

WEST LANCASHIRE BOROUGH COUNCIL

CIL FUNDING PROGRAMME 2021/22

APPENDIX C: ALL SHORTLISTED PROJECTS

ID	70	
Project name	Cheshire Lines Path	
Location	Great Altcar/Downholland	Does the project meet a local need? <input type="checkbox"/> Yes
Project description	Improvements to access, signage, surfacing and interpretation.	Is it identified in strategy / policy? <input type="checkbox"/> Yes
Status	Not started	Does it meet a corporate priority? <input type="checkbox"/> Yes
Lead agency	WLBC	Is it an item on the R123? <input type="checkbox"/> Yes
Project partners		Can it be delivered short-term?: <input type="checkbox"/> Yes
		Are CIL monies requested/required?: <input type="checkbox"/> Yes
		Are costs known?: <input type="checkbox"/> Yes
		Remove from CIL assessment?: <input type="checkbox"/> No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

Whilst Great Altcar and Downholland have not seen sufficient levels of development, the Cheshire Lines form part of a strategic route which accommodates tourism and use from residents from a wider outlying area. This project would therefore meet a local need or demand arising from new development.

Is it a project listed on the R123 list?

Type of infrastructure:

Yes

Cycle network

- Provision of new infrastructure?
- Improvement of existing?
- Replacement of existing?
- Operation?
- Maintenance?

Yes

Yes

No

No

No

Is the project identified in strategy / policy

Yes

- Local Plan 2012-2027?
- Transport and Highways?
- Leisure Strategy?
- Green Infrastructure?
- Policy Links
- Health and Wellbeing?
- Other?

Yes

No

Yes

No

No

Does it meet a corporate priority?

Yes

- Ambitious for our economy?
- Ambitious for our environment?
- Ambitious for health and wellbeing?

Yes

Yes

Yes

Comments:

Healthy outdoor cycling / walking provision. Promotes tourism.

What level will improvements be delivered at?

Local level

Yes

Town level

Yes

Borough level

 Yes

Comments:

Facility will be available to all Borough and further afield through links of TransPennine Trail.

Does the proposal have a positive impact on equality

Comments:

 Yes

Access for all

Has the project already benefitted from engagement?

Comments:

 Yes

Extensive local consultation at start of project

Can it be delivered short-term

Delivery within 1-2 years?

 Yes

Delivery within 3-5 years?

 No

Delivery over 5 years?

 No

Delivery unknown?

 No

Comments:

Project can start in short term but will take medium term to complete

Are there any risks if this project does not come forward?

Minor risks / impacts

Comments:

If project does not come forward, quality of provision may be reduced.

Has any work been undertaken to assess the feasibility of the project?

Are there any risks to delivery? Is it reliant on other projects or consents?

Provide key milestones/tasks for the project:

Who will be responsible for future management and maintenance of the infrastructure?

WLBC has responsibility to maintain and manage the facility

Are project costs known?

Project cost

 Yes

£40,000

Are CIL monies requested/required

CIL / Match funding

 Yes

Total cost: £40,000

CIL funding requested: £40,000 (100%)

Other funding: none

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

£0

2020 Assessment Comments

Total cost: £40,000

CIL funding requested: £40,000 (100%)

Match funding: none

This project seeks to provide improvements to the existing strategic cycle / footpath route known as the Cheshire Lines which cuts across the south-west corner of West Lancashire providing links to Formby and Southport and to Maghull and beyond as

ID

70

Project name

Cheshire Lines Path

part of a national cycle route. The Council's Leisure service has confirmed that this project could be delivered in the following financial year if it were to receive CIL funding. Given its location, the project is not in the vicinity of new development, but it is a strategic route that serves a much wider area being part of a national cycle route, and is part a strategic network of cycle routes, and so CIL funding could be invested in the project.

Shortlisted for potential funding in 2021/22?

Yes

Location	Appley Bridge – Parbold	Does the project meet a local need?	Yes
Project description	Towpath enhancements along the Leeds Liverpool Canal between Bridge 42 Appley Lane South, Appley Bridge and Bridge 37 Mill Lane Parbold - a distance of approx. 3.5 miles.	Is it identified in strategy / policy?	Yes
Status	Not started	Does it meet a corporate priority?	Yes
Lead agency	Canal and River Trust	Is it an item on the R123?	Yes
Project partners	WLBC	Can it be delivered short-term?:	Yes
		Are CIL monies requested/required?:	Yes
		Are costs known?:	Yes
		Remove from CIL assessment?:	No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

There has been relatively little development in Appley Bridge or Parbold with which to generate a need for this project directly. However, the scheme would form part of wider works to improve the network for cyclists and pedestrians, by connecting Appley Bridge with Parbold, and then in turn the areas beyond that including Burscough, Wigan and Southport.

