

Leeds and Liverpool Canal Towpath Access Development Plan

Benefits to the Aire Valley through Bradford, Craven and Pendle of a high quality walking and cycling network

DRAFT



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Revised August 2015

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Report prepared for Craven District
Council on behalf of the partners
of the Access Development Plan
Steering Group

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1. Executive Summary

The Aire Valley through Bradford, Craven and Pendle area has suffered from a long-term low level of investment in cycling infrastructure which is, in part, evidenced by the obvious gap in the National Cycle Network between Silsden, Skipton and Gargrave. Sustrans was asked to develop a plan to assess the infrastructure opportunities available to address the need to increase the levels of walking and cycling in the area. The canal towpath has been identified as an invaluable and achievable corridor with potential to provide a high quality core walking and cycling route. However, due to the expense of upgrading such a long length of the towpath to a suitable standard and the likely funding levels achievable in the foreseeable future, several other options have been explored to act as interim connective routes or links to local communities, services and utilities. This plan provides a targeted and phased approach to delivery of the whole scheme that would (with support from all partner agencies, authorities and stakeholders) see, in relatively short order, the realisation of a walking and cycling network that would allow smarter travel choices benefiting health, the economy, the environment and quality of local life.

2. Written Foreword by influential supportive project partners



3. Introduction including History, Aims and Objectives

The purpose of this Access Development Plan is to capitalise on the value of the Leeds & Liverpool Canal as a strategic waterway and sustainable transport corridor by providing opportunities for East Lancashire and West Yorkshire’s residents and visitors to move around more by foot and by bike. With the attractions and facilities of Skipton and the Yorkshire Dales National Park, the expected outcome of the creation of a coherent and continuous network of high quality walking and cycling routes would be to make travel by sustainable modes possible, desirable and inevitable. These smarter travel choices would in turn lead to:

- ▶ An improvement to the health and fitness of the population of Airedale, East Lancashire and the Yorkshire Dales National Park;
- ▶ An improvement to the equality of access opportunities for all by reducing severance caused by rivers, railways and busy roads and connections with other transport options;
- ▶ A reduction in the number of road accidents by providing safe and well designed infrastructure for vulnerable road users;
- ▶ Sustainable economic growth through viable transport options;
- ▶ Protection of the environment by reducing greenhouse gases and noise, improving air quality and biodiversity and protecting our heritage, the landscape and townscapes.

There has been a long-identified gap in the National Cycle Network. The Aire Valley Towpath and route NCN69 which currently terminates at Silsden to the south of Skipton; and the Pennine Cycleway NCN68 goes through Gargrave on its way from Barnoldswick and on into the Yorkshire Dales. In the UK, 57% of the population lives within 1 mile of the National Cycle Network and 75% lives within 2 miles. Residents of Skipton are isolated from the network lying almost 4 miles away. This together with the fact that Skipton is surrounded on all sides by trunk roads, busy A-roads and challenging topography, it is not surprising to learn that cycling levels are low.

One indication of this is to look at the levels of cycling to work. This can be used as a measure of the level of utility cycling and shows that, at best, the level of cycling in the development plan area ranges between a quarter and a half of the national average. These low levels can be partially attributed to a result of long term under investment in cycling infrastructure connecting communities with centres of employment.

How does the working age population travel to work?	Walk to work	Cycle to work
Bradford	6.73%	0.47%
Craven	11.21%	0.86%
Pendle	8.23%	0.79%
England	6.95%	1.91%

Table 1: (2011 Census - Table QS701EW)

It is worth comparing these figures to the European averages for all transport:

What is your main mode of transport?				
Country	Walking (%)	Bike (%)	Car (%)	Public transport (%)
Netherlands	3.0	31.2	48.5	11.0
Denmark	3.7	19.0	63.4	11.8
Germany	7.1	13.1	60.9	14.8
Italy	14.4	4.7	54.4	18.2
Ireland	12.2	3.2	67.7	14.2
France	9.4	2.6	63.7	20.1
UK	13.4	2.2	57.6	22.1
Spain	14.5	1.6	47.4	30.2
EU27 average	12.6	7.4	52.9	21.8

Table 2: European Commission Future of Transport report 2011. 1,000 people in each country were asked; what is your main mode of transport for daily activities?

This shows that setting the current UK average as a target is not an unreasonable desire. However, it is perhaps not enough to have such a low ambition. There is currently significant political ambition and support for growing the levels of cycling evidenced by the government’s recent award of Cycle City Ambition Grants. These grants are designed to support the first two years of the Government’s transformational long-term cycling strategy. It is valuable to note which schemes were awarded grants and the target that each bidder had set:

Greater Manchester’s vision is to double the number of cycle journeys within 5 years and to double them again by 2025.
West Yorkshire’s ambition is to triple current cycling levels and increase cycling to account for 6% of all journeys.
Birmingham aims to have cycling accounting for 5% of all journeys within ten years and 10% within 20 years.

The West of England partnership’s ambition is to increase cycling around the Bristol and Bath area by 76% by 2016.
Newcastle’s vision is to achieve 12% of all journeys under five miles by bike in the next ten years.
Cambridge aims to have 40% of all journeys in the city by bike in the next ten years.
Norwich’s targets are to increase the number of adults cycling once a week to 44% and adults cycling to work to 15% by 2023.

Table 3: DfT Briefing on the Government’s ambition for cycling; August 2013

In addition, grants were awarded to National Parks on the basis of the following targets:

The Peak District aims to provide four new routes which will enhance the network of traffic free cycling in the national park. The programme aims to target public health in the cities that connect to the national park.
Dartmoor aims to deliver major improvements to 93 miles of cycle ways, with a further 86 miles benefitting from smaller upgrades such as improved signage. The focus of the scheme is new family-friendly routes to and through the park, supported by cycling hubs and provisions for access by those with limited mobility.
The South Downs aims to focus on improving access to the National Park from major rail stations. 55km of new routes will be built across England’s most visited and densely populated National Park.
The New Forest scheme focuses on a new network of cycle docking stations that will allow people to cycle between key attractions, communities and transport hubs, supported by a new family cycling centre adjacent to Brockenhurst station.

Table 4: DfT Briefing on the Government’s ambition for cycling; August 2013

It is evident from the list of successful schemes that ambitious targets to increase the levels of cycling are no longer seen as unachievable.

This principal objective of this access development plan is to set out the feasible walking and cycling infrastructure improvements required to change travel behaviour in the Craven, Bradford and Pendle areas and to empower the partner authorities to set targets to rival the ambitions of other UK areas.

4. Local and Government Policies particularly relating to Access to the National Park

Craven District Council have set the regeneration and revitalisation of the Leeds Liverpool canal corridor within the district as a target of their 2013-17 Council Plan. It is also a priority of their Economic Development Strategy for Craven District 2010—2016. The Council has also submitted three schemes to North Yorkshire County Council to be taken forward by the soon to be formed North Yorkshire Local Transport Body beyond April 2015. They are South Skipton Employment Site, Southern Craven Greenways and Kildwick Crossing. Development of these schemes sits very tightly with this access development plan.

The Yorkshire Dales National Park Authority has formulated a number of policies in their Management Plan for 2013-18. Those that relate directly to this access development plan are as follows:

Home to strong, self-reliant and balanced communities with good access to the services they need

- F7 Maintain and improve public and community transport services to meet the needs of local communities and visitors to the National Park, so that the:
- a) main visitor destinations in the National Park are accessible from their main catchments at Christmas and between Easter and October on Saturdays, Sundays and Bank Holidays; and,
 - b) key transport corridors linking to Harrogate, Ilkley, Ingleton, Kendal, Leyburn, Richmond, Settle, and Skipton have Monday to Sunday access all year.

A friendly, open, and welcoming place with outstanding opportunities to enjoy its special qualities

- B1 Promote the Yorkshire Dales National Park as a leading sustainable tourism destination in the UK, renowned for its local distinctiveness.
- B2 Maintain and promote the network of public rights of way – including the Pennine Way, Pennine Bridleway and other recognised regional routes and trails – so that, on average, 90% are ‘easy to use’ each year.

B5 Carry out works to improve access on appropriate routes so that 170 km (8%) of rights of way are suitable for users of all ages and abilities by 2018, and introduce 5 short, waymarked walks from Aysgarth, Grassington, Hawes, Malham and Reeth.

B6 Make the Yorkshire Dales National Park accessible and relevant to a diverse range of groups, including: providing 1,000 session places for local disadvantaged people; and working with the MOSAIC youth project ‘young champions’ to introduce 1,200 young people to the National Park by 2015.

B9 Work with local people to deliver a world class Tour de France event in 2014 that showcases the National Park, and develop a range of new opportunities for people to explore the National Park by bicycle, including creating 3 new routes for family-friendly, traffic-free cycling by 2018

Providing an outstanding range of benefits for the nation based on its natural resources, landscape and cultural heritage, which underpin a flourishing local economy

E4 Improve the quality, variety and marketing of the tourism ‘offer’ within the National Park to extend the season and get more visitors to stay overnight so as to increase the value of tourism by 20% in real terms by 2020.

West Yorkshire’s Local Transport Plan’s relevant policies are as follows

Proposal 17: Work with local communities, principally through existing structures, to identify the level and nature of demand and how best to meet local accessibility. This approach will include [...] encouraging modal shift to active and sustainable modes. This will include provision for walking and cycling, including changes in streetscape, green infrastructure, footpaths and bridleways.

Proposal 22: This Proposal sets out the development of a network of cycle facilities that will increase the mode shift to cycling for commuting and utility journeys. This will be achieved by providing a network of attractive routes, connecting key town and city centres, and local facilities (including educational establishments, hospitals, public transport interchanges, leisure facilities and transport hubs). The focus will be on encouraging mode shift to cycling for journeys of up to five miles, and encouraging greater uptake by ‘non-regular’ cyclists

5. Other Schemes and Opportunities in the Area

The canal corridor’s strength is its ability to link communities with key areas of open space, employment sites, service centres and the National Park. Adjacent to the canal are a number of areas of open space that are to benefit from improvement through s.106 contributions from neighbouring developments including Aireville Park, Skipton, Broughton Road Play Area and Gargrave Play Areas.

Using the Craven area as an example, there will be approximately 1500 homes built and development of 40 hectares of employment land in the next 15 years. It is essential that s.106 contributions are sought so that these new and existing sites are integrated into a safe and effective walking and cycle network in order to reduce congestion and cut the cost of travel.

Skipton is well known as the Gateway to the Dales and a thriving market town with a range of facilities for residents and visitors. In June 2012 Skipton played host to the Olympic Torch Relay and an associated Festival of Sport and Culture attended by over 15,000 visitors.

In July 2014, the Tour de France will come through the Skipton area on two consecutive days. On the first day, the event passes through Skipton town centre and on the second day of the TdF the route passes through Silsden. Being the largest annual spectator sporting event in the world, there will be a large influx of visitors to the area and hence an intense focus on targeted promotion by local organisations. The Tour de France partners intend to develop Skipton as one of the key hubs on the route for visitors by creating opportunities to view the event but also to try out cycle related activities and learn more about the benefits and opportunities of cycling. Welcome to Yorkshire will be offering business support to ensure businesses are well briefed on the upcoming events and make the most of this huge economy boosting opportunity.

Bradford Council have further developed a key corridor between the Aire Valley Towpath at Shipley and Bradford City Centre. A new high quality walking and cycling greenway path is being built along the line of the former Bradford canal. This will connect NCN66 to the towpath using high quality and attractive infrastructure.

The Cycle City Ambition Grant that was awarded to Leeds and Bradford in 2013 will see the Aire Valley Towpath between Leeds and Shipley upgraded to a high quality surface throughout. This will attract many more users onto the towpath. This will greater highlight the poor quality of the towpath surface between Silsden, Skipton and Barnoldswick.

6. A Description of the Current Problems and Obstacles to Walking and Cycling

The problems and barriers being addressed in this plan can be summarised as follows:

6.1 Low levels of utility cycling

See again Table. 1. Levels of Utility Cycling in the scheme area (2011 Census - Table QS701EW).

While England has seen an increase in utility cycling of 14.6% between 2001 and 2011, North Yorkshire has seen a decrease of 14.5% and the Yorkshire & Humber region a decrease of 2% during the same period. It is interesting to note that whilst utility cycling in North Yorkshire has decreased during this time, recreational and sport cycling has increased over the same period and according to Sport England, is currently at 8.5%. This is similar to the average for England. As a result Sport England identifies that there is a latent demand to cycle but cycling is not yet regarded as a viable alternative method to travel to school or work.

6.2 High levels of planned development

With 1500 homes and 40 hectares of employment land planned to be developed in the Craven area in the next 15 years, careful planning is required to integrate these developments into any networks and safely linking them to local facilities such as schools, GP surgeries, town centres and leisure facilities.

6.3 Lack of safe off road routes

The canal towpath could provide a traffic-free core walking and cycling route through the area. However, the current grass and mud towpath do not allow access to anyone but the most experienced and is almost impassable in poor weather.

There are several busy, fast and congested A-roads in the area that are uninviting to non-motorised users and have a lack of safe crossing facilities.

As an example, the de restricted A65 has significant traffic flows with an average of 9,571 vehicle movements per day with 8,202 between 07:00 and 1900 (NYCC Daily Volume Report – Coniston, A65) and is highly unsuitable for independent and family cycling and there is no pedestrian provision along the road.

A Residents' Survey carried out in Silsden by Bradford Council in 2012 revealed that a significant deterrent to using public transport and particularly the train was the lack of good walking routes and safe crossing of the A629 dual carriageway to reach the station. Several reposndents commented on the need for a bridged crossing.

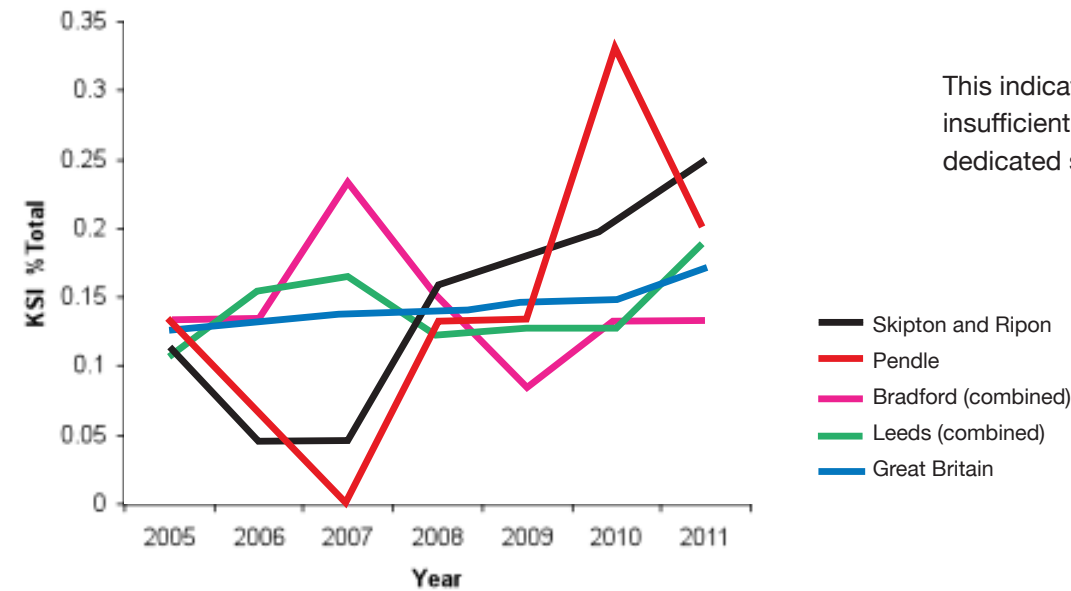
Over the last five years there have been 26 injury collisions involving cyclists on the road network in the Yorkshire Dales National Park area in North Yorkshire thus demonstrating the danger to cyclists on rural roads.

6.4 Accidents, injury risks and perceptions

In North Yorkshire County Council's Traffic Management Strategy of May 2004, it was reported that traffic counts in Skipton indicated that cycles accounted for 0.6% of vehicle movements. It was also reported that cyclists in Skipton account for 17.5% of accidents resulting in injury and 23.5% of serious accidents. Knowledge of these statistics alone would not encourage anyone to take up cycling in Skipton!

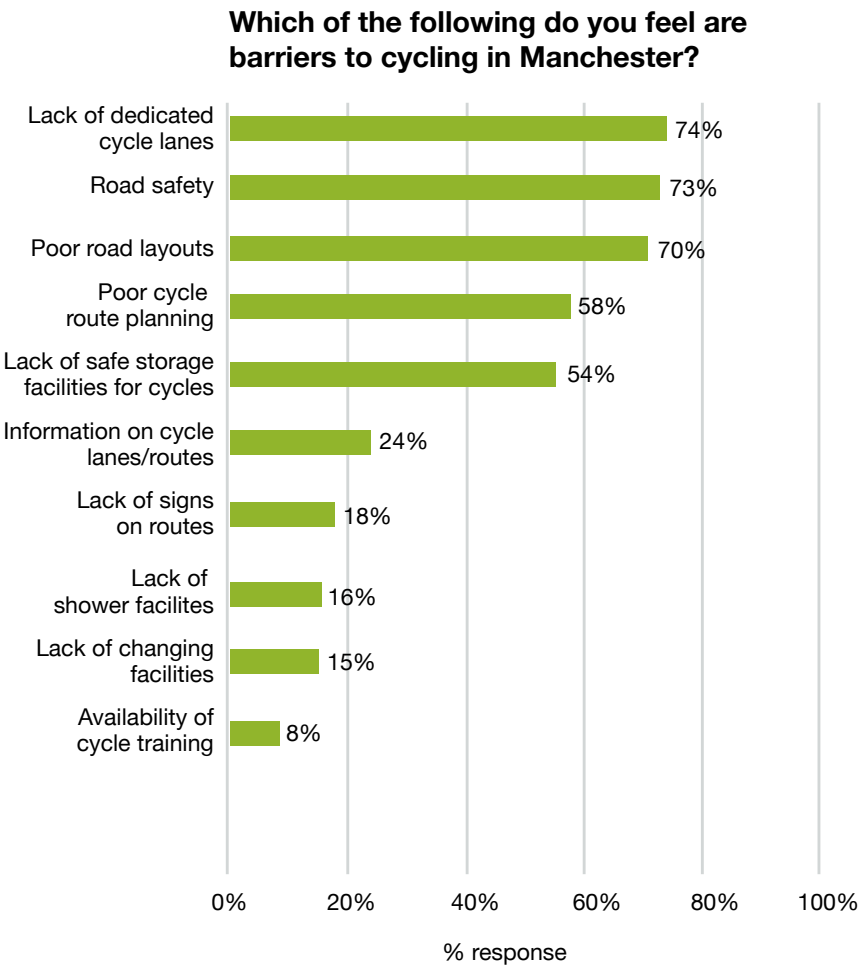
According to the June 2013 House of Commons report titled Road Cycling: Statistics, the numbers for cyclists killed or seriously injured since 2005 are as follows:

	KSI rates 2005-2011	2005	2006	2007	2008	2009	2010	2011
Constituencies	Skipton and Ripon	5	2	2	7	8	9	11
	Pendle	2	1	0	2	2	5	3
	Bradford (combined)	8	8	14	9	5	8	8
	Leeds (combined)	20	29	31	23	24	24	36
	Great Britain	2360	2442	2564	2565	2710	2771	3192



In the North Yorkshire area cycling casualty rates have increased. There was a 39% increase in the Killed or Seriously Injured (KSI) cyclists in the County from 2010 to 2011. For North Yorkshire (excluding York) this increase is both in the numbers of people as well as per kilometre travelled by bicycle.

In a Transport for Greater Manchester Cycle Survey in 2011, common barriers to cycling were identified:



This indicates that the general public feels that there is generally insufficient infrastructure to encourage cycling and roads with no dedicated space for cycling are not perceived as safe.

6.5 Infrastructure and opportunities to participate

There is a direct correlation between those areas that have higher levels of infrastructure and higher participation rates. Cities of Cambridge, Oxford, York, Lancaster, and Norwich all have high levels of cycling (over 20%) and a correspondingly high number of well-connected cycle lanes and other infrastructure.

Craven District has a good range of infrastructure relating to recreational and sport cycling with a higher number of cycle clubs per population, a higher number of cycle events per population and over 30 weekly recreation and sport cycling opportunities per week. Conversely, it has almost no cycle lanes and almost no support around utility cycling to work. This could explain the disparity between leisure and utility participation rates.

Bradford contains one of the fastest growing and largest cycling clubs in the UK in Ilkley Cycling Club. This has grown to over 1,100 members since only 2011. This exemplifies the huge increase in interest around cycling since Britain's recent successful sporting achievements on the track and in road racing. Bradford Council have shown their ongoing commitment to provision of safe off-road routes for cyclists with the development of the Airedale Greenway, Spen Valley Greenway, Great Northern Trail and the soon to be opened Bradford Canal Greenway.

6.6 Dependence on tourism and the shift to green tourism

Tourism is a vital part of the area's economy. The accommodation and food sectors are responsible for 9.5% of employment (compared to the regional average of 6%). 32% of the area's business stock is dependent on tourism for their livelihood; these are predominately self-employed and micro-businesses, employing less than four people. An estimated 5.3million day trips are made to Craven including the southern Yorkshire Dales National Park per year with the majority coming from the wider Yorkshire and Humber (42%) and North West (32%) regions. The overall value of tourism to the area is an estimated £198million of which 65% is estimated to be generated from day trips.

The 2012 Residents' Survey in Silsden shows that the local community believe that the presence of the canal should bring good tourism income to the village due to the walking and boating offer which should encourage overnight tourists.

6.7 Poor health indicators in many communities

From data collected by Public Health England and available at <http://www.localhealth.org.uk>, the following assessments can be made for each of the local authority areas.

Pendle - The health of adults and children in Pendle is generally worse than the England average. There are significant health disparities between people in the least and the most deprived areas – approximately 8 years difference in life expectancy. The percentage of children who are physically inactive is higher than the England average. The Public Health Observatory raises particular concern with the health of children and the increased deprivation in urban wards.

Bradford - The health of people in Bradford is mixed compared with the England average. Deprivation is higher than average and about 32,200 children live in poverty. Life expectancy for both men and women is lower than the England average. Life expectancy is also 12 years lower for men and 8.3 years lower for women in the least deprived than the most deprived areas of Bradford. Approximately 22% of Year 6 children are classified as obese which is higher than the average for England.

Craven - The health of people in Craven is generally better than the England average. Deprivation is lower than average, however about 800 children live in poverty. Life expectancy for both men and women is higher than the England average with life expectancy is 3.7 years lower for men and 5.8 years lower for women in the most deprived areas of Craven than in the least deprived areas. The rate of road injuries and deaths is much worse than the England average. Priorities identified for Craven include increasing physical activity and tackling childhood obesity.

The development of an integrated approach between public transport and a cycling network will allow for greater provision of healthy cost effective ways to move around locally and further afield.

7. Potential Economic Benefits of the Proposals

As part of a key long distance route in the National Cycle Network, a good quality route choice between Silsden and Gargrave would connect with the Way of the Roses (NCN688) near Gargrave creating sustainable access into the National Park from Leeds, Bradford and the remainder of West Yorkshire. The Way of the Roses has been providing a valuable economic benefit to the local economy since the route opened in 2010. After being open for just three years, the route already attracts 130,000 cycle trips per year, including 8,000 end-to-end cyclists, and generates approximately £3 million per year to the local economy and supports approximately 60 FTE jobs according to Sustrans' Way of the Roses Cycle Route Economic Impact Report of September 2012.

Since the inception of the Way of the Roses, it has always been an intention to create a National Cycle Network link from Gargrave to Skipton and on into West Yorkshire. This would ensure that the Craven and Bradford areas can benefit further from a proportion of the tourism spend that would no doubt improve due to the good connectivity and availability of route choice.

To understand the likely benefits of development of a towpath route, it is worth looking at the impacts of similar schemes that have been achieved through substantial increases in the level of use by cyclists and pedestrians. It is clear that economic benefits could result through increased physical activity and spending by route users.

