


## Appendix 2 - Revised Project Bid 5 July 2024

<p>Project name:</p>	<p><b>Halsall – Scarisbrick Canal Towpath Improvement Project</b></p>
<p>Proposed location:</p> <p><i>Where applicable, please provide a plan/map indicating the location of the proposed works</i></p>	<p><b>Leeds &amp; Liverpool Canal LL-032-004 Bridge 27A Scarisbrick Bridge to LL-032-003 Bridge 25 Halsall Warehouse Bridge.</b></p> 
<p>Project description:</p>	<p><b>Resurfacing of the canal towpath between Summerwood Lane, Halsall, and Scarisbrick Marina with a 2m wide crushed stone surface 2,250m in length.</b></p>
<p>Project details:</p>	<p><b>Following on from the completed housing development on Summerwood Lane, Halsall; £15,000 worth of o/s S106 monies has been allocated to sustainable transport improvements in the vicinity. In order to maximise the value of this developer contribution, and enhance the offer to all parties, the Canal and River Trust (CRT) is seeking to improve the existing towpath between Halsall and Scarisbrick from its current poor, unsurfaced condition.</b></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	<b>The Canal and River Trust</b>
Project lead / contact name	<b>Megan Ellis – Enterprise Manager</b>
Email: Contact number:	<a href="mailto:megan.ellis@canalrivertrust.org.uk">megan.ellis@canalrivertrust.org.uk</a>
Project partners (if applicable):	<b>N/A – Canal and River Trust will lead on this project.</b>

## 3. Identifying strategic need

<p><b>Does the project meet a local need or demand that has arisen or been exacerbated as a result of new development?</b></p> <p><i>Please explain what need or demand has arisen as a result of new development.</i></p>	<p><b>The recent 14-home development at Summerwood Lane, Halsall was approved with a S106 agreement that £15,000 worth of sustainable travel improvements would be carried out. As the development sits so close to the canal, and as the towpath serves as a key active travel corridor in the area away from the busy A5147, it has been proposed that the funding should go towards towpath improvements.</b></p> <p><b>The £15,000 does not, however, allow for any significant improvement to the towpath surface, which is currently in poor condition. By combining this allocation with an additional funding source, Canal and River Trust will be able to carry out a much more substantial and sustainable surface improvement project.</b></p> <p><b>Scarisbrick Marina’s recent expansion, including its caravan park, should also be considered with regards to the new development and increased demand.</b></p>
How would the project support or enable growth or	

<p>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><b>The recent development at Summerwood Lane has limited sustainable travel options, which is why the S106 agreement was initially drawn up. Residents are currently heavily reliant on private cars for transport, as there are no essential amenities or facilities nearby that can be comfortably reached by bike or on foot.</b></p> <p><b>Improvement of the towpath up to Scarisbrick will facilitate a much safer and attractive green transport route (compared with the alternative A5147), where a frequent bus service to Burscough and Ormskirk is served. Completion of this project may enable further section improvements, for example between Scarisbrick and Burscough – which would ensure a complete and fully surfaced green transport route from Halsall to Wigan along the canal.</b></p>
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<p><b>Is the project identified within a relevant local strategy?</b></p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Please tick those that apply and provide any relevant strategy / policy details</p>	<p><input type="checkbox"/> Local Plan 2012-2027, WLBC Please state policy/strategy.....</p> <p><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) .....</p>

