



Report of	Meeting	Date
Joint LDF Officer Team	Central Lancashire LDF Joint Advisory Committee	23 June 2010

INFRASTRUCTURE DELIVERY SCHEDULE

PURPOSE OF REPORT

1. To inform Members of the Infrastructure Delivery Schedule.

RECOMMENDATION(S)

2. For Members to endorse the approach in producing the Schedule.

EXECUTIVE SUMMARY OF REPORT

3. The Infrastructure Delivery Schedule aims to identify the essential strategic infrastructure required to deliver the Publication Core Strategy Strategic Sites and Locations as well as the broader distribution and quantity of residential and employment development. The draft Schedule represents work in progress but will be essential supporting material for the Inspector's examination of the Core Strategy.
4. It has been difficult to reach a clear understanding with the various infrastructure providers and now with the prospect of public sector financial cuts it is far less certain what resources will be available from national funding sources. This will place a greater reliance on developers to fund infrastructure. The Core Strategy proposes a levy/tariff type approach to securing developer contributions for infrastructure to make up for funding shortfalls that are not able to be met directly by infrastructure providers or by other means. Further work will need to be done to fully assess the economic viability of levy/tariff levels for different types of development once it is clear how local authorities can introduce such a mechanism.

REASONS FOR RECOMMENDATION(S)

(If the recommendations are accepted)

5. To make members aware of the proposed Infrastructure Delivery Schedule.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

6. None

BACKGROUND

7. Infrastructure planning is essential in achieving an appropriately spatially located and well planned approach to new development and is a key aspect of the Core Strategy.
8. A schedule has been produced which lists the key infrastructure requirements over the next 15 years related to delivering the Central Lancashire Core Strategy. The attached draft Schedule covers strategic infrastructure requirements across Central Lancashire and specifically the Strategic Sites and Locations identified in the Core Strategy are; Buckshaw Village, British Aerospace Samlesbury, Lancashire Central (Cuerden), Central Preston and North West Preston. It is an essential supporting document for the forthcoming examination of the Core Strategy and defining where infrastructure projects will be relate on the ground is a role for the Site Allocations work.
9. The Schedule identifies the approximate likely cost, timescales and sources of the essential infrastructure required. Any shortfall deficits in funding required for these projects are identified so that ultimately an infrastructure levy/tariff type to developer contributions can be informed under such an approach. Developers would be required to contribute towards strategic and local infrastructure requirements. These contributions would be over and above present developer contributions required in terms of on-site obligations.
10. The Schedule takes account of existing spare capacity and underlying demand trends before considering additional development demand needs. The Schedule has been completed following extensive liaison with the infrastructure providers. Such agencies are not used to considering infrastructure provision in spatial terms nor looking ahead more than just a few years.
11. Large new developments can place significant impacts on existing infrastructure capacities and often require new infrastructure provision. The cost of which was in the past often put on the infrastructure providers and developer contributions went little way towards meeting these costs. A levy/tariff approach would change this and place more funding responsibilities on developers rather than the infrastructure providers. The latter are generally public sector agencies facing increasingly restricted funding.
12. There are many types of infrastructure but only the essential strategic infrastructure requirements are identified in the tables of the Schedule. This infrastructure includes:

Transport

Funding is normally secured by the District Councils, Lancashire County Council, Highways Agency (HA) and Network Rail. For large major schemes, regional or national Government funding bids are made, however there is some uncertainty concerning several of these national funding schemes. There has normally been a high degree of dependence on developer contributions on transport schemes ranging from new roads and junctions, traffic control measures to additional bus services. A partial switch to investment in public transport improvements and walking and cycling initiatives is envisaged by the Schedule in line with the sustainable transport proposals in the Core Strategy. Transport scheme funding particularly lends itself to a broadly applied levy or tariff as the projects can have wide scale benefits.