Sustrans has recently completed work to provide a safe walking and cycling path along a canal towpath between Sale and Stretford in Greater Manchester, crossing the M60 and providing an alternative to using the busy and often congested A56 that runs parallel. Sustrans report "The real cycling revolution: How the face of cycling is changing" of May 2012 shows evidence that:

- ▶ 475,945 more cycle trips using this section of the NCN from 2008 to 2011
- ▶ 60,451 more pedestrian trips using this section of the NCN from 2008 to 2011
- ▶ On the Stretford section of the route, half of all trips are now made by people going to work, a ten-fold increase from just fewer than 8,000 to over 80,000

The report "Positively Affecting Lives: The Health Benefits of the Forth & Clyde and Union Canals" published by MVA consultancy in 2011 quantified the health benefits of these canals in Scotland as follows:

- ▶ Additional physical activity on the canal leads to a £77k direct reduction in employer costs through reduced absenteeism
- ▶ The canals reduce exposure to poor air quality by almost 85,000 hours per annum
- ▶ 81% of canal users either "strongly agree" or "agree" that the canal encourages them to take more exercise
- ▶ The estimated total physical activity benefits of the canals amount to around £6.4 million - £1.25 per km cycled, £1.73 per km walked, and £3.43 per km run.

Sustrans report "The Economic Impact of Cycle Tourism in the North East" published in 2007 presents findings of a study estimating the economic value of cycle tourism in the north east of England, using data from four routes:

- ▶ Those parts of the four routes lying within the North East region attracted 302,000 cycle trips in 2006; the combined total for the whole of the routes (North East and North West region) exceeds half a million.
- ▶ Route users contributed £9.6 million of direct expenditure to the North East economy in 2006
- ▶ This represents a value of £13.4 million to the wider regional economy
- ▶ This supports 216 jobs in the immediate vicinity of the routes in the North East
- ▶ In 2006 route users from out-of-region visiting the North East generated £5.9 million, supporting 95 full-time equivalent jobs
- ▶ Users attribute an additional amenity value of £1.7 million to the routes in the North East

Way of the Roses Cycle Route – opening Spring / Summer 2010



A new 'coast to coast' cycle route across Lancashire and Yorkshire being developed by local authority and other partners with the support of Sustrans the sustainable transport charity. NB A possible Wharfedale strand between Appletreewick and York via Ilkley, Otley and Wetherby is being considered. For further information send an e-mail to ruperdouglas@care4free.net or write to Cooper Douglas Partnership, Hill Top Barn, Laithes, Penrith, Cumbria CA11 0AW. Visit www.sustrans.org.uk for more information about existing National Cycle Network routes and what else Sustrans does. September 2009

- ▶ Cycling activity is important to local supply chains, with major implications for the circulation of income in the local tourism economy

Sustrans report “The Economic Impact of Cycling and Walking on the Celtic and Taff Trails” published in 2008 presents findings as follows:

- ▶ The level of expenditure by users estimated in the study is over £54 million on the Celtic Trail and £21 million on the Taff Trail each year. This gives a total impact of £75 million per year in the local economies of South Wales.
- ▶ Of the total economic impact the element generated by tourists using the trails amounts to £8.3 million per annum on the Celtic Trail and £1.6 million on the Taff Trail, i.e. this is additional income to Wales from inbound visitors.
- ▶ The overall economic impact brings employment. It generates or safeguards 1,002 jobs on the Celtic Trail of which 153 can be attributed to inbound tourism. In terms of the Taff Trail the figures are 367 jobs in total of which 30 are generated by inbound tourism. This gives an overall employment figure of 1,399 in the South Wales economy that can be directly attributed to the existence of the trails.
- ▶ Traffic free sections of the route are especially popular and generate more trips than the sections on the shared highway.

Analysis of the general use of National Cycle Network Routes according to Sustrans report “The real cycling revolution: How the face of cycling is changing” of May 2012 shows evidence that:

- ▶ 40 million more cycling trips made on the NCN during 2011 than in the year before – an 18% increase
- ▶ 256 million trips were made by bikes on the NCN during 2011 - 180 million trips by bike were made on traffic-free sections of the NCN.
- ▶ 15% increase in walking and cycling trips on the network to 484 million trips

- ▶ Estimate 3.3 million people used the network in 2011 (compared to 3 million in 2010) making over 1.3 million trips everyday
- ▶ The value of the health benefits to users of the NCN in 2011 was £442 million

8. Consultation to be Undertaken

An initial project steering group has been organised by Craven District Council of key stakeholders who may be influential to the realisation the findings of this access development plan. The organisations represented are Craven District Council, North Yorkshire County Council, Yorkshire Dales National Park Authority, Bradford Metropolitan District Council and Sustrans. During the initiation of this project, the overall concepts were presented at a Craven District Council Elected Members meeting. Before this plan is finalised, it will be used for further and wider consultation with the steering group, the councils, statutory bodies, landowners and local community groups and individuals.

9. Route Design

The route proposed should be designed and built to the standards and current best practice as set out in:

- ▶ The National Cycle Network Guidelines and Practical Details (Edition II) – Sustrans
- ▶ The Connect2 Greenways Guide – Sustrans
- ▶ Cycling Infrastructure Design (LTN note 2/08) – DfT
- ▶ The Towpath Design Guide (v1) – British Waterways/Canal and River Trust

All route choices and designs should have the following core principles in mind:

1. Convenience
2. Accessibility
3. Safety
4. Comfort
5. Attractiveness

It is frequently not possible to deliver a full route or network in one phase and it is therefore necessary to carefully consider the order in which route or network sections are prioritised. Each section delivered should be able to standalone as useful to the local community and onward interim connections to other acceptable and safe walking and cycling routes considered. Any connective routes designated as interim are unlikely to meet the five core principles above but user safety should be considered above all else.

9.1 Off-road and towpath sections

Off-road greenway and towpath routes provide the public with a linear park. These have the potential to be more than just a convenient transport link; artwork and information boards can easily provide points of interest. Proposed routes along the Leeds Liverpool Canal towpath will provide a safe and aesthetically pleasing environment. One of the canal’s greatest advantages is its avoidance of the undulating topography typical of the area which makes the towpath an ideal corridor for a convenient, comfortable and attractive route. A typical issue with canal towpaths is the infrequency of access and canal crossing points.

9.2 Highway sections

Where routes share the highway either on the footway or carriageway, it is important to consider the design standard necessary to attract typical National Cycle Network users. The highway authority will be central to the development of cycle routes along the public highway. Cyclists may be accommodated on the carriageway, with or without a cycle lane, or on a separate cycle

track which may be shared with pedestrians. In addition, cyclists can be given useful advantage over motor traffic through the provision of contra flow cycling, exemption from Traffic Regulation Orders and short cut-throughs and links.

The National Cycle Network (NCN) is designated and designed to an appropriate standard to attract a wide range of users and abilities:

- ▶ A competent 12 year old child cycling unaccompanied;
- ▶ Family groups with younger, supervised children; and
- ▶ All novice cyclists (aged 12 years and above).

With this in mind, NCN routes using the public highway or off-highway infrastructure should:

- ▶ allow a continuous “flowing” experience without the inconvenience of frequent start/stops.
- ▶ have high quality surrounding environments.
- ▶ have smooth, bound surfaces (where appropriate).
- ▶ have low vehicular traffic (<3000 vehicles in a 2 way flow over 24 hours) and 85%ile speed less than 20mph.

10. Environment and Ecological Issues

As well as the benefits to health and the wider environment, it is important to acknowledge the ecological issues of a proposed route and to appreciate the benefits of increasing public access to nature.

Initially and due to the size of the area to be studied in this plan, an ecology desk study was carried out to understand the typical issues that may affect this proposal. This detailed study can be seen in the appendix to this plan.

Once route choices proposed in this plan have been consulted upon and a delivery strategy agreed, the advice given in the desk study should be followed prioritising further study work in the areas to be developed.

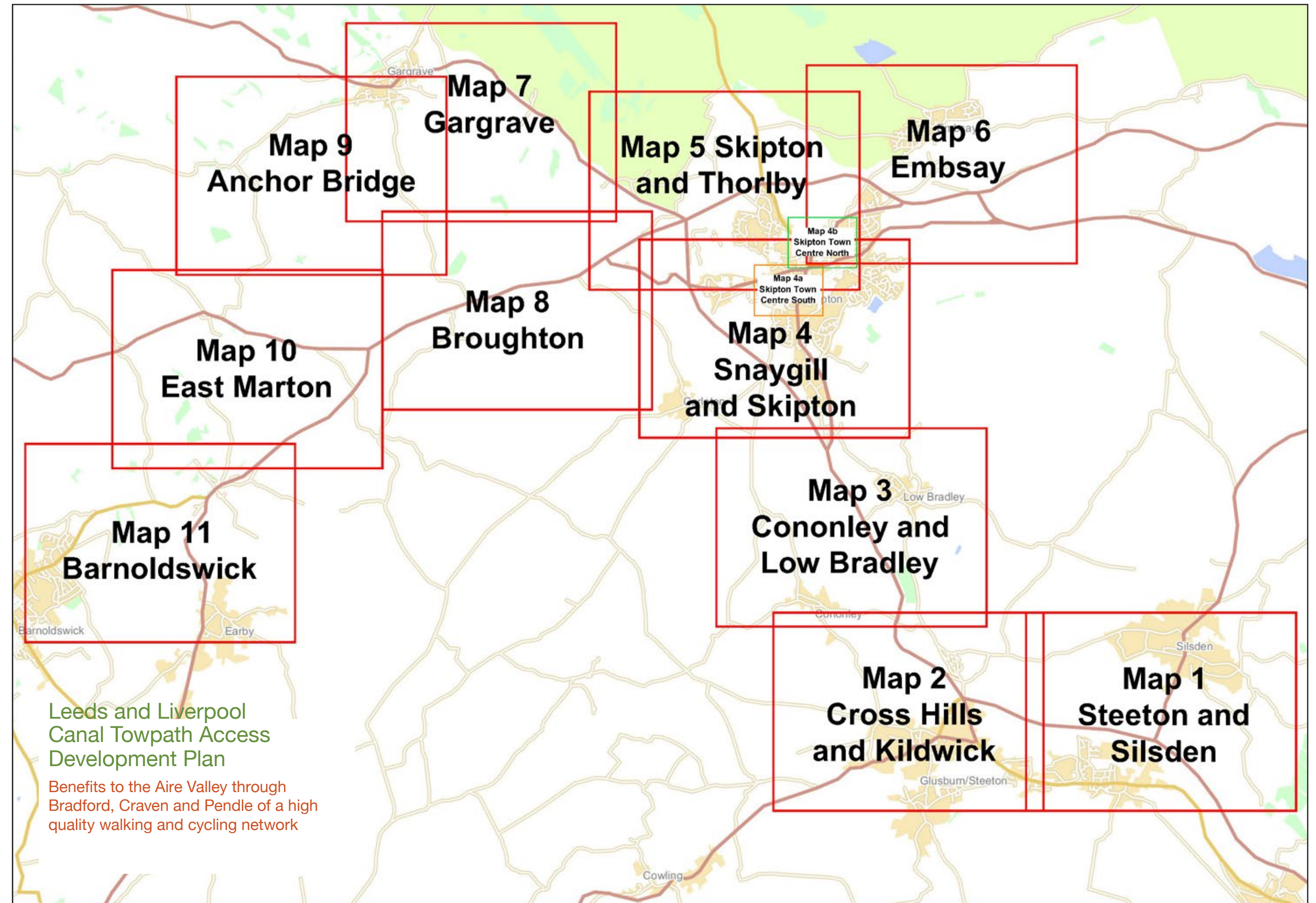
11. Detailed Maps with Proposal Descriptions, alignment diagrams and photos

The following series of thirteen maps will provide detailed commentary on the core routes and key links being proposed as part of this plan. Viable solutions to challenges that exist are proposed, providing a clear vision of how a high quality walking and cycling network could be delivered in and around the Craven area. Due to the size of the area covered by this plan, the A3 maps are at 1:10,000 scale. Two maps showing finer detail around Skipton Town Centre are provided at a scale of 1:2,500. Each map shows numbered reference points, which relate to the numbered text on the facing pages of each map. The maps are titled as follows:

- Map 1 – Steeton and Silsden
- Map 2 – Cross Hills and Kildwick
- Map 3 – Cononley and Low Bradley
- Map 4 – Snaygill and Skipton
- Map 4a – Skipton Town Centre South
- Map 4b – Skipton Town Centre North
- Map 5 – Skipton and Thorlby
- Map 6 – Embsay
- Map 7 – Gargrave
- Map 8 – Broughton
- Map 9 – Anchor Bridge
- Map 10 – East Marton
- Map 11 – Barnoldswick

The overview plan opposite shows how the maps are laid out and overlap.

Overview Plan



Map 1 : Steeton and Silsden

Towpath Section TP1

Towpath upgrade between Lower Holden Farm and Brunthwaite Swing Bridge. Recommended surface is bitmac with bitumen aggregate finish. This section of towpath upgrade could be considered as a lower priority than other sections due to the existence of the parallel Low Lane which is already designated as NCN. However, its upgrade is desirable to provide route continuity and to decrease any anxieties that the farmer may have due to increased public access.



Towpath Section TP2

Towpath upgrade between Brunthwaite Swing Bridge and Barrett's Swing Bridge Kildwick. Recommended surface is bitmac with bitumen aggregate finish. This section of towpath upgrade (especially from Point 6 heading west) should be a high priority due to the potential difficulty in creating a high quality and safe crossing for cyclists of the A6034 main road through Silsden. Access to Kildwick via the towpath also gives better onward connection options.



Point 1

Build new short access ramp to towpath to give alternative to difficult steps. This will require negotiation and agreement with Lower Holden Farm landowner. New gates and route signing for farmyard would be beneficial.



Build new short ramp connection between towpath and farm track to avoid awkward existing steps

Point 2

Holden Swing Bridge - Public footpath access point

Point 3

Holden Beck - Millennium Way Public Footpath access

Point 4

Brunthwaite bridge access to road. This could be used as an alternative or interim access to Silsden.

Point 5

Alternative to towpath section TP1. Low Lane and Hainsworth Road is the current route of the NCN and is a public bridleway. Lower Holden farmer has complained of its use by cyclists. Better cyclist awareness carriageway signing would be beneficial i.e. 1057 logos on carriageway. Removal of high vegetation, or pruning of trees and hedges to give better visibility around the bends in the road would also be beneficial.

Point 6

Good access to Hainsworth Rd and Silsden east of A6034. Due to lack of good accesses immediately adjacent to the A6034, this is the best access into Silsden town centre and towards Steeton and the train station.

Point 7

A safe crossing of the A6034 is required for cyclists. The existing zebra is constrained by narrow footways. Solution required from CBMDC Highways.

Point 8

Hainsworth Rd Tunnel flight of steps and Keighley Road A6034 flight of steps. Pedestrian only accesses

Point 9

Sykes Lane access point. This is the closest access to the town centre but the point at which it meets the A6034 has restricted visibility and lack of options to make comfortable for cyclists as a main access point. Landownership needs to be checked and access to towpath formalised if necessary. Potential development land immediately to the west may provide alternative access opportunities through development management.

Point 10

Cowling Swing Bridge Public Footpath access - There is potential for a link to Woodside Road. The landowner may be persuaded by this if existing footpaths can be realigned and mitigation works offered. Assessment and discussion with landowner of Lower Woodside Farm required.

Point 11

Woodside Bridge public footpath access.

Point 12

Lane House Bridge public footpath access

Point 13

Grange Swing Bridge public footpath access. There may be potential to gain permissive cycle access to Grange Lane to allow a downhill link to the towpath from Kildwick Grange. Assessment and discussion with landowner required. This would provide a circular route option from Silsden using the towpath and Skipton Road.

Point 14

Skipton Road gives a pleasant road alternative route to the towpath section TP2. Although fairly lightly trafficked and with good views, the gradients from Kildwick and Silsden are challenging and thus unlikely to attract new cyclists or families in either direction.

Point 15a

The importance of the use of the A6034 Keighley Road by cyclists should not be underestimated. Access to and from the towpath to Steeton and Silsden train station should be promoted to integrate the different transport options for utility and leisure cyclists. The first option (see 15b for second) is to create a good shared use facility most easily on the western footway which would need widening at the expense of carriageway width. The cost estimation is an estimate based on an average widening of 1m. The existing central refuge crossing could be utilised to give access to Belton Road.

Point 15b

The second option is to create wide (>1.5m) mandatory cycle lanes to both sides. This should only be seen as an interim solution especially if point 16 is taken forward.

Point 16

Crossing of the A629 at A6034 roundabout. There is an existing mediocre at-grade crossing facility here for pedestrians and cyclists. CBMDC have created a Business Case in June 2013 for the provision of a new bridge crossing due to the strategic importance of a safe crossing at this location for pedestrians and cyclists. This would provide a high quality safe link between Steeton and Silsden.

Point 17

Existing access to the Leeds/Bradford platform of Steeton and Silsden train station.

Point 18

New toucan crossing of Station Road to give access to Steeton, the business park, hotel and onward route to the hospital. Exact location to be confirmed by CBMDC. Requires footways connecting from Station Rd and A629 to be converted and widened for shared use.

Point 19

Use existing road along Steeton Grove. Addition of cycle logos (ref1057) to carriageway would highlight likelihood of cyclists to all users.

Point 20

Existing CBMDC planning permission (pp 11/03602) for 200+ dwellings on this site will provide cycling links to Halsteads Way and Thornhill Road.

Point 21

Existing public bridleway access. Entrance area could be improved, with removal of railings, build-out and dropped kerbs. The access could be slightly but very beneficially widened by negotiation with owner of 51 Thornhill Road. Gives good access to hospital. Discussion with hospital estates department required to see whether stepped access can be improved to ramp.

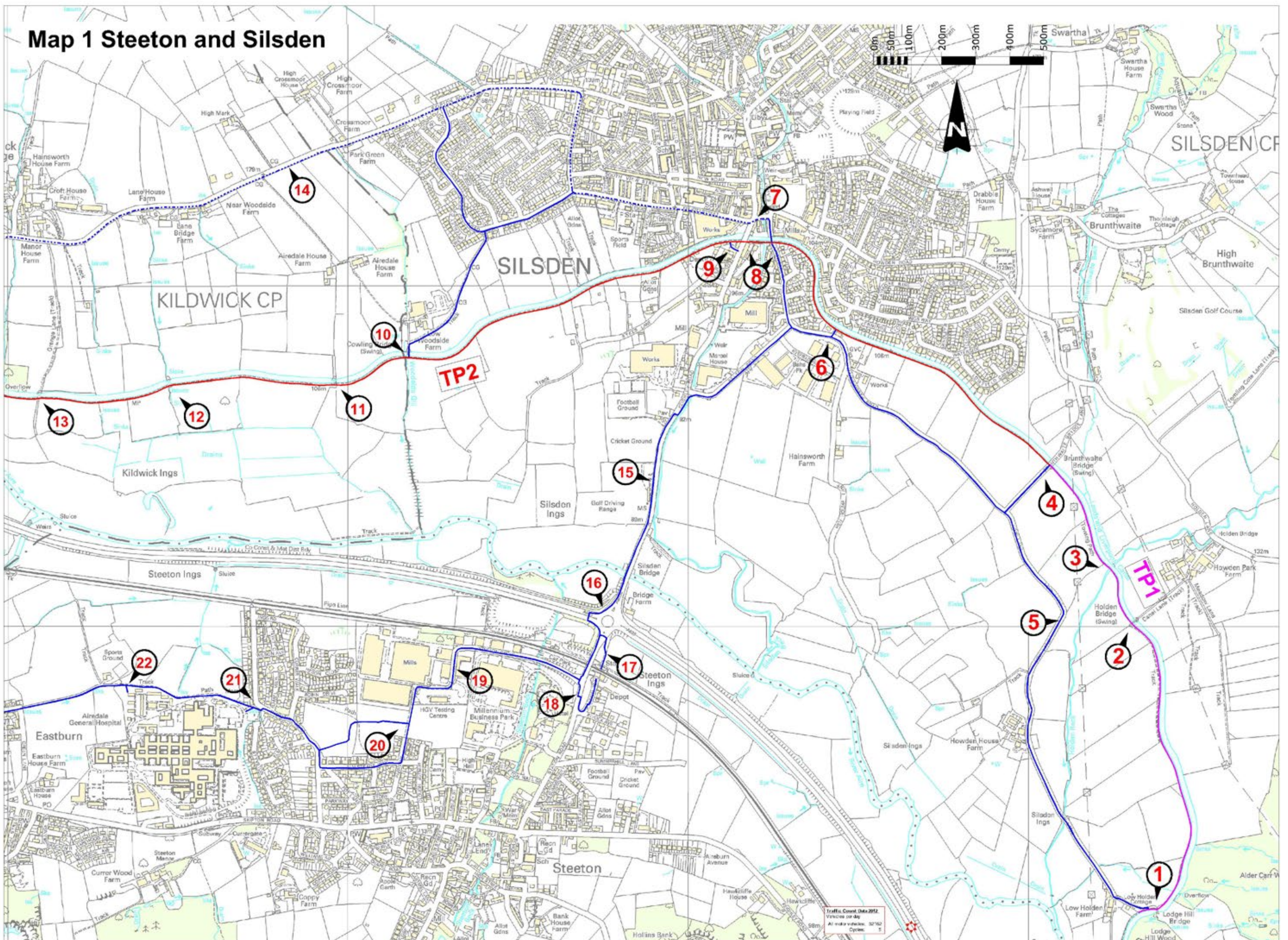


Improve entrance area to existing bridleway

Point 22

Important traffic-free/lightly trafficked corridor gives access to Steeton and its train station and the hospital for communities of Cross Hills, Sutton in Craven and Glusburn. Upgrade bridleway section to all-weather sealed surface.

