

WEST LANCASHIRE BOROUGH COUNCIL

CIL FUNDING PROGRAMME 2021

for the financial year 2022/23

**APPENDIX C:
DETAILED ASSESSMENTS FOR
ALL SHORTLISTED PROJECTS**

ID 182

Project name West Lancashire Dial-a-Ride (Year 2)

Location Borough-wide

Project description Dial-a-Ride is an accessible passenger transport service for West Lancashire, already supported by Lancashire County Council. CIL monies have been awarded to fund this scheme in 2021/22. This bid is seeking funding for 2022/23.

Status Not started

Lead agency West Lancashire Dial-a-Ride

Project partners LCC, WLBC

Does the project meet a local need? Yes

Is it identified in strategy / policy? Yes

Does it meet a corporate priority? Yes

Is it an item on the R123? Yes

Can it be delivered short-term?: Yes

Are CIL monies requested/required?: Yes

Are costs known?: Yes

Remove from CIL assessment?: Yes

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

Yes

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

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. New residential developments and rising population will increase the demand for these services. Dial a Ride is the only accessible transport service available without restriction to any qualifying resident of the borough.

Is it a project listed in the IFS?

Yes

Type of infrastructure:

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

Communities True

Greener WL: False

Clean, safe, affordable: False

Healthy, happy: Support business: Financially sustainable:

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 Town level Borough level

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: 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: 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? Delivery within 3-5 years? Delivery over 5 years? Delivery unknown?

Comments: This project, which is to sustain and grow existing services, is already running and will continue until 2024.

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

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?

Yes

Project cost

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

Are CIL monies requested/required

Yes

CIL / Match funding

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

2021 Assessment Comments

ID 182

Project name

West Lancashire Dial-a-Ride (Year 2)

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Other funding required: £154,714

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CIL Funding was awarded through the 2020 CFP to fund the service for Year 1. This bid relates to continuing the funding to cover Year 2.

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 created by new development across the Borough.

Shortlisted for potential funding in 2022/23?

Yes

ID 183

Project name Skelmersdale Active Community Hub

Location Skelmersdale town centre (Ecumenical centre)

Project description Creation of an active community hub at the Ecumenical centre, where people can access a range of leisure and fitness activities that enrich their lives, with particular focus on people who are older, with mobility issues, disengaged youth, refugees.

Status Not started

Lead agency Skelmersdale Ecumenical Centre

Project partners

Does the project meet a local need? Yes

Is it identified in strategy / policy? Yes

Does it meet a corporate priority? Yes

Is it an item on the R123? No

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?

Yes

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

There is significant development being undertaken in and around Skelmersdale town centre, and the wider town area. This is a community asset, seeking to develop a health and leisure hub for the community to use. The community needs accessible, affordable spaces to exercise, meet, socialise, connect, learn and grow. The centre is perfectly located close to the concourse shopping centre, bus station, Asda and the new shopping street being built. The project would strengthen the offer for the wider community in relation to getting active, connecting with others, improving health and wellbeing, and building a stronger community.

Is it a project listed in the IFS?

Yes

Type of infrastructure:

- Provision of new infrastructure? Yes
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? No
Green Infrastructure? Yes
Policy Links
Health and Wellbeing? Yes
Other?

Does it meet a corporate priority?

Yes

Communities True

ID 183

Project name

Skelmersdale Active Community Hub

Greener WL:	<input type="text" value="False"/>
Clean, safe, affordable:	<input type="text" value="False"/>
Healthy, happy:	<input type="text" value="True"/>
Support business:	<input type="text" value="False"/>
Financially sustainable:	<input type="text" value="False"/>
Comments:	

What level will improvements be delivered at?

Local level	<input type="text" value="Yes"/>
Town level	<input type="text" value="Yes"/>
Borough level	<input type="text" value="No"/>
Comments:	

Does the proposal have a positive impact on equality

Comments:

The centre and its partners work with some of the most disadvantaged and disenfranchised people in West Lancashire. In particular the centre is accessed by: older people, people from poorer socio-economic backgrounds, those with long term health conditions. They also host the Refugee and Asylum advice centre.

Has the project already benefitted from engagement?

Comments:

A significant programme of community consultation took place during the period of refurbishment funded by The National Lottery 2018-2020. This included stakeholder engagement, ideas sessions for the future of the centre, questionnaires, feedback sessions and consultation days facilitated by an external consultant. Once Lockdown came into force it was difficult to put any of the consultation ideas into action.

Can it be delivered short-term

Delivery within 1-2 years?

Delivery within 3-5 years?

Delivery over 5 years?

Delivery unknown?

Comments:

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

Comments:

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?

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Project name Skelmersdale Active Community Hub

Provide key milestones/tasks for the project:

Consultation and engagement, 2 year delivery plan, recruitment of volunteers, contractors etc

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

Skelmersdale Ecumenical centre

Are project costs known?

Yes

Project cost

Total cost: £37,650
CIL funding requested: £37,650
Other funding required: £0

The £37,650 breaks down as:
Hall redevelopment - £23,500
Bicycle stand and hire - £9,300
Centre website - £4850

Toilet redevelopment - £23,000 (funding to be provided through separate bid to Whitemoss Community fund)

Are CIL monies requested/required

Yes

CIL / Match funding

The centre will fund the manager role to oversee development and delivery of work, alongside providing additional funding of volunteer expenses and the purchase of the cycles.

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

£16,581

2021 Assessment Comments

Total cost: £37,650
CIL funding requested: £37,650
Other funding required: £0

There has been significant development in Skelmersdale, including that in the town centre (Firbeck, Findon, Delf Clough) which this scheme could help support. CIL may be used to help fund community infrastructure, including schemes such as this to deliver leisure facilities. The Council do have aspirations to provide new leisure facilities in the town centre, although it is anticipated that provision of leisure facilities through this scheme would be at a lower, localised level and help people that may otherwise be disenfranchised from accessing those facilities. The creation of cycle facilities would fall within transport infrastructure and help promote cheap and active travel.