Education – Primary and Secondary

The main educational organisation is Lancashire County Council who normally underwrite the costs of new education provision with national funding support although the church authorities contribute 10% of this cost for faith schools. However increasingly developers are being required to contribute monies for capital schemes in line with a nationally set funding formula.

Public Utilities

The main public utilities are water, gas, electricity and telecommunications. The principal companies are United Utilities, National Grid, Transco, Electricity North West, British Telecom and Virgin Media. These are all companies that aim to operate at a profit through charging users for their services and connections thereto however in many instances their programmes of infrastructure provision are subject to approval by national regulators.

Health – Primary

The Central Lancashire Primary Care Trust (PCT) is responsible for commissioning primary health care locally. Improvements to or new health centres can sometimes be funded through the PCT's capital programme; however this funding is limited. Many health centres in Central Lancashire are in need of renovation and some require new premises. There is some dependence on developer contributions for renovation/extensions to existing health centres. For some of the larger housing development sites a new health centre building and the land would need to be provided by developer contributions.

Green Infrastructure

Major Green Infrastructure is usually funded by Lancashire County Council or the District Councils. For most residential development there is usually a requirement imposed by the local planning authority on the developer to provide green space and degree of dependence on developer contributions for on-going maintenance revenue funding this provision. However the Schedule relates to wider strategic Green Infrastructure schemes which in future developers will also be expected to contribute funding towards.

13 The following pages show different tables of the Infrastructure Delivery Schedule.

There are no background papers to this report.

Report Author	Tel	Email	Doc ID
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Infrastructure type	Transport (including public transport, walking, cycling and road improvements)
Provider(s)	Network Rail, Highways Agency, Lancashire County Council
Spatial distribution of spare capacity	Some overcrowding of rail services between Preston and Manchester. Localised problems of traffic congestion in many areas throughout Central Lancashire but particularly getting in and out of Preston which holds up bus services.
Specific provision initiatives	Lancashire Local Transport Plan 3 – in preparation Network Rail – station improvements Community Infrastructure Levy/Growth Point Bus Rapid Transit System – specific bid for government funding envisaged
Underlying demand trend	Also some evidence of a dip due to the recession general increased demand on road usage and for public transport services.
Non-developer funding sources	Various national and regional funds as well as Lancashire County Council's own resources but all are limited and subject to financial reviews and likely cuts.
Developer funding arrangements in place	None, individual negotiations on planning applications.

REQUIREMENTS – Public Transport

Justification	Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
Encourage substantial modal shift away from car to bus rapid transit freeing up road space for traffic that cannot be switched	Bus Rapid Transit Routes for: 'Preston-Tardy Gate-Leyland' and Cottam - Preston and 'Chorley - Bamber Bridge - Preston' (via B6258) - HOV/Bus lanes on A582 corridor serving Penwortham Park and Ride site. Park and Ride at Broughton with bus priority on route to City Centre, Cuerden Interchange with possible Park & Ride. Smartcard integrated ticketing and travel planning programme. Active travel routes linking to key transport hubs.	2012-2018	56	Funding bid to Central Government, Major Scheme Bid or Developers.	56
Encourage substantial model shift away from car to bus rapid transit freeing up road space for traffic that cannot be switched	Preston East to City Centre Bus Rapid Transit	2014 - 2024	12	Developer Contributions	12
Encouraging switch to quick, frequent bus services and reduce road traffic congestion	Park and Ride sites at M6 Jnt31 and Riversway with bus priority routes into City Centre.	2014-2024	12	Developer Contributions	12
Encouraging switch to quick, frequent bus services and reduce road traffic congestion	Capitol Centre Park and Ride - new access road and rapid transit link.	2010-2018	3	Developer Contribution	3

