

APPENDIX B

CIL STRATEGIC INFRASTRUCTURE FUNDING SCHEME 2020 FOR PROJECTS WISHING TO DELIVER WITHIN 2021/2022 FINANCIAL YEAR

Project Summaries

Project Name:	Page no.
Hardwicke (New) Youth Centre	2
Cam & Dursley Greenway - Design Phase	4
Cam & Dursley Rail Station Enhancements	7
Cainscross Segregated Cycleway	10
Stroud to Nailsworth Cycle Track Upgrade	13
Frampton on Severn Cycle Path	17
In-Cab Technology for SDC Waste Collection Vehicles	21
List of Known Projects for Possible CIL Support in Future Funding Years – Subject to Application	24

Project Summary for: **Hardwicke Youth Centre:
New Purpose Built Youth Area / Extension to
the Village Hall**

Applicant / Project Delivery Partner: Hardwicke Parish Council

Funding Requested:

£15,000 CIL towards £90,000 total project costs, of which all match funding has been already secured from S106 contributions and from the Parish Council.

Project Overview:

Hardwicke has never had a dedicated building or space for young people. GCC's Youth Service delivered some outreach work in the area until 2010, when all youth services were then removed. Hardwicke has had no formal youth provision since then

The youth population of Hardwicke is growing, including that of 10 to 19 year olds (there are 824 10-19 year olds (2019 estimate) which is increasing by around 40 per year. The need for dedicated spaces for young people is growing and with the nearby housing development, this need will only accelerate.

Hardwicke Parish Council (as the local adult stakeholder) have brought commitment to the needs of Hardwicke Youth Forum group by working towards providing designated youth provision. This has taken time, but involving young people and building good relationships has been vital. The conclusion was that Hardwicke's only one real community building the village hall is the best and only option for a new designated youth space. All other options have been fully investigated over many years' exhaustive study and feasibility works.

The growth in housing development in strategic allocation areas nearby in Hunts Grove/ Haresfield adds further pressure. Whilst these soon to emerge communities may in time develop their own youth space, provision within Hardwicke will be essential until such time it can become a satellite centre of any new services that may emerge. Establishing Hardwicke as a starting base for youth facilities in the area will create a culture and ethos of community development for the area. Working as part of the Severn Voice Group of Parishes, there is also a strong indication Hardwicke would provide a hub for the neighbouring parishes of Elmore, Longney and Epney.

SDC Youth Service has been working in the Hardwicke area since 2015 (covered by SDC's formal youth strategy). To safeguard the investment of CIL and ensure good quality standards in provision, SDC Youth Service would offer to be made the default service provider for a minimum of 5 years – funding coming from Hardwicke Parish Council (as they would with any other provider). SDC Youth Service's commitment to young people, enabling positive change and delivering top quality youth work has a well-established award winning reputation.

Legislative / Policy Requirements:

Regulation 123 List – Yes

SDC's Local Plan:

Recognised the importance of providing Education and Youth services and protecting community facilities. P.75 Hardwicke second bullet point identifies 'addressing the needs of young people'. P.108 of the LP Review; Health and Well Being identified meeting the needs of young people (paras 28,31)

Local Plan IDP:

Whilst the IDP does not focus on the capital build side of youth provision, it does recognise the youth provision has been significantly underfunded in recent years.

Additional evidence/ supporting justification:

SDC Youth Work Strategy 2020-2024 - statement of strategic youth provision in the Stroud district by Steve Mile Senior Youth Officer and survey undertaken by The Youth Forum. Current Indices of Deprivation (2015) one of the 3 areas of Hardwicke is in the bottom 10% regarding *Income*, and that of *Wider Barriers*. Also features in the bottom 20% regarding *Crime and Disorder; Barriers to Housing and Services; and Income Affecting Children*.

Funding considerations:

Hardwicke Parish Council have formally agreed to allocate the £70k from the Mayos Land S106 contribution and funding from their own budgets towards future youth service provision.

Timescales for project delivery:

Early 2021 subject to approval of CIL funds

Officer comments:

This project has been many years in development and the dedication to exploring options is recognised. Officers are aware of the extensive consultation and examination of feasibility options that have taken place and appreciate that this resulting option will provide the right result for the community. There is a high strategic need in this area being only one of two key areas of serious under provision in the district. The project also offers excellent value for money; £15,000 of CIL Funds is the needed top up to ensuring delivery.