Canal & River Trust are currently working with Wigan Council to secure Transport for Greater Manchester (TfGM) funding to deliver a towpath enhancement project on the Leeds Liverpool Canal linking Wigan Town Centre to the border with West Lancashire (Appley Bridge). If successful, this current scheme will be programmed for delivery in 2021.

Is it a project listed on the R123 list?

Type of infrastructure:

Yes

Strategic Green Infrastructure.

Provision of new infrastructure?

No

Improvement of existing?

Yes

Replacement of existing?

No

Operation?

No

Maintenance?

No

Is the project identified in strategy / policy

Yes

Local Plan 2012-2027?

No

Transport and Highways?

No

Leisure Strategy?

No

Green Infrastructure?

Yes

Policy Links

Health and Wellbeing?

No

Other?

Does it meet a corporate priority?

Yes

Ambitious for our economy?

Yes

Ambitious for our environment?

Yes

Ambitious for health and wellbeing?

Yes

Comments:

The canal is a huge ‘pull’ factor in the attractiveness of this area of West Lancashire and provides a real focal point for the villages through which it passes. As a result of more houses being built within the wider area it is anticipated that into the future more people will want to use the towpath for commuting, leisure and wellbeing reasons and visit the canal as a destination. Improvements to the towpath will create economic (tourism, active travel to work), environmental and health improvements.

What level will improvements be delivered at?

Local level

Yes

Town level

Yes

Borough level

Yes

Comments:

The canal is a strategic asset which is of great importance locally in Parbold and Appley Bridge but also extends outside this boundary across West Lancashire and beyond through Wigan into East Lancashire and the Liverpool City Region. Benefits therefore extend beyond the local area, across the borough and beyond.

Does the proposal have a positive impact on equality

Comments:

Yes

The towpath is a public facility that is open on a year-round basis for use by all irrespective of gender, race, age, religion, sexuality and disability. In its current condition however use of the towpath may at times be limited for those with mobility issues. It would be our ambition through this project to provide an improved surfacing which would reduce these limitations.

Has the project already benefitted from engagement?

Comments:

No

Can it be delivered short-term

Delivery within 1-2 years?

Yes

Delivery within 3-5 years?

Yes

Delivery over 5 years?

No

Delivery unknown?

No

Comments:

No

A Project Manager would be drawn from our existing staff to lead the delivery of this project. A full design would need to be undertaken and this work would be led by the project manager co-ordinating internal colleagues from relevant teams – environment, engineering, heritage, community engagement.

Are there any risks if this project does not come forward?

Major risks / impacts

Comments:

The canal is part of a wider strategic network that defines some parts of West Lancashire – indeed many of the towns along the route sprang up as a direct result of the canal. The ambition of this project is to provide a year round facility that people can use and enjoy by improving the canal towpath – the space where the majority of activity takes place along the canal corridor. This is being achieved on a piecemeal basis at the moment as funding opportunities present themselves. The impact of an increase in use

but without associated improvements would be that the towpath deteriorates further and becomes less useable.

Has any work been undertaken to assess the feasibility of the project?

No

Are there any risks to delivery? Is it reliant on other projects or consents?

Canal & River Trust are the owner of all towpath on which these works would take place.

Provide key milestones/tasks for the project:

A full design of the scheme is required before any capital works can take place. This work would be led by the Canal & River Trust.

Who will be responsible for future management and maintenance of the infrastructure?

Canal & River Trust

Are project costs known?

Project cost

Yes

Design £20,000
Project management £10,000
Contract costs (improvement works) £400,000
Total = £430,000

Are CIL monies requested/required

CIL / Match funding

Yes

CRT capital - £15,000 (proposed, to be secured)
Grant - £30,000 (proposed, to be secured)
CIL - £385,000

If our internal request for capital contribution to the project and our applications for grant were not successful then we would need to scale back the scheme to fit within the CIL funding available or request further CIL contribution to the project.

