



COMMUNITY INFRASTRUCTURE LEVY FUNDING REQUEST

Applications are invited for strategic infrastructure projects to be considered for Community Infrastructure Levy (CIL) funding.

To bid for CIL funding, you will need to fill out the following application form and submit relevant supporting material, as necessary. Please ensure the information you provide is correct and complete to the best of your knowledge.

Email: cil@threerivers.gov.uk

Address: Community Infrastructure Levy Officer, Three Rivers District Council, Three Rivers House, Northway, Rickmansworth, Herts. WD3 1RL

Please Note

Failure to answer all the questions on this form could impact upon the success of your application.

Bid Reference (Internal Reference):	
Section A: Applicant Contact Information	
Name and address of your organisation	Three Rivers District Council, three Rivers House, Northway, Rickmansworth, WD3 1RL
Name and position of main contact	Charlotte Gomes. Head of Leisure and Natural Infrastructure
Applicant contact details (phone number, email and address)	Charlotte.Gomes@ThreeRivers.gov.uk 01923- 776611
Type of organisation (If a charity, please provide registration number)	Local Government
Describe your organisation's main purpose and regular activities	Provision of open spaces, leisure facilities and services
Is the organisation able to reclaim VAT?	Yes

Section B: Project Overview	
Project Title	Rickmansworth Aquadrome Pedestrian Bridge Replacement
Summary of the project proposal	<p>In June 2023, CIL funding was awarded at Policy and Resources committee for £320,524 as a 25% contribution to the Rickmansworth Aquadrome Pedestrian Bridge Replacement. Planning approval was subsequently granted on the 19 October 2023. This was for a 4m wide, shared use bridge.</p> <p><i>Please note, this would not be a “segregated” bridge for pedestrians and cyclists. For the bridge to be “segregated” the bridge would need to be at least 5.5m wide.</i></p> <p>Officers had initial positive meetings with Sustrans (custodians of the National Cycle Network, which the bridge is part of) who confirmed the replacement bridge project would be eligible for Department of Transport (DfT) Active Travel funding. This would be subject to securing 25% match funding, having planning approval, meeting Sustrans design criteria and ensuring all survey work was completed e.g. tree surveys, EA Flood Risk Permit.</p> <p>Following completion of the tasks required, Officers arranged a meeting with Sustrans to establish next steps. At that meeting Sustrans informed Officers that the Active Travel budget had been significantly reduced and there was a lot of uncertainty surrounding funding for 2024/25 financial year. The funding for 2023/24 had only been agreed in November 2023.</p> <p>Sustrans have made it clear that there are 2 risks to the Active Travel programme:</p> <ul style="list-style-type: none"> • They expect the budget to be significantly reduced from £25m per year to approximately £5m per year. This funding is for all projects on the National Cycle Network across England. • Timelines remain very uncertain. Previously timelines for funding have followed the process of starting the longlisting process in the Summer with projects submitted to DfT in February for approval to release funds for delivery in the following financial year. However, this year has been very different and funding for Tranche 7 for delivery in FY23/24, which was expected to be confirmed in Spring has still not been signed off. The timelines for funding Tranche 8 (delivery in FY24/25) will be impacted by this. <p>They have confirmed that funding would not be possible for autumn/winter 2024/25 and could not confirm funding for 2025/26 due to the risks identified above.</p> <p>As reported in the CIL application to Policy and Resources Committee 12 June 2023, seeking 25% of the funding, <i>“if the DfT were not able to fund the replacement bridge, a replacement bridge remains the preferred option however a narrower bridge will be considered and proposed”</i>.</p>

