



Local Development Framework

Central Lancashire

Infrastructure Delivery Schedules

January 2012



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PREFACE

A version of this document was published as a single comprehensive Schedule and made a Submission Document to the Core Strategy Examination in March 2011. It was made clear at the time that it would be a 'living' document subject to on-going revision. Since that publication it has been updated to take account of variations in funding availability, the completion of infrastructure projects and other changed circumstances concerning infrastructure requirements.

The information is being re-published now (January 2012) to support the preliminary draft consultation stage of the Community Infrastructure Levy (CIL)¹ charging schedules. To assist this, the information has been re-cast as a series of schedules – one for each District identifying projects specific to each local authority area and one remaining pan-Central Lancashire schedule listing cross-boundary projects. This has been done to align the approach with that needed to inform the local introduction of the levy where there is a requirement to demonstrate an infrastructure funding gap exists for each local authority (CIL charging authority) area.

Also being published at this time is an Infrastructure Delivery Plan (IDP) which is a companion document to these Schedules and sets out the background context to the provision of infrastructure in Central Lancashire including the roles of the different providers. The IDP covers a wide range of different types of infrastructure. The Schedules that concentrate as previously on the most essential services and facilities that relate most directly to increasing demands arising from the users of new development.

It should be noted that there is further evidence work continuing on studies that will inform infrastructure planning. An Open Space, Sport and Recreational Review together with a Playing Pitch Strategy is well advanced towards completion and is likely to reveal some recreation provision requirements which may supplement the already identified green infrastructure projects.

Similarly there is further work underway on transport modelling which may alter the transport projects identified to date. This work is particularly focused on the Strategic Sites and Locations for development identified in the Central Lancashire Core Strategy including its Housing Related Changes. Further evidence on this matter will be presented to the resumed Core Strategy examination hearings on 6 March 2012.

¹ New developments can enable the provision of infrastructure in two main ways. It can be provided directly as part of the construction of the development or the development can contribute funding towards the costs of off-site infrastructure. Traditionally the latter funding was secured through legal obligations secured under section 106 of the Town and Country Planning Act 1990 but this approach is being widened through CIL – a charge applied according to the floor space area and use of new buildings.

PURPOSE OF THIS DOCUMENT

The purpose of this document is to itemise infrastructure projects already envisaged or probably needed after taking account of the quantity and broad location of development proposed by the Central Lancashire Core Strategy and to record their likely implementation timescale, cost and sources of funding and the current deficits – funding gap shortfalls after taking account of monies already secured.

INTRODUCTION

Infrastructure planning is essential in achieving an appropriately spatially located and well planned approach to new development and as such is a key aspect of the Core Strategy. This document aims to identify the essential strategic infrastructure already planned together with those that are likely to be required to help deliver the Core Strategy Strategic Sites and Locations as well as residential and commercial development in other areas. The Schedules continue to represent work in progress but is essential supporting material for the Inspector's resumed (as of January 2012) examination of the Core Strategy and ultimately delivering infrastructure by helping to attract or direct funding.

It has been challenging to reach a clear understanding with all the various infrastructure providers concerning future requirements but a great deal of assistance has been received from those agencies over difficult times to follow the changing state of public sector funding regimes. The powers to secure infrastructure funding from developers are also evolving as the restrictions on using Section 106 of the Town and Country Planning Act 1990 progressively come into force.

The Core Strategy anticipated these changing powers and proposes a switch to a levy-type approach to securing developer contributions for infrastructure now known nationally as the Community Infrastructure Levy (CIL). The Central Lancashire authorities have agreed to pursue the CIL approach and the Schedules in this document are part of the evidence base supporting bringing the levy into effect locally.

The assumptions behind the Schedules take account of existing spare infrastructure capacity and underlying demand trends before consideration is given to additional requirements arising from proposed development. The Schedules have been completed following extensive liaison with the infrastructure providers. Such agencies typically do not consider infrastructure provision in spatial terms, nor plan ahead more than just a few years. Hence it has been necessary to build up an understanding with providers to consider infrastructure delivery in those ways.