Has the parish council received Local CIL?



Total CIL awarded to parish council to date

£19,450

2020 Assessment Comments

Total cost: £430,000

CIL funding requested: £385,000

Other funding required: CRT capital - £15,000 (proposed, to be secured), Grant - £30,000 (proposed, to be secured)

Whilst there has been relatively little development in Appley Bridge or Parbold with which to generate a need for this project directly, the scheme would form part of wider works to improve a wide network for cyclists and pedestrians, by connecting Appley Bridge with Parbold, and then in turn the areas beyond that including Burscough, Wigan and Southport. This scheme would therefore support development in outlying areas and across the borough. CRT are working with Wigan Council and TfGM to improve part of the Wigan towpath network, which this project could connect with. Some match funding has been proposed, and the scheme can be delivered within 2 years. The scheme has the opportunity to deliver economic, GI, active travel, health and wellbeing and environmental benefits.

The amount of CIL requested (for 100% of this scheme) exceeds the £100,000 annually allocated for CIL funding and so would require separate consideration by the Council through the annual funding programme.

Shortlisted for potential funding in 2021/22?

Yes

Location	Borough-wide	Does the project meet a local need?	Yes
Project description	Dial-a-Ride is an accessible passenger transport service for West Lancashire, already supported by Lancashire County Council.	Is it identified in strategy / policy?	Yes
Status	Not started	Does it meet a corporate priority?	Yes
Lead agency	West Lancashire Dial-a-Ride	Is it an item on the R123?	Yes
Project partners	LCC, WLBC	Can it be delivered short-term?:	Yes
		Are CIL monies requested/required?:	Yes
		Are costs known?:	Yes
		Remove from CIL assessment?:	No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

 Yes

Development is being delivered across the Borough, including in areas not well-served by public transport. Whilst this proposal is for the continuation of an already existing service, it will also support increasing demand as a result of new developments.

Is it a project listed on the R123 list?

Type of infrastructure:

 Yes

Strategic transport

Provision of new infrastructure?

 No

Improvement of existing?

 Yes

Replacement of existing?

 No

Operation?

 Yes

Maintenance?

 No

Is the project identified in strategy / policy

 Yes

Local Plan 2012-2027?

 No

Transport and Highways?

 Yes

Leisure Strategy?

 No

Green Infrastructure?

 No

Policy Links

Health and Wellbeing?

 Yes

Other?

Does it meet a corporate priority?

 Yes

Ambitious for our economy?

 No

Ambitious for our environment?

 No

Ambitious for health and wellbeing?

 Yes

Comments:

The Transport Masterplan records an expected steady growth in the borough's population, including those who are aged, and expects that the transport network will be required to accommodate new development and support economic growth sustainably. In addition, the health and wellbeing strategy records that loneliness causes illness whilst reliable access to health facilities favourably impacts people's wellbeing and NHS efficiency. Whilst this proposal

is for the continuation of an already existing service, it will also support increasing demand as a result of new developments. This will enable people to access necessary services, including GPs and hospitals.

What level will improvements be delivered at?

Local level

No

Town level

No

Borough level

Yes

Comments:

Currently DAR provides transport for any qualifying resident in any part of the borough. It takes people to family and shops and to any health venue in the borough (including Southport hospital). To maintain its service, DAR needs to receive sufficient funding to maintain this inclusivity and geographic reach, particularly as the population increases.

Does the proposal have a positive impact on equality

Comments:

Yes

DAR focusses on the needs of residents who cannot access public transport because of age, disability or social isolation. Services are provided to this demographic without discrimination in any way.

Has the project already benefitted from engagement?

Comments:

Yes

DAR currently provides accessible transport with the active support of several community groups including CVS, Age UK, Mencap, vocation training providers and residential care providers.

Can it be delivered short-term

Delivery within 1-2 years?

Yes

Delivery within 3-5 years?

Yes

Delivery over 5 years?

No

Delivery unknown?

No

Comments:

No

This project, which is to sustain and grow existing services, is already running.

Are there any risks if this project does not come forward?

Major risks / impacts

Comments:

For many years WLBC has been a significant and valued funder of this service. Recently DAR have been successful in securing renewed funding from LCC and other sources. DAR also raise significant income through fares and subscriptions. However, without support from WLBC, services will continue but at a reduced level. Because many vehicle costs are fixed, a reduction in funding would have to be accommodated by disproportionate cuts in service, in particular, in their inclusivity and borough-wide reach. Bus services may have to be concentrated around just the main population centres of Skelmersdale and Ormskirk. Booking line hours may also have to be reduced.