	<p>The bridge specification would no longer be required to meet the LTN/120 guidelines and therefore a narrower bridge could be installed at a lower cost. Officers recommend a 3m wide bridge would be more than sufficient in this area and would still be double the existing size (1.5m), allowing for the planned shared usage for pedestrian and cyclists.</p> <p>Officers are mindful of this large request and will continue to seek all other avenues of funding until final submission of the CIL application.</p> <p><u>Background:</u> The need to replace the bridge due to its structural deterioration remains unchanged. At the time of the first funding application, it was expected the bridge needed to be replaced within the next 2 – 5 years. A year on, this replacement will be within the next 1-4 years.</p> <p>Currently there is no allocation of budget within the Council’s MTFP to 2025/26 to facilitate this and it is assumed that over this period ongoing maintenance will be sufficient to keep the bridge in use. However, the recent survey has highlighted that the condition of the bridge may require more significant capital works to repair or replace the bridge within the Council’s MTFP period.</p> <p>By installing a 3m wide bridge, there is still the opportunity to improve the current over all condition of the entrance. The condition is poor, with narrow, deteriorating paths, no directional or welcome signs, poor seating and a lack of any sense of arrival. There is an opportunity to enhance this entrance so that it not only meets health and safety requirements, future proofs the accessibility but becomes an attractive, well-designed entrance offering the residents and visitors so much more.</p> <p>Planning permission had been secured for the 4m bridge and any build needs to occur during the autumn/winter months due to wildlife protection and the Aquadrome being at its quietest. Project installation is still planned for Autumn/winter 2024/25, however this is still dependent on the procurement process being completed and securing the additional funding required.</p>
<p>Estimated project cost (including breakdown of the overall cost and what the CIL funding requested will cover)</p>	<p>Estimated costs for a 3m wide bridge, still considers hard landscaped improvements/necessities to the Riverside Drive entrance, as well as the area immediately on leaving the bridge on the lake side.</p> <p>Improvements/necessities will still include a wider splay for the entrance/exit of the bridge, improved signage and interpretation, wider pathways on the Riverside Drive side of the bridge and enhanced seating on both sides.</p>

	Estimated full cost of bridge with contingency	Received to date from CIL 2023/24	UKSPF contribution confirmed	Requested from CIL
Full replacement and installation of a new 3m wide bridge in steel	£1,147,755	£320,524	£10,000	£817,231

This design and revised costs have regard to the following:

- Reduced impact on existing trees
- Minimise disruption to the wider Aquadrome site and the footprint
- Extended life expectancy of the bridge with steel construction
- Improve the overall sight lines and accessibility of the Aquadrome
- Minimise impact on existing facilities, with less excavation work (there is the potential to utilise existing footings, subject to surveying)
- Contingencies relating to any requirements as outlined in the Aquadrome Asbestos Management Plan, including the safe removal and disposal of any identified asbestos during the works.
- Reduced impact on the play area
- Opportunity to create attractive screening around the water ski club compound
- Reduced maintenance costs with a new bridge structure
- External funding can potentially be secured to deliver the project
- The design meets all standard design criteria but no longer meet Sustrans (LTN1/20 standard) due to reduced width
- Relocating the storage containers

Full address of project location

Rickmansworth Aquadrome
Frogmore Lane
Rickmansworth
WD3 1NB

Project partner (if applicable)

The pedestrian bridge plays an important role in the connectivity of the site.

It remains part of the National Cycle Network and as such Sustrans acknowledge the need to replace the bridge for a fit for purpose one within their programme of works. Regardless of funding stream issues with

