

Joint Core Strategy (JCS) and CIL Joint Committee Authorities of
Gloucester City Council, Tewkesbury Borough Council and Cheltenham
Borough Council

Community Infrastructure Levy (CIL)

3. INFRASTRUCTURE LIST

(dated December 2025)



Purpose of the Infrastructure List

The Community Infrastructure (England and Wales) Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) under regulation 121A (1) require a CIL collecting authority to publish by the 31 December in each calendar year an Infrastructure Funding Statement which under regulation 121A (1)(a) is to also include what is termed an 'Infrastructure List'. This list is explained as

'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")'.

For clarity, the exclusion referred to under regulation 59E and 59F relates specifically to the CIL receipts that a CIL collecting authority

- a) Has previously passed to a local council (which includes a Parish or Town Council) and has recovered in accordance with the CIL Regulations; and
- b) the CIL Neighbourhood share retained by a CIL authority for use in areas not covered by a local council (including Parish & Town Council).

Types of infrastructure or specific infrastructure projects published on this list therefore reflect potential infrastructure projects that only the CIL Regulation 59(1) Infrastructure Fund receipts may fund.

Background

The Joint Core Strategy (JCS) partners of Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council are each both Community Infrastructure Levy (CIL) Charging and Collecting Authorities in their own right. For this reason, each is required to publish its own IFS annually and therefore an Infrastructure List.

By the end of January 2024, all three JCS partner councils agreed to set up a CIL Joint Committee to be responsible for decision-making associated with the allocation of the CIL Regulation 59(1) Infrastructure Fund receipts. Alongside this, the three member councils decided to pool the Infrastructure Fund receipts together to inform allocation decision-making. An identical Infrastructure List is published by all three of the CIL Joint Committee member councils annually.

The Allocation of CIL

On payment of CIL each receipt is split three ways:

CIL Administration Fund: Up to 5% of CIL receipts for the administration of CIL. Annually from full charging year 4 onwards 5% of total paid CIL receipts can be applied towards the ongoing administration of CIL. If the administration fee total exceeds the cost for administering CIL in a given year any remainder in this pot can be moved into the CIL Reg 59(1) Infrastructure Fund pot to fund infrastructure instead.

CIL Neighbourhood Fund (NCIL): In most cases this is either 15% (subject to a cap based on number of existing dwellings in a Parish or Town Council area) or 25% of the paid amount in areas that have a 'made' Neighbourhood Development Plan (NDP also called Neighbourhood Plans) in place. This percentage can vary in circumstances where CIL Surcharges have been applied and form part of a paid amount, as CIL surcharges are not allocated to the NCIL pot unlike CIL Late Payment interest.

Twice a year the NCIL generated in a Parish / Town Council area

- Passed to the Parish Council in whose boundary the development that made the payment is located; or
- Held by the Charging Authority on behalf of a Designated Neighbourhood Forum, as once they have made an NDP they are entitled to direct the spending of their NCIL, or
- Is held by the Charging Authority to be spent in the same way as all other Neighbourhood CIL.

CIL Infrastructure Fund: The remaining amount of CIL receipts excluding the relevant CIL administration costs and the neighbourhood CIL. This share most often (but not in all cases) reflects 70% to 80% of the paid amount in each case. This must be spent on infrastructure that supports the growth of the CIL Charging Authority's area.

The 'Infrastructure List' relates solely to schemes or infrastructure types that the Charging Authority intends may be wholly or partly funded from the 'Infrastructure' Fund. This list is not exhaustive, and the Infrastructure Fund it can also be spent on infrastructure not specified on the list. Other criteria are within the CIL Regulations also control how the Infrastructure Fund can be allocated.

At its meeting on 04 March 2025 the CIL Joint Committee decided to split the CIL Regulation 59(1) Infrastructure Fund as follows:

- 75% for strategic infrastructure projects
- 25% for local strategic infrastructure projects

The ringfencing of 25% for local strategic infrastructure projects relates to local projects of strategic importance that could benefit one or two (in any combination) of the CIL Joint Committee member council areas.

The Partnership Approach

The Joint Core Strategy (JCS) partnership of Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council, followed by the creation of the constituted CIL Joint Committee has led to the development of a shared Infrastructure List.

The 'Infrastructure List'

The inclusion of a project on the Infrastructure List does **not** represent a commitment that the Partners will necessarily make a decision to allocate CIL Infrastructure Fund receipts to any item on the list and for clarity, there is no priority implied by the order in which the projects appear in the list itself. Furthermore, the list is not exhaustive, and the Infrastructure Fund receipts can be allocated to projects not published on the list.

Following the CIL Joint Committee decision of 04 March 2025 to split the Infrastructure Fund, and it now having now invoked its function to allocate CIL Infrastructure Fund receipts to projects, the Infrastructure List structure has been updated and restructured to reflect this approach for the 2025 publication.

The JCS Partners will continue to review this list and provide updates on at least an annual basis, alongside the preparation of their Infrastructure Funding Statement(s).

