

Cheltenham Borough
Council
Annual Infrastructure
Funding Statement
For
Community Infrastructure Levy and
Section 106 Contributions

Reporting Period:
From 01 April 2020 to 31 March 2021

Prepared in accordance with the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019, Regulation 121A, Schedule 2, Section 1

Infrastructure Funding Statement

Introduction

Infrastructure Funding Statements are a legal requirement which Councils, such as Cheltenham, who charge Community Infrastructure Levy (CIL) and/or secure developer contributions by way of Section 106 (S106) agreement are required to produce annually.

CIL and S106 (collectively known as 'planning obligations' or 'developer contributions') income is used to help mitigate the impact on, and fund the provision of, infrastructure required as a result of development.

This is Cheltenham Borough Council's annual report for the year 1 April 2020 to 31 March 2021.

The infrastructure funding statement should, as a minimum, include the information set out in Regulation 121A, Schedule 2, Section 1 to the Community Infrastructure Levy Regulations 2010 (as inserted by the 2019 Amendment Regulations).

Schedule 2 sets out the requirements in three sections: The CIL Report; the Section 106 Report; and the Infrastructure List.

The CIL Report

This sets out the income and expenditure relating to the CIL for the reported year.

The Section 106 Report

This sets out progress on completing agreements, the provision of infrastructure and the collecting and spending of S106 funding over the reported year

In this statement the questions posed by Schedule 2 are highlighted using blue text.

The Infrastructure List

The Infrastructure List, adopted by all three JCS partner authorities in December 2020, has been updated alongside the preparation of this Infrastructure Funding Statement and is included as the third chapter to this report.

Infrastructure Funding Statement - Community Infrastructure Levy (CIL Report)

Cheltenham Borough Council's Community Infrastructure Levy (CIL) charges took effect on planning permissions granted on or after the 1 January 2019 and the Council is both a CIL Charging and a CIL Collecting Authority.

The first CIL payments were received in the reporting period from 01 April 2019 to 31 March 2020: £73,982.72

CIL payments received in the reporting period from 01 April 2020 to 31 March 2021 rose to: £212,051.82

Scheduled Instalments in the reporting period from 01 April 2021 to 31 March 2022 are currently standing at: £295,736.64

121A. — Annual infrastructure funding statements

(1) Subject to paragraph (2), no later than 31st December in each calendar year a contribution receiving authority must publish a document ("the annual infrastructure funding statement") which comprises the following—

(b) a report about CIL, in relation to the previous financial year ("the reported year"), which includes the matters specified in paragraph 1 of Schedule 2 ("CIL report")

"SCHEDULE 2

Matters to be included in the annual infrastructure funding statement

Regulation 121A

CIL Report – Cheltenham Borough Council

1. *The matters to be included in the CIL report are—*

(a) the total value of CIL set out in all demand notices issued in the reported year

The total value of demand notices issued in the reported period is **£375,968.58**. This value is of demand notices issued within the reported period that have not been suspended or superseded by new demand notices outside of the reported period. It should be noted that as a result of the Council's adopted Instalments Policy not all of the income identified on Demand Notices issued in a reported year will be received during that year.

(b) the total amount of CIL receipts for the reported year

The total amount of CIL collected within the reported period totals **£212,051.82**.

(c) the total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year but which have not been allocated

The amount of CIL collected prior to the reported period totals **£73,982.72**. Of this total the following amount remains unallocated: **£67,375.38**

(d) the total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year and which have been allocated in the reported year

The total amount of CIL collected before the reported year but allocated in the reported year is **£2,908.20**. This was for Regulation 59A Parish Neighbourhood Funding paid to Leckhampton with Warden Hill Parish Council on 01/06/2020 from a payment made prior to the reported year.

