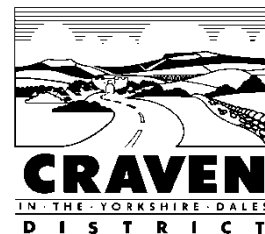


# LOCAL GROWTH DEAL PLANS AND PROPOSALS FOR INVESTMENT IN CRAVEN



## Report of – Strategic Manager Planning and Regeneration

Ward(s) affected: All

### 1. Purpose of Report:

- 1.1. To (a) provide an overview of the Growth Deal Plans for the York, North Yorkshire and East Riding of Yorkshire Local Enterprise Partnership (YNYER LEP) and the Leeds City Region Local Enterprise Partnership (LCR LEP) and, (b) agree the projects that the Council and its partners have identified for delivery through the Plans in the financial year 2015/16.

### 2. Recommendations:

It is recommended that:

- 2.1 The Council notes and supports the Growth Deal Plans developed by the York, North Yorkshire and East Riding of Yorkshire Local Enterprise Partnership (YNYER LEP) and the Leeds City Region Local Enterprise Partnership (LCR LEP)
- 2.2 The projects identified for delivery through the Growth Deal Plans (as listed in table 1) in the financial year 2015/16 are pursued with relevant key partners and the appropriate LEP
- 2.3 That £20,000 is allocated from the New Homes Bonus Infrastructure Reserve to support the preparation of delivery plans for those projects identified in the Growth Deal Plans for delivery in the financial year 2015/16 and where the Council is the lead organisation or has a significant role.
- 2.4 That the proposed boundaries for the Yorkshire Dales LEADER and the Skipton and South Craven CLLD are approved.
- 2.5 The Council agrees to act as lead organisation for the establishment of a Community Led Local Development programme for the Skipton and South Craven area.

### 3. Background:

- 3.1. 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). Government guidance sets out that the Growth Deal Plan should include:-

- A compelling vision and robust evidence base with clear prioritised, strategic investments;
  - Freedoms and flexibilities - asks of Government where increased flexibility and local leadership over existing funding and activities would give greater impact; and
  - Commitments from the Local Enterprise Partnership, Local Authorities and the private sector in the delivery of the Growth Deal Plan.
- 3.2. The £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. It has been implied that the share for York, North Yorkshire and East Riding in 2015/16 could be £20million and £334million for the Leeds City Region.
- 3.3. A key message from the Government is that it is essential that this money is spent within the financial year 2015/16, and therefore the LEPs have looked to assemble a programme of projects that meets local needs, fits with the LEP strategies and, most importantly, can be delivered on time. This is an excellent opportunity for Craven to develop a range of schemes that support the long-term economic growth of the area.
- 3.4. In addition to the SLGF, the latest round of EU funding will start in 2014. It is expected that York, North Yorkshire and the East Riding will receive in the region of £10million per annum and the Leeds City Region will receive £30million per annum. Together they provide a significant opportunity and also a challenge to spend this quantity of funding in a single year.
- 3.5. An initial proposal to top slice the New Homes Bonus to fund the SLGF was rejected in the Chancellor's Autumn Statement. – this was the subject of a report to Policy Committee on 10<sup>th</sup> September 2013 (Minute POL.541).
- 3.6. The emerging plans and projects from Craven were the subject an All Member workshop on the 21<sup>st</sup> November 2013.

#### **4.0 York, North Yorkshire and East Riding LEP Growth Deal**

- 4.1 The YNYER LEP Growth Deal Plan is focused around four economic areas. These are:

Economic Area	Activity
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The A1/A19 Corridor	North/South connections, the City of York and innovation in Food, Agri-tech and Biorenewables
The Yorkshire Coast	Opportunities around the proposed potash mine, development of the off-shore renewable sector, and a modernised upgraded tourism offer
The Yorkshire Dales, Wolds and Moors	Renowned landscape, attractive towns and outstanding visitor offer, where smaller scale development will deliver a growing and sustainable local economy
City Links	Strong links with the financial/commercial centre of Leeds and its city region

4.2 The boundaries for each of the above areas are purposely blurred. For example, Skipton is home to concentrations of businesses that relate to the wider West Yorkshire and East Lancashire economies but is also a vital service centre to a huge rural hinterland. It is therefore important that the different issues in these areas are considered when advocating projects.