Project Summary for: **Cam & Dursley Greenway - Design Phase**

Applicant / Project Delivery Partner: Gloucestershire County Council Highways

Funding Requested:

£50,000 CIL and in-kind support from GCC Officers overseeing the project delivery.

Project Overview:

This Project Bid Requests £50,000 for design work that will focus on all the sections of the Greenway that are not being provided by developers on the Cam to Dursley section. That will effectively be the on road section (north end of Everlands) and the bridleway link to the north of Tesco.

One particular area is particularly problematic as it cannot be accommodated along the old railway line due to land ownership issues. Often referred to as 'the missing link' (north end of Everlands to the south end of the development at North East Cam) will need to be provided by specialist on-road provision.

This element of the project will allow GCC to fund feasibility works on this section, so find ways for users of the Greenway can integrate with existing sections of public highways safely and design and costs the associated necessary capital works.

The Cam & Dursley Greenway has long been identified by both County and District Councils as a key piece of infrastructure to link communities in the corridor to employment, the railway station and town centre. Identified new housing sites in the area will further increase its importance to the local transport network.

The project is specifically identified in the adopted Stroud Local Plan which recognises sustainable settlements accessible by walking and cycling is an important objective.

Cycling is an increasingly convenient, cheap and environmentally friendly means of transport and exercise, particularly for local journeys. Short journeys by cycle should be facilitated by convenient and safe networks, this can be achieved by minimising the conflict between cycles and motor cycles.

Legislative / Policy Requirements:

Regulation 123 List:

Yes

SDC's Local Plan:

Policy EI13 Strategic Objective SO4: Transport and travel. Strategic Objective SO5: Climate Change and environmental limits.

Local Plan IDP:

The Cam and Dursley Greenway is identified within the IDP as one of the essential walking and cycling routes.

Additional evidence/ supporting justification:

Sustrans report

Delivery partners support:

The design works will be commissioned and overseen by Highways Officers at GCC.

Funding considerations:

The works will not take place if not funded by SDC. Some funding may be available from SDC's Cycle Budget.

Timescales for project delivery:

Design work to be completed in 2021/22 financial year

Officer comments:

This project is very strongly supported by planning policy and has many years of excellent partnership working between community groups, the local Town and Parish Council, SDC, GCC, Sustrans, and many more. It promises to be an essential and valued part of the districts sustainable travel network, where it is hoped local trips by car will be reduced and thus bringing many environmental and health and wellbeing benefits. Identifying opportunities to deliver provision on what is currently considered to be a 'missing link' will no doubt place all partners in a good position to proceed with future capital bids for funding delivery.

Maps / diagrams:

It has not been possible to include a map on this paper, however Map 2 on the review undertaken by Sustrans shows the relevant section, providing a suggested link from the end of Everlands up to North East Cam. A copy of the report is available on request from SDC's CIL Team cil@stroud.gov.uk

Project Summary for: **Cam & Dursley Rail Station Enhancements
(Car Parking & Cycle Racks)**

Applicant / Project Delivery Partner: Gloucestershire County Council Highways

Funding Requested:

£50,000 CIL and in-kind support from GCC Officers overseeing the project delivery.

Project Overview:

Cam & Dursley station is the only Station that offers travel to Bristol and the South West from Stroud district and is therefore a key commuter transport hub. Extensions of the Metro West project to Cam & Dursley would result in increased service frequency to Bristol with a service every half an hour.

The project will consist of 3 elements:

- Car Park Expansion: - £25,000
- Cycle Racks: - £4,000.
- Passenger Shelters: - £20,000

Car parking at the site is restricted which creates issues on the surrounding residential roads, potentially discouraging additional users. The car park expansion can be provided on land owned by GCC which removes any issues relating to third parties. The image below shows the area that can be used to expand the car park and could deliver approximately 25 new spaces.

The provision of additional cycle racks will encourage non-car based trips for short journeys, including those from large settlements within the catchment area of the station, which in turn has additional health and wellbeing benefits for users.

The station itself has little in the way of facilities with limited passenger shelters. This may be a deterrent to some passengers, particularly in poor weather. Providing improved passenger waiting shelters will also help to encourage additional patronage.