The Schedules identifies the approximate likely cost, timescales and sources of the essential types of infrastructure required. It is important to appreciate that some infrastructure providers are public sector agencies (such as those concerned with education and health service provision) that are supported to an extent by government funding however this is normally geared to 'natural' growth in demand rather than development-led demand. However other agencies, such as the utility providers, are commercial companies that charge for their services and connections thereto. These providers already have direct funding relationships with developers seeking extra infrastructure capacity to service their developments. The utility companies also have capital programmes of their own that are subject to approval of the relevant industry regulator.

INFRASTRUCTURE TYPES COVERED IN THE SCHEDULES

There are many forms of infrastructure but only the most essential types more directly related to new development are included in these Schedules with an emphasis on those projects that help to underpin the policies and broad principles of the Core Strategy. However many of the projects will be given more detailed attention and enabling measures in subsequent Site Allocations work.

Transport

Transport scheme funding is normally secured through Lancashire County Council, the Highways Agency, Department for Transport and Network Rail. For major schemes, national Government funding bids are made, however there remains some uncertainty concerning the availability of several of these national funding programmes. In the past there has normally been some degree of dependence on developer contributions for transport projects ranging from new roads and junctions through to traffic control measures and additional bus services. A partial switch from highway works to investment in public transport improvements as well as walking and cycling initiatives is envisaged by the Schedules in line with the sustainable transport proposals in the Core Strategy. Transport scheme funding particularly lends itself to a broadly applied approach (ie CIL) as the projects can have wide scale benefits.

Education – Primary and Secondary

The main educational organisation locally is Lancashire County Council which normally underwrites the costs of new school place capital provision with national funding revenue support. The church authorities contribute 10% of capital costs for faith schools but increasingly developers are being required to contribute monies for school building 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, 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.

Health – Primary

The Central Lancashire NHS Primary Care Trust (PCT) is responsible for commissioning primary health care locally (although this is planned to be changed to commissioning by GP groups). Improvements to or provision of new health care facilities 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 services require new premises. There is some dependence on developer contributions for refurbishment and extension works to existing health centres. For some of the larger housing development sites a new health centre building and the land to construct it on would need to be provided by developer contributions.

Green Infrastructure/Public Realm

Major Green Infrastructure provision in Central Lancashire 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 local green space and also a degree of dependence on developer contributions to cover maintenance costs. However the Schedules concentrate on wider strategic Green Infrastructure schemes (including public realm – the streets, squares and other public open spaces in built up areas) which in future developers will also be expected to contribute funding towards.

CHORLEY INFRASTRUCTURE DELIVERY SCHEDULE

Infrastructure type	TRANSPORT
Provider(s)	Network Rail, Highways Agency, Lancashire County Council
Existing capacity and recent provision	Some overcrowding of rail services between Preston and Manchester. Localised problems of road traffic congestion in many areas throughout Central Lancashire but particularly getting in and out of Preston which also holds up bus services.
Specific provision initiatives	Lancashire Local Transport Plan 3 (LTP) Network Rail – station improvements Department for Transport (DfT) – rail electrification, new lines Bus Rapid Transit System – specific bid for government funding envisaged
Underlying demand trend	Some evidence of a dip in demand (slight reduction in road congestion) due to the recession but generally long term trend for 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.
Developer funding arrangements in place	None, individual negotiations on planning applications.

Public Transport Schemes

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
New Coppull Railway Station	2014-2024	8	Developer Contributions	8
Mini interchange: Clayton Green, Asda	2012-2015	0.2	Developer Contributions	0.2
Railway Station Car Park at Adlington (25 spaces)	2012-2015	0.75	Developer Contributions	0.75
Chorley Railway Station car parking - Friday St (110 spaces)	2012-2015	0.8	Developer Contributions	0.8
Total Funding Gap				9.75