4.3 The three areas in the YNYER LEP Growth Deal Plan that relate to Craven District are City Links, the Yorkshire Dales, Moors and Wolds, and also the Pan Geographic Theme of strategic transport and business support. The three tables in Annex One summarise the likely sources of economic growth for the aforementioned area; what is stopping that growth and finally what types of actions the Growth Deal Plan will support to remove the barriers.

## **5.0 Leeds City Region LEP Growth Deal**

5.1 The LCR LEP Growth Deal Plan is focused around a number of key priorities that are applied to the entire area. These are:

- Unlocking the growth potential of businesses in six key economic sectors – innovative manufacturing, financial and professional services, health and life sciences, low carbon and environmental industries, digital and creative industries, food and drink
- Making the most of a skilled and flexible workforce
- A resource smart city region LEP
- The environment for growth: major cities, housing and transport

5.2 All of the four priorities in the LCR Growth Deal Plan relate to Craven District and the tables in Annex One show the economic challenges, the vision for the LCR and finally what types of actions will the Growth Deal Plan support that will achieve the ambition.

## **6.0 Proposals for Investment in Craven District:**

- 6.1 Over the last few months the Economic Development Team and the Strategic Housing Team have been having a range of discussions with the YNYER LEP and the LCR LEP to start to define a pipeline of projects within the District and that could be delivered in 2015/16. To this end the projects in the table below have been submitted for consideration as part of the Growth Deal Plans for the two LEP areas.
- 6.2 The pipeline is a fluid list of projects that partners will need to develop and be appraised against the strategy to access funding. Although it is our belief that these projects fit strategically and that they can be delivered during 2015/16, the actual allocation of funding will be a competitive process based around value for money. Also other organisations can submit projects without our knowledge so this table may not be the definitive list of projects originating from Craven District.
- 6.3 The following activities will need to be carried out for each project over the next 15 months in order to prepare them for initial appraisal and then in preparation to be delivered in 2015/16:
- Establishment of delivery partnerships for each project
  - Development of delivery plans for each project
  - Production of designs
  - Establish final costings
  - Secure match funding
  - Establishment of funding mechanisms i.e. timesheets, audit, reporting
  - Liaise with stakeholders
  - Procurement of contractors
- 6.4 It is proposed at recommendation (2.3) above that £20,000 is allocated from the Council's New Homes Bonus receipts to support the costs of preparing the required delivery plans in order for each project to progress through the assessment and appraisal process.
- 6.5 This is in accordance with the process agreed at Minute POL.488/12-13 for the development, endorsement and execution of projects to be delivered through the New Homes Bonus Infrastructure Reserve. The projects included in the Growth Deal Plans and identified for delivery in 2015/16 support three of the four agreed themes for delivery through the New Homes Bonus Infrastructure Reserve. The three themes being:
- Job Creation - investment in infrastructure that will enable development through addressing site constraints and unsuitable premises resulting in the delivery of job and business growth.

- Revitalising Towns and Villages - enhance the role of our towns and villages as economic hubs for goods and services by developing the commercial centre and improving the quality of the streetscape.
- Leeds and Liverpool Canal Corridor - capitalise on the value of the Leeds and Liverpool Canal as a strategic waterway and sustainable transport corridor by providing opportunities for Craven's businesses and residents to benefit from the potential it provides.

Table 1: Craven District – Projects for Delivery in 2015/16

<b>Growth Deal Plan – York, North Yorkshire and East Riding</b>	
<b>Economic Area</b>	<b>Project</b>
City Links	South Skipton Employment Site: Engine Shed Lane Link
The Yorkshire Dales, Wolds and Moors	Redevelopment of Skipton Town Hall
	Broughton Hall Business Park Expansion (Phase 1): Access improvements
	Transformation of Bentham Town Centre (Phase 1): Improvement of junction to create a shared space and enable business growth
	The Craven Greenways: Creation of a sustainable link to communities and employment sites within the Leeds-Liverpool Canal Corridor
Pan Geographic – Strategic Transport	South Craven Transport Schemes
<b>Growth Deal Plan - Leeds City Region</b>	
<b>Priority Area</b>	<b>Project</b>
Unlocking the growth potential of businesses in key economic sectors	Improving road infrastructure in Skipton
The environment for growth: major cities, housing and transport	The Craven Greenways: Part of the Leeds City Region's Fresh Aire Programme along the Leeds-Liverpool Canal Corridor

- 6.4 Inclusion in the draft plans is not a guarantee of funding as there will be further appraisals that will need to be carried out. In order to give both LEPs the confidence that the Council and its partners are able to deliver our projects, it is important milestones are set for the development of each project and that these are met. The two LEPs are at slightly different stages in carrying out the appraisals but most will be carried out through January and February 2014.
- 6.5 A more detailed summary of each the projects listed in the above table is contained in Annex 2.