	DfT/Sustrans, we will continue to work in partnership with them regarding the project, also with Countryside Management who have been instrumental in the Management Plan.
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Section C: Strategic Case	
<p>Why is CIL funding being sought and who are the likely beneficiaries of the project? Please provide usage details where appropriate</p> <p><small>Please refer to CIL Scoring Criteria Guidance under: Delivering Growth & Community Support</small></p>	<p>Due to Sustrans position of unsecured funding from the DfT in either this or the following financial year, additional funding needs to be sought.</p> <p>The risk of the DfT not being able to fund the replacement bridge was previously highlighted, and a replacement 3m wide bridge remains the preferred option.</p> <p>The beneficiaries to improving the infrastructure are the residents and visitors – in their thousands. It also has the possibility to enhance the footfall into the town centre and its shops, and to offer the gateway into the Colne Valley Regional Park and the canal tow path. This in turn offers residents and visitors a greatly improved access point into these areas. A replacement bridge is at the heart of the site's infrastructure.</p>
<p>How does the project help address the demands of development in the area. What evidence is there to support this?</p> <p><small>Please refer to CIL Scoring Criteria Guidance under: Delivering Growth & Environment</small></p>	<p>The Aquadrome is a very popular destination for the local community and visitors. The bridge is one of the primary connections and arrival points into the site. In its current state, it is not fit for purpose, and presents a poor-quality entrance to one of the Council's key open spaces.</p> <p>The Rickmansworth Aquadrome Bridge is a busy, well used sustainable transport link between the Aquadrome and the wider Rickmansworth area. It forms part of Route 6 of the National Cycle Network (NCN) connecting the Aquadrome and wider Rickmansworth Town area (and beyond), including the popular Aquadrome play area. It is also used frequently by local families and school children walking between the west of Rickmansworth to the local primary school on the east of the Aquadrome.</p> <p>The Riverside Drive entrance is also highlighted as the northern gateway to the Colne Valley Regional Park and is seen as a strategic walking and cycling route into the wider Colne Valley and the canal towpath.</p>
<p>Do you have planning permission in place to carry out the works? If so, please provide the application number</p> <p><small>Please refer to CIL Scoring Criteria Guidance under: Deliverability</small></p>	<p>Planning for the 4m bridge was granted on the 19 October 2023 – this included all relevant survey work as required.</p> <p>As this design has changed from 4m to 3m, Officers will be submitting a new planning application as a minor material amendment, which has an 8 week timescale. It is anticipated this will be submitted in February 2024.</p>
<p>Please provide details of any supporting policy from the Local Plan</p>	<p>The proposal to replace the pedestrian bridge and by so doing, improve the connectivity of the site supports many local strategies and policies:</p> <p><u>Corporate Framework</u></p>

Please refer to CIL Scoring Criteria Guidance under: Delivering Growth

It will support the achievement of the Corporate Framework under the following objectives:

Three Rivers will be a district:

- where local infrastructure supports healthy lifestyles and addresses health inequalities
- that supports and enables sustainable communities
- that can achieve net carbon zero and be climate resilient

This project will enhance and improve the local infrastructure, supporting sustainable transport links and health lifestyles

Responsive, responsible, local leadership:

•Promote greater collaboration between organisations across and beyond the district

This project aims to work in partnership with Sustrans to secure funding from the Department of Transport for a replacement bridge – the preferred option for this business case identified in Additional Information.

A great place to do business:

•Develop and raise the profile of our local cultural and wider visitor economy

Rickmansworth Aquadrome is a key visitor attraction to the Three Rivers District as identified by the visitor observation study. Enhancements to the sustainable transport link across the River Colne will support the movement of people and visitors between the Aquadrome and the wider Rickmansworth Town Centre.

Sustainable communities:

- **Physical environments that are clean green and safe are a critical factor in the sustainability of our communities.**
- **We will continue our ambitious work to ensure that the Rickmansworth Aquadrome has a sustainable future which balances the needs of the community with those of the natural environment.**
- **Maintain and, where possible, expand our leisure and cultural offer**

This project will enhance sustainable transport links within the district, along with improved access to the Aquadrome from the Riverside Drive entrance. It further supports the aspirations of the Rickmansworth Aquadrome Management Plan to “facilitate the design and implementation of sustainable, low carbon, infrastructure”

With reference to the achievement of performance indicators:

- CP02/EP16 - Satisfaction with Parks and Open Spaces – investing and improving the Riverside Drive gateway to the Aquadrome and replacing the existing bridge will likely increase satisfaction with the Aquadrome as a busy and well used Local Nature Reserve.
- LL39 - To Maintain Accreditation with Green Flag – Green Flag assessment considers how welcoming a place is to the local visitor and improvements to the entrance and bridge will support the scoring in this area for achieving Green Flag.

•LL39 – Number of new trees planted by TRDC Trees and Landscapes Officers – consideration will be given to the opportunity for tree planting within the landscape plans to the entrance of the new bridge structure.