Projects or types of infrastructure on the list appear under specific headings. The list is only a guide. It is only at the point of assessment of an individual CIL fund bid that the support for development of any of the CIL Charging Authority areas will be formally considered.

Format:

The Infrastructure List is broken down into:

- **Projects Requesting CIL Funding**, where sponsoring authorities have provided cost estimates for the project.
- the **Pipeline Projects** are projects requiring more work to identify costs.
- **Funded Projects** are projects where CIL Infrastructure Fund receipts have now been allocated to support delivery of a project in full; and
- **Part Funded Projects** that are projects that benefit from the allocation of CIL Infrastructure Fund receipts, however additional stages to support project delivery so there is the potential that future CIL funding bids may come forward or future CIL allocations considered against existing submitted bids.

It is anticipated that those projects with costs identified will be in a more advanced stage of preparation and will be the first to submit bids to secure funding. However, this is simply a means of filtering the projects and as more work is undertaken on projects currently in the pipeline, and cost estimates are received, projects will move into the list of projects understood to be in a position to bid for CIL funding. This would not prevent CIL Bid being received against pipeline projects or types of infrastructure listed.

However, to re-iterate, inclusion of a project on the Infrastructure List **does not, and cannot**, due to the gap in funding identified, represent a commitment that the Partners will necessarily spend CIL monies on that item and for clarity, there is no priority implied by the order in which the projects appear in the list itself.

The list has been further subdivided into:

- **'Local Strategic'** projects, identified by partner authority area; and
- **'Strategic Shared'** projects that will deliver infrastructure that could serve all three partner council's areas.

Prioritisation for allocation of CIL Infrastructure Fund receipts is within the remit of the **'CIL Joint Committee'** which the partner councils have established to provide governance for the strategic 'Infrastructure' fund element of CIL. The CIL Joint Committee is responsible for the allocation of an agreed pool of CIL monies collected for the provision of infrastructure using the Infrastructure List to help identify the source of bids for CIL funding.

Responsibility for the neighbourhood element of CIL sits with individual town and parish councils providing funds received are spent within the 5 years permitted.

For information, the Infrastructure List has been updated where new cost data is available and for those where it is not the costs have been increased by applying the Royal Institute of Chartered Surveyors BCIS All in Tender Price Index to reflect inflationary pressure over the last year.

Projects Requesting CIL Funding

Local Strategic

1. Cheltenham Parks and Green Space Landscape and Recreation:
 - a. Desilting of Pittville Lake– phased approach (phase 1 options appraisal £10,000.00, Phase 2 future CIL bid to be informed by Phase 1)
2. Cheltenham Town Centre Interchange study £72,164.95) – S106/County Council Funding Potential
3. Cheltenham Prince of Wales Athletics Stadium – removal of track surfacing and replacing with solid polyurethane (PU) (£620,000.00) further scoping to look at improved disabled accessibility (£tbc) – wider CIL potential from other local authorities where stadium is supporting school inclusion in athletics/S106
4. Cheltenham cycle spine phase 1 Construction Work (£1,340,206.19) – S106/County Council
5. Cheltenham Cycle Spine Phase 2 (Station to Pittville Park) Design Work (£618,556.70) – S106/County Council Funding Potential
6. Tewkesbury Town Centre and Riverside Public Realm Enhancements (£1,546,391.75) – including S106 Funding Potential
7. Hampton Place, Churchdown footpath (£20,618.56) (part of Tewkesbury Borough Active Travel network improvements) - S106/Neighbourhood/County Council Funding Potential
8. Melrose Walk, Mitton footpath (£10,309.28) (part of Tewkesbury Borough Active Travel network improvements) - S106/Neighbourhood/County Council Funding Potential
9. Wheatpieces Woodland Walk footpath (£10,309.28) (part of Tewkesbury Borough Active Travel network improvements) - S106/Neighbourhood/County Council Funding Potential
10. Gloucester Strategic Transport Interchange connectivity (£2,061,855.67 - ££5,154,639.18) – S106/County Council/Challenge Funding Potential
11. Gloucester Crematoria / Cemeteries (£5,377,319.59) - Section 106 Potential

Strategic Shared

M5 Junction 10 Scheme £363 million (cost at September 2025).

The Pipeline Projects - Projects Requiring More Work to Identify Costs:

Local Strategic

12. Cheltenham High Street public realm improvements – Section 106 / Neighbourhood / County Council / Challenge Funding Potential
13. Cheltenham Physical Activity and sport strategy for Cheltenham / Playing Pitch Strategy – S106/ Neighbourhood Funding potential
 - a. Action Plan Priorities
 - b. Playing pitch improvements
14. Cheltenham public safety interventions in parks and gardens S106/Neighbourhood Funding potential
15. Tewkesbury Borough Crematoria / Cemeteries – Section 106 Potential
16. Tewkesbury Borough Bishops Cleeve Leisure Centre - Section 106 /Neighbourhood Funding Potential
17. Tewkesbury Garden Town enabling infrastructure - Section 106 / County Council / Challenge Funding Potential
18. Tewkesbury enhanced cultural heritage and the arts offer – Section 106 Potential
 - a. Roses Theatre expansion Tewkesbury