## **7.0 Community Led Local Development**

- 7.1 Community Led Local Development (CLLD) is a means to deliver activities on the ground that address specific local issues and circumstances using European funding. LEADER funding that support rural communities follows the same principles whereby a sum of money is allocated to an identified geographic area and then decisions are taken locally about how that funding will be spent to address a range of issues.
- 7.2 All CLLD programmes including LEADER will be shifting away from community and social goals to harder economic aims and along with the expansion of the CLLD approach beyond rural areas presents an opportunity for Craven to support the economic growth of Skipton and South Craven. This area currently provides 75% and the majority of new employment land in the emerging Local Plan is in this area.
- 7.3 The latest LEADER round did not support Skipton and South Craven as the focus was on the landscape of the Yorkshire Dales. It is likely that this area will be expanded but it will not include the larger towns such as Skipton and Ripon or those areas that have significantly different economic and social issues i.e. Catterick Garrison.
- 7.4 It is therefore proposed that a separate CLLD is developed for the Skipton and South Craven area. The purpose of the CLLD would be to develop a business-led approach to achieving economic growth by increasing the number and productivity of businesses within the Skipton and South Craven area. The CLLD would be a seven-year programme of activity, covering the period 2014 to 2021.
- 7.5 The map in Annex Three shows the proposed split between the two CLLD areas.
- 7.6 Table 2 below sets out the funding sources for the two CLLDs that are in the draft plans.

CLLP Programme	Funding Source	Estimated Funding
Yorkshire Dales LEADER	DEFRA - EAFRD	£2.4m
	YNYER LEP - ERDF	£0.5m
Skipton and South Craven CLLD	LCR LEP - ERDF	£1.35m
	YNYER LEP - ERDF	£0.5m

## 8.0 Funding Summary

- 8.1 Although there is a lot of work that is required to finalise the schemes, table 3 below gives some indication of the sums of funding that are being sought and will need to be delivered by 31 March 2016.

Table 3: Estimates of Growth Deal Funding for 2015/16

Project	Lead Organisation	Estimated Total Project Cost (2015/16)	Growth Deal Funding (2015/16)
Redevelopment of Skipton Town Hall	Craven District Council	£500,000	£250,000
South Skipton Employment Site: Engine Shed Lane Link	Craven District Council	£2,250,000	£1,000,000
Broughton Hall Business Park Expansion (Phase 1): Access improvements	Broughton Hall Estates	£600,000	£500,000
Transformation of Bentham Town Centre (Phase 1): Improvement of junction to create a shared space and enable business growth	Craven District Council	£500,000	£200,000
The Craven Greenways: Creation of a sustainable link to communities and employment sites within the Leeds-Liverpool Canal Corridor	Canal and River Trust	£1,900,000	£1,000,000
South Craven Transport Schemes	North Yorkshire County Council	TBC	TBC
Improving road infrastructure in Skipton	Craven District Council	£800,000	£800,000
Skipton and South Craven CLLD (7 year programme)	Craven District Council	£3,350,000	£265,000
<b>TOTAL</b>		<b>£9,100,000</b>	<b>£4,015,000</b>

## **9.0 Future Proposals for Investment in Craven - 2016/17 and Onwards**

- 9.1 The focus is currently on those projects that can be delivered in 2015/16; however for the Growth Deal Plans to be successful a pipeline of appropriate projects needs to be developed. There are a range of projects that are in various states of readiness that could be developed for subsequent years.

These could include:

- Threshfield Quarry: Implementation of the Master plan for the development of the former quarry
- South Skipton Employment Site: Provision of essential site infrastructure
- Crosshills Railway Station: Development of a new Railway Station on the Airedale Line
- Skipton Rock Quarry: Provision of essential site infrastructure
- Broughton Hall Business Park Expansion (Phase 2): Development of zero-carbon workspace
- Improving the vitality of Settle
- Transformation of Bentham Town Centre (Phase 2): Improving access to employment sites
- Ingleton Industrial Estate Expansion
- Improving the vitality of Ingleton Village and creation of business hub
- Skipton Railway Station: Increasing passenger capacity
- Improving the vitality of Crosshills Village Centre

## **Implications**

### **10.1 Financial and Value for Money –**

As at Minute POL.384/11-12 it was resolved that 65% of the New Homes Bonus received by this Council will be allocated to the Infrastructure Reserve.