(e) the total amount of CIL expenditure for the reported year

- Regulation 59A Parish Neighbourhood Funding **£0.00**. The two Parish Councils who have received funding during the reported year, Leckhampton with Warden Hill Parish Council and Charlton Kings Parish Council, both report no spending of Regulation 59A CIL monies received in the reported year.
- Regulation 61 Funding towards Administrative Costs shared with Joint Core Strategy Partners **£9,958.79**
- Regulation 59(1) Borough Council Strategic Infrastructure Funding **£0.00**
- Regulation 59F Borough Council Neighbourhood Funding for Unparished Areas **£0.00**

(f) the total amount of CIL receipts, whenever collected, which were allocated but not spent during the reported year

The total amount of CIL allocated but not spent during the reported year was **£912.43**. This was made up of £268.63 Regulation 59A Parish Neighbourhood Funding paid to Prestbury Parish Council on 28/04/21 from a payment made during the reported year (2020/21) and £643.80 Regulation 61 Administration Funding carried forward into the next reported year (2021/22).

(g) in relation to CIL expenditure for the reported year, summary details of—

(i) the items of infrastructure on which CIL (including land payments) has been spent, and the amount of CIL spent on each item

None (with the exception of administrative costs under Regulation 61 and payments to Parish Councils made under Regulation 59A, income up to 31 March 2021 has been rolled forward in to the 2021/22 financial year)

(ii) the amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part)

£0.00

(iii) the amount of CIL spent on administrative expenses pursuant to regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation

Regulation 61 Funding towards Administrative Costs shared with Joint Core Strategy Partners **£10,602.59** (5%) made up of £9,958.79 transferred to Tewkesbury Borough Council (Joint Core Strategy Partner) as spent and £643.80 carried forward by Cheltenham Borough Council into the next reported year (2021/22)

(h) in relation to CIL receipts, whenever collected, which were allocated but not spent during the reported year, summary details of the items of infrastructure on which CIL (including land payments) has been allocated, and the amount of CIL allocated to each item

£11,834.83 (including Regulation 59A Parish Neighbourhood Funding of £2,908.20 received in the previous reported year and paid to Leckhampton with Warden Hill Parish Council on the 01/06/20, £8,658.00 received in the reported year and paid to Charlton Kings Parish Council on the 28/10/20 and £268.63 also received in the reported year and paid to Prestbury Parish Council in the following reported year (2021/22) on the 28/04/21 from Planning Reference 19/02484/FUL)

(i) the amount of CIL passed to—

(i) any parish council under regulation 59A or 59B

Parish	Amount	Date	Development	Expenditure	Supplier	Date	Balance C/F
Leckhampton with Warden Hill	£2,908.20	01/06/20	19/01340/FUL	£0.00	-	-	£2,908.20
Charlton Kings	£8,658.00	28/10/20	18/02609/FUL	£0.00	-	-	£8,658.00
				£0.00			

(ii) any person under regulation 59(4);

£0.00

(j) summary details of the receipt and expenditure of CIL to which regulation 59E or 59F applied during the reported year including—

(i) the total CIL receipts that regulations 59E and 59F applied to

£152,540.96 receipts (from development in areas without a Parish Council). 15% of this total added **£22,881.14** to the Regulation 59F Borough Council Neighbourhood Funding for Unparished Areas which with Regulation 59F funding of **£7,431.71** from previous year gives a total of **£30,312.85**

(ii) the items of infrastructure to which the CIL receipts to which regulations 59E and 59F applied have been allocated or spent, and the amount of expenditure allocated or spent on each item

Description: **None**

£0.00

(k) summary details of any notices served in accordance with regulation 59E, including—

(i) the total value of CIL receipts requested from each parish council

£0.00

(ii) any funds not yet recovered from each parish council at the end of the reported year

£0.00

(l) the total amount of—

(i) CIL receipts for the reported year retained at the end of the reported year other than those to which regulation 59E or 59F applied

The amount of CIL collected that had not been passed to parish councils under Regulation 59A, spent under Regulations 59E and F or Regulation 61 during the reported year was **£169,641.45**

(ii) CIL receipts from previous years retained at the end of the reported year other than those to which regulation 59E or 59F applied

The amount of CIL collected in previous years, other than those to which Regulations 59E and 59F apply, that have not been allocated or spent is **£59,943.67**

(iii) CIL receipts for the reported year to which regulation 59E or 59F applied retained at the end of the reported year