Map 1 Steeton and Silsden



Map 1 : Steeton and Silsden - Costings

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
1	TP1	Towpath upgrade between Lower Holden Farm and Brunthwaite Swing Bridge. CRT specify a bitmac surface with bitumen emulsion/aggregate finish. This section of towpath upgrade could be considered as a lower priority than other sections due to the existence of the parallel Low Lane which is already designated as NCN. However, its upgrade is desirable to provide route continuity.	£129,429	£145,608	1
1	TP2	Towpath upgrade between Brunthwaite Swing Bridge and Barrett's Swing Bridge Kildwick. CRT specify a bitmac surface with bitumen emulsion/aggregate finish. This section of towpath upgrade (especially from Point 6 heading west) should be a high priority due to the potential difficulty in creating a high quality and safe crossing for cyclists of the A6034 main road through Silsden. Access to Kildwick via the towpath also gives better onward connection options. TP2 section contains a compound identified by May Gurney	£602,098	£677,360	1
1	1	Build new access short access ramp to towpath to give alternative to difficult steps. May require negotiation with farmer - offer new gates and route signing for farmyard.	£5,600	£6,300	4
1	2	Holden Swing Bridge - Public footpath access point	£-	£-	Existing
1	3	Holden Beck - Millennium Way Public Footpath access	£-	£-	Existing
1	4	Brunthwaite bridge access to road. This could be used as an interim access to Silsden.	£-	£-	Existing
1	5	Alternative to towpath section TP1. Low Lane and Hainsworth Road is the current route of the NCN and is a public bridleway. Lower Holden farmer has complained of its use by cyclists. Better cyclist awareness carriageway signing would be beneficial i.e. 1057 logos on carriageway. Removal of high vegetation, or pruning of trees and hedges to give better visibility around the bends in the road would also be beneficial.	£7,800	£8,775	1
1	6	Good access to Hainsworth Rd and Silsden east of A6034. Due to lack of good accesses immediately adjacent to the A6034, this is the best access into Silsden town centre and towards the Steeton and the train station.	£-	£-	Existing (or 3 dependent upon ownership)
1	7	A safe crossing of the A6034 is required for cyclists. The existing zebra is constrained by narrow footways. Discussion with and solution required from CBMDC Highways.	£-	£-	2
1	8	Hainsworth Rd Tunnel flight of steps and Keighley Road A6034 flight of steps. Pedestrian only accesses	£-	£-	Existing
1	9	Sykes Lane access point. This is the closest access to the town centre but the point at which it meetes the A6034 has restricted visibility and lack of options to make comfortable for cyclists as a main access point. Landownership needs to be checked and access to towpath formalised if necessary.	£-	£-	Existing (or 3 dependent upon ownership)
1	10	Cowling Swing Bridge Public Footpath access - There is potential for a link to Woodside Road. The landowner may be persuaded by this if existing footpaths can be realigned and mitigation works offered.	£4,000	£4,500	4
1	11	Woodside Bridge public footpath access.	£-	£-	Existing
1	12	Lane House Bridge public footpath access	£-	£-	Existing
1	13	Grange Swing Bridge public footapth access. There may be potential to gain permissive cycle access to Grange Lane to allow a downhill link to the towpath from Kildwick Grange. Still to be properly assessed. This would provide a circular route option from Silsden using the towpath and Skipton Road.	£2,000	£2,250	3
1	14	Skipton Road gives a pleasant road alternative route to the towpath section TP2. Although fairly lightly trafficked and with good views, the gradients from Kildwick and Silsden are challenging and thus unlikely to attract new cyclists or families in either direction.	£-	£-	Existing
1	15a	The importance of the use of the A6034 Keighey Road by cyclists should not be underestimated. Access to and from the towpath to Steeton and Silsden train station should be promoted to integrate the different transport options for utility and leisure cyclists. The first option (see 15b for second) is to create a good shared use facility most easily on the western footway which would need widening at the expense of carriageway width. The £ estimation is rough based on an average widening of 1m. The existing central refuge crossing could be utilised to give access to Belton Road.	£70,000	£78,750	2
1	15b	The importance of the use of the A6034 Keighey Road by cyclists should not be underestimated. Access to and from the towpath to Steeton and Silsden train station should be promoted to integrate the different transport options for utility and leisure cyclists. The second option (see 15a for first) is to create wide (>1.5m) mandatory cycle lanes to both sides. This should only be seen as interim solution especially if point 16 is taken forward.	£14,000	£15,750	1
1	16	Crossing of the A629 at A6034 roundabout. There is an existing mediocre at-grade crossing facility here for pedestrians and cyclists. CBMDC have created a Business Case in June 2013 for the provision of a new bridge crossing due to the strategic importance of a safe crossing at this location for pedestrians and cyclists. This would provide a high quality safe link between Steeton and Silsden.	£2,000,000	£2,250,000	2 and 4
1	17	Existing access to the Leeds/Bradford platform of Ste&Sil train station	£-	£-	Existing
1	18	New toucan crossing of Station Road to give access to Steeton, business park, hotel and onward route to hospital. Exact location to be explored further. Requires footways connecting from Station Rd and A629 to be converted and widened for shared use - estimate given.	£79,000	£88,875	2
1	19	Use existing road along Steeton Grove. Addition of 1057 logos to carriageway would highlight likelihood of cyclists to all users.	£1,800	£2,025	1
1	20	Existing CBMDC planning permission (pp 11/03602) for 200+ dwellings on this site will provide cycling links to Halsteads Way and Thornhill Road.	£-	£-	To exist
1	21	Existing public bridleway access. Entrance area could be improved, with removal of railings, build-out and dropped kerbs. Gives good access to hospital. Discuss with hospital estates dept whether stepped access can be improved to ramp. Estimate given for all works.	£9,500	£10,688	3
1	22	Important traffic-free/lightly trafficked corridor gives access to Steeton and its train station and the hospital for communities of Cross Hills, Sutton in Craven and Glusburn. Upgrade bridleway section to all-weather sealed surface. Check landownership and negotiation/mitigation required.	£93,400	£105,075	1 and 3

*with allowance for preliminaries, signing and contingency (+12.5%)

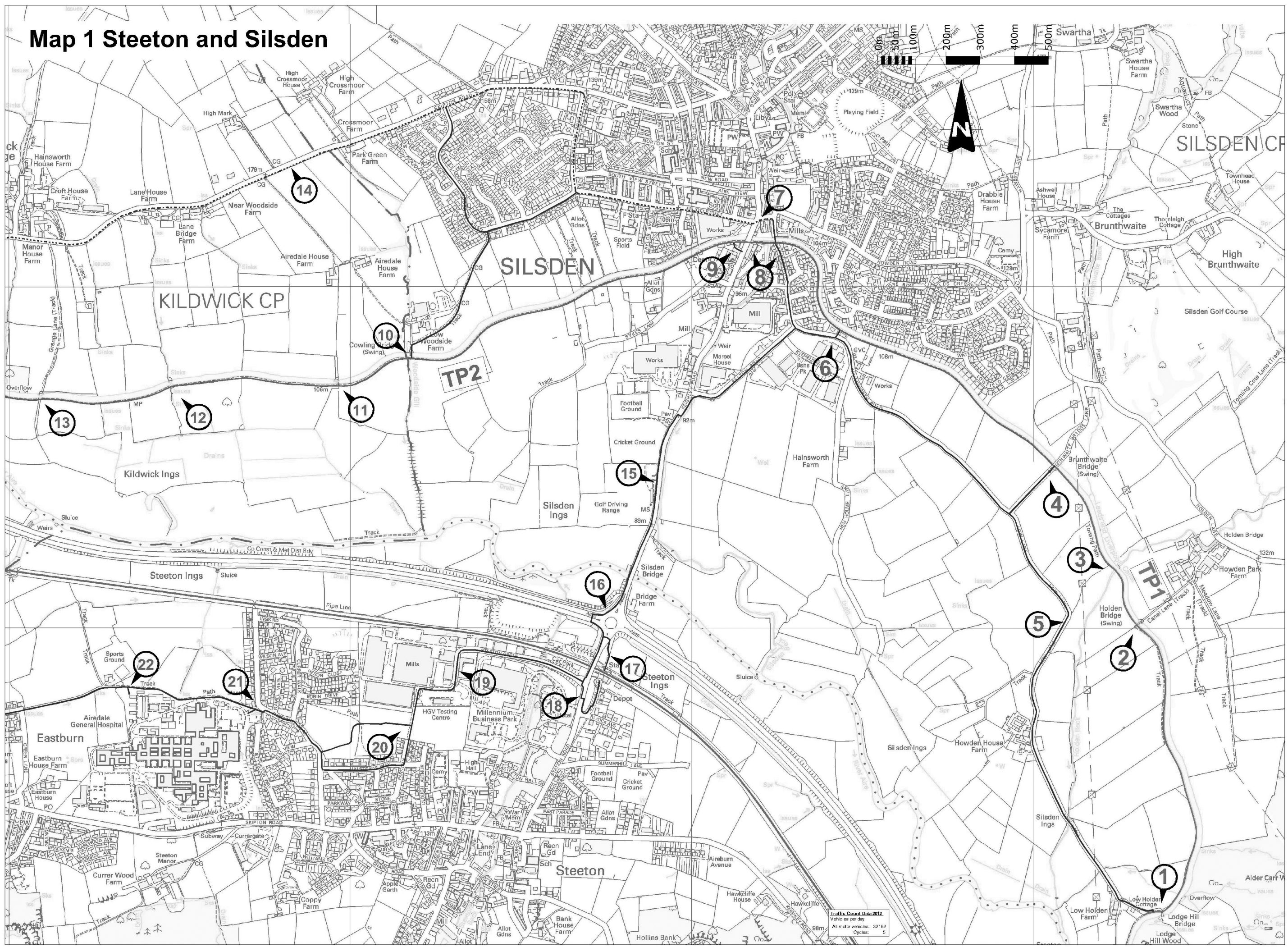
**Deliverability:
1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.

2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.

3 = Third party landowner but foresee no insurmountable objection

4 = Third party landowner with obvious likely objection (but not impossible!)

Map 1 Steeton and Silsden



Map 2 : Cross Hills and Kildwick

Towpath SectionTP3

Towpath upgrade between Barrett’s Swing Bridge Kildwick and Farnhill Bridge access to Cononley Lane. Recommended surface is bitmac with bitumen aggregate finish. This section of towpath could be considered as a lower priority than sections to either side as the relatively quiet Main Street from Kildwick through Farnhill could serve as an interim connective route.



Point 1

Barrett’s Bridge at Kildwick gives good road access. An informal red-stripe crossing should be marked to highlight the crossing point to road users. The Priest Bank Road link up to Skipton/Grange Road is very steep but downhill access to the towpath should be expected.

Point 2

Existing stepped pedestrian access points at St Andrew’s Church and Main Street, Kildwick

Point 3

A629 to Main Street link across Redman Bridge Kildwick.

Point 4

High Farnhill Bridge footpath access to High Farnhill and A629 Skipton Road

Point 5

Should towpath sections TP2 and TP3 not be developed, Skipton Road and Grange Road through Kildwick towards Silsden and Low Bradley gives a pleasant alternative route but the gradients are challenging and the route is thus unlikely to attract new cyclists or families in either direction. The traffic counts for these roads are around the threshold for an acceptable NCN route.

Point 6

There is an existing well lit underpass taking pedestrians from Kildwick’s Main Road to the B6172 St Andrew’s Terrace/Station Road. This is the only useable grade separated crossing point of the A629 for several kilometres to the north or south. The “Footpath only” signs do little to encourage use by cyclists and the path widths and position of dropped kerbs could all be improved. This facility and entrance to it could be further improved. Cost estimate for path widening and alteration of entrances.



Well lit underpass could be improved and cyclists encouraged to use it

Point 7

The B6172 Station Road is traffic calmed and should be acceptable for a signed route. 1057 cycle logos on carriageway would help to raise awareness to road users.

Point 8

This is a very difficult junction for all users in its current format and requires discussion on possible junction realignment. North Yorkshire County Council have considered installing signal control on the junction previously but it was not possible due to an unmade, unadopted cul de sac (Prospect Street) with no turning and poor visibility opposite Station Road. Any proposal should allow better crossing of the B6172 to give cyclists access to Milligans Place.

Point 9

This Cross Hills cross-town option is possible by lifting of a No Cycling restriction to access to Airedale View. Crossing of the A6068 Keighley Road could be done by creating an access to the refuge crossing from Lynndale Avenue. The refuge could be lengthened so as to allow oblique crossing. The footway of Keighley Road should then be converted to shared use to link to Aire Crescent.

Point 10

Easy crossing from Lyon Road onto the footway of Skipton Road made possible by the addition of a dropped kerb and the footway could be widened by 0.5m into verge along this length as far as Clayton Hall Road.

Point 11

This pleasant surfaced bridlepath is useful in its exiting state although a little narrow. An alternative is to use Sutton Lane by extending the Skipton Road shared use footway in that direction.

Point 12

Crofters Mill gives access via a useful cut-through to Bridge Road

Point 13

Bridge Road, Holme Lane and Hazel Grove Road all appear to be lightly trafficked and suitable for cycling. This alignment connects the linking routes to Sutton in Craven.

Point 14

Although this path and bridge connection from Sutton in Craven to Cross Hills and Glusburn is quite steep, this is an important link that could be utilised as it is for local journeys.

Point 15

Path alongside the school provides useful link to Colne Road. The existing path surface appears to have been narrowed by encroaching vegetation and could be widened. Where the path does constrict the path and the entrance area could be widened using a strip of the adjacent field giving greater comfort for all users.

Point 16

Wheatlands Lane appears to be relatively lightly trafficked and gives access to Park Road and an onward route to Cononley.

Point 17

This route provides an existing alternative or is complimentary to several sections of towpath. Some gradients are quite steep and challenging and would not attract new or family cyclists. However, this route option is less hilly than the alternative road option between Silsden, Kildwick and Low Bradley. This route also avoids several long sections of canal towpath and gives a relatively quiet access into Skipton town centre. Cycle logos painted on the carriageway would help to raise the profile of the route with all road users. Circular rides using this route together with towpath would be a very pleasant outing for local communities.

Map 2 : Cross Hills and Kildwick - Costings

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
2	TP3	Towpath upgrade between Barrett's Swing Bridge Kildwick and Farnhill Bridge access to Cononley Lane. CRT specify a bitmac surface with bitumen emulsion/aggregate finish. This section of towpath could be considered as a lower priority than sections to either side as the relatively quiet Main Street from Kildwick through Farnhill could serve as an interim connective route.	£170,403	£191,703	1
2	1	Barrett's Bridge at Kildwick gives good road access. An informal red-stripe crossing should be marked to highlight the crossing point to road users. The Priest Bank Road link up to Skipton/Grange Road is very steep but downhill access to the towpath should be expected.	£880	£990	1
2	2	Existing stepped pedestrian access points at St Andrew's Church and Main Street, Kildwick	£-	£-	Existing
2	3	A629 to Main Street link across Redman Bridge Kildwick.	£-	£-	Existing
2	4	High Farnhill Bridge footpath access to High Farnhill and A629 Skipton Road	£-	£-	Existing
2	5	Should towpath sections TP2 and TP3 not be developed, Skipton Road and Grange Road through Kildwick towards Silsden and Low Bradley gives a pleasant alternative route but the gradients are challenging and the route is thus unlikely to attract new cyclists or families in either direction.	£-	£-	Existing
2	6	There is an existing well lit underpass taking pedestrians from Kildwick's Main Road to the B6172 St Andrew's Terrace/Station Road. This is the only useable grade separated crossing point of the A629 for several kilometres to the north or south. The "Footpath only" signs do little to encourage use by cyclists and the path widths and position of dropped kerbs could all be improved. This facility and entrance to it could be further improved. Estimate for path widening and alteration of entrances.	£27,100	£30,488	1
2	7	The B6172 Station Road is traffic calmed and should be acceptable for a signed route. 1057 cycle logos on carriageway would help to raise awareness to road users.	£1,500	£1,688	1
2	8	This is a very difficult junction for all users in its current format and requires discussion on possible junction realignment. North Yorkshire County Council have considered installing signal control on the junction previously but it was not possible due to an unmade, unadopted cul de sac (Prospect Street) with no turning and poor visibility opposite Station Road. Any proposal should allow better crossing of the B6172 to give cyclists access to Milligans Place.	£-	£-	2
2	9	This Cross Hills cross-town option is possible by lifting of a No Cycling restriction to access to Airedale View. Crossing of the A6068 Keighley Road could be done by creating an access to the refuge crossing from Lynndale Avenue. The refuge could be lengthened so as to allow oblique crossing. The footway of Keighley Road should then be converted to shared use to link to Jessamine Place.	£5,500	£6,188	2
2	10	Easy crossing from Lyon Road onto the footway of Skipton Road made possible by addition of dropped kerb and footway could be widened by 0.5m into verge along length to Eastburn Bridge and Clayton Hall Road.	£25,000	£28,125	1
2	11	This pleasant surfaced bridlepath is useful in its exiting state although a little narrow. An alternative is to use Sutton Lane.	£-	£-	Existing
2	12	Crofters Mill gives access via a useful cut-through to Bridge Road	£-	£-	Existing
2	13	Bridge Road, Holme Lane and Hazel Grove Road all appear to be lightly trafficked and suitable for cycling. Check traffic data and local knowledge. This alignment connects the linking routes to Sutton in Craven.	£-	£-	Existing
2	14	Although this path and bridge connection from Sutton in Craven to Cross Hills and Glusburn is quite steep, this is an important link that could be utilised as is.	£-	£-	Existing
2	15	Path alongside school provides useful link to Colne Road. The existing path surface appears to have been narrowed by encroaching vegetation and could be widened. Could check ownership of adjacent field to see if path could be widened further. Could the mouth of the path at Colne Road be widenend into adjacent land to give greater comfort for all?	£5,000	£5,625	3
2	16	Wheatlands Lane appears to be relatively lightly trafficked and gives access to Park Road and an onward route to Cononley.	£-	£-	Existing
2	17	This route provides an existing alternative to several sections of towpath. Some gradients are quite steep and challenging and would not attract new or family cyclists. However, this route option is less hilly than the alternative road option between Silsden, Kildwick and Low Bradley. This route also avoids several long sections of canal towpath and gives a relatively quiet access into Skipton town centre. Cycle logos painted on the carriageway would help to raise the profile of the route with all road users. This estimate for the Glusburn to Cononley section.	£8,100	£9,113	1

*with allowance for preliminaries, signing and contingency (+12.5%)

****Deliverability**

1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.

2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.

3 = Third party landowner but foresee no insurmountable objection

4 = Third party landowner with obvious likely objection (but not impossible!)

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Map 3 : Cononley and Low Bradley

Towpath SectionTP4

Towpath upgrade between Farnhill Bridge access to Cononley Lane and Ings Lane Low Bradley. Recommended surface is bitmac with bitumen aggregate finish. This section should be considered as a medium priority as the parallel relatively quiet road between Kildwick and Low Bradley has steep gradients and could only serve as an interim route.



Towpath SectionTP5

Towpath upgrade between Ings Lane Low Bradley and Snaygill Stone Bridge & S Roundabout. Recommended surface is bitmac with bitumen aggregate finish. This section should be considered as a medium priority as the parallel relatively quiet road between Low Bradley and Snaygill has steep gradients and could only serve as an interim route.



Point 1

At Farnhill Bridge and Cononley Lane there is a well-used informal access down a short bank into a layby with a bus stop. This is the only access option for the residents of Cononley although they have to cross the busy A629. The towpath is not the only reason to cross the road. Bus services have been greatly reduced running through Cononley itself and so villagers now have to walk 1km to the A629. It must be a greater deterrent having to cross the A629 to get to or from the southbound bus stop than the walk itself. Any future opportunity to reconsider the layout of this junction should include opportunities to include a safer crossing of the A629, access to the bus stop and the towpath.



Point 1: Bus stops on both sides of A629 but no provision fore crossing at this accident blackspot

Point 2

Existing narrow footway to south side of highway. It is unlikely that this can be significantly widened for shared use. The road should be traffic calmed to give more comfort to cyclists travelling toward the towpath.

Point 3

Light traffic though Cononley appears to be slow moving and so should be suitable for cycling. Cycle logos on the carriageway would help to raise the profile of the route with all road users.

Point 4

This route provides an existing alternative to several sections of towpath. Some gradients are quite steep and challenging and would not attract new or family cyclists. However, this route option is less hilly than the alternative road option between Silsden, Kildwick and Low Bradley. This route also avoids several long sections of canal towpath and gives a relatively quiet access into Skipton town centre. Cycle logos painted on the carriageway would help to raise the profile of the route with all road users. The £ estimate given is for the Cononley to Skipton section. Circular rides using this route together with towpath would be a very pleasant outing for local communities. This route could be used as an interim connective route.

Point 5

Hamblethorp Bridge is the location of the Polish Memorial to the air disaster that happened locally during the Second World War.

Point 6

New Bridge at Low Bradley gives good road access from the towpath to Low Bradley.

Point 7

Should towpath sections TP3 and TP4 not be developed, Crag Lane from Kildwick to Low Bradley gives a pleasant alternative or interim route but the gradients are challenging and the route is thus unlikely to attract new cyclists or families in either direction.

Point 8

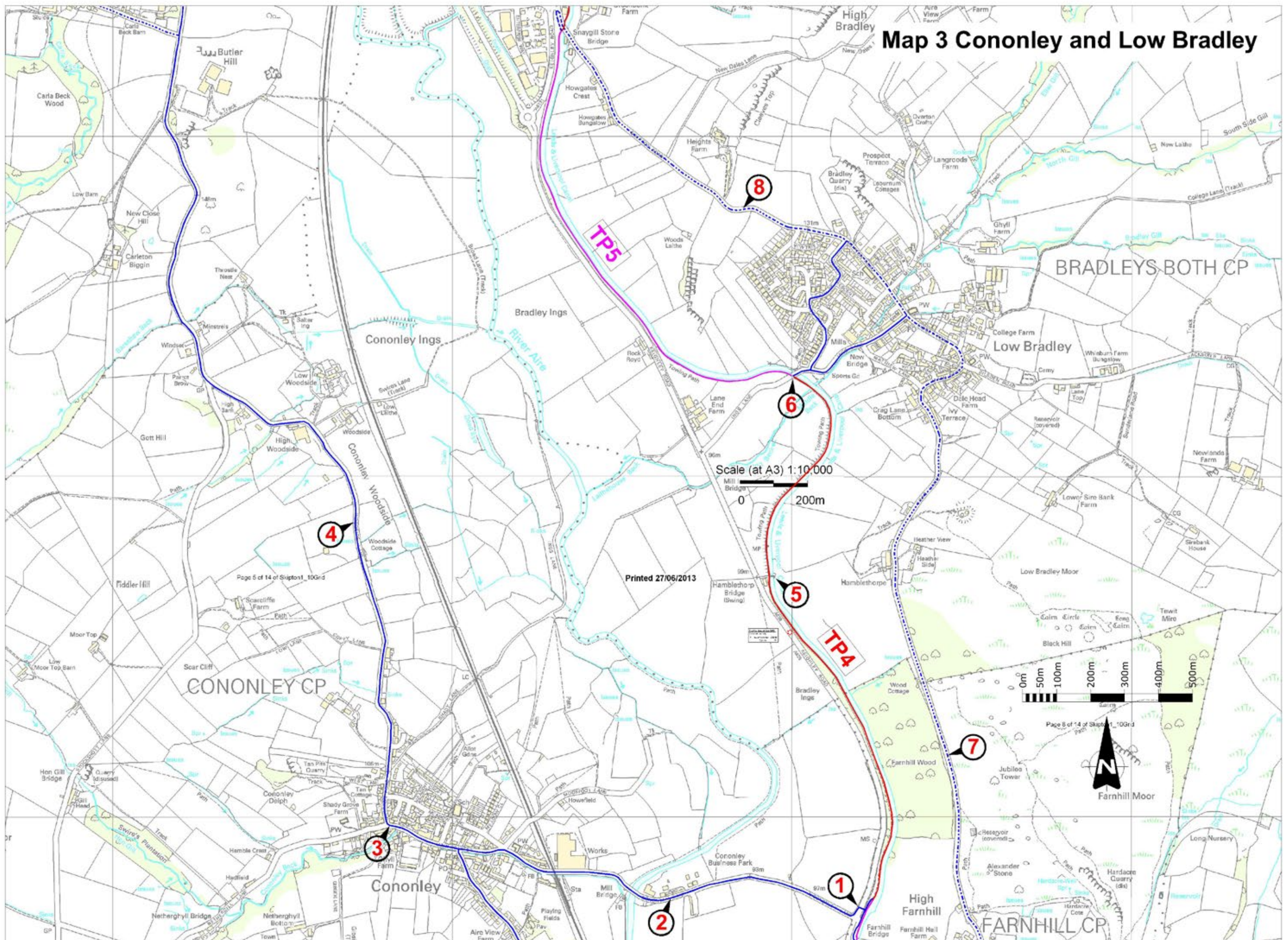
Should towpath section TP5 not be developed, Skipton Lane to Low Bradley gives a pleasant alternative or interim route but the gradients are challenging and the route is thus unlikely to attract new cyclists or families in either direction.

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
3	TP4	Towpath upgrade between Farnhill Bridge access to Cononley Lane and Ings Lane Low Bradley. CRT specify a Breedon Gravel surface. This section should be considered as a medium priority as the parallel relatively quiet road between Kildwick and Low Bradley has steep gradients and could only serve as an interim route.	£294,395	£331,194	1
3	TP5	Towpath upgrade between Ings Lane Low Bradley and Snaygill Stone Bridge & S Roundabout. CRT specify a Breedon Gravel surface. This section should be considered as a medium priority as the parallel relatively quiet road between Low Bradley and Snaygill has steep gradients and could only serve as an interim route.	£115,570	£130,016	1
3	1	At Farnhill Bridge and Cononley Lane there is a well-used informal access down a short bank into a layby with a bus stop. This is the only access option for the residents of Cononley although they have to cross the busy A629. The towpath is not the only reason to cross the road. Bus services have been greatly reduced running through Cononley itself and so villagers now have to walk 1km to the A629. It must be a greater deterrent having to cross the A629 to get to or from the southbound bus stop than the walk itself. Any future opportunity to reconsider the layout of this junction should include opportunities to include a safer crossing of the A629, access to the bus stop and the towpath.	£-	£-	2
3	2	Existing narrow footway to south side of highway. It is unlikely that this can be significantly widened for shared use. The road should be traffic calmed to give more comfort to cyclists travelling toward the towpath.	£12,700	£14,288	2
3	3	Light traffic though Cononley appears to be slow moving and so should be suitable for cycling. Cycle logos on the carriageway would help to raise the profile of the route with all road users.	£3,900	£4,388	1
3	4	This route provides an existing alternative to several sections of towpath. Some gradients are quite steep and challenging and would not attract new or family cyclists. However, this route option is less hilly than the alternative road option between Silsden, Kildwick and Low Bradley. This route also avoids several long sections of canal towpath and gives a relatively quiet access into Skipton town centre. Cycle logos painted on the carriageway would help to raise the profile of the route with all road users. This estimate for the Cononley to Skipton section.	£13,500	£15,188	1
3	5	Hamblethorp Bridge is the location of the Polish Memorial to the air disaster that happened locally during the Second World War.	£-	£-	Existing
3	6	New Bridge at Low Bradley gives good road access form the towpath to Low Bradley.	£-	£-	Existing
3	7	Should towpath sections TP3 and TP4 not be developed, Crag Lane from Kildwick to Low Bradley gives a pleasant alternative route but the gradients are challenging and the route is thus unlikely to attract new cyclists or families in either direction.	£-	£-	Existing
3	8	Should towpath section TP5 not be developed, Skipton Lane to Low Bradley gives a pleasant alternative route but the gradients are challenging and the route is thus unlikely to attract new cyclists or families in either direction.	£-	£-	Existing

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

Deliverability
1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.
2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.
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Map 3 Cononley and Low Bradley



Map 4 : Snaygill and Skipton

Towpath SectionTP6

Towpath upgrade between Snaygill Stone Bridge & S Roundabout and Roughhaw Close Bridge and ramps. Recommended surface is bitmac with bitumen aggregate finish. This section is a high priority due to the convenient and safe access it gives to Snaygill Industrial Estate from Skipton town centre with the only convenient alternative being the busy and uninviting Keighley Road.