The current uncommitted balance of the New Homes Bonus Infrastructure Reserve is £48,457.

The table below shows the income allocated to each reserve and potential commitments at Policy Committee on 21<sup>st</sup> January 2014 Policy Committee. If Members were minded to approve the recommendations of this report the remaining balance of the Infrastructure Reserve will be £28,457.



	<b>Current Uncommitted Balance</b>	<b>Potential Commitments at this Committee</b>	<b>Balance after potential commitments</b>	<b>Estimated 2014/15 Receipts*</b>
Management Fee	£0	£0	£0	£79,143
Localism Reserve	£69,450	£0	£69,450	£118,715
Infrastructure Reserve	£48,457	£20,000	£28,457	£593,575
Empty Homes Reserve**	£0	£0	£0	£0
<b>Total</b>	<b>£117,907</b>	<b>£20,000</b>	<b>£97,907</b>	<b>£791,433</b>

\* Based on the provisional New Homes Bonus allocations issued 16<sup>th</sup> December 2013.

\*\* The six year allocation of £400,000 has been fully allocated to the reserve and it not envisaged that further funding will be allocated.

10.2 **Legal Implications** – There are no legal implications resulting from this report but if any of the recommendations are accepted then the legal implications will be dealt with in any subsequent reports.

10.3 **Contribution to Corporate Priorities** – All Council Plan priorities

10.4 **Risk Management** – The key risk is the failure to prepare projects for delivery and an unsuccessful appraisal process which would result in the projects being rejected and therefore not attracting funding.

10.5 **Equality Impact Assessment** -  
The Council's Equality Impact Assessment Procedure **is not appropriate** at this stage but any further reports resulting from the recommendations will include an Equality \Impact assessment.

11. **Access to Information: Background Documents** – None

12. **Appendices** –

Annex One: Growth Deal Plan Extracts

Annex Two: Craven District – Projects for Delivery in 2015/16

Annex Three: Potential Yorkshire Dales LEADER and Skipton and South Craven CLLD Areas

13. **Author of the Report** – David Smurthwaite, Strategic Manager Planning and Regeneration, dsmurthwaite@cravencdc.gov.uk

## Growth Deal Plan Extracts

The tables below are extracts that are relevant to Craven DC from the Growth Deal Plans for the York, North Yorkshire and East Riding of Yorkshire Local Enterprise Partnership and the Leeds City Region Local Enterprise Partnership that are relevant to Craven District.

### A. York, North Yorkshire and East Riding of Yorkshire Growth Deal Plan

Economic Area: City Links

Drivers of Growth	Challenges and Barriers	Enabling Growth - Meeting the Challenges
<ul style="list-style-type: none"> <li>• Strong links to the financial and commercial centre of Leeds</li> <li>• Renewables sector in the Humber</li> <li>• Expansion of knowledge intensive firms</li> <li>• Growth of creative and digital sector</li> </ul>	<ul style="list-style-type: none"> <li>• Poor east-west road/rail connections</li> <li>• Traffic congestion in Harrogate</li> <li>• Insufficient employment land</li> <li>• Access to labour markets and skills</li> <li>• Inadequate links to R&amp;D/innovation centres</li> <li>• Limited housing options</li> </ul>	<p>Targeted investment that will:</p> <ul style="list-style-type: none"> <li>• Improved connectivity to conurbations via road and rail</li> <li>• Provide major employment sites for and Increase the range and availability of housing</li> <li>• Inspire local people to take advantage of the cities' growth sectors</li> </ul>

Economic Area: The Yorkshire Dales, Moors and Wolds

Drivers of Growth	Challenges and Barriers	Enabling Growth - Meeting the Challenges
<ul style="list-style-type: none"> <li>• Utilise the internationally renowned landscape to grow creative, cultural and visitor economy businesses</li> <li>• Strengthening the role of market towns</li> <li>• High levels of entrepreneurship and enterprise</li> <li>• Existing strengths in food &amp; forestry.</li> <li>• Growth of key businesses in small market towns.</li> </ul>	<ul style="list-style-type: none"> <li>• Accessibility to skills and employment.</li> <li>• Unsuitable transport infrastructure.</li> <li>• Modernising food production and balancing visitor desires and land management</li> <li>• Housing demand and affordability</li> <li>• Insufficient employment land and premises.</li> </ul>	<p>Targeted Investment that will:-</p> <ul style="list-style-type: none"> <li>• Improve telecommunications infrastructure for rural businesses</li> <li>• Maximise the strengths of our market towns and raise the quality of the visitor infrastructure</li> <li>• Optimise the potential of the environmental economy, including land based industries and climate change adaptation</li> <li>• Develop the local skills base meeting sector needs (e.g.</li> </ul>

		agri-tech, land based, and engineering).
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Economic Area: Pan Geographic Projects