Increased service provision will make travel by rail even more viable compared to that of the private motorcar. The railway line is on the same alignment as the M5, so encouraging additional rail use will help to relieve pressures upon the Strategic Road Network.

Legislative / Policy Requirements:

Regulation 123 List:

Yes

SDC's Local Plan:

Policy SO4 Transport and Travel, and SO5 Climate change and environmental limits. Encourage additional station patronage and sustainable regional and national travel. Site Allocation policy SA3 aiming to address passenger improvements at Cam & Dursley Railway station.

Local Plan IDP:

The IDP contains a multi-modal approach to improvements with proposals to increase car parking capacity and the provision of cycle parking and the promotion of park and ride. This proposal includes the addition of improved passenger waiting facilities on the station with new shelters.

Additional evidence/ supporting justification:

Adopted and emerging Local Transport Plans which both include enhancements to the station as a scheme priority. The Gloucestershire Rail Investment Strategy also recognises the Bristol to Birmingham rail corridor as being economically important.

Delivery partners support:

GCC are offering land and officer time to oversee the project.

Funding considerations:

This project is unlikely to proceed without CIL funding.
Timescales for project delivery: Within 2021/22 financial year.

Officer comments:

Excellent logical project with immediate deliverables and benefits, heavily supported by numerous important planning Policies, local and regional strategies. Exactly the kind of project we wish to see supported with CIL Strategic Funding.

Maps / diagrams:

Additional cycle racks will be similar to those provided at other stations in Gloucestershire with a mix of Sheffield Stands and two tier racking delivering between 10 – 16 new cycle spaces in a secure and covered way. Two passenger waiting shelters will be delivered, one for each platform.



Project Summary for: **Cainscross Segregated Cycleway**

Applicant / Project Delivery Partner: Gloucestershire County Council Highways

Funding Requested:

£75,000 CIL and in-kind support from GCC Officers overseeing the project delivery.

Project Overview:

This scheme would upgrade 1.25km of existing advisory cycle lanes to provide light segregation on a key radial corridor to the west of Stroud town centre along Cainscross Road between Lansdown and Cainscross Roundabout.

The key project delivery stages will involve;

- Design to be completed as soon as possible in the 2020/21 financial year.
- Safety audit & Public consultation – if required
- Results of consultation & terms of working agreed between GCC and SDC
- Works delivered by GCC term contract partners, Ringway by March 2022

Cainscross Road is a very flat but busy, two-way A-road that is served by several bus services along the route, and passes both the Marling Grammar School and Stroud High School. As well as a key radial route into the town, it connects to onward cycle routes to Stonehouse via the National Cycle Network.

The route lies on the Gloucestershire Strategic cycle route as set out in the Local Transport Plan, and is part of the primary cycle network in the preliminary draft Stroud Local Cycling and Walking Infrastructure Plan (LCWIP).

Provision of segregated facilities on this route will make it safer and more comfortable to all cyclists and permanently allocate the road space to the exclusive use of cycles. It is hoped that the resulting project works would create a mandatory cycle lane but that would of course be subject to public challenge to the order. If the order is approved cars would not be able to enter it to drive or park and would be enforceable.

The Propensity to Cycle tool highlights this link as one of the top 10% links in the County to facilitate cycling, with a forecast 75% increase in trips under the Government Target scenario.

Legislative / Policy Requirements:

Regulation 123 List:

Yes

SDC's Local Plan:

EI13 also Ref to walking and cycling routes within the Public Realm Strategy.

Local Plan IDP:

Critical, essential or desirable

Additional evidence/ supporting justification:

The government's new '[Gear Change](#)' document expects to see segregated cycling lanes across the country to support cycling as a mass transit solution, lowering pollution, easing congestion and improving health

Supporting green economic recovery is also a vital consideration and illustrated in [link to walking cycling economic benefits summary](#). Making Stroud more cycle-friendly help people get to work sustainably and increase visits to the town centre and high streets.

Delivery partners support:

GCC Highways are very keen to see these works delivered and are committed to offering all necessary Officer time to overseeing all works.

Funding considerations:

Funding has also been sought from the Active Travel Bid however it is believed that there is little likelihood of this project being successful given the amount of work being sought Countywide. That would mean that CIL and SDC Cycle funding would be the only route to ensuring that these works are carried out.