Shortlisted for potential funding in 2022/23?

Yes

ID 184

Project name Installation of a 1 mile running track and trim trail

Location	St James Catholic Primary School, Ashurst Road, Skelmersdale
Project description	Installation of a 1 mile running track and trim trail
Status	Not started
Lead agency	St James Catholic Primary School, Ashurst Road, Ashurst
Project partners	

Does the project meet a local need?	Yes
Is it identified in strategy / policy?	Yes
Does it meet a corporate priority?	Yes
Is it an item on the R123?	No
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?

Yes

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

There are numerous housing developments around the school with 2 at the perimeter of the school grounds and others within a short distance. The school numbers are increasing and the useable outdoor space is described as not sufficient. In Reception Class 2020 we had 13 pupils. We are due to take 27 in September 2021. Overall the pupil numbers have increased from 159 in 2019 to 195 in 2021. The school are struggling for space on the yards, and wish to promote an increased level of physical activity. The school field is not fit for purpose due to flooding and drainage issues. The already installed trim trail is often not used due to pupils not being able to gain access to it across the waterlogged field.

Since the lockdown we, as a school, are seeing an increased number of children and families affected by poor mental health. The increased residents will also benefit from the community cohesion encouraged by the community activities planned onsite and would benefit from the use of resources. The school work closely with the local community and would encourage local community groups to use the facilities. We are regularly involved in local community activities arranged by James Upjohn of Skem First. The school are hoping to introduce an annual Ashurst Gala and other large community events.

Is it a project listed in the IFS?

Yes

Type of infrastructure:

Provision of new infrastructure?	Yes
Improvement of existing?	No
Replacement of existing?	No
Operation?	No
Maintenance?	No

Is the project identified in strategy / policy

Local Plan 2012-2027?	No
Transport and Highways?	No
Leisure Strategy?	No

Green Infrastructure?

No

Policy Links

Health and Wellbeing?

Yes

Other?

Does it meet a corporate priority?

Yes

Communities

True

Greener WL:

False

Clean, safe, affordable:

False

Healthy, happy:

True

Support business:

False

Financially sustainable:

False

Comments:

What level will improvements be delivered at?

Local level

Yes

Town level

Yes

Borough level

No

Comments:

Community Cohesion would be strengthened. We fully engage with the local community but it is envisaged that these facilities would be used by local residents and community groups thus promoting an increase in community cohesion, health and wellbeing. Interschool activities/competitions could be held at the school where previously due to the poor draining we have not been able to offer this.

Does the proposal have a positive impact on equality

Yes

Comments:

The facilities would be fully inclusive and are accessible to all. The track up to the trim trail and also the mile a day track would enable those with mobility issues to access the outdoor spaces. We have pupils in school who could not access the field without the track due to their mobility issues and the poor conditions for wheelchair access.

Has the project already benefitted from engagement?

No

Comments:

Can it be delivered short-term

Yes

Delivery within 1-2 years?

Yes

Delivery within 3-5 years?

No

Delivery over 5 years?

No

Delivery unknown?

No

Comments:

School are in receipt of 3 quotations for the work and are ready to give the go ahead when sufficient funds secured. School would like the project to commence as soon as possible so financial year 2021/22. It would take approximately 2 weeks to complete the project.

ID 184

Project name Installation of a 1 mile running track and trim trail

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

Minor risks / impacts

Comments:

School has some pupils with mobility issues, who would be unable to access outdoor areas if this project is not delivered. School may otherwise need to look at off-site provision, which would have cost impacts on education provision. Would limit health improvement opportunities.

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

School have had the 3 quotations and spoken with representatives of the community and the feedback is positive. The community would welcome the facilities both to benefit their children but also the wider community.

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

Can commence as soon as funding is secured.
May require planning permission.

Provide key milestones/tasks for the project:

Ideally we would hope to have the go ahead to complete the project asap so that the field would be accessible in the Autumn term. If the decision is delayed until Autumn chances are it would be another year before the works could be carried out.

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

School Governing Body

Are project costs known?

Yes

Project cost

Total cost: £30,760
CIL funding requested: £30,760
Other funding required: £0

Mile track - £24,330
Trim trail path - £4700
If path delivered separately to mile track - £6430

Are CIL monies requested/required

Yes

CIL / Match funding

Total cost: £30,760
CIL funding requested: £10,760
Other funding required: £20,000 (capital)

The funding we currently have in place has been due to allocated capital funds. This is secured. If CIL bid is not successful the project would not be able financially viable at this time.

Has the parish council received Local CIL?

Total CIL awarded to parish council to date

£16,581

2021 Assessment Comments

Total cost: £30,760
CIL funding requested: £10,760
Other funding required: £20,000 (capital)

There has been significant levels of development in and around Ashurst, including Ashurst Road (x2) and Whalleys, which the school state have increased pupil numbers and placed pressures on the school. Health improvement opportunities are important for the pupils physical and mental health, and these improvements would also help accessibility for less mobile pupils as well as providing community access to the health betterment facilities. It falls under an acceptable project/type within the IFS,

ID 184

Project name Installation of a 1 mile running track and trim trail

supports new development and provides health improvement opportunities. The school have confirmed that the trail would be available to the community outside of school hours (weekends and after school) but would require keyholders (i.e. cubs, scouts, football managers). With appropriate management of access, it is considered this trail would help improve the health of pupils and the local community.

Shortlisted for potential funding in 2022/23?

Yes