Provide for modal shift and better mobility access	New Preston Bus Station	2013	24	NWDA (£10m) LCC (£7.5m) Tithbarn developer/PCC	6.5
Provide quicker, more frequent trains, reduce overcrowding and better services for local stations	Electrification of Manchester Airport to Preston and Blackpool and also Preston to Liverpool via Wigan with associated dedicated rolling stock	2014-2016	n/a	DfT	?
Reduce travel times and increase mainline rail capacity	High Speed Rail Link to Preston	2026	n/a	DfT	?
Encourage modal shift to rail	Preston Railway Station major scheme	2014-2018	n/a	Uncertainty over funding from DFT National Government Grant/ LTP/Rail/Developer	?
Encourage modal shift to bus	Extra Whittingham Bus Service	2010-2025	0.7	Developer contribution	Nil
Encourage modal shift to bus and between services	Mini interchanges: Royal Preston Hospital	2008-2013	0.1	LTP/Developer	0.1
Enable switch between rail and bus services	Bus interchange Preston Railway Station	2013-2018	0.4	£400,000 from expansion of Fishergate Centre	Nil
Encourage modal shift to rail	Preston Railway Station minor improvements (master plan for major scheme needs to be done first before the smaller developments will work)	2013	1.5	LTP/Rail/ Developer	Nil
Encourage modal shift to bus and between services	Leyland Transport Hub	2010-2015	0.5	Developer Contributions	0.5
Encourage modal shift to rail	Leyland Railway Station minor improvements to expand Park and Ride	2010-2015	£1.5	Network Rail (NSIP2 secured £0.35m)	1.5
Encourage model shift to rail	New Buckshaw Railway Station	2011	7	Developer Contributions/Cif 2	Nil
Encourage model shift to rail	New Coppull Railway Station	2014-2024	8	Developer Contributions	8

Encourage modal shift to rail	Midge Hall - new railway station	2018-2028	£2	Developer Contributions	2
Encourage modal shift to bus and between services	Mini interchange: Clayton Green, Asda	2010-2015	0.2	LTP/Developer	0.2
Encourage modal shift to rail	Railway Station Car Park at Adlington (25 spaces)	2012-2015	0.75	Developer Contributions	0.75
Encourage model shift to rail	Chorley Railway Station car parking - Friday St (110 spaces)	2012-2015	0.8	Developer Contributions	0.8

REQUIREMENTS – Cycle Schemes -PRESTON

Justification	Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
Encourage sustainable transport and healthy lifestyles.	Preston Guild Wheel - proposed 21km multi user path around Preston, basic scheme costing £2m, enhanced scheme with ecological improvements, interpretation etc could cost up to £4m	2010-2012	2-4m (1.5m already secured by LCC; 0.8m PCT; Booths 0.02m; Private sponsorship 0.05m; Grant (for school links) 0.06m and Lancs. Wildlife Trust 0.1m	LCC, PCC, Landfill Tax, Developer Contributions	£0.2m (to complete basic £2m link)
Encourage sustainable transport and healthy lifestyles.	Grimsargh/Haighton/Whittingham/Longridge cycle routes	2009-2010	1.25	Developer Contributions	1.25
Encourage sustainable transport and healthy lifestyles.	Eastway to Ingol cycle route and links to schools	2010-2025	0.4	Developer Contributions	0.4
Encourage sustainable transport and healthy lifestyles.	Cycle routes to link Sharoe Green to City Centre	2010-2025	0.3	Developer Contributions	0.3

Encourage sustainable transport and healthy lifestyles.	Cycle routes around Riversway/Docks/Blackpool Rd (Ashton)	2010-2025	1	Developer Contributions	1
Encourage sustainable transport and healthy lifestyles.	Eaves Valley Greenway Cycle Links to Brockholes	2015-2025	0.35	Developer Contributions	0.35
Encourage sustainable transport and healthy lifestyles.	City Centre cycle routes and to the Capitol Centre	2015-2025	3	Developer Contributions	3
Encourage sustainable transport and healthy lifestyles.	University area cycle links	2010-2025	0.15	Developer Contributions	0.15
Encourage sustainable transport and healthy lifestyles	Extensive cycle network linking North West Preston to schools, services, leisure and Preston City Centre	2025	3	Developer contributions	3
Encourage sustainable transport and healthy lifestyles	Ingol to Preston City Centre	2015-2025	0.3	Developer contributions	0.3
Encourage sustainable transport and healthy lifestyles.	Blackpool Road cycle improvements between Deepdale and Ashton	2010-2025	0.3	Developer Contributions	0.3
Encourage sustainable transport and healthy lifestyles.	Lea to BAE (Warton) along the A548	2010-2025	0.5	Developer Contributions	0.5

