


1. Project details

<p>Project name:</p>	<p>Halsall-Scarisbrick canal towpath enhancement</p>
<p>Proposed location :</p> <p><i>Where applicable, please provide a plan/map indicating the location of the proposed works</i></p>	<p>Leeds & Liverpool Canal LL-032-004 Bridge 27A Scarisbrick Bridge to LL-032-003 Bridge 25 Hallsall Warehouse Bridge.</p> 
<p>Project description:</p> <p><i>Brief description of the proposal</i></p>	<p>Resurfacing of canal towpath between Summerwood Lane, Halsall and Scarisbrick Marina with a 2m wide crushed stone surface, 2,250m in length.</p>
<p>Project details:</p> <p><i>Purpose of the project and details of the works required</i></p>	<p>Following on from the recently completed housing development on Summerwood Lane, Halsall, there are £15k worth of o/s S106 monies allocated to sustainable transport improvements in the vicinity of the development. In order to maximise the value of this developer contribution and for a resurfacing project also to be worthwhile for all parties concerned, this project seeks to improve the existing towpath between Halsall and Scarisbrick, which currently has a poor condition (unsurfaced).</p> <p>There is a defined start/end point at either end, with a car park at the Halsall end and popular marina at the Scarisbrick end. The Halsall end connects Halsall village, The Ship Inn and nearby school with the Scarisbrick end connects with Pinfold, the A570 (for bus routes to Burscough and Ormskirk), the marina café, and two nearby schools.</p>

Is the project already on the Infrastructure Delivery Schedule?	<input type="checkbox"/> Yes - If Yes, please provide reference <input checked="" type="checkbox"/> No
Has this project been started?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has this project been completed?	<input type="checkbox"/> Yes - <i>If completed, there is no need to continue with this form.</i> <input checked="" type="checkbox"/> No

2. Contact details

Organisation name	Canals & Rivers Trust
Project lead / contact name	Joe Hildred
Email: Contact number:	joe.hildred@canalrivertrust.org.uk
Project partners (if applicable):	The CRT will lead on this project.

3. Identifying strategic need

<p>Does the project meet a local need or demand that has arisen or been exacerbated as a result of new development?</p> <p><i>Please explain what need or demand has arisen as a result of new development.</i></p>	<p>The recent 14-home development at Summerwood Lane, Halsall was approved with a S106 agreement that £15k worth of sustainable travel improvements would be carried out. It has been suggested that as the development is so close to the canal, and as the towpath serves as a key active travel corridor in the area away from the busy A5147, that the monies could go towards towpath improvements. As £15k doesn't allow for significant improvements to the towpath surface, which is currently in a poor, unsurfaced condition, it makes sense for money to combine with another source in order to carry out a more substantial and worthwhile project. Scarisbrick Marina's recent expansion, including its caravan park should also be considered with regards to new development and increased demand.</p>
<p>How would the project support or enable growth or planned development in West Lancashire?</p> <p><i>Details of why this project is required to support new development. Please provide details of any specific development proposals, sites or growth which would be supported, enabled or unlocked by the project.</i></p>	<p>The recent development at Summerwood Lane, whilst small in size and scale, has limited sustainable travel options, which is why the S106 agreement was drawn up in the first place. These monies still haven't been spent, hence the residents who've moved in will be reliant on private car use as there are no essential amenities or facilities nearby – certainly not journeys that can be comfortably made by foot or on bike. However, if the towpath was improved up to Scarisbrick, this would facilitate a much safer and attractive walking route to Scarisbrick (compared with the A5147), where a frequent bus service to Burscough and Ormskirk is served. This section may then pave the way for the section between Scarisbrick and Burscough to be completed, which would then ensure a complete and fully surfaced cycle route from Halsall to Wigan along the canal.</p>

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Is the project identified within a relevant local strategy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please tick those that apply and provide any relevant strategy / policy details	<input type="checkbox"/> Local Plan 2012-2027, WLBC Please state policy/strategy..... <input type="checkbox"/> Transport and Highways Masterplan, LCC <input checked="" type="checkbox"/> Cycling and Green Infrastructure Strategy, WLBC <input type="checkbox"/> Leisure Strategy / Playing Pitch Strategy WLBC <input type="checkbox"/> Health and Wellbeing Strategy, WLBC <input type="checkbox"/> Masterplan / Development Brief <input type="checkbox"/> Other (please state)

