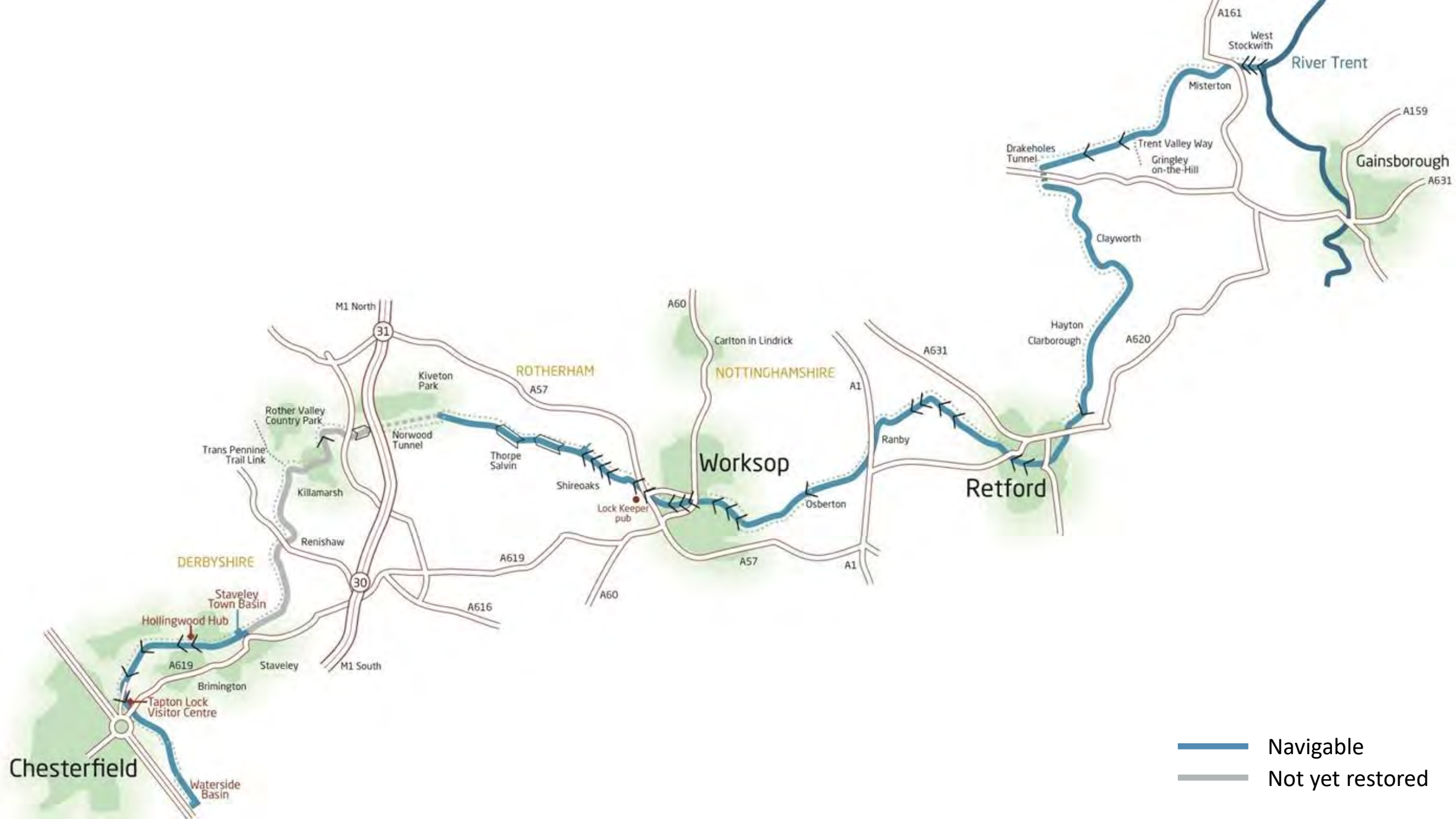


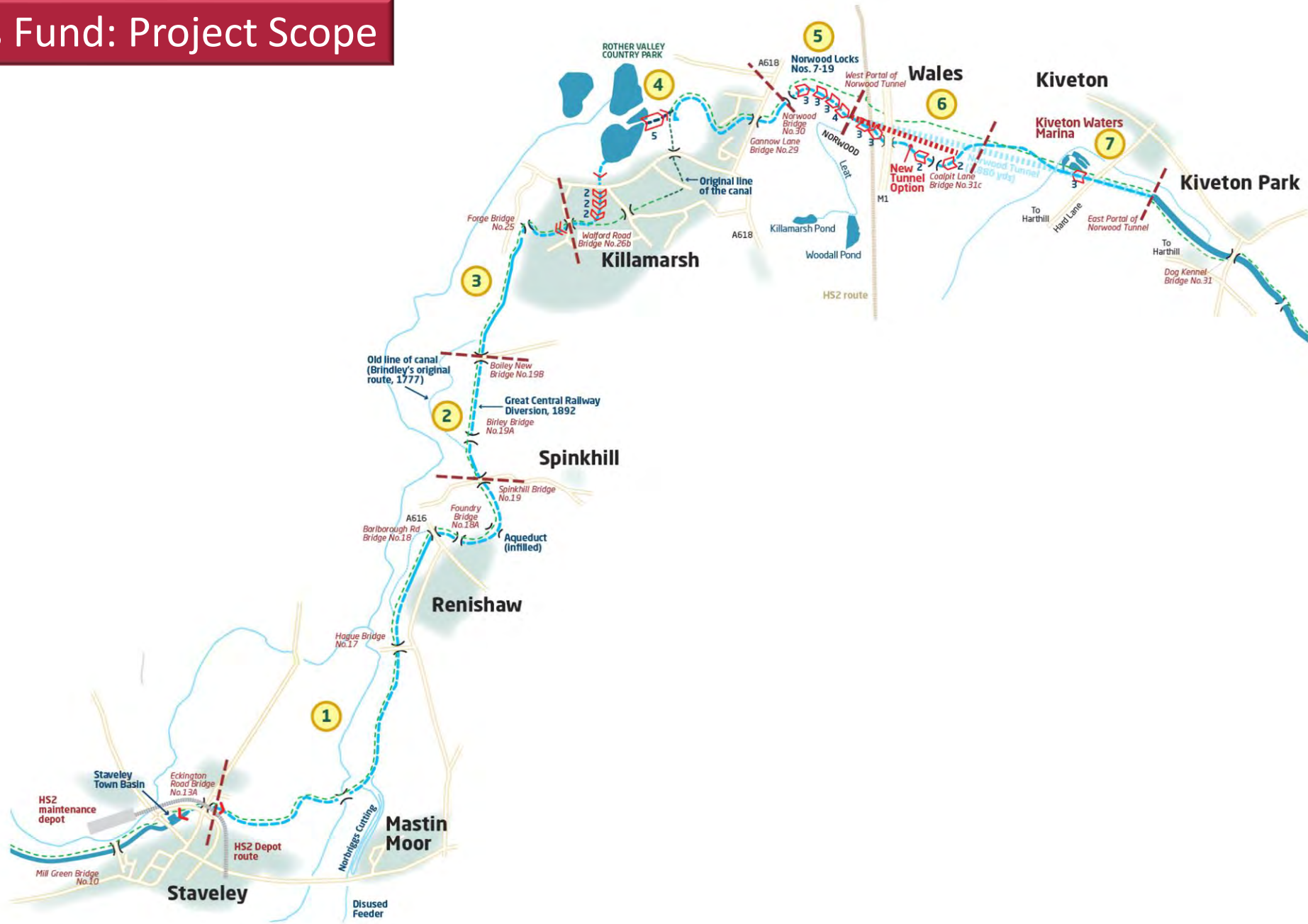


Towns Fund:  
Chesterfield Canal Update

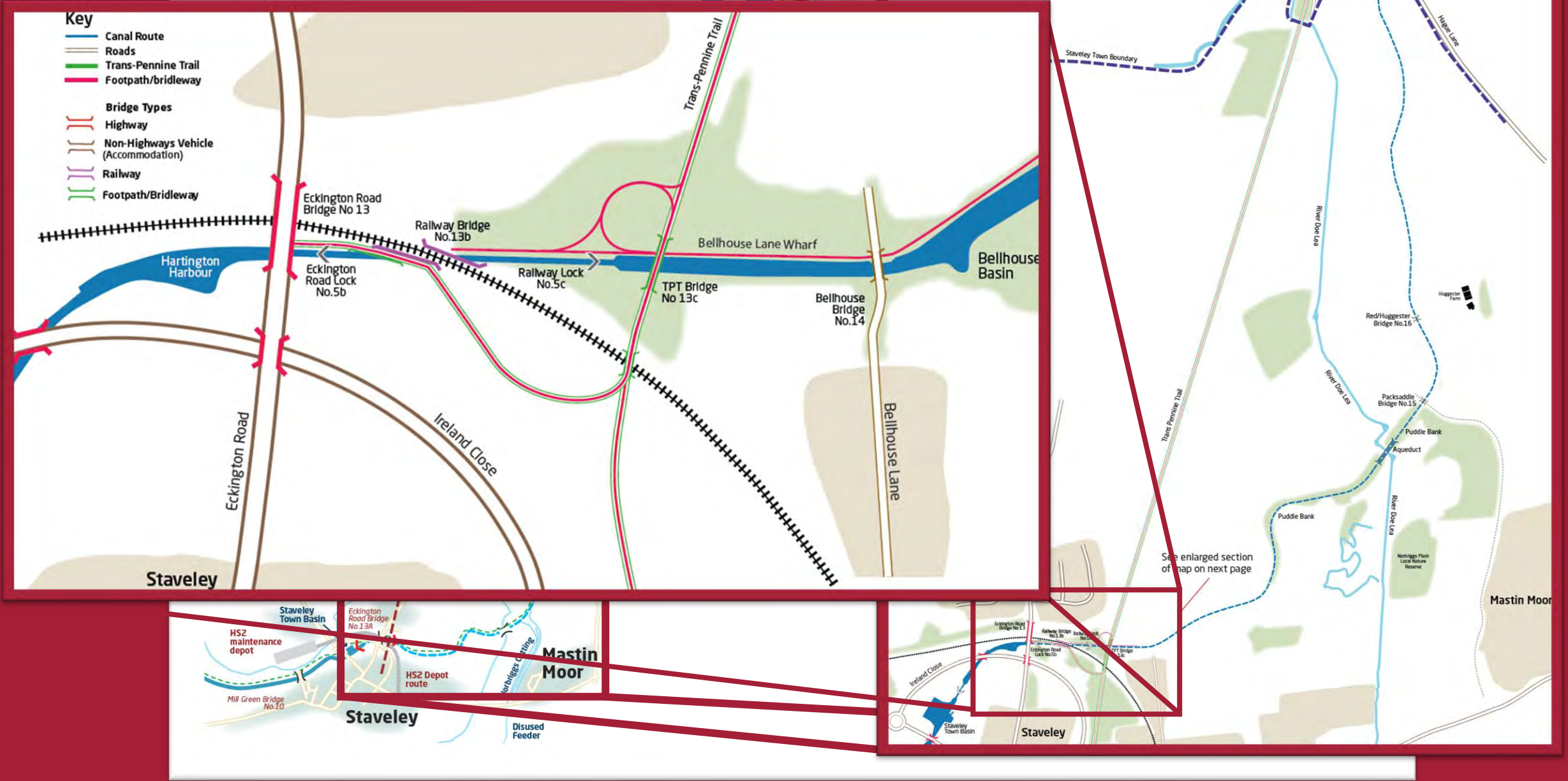




# The Towns Fund: Project Scope



# The Towns Fund: Project Scope















# Project Scope: Objectives

SMART Objectives, restated from Business Case (section 2.8)

- A. Restore to full navigation 850m of the Chesterfield Canal, east from Eckington Road, upgrading existing outdoor space
- B. Upgrade existing footpath (Cuckoo Way) to a fully accessible surfaced path for walkers, cyclists and disabled users
- C. Upgrade existing cycle links where Trans-Pennine Trail crosses the canal, remove existing ramp network and reprofile to pass over new bridge
- D. Increase usage of the canal towpath by residents commuting to work
- E. Increase usage of the canal towpath for leisure purposes
- F. Improve the perception of the place amongst residents and visitors

# Project Scope: Outputs

<b>Project / Town Deal Output</b>	<b>DLUHC Output</b>
850m of fully navigable canal channel (measured east of Eckington Road), including water supply & water management infrastructure	15,000m <sup>2</sup> existing parks / greenspace / outdoor improved
1no. lock (Railway Lock, no. 5c)	
1no. bridleway bridge (TPT Bridge, no. 13c)	
1no. private vehicular bridge (Bellhouse Bridge, no. 14)	
2.61km upgraded towpath from Eckington Road to Hague Lane	3km of cycleways / pedestrian paths improved
0.14km upgraded connecting paths at Bellhouse Lane	
0.44km realigned and upgraded cycle links around the TPT Bridge	