REQUIREMENTS – Cycle Schemes –South Ribble

Justification	Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
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Encourage sustainable transport and healthy lifestyles.	Improvements to cycle paths connecting Lostock Hall School, Walton Park, Capitol Centre, Brownedge Rd and Factory Lane to the railway and tram road links into Preston.	2010-2025	1	Developer	1
Encourage sustainable transport and healthy lifestyles.	Cycle links around the Penwortham area.	2010-2025	0.4	Developer	0.4
Encourage sustainable transport and healthy lifestyles.	Improvements to cycle ways around Bamber Bridge and links to Preston	2010-2025	0.4	Developer	0.4
Encourage sustainable transport and healthy lifestyles.	Moss Side to Leyland.	2015-2025	0.1	Developer	0.1
Encourage sustainable transport and healthy lifestyles.	River Lostock corridor (Leyland North) to Lancashire Business Park	2015-2025	0.1	Developer Contributions	0.1
Encourage sustainable transport and healthy lifestyles	Preston to BAE (Samlesbury) along the A59.	2015	0.5	Developer Contributions	0.5

REQUIREMENTS – Cycle Schemes – Chorley

Justification	Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
Encourage sustainable transport and healthy lifestyles.	Clayton Le Woods cycling improvements on Lancaster Lane/ Moss Lane/Lydiate Lane and Town Brow to cycle links to Cuerden Valley Park. Including a Toucan crossing of A49 Moss Lane, Lancaster Lane and also on Bryning Brook Bridge	2015-2020	0.2	Developer Contributions	0.2
Encourage sustainable transport and healthy lifestyles.	Whittle-le-Woods to Chorley (A6) with links to old canal and Cuerden Valley Park.	2015-2020	0.5	Developer Contributions	0.5
Encourage sustainable transport and healthy lifestyles.	Canal towpath from Botany to Blackburn	2015-2020	0.	Developer Contributions	0.5
Encourage sustainable transport and healthy lifestyles.	Chorley to Abbey Village old railway	2015-2020	1	Developer Contributions	1
Encourage sustainable transport and healthy lifestyles.	Cycle schemes near Wheelton on the A676	2015-2020	0.125	Developer Contributions	0.125
Encourage sustainable transport and healthy lifestyles.	Chorley North East - Harpers Lane, Railway Rd, Bengal St, Water S, Hollinshead Rd, Union Street and Park Rd.	2015-2020	0.3	Developer Contributions	0.3
Encourage sustainable transport and healthy lifestyles.	Cycle link from Croston, Ulmes Walton to Leyland	2015-2020	0.15	Developer Contributions	0.15
Encourage sustainable transport and healthy lifestyles.	Euxton - Wigan Rd and School Lane cycle path improvements.	2015-2020	1.5	Developer Contributions	1.5
Encourage sustainable transport and healthy lifestyles.	Buckshaw - to Chancery Lane via Alker Lane to Cuerden Valley Park via Dawson Lane, Park Saddle bridge to Runshaw College.	2015-2020	0.6	Developer Contributions	0.6
Encourage sustainable transport and healthy lifestyles.	Chorley East - canal, Eaves Lane, Lyons Lane, Yarrow Gate, to Carr Lane and Myles Standish Way.	2015-2020	0.25	Developer Contributions	0.25
Encourage sustainable transport and healthy lifestyles.	Improvements to cycle links in and around Adlington	2015-2020	0.34	Developer Contributions	0.34
Encourage sustainable transport and healthy lifestyles.	Chorley South to Coppull via Bolton Rd, Pilling Lane, Eaves Green Rd, Lower Burgh Way and Burgh Hall Lane.	2015-2020	0.4	Developer Contributions	0.4
Encourage sustainable transport and healthy lifestyles.	Cycle improvements from Eccleston to Chorley via Back Lane.	2015-2020	0.15	Developer Contributions	0.15