Towpath SectionTP7

Towpath upgrade between Roughhaw Close Bridge and ramps and Union Wharf Footbridge. Recommended surface is bitmac with bitumen aggregate finish. This section has high priority to connect with Skipton town centre.



Towpath SectionTP8

Towpath upgrade between Union Wharf Footbridge and Gas Street & Bus station Skipton. Recommended surface is bitmac with bitumen aggregate finish. This section has high priority to connect with Skipton town centre.



Towpath SectionTP9

Towpath upgrade between Gas Street & Bus station Skipton and Aireville Park bridge. Recommended surface is bitmac with bitumen aggregate finish. This section has a high priority due to the high use and current varied condition of the towpath surface.



Towpath SectionTP10

Towpath upgrade between Aireville Park bridge and Niffany Bridge east. Recommended surface is bitmac with bitumen aggregate finish. In terms of the route to Gargrave, this section has a high priority as there is no viable continuous alternative.



Point 1

At Snaygill Stone Bridge from the towpath there is an informal access to the highway through the hedge. This desire line should be formalised and a safe crossing point of Keighley Road considered to give access to the southern portion of the industrial estate.



New 2.5m wide path through vegetation to link towpath and road crossing



Realign crossing by removing 3m length of raised setts nearside, extend and widen central reservation, widen dropped kerbs both sides, create new path link from towpath to crossing on far side

Point 2

At Snaygill Swing Bridge there is good existing access to Keighley Road. This is an important point to provide a crossing of the road and shared use to the western footway.



New Central reservation crossing of Keighley Road, convert footway to shared use, widen where necessary to 2.5m min

Point 3

Existing stepped access to the Rendezvous Hotel

Point 4

Hazardous informal access straight onto mini roundabout. This shows an obvious desire line to get into the industrial estate from the towpath and highlights the important of providing better access points to the north and south. Provide fencing to block this desire line.

Point 5

This footway should be widened to shared use to give access to the industrial estate from the north and the towpath access at point 7 with its existing central reserve crossing.



Widen footway to min 2.5m and convert to shared use on western side of Keighley Road

Point 6

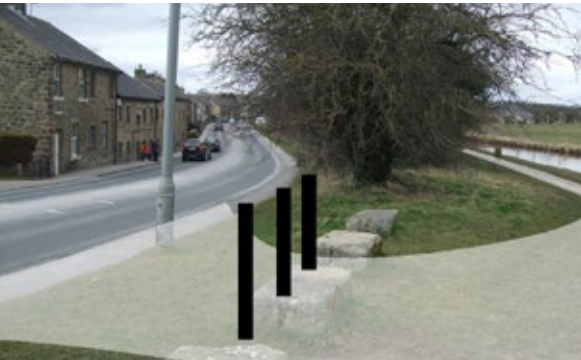
This is an obvious desire line informal access and should be closed off if accesses to the north and south are improved. Estimate to provide fencing to block this desire line.

Point 7

This towpath access point near to Horse Close Bridge needs to be formalised with a surfaced splay and welcoming entrance features. The footway should be widened over a short distance to give better approach to the crossing point.



Widen canalside footway (on left) to min 2.5m, lengthen central reservation, improve footway splay on far side



Improve access onto canal, wide surfaced splayed link to footway and welcoming entrance features



Lengthen central reservation, widen far-side footway and create access to towpath.

Point 8

There is an existing desire lane adjacent to the Bold Venture Garage wall. This could be formalised with steps. Check land ownership.

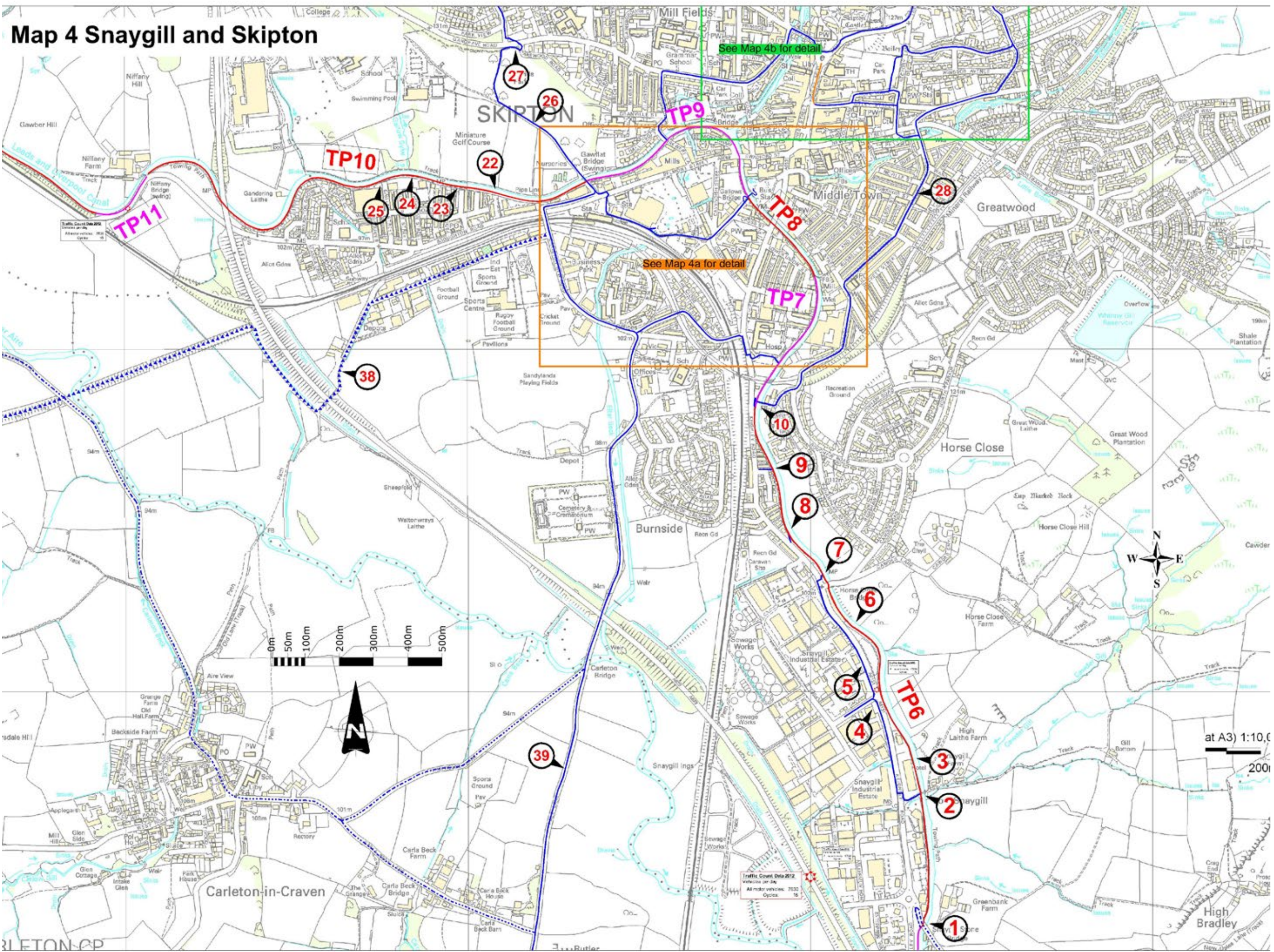
Point 9

There is an existing access at Alexandra Court. Check ownership.

Notes continued over page

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Map 4 Snaygill and Skipton



Map 4 : Snaygill and Skipton Continued

Point 10

At Roughaw Close Bridge, there is opportunity for a good access point to the bridge over the canal. The ramps could be easily reconfigured to give a better approach to the bridge and removing any constraint on the footway. This would give good access going south to residents of east Skipton and in addition provide the start of a potential linking route to Embsay. Estimate given for changing ramp configuration and use of bridge as existing.



Rearrange ramp approach to bridge, extend and widen middle switchback towards camera through wall next to cyclist and create much better integration between footway, bridge and towpath

Points 11 to 21 – See Map 4a

Point 22

Flight of existing steps giving access to the Ambulance Station on Broughton Road

Point 23

At Greenfield Street, it would be an easy task to create a ramp down from the towpath retaining wall into the available green space. (A bridge over the canal at this location has also been mentioned but yet to be considered)

Point 24

An access point could be created with permission from Broughton Rd Bowling Club. A ramp could be created at the edge of the car park.

Point 25

At Sawley Street there is an existing ramp with steps that could be greatly improved. Check land ownership.

Point 26

The link through Aireville Park is extremely important as it gives access to the leisure centre, Craven College and businesses around Gargrave Road. There is currently a No Cycling Bye-Law in the park that would need to be lifted. The existing speed bumps across the path may be necessary to slow descending cyclists but they must be made more consistent as some are much more severe than others. This route also could give an alternative interim option to towpath sections TP10, 11 and 12 if the A65 Thorlby crossing was a possibility. Estimate for sorting speed bumps.

Point 27

To link from the park to Rock Wood Drive, there is an existing central refuge crossing that could be lengthened. The short length of footways to either side could be permitted as shared use. Build path from wall to link to park paths.



Widen footway to shared use on far side of Gargrave Road to reintroduce to carriageway on Rockwood Drive



Create dropped kerb waiting area for cyclists, lengthen central reservation to the right to give easier cyclist crossing, convert far footway to shared use then reintroduce cyclists to Rockwood Drive carriageway



Create new path across to break through wall behind gate, tie-in with bottom of steps, remove low value tree. This serves to deter use of narrow pedestrian access by cyclists

Point 28

This on road route follows lightly trafficked residential roads of Skipton east. Good signing should be all that is required but traffic calming worthy of discussion.

Points 29 to 37 – See Map 4b

Point 38

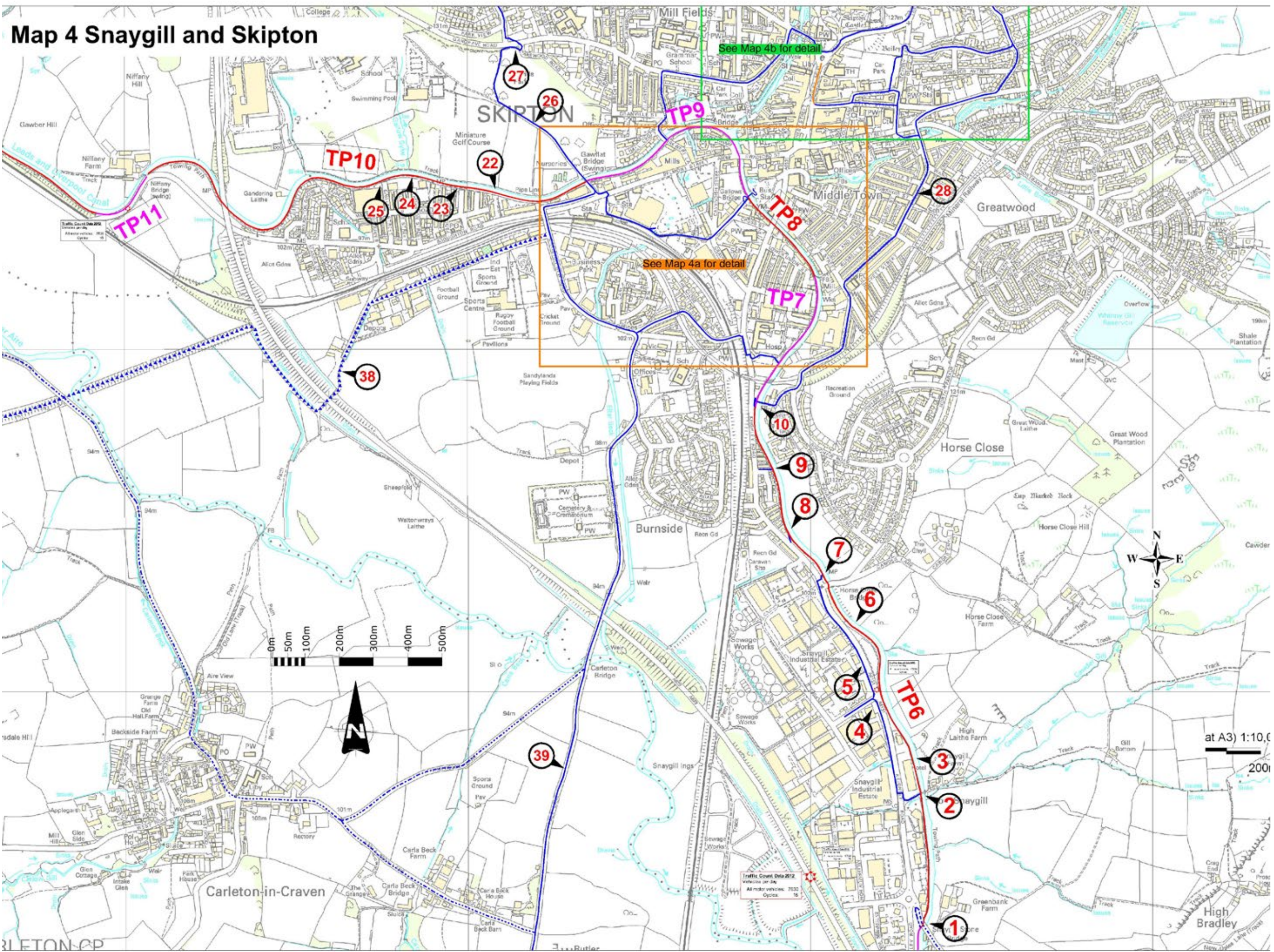
Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give Skipton with a high quality link to Earby. See appendix.

Point 39

Carleton Road gives access to South Skipton from Cononley and Carleton-in-Craven and serves as a good route for confident cyclists.

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Map 4 Snaygill and Skipton



at A3) 1:10,000
200m

Map 4 : Snaygill and Skipton - Costs

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
4	TP6	Towpath upgrade between Snaygill Stone Bridge & S Roundabout and Roughaw Close Bridge and ramps	£233,699	£262,911	1
4	TP7	Towpath upgrade between Roughaw Close Bridge and ramps and Union Wharf Footbridge	£33,026	£37,154	1
4	TP8	Towpath upgrade between Union Wharf Footbridge and Gas Street & Bus station Skipton	£13,721	£15,436	1
4	TP9	Towpath upgrade between Gas Street & Bus station Skipton and Aireville Park bridge	£18,248	£20,529	1
4	TP10	Towpath upgrade between Aireville Park bridge and Niffany Bridge east	£386,471	£434,780	1
4	1	At Snaygill Stone Bridgefrom the towpath there is an informal access to the highway through the hedge. This desire line should be formalised and a safe crossing point of Keighley Road considered to give access to the southern portion of the industrial estate.	£7,800	£8,775	1
4	2	At Snaygill Swing Bridge there is good existing access to Keighley Road. This is an important point to provide a crossing of the road and shared use to the western footway.	£39,500	£44,438	1
4	3	Existing stepped access to the Rendezvous Hotel	£-	£-	Existing
4	4	Hazardous informal access straight onto mini roundabout. This shows an obvious desire line to get into the industrial estate from the towpath and highlights the important of providing better access points to the north and south. Estimate to provide fencing to block this desire line.	£1,000	£1,125	1
4	5	This footway should widened to shared use to give access to the industrial estate from the north and the towpath access at point 7 with its existing central reserve crossing.	£41,000	£46,125	1
4	6	This is an obvious desire line informal access and should be closed off if accesses to the north and south are improved. Estimate to provide fencing to block this desire line.	£1,000	£1,125	1
4	7	This towpath access point near to Horse Close Bridge needs to be formalised with a surfaced splay and welcoming entrance features. The footway should be widened over a short distance to give better approach to the crossing point.	£5,300	£5,963	1
4	8	There is an existing desire lane adjacent to the Bold Venture Garage wall. This could be formalised with steps.	£3,200	£3,600	1 or 3
4	9	There is an existing access at Alexandra Court.	£750	£844	1 or 3
4	10	At Roughaw Close Bridge, there is opportunity for a good access point to the bridge over the canal. The ramps could be easily reconfigured to give a better approach to the bridge and removing any constraint on the footway. This would give good access going South to residents of east Skipton and in addition provide the start of a potential linking route to Embsay. Estimate given for changing ramp configuration and use of bridge as existing.	£10,000	£11,250	1 or 3
4	22	Flight of existing steps giving access to the Ambulance Station on Broughton Road	£-	£-	Existing
4	23	At Greenfield Street, it would be an easy task to create a ramp down from the towpath retaining wall into the available green space. (A bridge over the canal at this location has also been mentioned but yet to be considered)	£16,500	£18,563	2
4	24	An access point could be created with permission from Broughton Rd Bowling Club. A ramp could be created at the edge of the car park.	£20,200	£22,725	4
4	25	At Sawley Street there is an existing ramp with steps that could be greatly improved. Check land ownership.	£7,600	£8,550	3
4	26	An important corridor to create an alternative route for cyclists avoiding the towpath through the centre of the town. At present, the widths available along the existing path are fairly narrow. However, with some negotiation with adjacent landowners, extra width could be won. This would be a difficult exercise but one well worth pursuing. A safe crossing of Cavendish Street would also need to be considered.	£-	£-	3 and 4
4	26	The link through Aireville Park is extremely important as it gives access to the leisure centre, Craven College and businesses around Gargrave Road. There is currently a No Cycling Bye-Law in the park that would need to be lifted. The existing speed bumps across the path may be necessary to slow descending cyclists but they must be made more consistent as some are much more severe than others. This route also could give an alternative interim option to towpath sections TP10, 11 and 12 if the A65 Thorlby crossing was a possibility. Estimate for sorting speed bumps.	£3,000	£3,375	1
4	27	To link from the park to Rock Wood Drive, there is an existing central refuge crossing that could be lengthened. The short length of footways to either side could be permitted as shared use. Build path from wall to link to park paths.	£10,900	£12,263	Existing
4	28	This on road route follows lightly trafficked residential roads of Skipton east. Good signing should be all that is required but traffic calming worthy of discussion. Check local knowledge.	£-	£-	Existing
4	38	Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give Skipton with a high quality link to Earby.	needs to be updated to 2014 costs		

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

****Deliverability**
1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.
2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.
3 = Third party landowner but foresee no insurmountable objection
4 = Third party landowner with obvious likely objection (but not impossible!)

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Map 4a : Skipton Town Centre South

Point 11

This on road route follows lightly trafficked residential roads of Skipton east. Good signing should be all that is required but traffic calming worthy of discussion.

Point 12

This is an existing link to Skipton Hospital that could be improved for cycle access with permission from their estates dept. The crossing of Keighley Road to get to Carleton Road could be achieved by new shared use pavements to either side of the road and a dropped kerb crossing.



Link through hospital car park, create shared use link path on far side green verge to dropped kerb crossing point



Create dropped kerb crossing point between lamp columns either side, move bench down to bus stop, widen footway to convert to shared use on this side as far as junction behind camera, move sign furniture to back of footway.



Widen footway to convert to shared use as far as junction, move sign furniture to back of footway.

Point 13

Carleton Road appears to be relatively lightly trafficked. This important route gives access to Skipton west and also gives an option for those towpath users to miss the congestion of the town centre, to access the train station or the onward towpath to Gargrave. Traffic calming would be beneficial to slow traffic.

Point 14

Ramp and steps leading up to Keighley Road. Difficult to improve.

Point 15

At the Gas Street access point, the existing pedestrian bridge (Gallows Bridge) links directly to the bus station. This bridge is extremely well used but is of no use to those with prams, wheelchairs or cycles. There is ample room on both sides of the bridge to install ramped access to the existing bridge deck. However, this could be a focal point of improvements being made in Skipton and a new feature bridge could be designed. This towpath access point is important as it is the start of a potential direct corridor to the train station - see point 16. Access to the towpath needs to be improved by removing vegetation and adding welcoming features.



Create new integrated featured access point to towpath, remove vegetation to open up, surface unmade area, relocate bollards and sign.



Relocate benches, remove nearest tree, open up access, integrate surfacing with Gas Street access area.

Point 16

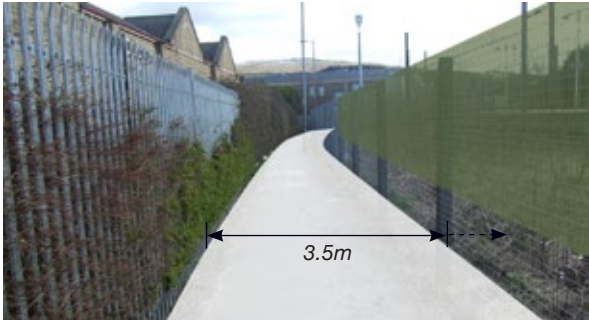
An important corridor to create an alternative route for cyclists avoiding the towpath through the centre of the town and giving access to the train station. At present, the widths available along the existing path are narrow in places. However, with some negotiation with adjacent landowners (including LMS Sports Club, Network Rail and Morrison's), extra width could be won. This would be a difficult exercise but one well worth pursuing. A safe and direct crossing of Cavendish Street/Craven Street would also need to be considered and could be achieved by realigning the extremely wide junction mouth that provides access to the Tesco car park. A new earthwork ramp joining to the corner of the Morrisons car park could be easily created with only the loss of one car parking space and relocation of recycling bins.

Point 17

The section of towpath between Gallows Bridge and Gawflat Bridge is quite constrained and can be congested. Ideally, cyclists should be discouraged from using this section but only by provision of a high quality alternative route such as that described in Point 15. Those cyclists that would feel particularly vulnerable leaving the towpath should be permitted to continue with care. At the Belmont Wharf road access, dropped kerbs are needed at the edge of the footway.



By negotiating with several adjacent landowners, fences on either side of this path could be moved back to give greater width and comfort to give inviting pedestrian and cyclist access to the town centre



Move fences and lamp columns back to create greater width and comfort. New full path width could be resurfaced to a high quality standard



New access ramp location to join Morrisons with the station path

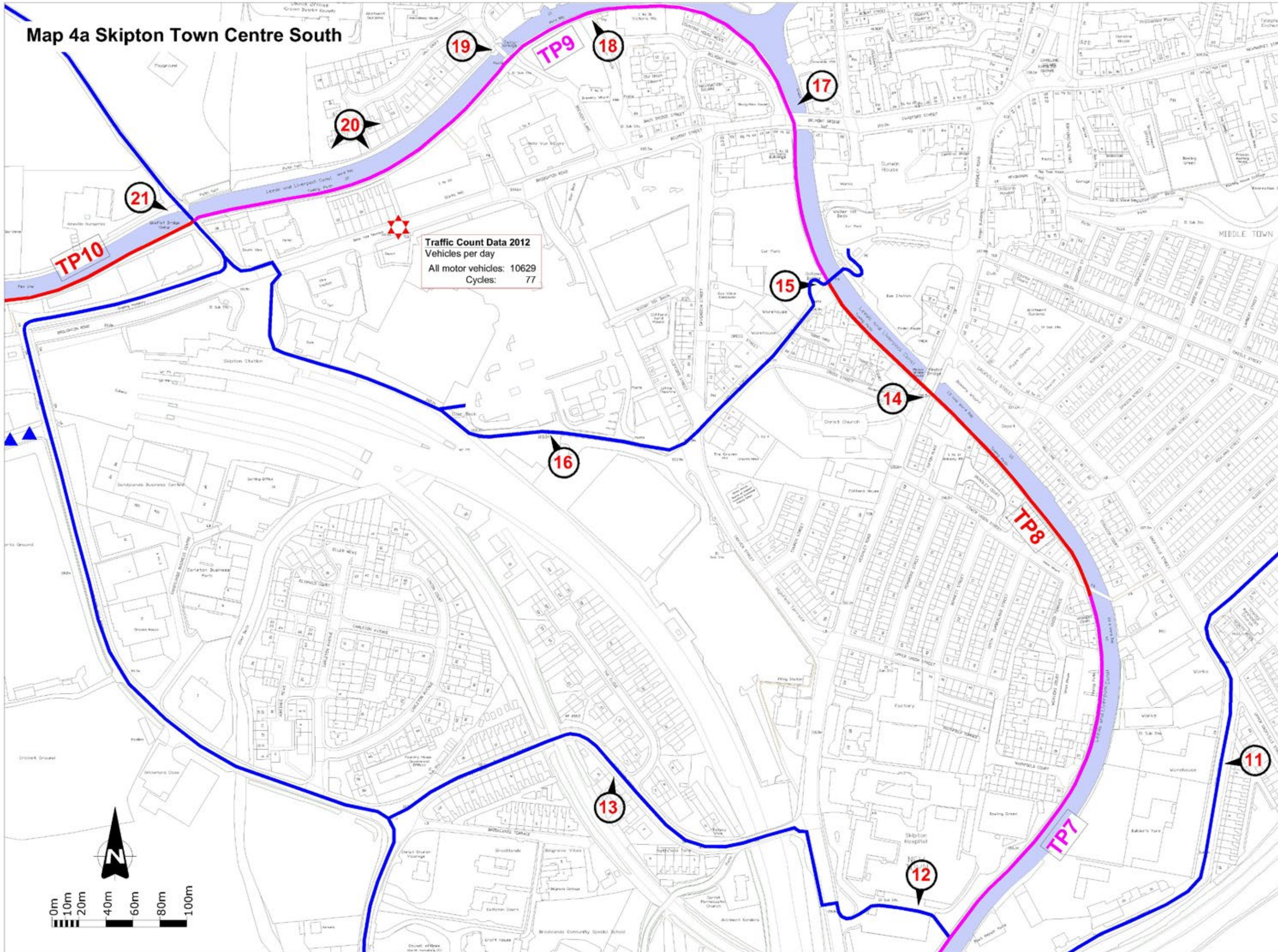


Fences on both sides could be moved back if landowners agree



New crossing of Craven Street required to reach Carlton Street

Map 4a Skipton Town Centre South



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Map 4a : Skipton Town Centre South - further notes and costs

Point 18
Belmont Wharf becksides steps give pedestrian access only

Point 19
Brewery Lane bridge gives good access to Broughton Road and Brook Street. Due to the dominance of vehicle traffic in the heart of the town centre, Brook Street, Gargrave Road, Water Street and Mill Bridge gives the only immediately viable link to the proposed route to Embsay. These roads are not ideal environments for cycling but are much less of a challenge than proposing a route through Caroline Square.