The amount of CIL collected in the reported year under Regulations 59E and 59F that has not been spent is **£22,881.15**

(iv) CIL receipts from previous years to which regulation 59E or 59F applied retained at the end of the reported year

The amount of CIL collected in previous years under Regulations 59E and 59F that has not been spent is **£7,431.71**

2. For the purposes of paragraph 1—

(a) CIL collected by an authority includes land payments made in respect of CIL charged by that authority;

(b) CIL collected by way of a land payment has not been spent if at the end of the reported year—

(i) development (within the meaning in TCPA 1990) consistent with a relevant purpose has not commenced on the acquired land; or

(ii) the acquired land (in whole or in part) has been used or disposed of for a purpose other than a relevant purpose; and the amount deemed to be CIL by virtue of regulation 73(9) has not been spent;

(c) CIL collected by an authority includes infrastructure payments made in respect of CIL charged by that authority;

(d) CIL collected by way of an infrastructure payment has not been spent if at the end of the reported year the infrastructure to be provided has not been provided;

(e) the value of acquired land is the value stated in the agreement made with the charging authority in respect of that land in accordance with regulation 73(6)(d);

(f) the value of a part of acquired land must be determined by applying the formula in regulation 73(10) as if references to N in that provision were references to the area of the part of the acquired land whose value is being determined;

(g) the value of an infrastructure payment is the CIL cash amount stated in the agreement made with the charging authority in respect of the infrastructure in accordance with regulation 73A(7)(e).

Infrastructure Funding Statement - S106 Report

121A. — Annual infrastructure funding statements

- (1) Subject to paragraph (2), no later than 31st December in each calendar year a contribution receiving authority must publish a document ("the annual infrastructure funding statement") which comprises the following—
- (c) a report about planning obligations, in relation to the reported year, which includes the matters specified in paragraph 3 of Schedule 2 and may include the matters specified in paragraph 4 of that Schedule ("section 106 report")

"SCHEDULE 2

Matters to be included in the annual infrastructure funding statement

Regulation 121A

Section 106 Report – Cheltenham Borough Council

3. The matters to be included in the section 106 report for each reported year are—

- (a) the total amount of money to be provided under any planning obligations which were entered into during the reported year:

Planning Reference	Location	Date	Amount
		TOTAL	£0.00

- (b) the total amount of money under any planning obligations which was received during the reported year

£39,637.00

- (c) the total amount of money under any planning obligations which was received before the reported year which has not been allocated by the authority

£2,349,367.55

- (d) summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of—

- (i) in relation to affordable housing, the total number of units which will be provided:

Planning Reference	Location	Date	Number (Dwellings)
19/02113/FUL	48, Swindon Road	29 June 2020	5
17/01411/OUT	Land at Old Gloucester Road	27 November 2020	34

15/01163/OUT	Pittville School, Albert Road	18 March 2021	23
TOTAL			62

(ii) in relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided

As a two –tier authority area Gloucestershire County Council will be publishing its own Infrastructure Funding Statement and will include details of planning obligations it has secured by way of S106, as well as S278 in its areas of competence.

(e) the total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure

£0.00

(f) the total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend)

£883,549.45

(g) in relation to money (received under planning obligations) which was allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of money allocated to each item

ALLOCATED BUT NOT SPENT

Title	Description	Allocation	Reference	Received
				£0.00
TOTAL				£0.00

(h) in relation to money (received under planning obligations) which was spent by the authority during the reported year (including transferring it to another person to spend), summary details of—

(i) the items of infrastructure on which that money (received under planning obligations) was spent, and the amount spent on each item

SPENT

Title	Description	Parish/Supplier	From	Amount
Sport and Play facilities	Prestbury Parish Council MUGA	Prestbury Parish Council	10/01243/OUT	£196,296.45
Affordable Housing	Provision of Affordable Housing	Cheltenham Borough Council	13/00756/FUL (£177,500) & 12/00870/FUL (£19,500)	£197,000.00
Golden Valley Development	Consultancy & Professional Fees	Cheltenham Borough Council	12/01487/FUL & 12/01488/FUL	£490,253.00
TOTAL				£883,549.45