The Rickmansworth Aquadrome Management Plan 2022-27

Replacing the bridge will support the key priorities and themes within the Management Plan:

Over the next five years, the key priorities for the Aquadrome include:

- enriching biodiversity and sustainability
- improving accessibility throughout the site**
- managing the risks of flooding
- creating a site identity

This new 5 year plan is an opportunity to protect and enhance nature, alongside creating a green haven for the community so that wellbeing can be promoted.

The Aquadrome project is the practical application of the Management Plan and will look to deliver through a series of themes of:

- Habitat
- Connectivity**
- Visitor Experience**

Colne and Crane Valleys Green Infrastructure Strategy

Replacing the bridge will support the key focus on improving the green infrastructure and connections within the Colne Valley Regional Park:

The Colne and Crane Valleys Green Infrastructure Strategy sets out how developers, local authorities, and statutory bodies design planning proposals and inform their planning and mitigation obligations. It has a particular focus on improving the green infrastructure already in existence – including the Grand Union Canal – **and improving connections within the Colne Valley Regional Park.**

The vision in the Green Infrastructure Strategy 'is for the Colne and Crane valleys to be a valued, connected network of open spaces for nature, recreation and wellbeing by 2050.'

They state this strategy is necessary to ensure that there is greater investment in green infrastructure which will yield the following benefits:

- **boosting health and well-being through active leisure and lifestyles;**
- **promoting recreation within a natural living environment;**
- **promoting active travel;**
- natural water management to reduce flooding;
- protecting precious water resources;
- improving air quality;

	<ul style="list-style-type: none"> • providing carbon sequestration; • enhancing biodiversity and ecological resilience; • fostering community cohesion; • improving quality of life <p><u>Hertfordshire County Council Active Travel Strategy</u></p> <p>Replacing the bridge will support the ambition to increase the numbers of people walking and cycling in Hertfordshire:</p> <p>The Hertfordshire County Council Active Travel Strategy sets out how the County Council and its partners will identify, deliver and promote interventions to increase the numbers of people walking and cycling in Hertfordshire. Key objectives include enhancing economic growth, improving public health, improving quality of life, and reducing carbon emissions.</p> <p>The Strategy includes a list of key toolkit interventions that could overcome the barrier to active travel within the County. Recommendations that this project can help deliver on includes:</p> <ul style="list-style-type: none"> • Developing a cycle network that directly links key destinations in urban areas (in conjunction with the National Cycle network being developed by Sustrans); • Provide easily accessible information to the public on existing walking and cycling infrastructure and alternative routes. This should preferably be self service online; • Develop and promote use of off road recreation/parkland routes; • Encourage promotion of canal paths for Active Travel; • Provide cycle hire facilities where they are likely to be used; • Clear, accurate and robust route signage for walking and cycle routes (Signings with timings to access by walking/cycling maps); • Secure and accessible public cycle parking; <p>Installation of facilities for cycle storage, including showers, lockers and secure covered storage areas at employers, schools and key public destinations.</p>
<p>Would the community support the project?</p> <p>Please refer to CIL Scoring Criteria Guidance under: Community Support</p>	<p>The community are aware of the poor condition of the bridge and have recently tolerated bridge closures for repairs with no complaints. As a team we now have experience of managing a bridge closure to minimise disruption. A further delay in the essential work may cause unease in the community, however.</p> <p>The current width of the bridge is 1.5m and with a low height restriction, making it a difficult shared pathway and carries risk at times with the heavy footfall. A new bridge including enhancements to the entrance and off lake side will be welcomed. The plans show that it is sympathetically designed to enhance the site and improve the visitor experience.</p>

<p>Please outline how the project will demonstrate value for money</p> <p>Please refer to CIL Scoring Criteria Guidance under Project cost</p>	<p>This project will be tendered through the Councils procurement processes. The weightings within the tender will assess value for money, with quality assessed against price. More than 1 tender will be sought.</p> <p>Initial quotes have already been obtained as part of the project scoping process.</p>
<p>Would the project lead to any income generation?</p> <p>Please refer to CIL Scoring Criteria Guidance under: Project Cost</p>	<p>Replacing the bridge would not lead to any income generation directly, however through the wider project and demonstrating a high quality sustainable transport link and improving a local community asset, will support the main project's application to the National Lottery Heritage Fund.</p> <p>£10,000 from the UK Shared Prosperity Fund has already been obtained.</p>