However, whilst this proposal is for the continuation of an already existing service, it will also support increasing demand as a result of new developments.

Has any work been undertaken to assess the feasibility of the project?

The current operations demonstrate the demand for the service and a capacity to meet this demand. DARs achievements demonstrate the ability to adapt to changes and growth in the community

Are there any risks to delivery? Is it reliant on other projects or consents?

No. DAR is experienced at operating community transport services. Services are legally compliant, sustainable and supported by the community.

Provide key milestones/tasks for the project:

Milestones will be the month-on-month achievements in:
-Delivery of services measured as single passenger trips;
-Sustained inclusivity and reach across the borough, measured by the demographic spread of journeys.

Who will be responsible for future management and maintenance of the infrastructure?

The trustees of West Lancashire Dial a Ride Association

Are project costs known?

Project cost

Yes

Total cost: £186,269 (1 year)
CIL funding requested: £31,555 (17%)
Other funding required: £154,714

Are CIL monies requested/required

CIL / Match funding

Yes

Total cost: £186,269 (1 year)
CIL funding requested: £31,555 (17%)
Other funding required: £154,714

The proposal requested funding for a 3 year period, with the total cost of the scheme totalling £558,807 and seeking £94,665 of CIL funding for that period with the remaining £464,142 match funded through other sources (including fare revenues, LCC contract, transport consortium and fuel rebates). The above details show the cost of the service for 1 year. Should further CIL funds be sought after that year, then further bids can be made.

The funding sources shown above are fully assured. In particular, the funding from LCC is agreed within the terms of a three-year community transport contract with Lancashire Community Transport Consortium released in May 2020

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

2020 Assessment Comments

Total cost: £186,269 (1 year)
CIL funding requested: £31,555 (17%)
Other funding required: £154,714

The proposal requested funding for a 3 year period, with the total cost of the scheme totalling £558,807 and seeking £94,665 of CIL funding for that period with the remaining £464,142 match funded through other sources (including fare revenues, LCC contract, transport consortium and fuel rebates). The above details show the cost of the service for 1 year. Should further CIL funds be sought after that year, then further bids can be made.

Development is being delivered across the borough, including that in areas which are not particularly well-served by public transport. Whilst DAR is an existing service and monies are required for its current continuation and to prevent the service being reduced, financial support of this service through CIL monies also enables the scheme to support changing needs and demand

ID	169
Project name	West Lancashire Dial-a-Ride
created by new development across the Borough.	
Shortlisted for potential funding in 2021/22?	Yes

ID	170		
Project name	Helmsdale Replacement Play Area		
Location	Helmsdale, Birch Green, Skelmersdale	Does the project meet a local need?	Yes
Project description	Replacement play area	Is it identified in strategy / policy?	Yes
Status	Not started	Does it meet a corporate priority?	Yes
Lead agency	WLBC Leisure	Is it an item on the R123?	Yes
Project partners		Can it be delivered short-term?:	Yes
		Are CIL monies requested/required?:	Yes
		Are costs known?:	Yes
		Remove from CIL assessment?:	No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

Helmsdale is play area serving the Birch Green area of Skelmersdale but the site is degraded and the currently without play equipment. There has been development within Birch Green, including Firbeck and Findon, with which to justify a need for this project as a result of new development.

Is it a project listed on the R123 list?

Type of infrastructure:

Yes

Open space; play area

Provision of new infrastructure?

No

Improvement of existing?

Yes

Replacement of existing?

Yes

Operation?

No

Maintenance?

No

Is the project identified in strategy / policy

Yes

Local Plan 2012-2027?

No

Transport and Highways?

No

Leisure Strategy?

Yes

Green Infrastructure?

No

Policy Links

Health and Wellbeing?

No

Other?

Does it meet a corporate priority?

Yes

Ambitious for our economy?

No

Ambitious for our environment?

Yes

Ambitious for health and wellbeing?