Point 20
Three access points along this short section using flights of existing steps linking to Broughton Road and businesses. No realistic scope for improvement.

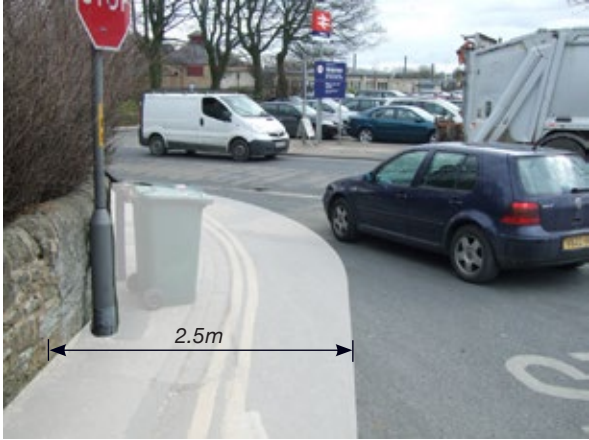
Point 21
At Gawflat Bridge there is good access to Broughton Road and to Aireville Park. This is a key access point due to the proximity of the train station. The mouth of the junction of Broughton Road could be made much more pedestrian and cyclist friendly as the following details depict and a well designed upgraded crossing of the main road is required.



Access to station - Convert footway to shared use, relocate lamp column, convert pedestrian crossing to toucan, widen footway on far side to give better access to station car park from crossing.



Widen footway from crossing into car park to give shared use access to station car park.



Widen footway to min 2.5m around corner to give shared use access to crossing to station.

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

****Deliverability**

1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.

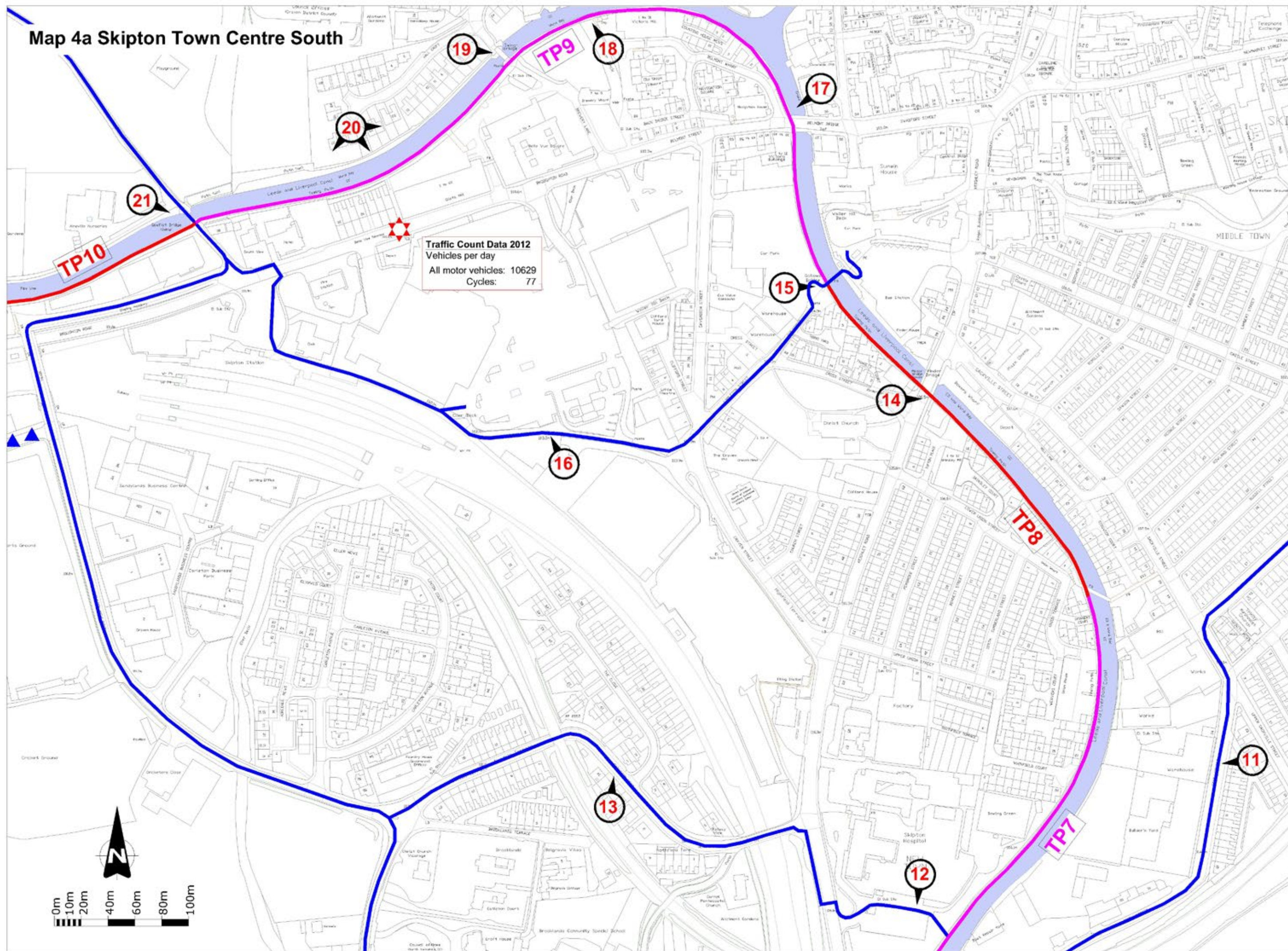
2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.

3 = Third party landowner but foresee no insurmountable objection

4 = Third party landowner with obvious likely objection (but not impossible!)

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
4a	11	This on road route follows lightly trafficked residential roads of Skipton east. Good signing should be all that is required but traffic calming worthy of discussion.	£-	tbc	Existing
4a	12	This is an existing link to Skipton Hospital that could be improved for cycle access with permission from their estates dept. The crossing of Keighley Road to get to Carleton Road could be achieved by new shared use pavements to either side of the road and a dropped kerb crossing.	£13,000	£14,625	2 and 3
4a	13	Carleton Road appears to be relatively lightly trafficked (check). This important route gives access to Skipton west and also gives an option for those towpath users to miss the congestion of the town centre, to access the train station or the onward towpath to Gargrave. Further consideration of traffic calming to be had.	£9,000	£10,125	2
4a	14	Ramp and steps leading up to Keighley Road. Difficult to improve.	£-	£-	Existing
4a	15	At the Gas Street access point, the existing pedestrian bridge (Gallows Bridge) links directly to the bus station. This bridge is extremely well used but is of no use to those with prams, wheelchairs or cycles. There is ample room on both sides of the bridge to install ramped access to the existing bridge deck. However, this could be a focal point of improvements being made in Skipton and a new feature bridge could be designed. This towpath access point is important as it is the start of a potential direct corridor to the train station - see point 16. Access to the towpath needs to be improved by removing vegetation and adding welcoming features. Estimate given for improving canal access point only.	£5,000	£5,625	1 and 2
4a	16	An important corridor to create an alternative route for cyclists avoiding the towpath through the centre of the town and giving access to the train station. At present, the widths available along the existing path are narrow in places. However, with some negotiation with adjacent landowners (including LMS Sports Club, Network Rail and Morrisons), extra width could be won. This would be a difficult exercise but one well worth pursuing. A safe and direct crossing of Cavendish Street/Craven Street would also need to be considered and could be achieved by realigning the extremely wide junction mouth that provides access to the Tesco car park. A new earthwork ramp joining to the corner of the Morrisons car park could be easily created with only the loss of one car parking space and relocation of recycling bins.	£66,400	£74,700	4
4a	17	The section of towpath between Gallows Bridge and Gawflat Bridge is quite constrained and can be congested. Ideally, cyclists should be discouraged from using this section but only by provision of a high quality alternative route such as that described in Point 15. Those cyclists that would feel particularly vulnerable leaving the towpath should be permitted to continue with care. At the Belmont Wharf road access, dropped kerbs are needed at the edge of the footway - estimate given.	£1,000	£1,125	1
4a	18	Belmont Wharf becksides steps give pedestrian access only	£-	£-	Existing
4a	19	Brewery Lane bridge gives good access to Broughton Road and Brook Street. Due to the dominance of vehicle traffic in the heart of the town centre, Brook Street, Park Avenue, Water Street and Mill Bridge gives the only immediately viable link to the proposed route to Embsay. These roads are not ideal environments for cycling but are much less of a challenge than proposing a route through Caroline Square.	£-	£-	Existing
4a	20	Three access points along this short section using flights of existing steps linking to Broughton Road and businesses. No realistic scope for improvement.	£-	£-	Existing
4a	21	At Gawflat Bridge there is good access to Broughton Road and to Aireville Park. This is a key access point due to the proximity of the train station. The mouth of the junction of Broughton Road could be made much more pedestrian and cyclist friendly as the following details depict and a well designed upgraded crossing of the main road is required.	£23,000	£25,875	2

Map 4a Skipton Town Centre South



Map 4b : Skipton Town Centre North

Points 29 and 30

The mini- roundabout at the junction of Otley Road and Newmarket Street can become quite congested during peak traffic flows. Otley Road from the roundabout to Consort Street is uphill and the suitability of the road in its existing state is questionable due to traffic flows and speeds. Otley Road could be used more comfortably by cyclists in the downhill direction due to the likely greater speed. This coupled with the fact that Rectory Lane is one way means that a possible solution is to create a cycling gyratory i.e. cyclists are signed down Otley Road when travelling in the southerly direction and up Rectory Lane and into Princes Drive in the northerly direction.

Point 31

The short linking path across the landscaped space adjacent to Yorkshire Housing could be improved and widened to link Petyt Grove and Newmarket Street. A wide dropped kerb and shortening of the layby on Newmarket Street would permit the crossing to Bunkers Hill.



The route to the town centre



A build-out into the layby with a dropped kerb would allow cyclists to cross Newmarket Street to Bunkers Hill. A new path across the landscaped space could link to Petyt Grove

Point 32

The one-way Otley Street gives access from the High Street. If vehicular access to Otley Street was restricted to Access Only then a cycle contra flow could exist in order to allow access to the High Street.

A significant cycle parking facility should be installed in front of Barclays in place of at least 2 car parking spaces to provide a focal start and destination point of the cycle network.

TOWN CENTRE TRAFFIC

The traffic count data for 2012 shows that an average of nearly 15,000 vehicles use the High Street each day. This is very high and the resultant air quality is likely to be very poor. The mini-roundabout at Caroline Square suffers from significant congestion problems. It is simply not possible to attempt to retro-fit safe and welcoming cycle routes through Caroline Square and the High Street without a significant re-think of the town's traffic management. The High Street feels dominated by cars, vans and trucks frustrated by parking manoeuvres and pedestrians crossing. The average daily numbers of LGVs, buses and coaches is steadily increasing each year. Add to this the market days (Mon, Weds, Fri, Sat) and the competing needs of the space push the solution to the problem beyond the realms of this report alone. The reallocation of road space, introduction of one-way systems and access restrictions would all help to alleviate the issue and would lead to a significant reduction in the vehicle count. If maximum benefit of the proposals in this access development plan are to be achieved, Skipton town centre's traffic management must be addressed.

Average Daily Traffic Flow on Skipton's High Street						
Year	Cycles	Cars & Taxis	Buses & Coaches	LGVs	HGVs	All Motor Vehicles
2007	49	11253	320	1697	274	13705
2008	56	11411	300	1794	283	13955
2009	56	11582	317	1889	271	14222
2010	56	11501	338	1930	281	14198
2011	61	11685	367	2181	284	14664
2012	58	11512	407	2458	286	14811

Point 33

The route should be physically segregated from the car park along the boundary and be well signed. If well thought out, there should be very little impact on car park capacity.

Point 34

Access to Princes Drive across Rectory Lane could be done in two ways.

- Or remove a section of the large wooded bund that divides Rectory Lane and the car park to give level access between the car park and Princes Drive. This would be the preferred option.
- Either break through the wall into the field (with landowner agreement) and use the existing gateway to cross on to a widened footway to lead onto the carriageway of Princes Drive.

As there is no need to turn left out of Princes Drive down Rectory Lane, the junction carriageway mouth of Princes Drive could be significantly narrowed and realigned to allow for wider footways to accommodate either option above.



Remove a section of the large wooded bund that divides Rectory Lane and the car park to give level access between Princes Drive and the car park.



Widen footway using carriageway way and verge space to create crossing to reconfigured access to field path by agreement.

Point 35

The residential Regent Road has some steep sections but is quiet and has low traffic speeds. There are no better or convenient alternatives to tackling this gradient.

Point 36

There is an existing and convenient cut-through from Regent Road to the footway of The Bailey A6131. The footway is slightly elevated above the carriageway but the wide grassed verge gives ample room to create a well-graded path to allow cyclists to cross The Bailey opposite the mouth of the junction. A large surfaced splay and dropped kerb opposite the mouth of the junction would give cyclists good visibility to make the crossing of the A6131 easily.



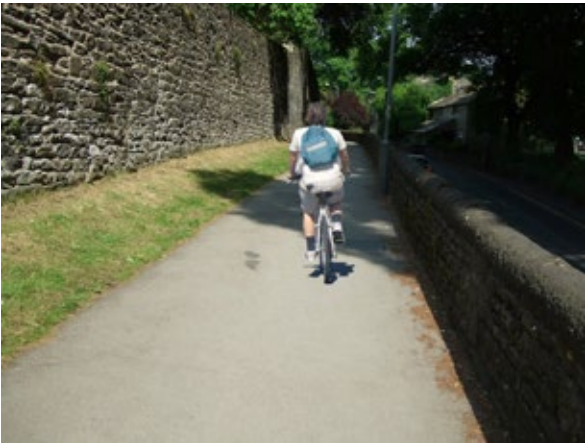
Create new path link from gap in wall behind verge tree to position opposite Skipton Road junction, install new dropped kerbs to allow crossing onto Skipton Road footway.



Create new path link from gap in wall behind verge tree to position opposite Skipton Road junction, install new dropped kerbs to allow crossing onto Skipton Road footway.

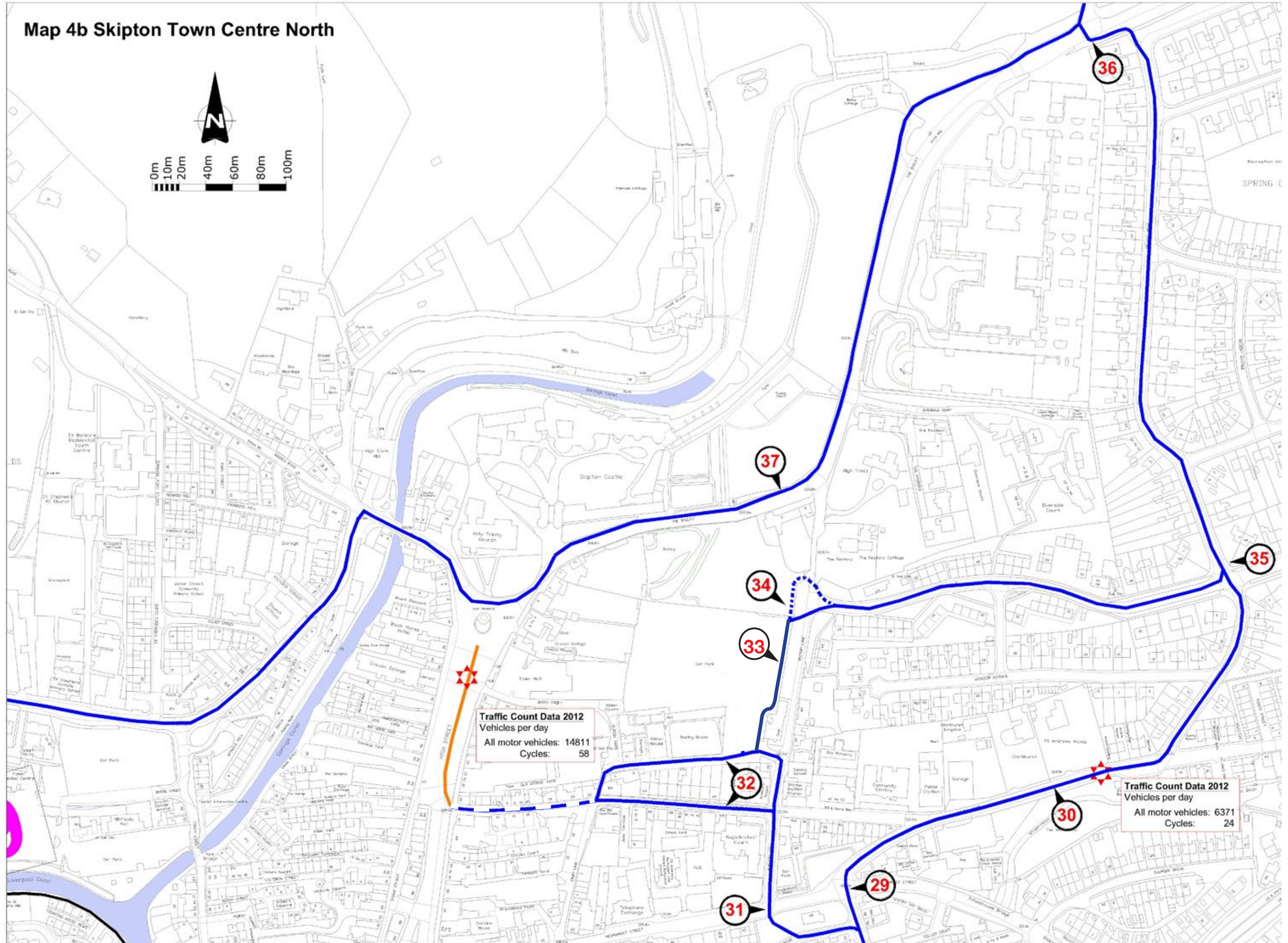
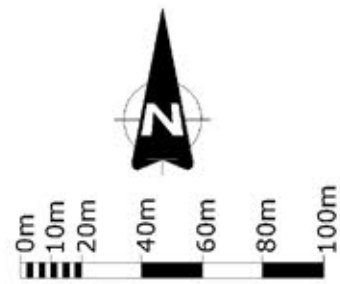
Point 37

The Bailey provides a direct and convenient route from the High Street towards Embsay. However, in the uphill direction heading out of the town, the footway retaining wall at the edge of the carriageway would make the average cyclist feel intimidated for fear of being squashed. The elevated footway that runs adjacent to the castle walls currently has a restriction on cycling. However this report recommends its use in the uphill direction only as the widths are adequate and there should be no fear of excessive cycling speed due to the uphill gradient. Cyclists travelling towards the town in the downhill direction would be directed to use the carriageway as they would be travelling at a speed similar to vehicles and hence in more comfort.



The elevated footway of The Bailey should be permitted for uphill cyclists as the widths are sufficient and speeds would be slow.