(ii) the amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part)

£0

(iii) the amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations

£0

(i) the total amount of money (received under any planning obligations) during any year which was retained at the end of the reported year, and where any of the retained money has been allocated for the purposes of longer term maintenance ("commuted sums"), also identify separately the total amount of commuted sums held

Rolled Forward TOTAL £1,505,455.30

Of which Commuted Sums TOTAL £95,139.66

4. The matters which may be included in the section 106 report for each reported year are—

(a) summary details of any funding or provision of infrastructure which is to be provided through a highway agreement under section 278 of the Highways Act 1980 which was entered into during the reported year,

(b) summary details of any funding or provision of infrastructure under a highway agreement which was provided during the reported year.

As a two –tier authority area Gloucestershire County Council will be publishing its own Infrastructure Funding Statement and will include details of planning obligations secured in its areas of competence as Local Highways and Passenger Transport Authority.

5. For the purposes of paragraph 3—

(a) where the amount of money to be provided under any planning obligations is not known, an authority must provide an estimate;

(b) a non-monetary contribution includes any land or item of infrastructure provided pursuant to a planning obligation;

(c) where the amount of money spent in respect of monitoring in relation to delivery of planning obligations is not known, an authority must provide an estimate."

Joint Core Strategy (JCS) Authorities of Gloucester City Council, Tewkesbury Borough Council and Cheltenham Borough Council Community Infrastructure Levy (CIL) **Infrastructure List** – December 2021

121A. – *Annual infrastructure funding statements*

(1) Subject to paragraph (2), no later than 31st December in each calendar year a contribution receiving authority must publish a document ("the annual infrastructure funding statement") which comprises the following—

(a) a statement of the infrastructure projects or types of infrastructure which the charging authority intends will be, or may be, wholly or partly funded by CIL (other than CIL to which regulation 59E or 59F applies) ("the infrastructure list");

This document is produced in accordance with the Community Infrastructure Levy (CIL) Regulations (2010) (as amended). It specifies the projects and/or types of infrastructure which the JCS Authorities currently intend will be, or ‘**may**’ be, ‘**wholly or partly**’ funded by CIL to support the delivery of the Tewkesbury, Gloucester and Cheltenham Joint Core Strategy (JCS) 2011 to 2031 and the adopted and emerging District Level Plans which (together with the Minerals and Waste Local Plan and made Neighbourhood Development Plans) form the Local Plan(s) for the three Authorities.

Work is underway to review the CIL Charging Schedules of the Joint Core Strategy (JCS) partners. This review, in order to justify the charges levied on developers, will include an ‘Infrastructure Needs Assessment (INA)’ on the delivery of the JCS and District Level Plans through the remaining half of the plan period, to 2031. The INA will provide an update to the Infrastructure Delivery Plans (IDPs) of the JCS and District Level Plans and the Borough Council will ensure that this reflects the priorities of tackling climate change, facilitating modal shift away from the private car and changing patterns of work in the aftermath of the pandemic. The updated IDPs will then feed into a further review of the Infrastructure List with a view to approval by Cabinet in Cheltenham and Gloucester and Council in Tewkesbury in 2022.

The removal of the Regulation 123 'pooling restriction', by the 2019 Amendment Regulation, was intended to make it easier to deliver major infrastructure projects¹. It allows local authorities to combine CIL and 106 revenues towards the same infrastructure project or item.

The inclusion of a project within the Infrastructure List does not represent a commitment that the Councils will necessarily spend CIL monies on that item and for clarity, there is no priority implied by the order in which infrastructure projects/types appear in the List.

This Infrastructure List was first approved for publication by the three JCS partner authorities in December 2020 with projects, identified as ‘critical’, selected from those in the JCS Infrastructure Delivery Plan (IDP) 2014 as updated in the 2017 Addendum and the most up to date information from the annual review.