Timescales for project delivery:

All proposed project works could be achieved within 21/22 financial year.

Officer comments:

GCC officers passionately believe that this scheme would deliver considerable and immediate community benefits as well as offering good value for money. Works can also be implemented relatively quickly. Its connections to supporting infrastructure and planning policy are very strong and it seems logical to support this project and see CIL funding supporting the achievement of those objectives the earliest opportunity.

Maps / diagrams:

No map of the project is currently available as this has not progressed beyond the concept stage, but if funding is approved design works and public consultation can start very quickly.

Project Summary for: **Stroud to Nailsworth Cycle Track Upgrade**

Applicant / Project Delivery Partner: Gloucestershire County Council Highways

Funding Requested:

£169,000 CIL and in-kind support from GCC Officers overseeing the project delivery.

Project Overview:

The scheme would enhance the quality of the Stroud Valleys Cycle routes and secure their long term safety by restoring two undertrack bridges;

- **PART 1: Newman Henders Bridge Refurbishment - £125k**

This bridge is located to the rear of the Renishaw Factory. The deck is in very poor condition and it regularly being inspected for safety reasons. The plan is to replace the deck and retain the existing abutments and span over these with a new deck i.e. timber or Fibre Reinforced Plastic Without these works being implemented it will become necessary to close the Cycletrail at this point in due course

- **PART 2: General Upgrade work - £44k**

Significant improvements to the neglected blacktop sections of the cycle path would be achieved by undertaking the following:

- Re-decking the bridge near Paul's Rise £14k
- Inchbrook ramps – dig out and re-form surface £7k
- Additional width at Woodchester (approx. 400m by Dennis Brown's) - £18k (bringing this section up to an acceptable standard)
- Also some important work to make the Ryeford – Dudbridge section cycle path safer - £5k to regrade ramps near west end.

Newman Henders Bridge Refurbishment:

B1044 Newman Henders is currently the structure in the worst condition on the Gloucestershire County Council (GCC) highway network with a high critical condition score.

Given the urgency of safety matters, one of the options is to close the bridge and this section of the Cycle Track. Doing this will cost an estimated £50,000 to remove the structure with associated design and planning application, and will undoubtedly be immensely unpopular with the local user community.

Refurbishing the bridge means a significant amount of environmental and heritage works and negotiations with private landowners being required before a permanent solution can be implemented, during this time there is a risk of the condition of the structure deteriorating further. Delaying a decision to invest in improvements could mean the opportunity for remedial works is lost.

The bridge refurbishment project will assist people to travel sustainably through Stroud District. The route is a key piece of cycle infrastructure linking Nailsworth (and communities in between) to Stroud Town Centre and beyond. Upgrade work will enhance its functionality as a utility route, providing access to schools, employment and key services

Legislative / Policy Requirements:

Regulation 123 List:

Yes

SDC's Local Plan:

The scheme particularly relates to the following Strategic Objectives by encouraging cycling and walking as a means of travel to employment, schools, shopping and for leisure; EO11, SO4: Transport and travel, SO5: Climate Change and environmental limits

Local Plan IDP:

The IDP names the Stroud-Nailsworth as one of the districts key walking and cycling routes within Stroud District.

Additional evidence/ supporting justification:

The Gloucestershire LTP includes it as part of the Countywide Strategic Cycleway. ATKINS so safety monitoring reports for GCC every 6 months.

Delivery partners support:

GCC Officers have expressed their interest to work with officers to ensure this project is delivered. A considerable amount of in-kind time will no doubt be given by GCC

Funding considerations:

Due to the poor condition of the structure, Newman Henders has been included on the GCC Structures Capital Schemes Task Order, so there *may* be the potential to negotiate / secure some 'top up' match funding.