Does the project help meet at least one of the Council's Corporate Priorities?	<input checked="" type="checkbox"/> Create empowered, engaged and inclusive communities <i>Including: Healthy, resilient and engaged communities, improved places to live and work, equal opportunities</i>
<i>Please tick those that apply</i>	<input checked="" type="checkbox"/> Become a greener West Lancashire <i>Including: To embed green infrastructure into our Borough's future development and regeneration, to safeguard the natural landscape and maintain our green environment, to become carbon neutral, encourage green space, energy efficiency, sustainable supply chains</i>
LINK to Council Priorities	<input checked="" type="checkbox"/> A clean, safe environment with affordable homes <i>Including: Providing a cleaner physical environment to enhance the Borough, supporting quality growth and infrastructure</i>
	<input checked="" type="checkbox"/> Everyone to be healthy, happy, safe and resilient <i>To invest in sports and leisure services and facilities, to protect, invest and continue to develop our green leisure spaces, to reduce health inequalities, to support our most deprived areas</i>
	<input checked="" type="checkbox"/> Support businesses to adapt and prosper
	<input checked="" type="checkbox"/> Be a financially sustainable Council by 2023 <i>Including: To provide value for money services</i>

Does the project fall under the infrastructure listed in the Infrastructure Funding Statement?	<input checked="" type="checkbox"/> Strategic transport and highways improvements or provision <i>Including: Cycle network provision and improvements, footpaths, bus stops etc.</i>
Please tick the infrastructure type(s)	<input checked="" type="checkbox"/> Strategic green infrastructure <i>Including: Parks, amenity open space, play areas, outdoor sports facilities and playing pitches, semi-natural open space.</i>

Link to the IFS	<input type="checkbox"/> Community facilities <i>Including: Libraries, health facilities, community centres, public realm, leisure centres etc.</i>
Does the project propose?	<input type="checkbox"/> Provision of new infrastructure <input checked="" type="checkbox"/> Improvement of existing infrastructure <input type="checkbox"/> Replacement of existing infrastructure <input type="checkbox"/> Operation <input type="checkbox"/> Maintenance

What benefits will the scheme deliver to the local area?	<input checked="" type="checkbox"/> Economic improvements <input checked="" type="checkbox"/> Environmental improvements <input checked="" type="checkbox"/> Social improvements
Please provide details.	<p>Economic Improvements - Increased number of people using canal towpath supporting canal side businesses (Ship Inn, Marina café, caravan parks, Heaton's Bridge pub). Builds on heritage of the area making it a more attractive place to live supporting proposed development in the area.</p> <p>Environmental improvements – fully accessible cycling and walking routes enable trips to be made which may previously have been made by car, or not at all. Current towpath surface is a barrier to those on wheels, and during periods of heavy rainfall, also a barrier to those travelling on foot. There are limited alternatives in the area to actively travel off-highway. Main road (A5147) unattractive due to traffic volume while surrounding lanes all have national speed limit or 40mph limit, hence unattractive due to high traffic speeds.</p> <p>Social improvements – travelling by bicycle or on foot creates good habits for new and existing residents and improvements to existing routes only enable more trips to be made by these modes. The most vulnerable users in the local communities stand to benefit the most, as the towpath will be more accessible, and is already an attractive route, so has the added benefit of boosting mental health as well as physical. Potential benefits for local school children in the area too with three schools within close proximity of the route extents.</p>
What geographic area will the project benefit?	<input checked="" type="checkbox"/> Neighbourhood / local <input type="checkbox"/> Town / large village <input checked="" type="checkbox"/> Borough wide / beyond
Please provide details	<p>Neighbourhood / local – Benefits to the surrounding residential areas of Halsall and Pinfold, with close proximity to two primary schools, a high school, a popular marina with café and two large caravan parks, which attract many visitors per year.</p> <p>Borough wide / beyond – The towpath east of Scarisbrick Marina leads to NCN562 – cycle route between Southport and Wigan via</p>

	Burscough. Many leisure cyclists and walkers use the canal towpath as part of a larger leisure journey, and will often draw in users from more urban areas wishing to escape traffic and enjoy more pleasant routes. Improved surfaces almost invariably lead to an increase in usage – across all active modes.
Does the proposal have a positive impact on equality? <i>This includes gender, race, age, religion, sexuality, disability</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please provide details <i>Please explain if and how any specific equalities groups would be affected by the project.</i>	<p>Women generally travel by foot or bicycle a lot less than men. Same is true of children, as various empirical studies have shown over time. Safe active travel routes remove severances which would otherwise prevent women and children from travelling by their own steam, particularly when alone.</p> <p>Elderly users are almost always disadvantaged by dangerous roads and severances, as well as poorly surfaced footpaths. If such users are unable to drive, dangerous road conditions and inaccessible footpaths can be a barrier to travelling independently and runs the risk of increased social isolation.</p> <p>Disabled users will benefit from improved surfacing and as a result of the crushed stone surface. Similarly, to female and elderly users, hostile roads are a major barrier to disabled users travelling on their own accord and the canal towpath here offers a much more pleasant route between the two settlements.</p> <p>In short, an improved towpath surface at this location allows a wider reach of society to access the nearby schools, marina, bus stops and canal towpath in general (for journeys onwards to Burscough and Wigan) within the immediate area, increasing social equality and removing barriers to active travel.</p>
Has the project already benefitted from stakeholder engagement / discussions with the local community?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please provide details <i>Is there public support? To what degree?</i>	Public objections would be unlikely – no impact on highway network, no impact on local businesses or households, limited impact on heritage, ecology, and local character.