Cycle Schemes

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Clayton Le Woods cycling improvements on Lancaster Lane/ Moss Lane/Lydiate Lane and Town Brow to cycle links to Cuerden Valley Park, including toucan crossings on A49 by Moss Lane, Lancaster Lane and also on Bryning Brook Bridge	2015-2020	0.2	Developer Contributions	0.2
Clayton Brook and Whittle-le-Woods to Chorley (A6) with links to the canal and Cuerden Valley Park.	2015-2020	0.5	Developer Contributions	0.5
Canal towpath from Botany to Blackburn	2015-2020	0.5	Developer Contributions	0.5
Chorley to Abbey Village old railway	2015-2020	1	Developer Contributions	1
Cycle schemes near Wheelton on the A676	2015-2020	0.125	Developer Contributions	0.125
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
Cycle link from Croston, Ulmes Walton to Leyland	2015-2020	0.15	Developer Contributions	0.15
Euxton - Wigan Rd and School Lane cycle path improvements.	2015-2020	1.5	Developer Contributions	1.5
Buckshaw - to Chancery Lane via Alker Lane to Cuerden Valley Park via Dawson Lane, Park Saddle bridge to Runshaw College and Southport Road via Eastway.	2015-2020	0.6	Developer Contributions	0.6
Chorley East - canal, Eaves Lane, Lyons Lane, Yarrow Gate, to Carr Lane and Myles Standish Way.	2015-2020	0.25	Developer Contributions	0.25
Improvements to cycle links in and around Adlington	2015-2020	0.34	Developer Contributions	0.34
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
Cycle improvements from Eccleston to Chorley via Back Lane.	2015-2020	0.15	Developer Contributions	0.15
Total Funding Gap				6.015

Infrastructure type	PUBLIC UTILITIES – electricity, gas, telecommunications, water supply and waste water treatment.
Provider(s)	Electricity North West Ltd (ENWL), National Grid, British Telecom, Virgin Media, United Utilities
Existing capacity and recent provision	<p>Electricity – a primary substation has been provided at Buckshaw Village however further reinforcement of the network will be needed</p> <p>Gas – no known capacity issues</p> <p>Telecommunications – main capacity limitation is high speed broadband access in rural areas</p> <p>Water supply – no overall capacity issues</p> <p>Waste water treatment – main outstanding constraint relates to the treatment works at Walton-le-Dale and Leyland (these serve parts of Chorley Borough as well South Ribble)</p>
Specific provision initiatives	<p>Infrastructure provision for each service is subject to controls by the official regulator who determines how providers will be allowed to fund programmed works through capital reserves, service charges and/or borrowing.</p> <p>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.</p> <p>British Telecom is pursuing a national programme of upgrading rural telephone exchanges to higher broadband speeds.</p>
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 new development.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Potential electricity reinforcement scheme for Chorley.	2015–2020	4	ENWL	Nil
Total Funding Gap				Nil

Infrastructure type	EDUCATION – primary and secondary
Provider(s)	Lancashire County Council, church authorities
Existing capacity and recent provision	Primary –Expected shortfalls in Chorley Town, Chorley North and limited capacity in Coppull. Secondary Limited capacity in Chorley.
Specific provision initiatives	Building Schools for the Future/Primary Capital Programme now abandoned. Vocational training for 14 - 19 Year olds, national funding to be matched by private sector and existing school/college accommodation likely to be used.
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 up 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

Project	Timing	Cost £m	Potential Funding Source	Deficit £m
Phase 2 Primary School 1 form extension to Buckshaw Primary School	2012-16	3.4	LCC /Developer contribution	3.4
Group 1 site, 1 form entry primary school, Buckshaw Village	2016-21	5.5	LCC /Developer contribution Sought developer contribution of site 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 form entry primary places	2016-21	2.0	Developer contributed £0.28m secured	1.72
Total Funding Gap				13.12 – 14.62 Average 14

Infrastructure type	HEALTH – primary care
Provider(s)	NHS/Central Lancashire Primary Care Trust (PCT)/GPs
Existing capacity and recent provision	Planned health centre at Friday Street will be able to cope with most of the development and increased capacity around Chorley. However Euxton and Eccleston Health Centre's will need to be extended and/or refurbished to cope with the extra demand.
Specific provision initiatives	PCT capital programme mainly targeted at improving substandard accommodation, exceptionally new build schemes are pursued in areas of greatest need. Capital provision procurement due to be taken on by commissioning through GP groups.
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.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
New Friday Street Health Centre, Chorley	2012	6.7	PCT revenue	nil
Extension to Euxton Medical Centre	2021-12	0.15	PCT/developer contributions	0.15
Enhancement of Eccleston Medical Centre	2011-12	0.5	PCT/developer contributions	0.5
New Buckshaw Village surgery	2012	3.5	Land provided by the developer. PCT funded scheme.	nil
Total Funding Gap				0.65