Yes

Comments:

This play area would serve a whole estate and is therefore an important facility to re-instate. The Friends of Helmsdale Park was established by local residents/volunteers to try and secure external funding to fund a new play area but have been unsuccessful. WLBC Housing have been working with the group to try and re-instate the playground and improve the surrounds of the playground by

undertaking tree management work and boundary works. Therefore, this project would provide environmental improvements, as well as being of great benefit to the community and their health and wellbeing.

What level will improvements be delivered at?

Local level

 Yes

Town level

 Yes

Borough level

 No

Comments:

This scheme will deliver benefits to residents of Birch Green ward, abut will also be available to the rest of Skelmersdale.

Does the proposal have a positive impact on equality
 Yes

Comments:

Has the project already benefitted from engagement?
 Yes

Comments:

Can it be delivered short-term

Delivery within 1-2 years?

 Yes

Delivery within 3-5 years?

 Yes

Delivery over 5 years?

 No

Delivery unknown?

 No

Comments:

 No

If approved, the scheme can be implemented in 2021/22

Are there any risks if this project does not come forward?

Major risks / impacts

Comments:

The improvements would not be delivered.

Has any work been undertaken to assess the feasibility of the project?

 Yes

Are there any risks to delivery? Is it reliant on other projects or consents?

Without CIL funding, this scheme will not be deliverable.

Provide key milestones/tasks for the project:

-

Who will be responsible for future management and maintenance of the infrastructure?

WLBC Leisure / Friends of Helmsdale Park

Are project costs known?

Project cost

 Yes

Full Play Area £40,000
Boundary Works £6,000
Tree works £2,000

Total - 48,000

Are CIL monies requested/required

CIL / Match funding

 Yes

Total cost: £48,000
CIL funding requested: £19,000
Other funding required: £29,000

ID

170

Project name

Helmsdale Replacement Play Area

WLBC Housing can provide £20,000 towards the scheme, and the remaining £9,000 can be taken from the WLBC Playground Capital programme.

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

£16,581

2020 Assessment Comments

Total cost: £48,000

CIL funding requested: £19,000

Other funding required: £29,000

Helmsdale Play area has been identified as being in need of investment and improvement to support health and wellbeing. The scheme would support new development in Skelmersdale and delivery can be undertaken in 1-2 years. Whilst NCIL monies are available in Skelmersdale, they are not at sufficient level to fund this scheme and therefore it is more appropriate to recommend that strategic CIL is used to fund this project.

Shortlisted for potential funding in 2021/22?

Yes

Location	Ormskirk	Does the project meet a local need?	Yes
Project description	Access and environmental improvements to West End playing field	Is it identified in strategy / policy?	Yes
Status	Not started	Does it meet a corporate priority?	Yes
Lead agency	WLBC Leisure	Is it an item on the R123?	Yes
Project partners		Can it be delivered short-term?:	Yes
		Are CIL monies requested/required?:	Yes
		Are costs known?:	Yes
		Remove from CIL assessment?:	No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

There has been sufficient levels of development in Ormskirk to justify a need for this project as a result of new development. West End playing field is the main green open space serving Scott ward in Ormskirk. There has been significant development in the Scott ward as a result of the Grove Farm housing development.

Is it a project listed on the R123 list?

Type of infrastructure:

Yes

Open space

Provision of new infrastructure?

No

Improvement of existing?

Yes

Replacement of existing?

No

Operation?

No

Maintenance?

No

Is the project identified in strategy / policy

Yes

Local Plan 2012-2027?

No

Transport and Highways?

No

Leisure Strategy?

Yes

Green Infrastructure?

No

Policy Links

Health and Wellbeing?

No

Other?

Does it meet a corporate priority?

Yes

Ambitious for our economy?

No

Ambitious for our environment?

No

Ambitious for health and wellbeing?

Yes

Comments:

The site currently comprises an open grassed area with a single footpath running through, providing access to the local primary school, and towards the town centre. Requests have been received by local ward councillors for improvements to be made to this site. The proposal looks to provide safe, improved access by re-surfacing the footpath, seating places within the park and alongside the play

area, safe and secure fencing along the stream, and management of the trees to remove risk to children. This will encourage use of the open space and benefit health and wellbeing.

What level will improvements be delivered at?

Local level

 Yes

Town level

 Yes

Borough level

 No

Comments:

This scheme will deliver benefits to residents of Scott ward, and to the rest of Ormskirk.

Does the proposal have a positive impact on equality
 Yes

Comments:

Has the project already benefitted from engagement?
 Yes

Comments:

Can it be delivered short-term

Delivery within 1-2 years?