<b>Strategic Transport Programme Strategic Transport - The challenges</b>	<b>Investment</b>
<ul style="list-style-type: none"> <li>• Improve East-West connections</li> <li>• Address congestion in and around York and Harrogate/Knaresborough</li> <li>• Strategic transport improvements that help to unlock growth potential of our key sectors and sites.</li> </ul>	An initial £13m in 2015/16 with an estimated total capital strategic transport investment requirement of £112m by 2020.

## B. Leeds City Region Growth Deal Plan

Priority Area: Unlocking the Growth Potential of Businesses in Key Economic Sectors

<b>HEADLINE CHALLENGES</b>	<b>PLAN AMBITIONS</b>	<b>ACTIVITIES WE WILL DELIVER</b>
<ul style="list-style-type: none"> <li>• There is a GVA gap of £3,350 per head</li> <li>• LCR has too few high growth companies</li> <li>• Business R&amp;D, innovation, export levels and inward investment are low</li> <li>• LCR has a less enterprising culture than many other areas</li> <li>• Access to superfast broadband a barrier to growth</li> <li>• Road congestion is also a barrier to growth</li> <li>• Connectivity between residents and jobs needs to be improved</li> </ul>	<ul style="list-style-type: none"> <li>• Deliver a world-class business support ecosystem</li> <li>• Make Leeds City Region the best place in the UK for businesses to innovate and export</li> <li>• Increase the size of the LCR business base relative to population</li> <li>• Increase the numbers of high growth companies.</li> <li>• To promote innovation among companies across the City Region</li> <li>• Increase our share of UK inward investment projects</li> <li>• Become a world-leading hub for a knowledge-based bio-economy</li> <li>• To have a</li> </ul>	<ul style="list-style-type: none"> <li>• Business Innovation Programme</li> <li>• Innovation Capital Investment</li> <li>• Business Growth Programme (RGF) and Resource Efficiency</li> <li>• Leeds City Region Business Growth Hub and Enterprise Programme</li> <li>• Enterprise Leadership Programme</li> <li>• Export Acceleration</li> <li>• World Class Supply Chains Programme</li> <li>• Broadband Business Support Programme</li> <li>• Tour De France Legacy Support Programme</li> <li>• Transport schemes to reduce congestion and unlock</li> </ul>

	superconnected city region	growth
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Priority Area: Making the Most of a Skilled and Flexible Workforce

HEADLINE CHALLENGES	PLAN AMBITIONS	ACTIVITIES WE WILL DELIVER
<ul style="list-style-type: none"> <li>• LCR has a skills gap of 50,000-65,000 people at each NVQ level compared to average</li> <li>• Too many people with no qualifications,</li> <li>• Insufficient people with higher level skills</li> <li>• Too many employers do not invest in enough training</li> <li>• High levels of worklessness</li> <li>• Cost barriers for travel to work and training opportunities</li> <li>• Skills and training provision is poorly aligned with growth needs</li> </ul>	<ul style="list-style-type: none"> <li>• Improve skills and boost employment and productivity in growth sectors</li> <li>• Promote better information about growth sectors for learners, employers, colleges, universities and training providers to make more informed decisions</li> <li>• Increase employer and individual investment in skills across the City Region</li> <li>• Enable those out of work to compete in the labour market by ensuring that they have the necessary skills</li> <li>• Create an aspirational and innovative enterprise culture</li> </ul>	<ul style="list-style-type: none"> <li>• Skill capital Investment Programme</li> <li>• Creating a £30m Skills Fund and Skills Hub</li> <li>• Promoting Enterprise and Innovation in Young People Extending our Apprenticeship Hub &amp; ATA Programme including support for apprentices' travel costs through</li> <li>• Local Flexibility for Reducing Unemployment</li> </ul>