As set out at CIL Regulation 122, planning obligations such as a section 106 agreements, will continue to be sought alongside the CIL to secure all infrastructure which is “necessary to make

the development acceptable in planning terms, “is directly related to the development and is “fairly and reasonably related in scale and kind to the development”.

The JCS Councils will continue to review this list and provide updates on at least an annual basis, alongside the preparation of their Infrastructure Funding Statement(s). Updates from this year’s review have been added in blue text and where a scheme, through consultation with GCC Highways (October 2021), is no longer considered to require CIL funding their entry row is shaded in grey. Of the 25 ‘projects’ identified in the Infrastructure List adopted in December 2020, 17 projects remain that ‘may’, ‘wholly or partly’ need CIL funding.

Scheme	Description	Purpose	Stage	Cost Est.	Secured	Sought S106/S278	Sought CIL	Funding & Progress Check
A40(T) Innsworth Gateway Project Roundabout	New signalised junction on A40 between Longford and Elmbridge Court roundabouts	To facilitate development in SA1 Innsworth & Twigworth	Under Construction	£3,000,000	£3,000,000	Yes	No	CIL not thought to be required: Fully funded by Developer
A4019/ B4634 Old Gloucester Rd	Revised A4019 traffic signals at site access junction (by Sainsburys) identified in the draft LTP3	To facilitate development in SA4 NW Cheltenham	Feasibility	£200,000 to £5,000,000 (LTP 2020 – 2041)	£0.00	TBC	TBC	CIL funding may be needed - Potential Shortfall of up to £5,000,000
New junction on A38	New priority junction on A38 giving priority to new highway link accessing to new junction on A40 (scheme 17)	To facilitate development in SA1 Innsworth & Twigworth	TBC	£3,000,000	£0.00	TBC	TBC	CIL funding may be needed - Potential Shortfall of up to £11,500,000 “A38 – A40 Link Road” included in LTP 2020–41, STP Table (a) as a ‘Long-term ambition’ “Highway Authority had no objections to no-through road from A40 to A38” at Public Inquiry (Hitchins) - Raises Question of Need & Deliverability New 50 mph highway link is an alternative scheme and would not be delivered as well
A38-A40 highway link	New 50 mph highway link, joining upgraded junctions on A40 and A38 through development site	To facilitate development in SA1 Innsworth & Twigworth	TBC	£7,500,000	£0.00	TBC	TBC	

A38 Tewkesbury Road	A38 Tewkesbury Road to be downgraded between A40/A38 Longford signalised crossroads and new A38/Twigworth junction to 20mph, and encourage as a sustainable travel corridor. Access from A38 north is restricted to one lane entry to crossroads, A40 west to A38 north - right hand turn banned with alternative route via A40 / A38 Link Road.	Reducing forecast congestion - Demand reduction to ensure efficient operation of the highway network and encourage more sustainable modes of travel	Feasibility	£1,000,000	£0.00	TBC	£1,000,000	CIL funding may be needed - Potential Shortfall of £1,000,000 estimated. The scheme on the A38 is still required as Highway widening in to increase capacity between Longford and Over Roundabouts and to include cycle access improvements (projects CSV9 and CSV71) The promotion of sustainable modes of travel to encourage a modal shift away from the private car to reduce the demand for increased highway capacity and enable the efficient operation of the highway network will remain along with the consideration of the incorporation of such schemes and measures into all projects
A38 Tewkesbury Road	Upgrade A38 Tewkesbury Rd / Down Hatherley Lane junction, to include a dedicated right turn from A38 south.	Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Feasibility	£1,000,000	£0.00	TBC	£1,000,000	CIL funding may be needed - Potential Shortfall of £1,000,000 estimated. Works likely to be required even in absence of A38-A40 highway link scheme. Existing traffic