Infrastructure type	GREEN INFRASTRUCTURE/PUBLIC REALM
Provider(s)	Various including District, County and Parish Councils, other public sector, voluntary and private organisations
Existing capacity and recent provision	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	Local authorities' and health agencies' agendas are advocating 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, Local Council initiatives, Lancashire Sport 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.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Chorley Town Centre enhancement	2012-2016	2.0	Developer contributions (including ASDA permission provides for approximately two thirds of Market Street Scheme)	1.0
Public Art, Chorley	2012-2016	0.1	Public Partnership External Funding	nil
Chorley Flat Iron enhancements	2012 - 2016	0.3	Capital programme Bid CBC and developer contributions	0.3
Total Funding Gap				1.3

Chorley total funding gap = c£32 million

SOUTH RIBBLE INFRASTRUCTURE DELIVERY SCHEDULE

Infrastructure type	TRANSPORT
Provider(s)	Network Rail, Highways Agency, Lancashire County Council
Existing capacity and recent provision	Some overcrowding of rail services between Preston and Manchester. Localised problems of road traffic congestion in many areas throughout Central Lancashire but particularly getting in and out of Preston which also holds up bus services.
Specific provision initiatives	Lancashire Local Transport Plan 3 (LTP) Network Rail – station improvements Department for Transport (DfT) – rail electrification, new lines Bus Rapid Transit System – specific bid for government funding envisaged
Underlying demand trend	Some evidence of a dip in demand (slight reduction in road congestion) due to the recession but generally long term trend for 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.
Developer funding arrangements in place	None, individual negotiations on planning applications.

Public Transport Schemes

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Leyland Transport Hub	2012-2015	0.5	Developer contributions	0.5
Leyland Railway Station minor improvements	2012-2015	£1.5	Network Rail (£0.35m), LTP3 (£0.125m), Developer contributions	1.025
Midge Hall - new railway station	2018-2028	£2	Developer contributions	2
			Total Funding Gap	3.525

Cycle Schemes

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
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.	2012-2025	1	Developer contributions	1
Cycle links around the Penwortham area.	2012-2025	0.4	Developer contributions	0.4
Improvements to cycle ways around Bamber Bridge and links to Preston	2012-2025	0.4	Developer contributions	0.4
Moss Side to Leyland.	2015-2025	0.1	Developer contributions	0.1
River Lostock corridor (Leyland North) to Lancashire Business Park	2015-2025	0.1	Developer contributions	0.1
Preston to BAE (Samlesbury) along the A59.	2015-2025	0.5	Developer contributions	0.5
Total Funding Gap				2.5

Highway Improvements

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Highway improvements to connect Cuerden Strategic Site to national highway network and improving the A582.	2015-2020	14	Developer contributions	14
Cuerden site transport network	2014-2024	5	Developer contributions	4.82
Penwortham Bypass - Blue Route (protected)	2015-2020	15	DfT/LTP, Developer contributions	15
Penwortham Bypass - new 'Brown' route (alternative to above) - A59 to A582	2014-2024	7	DfT/LTP, Developer contributions	7
Churchill Way Leyland Improvement Scheme	2010-2025	0.25	Developer contributions	0.25
Cross Borough Link Road	2013-2021	12	Developer contributions	12
Total Funding Gap				38.07 to 46.07*
*Difference in figures arises because of the two alternative Penwortham Bypass schemes				

Infrastructure type	PUBLIC UTILITIES – electricity, gas, telecommunications, water supply and waste water treatment.
Provider(s)	Electricity North West Ltd (ENWL), National Grid, British Telecom, Virgin Media, United Utilities
Existing capacity and recent provision	Electricity – a primary substation has been provided at Buckshaw Village however further reinforcement of the network will be needed. 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 (these serve parts of Chorley Borough as well as South Ribble)
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 through capital reserves, service charges and/or 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. British Telecom is pursuing a national 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 new development.