 Yes

Delivery within 3-5 years?

 Yes

Delivery over 5 years?

 No

Delivery unknown?

 No

Comments:

 No

If approved, the scheme can be implemented in 2021/22

Are there any risks if this project does not come forward?

Minor risks / impacts

Comments:

The improvements would not be delivered.

Has any work been undertaken to assess the feasibility of the project?

Yes

Are there any risks to delivery? Is it reliant on other projects or consents?

Without CIL funding, this scheme will not be deliverable.

Provide key milestones/tasks for the project:

Who will be responsible for future management and maintenance of the infrastructure?

WLBC Leisure

Are project costs known?

Project cost

Yes

Footpath Re-surfacing £27,000
Seating Bays £6,500
Picnic Areas £5,000
Fencing Improvement £10,000
Tree management £5,000
Signage £4,500
Total - £58,000

Are CIL monies requested/required

CIL / Match funding

Yes

Total cost: £58,000
CIL funding requested: £58,000
Other funding required: nil

ID**171****Project name****West End playing field, Ormskirk**

Has the parish council received Local CIL?



Total CIL awarded to parish council to date

£409,285

2020 Assessment Comments

Total cost: £58,000

CIL funding requested: £58,000

Other funding required: nil

West End playing fields have been identified as being in need of investment and improvement to support health and wellbeing. The scheme would support new development in Ormskirk and delivery can be undertaken in 1-2 years. It would seem appropriate for the scheme to be funded by available Ormskirk NCIL monies, rather than strategic CIL, so to ensure most effective use of the Council's CIL revenue.

Shortlisted for potential funding in 2021/22?**Yes**

ID

172

Project name

Halsall Lane Park, Ormskirk

Location	Ormskirk	Does the project meet a local need?	Yes
Project description	Extension of play area to include new swings and access	Is it identified in strategy / policy?	Yes
Status	Not started	Does it meet a corporate priority?	Yes
Lead agency	WLBC Leisure	Is it an item on the R123?	Yes
Project partners		Can it be delivered short-term?:	Yes
		Are CIL monies requested/required?:	Yes
		Are costs known?:	Yes
		Remove from CIL assessment?:	No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

There has been sufficient levels of development in Ormskirk to justify a need for this project as a result of new development.

Is it a project listed on the R123 list?

Type of infrastructure:

Provision of new infrastructure?

Yes

Open space; childrens playground equipment

Improvement of existing?

Yes

Replacement of existing?

Yes

Operation?

No

Maintenance?

No**No****Is the project identified in strategy / policy****Yes**

Local Plan 2012-2027?

No

Transport and Highways?

No

Leisure Strategy?

Yes

Green Infrastructure?

No

Policy Links

No

Health and Wellbeing?

No

Other?

No**Does it meet a corporate priority?****Yes**

Ambitious for our economy?

No

Ambitious for our environment?

No

Ambitious for health and wellbeing?

Yes

Comments:

Halsall Lane Park has been identified within the Council's Playground Improvement Programme as a facility in need of investment.

What level will improvements be delivered at?

Local level

Yes

Town level

Yes

ID**172****Project name****Halsall Lane Park, Ormskirk**

Borough level

 No

Comments:

Does the proposal have a positive impact on equality Yes

Comments:

Has the project already benefitted from engagement? Yes

Comments:

Community engagement has been undertaken in 2019.

Can it be delivered short-term

Delivery within 1-2 years?

 Yes

Delivery within 3-5 years?

 Yes

Delivery over 5 years?

 No

Delivery unknown?

 No

Comments:

If approved, the scheme can be implemented in 2021/22

Are there any risks if this project does not come forward?

Minor risks / impacts

Comments:

No improvements to the park can be delivered.

Has any work been undertaken to assess the feasibility of the project?

Following community engagement, requests from ward councillors, and an assessment of the site during 2019 a proposal to extend the playground with the addition of 2 types of swings for under 12 year olds was put forward in the improvement programme.(the current playground has no swings).

Are there any risks to delivery? Is it reliant on other projects or consents?

Only if funding cannot be awarded.

Provide key milestones/tasks for the project:

Who will be responsible for future management and maintenance of the infrastructure?

WLBC Leisure

Are project costs known?