Timescales for project delivery:

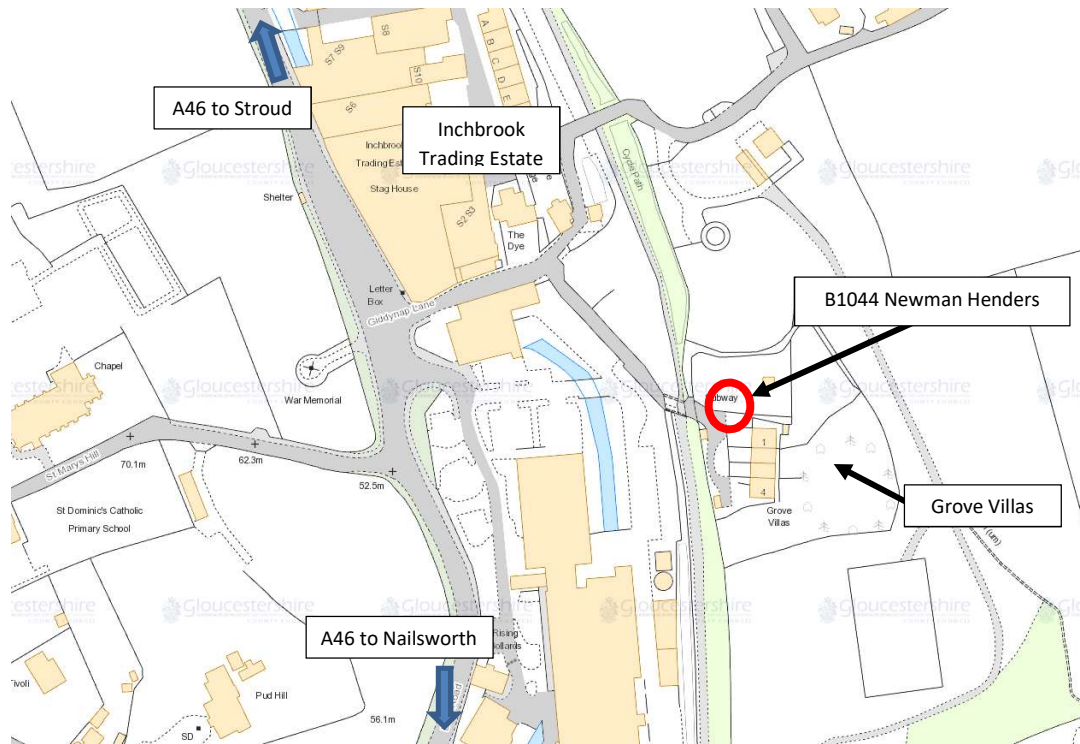
Within 21/22 financial year subject to funding

Officer comments:

It is our understanding that it will cost GCC £50,000 to remove the bridge and protect the safety of the public. Investment from CIL would mean that the bridge can be refurbished and remain a feature of this very important cycle route for the district. It's the urgency to secure investment is paramount.

Maps / diagrams:

Newman Henders (B1044) is a structure comprising a deck (constructed using reused railway track upturned) supported on stone abutments. The structure is located within the Inchbrook Trading Estate near Nailsworth and has a 2m span which carries a cycleway/footway over a Public Right of Way (PROW) MMH57. The PROW provides access to four properties (Grove Villas) and this is their only access.



Location Plan NSGR: E384407, N201062



The Picture above shows the implementation of emergency gravel bags to hold up the deteriorating bridge wall.

Project Summary for: **Frampton on Severn Cycle Path**

Applicant / Project Delivery Partner: Frampton Parish Council in partnership with Gloucestershire County Council Highways

Funding Requested:

£20,000 CIL and in-kind support from GCC Officers overseeing the project delivery.

Project Overview:

This project requests £20,000 towards Phase 2 works of a much larger project totalling over £57,000.

These Phase 2 works will create improved pedestrian and safer cycle links with the Stroudwater Canal restoration, developing a new footpath on Whitminster Lane from 'Walk Bridge' to the village of Frampton on Severn, and then onwards to the cycle route going south down the Gloucester to Sharpness canal.

The link from the canal to the village will enhance the recreation links for the Stroudwater Canal development, access to green open space within the parish and improve the tourism related economy in the area.

This link will also allow village residents to access a cycle route which links the village to the nearest Tier 1 settlement of Stonehouse, with its strategic facilities, and on to Stroud and thus improve sustainable, low carbon transport for the area.

The parish has become an increasingly popular destination for visitors from adjacent villages and towns, who are using the existing infrastructure. This will be totally inadequate when the canal restoration work is complete and more visitors come to the parish.

Parked cars from visitors are currently an increasing problem. The creation of this safer link from the canal to the village will protect health and reduce accidents for residents and visitors.

Frampton Parish Council have an excellent scheme report undertaken by the consultants SYSTRA in January 2020. This includes a history of the project, photographs, public consultation and recommended routes. This document is available for to view on request.