Project	Timing	Cost £m	Potential 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	Nil
Total Funding Gap				Nil

Infrastructure type	EDUCATION – primary and secondary
Provider(s)	Lancashire County Council, church authorities
Existing capacity and recent provision	Primary – expected shortfalls in Walton-le-Dale and Leyland & Farington. Secondary –South Ribble has spare capacity.
Specific provision initiatives	Building Schools for the Future/Primary Capital Programme now abandoned. Vocational training for 14 - 19 Year olds, national funding to be matched by private sector and existing school/college accommodation likely to be used.
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 up 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

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
<i>Penwortham/Lostock Hall</i> 2 form entry primary school with site	2021-26	9.0 plus site	Developer contributions, LCC	9.0
<i>Leyland/Farington</i> 2 form entry primary school with site	2016-21	9.0 plus site	Developer contributions, LCC	9.0
Total Funding Gap				18.0

Infrastructure type	HEALTH – primary care
Provider(s)	NHS/Central Lancashire Primary Care Trust (PCT)/GPs
Existing capacity and recent provision	No spare capacity in Leyland and limited capacity in Penwortham and Lostock Hall
Specific provision initiatives	PCT capital programme mainly targeted at improving substandard accommodation, exceptionally new build schemes are pursued in areas of greatest need. Capital provision procurement due to be taken on by commissioning through GP groups.
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.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
New Leyland Medical Centre	2016 - 26	6.5	PCT/developer contributions	6.5
New primary care facility at Penwortham/Lostock Hall	2021-26	3.5	PCT/ developer contributions	3.5
Redevelopment and relocation of Bamber Bridge Clinic	2011-16	0.2	PCT/developer contributions	0.2
Total Funding Gap				10.2

Infrastructure type	GREEN INFRASTRUCTURE/PUBLIC REALM
Provider(s)	Various including District, County and Parish Councils, other public sector, voluntary and private organisations
Existing capacity and recent provision	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	Local authorities' and health agencies' agendas are advocating 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, Local Council initiatives, Lancashire Sport 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.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Towngate, Leyland junction improvements and museum enhancements	By 2025	6.8	SRBC and developer contributions	6.8
Upgrading Hough Lane, Leyland Infrastructure	By 2025	12.5	SRBC and developer contributions	12.5
Total Funding Gap				19.3

South Ribble Total Funding Gap = c£92 to c£100 million

PRESTON INFRASTRUCTURE DELIVERY SCHEDULE

Infrastructure type	TRANSPORT
Provider(s)	Network Rail, Highways Agency, Lancashire County Council
Existing capacity and recent provision	Some overcrowding of rail services between Preston and Manchester. Localised problems of road traffic congestion in many areas throughout Central Lancashire but particularly getting in and out of Preston which also holds up bus services.
Specific provision initiatives	Lancashire Local Transport Plan 3 (LTP), Network Rail – station improvements Department for Transport (DfT) – rail electrification, new lines Bus Rapid Transit System – specific bid for government funding envisaged
Underlying demand trend	Some evidence of a dip in demand (slight reduction in road congestion) due to the recession but generally long term trend for 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.
Developer funding arrangements in place	None, individual negotiations on planning applications.

Public Transport Schemes

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
New Preston Bus Station	2013	24	LCC (£8.3m) Tithebarn developer/PCC	15.7
Preston Railway Station major scheme	2014 - 2018	n/a	Uncertainty over funding from DfT National Government Grant/ LTP/ Network Rail/Developer contributions	?
Extra Whittingham Bus Service	2012 - 2025	0.7	Developer contributions	Nil
Mini interchange: Royal Preston Hospital	2012 - 2013	0.1	Developer contributions	0.1
Bus interchange Preston Railway Station	2013 - 2018	0.4	Developer contribution (expansion of Fishergate Centre)	Nil
Preston Railway Station minor improvements	2013	1.5	Network Rail/Train Operator/ Developer contributions	Nil
New Cottam Railway Station	2018 - 2028	8	Developer contributions/DfT	8
Total Funding Gap				23.8