Project cost

 Yes2 seat swing bay (inc fencing/surfacing) £3,000
1 basket swing (inc. fencing/surfacing) £6,000
Associated tree management works £1,000
Total £10,000**Are CIL monies requested/required**

CIL / Match funding

 YesTotal cost: £10,000
CIL funding requested: £10,000
Other funding required: nil

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

£409,285

2020 Assessment Comments

ID

172

Project name

Halsall Lane Park, Ormskirk

Total cost: £10,000

CIL funding requested: £10,000

Other funding required: nil

Halsall Lane Park has been identified within the Council's Playground Improvement Programme as a facility in need of investment. Following community engagement, along with requests from ward councillors, this proposal is to extend the playground to provide 2 types of swings for under 12 year olds. This provides active play and so supports health and wellbeing. The scheme would support new development in Ormskirk and delivery can be undertaken in 1-2 years. It would seem appropriate for the scheme to be funded by available Ormskirk NCIL monies, rather than strategic CIL, so to ensure most effective use of the Council's CIL revenue.

Shortlisted for potential funding in 2021/22?

Yes

ID

173

Project name

Long Heyes Play area

Location	Ashurst, Skelmersdale	Does the project meet a local need?	Yes
Project description	Extension of the play development project to allow it to provide play facilities for the under-6 age group, with associated parents seating facilities.	Is it identified in strategy / policy?	Yes
Status	Not started	Does it meet a corporate priority?	Yes
Lead agency	WLBC Leisure	Is it an item on the R123?	Yes
Project partners		Can it be delivered short-term?:	Yes
		Are CIL monies requested/required?:	Yes
		Are costs known?:	Yes
		Remove from CIL assessment?:	No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

There has, and is, significant development in Ashurst - most notably through the Whalleys/Cobbs Clough residential developments. This scheme would therefore help support new development in that area.

Is it a project listed on the R123 list?

Type of infrastructure:

Yes

Childrens play areas

Provision of new infrastructure?

No

Improvement of existing?

Yes

Replacement of existing?

No

Operation?

No

Maintenance?

No

Is the project identified in strategy / policy

Yes

Local Plan 2012-2027?

No

Transport and Highways?

No

Leisure Strategy?

Yes

Green Infrastructure?

No

Policy Links

Health and Wellbeing?

No

Other?

Does it meet a corporate priority?

Yes

Ambitious for our economy?

No

Ambitious for our environment?

No

Ambitious for health and wellbeing?

Yes

Comments:

This proposal is in keeping with the Leisure strategy for play facilities, and supports significant residential development in Ashurst (including the Whalleys/Cobbs Clough developments). It would provide wider opportunities for play facilities for younger age groups.

What level will improvements be delivered at?

Local level

Yes

Town level

Yes

Borough level

No

Comments:

The project will provide improvements to the immediate locality, but also be accessible by residents of other areas of the town should they so wish.

Does the proposal have a positive impact on equality

Yes

Comments:

Has the project already benefitted from engagement?

No

Comments:

Unknown

Can it be delivered short-term

Delivery within 1-2 years?

Yes

Delivery within 3-5 years?

Yes

Delivery over 5 years?

No

Delivery unknown?

No

Comments:

No

The project can be delivered within 2 years.

Are there any risks if this project does not come forward?

Minor risks / impacts

Comments:

The under-6s scheme could not be funded.

Has any work been undertaken to assess the feasibility of the project?

Are there any risks to delivery? Is it reliant on other projects or consents?

No risks known. This scheme would complement the current play development for 6 to 14 year olds being funded by WLBC Play capital and HRA funding.

Provide key milestones/tasks for the project:

Who will be responsible for future management and maintenance of the infrastructure?

WLBC Leisure Services

Are project costs known?

Project cost

Yes

£30,000

Are CIL monies requested/required

CIL / Match funding

Yes

Total cost: £30,000
CIL funding requested: £30,000
Other funding required: nil

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

£16,581

2020 Assessment Comments

ID

173

Project name

Long Heyes Play area

Total cost: £30,000

CIL funding requested: £30,000

Other funding required: nil

This scheme is in Ashurst, where there is significant residential development at Whalleys/Cobbs Clough. This scheme would therefore help support new development in that area. The scheme complements a current play development for 6 to 14 year olds being funded by play capital and HRA funding. The project would help support opportunities to improve health and enable play, support social interaction. The scheme can be delivered within the next 2 years.