# Project Scope: Outcomes

## Project / Town Deal Outcome

50% increase from pre-construction baseline in usage of the canal towpath by residents commuting to work (SMART Objective D)

20% increase from pre-construction baseline in usage of the canal towpath for leisure purposes (SMART Objective E)

80% of surveyed residents and visitors agree / strongly agree that the restored canal offers a quality space (SMART Objective F)

## DLUHC Outcome

% change in footfall (indicator)

(none)



# Key Progress since last update (March 2023)

- Ground investigation & outline design work completed
- TPT Bridge design Approval in Principle granted by DCC
- Completed main works contractor pre-qualification stage, 6 contractors shortlisted
- Appointed vegetation clearance contractor to start in January 2024
- Currently procuring enabling works & TPT bridge contractor, to be appointed January 2024 for start in April 2024
- Submitted and discharged various pre-commencement planning conditions, remainder in progress
- Agreed heads of terms for transfer of CBC land
- Active negotiations on all other land acquisitions and legal agreements
- Created new badger sett to allow closure of existing setts on the route of the canal
- Launched project e-newsletter



# Key Issue: Utilities

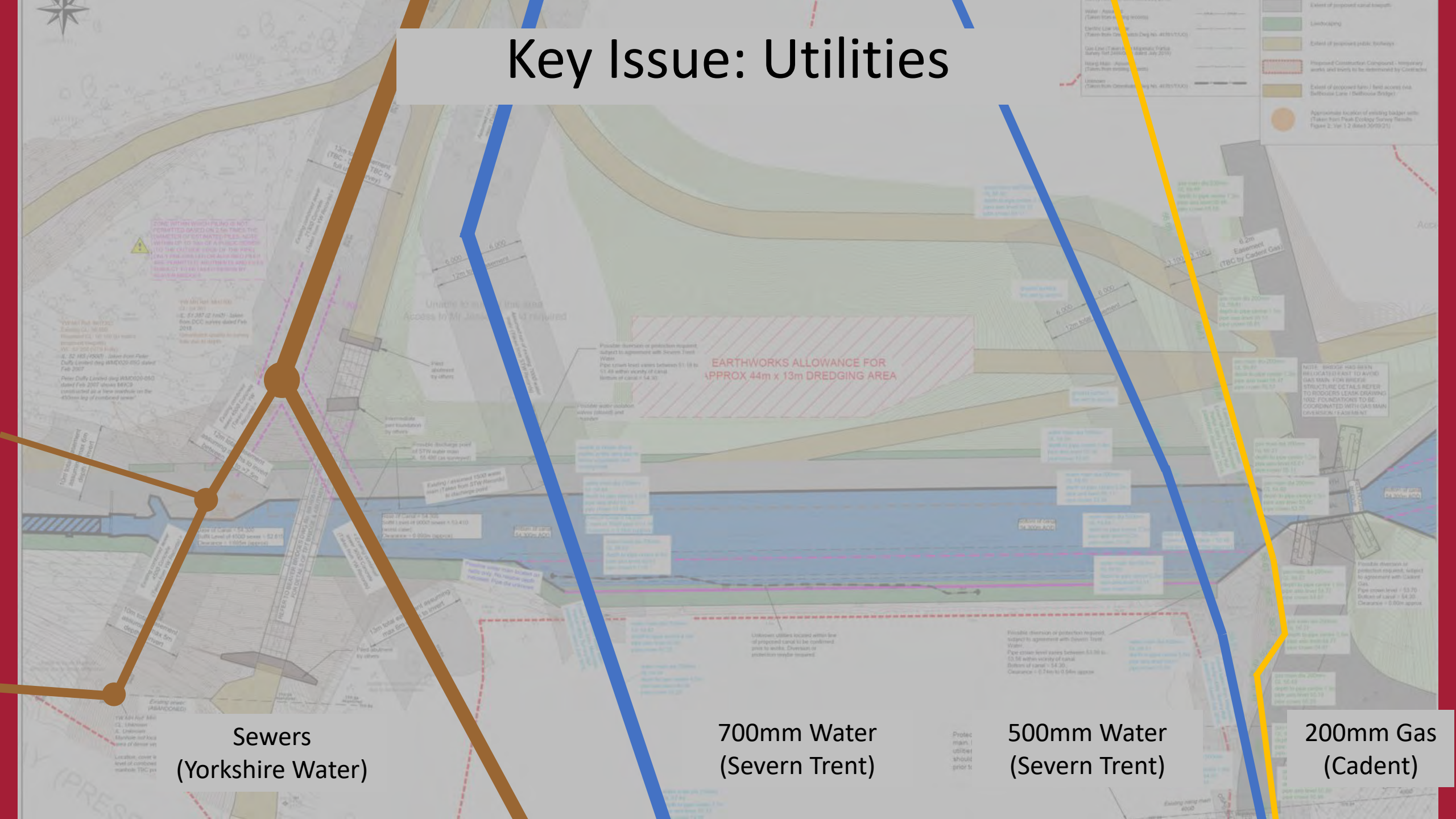
Sewers  
(Yorkshire Water)