Cycle Schemes

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
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	4	LCC, PCC, Landfill Tax, Developer contributions (1.5m 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)	1.47
Grimsargh/Haighton/Whittingham/Longridge cycle routes	2009-2010	1.25	Developer contributions	1.25
Eastway to Ingol cycle route and links to schools	2010-2025	0.4	Developer contributions	0.4
Cycle routes to link Sharoe Green to City Centre	2010-2025	0.3	Developer contributions	0.3
Cycle routes around Riversway/Docks/Blackpool Rd (Ashton)	2010-2025	1	Developer contributions	1
Eaves Valley Greenway Cycle Links to Brockholes	2015-2025	0.35	Developer contributions	0.35
City Centre cycle routes and to the Capitol Centre	2015-2025	3	Developer contributions	3
University area cycle links	2010-2025	0.15	Developer contributions	0.15
Extensive cycle network linking North West Preston to schools, services, leisure and Preston City Centre	2025	3	Developer contributions	3
Ingol to Preston City Centre	2015-2025	0.3	Developer contributions	0.3
Blackpool Road cycle improvements between Deepdale and Ashton	2010-2025	0.3	Developer contributions	0.3
Lea to BAE (Warton) along the A548	2010-2025	0.5	Developer contributions	0.5
Total Funding Gap				12.02

Highway Improvements

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Broughton Bypass (including the M55 J1 Broughton Roundabout)	2012-2014	18.6	Developer 70.5% /LTP 29.5% (for Bypass only)	Nil
Broughton A6 improvements	2011	0.11	Growth Point	Nil
Highway Infrastructure associated with the Tithebarn Development	2012-2018	15	Developer contributions	15
Upgrade of Urban Traffic Management and Control - Preston City Centre/South Ribble	2012-2014	0.363	LTP3 £0.363m	nil
Junction 31A Preston East Highway Improvements	2010-2012	4.5	Developer/HCA	4.5
Highway alterations at Ringway/Corporation Street to facilitate New Preston Central Business District, including pedestrian cycling scheme.	2014-2018	3	Developer contributions, LTP3 (£0.37m)	3
Puffin Crossing and junction improvements at Church Lane junction	2010 - 2025	0.065	Developer contributions	Nil
Highway Improvements on B5269 (Broughton to Longridge)	2010-2025	0.02	Developer contributions	Nil
Whittingham area highway improvements	2011	0.2	Growth Point	Nil
Toucan Crossing at Cottam	2011	0.1	Growth Point.	Nil
Total Funding Gap				22.5

Infrastructure type	PUBLIC UTILITIES – electricity, gas, telecommunications, water supply and waste water treatment.
Provider(s)	Electricity North West Ltd (ENWL), National Grid, British Telecom, Virgin Media, United Utilities
Existing capacity and recent provision	Electricity – a primary substation has been provided at Preston East however further reinforcement of the network will be needed 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 (which will serve the Preston area as well)
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 through capital reserves, service charges and/or 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. British Telecom is pursuing a national 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 new development.

Note – no Preston-specific schemes

Infrastructure type	EDUCATION – primary and secondary
Provider(s)	Lancashire County Council, church authorities
Existing capacity and recent provision	Primary – no spare capacity predicted in the north of the city Secondary –limited capacity in Preston
Specific provision initiatives	Building Schools for the Future/Primary Capital Programme now abandoned. 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 and existing school/college accommodation likely to be used.
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 up 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

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Whittingham additional half form entry primary places	2016-21	2.0	Land for the school site and £1.77m developer contribution negotiated.	0.23
<i>Cottam area</i>				
First phase half form entry primary places	2016-21	2.0	Developer contribution, LCC	2
Second phase 1 form entry primary	2021+	5.5 plus site	Developer contribution, LCC	5.5
<i>North West Preston</i>				
Total of 3.5 forms of entry primary places – example provision:				
1.5 form entry primary school	2016-21	7.5 plus site	Developer contribution, LCC	7.5
2 form entry primary school	2016-21	9.0 plus site	Developer contribution, LCC	9.0
Total Funding Gap				24.23

Infrastructure type	HEALTH – primary care
Provider(s)	NHS/Central Lancashire Primary Care Trust (PCT)/GPs
Existing capacity and recent provision	There is limited capacity in most areas except in Ingol/Cottam Inner East Preston and the City Centre where shortages occur.
Specific provision initiatives	PCT capital programme is mainly targeted at improving substandard accommodation, exceptionally new build schemes are pursued in areas of greatest need. Capital provision procurement is due to be taken on by commissioning through GP groups.
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.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
New Preston Central Health Centre	2016-21	3.5	Developer contributions	3.5
Extension to Ingol Health Centre	2011-21	0.5	PCT,/developer contributions	0.5
New North West Preston Health Centre	2016-26	3.5	Developer contributions	3.5
Total Funding Gap				7.5