REQUIREMENTS–Highway Improvements

Justification	Project	Timing	Cost Estimate £m	Potential Funding Sources	Deficit £m
Essential highway works to enable development	Highway improvements to connect Cuerden Regional investment site to national highway network and to housing growth areas and improving the A582.	2015-2020	14	Developer Contributions	14
Essential highway works to enable development	General improvements to Motorway Network access/slip road improvements.	2015-2020	8	Developer Contributions	8
Essential highway works to enable development	Penwortham Bypass - Blue Route (2.3km)	2015-2020	15	Developer Contributions	15
Essential highway works to enable development	Penwortham Bypass - new route- A59 – A582 (1.3km)	2014-2024	7	Developer Contributions	7
Essential highway works to enable development	Cuerden site transport network	2014-2024	5	Developer Contributions	5
Improve environmental conditions in Broughton and reduce delays	Broughton bypass	2012-2014	10	Developer 70.5% LTP 29.5%	Nil
Reduce delays and enable development	M55 J1 Roundabout (Broughton roundabout)	2010	2.5	LTP/growth point	2.5
Enable development	Highway Infrastructure associated with the Tithebarn Development	2012-2018	15	Developer Contributions	15
Maintain free flows of traffic on main radial routes	Upgrade Urban Traffic Management and Control - Preston City Centre	2008-2013	1	LTP/Developer	1
Enable development	Junction 31A Preston East Highway Improvements	2010-2012	4.5	Developer/HCA	4.5
Enable development	Highway alterations at Ringway/Corporation Street to facilitate CBD in Preston	2014-2018	3	Developer	3
Enable development	Puffin Crossing and junction improvements at Church Lane junction	2010 - 2025	0.065	Developer	Nil
Enable development	Highway Improvements on B5269 (Broughton to Longridge)	2010-2025	0.02	Develop	Nil
Reduce Traffic Congestion at busy roundabout.	Single lighting at A6582 junction.	2010-2013	0.42	Sainsbury's Application	Nil
Enable development	Churchill Way Leyland Improvement Scheme	2010-2025	0.25	Developer Contributions	0.25

Infrastructure type	Education – primary and secondary
Provider(s)	Lancashire County Council, church authorities
Spatial distribution of spare capacity	Primary – most of Preston, some in Walton-le-Dale and Leyland & Farington, Chorley Town, Chorley North and limited capacity in Coppull. Secondary –South Ribble ok, limited capacity in Preston and Chorley
Specific provision initiatives	Building Schools for the Future – national programme for improving buildings – no set programme or timing, funding not confirmed Primary Capital Programme – as with BSF East Preston Schools Review – currently reviewing future patterns of provision Vocational training for 14 - 19 Year olds, national funding to be matched by schools/private sector
Underlying demand trend	Primary – increasing demand through rising birth rate Secondary – falling numbers for a few years before picking up from primary growth and increased compulsory learning to 17yrs by 2013 and 18yrs by 2015
Non-developer funding sources	National government derived funding 10% top funding from church authorities for denominational schools
Developer funding arrangements in place	Standard formulae with government provision costs meets about half to two thirds of actual cost Primary – 0.35 children per dwelling x £11,031 per school place Secondary – 0.25 children per dwelling x £16, 622 per school place