Phase 1 for improves safety on the Perryway which is known to be a very dangerous road used by local families to reach school and essential services and facilities. Works will also link with other promoted safe promoted walks.

Public transport to and from the village is very poor and the Stroud Transport Plan predicts that this is likely to continue, so access is heavily reliant on car use at present.

There is also potential to develop a bus link from the proposed Stroudwater station and the existing Stonehouse station to the planned canal-side car park at Fromebridge Mill, thus increasing sustainable regional tourism by allowing visits to the village via rail, bus and walking down the towpath and into the village. This could also reduce car parking in the village.

Legislative / Policy Requirements:

Regulation 123 List:

Yes; Transport, Canal Infrastructure, Health & Wellbeing

SDC's Local Plan:

Objective SO4: Transport and Travel; 2.16, Economy and Infrastructure 5.7: *Development in the Stroud Valleys will contribute funds to the restoration of the canals and towpaths, as well as potentially designing in new links across the development sites, thereby improving direct access for surrounding communities as well as those occupying the development. This has the potential to reduce short car journeys, due to the availability of safe, off-road walking and cycling routes.*

Severn Vale; Communities will also feel the environmental and economic benefits of the restored Stroudwater canal. Saul Junction will become an important visitor 'gateway' to the Cotswold Canals and the wider Stroud District – part of a growing and ever improving network of walking and cycling routes.

Local Plan IDP:

This project is not specifically named within the IDP but there are numerous principles within the IDP that support walking and cycling infrastructure and access to accessible open green space:

Additional evidence/ supporting justification:

Natural England promote natural and semi-natural open space alongside new development (Accessible Natural Greenspace Standards (ANGSt)).

Cotswold Canals Project; The project will connect the Stroudwater canal towpath cycle way through Frampton to the Gloucester to Sharpness towpath and cycleway from Splatt Bridge southwards. This increases links to green space in and around the village and canal which already attracts many visitors from surrounding settlements.

Severn Estuary Visitor Mitigation strategy; the new cycle and footpaths will encourage visitors away from the Severn Estuary and designated SSSI / RAMSAR sites.

A Strategic Framework for Green Infrastructure in Gloucestershire (2014); key principle to *“maximise opportunities to improve both strategic green infrastructure and more local green infrastructure, whenever change is being considered”*.

Delivery partners support:

Phase 1 has secured match funding from; County councillor fund £5000 (agreed in principle), Highways Community fund £7500, Parish Council £10,000, SDC Severn Estuary Mitigation grant £3000 (agreed in principle).

Funding considerations:

A high proportion of match funding has been secured for Phase 1 works. No further funding has been identified for the next phase. CIL funding of £20,000 is necessary to enable Phase 2 of the project to go ahead in 21/22.

Timescales for project delivery:

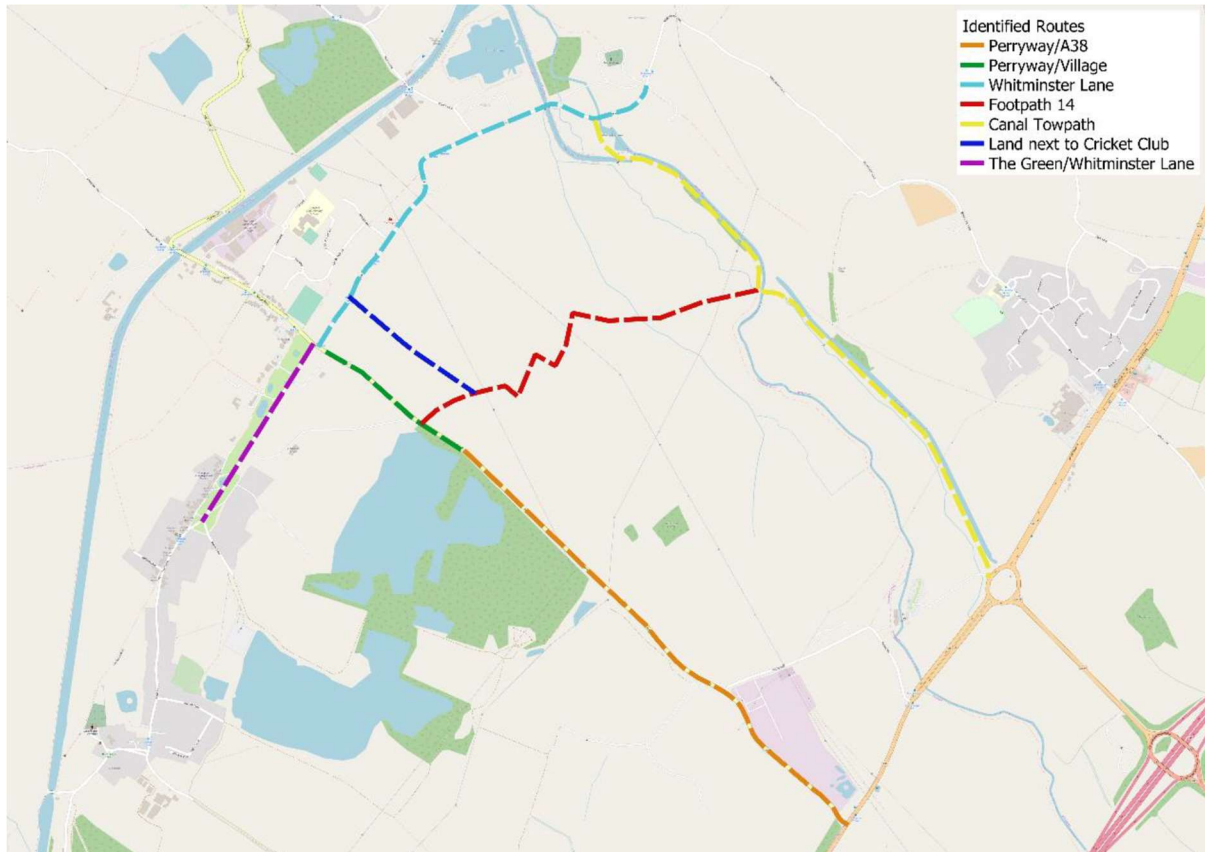
Project delivery is planned to start and be completed within 2021/22 financial year. Exact timings will depend on GCC Highways schedule which depends on approvals from outside bodies, eg police, road safety team.

Officer comments:

The consultant’s report demonstrates a very well-considered scheme and design. The project proposal aligns extremely well with planning and infrastructure policy and offers good value for money. We have no reservations in recommending this project for CIL funding support.

Maps / diagrams:

The map below shows the **'Identified Routes'** as taken from the Systra Consultancy Report 2020



Project Summary for: **In-Cab Technology Provision for the
SDC Waste Collection Fleet Vehicles**

Applicant / Project Delivery Partner: SDC Community Services

Funding Requested:

£40,000 CIL (£20,000 CIL is recommended as detailed below)

Project Overview:

As housing grows within the District, there is increasing pressure on waste collection demands. Current service delivery needs are being stretched and SDC need to fully review working practises, in particular looking at areas where improvements can be made.

This project seeks to completely modernise the IT infrastructure that supports efficient Waste collection services by installing a large piece of software and providing hand-held devices within the cabs of waste vehicles.

The implementation supports the whole district and will commence the move to 'self-serve'; a method that maximises resident benefit without being overly onerous on the authority.

There are currently around 20 waste collection vehicles serving the Stroud District. Last year SDC received around 15,000 calls from residents regarding collections last year. This places a large demand on SDC resources using up call centre staff time and follow up work required by community services officers.

Almost a third of calls relate to reported non-collections or where residents believe they have been missed. This failure demand is compounded by the current paper based system, which is ultimately reliant on the correct piece of paper (the rectification notice), going to the supervisor to give to the driver to be acted upon. Any error in this paper chain creates more failure demand.

The new system completely automates every step of the reporting process into a much more streamlined, quicker and reliable mechanism, creating instant improvements to service delivery. The technology cuts paperwork and errors, increases customer satisfaction, reduces complaints and improves performance.

Ubico has a KPI to not exceed 400 missed collection reports per month. Last year the reported figure was approximately 300 per month. This is still a lot of calls to customer contacts and return trips to collect waste.

Refuse Collection Vehicles average 2-3 mpg so not only do extra trips cause considerable financial expense, it also has considerable environmental expense.