<p><b>Does the project help meet at least one of the Council's Corporate Priorities?</b></p> <p><i>Please tick those that apply</i></p> <p><a href="#">LINK to Council Priorities</a></p>	<p><input checked="" type="checkbox"/> <b>Create empowered, engaged and inclusive communities</b> <i>Including: Healthy, resilient and engaged communities, improved places to live and work, equal opportunities</i></p> <p><input checked="" type="checkbox"/> <b>Become a greener West Lancashire</b> <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></p> <p><input checked="" type="checkbox"/> <b>A clean, safe environment with affordable homes</b> <i>Including: Providing a cleaner physical environment to enhance the Borough, supporting quality growth and infrastructure</i></p> <p><input checked="" type="checkbox"/> <b>Everyone to be healthy, happy, safe and resilient</b> <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></p> <p><input checked="" type="checkbox"/> <b>Support businesses to adapt and prosper</b></p>
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	<input checked="" type="checkbox"/> <b>Be a financially sustainable Council by 2023</b> <i>Including: To provide value for money services</i>
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<p>Does the project fall under the infrastructure listed in the Infrastructure Funding Statement?</p> <p>Please tick the infrastructure type(s)</p> <p><a href="#">Link to the IFS</a></p>	<input checked="" type="checkbox"/> <b>Strategic transport and highways improvements or provision</b> <i>Including: Cycle network provision and improvements, footpaths, bus stops etc.</i>  <input checked="" type="checkbox"/> <b>Strategic green infrastructure</b> <i>Including: Parks, amenity open space, play areas, outdoor sports facilities and playing pitches, semi-natural open space.</i>  <input type="checkbox"/> <b>Community facilities</b> <i>Including: Libraries, health facilities, community centres, public realm, leisure centres etc.</i>
<p>Does the project propose?</p>	<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

<p>What benefits will the scheme deliver to the local area?</p>	<input checked="" type="checkbox"/> Economic improvements <input checked="" type="checkbox"/> Environmental improvements <input checked="" type="checkbox"/> Social improvements
<p>Please provide details.</p>	<p><b>Economic improvements:</b> Increased numbers of people using the canal towpath, supporting canal-side businesses including the Ship Inn, Marina café, caravan parks, and Heaton’s Bridge pub. This will build on existing culture and community engagement, making it a more attractive place to live, encouraging future development in the area.</p> <p><b>Environmental improvements:</b> Fully accessible cycling and walking routes enables green transport options where alternatives rely on personal vehicles, or not at all. The current towpath surface is a barrier to those on wheels and, during periods of heavy rainfall, also limits those travelling on foot. There are limited alternatives in the area to actively travel off-highway, and the main road (A5147) is considered unattractive owing to high volume of traffic and high traffic speed.</p> <p><b>Social improvements:</b> Improving the existing towpath will enable more journeys to be made by bicycle or on foot, creating greener and healthier transport habits for new and existing residents. More vulnerable users will benefit significantly from increased accessibility along the route, furthering opportunities to safely</p>

	<p>travel within their local communities, boosting mental and physical health gains. With three schools located in close proximity of the route, local school children may also benefit from improved access to, and engagement with, the natural environment.</p>
<p>What geographic area will the project benefit?</p>	<p><input checked="" type="checkbox"/> Neighbourhood / local  <input type="checkbox"/> Town / large village  <input checked="" type="checkbox"/> Borough wide / beyond</p>
<p>Please provide details</p>	<p><b>Neighbourhood/local:</b> Benefits to the surrounding residential areas of Halsall and Pinfold, with close proximity to two primary schools, a secondary school, popular marina with café, and two large caravan parks which attract many visitors per year.</p> <p><b>Borough wide/beyond:</b> The towpath East of Scarisbrick Marina leads to the NCN562 Cycle Route between Southport and Wigan via Burscough. Many leisure cyclists and walkers use the canal towpath as part of a larger leisure journey, and users from more urban areas are often drawn in to the area looking to escape traffic and enjoy more pleasant transport routes. Improved surfaces almost invariably lead to an increase in usage – across all active modes.</p>
<p>Does the proposal have a positive impact on equality?</p> <p><i>This includes gender, race, age, religion, sexuality, disability</i></p>	<p><input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>Please provide details</p> <p><i>Please explain if and how any specific equalities groups would be affected by the project.</i></p>	<p><b>Women generally travel on foot or by bicycle a lot less than men. The same is true of children, as various empirical studies have shown over time. Safe active travel routes remove constraints which would otherwise prevent women and children from travelling under their own steam, particularly when alone.</b></p> <p><b>Elderly users are almost always disadvantaged by dangerous roads, as well as poorly surfaced footpaths. If unable to drive, dangerous road conditions and inaccessible footpaths can be a barrier to independent travel for this cohort, increasing the risk of social isolation.</b></p> <p><b>Disabled users will benefit from improved surfacing as a result of the crushed stone surface. Similar to other users mentioned, hostile roads and poor transport conditions are a major barrier to disables users travelling independently. The canal towpath, once improved, will offer a much safer, and more pleasant route between the two local settlements.</b></p> <p><b>In short, an improved towpath surface at this location will allow a wider reach of society to access nearby businesses and services, as well as enjoying the mental and physical benefits linked to use of the route. This project will remove barriers to active travel and increase social mobility for all those living, working and travelling in the vicinity.</b></p>