Requirements Schedule

Project	Timing	Cost £m	Likely funding source(s)	Deficit £m
Whittingham additional half form entry primary places	2016-21	2.0	Land for the school site and £1.77m developer contribution negotiated.	0.2
North West Preston Cottam expansion half a form entry primary school places Second phase possible 1 form entry	2016-21 2021+	2.0 5.5	Developer contribution,, LCC Developer contribution,, LCC	2 5.5
Bartle 1 and half form entry primary school places	2016-21	8.5	Reserved sites, developer contribution, LCC	8.5
Penwortham/Lostock Hall up to 2 form entry primary school plus site	2021-26	10.0	Developer contribution, LCC	10.0
Leyland/Farington up to 2 form entry primary school plus site?	2016-21	10.0	Developer contribution, LCC	10.0
Buckshaw Village first phase 1 form entry primary school	2010	5.2	Developer provided the land and commuted sum of £0.97m, LCC provided the remainder	Nil
Second phase 1 form extension to above	2011-16 2016-21	3.4	LCC /Developer contribution	3.4
Third phase (Group 1 site) additional 1 form entry primary school		5..5	Sought developer contribution of site land plus £3.0m	2.5
Adlington half form entry primary places	2016-21	2.0	Developer contribution,, LCC	2.0
Clayton-le-Woods 1 form entry	2016-21	3.5- 5	Developer contribution, LCC	3.5 - 5
Eccleston half a form entry primary places	2016-21	2.0	Developer contributed £0.276m	1.74

Infrastructure type	Public utilities – electricity, gas, telecommunications, water supply and waste water treatment.
Provider(s)	Electricity North West Ltd, National Grid/Transco, British Telecom, Virgin Media, United Utilities
Spatial distribution of spare capacity	Electricity – no capacity issues now that Preston reinforcement works have been done Gas – no known capacity issues Telecommunications – main capacity limitation is high speed broadband access in rural areas Water supply – no overall capacity issues Waste water treatment – main outstanding constraint relates to the treatment works at Walton-le-Dale and Leyland
Specific provision initiatives	Infrastructure provision for each service is subject to controls by the official regulator who determines how providers will be allowed to fund programmed works (capital reserves, service charges and borrowing). Typically funding programmes are for five year periods and are largely aimed at providing for overall demand trends and current shortfalls rather than advance provision of capacity to cater for planned development due to uncertainties about the actual rate and timing of such construction. British Telecom is pursuing a programme of upgrading rural telephone exchanges to higher broadband speeds.
Underlying demand trend	Although commercial use fluctuates in relation to the state of the wider economy the long term trend of overall demand is increasing for all public utility services. However envisaged future energy and water use efficiencies along with increased use of decentralised sources of energy generation should reduce dependence on large scale stand alone facilities and major network improvements.
Non-developer funding sources	Providers own capital reserves, future revenues and borrowing.
Developer funding arrangements in place	Standard charges are in place for new property connections to the service network, together with developers being required to pay for site specific infrastructure and any existing service diversion/protection works. On occasions providers also seek to recoup/reapportion costs from developers of already provided major off-site infrastructure that benefits the development.

Requirements Schedule

Project	Timing	Cost £m	Likely funding sources	Deficit £m
Walton-le-Dale Waste Water Treatment Works	2010-15	?	United Utilities 2010-15 (AMP5) funding programme	Nil
Leyland Waste Water Treatment Works	2015-2020		United Utilities 2015-20 (AMP6) funding programme	?

Infrastructure type	Health – primary care
Provider(s)	NHS, PCT, LCC
Spatial distribution of spare capacity	Preston - limited capacity in most areas except in Ingol/Cottam Inner East Preston and the City Centre. South Ribble - no spare capacity in Leyland and limited capacity in Penwortham/Lostock Hall Chorley – Planned health centre at Friday Street will be able to cope with most of the development and increased capacity around Chorley town. However Adlington Euxton and Eccleston Health Centre's would need to be extended and/or refurbished to cope with the extra demand.
Specific provision initiatives	Mainly targeted at improving substandard accommodation, exceptionally new build schemes are pursued in areas of greatest need.
Underlying demand trend	Projected increase in and aging population will put pressure on local GP practices.
Non-developer funding sources	PCT has very limited capital resources, on new build schemes aims to use lease back arrangements.
Developer funding arrangements in place	No standard formula in place.