Map 4b Skipton Town Centre North



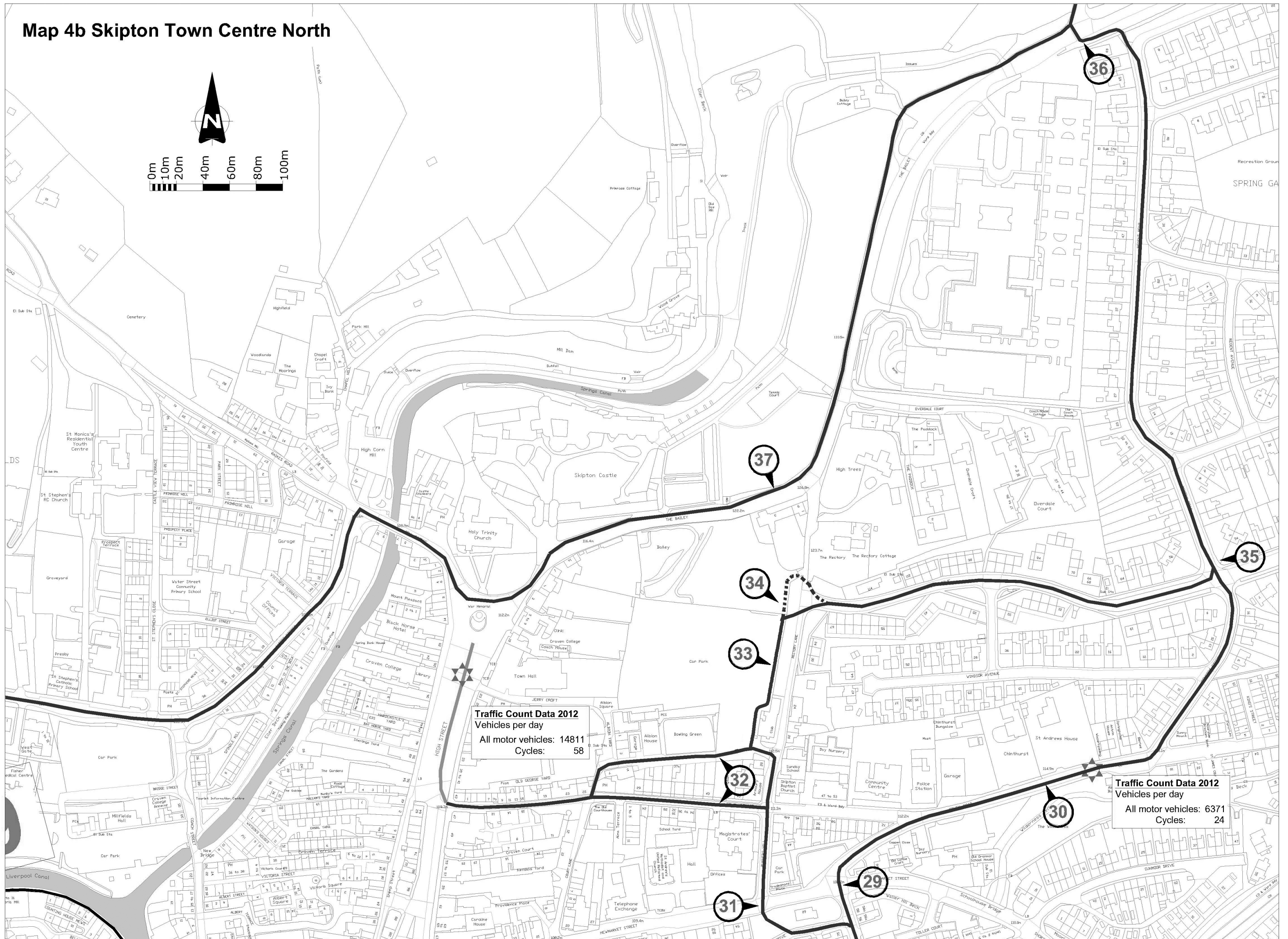
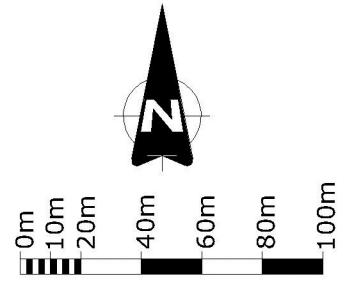
Map 4b : Skipton Town Centre North - Costs

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
4b	30	The mini- roundabout at the junction of Otley Road and NewmarketStreet can become quite congested during peak traffic flows. Otley Road from the roundabout to Consort Street is uphill and the suitability of the road in its existing state is questionable due to traffic flows and speeds. Otley Road could be used more comfortably by cyclists in the downhill direction due to the likely greater speed. This coupled with the fact that Rectory Lane is one way means that a possible solution is to create a cycling gyratory i.e. cyclists are signed down Otley Road when travelling in the southerly direction and up Rectory Lane and into Princes Drive in the northerly direction.	£2,160	£2,430	1
4b	31	The short linking path across the landscaped space adjacent to Yorkshire Housing could be improved and widened to link Petyt Grove and Newmarket Street. A wide dropped kerb and shortening of the layby on Newmarket Street would permit the crossing to Bunkers Hill.	£8,900	£10,013	3
4b	32	The one-way Otley Street gives access from the High Street. If vehicular access to Otley Street was restricted to Access Only then a cycle contra flow could exist in order to allow access to the High Street. A significant cycle parking facility should be installed in front of Barclays in place of at least 2 car parking spaces to provide a focal start and destination point of the cycle network.	£10,750	£12,094	2
4b	33	The route should be well marked and signed through the car park.	£6,200	£6,975	1
4b	34	Remove a section of the large wooded bund that divides Rectory Lane and the car park to give level access between the car park and Princes Drive. The junction carriageway mouth of Princes Drive could be significantly narrowed and realigned to allow for wider footways.	£31,950	£35,944	2
4b	35	The residential Regent Road has some steep sections but is quiet and has low traffic speeds. There are no better or convenient alternatives to tackling this gradient.	£-	£-	Existing
4b	36	There is an existing and convenient cut-through from Regent Road to the footway of The Bailey A6131. The footway is slightly elevated above the carriageway but the wide grassed verge gives ample room to create a well-graded path to allow cyclists to cross The Bailey opposite the mouth of the junction. A large surfaced splay and dropped kerb opposite the mouth of the junction would give cyclists good visibility to make the crossing of the A6131 easily.	£6,550	£7,369	2
4b	37	<p>The Bailey provides a direct and convenient route from the High Street towards Embsay. However, in the uphill direction heading out of the town, the footway retaining wall at the edge of the carriageway would make the average cyclist feel intimidated for fear of being squashed.</p> <p>The elevated footway that runs adjacent to the castle walls currently has a restriction on cycling. However this report recommends its use in the uphill direction only as the widths are adequate and there should be no fear of excessive cycling speed due to the uphill gradient.</p> <p>Cyclists travelling towards the town in the downhill direction would be directed to use the carriageway as they would be travelling at a speed similar to vehicles and hence in more comfort. Estimate for extra signing only.</p>	£2,000	£2,250	1

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

****Deliverability**
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Map 4b Skipton Town Centre North



Map 5 – Skipton and Thorlby

Towpath Section TP11

Towpath upgrade between Niffany Bridge east and Niffany Bridge west. Recommended surface is bitmac with bitumen aggregate finish. However, see Point 1 for further discussion of a better solution. On the route to Gargrave, mere resurfacing of the narrow path is a low priority as the current surface is adequate. However, if the standard of provision is to be maximised, then the widening of this section should be a high priority.

Towpath Section TP12

Towpath upgrade between Niffany Bridge west and Thorlby Bridge. Recommended surface is bitmac with bitumen aggregate finish. On the route to Gargrave, this section is a high priority as there is no viable or continuous alternative.

Point 1

There is good access onto the A6069 at Niffany Bridge. The towpath is very narrow here as it is constrained between a crash barrier and railings between the road and the canal. There is scope for sheet piling a new wall to the edge of the canal to win a further 1.5 to 2m of space. This has been discussed with CRT and should be feasible. Indicative cost for sheet piling has been given at £1,000 per metre plus surfacing on top making at an expensive option however, it would greatly increase the feeling of comfort and safety on this 200m long section of the route.



Remove railings to right side of towpath, widen towpath over this length to the same width as at this landing stage.



Remove railings, slightly narrow canal and widen towpath by creating new sheet piled wave wall further into canal to achieve min 3m wide space for towpath.

Point 2

Good access onto the towpath and road at this point but the road is not at all comfortable for cycling. The access control would be reconfigured as part of CRT upgrade works.



Remove railings, narrow canal and widen towpath by creating new sheet piled wave wall further into canal to achieve min 3m wide space for towpath.

Point 3

There is scope to provide a shared use path within the southern verge of the A59 that would provide several potential benefits by linking the towpath, Heslaker Lane, Gargrave Road, Broughton Hall and Church Lane. Inghey Bridge could be utilised to avoid the narrow footway of the A59 River Aire bridge. Crossing the rail line using the existing A59 bridge is made difficult due to the highway safety barrier fence that exists to prevent vehicles from landing on the track below. It may be feasible to raise the cycleway up above the height of the fence as it crosses the bridge thereby not diminishing the barrier’s effectiveness. The existing bridge parapet and carriageway side of the cycleway would need to be appropriately fenced. Alternatively, but more expensively, it may be possible to install a new bridge across the rail line next to or fixed to the existing bridge.

Point 4

At Thorlby Swing Bridge, there is a Definitive Map Modification Order currently being processed that will provide public access from the towpath to the A65..

Point 5

The steep gradient climb up Rockwood Drive is rewarded by a bridge crossing of the A65. This route is very lightly trafficked and should be suitable for cycling as existing.

Point 6

This route is lightly trafficked and could be useful to those who are confident enough to cross the A65 to reach the towpath.

Point 7

It is very unlikely that NYCC would be able to provide a safe controlled crossing of the A65 at this point in order to provide access to and from the towpath to access the lane to Thorlby. Although traffic speeds are high, visibility is very good and those confident to do so should be able to cross the road safely. This route would give the only feasible interim alternative route to towpath sections TP10, 11 and 12.

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
5	TP11	Towpath upgrade between Niffany Bridge east and Niffany Bridge west. CRT specify a Breedon Gravel surface to the existing narrow width. However, see Point 1 for further discussion of a better solution. On the route to Gargrave, mere resurfacing of the narrow path is a low priority as the current surface is adequate. However, if the standard of provision is to be maximised, then the widening of this section should be a high priority. Cost given is for narrow resurface only.	£9,727	£10,943	1
5	TP12	Towpath upgrade between Niffany Bridge west and Thorlby Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section is a high priority as there is no viable or continuous alternative.	£252,200	£283,725	1
5	1	There is good access onto the A6069 at Niffany Bridge. The towpath is very narrow here as it is constrained between a crash barrier and railings between the road and the canal. There is scope for sheet piling a new wall to the edge of the canal to win a further 1.5 to 2m of space. This has been discussed with CRT and should be feasible. Indicative cost for sheet piling has been given at £1,000 per metre plus surfacing on top making at an expensive option however, it would greatly increase the feeling of comfort and safety on this 200m long section of the route.	£226,000	£254,250	3
5	2	Good access onto the towpath and road at this point. The access control would be reconfigured as part of CRT works.	£-	£-	Existing
5	3	There is scope to provide a shared use path within the southern verge of the A59 that would provide several potential benefits by linking the towpath, Heslaker Lane, Gargrave Road, Broughton Hall and Church Lane. Inghey Bridge could be utilised to avoid the narrow footway of the A59 River Aire bridge. Solution for crossing rail line adjacent to the A59 is not costed due to design solution required.	£338,000	£380,250	2
5	4	At Thorlby Swing Bridge, there is potential access to the A65 but this track is in private ownership It may be possible to negotiate permissive access for pedestrians and cyclists. However, this leaves the issue of crossing the A65 to get to Thorlby and Sour Lane which would be very difficult due to the speed of the road. This route would give the only feasible interim alternative route to towpath sections TP10, 11 and 12.	£-	tbc	2 and 4
5	5	The steep gradient climb up Rockwood Drive is rewarded by a bridge crossing of the A65. This route is very lightly trafficked and should be suitable for cycling as existing (except see point 4).	£-	£-	Existing
5	6	This route is lightly trafficked but the safe crossing of the A65 is a major barrier.	£-	£-	Existing
5	7	If access can be negotiated to the towpath, the safe crossing of the A65 would need to be considered. Consideration of this is unlikely to be forthcoming.	£-	£-	2 and 4

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

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Map 5 Skipton and Thorlby

0m 50m 100m 200m 300m 400m 500m

STIRTON WITH THORLBY CP

Thorlby 6

Storton

5

TP12

TP10

TP11

TP9

TP8

See Map 4b for detail

Map 6 : Embsay

Point 1

The road to Embsay is relatively lightly trafficked but due to the bends, gradient and low retaining wall at the southern end of Skipton Road it would feel quite intimidating to less confident cyclists. The existing western footway varies in width and varies in elevation up to 1m above the carriageway retained by a wall. The footway is generally 1.5m wide with a 1m wide grass verge but there are a few narrower pinch points. It would be feasible to create a 2-way shared use path along this footway by widening the path into the grass verge by up to 1m and installing a guardrail where necessary. At the pinch points, it would be neccessary to acquire extra width from the adjacent land and move the dry-stone wall. This would make this footway very similar to that of The Bailey and would be suitable for shared use.



A shared use path could be provided along the footway of Skipton Road to cater for less confident cyclists and families. The mouth of the junction with The Bailey could be slightly reduced to remove the footway pinch point.



This footway could be widened using the grass verge and moving light columns to the back of the footway. A guardrail could be installed where necessary.



Widen the footway into verges both sides and retain against carriageway and guardrail. Move light columns and bench back

Point 2

At this point the western footway ends and it is necessary to cross to the wide eastern footway. The existing dropped kerbs should be widened and footways converted to shared use.



The shared use footway would cross using widened dropped kerbs.

Point 3

This footway is only lightly used by pedestrians and is suitable for shared use with cyclists in its current form. Use of the footways here is particularly valuable to less experienced cyclists as the road gradient and speed of traffic do not give comfort to on-carriageway cycling



Eastern footway is suitable for shared use in its current form.

Point 4

At the 30mph gateway into Embsay, cyclists would rejoin the carriageway and so a new dropped kerb would be required.



Transition from Embsay 30mph zone to footway via dropped kerb.

Point 5

The route continues on a quiet and very pleasant rural road passing the Ice Cream Farm, Hesketh Farm Park and on to the impressive Bolton Abbey Estate.

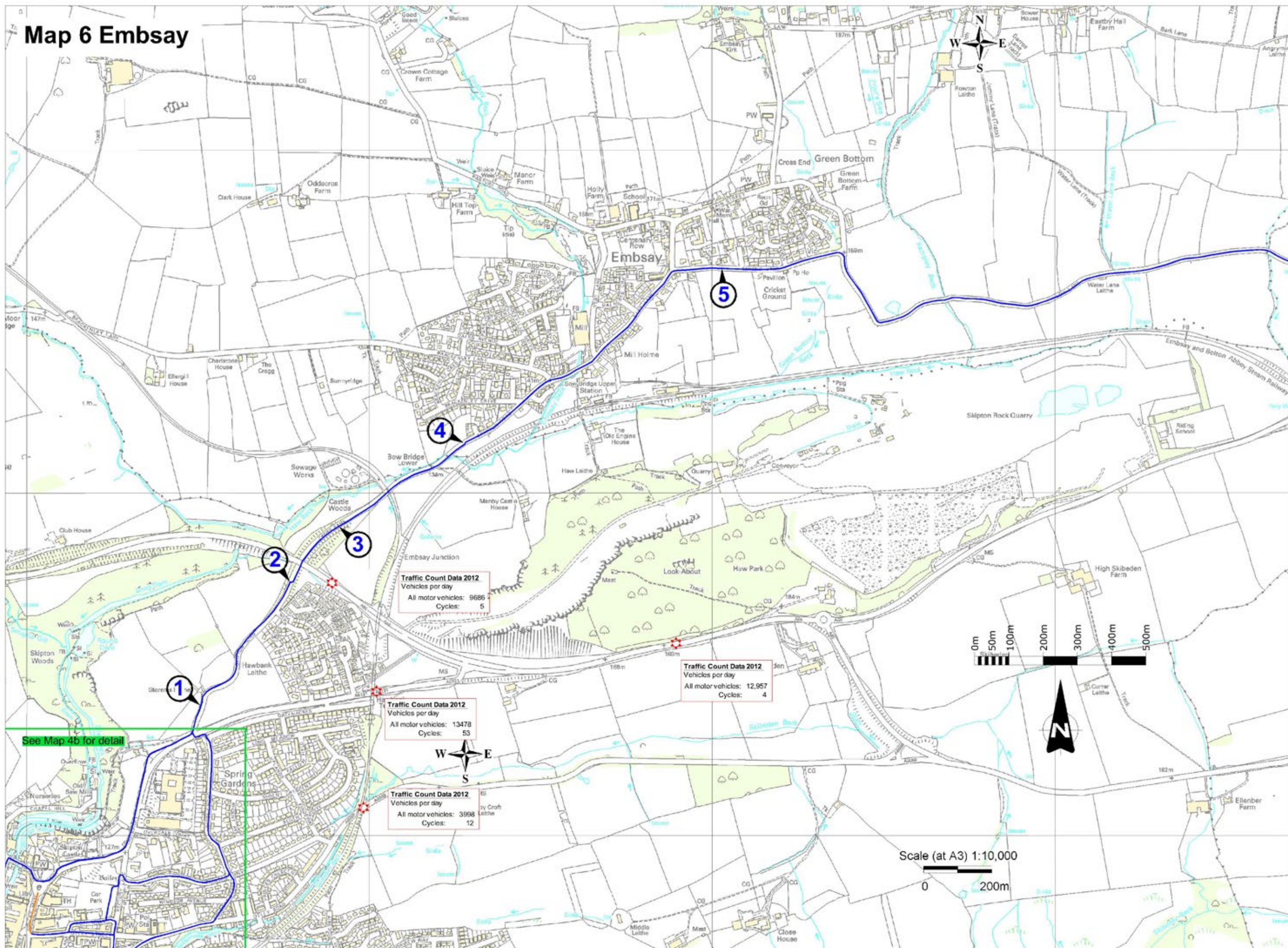
The ability to promote a safe cycle route between Skipton, Embsay and Bolton Abbey would be a great health and economic benefit. Such a route could complement the Embsay and Bolton Abbey Steam Railway very well. For example, the offer of one-way cycle hire and steam train return trip.

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
6	1	The road to Embsay is relatively lightly trafficked but due to the bends, gradient and low retaining wall at the southern end of Skipton Road it would feel quite intimidating to less confident cyclists. The existing western footway varies in width and varies in elevation up to 1m above the carriageway retained by a wall. The footway is generally 1.5m wide with a 1m wide grass verge but there are a few narrower pinch points. It would be feasible to create a 2-way shared use path along this footway by widening the path into the grass verge by up to 1m and installing a guardrail where necessary. At the pinch points, it would be neccessary to acquire extra width from the adjacent land and move the dry-stone wall. This would make this footway very similar to that of The Bailey and would be suitable for shared use.	£120,000	£135,000	3
6	2	At this point the western footway ends and it is necessary to cross to the wide eastern footway. The existing dropped kerbs should be widened and footways converted to shared use.	£3,000	£3,375	1
6	3	This footway is only lightly used by pedestrians and is suitable for shared use with cyclists in its current form. Use of the footways here is particularly valuable to less experienced cyclists as the road gradient and speed of traffic do not give comfort to on-carriageway cycling	£-	£-	Existing
6	4	At the 30mph gateway into Embsay, cyclists would rejoin the carriageway and so a new dropped kerb would be required.	£2,000	£2,250	1
6	5	The route continues on a quiet and very pleasant rural road passing the Ice Cream Farm, Hesketh Farm Park and on to the impressive Bolton Abbey Estate. The ability to promote a safe cycle route between Skipton, Embsay and Bolton Abbey would be a great health and economic benefit. Such a route could complement the Embsay and Bolton Abbey Steam Railway very well. For example, the offer of one-way cycle hire and steam train return trip. Estimate for signing only.	£5,000	£5,625	1

***Total Cost**
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Map 6 Embsay



Map 7 : Gargrave

Towpath Section TP13

Towpath upgrade between Thorlby Bridge and Ray Bridge. Recommended surface is bitmac with bitumen aggregate finish. On the route to Gargrave, this section is a high priority as there is no viable or continuous alternative.

Towpath Section TP14

Towpath upgrade between Ray Bridge and Anchor Bridge. Recommended surface is bitmac with bitumen aggregate finish. On the route to Gargrave, this section as far as West Street is a high priority to make the connection with NCN68. Beyond to Anchor Bridge has funding identified already through a s106 contribution.

Point 1

At Holme House lock, the towpath passes under the A65 and then immediately climbs up a shallow flight of steps to an open area next to the lock and a gated access to the A65. It may be possible to ease the gradient of these steps to create a steep but useable ramp. The vehicular access gate is a new feature as there was only a pedestrian access gate here up until recently. The vehicle gate was probably installed to facilitate installation the new lock gates. If pedestrian only access can be reinstated, there would be greater scope and space for a better graded ramp with retained sides. If still required, the vehicle gate could be reinstalled to the west side of the pedestrian gate to give more space for the ramp feature.



As towpath goes under A65 it sweeps left up steps next to the lock wall.



Regrade slope as much as possible to improve gradient, needs detailed design with CRT necessary to achieve assured NCN acceptance.



Regrade slope as much as possible to improve gradient, vehicle gate could be relocated to right of pedestrian gate giving more space for regrading of slope.



Regrade slope as much as possible to improve gradient, needs further talks with CRT, gate position is new and could be relocated to right of pedestrian gate giving more space for regrading of slope.

Point 2

At Ray Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be improved and dealt with as part of CRT works.

Point 3

At Low Warehouse Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.

Point 4

At Mark House Lane, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works. The towpath route intersects with the existing NCN68 route

Point 5

Church Street, Gargrave Road, the A59 and Heslaker Lane together provide a direct and well used link for experienced cyclists from South Skipton and Carleton-in-Craven to Gargrave and on into the national park. However, this route choice in its current format could not be promoted as NCN due to the lack of provision on the A59 and the derestricted speeds and feel of the more minor roads. If the A59 shared used verge path proposal was taken forward then it should be expected that more cyclists will want to use this road link between Broughton Hall and Gargrave.

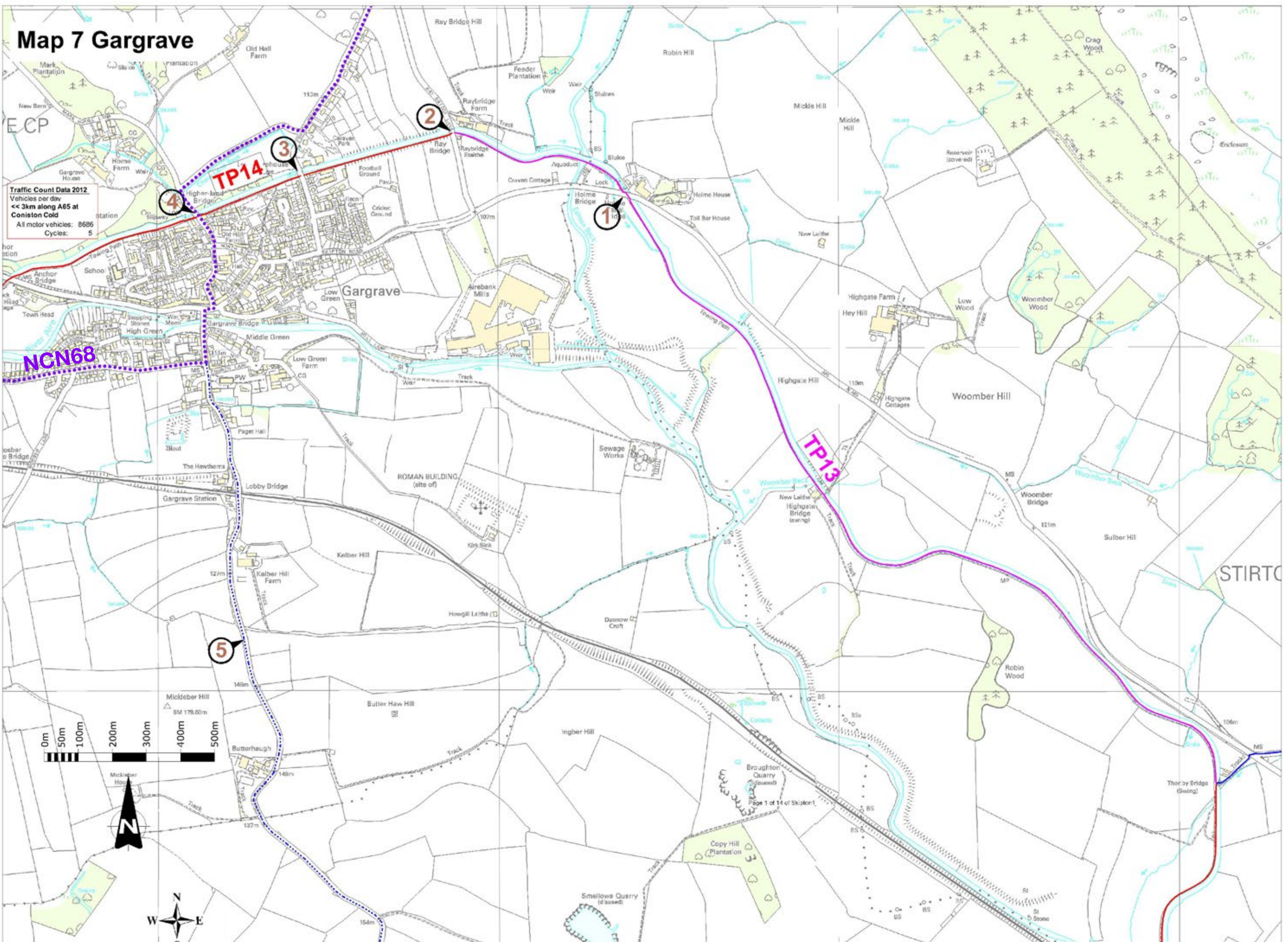
Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
7	TP13	Towpath upgrade between Thorlby Bridge and Ray Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section is a high priority as there is no viable or continuous alternative.	£132,472	£149,031	1
7	TP14	Towpath upgrade between Ray Bridge and Anchor Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section as far as West Street is a high priority to make the connection with NCN68. Beyond to Anchor Bridge has funding identified already through a s106 contribution.	£338,723	£381,064	1
7	1	At Holme House lock, the towpath passes under the A65 and then immediately climbs up a shallow flight of steps to an open area next to the lock and a gated access to the A65. It may be possible to ease the gradient of these steps to create a steep but useable ramp. The vehicular access gate is a new feature as there was only a pedestrian access gate here up until recently. The vehicle gate was probably installed to facilitate installation the new lock gates. If pedestrian only access can be reinstated, there would be greater scope and space for a better graded ramp with retained sides. If still required, the vehicle gate could be reinstalled to the west side of the pedestrian gate to give more space for the ramp feature.	£40,400	£45,450	4
7	2	At Ray Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.	£880	£990	1
7	3	At Low Warehouse Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.	£880	£990	1
7	4	At Mark House Lane, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.	£880	£990	1
7	5	Church Street, Gargrave Road, the A59 and Heslaker Lane together provide a direct and well used link for experienced cyclists from South Skipton and Carleton-in-Craven to Gargrave and on into the national park. However, this route choice in its current format could not be promoted as NCN due to the lack of provision on the A59 and the derestricted speeds and feel of the more minor roads. If the A59 shared used verge path proposal was taken forward then it should be expected that more cyclists will want to use this road link between Broughton Hall and Gargrave.	£-	tbc	2

***Total Cost**
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Map 7 Gargrave

Traffic Count Data 2012
 Vehicles per day
 < 3km along A65 at
 Conistone Cold
 All motor vehicles: 8686
 Cycles: 5



Map 8 – Broughton

Point 1

Church Street, Gargrave Road, the A59 and Heslaker Lane together provide a direct and well used link for experienced cyclists from South Skipton and Carleton-in-Craven to Gargrave and on into the national park. However, this route choice in its current format could not be promoted as NCN due to the lack of provision on the A59 and the derestricted speeds and feel of the more minor roads. If the A59 shared used verge path proposal was taken forward then it should be expected that more cyclists will want to use this road link between Broughton Hall and Gargrave.