								flows challenging for right hand turning
A417 Brockworth Bypass	Signalising the westbound and eastbound 'Off-slips'.	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Feasibility	£1,000,000	£0.00	TBC	£1,000,000	CIL funding may be needed - Potential Shortfall of £1,000,000 estimated. May form part of National Highways A417 Missing Link Project
A38 / A4173 St. Barnabas roundabout	Remove roundabout and signalising junction(with removal of Reservoir Rd approach arm) Part-funded by Gfirst LEP	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Feasibility	£5,000,000 - £20,000,000 (LTP 2020-2041)	£1,000,000	TBC	£19,000,000	CIL funding may be needed - Potential Shortfall of up to £19,000,000 Solution will be different to that described with changes including alternative highway works, cycling and walking improvements (Scheme CSV 15 in LTP 2020-41)
A430/A417 Castlemeads	Upgrade signals to MOVA or SCOOT operation to optimise signal timings	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Feasibility	£200,000 to £5,000,000 in LTP 2020-2041	£0.00	TBC	£5,000,000	CIL funding may be needed - Potential Shortfall of up to £5,000,000 – an increase as LTP identifies a range of costs rather than the £1,000,000 originally included. May not be a capital funding scheme, may be delivered as a maintenance / refurbishment scheme

A38 Coombe Hill	Optimise signals	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Design Stage	£1,000,000	£1,000,000	TBC	No	CIL not thought to be required: Developer Contributions and Part of GCC CSV1 Junction 10 M5 Scheme. Also to include cycle infrastructure
New junction west of M5 J10	New 50 mph dual carriageway two-lane link road, providing free-flow access from A4019 / M5J10 to West of Cheltenham site only.	To facilitate development in SA7 West Cheltenham	Design Stage	£22,500,000 as part of £250,000,000	Part of Homes England Housing Infrastructure Funding of £253,000,000	TBC	No	Consultation on design stage underway
West of M5 J10	Major/Minor Priority Junction on new 50 mph dual carriageway two-lane link road, with Minor junction arm for West of Cheltenham residential site access only.	To facilitate development in SA7 West Cheltenham and Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Design Stage	£3,000,000	Part of Homes England Housing Infrastructure Funding of £253,000,000	TBC	No	Consultation on design stage underway
West of M5 J10	Change to highway priorities west of M5J10, with a new Major/Minor Priority Junction, with A4019 (West) as Minor junction arm.	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Feasibility	£7,500,000	Part of Homes England Housing Infrastructure Funding of £253,000,000	TBC	No	Consultation on design stage underway

A4019 / A4013 Kingsditch	A4019 / A4013 Kingsditch (Centrum Park) Roundabout – replacing existing roundabout with traffic signals,	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Design Stage	Est. £5,000,000 (GCC Highways Consultation, October 2021)	£5,000,000	Yes – S278 works	No	CIL not thought to be required: Developer delivery through NW Cheltenham s278 works. Fully funded by Developer
West of B4634 Old Gloucester Road	New A4019 traffic signals site access junction, west of B4634 Old Gloucester Rd	Flow management to ensure the efficient operation of the highway network and facilitate development in JCS SA4 North West Cheltenham	Feasibility	£3,000,000	£0.00	Potentially s278 works	£3,000,000	CIL funding may be needed - Potential Shortfall of £3,000,000 estimated. New junction arm to the west, should ideally be delivered by Developer as provides main access to NW Cheltenham
A4019 / B4634 Gallagher Retail Park	Revised A4019 traffic signals site access junction at B4634 Old Gloucester Rd / Gallagher Retail Park	To facilitate development in JCS SA4 North West Cheltenham	Feasibility	£3,000,000	£3,000,000	Yes – S278 works	No	Funded as part of J10 works and NW Cheltenham s278. Duplicate of the Old Gloucester Road improvement.
A4019 Tewkesbury Road	Upgrade signals to SCOOT operation to optimise signal timings with bus priority along A4019 corridor junctions including: B4634 Old Gloucester Rd/A4019 Junction Hayden	Reducing forecast congestion - Demand reduction to ensure efficient operation of the highway network and encourage more sustainable modes of travel	Feasibility	£7,500,000	£0.00	TBC	£7,500,000	CIL funding may be needed - Potential Shortfall of £7,500,000 estimated.