Requirements Schedule

Project	Timing	Approx Cost £m	Likely funding sources	Deficit £m
New Friday Street Health Centre, Chorley	2012	6.7	PCT revenue	nil
New Preston Central Health Centre	2016-21	3.5	Developer contribution	3.5
New Leyland Medical Centre	2016 -26	6.5	PCT,/developer contribution	6.5
Improvements to Adlington Clinic	2016-21	0.3	PCT/developer contribution	0.3
Extension to Euxton Medical Centre	2021-26	0.15	PCT/developer contribution	.015
Enhancement of Eccleston Medical Centre	2011-26	0.5	PCT/developer contribution	0.5
Extension to Ingol Health Centre	2011-21		PCT,/developer contribution	
New Buckshaw Village surgery	2012	3.5	Land provided by the developer. PCT funded scheme.	nil
New primary care facility at Penwortham/Lostock Hall	2021-26	3.5	PCT/ developer contributions	3.5
Relocation of Bamber Bridge Clinic	2011-16	0.2	PCT/developer contribution	0.2

Infrastructure type	Green Infrastructure (including outdoor sports and townscape)
Provider(s)	Various including District, County and Parish Councils, other public sector, voluntary and private organisations
Spatial distribution of spare capacity	Urban areas tend have a shortfall of green infrastructure and some of that which exists needs improving. However, on the whole, Central Lancashire has a large amount of good quality green infrastructure provision.
Specific provision initiatives	Sport England - Quality not quantity of provision. Local authorities and health agencies agendas which are pushing healthy lifestyles and encouraging people to participate in active pursuits.
Underlying demand trend	Participation rates in active sports remain quite low but many more people engage in informal recreation and raising the awareness of healthy lifestyles is likely to increase demand for all forms of physical exercise.
Non-developer funding sources	Include REMADE, LCC, District Council initiatives, Lancashire Sport, Sport England and other national/regional grants from EU funding sources.
Developer funding arrangements in place	No standard formula to calculate exact cost of infrastructure but commuted sums in lieu of provision and maintenance of play space provision are routinely sought from housing developers based on formulae. .

Requirements Schedule

Project	Timing	Cost £m	Likely funding sources	Deficit £m
Shepherds Way - Chorley to link	2011-2016	1	Developer contributions	0.5
Market St with Astley Park Gates/The Chor	2011-2016	1	Developer contributions	1
Public Art - Chorley	2011-2016	0.1	Public Partnership External Funding/Developer contributions	0.1
Chorley Flat Iron enhancements	2011 - 2016	3m	Capital programme Bid CBC and developer contributions	3m
Towngate junction improvements and museum enhancements	By 2025	6.8	SRBC and developer contributions	6.8
Upgrading Hough Lane Infrastructure	By 2025	12.5	SRBC and developer contributions	12.5
Invest and improve Cuerden Valley River network				
Grimsthorpe Reservoir Water Based Recreational Project	By 2025	0.5	SRBC and developer contributions	0.5
Ribble Coast Regional Park (West of Preston)	By 2025			
Fishwick Phase 3 – extension to previous local nature reserve scheme	2010	0.35	REMADE, NWDA, Forestry Commission, Landfill tax	0.35
Fishwick East – reclamation of derelict land and improved access	2011-2012	0.45	REMADE, NWDA, Forestry Commission, Landfill tax	0.45
Improved pedestrian links to New Hall Lane	2011-2012	1	Developer contributions	1
Improvements/provision and maintenance of off-site public realm/openspace/natural environment/ places for sport	2013	0.35	PCC/ grants and developer contributions	0.35