4. Deliverability

When can the infrastructure be	<input checked="" type="checkbox"/> Within 1-2 years (short term)
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delivered?	<input type="checkbox"/> Within 3-5 years (medium term) <input type="checkbox"/> Over 5 years (long term) <input type="checkbox"/> Unknown
Please provide details	<p>If known, in which financial year is the project expected to commence? 2024/25</p> <p>If known, in which financial year is the project expected to complete? 2024/25</p> <p>A Project Manager would be drawn from CRT's 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.</p>
Are there any risks to the delivery? Is commencement of the project reliant on any planning, legal or other consents? Is the project reliant on the completion of any other projects first?	<p>This project is low risk from a deliverability point of view. It does not affect the highway or PRoW network, no washwall repairs or access improvements are proposed, there is no intention to install lighting (no ecological risk), and the path is entirely owned and maintained by the CRT, who will be managing this project. The project is not reliant on any other project's completion. As always, there will be a level of risk/contingency in there for some level of unforeseen/rising costs.</p>
Has any work been carried out to date to assess the feasibility of the project?	<p>High-level feasibility work by the CRT has established the low-risk nature of this project. A cost estimate has been provided. As an additional note to this – the work that has already been done to produce this estimate is the bulk of the work prior to formal design. Everything after this is included in the estimates above.</p>
Please set out any key milestones and/or tasks for the project	<p>The CRT will project manage this scheme and can provide this information on request if necessary.</p>
Which organisation will be responsible for delivering the infrastructure?	<p>Canal & Rivers Trust.</p>
Who will be responsible for the future management and maintenance of the infrastructure?	<p>Canal & Rivers Trust.</p>
Are there specific implications, risks or negative impacts if this project does not come forward?	<input type="checkbox"/> Strategic risks / impacts <input checked="" type="checkbox"/> Major risks / impacts <input type="checkbox"/> Minor risks/impacts <input type="checkbox"/> No risks/impacts
Please provide details	<p>The main risk for WLBC is the outstanding S106 monies from the Summerwood Gardens development, which need to be committed by Sep 2024, or else the money is at risk of being recouped by the developer. If that's the case a suitable alternative scheme will need to be found.</p>

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5. Project costs and funding

What is the cost of the project?

Please complete the table below with as much detail as possible – including, where known, a breakdown of the different elements of the scheme. Please make clear if funding is being sought for revenue costs (eg on-going maintenance). Costs associated with preparing the CIL funding bid should not be included.

Source	Estimate cost (£)
2,250m long and 2m wide Crushed stone surface	£175,095.14
+8.5% contingency costs	£15,000.00
Total Cost	£190,095.14

Do you wish to (bid for the) use CIL monies to help deliver the project?

Yes

Are CIL monies needed to deliver the project? What match funding is available or secured?

Please give details of all identified sources of funding for the project, including the amount of CIL funding being sought and any match funding and its status (eg proposed, bid submitted, approved in principle, secured).

Source	Amount (£)	Status of funding	% of total cost
S106	£15,000	Secured, but needs to be committed by Sep 2024	7.9%
CIL	£175,095.14	Proposed – to be secured	92.1%

Please also set out the risks to the project if any other funding applications were not successful.

N.B. The CRT have some bank repair work planned next to the length in question (on a section with heritage setts so it wouldn't be resurfaced) and could use that to demonstrate an increased match amount. For further info please contact Joe Hildred.

Please detail why CIL funding is needed and/or how it will add value to the project?

Will CIL help secure the overall delivery of the project (i.e. the project would not proceed without CIL), the timing of delivery (i.e. would CIL enable the project to be brought forward earlier) or the longevity of the project (i.e. CIL would enhance the quality of the project, increase the benefit to residents or enable the benefit to be sustained for longer).

Without CIL funding, the project cannot happen and the S106 monies would need allocating to a different or much stripped down project. There may still be improvements the CRT can make with the £15k of S106, but in order to maximise its potential, the CIL top-up ensures the money can be pooled and committed to by its expiry date of Sep 2024. There are no other funding sources available that

would be able to fund this project in the immediate future as Active Travel Fund generally does not support canal towpath interventions. It must also be noted that the WLBC Green Infrastructure and Cycling Strategy (p38) identifies Improvement works to the towpath on the Leeds-Liverpool Canal between Burscough and Lydiate to provide an off-road cycle path at a cost of £2.6m, so this section would help go towards fulfilling that proposal.

Additionally, the recent towpath upgrade works between Parbold and Wigan and Appley Bridge (still in construction) show the CRT are capable and willing partners to help carry out these socially and environmentally important projects for the borough. The canal is a key green and blue asset and the more towpath sections that can be upgraded take the borough one step closer to having a fully accessible towpath from its border with Sefton to its border with Wigan.

Thank you for completing this proforma.

Please return to Nicola.Hamilton@westlancs.gov.uk by 12 noon of 18th April 2023