Infrastructure type	GREEN INFRASTRUCTURE/PUBLIC REALM
Provider(s)	Various including Local, County and Parish Councils, other public sector, voluntary and private organisations
Existing capacity and recent provision	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. Major improvement on-going at Miller and Avenham Parks.
Specific provision initiatives	Local authorities' and health agencies' agendas are advocating 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, Local Council initiatives, Lancashire Sport 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.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Winckley Square Improvements	2013-2016	2	Heritage Lottery Fund £0.135m, LCC £0.075m, Winckley Square Community Interest Company £0.05m PCC £0.04m	1.7
Guild Wheel cycle route (landscape enhancements)	2010-2012	2	See cycle schemes	?
Preston Art in public gateway strategy – working title: Cyclorama	2010-2014?	?	Arts council, Sustrans, Developer contributions	?
London Road Preston gateway landscape scheme	2012-2014	3	Possible PCC, LCC, NWDA and developer contributions?	3
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/open space/natural environment/ places for sport.	2013	0.35	PCC/ grants and developer contributions	0.35
Total Funding Gap				6.85

Preston Total Funding Gap = c£97 million

PAN-CENTRAL LANCASHIRE INFRASTRUCTURE DELIVERY SCHEDULE

Infrastructure type	TRANSPORT
Provider(s)	Network Rail, Highways Agency, Lancashire County Council
Existing capacity and recent provision	Some overcrowding of rail services between Preston and Manchester. Localised problems of road traffic congestion in many areas throughout Central Lancashire but particularly getting in and out of Preston which also holds up bus services.
Specific provision initiatives	Lancashire Local Transport Plan 3 (LTP) – in preparation Network Rail – station improvements Department for Transport (DfT) – rail electrification, new lines Community Infrastructure Levy/Growth Point Bus Rapid Transit System – specific bid for government funding envisaged
Underlying demand trend	Some evidence of a dip in demand due to the recession but generally 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 further cuts.
Developer funding arrangements in place	None, individual negotiations on planning applications.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Bus Rapid Transit Routes for: <ul style="list-style-type: none"> • Chorley - Bamber Bridge - Preston (via B6258) • Preston East to City Centre • Preston - Tardy Gate - Leyland • Cottam – Preston • Cuerden – Preston (via A6)^ HOV/Bus lanes on A582 corridor serving Park and Ride Sites at: <ul style="list-style-type: none"> • Cuerden Interchange with possible Park & Ride. • Penwortham. • Broughton with bus priority to Preston. • M6 Jnt31 & Riversway with bus priority routes to Preston. • Capitol Centre Park and Ride - new access road and rapid transit link. 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 (but routes and sites can be sought and provided in phases) and developers contributions, LTP3 (£0.8m) ^ Excluded from costs but subject to Local Sustainable Transport Fund bid. LTP3 funding	55.2
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	Nil
Total Funding Gap				55.2

Infrastructure type	PUBLIC UTILITIES – electricity, gas, telecommunications, water supply and waste water treatment.
Provider(s)	Electricity North West Ltd (ENWL), National Grid, British Telecom, Virgin Media, United Utilities
Existing capacity and recent provision	Electricity – a new bulk supply point and new primary substations at Preston East and at Buckshaw Village however further reinforcement of the network will be needed 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 through capital reserves, service charges and/or 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. British Telecom is pursuing a national 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 new development.

Project	Timing	Cost £m	Potential Funding Sources	Deficit £m
Potential shortfall of capacity at fourteen (about 50% of) primary substations. It is likely that a reinforcement scheme could be designed such that not all sites need to be improved.	By 2027	?	ENWL and developer contributions. The developer will pay for the capacity needed for the development and may have to provide land if a new substation is required.	?
Total Funding Gap				?

Pan-Central Lancashire Funding Gap at least = c£55 million