<p>Has the project already benefitted from stakeholder engagement / discussions with the local community?</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>Please provide details</p> <p><i>Is there public support? To what degree?</i></p>	<p><b>Public objections would be unlikely as there is no proposed negative impact on the highway network, local businesses or households, and potential positive impact on heritage, ecology, and local character.</b></p>

#### 4. Deliverability

<p>When can the infrastructure be delivered?</p>	<input checked="" type="checkbox"/> Within 1-2 years (short term) <input type="checkbox"/> Within 3-5 years (medium term) <input type="checkbox"/> Over 5 years (long term) <input type="checkbox"/> Unknown
<p>Please provide details</p>	<p>If known, in which financial year is the project expected to commence?</p> <p><b>2024/25</b></p> <p>If known, in which financial year is the project expected to complete?</p> <p><b>2025/26</b></p> <p><b>A Project Manager will be assigned from CRT existing staff to lead on the delivery of this project. A full design will need to be undertaken, and this work will be led by the Project Manager in coordination with internal colleagues from teams including Environment, Engineering, Heritage, and Community Engagement.</b></p>
<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>	<p><b>This project is low risk from a deliverability point of view. It does not affect the highway or PRoW network, there are no required wash wall repairs, there is no intention to install lighting (no ecological risk).</b></p> <p><b>The path is entirely owned and maintained by CRT who will be managing this project, and it is not reliant on the completion of any other works. As standard, there will be a level of risk/contingency included to protect against unforeseen/rising costs.</b></p>
<p>Has any work been carried out to date to assess the feasibility of the project?</p>	<p><b>High-level feasibility work by CRT has been carried out to establish the low-risk nature of this project and a cost estimate has been provided ahead of the formal design work.</b></p>



Please set out any key milestones and/or tasks for the project	<b>CRT will project manage this scheme and can provide information on key milestones/project tasks on request if necessary.</b>
Which organisation will be responsible for delivering the infrastructure?	<b>The Canal and River Trust</b>
Who will be responsible for the future management and maintenance of the infrastructure?	<b>The Canal and River Trust</b>
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	<b>The main risk for WLBC is the outstanding S106 monies from Summerwood Gardens development which needs to be committed by December 2024 to avoid it being recouped by the developer. In that instance, an alternative scheme would need to be found.</b>

## 5. Project costs and funding

<p>What is the cost of the project?</p> <p><i>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.</i></p>	
Source	Estimate cost (£)
Concept and Design	<b>£20,000</b>
Construction	<b>£175,095.14</b>
Risk	<b>£58,528.54</b>
<b>Total Cost:</b>	<b>£253,623.68</b>

<b>Do you wish to (bid for the) use of CIL monies to help deliver the project?</b>	<b>Yes</b>
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<b>Are CIL monies needed to deliver the project? What match funding is available or secured?</b>
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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 – Needs to be committed by Dec 2024	5.9%
CIL	£238,623.68	Proposed – Awaiting outcome	94.1%

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

**If the funding application is not successful, CRT will be unable to deliver this project.**

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 be delivered and the S106 monies will need allocating to a different, or significantly diminished, project. There are no alternative funding sources available to support with the delivery of this project in the immediate future as the Active Travel Fund does not generally support canal towpath interventions.**

**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 will help towards fulfilling that proposal.**

**Recent towpath upgrade works between Parbold and Wigan and Appley Bridge demonstrate that CRT are capable and willing partners in helping to deliver 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 improved will drive the Borough ever closer to having a fully accessible towpath from its border with Sefton to the border with Wigan.**

**Thank you for completing this proforma.**

Please return to [Nicola.Hamilton@westlancs.gov.uk](mailto:Nicola.Hamilton@westlancs.gov.uk) by **5<sup>th</sup> July 2024**