700mm Water  
(Severn Trent)

500mm Water  
(Severn Trent)

200mm Gas  
(Cadent)

EARTHWORKS ALLOWANCE FOR  
APPROX 44m x 13m DREDGING AREA





# Current Cost Forecast

Works Package	Cost Forecast (£)			
	Mar 2023	Nov 2023	Variance	
Capital Delivery	4,831,487	5,226,037	394,550	[1]
Utilities	212,150	3,392,172	3,180,022	
Land Assembly	240,000	236,078	-3,922	
Set-up & Planning Costs	117,687	117,687	0	
Project Management	473,347	632,915	159,568	[2]
Design	314,175	314,731	556	
Ground Investigation	241,180	236,155	-5,025	
Other Surveys & Professional Fees	100,000	126,235	26,235	[3]
Contingency	506,261	506,261	0	
<b>Total</b>	<b>7,036,287</b>	<b>10,788,271</b>	<b>3,751,984</b>	

[1] Increased: Lock gates (250k), TPT Commuted Sum (115k), Bellhouse Bridge (240k), Roadworks (125k).  
Decreased: TPT Bridge (95k), Water supply (125k). Remaining variance due to corrections in inflation & adjustments in OHP to reflect current market conditions.

[2] Increased due to additional expertise for managing design & utilities and additional project management capacity

[3] Increased due to additional archaeology, ecology and legal requirements



# Current Funding & Mitigation for Shortfall

<b>Cost Forecast</b>	<b>10,788,271</b>
<b>Approved Funding</b>	
Towns Fund	5,834,400
Community Infrastructure Levy (CIL)	224,860
Derbyshire County Council	10,275
Chesterfield Borough Council	10,000
Chesterfield Canal Trust	148,601
ENTRUST	2,081
Friends of the TPT	800
<b>Sub-total</b>	<b>6,231,017</b>
<b>Funding Shortfall</b>	<b>4,557,254</b>
<b>Mitigation</b>	
Value Engineering - Utilities	1,500,000
Value Engineering - Other	300,000
Additional Funding (see table)	1,594,180
<b>Sub-total</b>	<b>3,394,180</b>
<b>Outstanding Shortfall</b>	<b>1,163,074</b>

Note that the in-kind clay donation (worth up to £4.8m depending on how much clay is utilised) is not shown in the cost forecast or funding.



<b>Additional Funding</b>	<b>Amount (£)</b>	<b>Likelihood (%)</b>	<b>Forecast (£)</b>	
Legacy	1,500,000	90	1,350,000	[1]
Aviva Community Funder	25,000	100	25,000	[2]
Duke of Devonshire Charitable Trust	10,000	20	2,000	
Derbyshire Environment Trust	25,000	20	5,000	
Rees Jeffreys Road Fund	30,420	20	6,084	
Morrisons Foundation	10,000	20	2,000	
Swire Charitable Trust	25,000	20	5,000	
Peter Stormont Darling Charitable Trust	25,000	20	5,000	
Steel Charitable Trust	25,000	20	5,000	
DCC Exceptional Grants	75,000	0	0	
CIL (Current application)	464,230	20	92,846	[3]
CIL (Future applications)	75,000	75	56,250	
Keith Ayling Lock Gates Appeal	50,000	80	40,000	
<b>Total</b>	<b>2,339,650</b>		<b>1,594,180</b>	

[1] Legacy notified to the Trust. Cash assets have been processed and are awaiting transfer to the Trust (approx. 2/3 of total). Remainder is in property currently on market.

[2] See <https://www.avivacommunityfund.co.uk/p/restoring-the-chesterfield-canal-a-wildlife-corridor>

[3] CIL applications have previously been very successful (funding achieved in each of the last three rounds). Current application features five packages varying from £50,000 to £145,000. Likelihood stated is based on a single mid-range package being approved.



