

Appendix 3 Funding Bids for CIL Expenditure 2020

Applicant	Project	CIL R.123 List?	Included in IDP?	If not R.123 or IDP, Possibility of N'hood Portion?	Contribution to LP objectives? (Weak or N/A / Medium / Strong / Essential to Delivery)	Evidence of need / support for planned growth	Evidence of delivery	Value of bid (£)	Summary Assessment of bid, RAG Rating, and Recommendation
Chesterfield Canal Trust Ltd	Proposed bridge over line of canal between Eckington Rd & Bellhouse Lane, Staveley for Trans-Pennine Trail crossing over canal; Bid relates to detailed design (Phase II ground investigation, GPR & topographic surveys, detailed structural design)	Yes Strategic GI - Restoration of Chesterfield Canal	Yes	No	Strong	Established through IDP & in adopted Local Plan (Policy CLP18)	Delivery through CCT as part of wider, ongoing canal restoration programme	50,000 (Funding also sought as part of Staveley TIP bid; decision on bid pending)	Restoration of Chesterfield Canal is a long-established infrastructure priority in local plan and IDP. CIL funding for this element would form part of wider funding package to enable continuity of project delivery. Recommendation: Approve funding

DCC (Signals)	<p>Upgrade to existing Brimington High Street signal controller – phase 1</p> <p>Support control of traffic in and around Brimington gyratory and part of the phased approach to dealing with the air quality issues identified in the area.</p>	Yes	Yes	No	Strong	<p>Proposal would contribute to wider strategy to improve air quality in Brimington AQMA.</p> <p>Planned developments at Inkersall & Brimington and along Staveley regeneration corridor</p>	<p>Delivery through DCC Signals team during 2021 as part of strategic upgrade to signals across key parts of network; will enable scaling of improvements to help manage traffic in & around Brimington gyratory.</p>	<p>30,000</p> <p>No match funding identified.</p>	<p>Proposal would help to tackle traffic congestion, support healthier and more sustainable transport choices, secure strategic improvements to the Borough's transport system, and improve air quality in the Brimington AQMA, are of which are embedded in the local plan, supported by the IDP.</p> <p>Recommendation: Approve funding</p>
DCC (Public Transport)	<p>Extension of Bus Real Time Information (RTI) system</p> <p>to keys bus stops along Chatsworth Rd corridor and Walton Estate</p>	Yes	Yes	No	Strong	<p>Proposal would support sustainable travel initiatives, in line with LP objectives.</p> <p>No specific planned development identified</p>	<p>Delivery during 2021 through contractors and equipment suppliers with whom DCC has existing relationships</p>	<p>72,000</p> <p>No match funding identified.</p>	<p>Unclear how proposed locations have been prioritised and additional information required to demonstrate how proposal would support planned growth and development</p> <p>Recommendation: Withhold funding in 2020 round and invite an application in 2021 round which is more clearly related to supporting planned new development and regeneration priorities.</p>

DCC (Country-side)	Resurfacing of Chesterfield Canal towpath	Canal restoration listed but no specific reference to need for upgrade of tow-path	Canal restoration in IDP but no specific reference to need for upgrade of tow-path	Possibly, (through STC or BPC)	Medi	Proposal would support sustainable travel initiatives Planned developments at Inkersall & Brimington and along Staveley regeneration corridor adjacent to canal	Delivery through DCC and partners	<p>1. Bilby Lane – Hollingwood Hub 70,000</p> <p>2. Station Rd-Bluebank Lock 60,000</p> <p>3. Tapton Lock – Station Rd 51,500</p> <p>4. Hollingwood Hub-Mill Green 76,500</p> <p>5. Brimington Rd-Tapton Lock 37,750</p> <p>6. Bluebank Lock– Bilby Ln 20,000</p> <p>TOTAL: 315,750 No match funding identified.</p>	<p>Although restoration of Chesterfield Canal is supported through local plan and IDP, upgrading of tow path has not to date been identified as a priority for infrastructure expenditure. Total funding requested for the whole route is unaffordable against the objective of protecting overall CIL revenues for long term strategic priorities. However the bid splits proposal into priority sections. It is possible to support the section identified as the top priority, Bilby Lane – Hollingwood Hub, to enable upgrade to take place in the next financial year. In doing so, this would be without prejudice to the availability of future CIL funding for future phases. Further evidence could be sought on the delivery of further phases and the potential contribution of CIL funding alongside other funding sources.</p>
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									<p>Recommendation 1: Approve funding Support the section identified as the top priority, Bilby Lane – Hollingwood Hub, to enable upgrade to take place in the next financial year.</p>
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									<p>Recommendation 2: Withhold funding in 2020 round for further stages, and seek clarification on potential options for more cost-effective improvement and upgrading of route for future funding rounds</p>
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