Point 2

There is scope to provide a shared use path within the southern verge of the A59 that would provide several potential benefits by linking the towpath, Heslaker Lane, Gargrave Road, Broughton Hall and Church Lane.



There is space within the southern verge of the A59 to provide a shared-use path for use by cyclists.

Point 3

Church Lane is very lightly trafficked and could provide a link to an onward section of the disused railway route to Earby. This together with the A59 shared use route proposed could provide an alternative route choice to the disused railway through Broughton Hall estate which was known to be a stumbling block following the 1998 cycleway study.

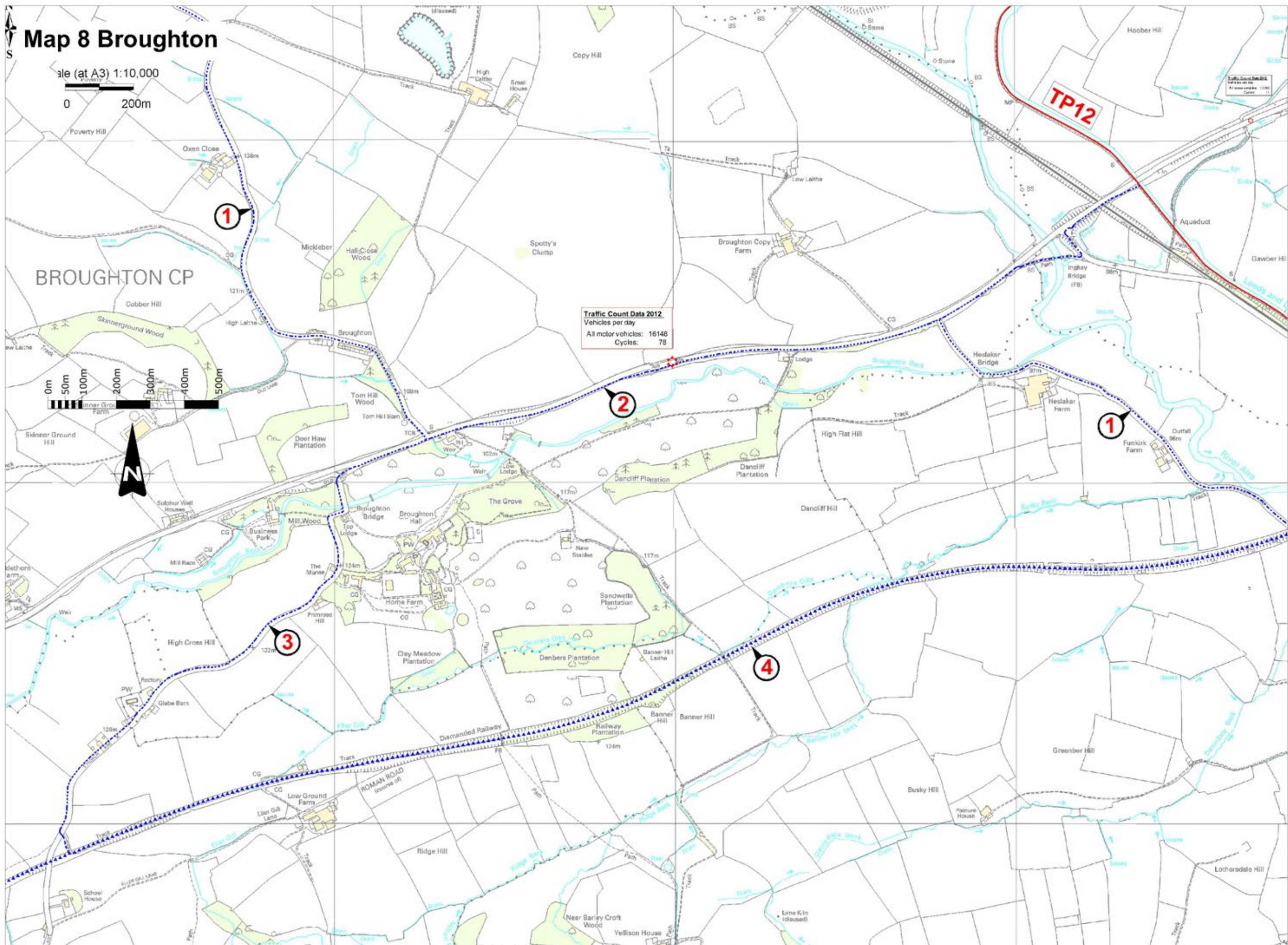
Point 4

Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give Skipton with a high quality link to Earby. See appendix.

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
8	1	Church Street, Gargrave Road, the A59 and Heslaker Lane together provide a direct and well used link for experienced cyclists from South Skipton and Carleton-in-Craven to Gargrave and on into the national park. However, this route choice in its current format could not be promoted as NCN due to the lack of provision on the A59 and the derestricted speeds and feel of the more minor roads. If the A59 shared used verge path proposal was taken forward then it should be expected that more cyclists will want to use this road link between Broughton Hall and Gargrave.	£-	tbc	2
8	2	There is scope to provide a shared use path within the southern verge of the A59 that would provide several potential benefits by linking the towpath, Heslaker Lane, Gargrave Road, Broughton Hall and Church Lane.	£338,000	£380,250	2
8	3	Church Lane is very lightly trafficked and could provide a link to an onward section of the disused railway route to Earby. This together with the A59 shared use route proposed could provide an alternative route choice to the disused railway through Broughton Hall estate which was known to be a stumbling block following the 1998 cycleway study.	£-	£-	Existing
8	4	Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give Skipton with a high quality link to Earby. See appendix.	£-	£-	See appendix

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

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Map 9 : Anchor Bridge

Towpath Section TP15

Towpath upgrade between Anchor Bridge and Priest Holme Bridge. For the route between Gargrave and Barnoldswick, this section is of low priority due to the existence of NCN68 along Marton Road although the towpath is a more desirable alignment.

Towpath Section TP16

Towpath upgrade between Marton Road access and Newton Head access. For the route between Gargrave and Barnoldswick, this section is of low priority due to the existence of NCNC68 although the towpath is a more desirable alignment.

Towpath Section TP17

Towpath upgrade between Grange Laithe access and Williamson Bridge. For the route between Gargrave and Barnoldswick this section is of low priority due to the existence of NCN68. Bank Newton Lane provides a more direct but slightly hillier alternative to the towpath. This Lane could be considered as NCN subject to appropriate repairs that were in keeping with the local environment and minimised conflicts with other permitted uses.

Point 1

The towpath passes under the A65 using a sett-laid path. The setts could do with repointing but the surface should remain as it would serve to slow cyclists as they approach the underpass. A new solution is required to enable easier access for walkers and cyclists to the A65 that maintains established vehicular access rights along the towpath.



The towpath climbs up the sett path from the underpass and the towpath links well to the A65.

Point 2

The towpath goes under Marton Road and then curves very steeply round to join the road ending with several uneven steps. This arrangement has some heritage value but is inadequate for disabled or cycle use. To ensure appropriate access to this stretch of towpath a solution to provide a graded ramp is desirable that would require negotiation with the adjacent landowner.



New access proposal required



New access proposal required

Point 3

For a 200m length of the canal there is no existing towpath and so Marton Road provides the link to the continuing towpath through a series of locks and rises at Bank Newton.

Point 4

Again the towpath joins the road via a steep curving ramp although with no steps. The gradient of this ramp could be eased by negotiation of a small parcel of land from the adjacent farmed field to the south.



By acquiring a small parcel of land in the adjacent field, this access point would benefit from a better graded earthwork ramp.

Point 5

Again there is no towpath for 100m of the canal and Bank Newton Lane provides the continuation link.

Point 6

The section of towpath between Grange Laithe access and Williamson Bridge is particularly circuitous as the canal cleverly meanders around the landscape's undulations on an almost level contour. This is section of towpath is 3.2km long.

Point 7

Bank Newton Lane provides an alternative and more direct route to the towpath section TP17. Part of the lane is designated as bridleway although it also appears to carry vehicles. This Lane could be considered as NCN subject to appropriate repairs that were in keeping with the local environment and minimised conflicts with other permitted uses.

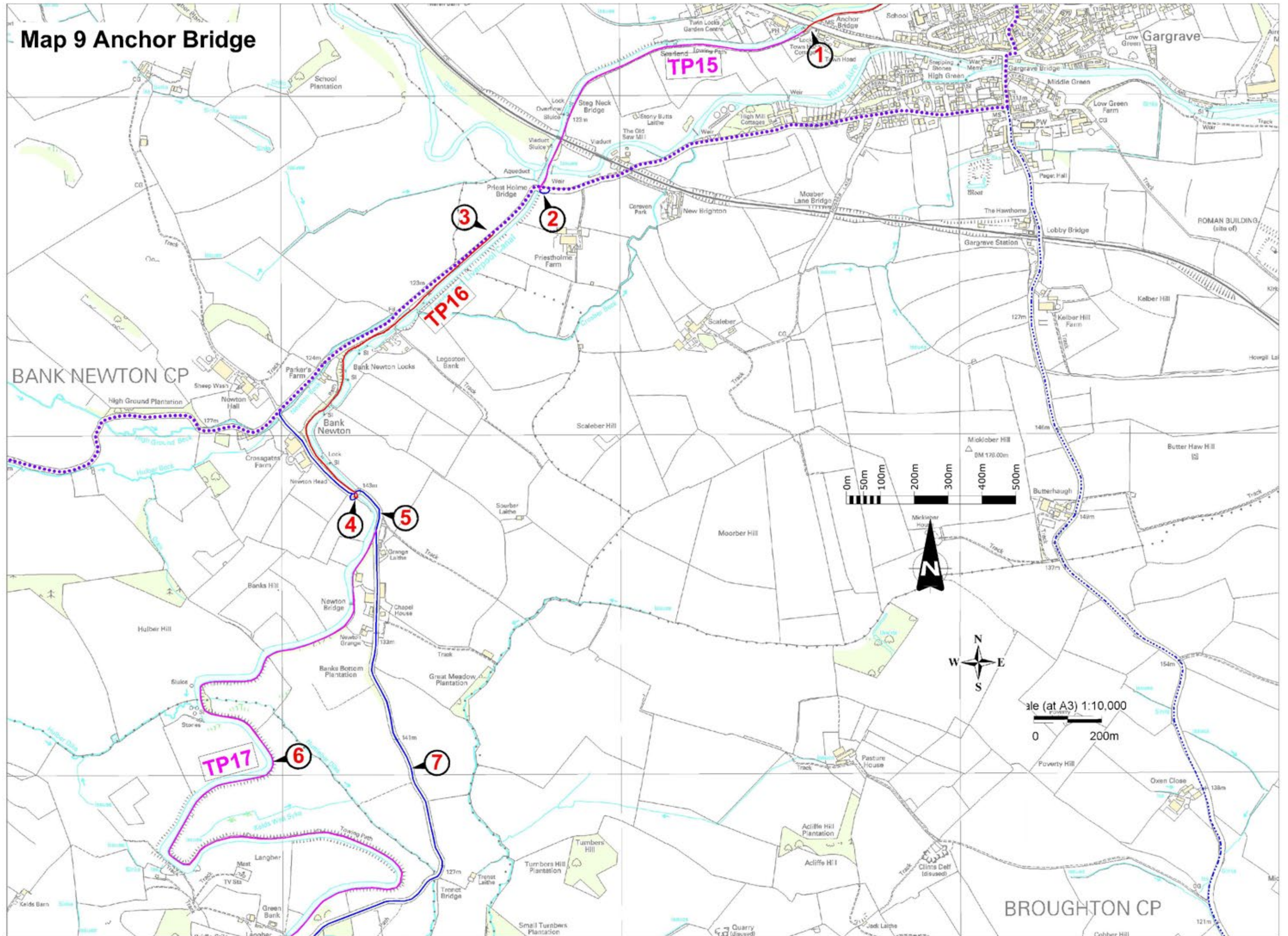


Bank Newton Lane example of adequately surfaced section.



Bank Newton Lane example of pot-holes that would require repair.

Map 9 Anchor Bridge



Map 9 : Anchor Bridge - costs

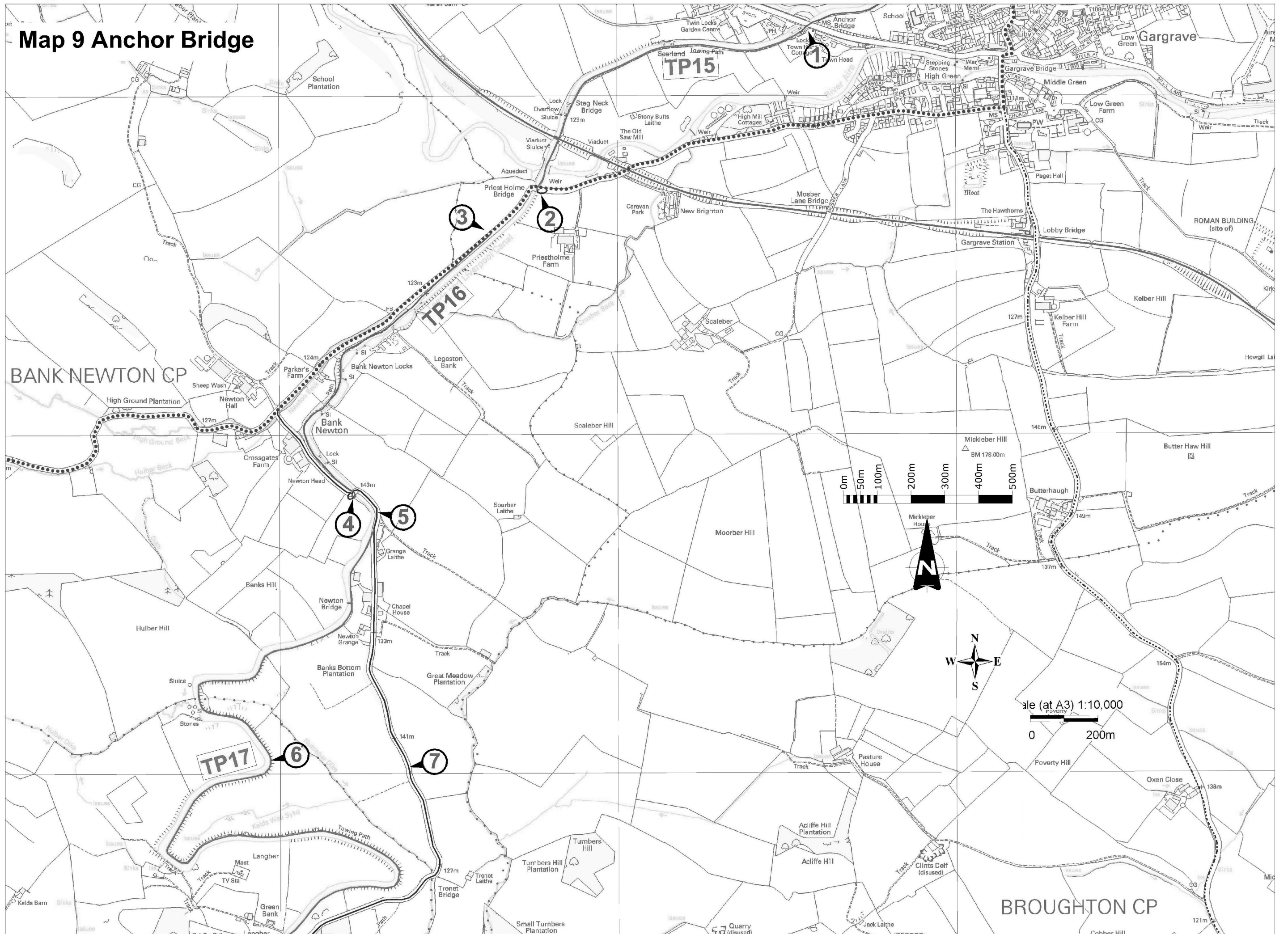
Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
9	TP15	Towpath upgrade between Anchor Bridge and Priest Holme Bridge. For the route between Gargrave and Barnoldswick, this section is of low priority due to the existence of NCN68 along Marton Road although the towpath is a more desirable alignment.	£133,640	£150,345	1
9	TP16	Towpath upgrade between Marton Road access and Newton Head access. For the route between Gargrave and Barnoldswick, this section is of low priority due to the existence of NCNC68 although the towpath is a more desirable alignment.	£144,170	£162,191	1
9	TP17	Towpath upgrade between Grange Laithe access and Williamson Bridge. For the route between Gargrave and Barnoldswick this section is of low priority due to the existence of NCN68. Bank Newton Lane provides a more direct but slightly hillier alternative to the towpath. This Lane could be considered as NCN subject to appropriate repairs that were in keeping with the local environment and minimised conflicts with other permitted uses.	£421,850	£474,581	1
9	1	The towpath passes under the A65 using a sett-laid path. The setts could do with repointing but the surface should remain as it would serve to slow cyclists as they approach the underpass. A new solution is required to enable easier access for walkers and cyclists to the A65 that maintains established vehicular access rights along the towpath.	£5,800	£6,525	1
9	2	The towpath goes under Marton Road and then curves very steeply round to join the road ending with serval uneven steps. This arrangement has some heritage value but is inadequate for disabled or cycle use. To ensure appropriate access to this stretch of towpath a solution to provide a graded ramp is desirable that would require negotiation with the adjacent landowner.	£26,500	£29,813	4
9	3	For a 200m length of the canal there is no existing towpath and so Marton Road provides the link to the continuing towpath through a series of locks and rises at Bank Newton.	£-	£-	Existing
9	4	Again the towpath joins the road via a steep curving ramp although with no steps. The gradient of this ramp could be eased by negotiation of a small parcel of land from the adjacent farmed field to the south.	£15,200	£17,100	3
9	5	Again there is no towpath for 100m of the canal and Bank Newton Lane provides the continuation link.	£-	£-	Existing
9	7	Bank Newton Lane provides an alternative and more direct route to the towpath section TP17. Part of the lane is designated as bridleway although it also appears to carry vehicles. This Lane could be considered as NCN subject to appropriate repairs that were in keeping with the local environment and minimised conflicts with other permitted uses.	£40,000	£45,000	3

***Total Cost**
with allowance for preliminaries, signing and contingency (+12.5%)

****Deliverability**
1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.
2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.
3 = Third party landowner but foresee no insurmountable objection
4 = Third party landowner with obvious likely objection (but not impossible!)

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Map 9 Anchor Bridge



Map 10 : East Marton

Towpath Section TP18

Towpath upgrade between Williamson Bridge and South Field Bridge. For the route between Gargrave and Barnoldswick, this section is of a low priority in terms of the NCN due to the existence of NCN68. In terms of general improvement to the towpath this stretch is a medium priority due to the opportunity to connect to an improved towpath near Barnoldswick.

Point 1

As Bank Newton Lane goes through Langber Plantation the road surface is rough and pot-holed. This Lane could be considered as NCN subject to appropriate repairs that were in keeping with the local environment and minimised conflicts with other permitted uses.

Point 2

The towpath goes under Williamson Bridge where existing ramped access joins Bank Newton Lane and Wilkinson’s Farm where there is a welcoming café stop. To the south the towpath goes under the A59 Double Arched Bridge which is an impressive and unusual structure.



Bank Newton Lane through Langber Plantation

Point 3

At South Field Bridge the towpath becomes the existing NCN68 route. The towpath surface is in generally acceptable condition towards Barnoldswick. However, the path is generally only 1 - 2m wide and could be widened over several sections. Improvements could also be made to some gradients, accesses and bridge holes which are detailed on Map 11.

Point 4

Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give South Craven with a high quality link between to Earby and Skipton. See appendix.

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
10	TP18	Towpath upgrade between Williamson Bridge and South Field Bridge. CRT specify.... For the route between Gargrave and Barnoldswick, this section is of high priority as it provides a much shorter and more desirable alternative to the existing alignment of NCN68 through West Marton. By diverting NCN68 along TP18, Bank Newton Lane and TP16, the route would be 1.8km shorter. This equates to a difference of approximately 20 minutes walking and 5 minutes cycling. If TP17 was used instead of Bank Newton Lane, the difference in length is only 600m. Rough budget estimate only - waiting for CRT prices	£338,520	£380,835	1
10	1	As Bank Newton Lane goes through Langber Plantation, the road surface is rough and pot-holed and would need to be resurfaced if this route is used as a cycling alternative to the towpath. See Map 9 Point 7 for cost.	£-	£-	3
10	2	The towpath goes under Williamson Bridge where existing ramped access joins Bank Newton Lane and Wilkinson’s Farm where there is a welcoming café stop. To the south the towpath goes under the A59 Double Arched Bridge which is an impressive and unusual structure.	£-	£-	Existing

Total Cost
with allowance for preliminaries, signing and contingency (+12.5%)

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Map 10 East Marton

Scale: 0m, 50m, 100m, 200m, 300m, 400m, 500m

North Arrow

Locations marked: 1, 2, 3, 4

TP18 (Red line)

TP19 (Green line)

Traffic Count Data 2012
 Vehicles per day
 All motor vehicles: 16373
 Cycles: 54

Map 11 : Barnoldswick

Towpath Section TP19

Towpath upgrade between South Field Bridge and Craven District boundary.

Point 1

At Bridge no.158, the towpath switches to the opposite side of the canal. The approaches to the bridge are steep on both sides and could be improved. The eastern ramp can be extended by adding fill over approx 20m which will ease the gradient. On the western side of the bridge, it would be feasible to create a well-graded ramp turning north from the bridge and then looping around grading across the slope to meet the towpath to the south through the towpath dry-stone wall. A small area of land would need to be negotiated with the landowner of the adjacent field. The effect on use of the field would be very minimal.



Create new better graded ramp joining bridge to towpath by acquiring a small area of adjacent field slope.

Point 2

At Coates Bridge which carries the B6252 in Barnoldswick, there is a stepped access ramp from the towpath on the south side of the bridge joining the road. However, it would be feasible to create a level access to the towpath on the north side of the bridge. By cutting into the slope between the highway footway and the Rolls Royce factory fence, a new retaining wall would provide enough space for a 2m wide path joining the B6252 to the towpath. The Rolls Royce fence could be improved with their agreement.



Cut into slope and build new retaining wall to win 2m path width. Improve Rolls Royce fence.

Point 3

NCN 68 continues south on the towpath for another 3 miles towards Colne. At 1.5 miles south of Barnoldswick, the route links with regional route 91 via Salterforth Lane and Earby Road.

Point 4

Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give South Craven with a high quality link between to Earby and Skipton. See appendix.

Point 5

The 1998 study route proposals on the disused railway cease at the junction with the A56 in north Earby. To provide continuity to that route, it would be possible to build a wide path in the wide grass verge on the bend east of the A56 to link with School Lane.

Point 6

To link to regional route 91 and the towpath between Colne and Barnoldswick, the route through Earby to avoid the busy A56 would follow School Lane, Valley Kane, Boot Street, New Road, Hartley Street and Linden Road where there is good visibility to cross the A56 to Salterforth Road which leads to the towpath.