# Options Assessed

1. Cancel the project
2. Build Phase 1 (TPT Bridge) only
3. Full restoration to Bellhouse Basin  
(includes building the lock, two bridges, utilities & 400m navigable canal)
4. Build Phase 1 (TPT Bridge) + restore 850m of canal in the Doe Lea Valley  
(canal would be un-navigable and not connect to the existing)
5. Restore 850m of canal in Doe Lea Valley, including Doe Lea Aqueduct  
(canal would be un-navigable and not connect to the existing)

All options (except 1) include the full 3km of towpath construction



# Options Assessed

	TF Cost	Strategic Case	BCR <sup>[1]</sup>
1	£800k	<ul style="list-style-type: none"> <li>Design &amp; ground investigation works will benefit future scheme, if it can be delivered.</li> <li>No other discernible benefit achieved</li> </ul>	0
2	£2.0 - £2.2m	<ul style="list-style-type: none"> <li>Design &amp; ground investigation works will benefit future scheme, if it can be delivered.</li> <li>Bridge will be a cost saving to future restoration and offer a minor improvement to walking and cycling.</li> <li>Towpath will be improved throughout – lowest level of benefit (high quality path, no canal)</li> <li>No guarantee of funding for future phases</li> </ul>	0 <sup>[2]</sup>

[1] BCR given as a range, based on sensitivity testing. Current BCR range 2.14 – 3.27. Note Towns Fund BCR is 1.51, based on different calculation

[2] Calculation to be updated – towpath will provide some benefit so BCR will be greater than zero.



# Options Assessed

	TF Cost	Strategic Case	BCR <sup>[1]</sup>
3	£5.834m	<ul style="list-style-type: none"> <li>• Extends navigation – all of the usefully navigable canal (approx. 450m) is delivered.</li> <li>• Deals with the difficult bit – greater likelihood of future phases completing the restoration.</li> <li>• Greater perception of progress, future routes clarified</li> <li>• Towpath will be improved throughout – part at highest level of benefit (high quality path by navigable canal), remainder at lowest level of benefit (high quality path, no canal)</li> <li>• Can still be scaled back towards the full scheme if cost savings are achieved</li> <li>• Limited use of the in-kind clay donation</li> <li>• Enables future canal-side development at Bellhouse Lane</li> <li>• Funding of future sections more feasible (segmental or landscape-scale restoration scheme)</li> </ul>	2.39 - 3.02
4		<ul style="list-style-type: none"> <li>• Removes 1 key obstacle by constructing TPT bridge (option 4) or the Doe Lea Aqueduct (option 5), and delivers promise of 850m of (dry) canal.</li> <li>• Makes good use of in-kind clay donation.</li> </ul>	0.53 - 1.16
5		<ul style="list-style-type: none"> <li>• No guarantee of funding for major obstacles to enable future canal connection.</li> <li>• Towpath will be improved throughout – lowest level of benefit (high quality path, no canal) as canal would not be in water (a watered, unnavigable canal would have a medium level of benefit). Option 5 has a higher benefit as the aqueduct provides an attraction to visitors.</li> <li>• Cannot be easily scaled towards the full scheme if cost savings are achieved</li> <li>• Future canal-side development at Bellhouse Lane cannot proceed without further restoration</li> </ul>	0.79 - 1.43

[1] BCR given as a range, based on sensitivity testing. Current BCR range 2.14 – 3.27. Note Towns Fund BCR is 1.51, based on different calculation

[2] Calculation to be updated – towpath will provide some benefit so BCR will be greater than zero.

# Key Risks

- Control of Land – active negotiations on all relevant land. Terms agreed with CBC, access licences in preparation for Network Rail & DCC. Most critical is now Mr Jessop (farmer)
- Further cost inflation
- Target savings not being realised – particularly for utilities
- Additional scope items being identified
- Network Rail / HS2 – timeliness of resolution of safeguarding for HS2 and Network Rail's closure of the existing line



# Programme

- Vegetation clearance: January-February 2024
- Phase 1 procurement: complete end of January 2024
- Phase 1 mobilisation: February-April 2024
- Phase 1 construction: April-August 2024
- Phase 2 outstanding design & scoping: complete end of April 2024
- Phase 2 procurement: May-August 2024
- Phase 2 mobilisation: August-September 2024
- Phase 2 construction: September 2024 – December 2025



Any Questions?