Shortlisted for potential funding in 2021/22?

Yes

Location	Delph Clough, Elmers Clough & Westheads Clough, Skelmersdale	Does the project meet a local need?	<input type="checkbox"/> Yes
Project description	Access improvements, woodland management, drainage works, routine cleansing and vegetation clearance to upgrade the environment and develop the recreational and ecological potential of the three cloughs.	Is it identified in strategy / policy?	<input type="checkbox"/> Yes
Status	Not started	Does it meet a corporate priority?	<input type="checkbox"/> Yes
Lead agency	WLBC Leisure	Is it an item on the R123?	<input type="checkbox"/> Yes
Project partners		Can it be delivered short-term?:	<input type="checkbox"/> Yes
		Are CIL monies requested/required?:	<input type="checkbox"/> Yes
		Are costs known?:	<input type="checkbox"/> Yes
		Remove from CIL assessment?:	<input type="checkbox"/> No

Does the project meet a local need or demand that has arisen or been exacerbated by new development?

How would the project support or enable growth or planned development in West Lancashire?

Yes

There has been development across Skelmersdale, including that at Delph Clough (west of Evenwood Court), and so this scheme would provide central improvements to support that new development, as well as to attract residents in from other parts of the borough.

Is it a project listed on the R123 list?

Type of infrastructure:

Provision of new infrastructure?

Yes

Improvement of existing?

Green infrastructure - natural spaces

Replacement of existing?

No

Operation?

Yes

Maintenance?

No

No

No

Is the project identified in strategy / policy

Local Plan 2012-2027?

Yes

Transport and Highways?

No

Leisure Strategy?

No

Green Infrastructure?

Yes

Policy Links

Yes

Health and Wellbeing?

No

Other?

No

Does it meet a corporate priority?

Ambitious for our economy?

Yes

Ambitious for our environment?

Yes

Ambitious for health and wellbeing?

Yes

Comments:

Yes

The scheme provides environmental, recreational and ecological improvements to three main valleys in Skelmersdale, to improve public accessibility and use of these natural spaces, providing opportunities for health/wellbeing. It also provides the opportunity

to attract visitors to Skelmersdale, thereby boosting the local economy.

What level will improvements be delivered at?

Local level

Yes

Town level

Yes

Borough level

No

Comments:

The project will provide improvements to the immediate locality, but also be accessible by residents of other areas of the town and surrounding areas, should they so wish.

Does the proposal have a positive impact on equality

Comments:

Yes

The project will improve access to the cloughs

Has the project already benefitted from engagement?

Comments:

No

Unknown

Can it be delivered short-term

Delivery within 1-2 years?

Yes

Delivery within 3-5 years?

Yes

Delivery over 5 years?

No

Delivery unknown?

No

Comments:

The scheme can be delivered within 1-2 years

Are there any risks if this project does not come forward?

Minor risks / impacts

Comments:

The scheme may not be delivered without CIL monies.

Has any work been undertaken to assess the feasibility of the project?

Are there any risks to delivery? Is it reliant on other projects or consents?

Provide key milestones/tasks for the project:

Who will be responsible for future management and maintenance of the infrastructure?

WLBC Leisure

Are project costs known?

Project cost

Yes

Delph Clough - access and woodland management works - £15,000
 Elmers Clough - access, cleansing and drainage/culvert works - £20,000
 Westheads Clough - access and infrastructure works - £10,000
 Contingency - £5000
 Total cost = £50,000

Are CIL monies requested/required

CIL / Match funding

Yes

CIL monies are required to deliver the project. Without CIL, it is likely these improvements cannot be delivered.

Has the parish council received Local CIL?

ID

174

Project name

Clough Valleys environmental improvements

Total CIL awarded to parish council to date

£16,581

2020 Assessment Comments

Total cost: £50,000

CIL funding requested: £50,000

Other funding required: nil

There has been development across Skelmersdale, including that at Delph Clough (west of Evenwood Court), and so this green infrastructure scheme would provide central improvements to support that new development, as well as to attract residents in from other parts of the borough as visitors. The scheme will include delivery through community engagement / volunteers, managed by the Council ranger service. The scheme will deliver a range of recreational, environmental, ecological and community improvements that will help improve the health and wellbeing of the town/borough's residents.

Shortlisted for potential funding in 2021/22?

Yes