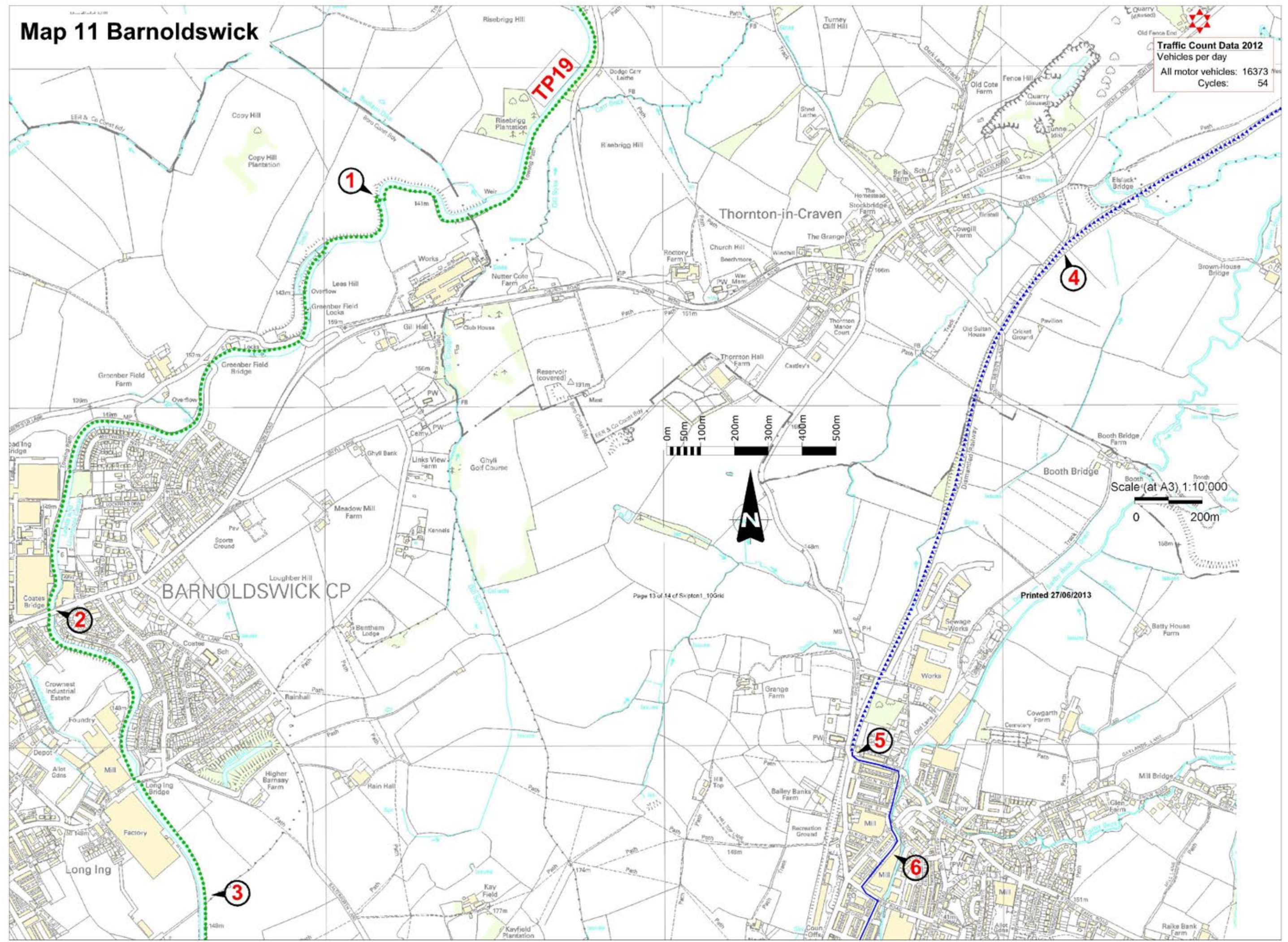
Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
11	TP19	Towpath upgrade between South Field Bridge and Craven District boundary. CRT specify... Rough budget estimate only for widening- waiting for CRT prices	£75,840	£85,320	1
11	1	At Bridge no.158, the towpath switches to the opposite side of the canal. The approaches to the bridge are steep on both sides and could be improved. The eastern ramp can be extended by adding fill over approx 20m which will ease the gradient. On the western side of the bridge, it would be feasible to create a well-graded ramp turning north from the bridge and then looping around grading across the slope to meet the towpath to the south through the towpath dry-stone wall. A small area of land would need to be negotiated with the landowner of the adjacent field. The effect on use of the field would be very minimal.	£25,400	£28,575	3
11	2	At Coates Bridge which carries the B6252 in Barnoldswick, there is a stepped access ramp from the towpath on the south side of the bridge joining the road. However, it would be feasible to create a level access to the towpath on the north side of the bridge. By cutting into the slope between the highway footway and the Rolls Royce factory fence, a new retaining wall would provide enough space for a 2m wide path joining the B6252 to the towpath. The Rolls Royce fence could be improved with their agreement.	£22,800	£25,650	2
11	4	Route proposed in Sustrans South Craven Cycleway Study of 1998 is still worth pursuing in tandem with this report due to the quality of network provision that it would give South Craven with a high quality link between to Earby and Skipton. See appendix.	£-	£-	See appendix
11	5	The 1998 study route proposals on the disused railway cease at the junction with the A56 in north Earby. To provide continuity to that route, it would be possible to build a wide path in the wide grass verge on the bend east of the A56 to link with School Lane.	£7,500	£8,438	1
11	6	To link to regional route 91 and the towpath between Colne and Barnoldswick, the route through Earby to avoid the busy A56 would follow School Lane, Valley Kane, Boot Street, New Road, Hartley Street and Linden Road where there is good visibility to cross the A56 to Salterforth Road which leads to the towpath. Estimate given for signing	£5,000	£5,625	1

Total Cost
with allowance for preliminaries, signing and contingency (+12.5%)

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Map 11 Barnoldswick

Traffic Count Data 2012
 Vehicles per day
 All motor vehicles: 16373
 Cycles: 54



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12. Technical notes

12.1 Path Surface

Path surfacing is probably the single most critical element determining the popularity of Greenways! A surface which is smooth, firm and dry throughout the year and throughout its lifetime will generate far higher levels of use than will any sort of informal surface which is prone to damage from water, erosion and even horses. On this project we recommend laying a dense bitumen macadam (DBM) surface wherever possible. This should always be machine laid and generally a single 60mm layer is the most appropriate solution. (If a second layer is used then the weight of the construction vehicles laying this second layer may well damage the first layer, especially on soft ground).

All of the towpath mentioned in this report is the property of the Canal & River Trust (CRT) (formally British Waterways) and is part of the Leeds Liverpool Canal. Whilst Sustrans view is that all off-highway cycle routes should be built to an all-weather sealed standard wherever possible, it recognises that towpaths require special consideration due to the heritage, engineering and user groups associated with the canal network. To set out the considerations and criteria to designate the design standard for any towpath upgrade, British Waterways created the Towpath Design Guide which is available from CRT (and is downloadable from their website). This explains that changing the surface treatment, width, profile or edging to a path can bring about a change in character to the wider towpath corridor. The great variety of waterways, landscapes, topographies and historic sensitivity all need to be considered and the most appropriate solution for each specific location needs to be identified, delivered and maintained. CRT recognises its responsibility to respect the individuality of each waterway which contributes to the environment that its customers enjoy and cherish. It is therefore important that any proposals for change are carefully considered and appropriately designed and delivered.

In order to give detail and accuracy to this report, consultation has already taken place with CRT staff to designate the permitted maximum standard of towpath upgrade for each section of canal between Silsden and Barnoldswick. The cost of carrying out this upgrade work has also been accurately costed for each section by their term contractor.

The two towpath specifications that have been designated are:

- ▶ Bitmac surface with bitumen emulsion/aggregate finish for the more urban and utility use sections and;
- ▶ Breedon Gravel for the more rural and leisure use sections

These surfaces will be laid to a minimum of 2.5m which facilitates comfortable shared use. For some sections, the available width of the towpath or proximity of the canal wash-wall or off-side retaining wall would require the surfaced path to narrow. These pinch points will be minimised wherever possible and the width should rarely be less than 2m which is still acceptable over short lengths.

12.2 Highway Infrastructure

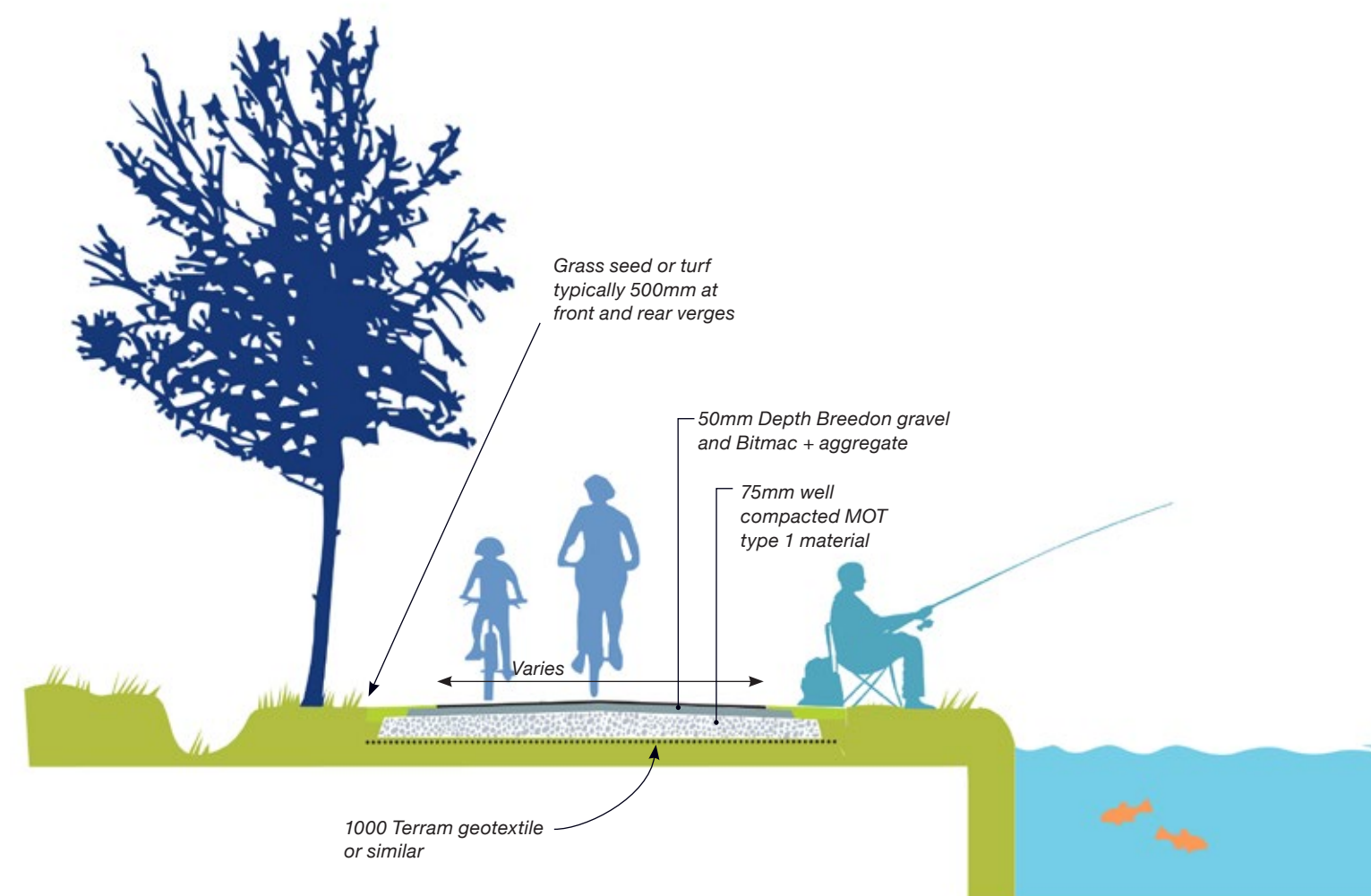
Where routes share the highway either on the footway or carriageway, it is important to consider the design standard necessary to attract typical National Cycle Network users. The highway authority will be central to the development of cycle routes along the public highway. Cyclists may be accommodated on the carriageway, with or without a cycle lane, or on a separate cycle track which may be shared with pedestrians. In addition, cyclists can be given useful advantage over motor traffic through the provision of contra flow cycling, exemption from Traffic Regulation Orders and short cut-throughs and links.

The National Cycle Network (NCN) is designated and designed to an appropriate standard to attract a wide range of users and abilities:

- ▶ A competent 12 year old child cycling unaccompanied;
- ▶ Family groups with younger, supervised children; and
- ▶ All novice cyclists (aged 12 years and above).

With this in mind, NCN routes using the public highway or off-highway infrastructure should:

- ▶ allow a continuous “flowing” experience without the inconvenience of frequent start/stops.
- ▶ have high quality surrounding environments.
- ▶ have smooth, bound surfaces (where appropriate).
- ▶ have low vehicular traffic (<3000 vehicles in a 2 way flow over 24 hours) and 85%ile speed less than 20mph.



A seat from scrap steel on the Spen Valley Greenway: Jason Lane



Seat as story: The Tarka Trail near Torrington: Katy Hallett



The seat as shelter and look out Phoenix Trail: Angus Ross



The seat for meetings at Whitehaven: John Naylor and John Grimshaw



A seat for perching and looking at Didcot: Dominic Clutterbuck



A memorial seat: Neil Gow



Seat as bike rack: Robert Kilvington



The popular recycled sleeper seat: Jim Partridge and Liz Walmsley



The convivial Simplicity Bench: Yumiko Aoyagi



The seat as a framed picture on the Phoenix Trail: Leigh Roberts



The seat for Rangers: Sustrans Standard One Sleeper and 2 Halves, near Derby



The seat as sculpture: 'Steam' by John Hunter near Caldercruix



Anti motorcycle access barriers can be absurdly complex and are a complete obstacle to legitimate users



Open access without barriers at the Eden Project's access road shows the ideal entrance to a Greenway - both unrestricted and with a priority crossing of the road



Bollards should be used to prevent vehicular access - York University. Note the removable unit for vehicle access



At Workington large local rocks have been used to define the route and create chicanes

Access

Although our ambition is that all Greenways should be freely open for walkers and cyclists without barriers, there are many instances where stiles, gates or access controls of some kind or other are required. These are needed for the control of livestock where the Greenway passes in and out of grazed areas, for the provision of maintenance vehicles which require larger entrances than walkers and cyclists themselves, or for arrangements of various kinds to deter motorcycles.

Bollards with a spacing of 1.20 – 1.50m can be used to prevent motorised vehicles accessing Greenways or other physically separated paths while still allowing comfortable access by cyclists, pedestrians and wheelchairs. Locked removable bollards can be used to allow access by maintenance vehicles. If the Greenway is also used by equestrians on the same alignment, the bollards need to be 1.80m apart.

Similar effects can be realised by the use of rocks with similar spacing or by creating chicanes with rocks.

Other types of access barriers should preferably be avoided. While it is recognised that use of motorcycles presents a problem on some sections of the National Cycle Network, the use of other types of access barriers restricts and deters legitimate users such as cyclists and wheelchair users as much as they do motorcycles.

Sculpture and Site Specific Works

Sustrans has had a long tradition of commissioning artists and sculptors to work on its projects. From the beginning the objective has been to:

1. Articulate the whole length of the Greenway and to give rhythm and points of focus on otherwise relatively featureless routes such as derelict railways.
2. Mark out the mileposts.
3. Provide local historical and geographical interpretation to enhance users' knowledge of the location.
4. Create a memorable route one would want to visit again.
5. Make local destinations that local people could be proud of.
6. Create a way for the community to be involved in the making of their Greenway by artists working locally with schools and others to create and maintain their own pieces, promoting the feeling of ownership of the Greenway

*Terris Novellis
by Tony
Cragg near
the site of the
Old Consett
Steelworks*



*'Glaus Sentius' by
Gordon Young, a
drinking fountain
on the Bristol &
Bath path*



*'Wheel of Drums'
by Andy Hazell
Hengoe Viaduct*



*The 'Blue Pipe'
by George Cutts
in York marks
the waterworks
pipe running
under the path
and 'surfaces'
at various points
along the route*



*'Rotate' by Trudi Entwistle,
an interactive work on the
Spen Valley Greenway*



*'Sentinel' by Jim
Paulsen on the
West Country Way*

13. Estimated Costs and identification of potential funding sources;

On the preceding pages are cost estimates for the majority of ideas proposed through this study. With the exception of the towpath upgrade costs, these estimates are indicative only and further design work, investigation and advice from the highway authority will be required to gain accurate costs for work.

The costs given for towpath upgrading have been provided by CRT's term contractor, May Gurney and can be used with a reasonable amount of confidence within 12 months or so of the date of the first draft of this report. Materials cost fluctuations and any further degradation of the towpath and canal infrastructure is likely to lead to price increases as time passes. It is suggested that approx 2% per annum is added from March 2013 to allow for price increases.

13.1 Potential sources of funding

Funds for this type of project can come from a variety of sources. For a route of this importance, the local authority can be expected to contribute from Highway, Council Recreation and Leisure funds. Plans should be made to secure funding from LTP3. Match funding can be sought from a variety of grant givers. The scale of that funding will be dependant upon each funders criteria and how a particular route fits them. The presence of the networks proposed can be expected to have a significant impact on the lifestyle and health of the local population as well as contributing to their transport and leisure needs. Therefore this scheme should score very highly against typical funders' criteria. Other similar projects in the region have been match funded by:

Natural England - a number of different grants available for projects that improve our natural environment or access to it.

Links to Communities funding – for infrastructural walking and cycling projects that will provide safe walking and cycling routes to local amenities.

Landfill Communities Fund - for projects in the vicinity of landfill sites.

Developer contributions - negotiated by local authority planners through section 106 agreements.

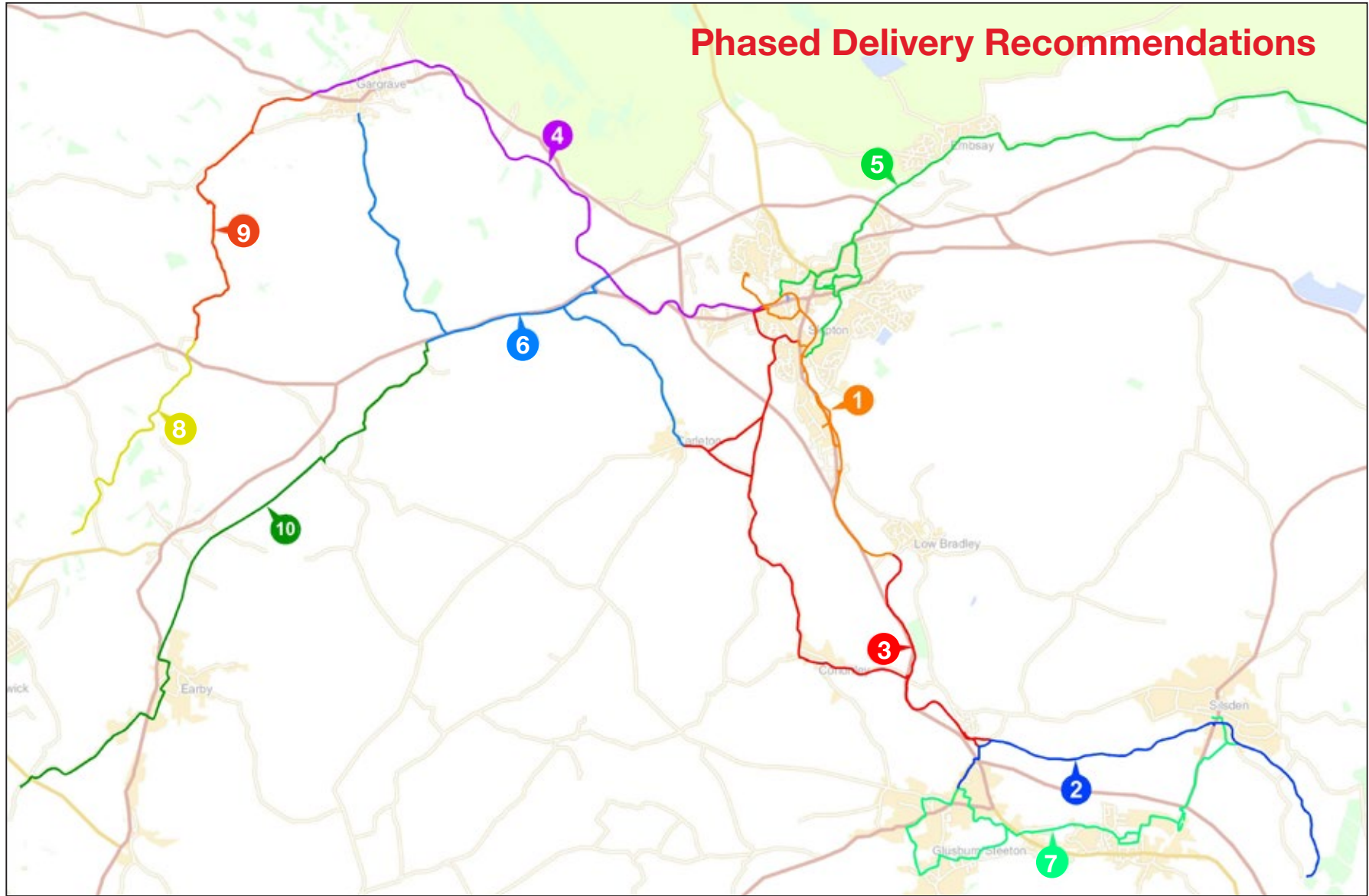
Single Local Growth Fund - Government has asked Local Enterprise Partnerships to create Growth Deal proposals to secure a share of a funding pot totalling £2.1 billion, known as the Single Local Growth Fund (SLGF).

The current £2.1 billion SLGF is primarily capital funding and has to be invested in 2015/16. It is expected that a similar amount will be available in subsequent years although this is not guaranteed.

Funders and grant availability does change over time and so applications for funding need to be put in at the appropriate time, i.e. when all consultation processes have been completed and route construction is to go ahead. Sustrans has a very good track record in attracting funding for schemes such as this and all avenues would be fully explored if commissioned to do so.

'Fresh Aire Park' - An emerging opportunity through the Leeds City Region Local Enterprise Partnership is the Fresh Aire Green Infrastructure programme. The Fresh Aire vision includes the creation of the Aire-Calder Valley Park. It aims to maximise the potential of the natural environment to deliver the priorities for investment in the Aire and Calder valleys; driven by the need to stimulate economic growth in a competitive international environment, continue the renewal of water infrastructure, improve connectivity between communities, restore the natural environment and increase the resilience of the Leeds City Region to a changing climate.

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Phase	Scheme description	Cost Estimate
1	Skipton to Bradley Towpath upgrade linking Skipton, Snaygill, Low Bradley and Aireville Park	£ 727,000
2	Kildwick to Silsden and beyond Towpath upgrade to link Silsden, Kildwick and Cross Hills to NCN69	£ 869,000
3	Bradley to Kildwick Towpath upgrade and linking Kildwick, Cononley, Carleton to Sipton and NCN69	£ 664,000
4	Gargrave to Skipton Towpath upgrade linking Skipton and Gargrave to NCN68 and WOTR	£ 1,623,000
5	Skipton to Embsay Linking Skipton and Embsay with Bolton Abbey	£ 217,000
6	Broughton Hall Linking Carleton and Gargarve via A59 shared-use footway	£ 431,000
7	Airedale Hospital Linking Glusburn, Sutton-in--Craven and Steeton to NCN69	£ 376,000
8	Border to East Marton Towpath upgrade to improve NCN68 alignment between B'wick and Gargrave	£ 467,000
9	East Marton to Gargrave Towpath and Bridlepath upgrade to improve NCN68 alignment between B'wick and Gargrave	£ 411,000
10	Earby to Broughton Linking Earby with Gargrave and Skipton using the disused railway	£ 515,000
TOTAL		£ 6,300,000

14. Phased Delivery Recommendations

At this stage it is difficult to come up with a realistic programme of works as there is no confirmed source of funding. This document has been produced to enable discussion, revision and adoption of the proposals. Once this has been done, elements of the project can be put forward for the sources of funding identified in the previous section. It is therefore sensible to break the whole project into phases for ease of delivery. Each phase should be able to stand alone, be useful in its own right and achieve high quality standards so that it creates the catalyst required to develop the next phase.

By way of illustration, the project could be broken down in to the phases shown opposite.

The cost estimates have been derived from the detailed cost estimate sheets provided in this document. They are approximations only at the time of writing of this report and each element will need to be verified by the scheme delivery body.

The phasing map illustrates the scheme broken into the phases described in the table. It is important to imagine the scheme as each phase

develops. There are several suggestions within this document of interim routes which should be considered. For example, if phase 1 and 2 have been delivered successfully, then it would be advantageous to advise users to travel with care along Main Street and Crag Lane to join the two completed phases. This interim route can remain until the development of phase 5.

15. Conclusion

This report sets out the proposals in some detail for creating a high quality network centred around the upgraded towpath of the Leeds Liverpool Canal. The towpath in itself would undoubtedly become a popular route. This is an exciting opportunity to create sustainable transport infrastructure that will benefit utility, leisure and tourist journeys.

Implementation of the schemes as proposed in this access development plan will provide the infrastructure to enable a significant change in travel behaviour in the Craven, Bradford and Pendle areas.