	Road/A4019/Manor Road Junction A4019 / Elm Street Junction B4633 Gloucester Rd / A4019 /Townsend Street							
Withybridge Lane	Close access onto A4019	Reducing forecast congestion – Flow management to ensure the efficient operation of the highway network	Design Stage	£1,000,000	£1,000,000	No	No	CIL not thought to be required: Part of GCC CSV1 Junction 10 M5 Scheme. Fully funded however it remains the possibility that this is not closed (converting to left in/left out due to presence of A4019 central reserve)
A435 / Hyde Lane / Southam Lane Signalised Junction	Signalised Junction -Upgraded to provide additional straight ahead lanes on all junction approaches	Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Procurement	£1,600,000 (GCC Highways Consultation, October 2021)	£1,600,000	Yes	No	CIL not thought to be required: GCC Capital Programme including future proofing for cycle route (active travel bid in for segregated cycle route from Racecourse)
A435/ Stoke Road and A435 / Finlay Way Roundabouts	Capacity Improvements by approach arm widening	Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Feasibility	£1,000,000	£1,000,000	Yes – s278	No	CIL not thought to be required: Funded and being delivered through s278 agreements
A435/GE Aviation Roundabout	Capacity Improvements by increasing the number of circulatory lanes to	Reducing forecast congestion - Capacity increase to ensure the efficient	Pre-design Stage	Est. £200,000 to £5,000,000 in LTP 2020-2041	£0.00	TBC	£5,000,000	CIL funding may be needed - Potential Shortfall of up to £5,000,000 – an increase as LTP identifies a range

	2, and the A435 south bound exit to two lanes	operation of the highway network						of costs rather than the £3,000,000 originally included. Unlikely to occur in form described as lower cost improvements sought. Cycle improvements proposed as part of £9m LCWIP scheme.
A435 / Racecourse Roundabout	Capacity Improvements by approach arm widening	Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Feasibility	£1,000,000	£0.00	TBC	£1,000,000	CIL funding may be needed - Potential Shortfall of £1,000,000 estimated. Should also include reference to cycle improvements.
Leckhampton Lane	Upgrade A46 / Leckhampton Lane priority junction, to include a dedicated right turn from A46 south into Leckhampton Lane.	Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Feasibility	£3,000,000	£0.00	TBC	£3,000,000	CIL funding may be needed - Potential Shortfall of £3,000,000 estimated. Likely to be higher cost and linked to Leckhampton development. Not enough highway land available for full scheme.
A46 / Moorend Park Road	A46 Shurdington Road northbound approach to Moorend Park Road – additional highway space for right turning traffic by providing a longer stacking lane.	Reducing forecast congestion - Capacity increase to ensure the efficient operation of the highway network	Feasibility	£3,000,000	£3,000,000	Yes - Secured as part of Farm Lane scheme.	No	CIL funding not thought to be required: committed scheme as part of Redrow scheme at Farm Lane. Potentially delivered via s278

London Road / Denmark Road Junction improvement	Project within the Countywide revenue highway project delivery priorities (2015-2031) for Bus Priority measures.	To facilitate development in Gloucester City Plan including SA03: Former Prospect House, 67-69 London Road, SA04: Former Wessex House, Great Western Road and SA08: King's Quarter	Feasibility	Est. £200,000 to £5,000,000 in LTP 2020-2041	£0.00	TBC	£5,000,000	CIL funding may be needed - Potential Shortfall of up to £5,000,000 as LTP identifies a range of costs
				Estimate	Secured			Shortfall
Projects (IFS20)	25		Total	£350,100,000.00	£272,600,000.00			£77,500,000.00
Funding Still Sought (IFS21)	17		Funding Still Sought	£68,000,000.00	£1,000,000.00			£67,000,000.00

The Gloucestershire Economic Growth Capital Investment Pipeline (CIP)) is shared across GFirst LEP, Gloucestershire County Council and the 6 District Councils in Gloucestershire, to maintain a viable pipeline of capital projects that have the potential to support significant economic growth, and are seeking public funding, where ever it may come from.

[GECIP Interactive Map](#)

ⁱ The government response to the CIL consultation recorded support for this change from 35 local authorities "because of the additional flexibility to fund and deliver infrastructure" these changes provide.