Section D: Financial information

<p>Please show in the table below the amount of CIL funding being sought and any other contributions that may have been allocated for this scheme</p> <p>Please refer to CIL Scoring Criteria Guidance under: Project Cost</p>		
	Amount	Detail
Please indicate total cost of project	£1,147,755	3m wide, including a 25% contingency budget towards the build costs.
Please provide a detailed breakdown of the costs for the project	£1,147,755	TOTAL COST (with contingency)
Please provide a detailed summary of the total CIL funding required, including phasing	£817,231	TOTAL CIL REQUIRED (with contingency)
How much funding does the project currently have?	£320,524 £10,000	Previously awarded CIL funding in support of our application to the DfT UK Shared Prosperity Fund
Are there any revenue costs (i.e. day-to-day running costs, maintenance cost) associated with the project and if so how will they be funded and has that funding been secured?	Maintenance is ongoing within several Services including Grounds Maintenance, Properties and Trees and Landscapes budgets.	

Please indicate in the table below the source of additional funding that has been secured/ is being sought.				
Source	Amount	Conditions Attached	Use by Date	Funding Confirmed
CIL funding 2023/24	£320,524			Yes
UKSPF 2024/25	£10,000		31/3/2025	Yes

Does the CIL funding help secure the release of additional funding?	Yes	
	No	No
Replacing the bridge would not lead to any income generation directly, however through the wider project and demonstrating a high quality sustainable transport link and improving a local community asset, will support the main project's application to the National Lottery Heritage Fund.		

Section E: Delivery and on Going Maintenance

What is the delivery timescale for the project?
Please refer to CIL Scoring Criteria Guidance under: Deliverability

Officers are working towards the following outline 2024 timetable, should the application to CIL be approved:

- CIL application submitted: by 12 February 2024
- Planning application documentation developed: 30 January 2024 – 15 February 2024
- Submit planning application: Friday 16 February 2024
- Planning Committee: 18 April 2024
- CIL application decision: 10 June 2024
- Procurement commencement: 4 March 2024
- Procurement closing date: 19 April 2024
- Tender assessment: 22 April – 10 May 2024
- Tender award: 11 June 2024
- Construction period: 4 November: 31 January 2025

Section F: Additional Information


Is there any additional information that may support the application?

1. The Bridge Feasibility study, undertaken by consultancy firm "AHR" to assess the bridge replacement.

Section G: Declaration
When you have completed the application, please sign this declaration and submit the application form as directed

To the best of my knowledge the information I have provided on this application form is correct.

If Three Rivers District Council agrees to release funds for the specified project, these funds will be used exclusively for the purposes described. In such an event, I agree to inform the Council's Infrastructure Delivery Coordinator of any material changes to the proposals set out above. When requested, I agree to provide the Council with all necessary information required for the purposes of reporting on the progress or otherwise of the identified project. I recognise the Council's statutory rights as the designated CIL Charging Authority, which includes provisions to reclaim unspent or misappropriated funds. Privacy Notice: By signing this form, the applicant agrees to Three Rivers District Council checking all supplied information for the purposes of informing decision making. The information on this form will be stored in the Council's Infrastructure Spending Board manual filling system and summarised in the Council's ICT system for the sole purpose of fund processing, analysis and accounting. Information about the project may be publicised on the Council website and in public material for publicity purposes. Personal data will not be disclosed without any prior agreement of those concerned, unless required by law. For further information on the Council's privacy policy, please see: <https://www.threerivers.gov.uk/egcl-page/privacy-notice>

Signed: _____  _____

Organisation: Three Rivers District Council _____

Date: _____ 08/02/24 _____

All organisations involved with the application will need to sign and date the form.

Signed: _____

Organisation: _____

Date: _____