Surrey CC
Winkworth Road Banstead traffic calming	Highways	Surrey CC
Dorking Rd/Headley Common Rd/Pebble Hill Road junction improvement	Highways	Surrey CC
Kingswood and Burgh Heath Transport schemes	Highways	Surrey CC
A217 cycle/pedestrian corridor	Highways	Surrey CC
Greater Redhill STP stage 3	Highways	Surrey CC

Annex 2: Summary of project assessment

Project title	Weighted scores					
	Supporting Growth	Benefits to residents & businesses	Match funding	Value for money	Deliverability	Total weighted score
Greater Redhill STP stage 2	28.5	17.3	20	17	6	88.8
Preston regeneration programme	28.5	18.7	12	16	9	84.2
A23 junction with 3 Arch Rd/ Maple Rd	28.5	18.7	12	16	6.5	81.7
Redhill flood alleviation scheme	27	17.3	16	13	5	78.3
Burstow Stream Flood Alleviation Scheme	27	17.3	16	13	4.5	77.8
Reigate transport project town centre	24	14.7	20	14	5	77.7
Reigate and Redhill Quality bus partnership	21	14.7	20	16	5	76.7
Expansion of Warwick Secondary School	27	16	12	13	5.5	73.5
Preston regeneration bus service	19.5	16	16	14	5.5	71
Expansion of Oakwood Secondary School	27	16	12	10	5.5	70.5
Expansion of St Bedes Secondary School	27	16	12	10	5.5	70.5
North Surrey Ambulance make ready centre and blue light hub	24	14.7	16	10	4.5	69.2
A240 shared footway/cycle way	21	12	16	13	6	68
Lime Tree High	27	16	10	7	6.5	66.5
Sandcross and Alexander	27	16	10	7	6	66
Banstead Fire station	22.5	14.7	16	8	4.5	65.7
Bancroft Rd, multi storey car park extension	16.5	10.7	20	12	5	64.2
Tattenham health centre improvements	22.5	18.7	4	13	5.5	63.7
Redhill Library	19.5	17.3	8	12	5.5	62.3
East Surrey Hospital car parking improvements	16.5	12	16	11	6.5	62
Earlswood Common footpath restoration	18	14.7	8	13	6.5	60.2
A23 Bonehurst Rd/ Salbrook Rd/ Lodge Lane safety improvements	22.5	13.3	4	12	5	56.8
Croydon Lane/ Sutton Lane pedestrian crossing facilities	12	12	12	12	7	55
A217 / A2022 Banstead Crossroads	19.5	14.7	4	9	5	52.2
Eastgate proposed oneway	16.5	10.7	8	11	5.5	51.7
Horley town centre pay on exit parking	16.5	12	4	13	5	50.5
A25 Reigate Rd Pedestrian crossing facilities	12	12	8	12	5.5	49.5
A217 Brighton Rd/Buckland Rd/ Smithy Lane safety and operation improvements	18	10.7	4	11	5	48.7
Tadworth and Walton transport schemes	18	12	4	10	4	48
Southpark & Woodhatch Transport Scheme - Slipshatch Rd (woodhatch) Ditch Improvements	18	12	4	8	5	47
Nork Transport schemes	18	10.7	4	10	4	46.7
Tattenhams transport schemes	18	10.7	4	10	4	46.7
Winkworth Road Banstead traffic calming	12	13.3	4	11	4	44.3
Dorking Rd/Headley Common Rd/Pebble Hill Road junction improvement	9	10.7	8	11	5	43.7
Kingswood and Burgh Heath Transport schemes	15	10.7	4	10	4	43.7
A217 cycle/pedestrian corridor	16.5	12	4	7	4	43.5
Greater Redhill STP stage 3	Not assessed due to timeframe for delivery					

Annex 3: Community Infrastructure Levy Strategic Infrastructure Programme 2017-2022

Reigate & Banstead Borough Council

Community Infrastructure Levy: Strategic Infrastructure Programme 2017-2022

This Strategic Infrastructure Programme (SIP) outlines Reigate & Banstead Borough Council's priorities for Community Infrastructure Levy (CIL) spending for the period 2017-2022.

The purpose of the SIP is to provide an indication of the projects that the Borough Council wishes to support with CIL monies to from the 'strategic pot' (which represents approx. 80% of all CIL collected in the Borough). A separate process is underway to identify spending priorities for the CIL 'Local Fund' (which represents 15% of CIL collected, to be spent in the local area in which it was collected).

Applications submitted to the Council in late 2016 for CIL have been assessed against the criteria set out in Appendix 1, on the basis of the information provided in the initial application and any subsequent conversations between the relevant scheme promoter and the Borough Council. Appendix 2, available online at www.reigate-banstead.gov.uk/cil, includes the outcomes of the application appraisals.

The Borough Council will engage further with scheme promoters in relation to prioritised schemes to develop project detail, and delivery programmes, and funding agreements.

The SIP will be reviewed annually to take account of the latest information about CIL receipts, project progress and any new CIL requests. In the event that appropriate section 106 funding is or becomes available this will be allocated to agreed projects in preference to CIL.

Note that the inclusion of a scheme within this Programme does not represent a formal commitment by the Borough Council to fund that scheme.

Decisions to release CIL funding will be made based on the availability of CIL funds held by the Council, detailed information about project design and delivery timescales, and only when a funding agreement has been entered into by all relevant parties. Conditions may be attached to the provision of funding.

Where CIL has been identified as match funding, CIL will only be made available if the rest of the project funding has been confirmed and committed.

Community Infrastructure Levy Strategic Infrastructure Programme 2017-2022			
Project	Scheme Promoter	Indicative CIL amount (up to)*	Indicative date that CIL will be available#
A240 shared footway and cycleway, Preston	Surrey CC	£72,000	2017/18
Tattenham Health Centre surgery expansion	Tattenham Health Centre	£51,700	2017/18
Earlswood Common footpath restoration	Reigate & Banstead BC	£49,900	2017/18
Expansion of secondary school provision in Redhill/Horley	Surrey CC	£500,000	2018/19
Redhill Library refurbishment	Surrey CC	£308,000	2018/19
Preston Regeneration – health and wellbeing/public realm	Reigate & Banstead BC	£322,600	2019/20
Preston Regeneration – public transport	Surrey CC	£340,000	2019/20
Burstow Stream and Redhill flood alleviation schemes	Environment Agency	£500,000	2019/20
A23/Three Arch Road/Maple Road junction improvements	Surrey CC	£370,000	2020/21
Greater Redhill Sustainable Transport Package Phase 2	Surrey CC	£370,000	2020/21
Blue Light Hub, Banstead	SECamb/Surrey Fire & Rescue	£500,000	2021/22
Reigate & Redhill Quality Bus Partnership	Surrey CC	£246,000	2021/22
		£3,630,200	

* subject to further detail about project design and costs

#subject to further detail about project delivery programme and the availability of CIL