Introduction of In-Cab Technology in Oxfordshire reduced missed bin reports by 50%. Residents can easily be challenged with CCTV vehicle screen grabs (via GPS) being used to illustrate bins were not presented when the vehicle passed the property, or that bins were serviced.

Strategic housing growth means that waste vehicle collection round structures must expand quickly. Due to growth alone, there are 3 new rounds to be introduced next year across the various waste streams. The current system methodology is unsustainable and the need for this new software becomes increasingly essential.

Legislative / Policy Requirements:

Regulation 123 List:

Yes, Strategic Waste and Recycling Infrastructure, Provision of household waste recycling and waste management facilities.

SDC's Local Plan:

Whilst this project is not identified in the Local Plan, the National Planning Policy Framework (NPPF) states that Local Plan objectives must contribute to the achievement of sustainable development (paragraph 151) where one of the environmental roles is to help 'minimise waste and pollution, and move to a low carbon economy'.

Local Plan IDP:

The IDP discusses the pressures on current waste management provision and calls for a need for 'remodelled, alternative and/or new waste management facilities over the timeframe of the plan'. The IDP mostly refers to the treatment of waste, not the collection.

Additional evidence/ supporting justification:

A full business plan is being developed at present and will provide more working detail that will further enhance the importance of this bid.

Delivery partners support:

The other Gloucestershire districts have already invested in the 'in cab' technology with great success, and SDC have further meetings scheduled with project delivery partners including Cotswold District Council, Publica), UBICO and software providers. Procurement will then be looked into as soon as possible after.

Funding considerations:

SDC Finance Director has confirmed that some funding may be available from savings made in the Waste Budget last year. An application is likely to be made to the Government funded 'Recovery Fund' to be allocated by SDC committee.

Timescales for project delivery:

The works are needed urgently and can be implemented as soon as funding becomes available.

Officer comments:

There has been much debate as to whether CIL is the most appropriate funding stream for this project. Discussions have focussed around whether IT improvements within waste vehicles can be considered to be 'strategic infrastructure'. In addition, planning policy focusses predominantly on the disposal of waste, but not on the collection side of operations. There is some argument that waste disposal cannot be seen as entirely separate to collection, they are interdependent and therefore waste collection should be factored within planning considerations.

Given the complexity of these discussions, officers have suggested that some funding is given from CIL to recognise that strategic housing growth does place additional demands on waste collection services. However, the full request is not being suggested due to the 'grey areas' in relation to adopted planning policy. Members are encouraged to express their views and decide whether this is priority CIL infrastructure for CIL funding.

Potential projects for CIL funding within the next 5 years:

Project name & Location	Estimated funding need
A419 Golden Valley Cycle Route - Stroud to Chalford	£20 million
Brimscombe Port Regeneration	£500k
Cam & Dursley Greenway Capital Delivery	£10 million
Canal Infrastructure	£1 million
Community Tree Planting by Stroud Valleys Project (annual programme)	£20,000
Development of new waste treatment site at Frampton	£300,000
Electric Vehicle Charging Point Role-Out (Gloucestershire Highways)	unknown
GCC Highways - Bus Stop Infrastructure works	£25,000
GCC Highways - THINK Travel Cycle parking / school crossing safety	£30,000
Kingswood Primary School relocation and expansion	£3.2 million
Leonard Stanley Primary School expansion	£1.4 million
Merrywalks Roundabout Redesign	£1 million
Redevelopment of Stroud Library	£50-£100k
River Frome Restoration (Environment Agency and Rivers Trust)	£100,000
Rural Suds (annual programme)	£30,000
Stratford Park Outdoor Pool improvements	£40,000
Stroud Museum in the Park collections centre	£5 million
Stroud Station Integrated Transport Hub	£4 million
Stroud Subscription Rooms	£1 million
SVP Development of a new Green Burrial Ground	£15,000
The Pulse, Dursley - Upgrading of main pool	£ millions

Please note that the above list is simply an indication projects known to CIL Officers at the time of writing this report, November 2020. No formal bids have been received for the above so therefore prior eligibility assessment has not taken place. As such the above list does not demonstrate any suggestion of prioritisation, importance or ranking, it simply demonstrates a level of interest in CIL expressed by infrastructure delivery partners.

It is highly likely that the project needs of those identified will change, and many more projects not noted above are likely to come forward in subsequent funding bid rounds.