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19. Tewkesbury Borough EV charging infrastructure – Section 106 / Challenge Funding Potential
20. Tewkesbury Borough Active Travel network improvements – Section 106 / Neighbourhood / County Council / Challenge Funding Potential
 - a. Tewkesbury Ashchurch Rail Station/Infrastructure Enhancements - Section 106 / Challenge Funding Potential
 - b. Tewkesbury Traffic management in historic core – Section 106 and County Council Potential
21. Tewkesbury Borough Community and Youth Facilities projects creation and improvements - Section 106 /Neighbourhood Funding Potential
 - a. Youth Hub at former Winchcombe Old Boys School Gretton Road Winchcombe
 - b. Alderton Village Hall Community Hub Project
 - c. Tewkesbury Town changing places toilet facility
 - d. Norton Village Hall refurbishment
22. Tewkesbury Borough Open Space, play facilities and enhanced sports facilities projects - Section 106 /Neighbourhood Funding Potential
 - a. 3G sports Pitch Chosen Hill School
 - b. Brockworth Community and sports Hub
 - c. Churchdown Community Hub
 - d. Tewkesbury Town play facilities enhancements
23. Tewkesbury Regeneration Infrastructure Projects
 - a. Tewkesbury Traffic Management Historic core
 - b. Tewkesbury Transport Movement Study Feasibility
24. Gloucester City GL1 Leisure Centre - Section 106 Potential/Neighbourhood Funding Potential
25. Gloucester City Oxstalls Sports Park - Section 106 Potential/Neighbourhood Funding Potential
26. Gloucester Nature Park - Section 106 Potential/Neighbourhood Funding Potential
27. Gloucester Strategic Green Infrastructure - Section 106 Potential/Neighbourhood Funding Potential
 - a. Hempsted Bridge to Gloucester Nature Park
 - b. Plock Court Enhancements
28. Tewkesbury local economic development projects
 - a. Tewkesbury Town Centre Business incubator units – Section 106 Potential
 - b. Growth Hubs (including at Cleeve)
29. Tewkesbury Borough Green Infrastructure Projects

Strategic Shared

30. Health and Wellbeing Projects including NHS GP Surgeries - Section 106 Potential
31. Express Bus Corridors – Section 106/County Council/Challenge Funding Potential
32. Brockworth to Cheltenham cycle link (via Shurdington) – Section 106/County Council/Challenge Funding Potential
33. Brockworth to Gloucester cycle link – Section 106/County Council/Challenge Funding Potential
34. Gloucester to Hartpury College cycle link – Section 106/County Council/Challenge Funding Potential
35. All Education requirements
36. Flood defence or mitigation schemes

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37. Community Safety Projects

Funded Projects

Strategic

None listed in 2025.

Local Strategic

CIL 0007 Gloucester City Blackbridge Community and Sports Hub Phase 2 (£599,251)

- CIL allocation £534,251

Part Funded Projects

Strategic

CIL0001 M5 J10 Scheme £363 million (cost at September 2025)

- CIL funding bid request = £40 million
- In principle commitment to £30 million
- CIL allocated up to November 2025 = £14,448,369.66

CIL0002 M5 J9 & A46 Improvement Scheme £438,144,329

- CIL Requested £3,000,000
- Phase 1: Feasibility
- CIL allocated up to November 2025 = £1,000,000
- Phase 2: Costed Project

CIL0003 Mass Rapid Transit (renamed Bus Rapid Transit in November 2025),

- next business case stage (£2,061,855,67) – S106/County Council/Challenge Funding Potential
- CIL requested £3,000,000
- CIL allocated up to November 2025 = £1,000,000

CIL 0009 Combined Waste and Recycling Depot CBC and TBC & [County](#)

- (£40,000,000 split 60/40 between CBC and TBC respectively) – Section 106 Potential
- Phase 1: Update to Feasibility Costs £200,000
- Phase 2: Construction
- CIL allocated up to November 2025 = £150,000

CIL 0006 Gloucester to Haresfield Cycle Spine Design Work

- (£876,288.66) – S106 / County Council
- CIL Allocated at November 2025 = £400,000

CIL 0004 Cheltenham Spa Railway Station Enhancements (Honeybourne Line cycle path extension)

- (£1,340,206.19) – S106/County Council Funding Potential
- CIL allocated up to November 2025 = £770,424

CIL 0005 Cheltenham to Bishops Cleeve Cycle Spine

- Estimated Cost Phase 1 and 2 £24,141,414.14
- CIL Requested £1,400,000
- CIL allocated up to November 2025 = £592,856

Local Strategic

CIL 0008 Legion Footbridge Replacement – Tewkesbury Active Travel

- Phase 1: Design costs £121,212,12
- Phase 2: Project Delivery - £not yet known

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