Priority Area: A Resource Smart City Region LEP

HEADLINE CHALLENGES	PLAN AMBITIONS	ACTIVITIES WE WILL DELIVER
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<ul style="list-style-type: none"> <li>• Rates of CO2 intensity reduction are below average</li> <li>• Need to successfully manage the decarbonisation of LCR's major power generation infrastructure</li> <li>• Need to reduce the costs to business of the inefficient use of resources Inadequate green travel infrastructure</li> <li>• Inadequate green travel infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Deliver the right blend of support for business growth, innovation and direct infrastructure investment to become a lean, resource efficient economy underpinned by a 21st century energy infrastructure</li> <li>• Maintain competitive advantage for our businesses both now and in the future</li> <li>• Raise output and boost employment</li> <li>• Raise investment locally, providing value for money for tax payers</li> <li>• Provide a resilient, clean energy infrastructure that reduces costs, particularly for our most deprived areas</li> </ul>	<ul style="list-style-type: none"> <li>• LCR Energy Hub</li> <li>• BioVale</li> <li>• Innovation, growth and export for the low carbon &amp; environmental goods and services sector</li> <li>• Resource-Smart Supply Programme</li> <li>• Resource- Smart Operations Programme</li> </ul>
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Priority Area: The Environment for Growth: Major Cities, Housing and Transport

HEADLINE CHALLENGES	PLAN AMBITIONS	ACTIVITIES WE WILL DELIVER
<ul style="list-style-type: none"> <li>• Decades of underinvestment in strategic infrastructure.</li> <li>• Without significant transport investment, economic growth will be constrained, with an estimated 22,000 jobs lost to the City Region</li> <li>• The City Region is struggling to secure investment which has stalled redevelopment and regeneration schemes</li> <li>• Poor access to broadband (rural and urban areas), and take-up is major constraint to the growth</li> <li>• To meet growing and changing housing needs in a way that supports</li> </ul>	<ul style="list-style-type: none"> <li>• Deliver a world class integrated transport system</li> <li>• Accelerate delivery of key investments in strategic growth areas</li> <li>• Significantly increase the supply of good quality energy efficient homes across the City Region</li> <li>• Facilitate provision of the significantly enhanced digital connectivity</li> <li>• Support the development of the distinct but complementary roles that our extensive network of cities and towns can play to support economic growth</li> </ul>	<ul style="list-style-type: none"> <li>• Accelerating growth in strategic areas</li> <li>• Enabling site development</li> <li>• Delivering an appropriate housing mix</li> <li>• Maximising the efficient use of existing buildings to improve housing quality and support vibrant centres</li> <li>• West Yorkshire 'Plus' Transport Fund</li> <li>• Development and planning of transformational transport schemes</li> <li>• Growth accelerating transport improvements</li> <li>• LCR Digital Infrastructure Expansion Programme</li> <li>• Fresh Aire</li> </ul>

business growth and job creation		
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## Craven District – Projects for Delivery in 2015/16

Project	Narrative
South Skipton Employment Site: Engine Shed Lane Link	<p>The existing industrial estate along Engine Shed Lane is well occupied with a good mix of manufacturing and service occupiers. Consultation with the businesses has revealed that many have aspirations to grow but are restricted due to the poor environment and condition of the infrastructure servicing the estate, in particular the tight road layout. The development of the adjoining Greenfield land will provide the estate with an opportunity to have direct access to the A629 by-pass with the construction of a new link road. This will enable the existing access road to be adapted for pedestrians and cyclists; the road is at present unadopted, with poor footways and street lighting.</p>
Redevelopment of Skipton Town Hall	<p>The purpose is to provide a facility that can provide business and/or studios, exhibition and workshop space and become a destination for visitors.</p> <p>The scheme will embed creative industries including performances and the museum within the Town Hall through the provision of facilities to enable delivery of the arts, events and exhibitions. Better changing facilities, stage and equipment will allow the Hall to become a significant venue attracting increased visitor spend to Skipton and the wider Craven area.</p>
Broughton Hall Business Park Expansion (Phase 1): Access improvements	<p>The scheme is to convert two farms on the Broughton Hall Estate into exceptional quality office space which will accommodate high growth businesses.</p> <p>The current Broughton Hall Business Park is a successful rural business park which has been able to overcome many of the barriers to supporting high growth businesses in rural areas. The next stage in the Estates development will take this experience and build on it by building facilities that will be the next generation of exemplars of rural development by developing space that will allow start-ups and the development of high growth knowledge intensive businesses. Central to this approach will be to achieve a zero carbon business community that will test new and emerging technologies and practices.</p>
Transformation of Bentham Town Centre (Phase 1): Improvement of junction to create a shared space and enable business growth	<p>The project is to create a shared space within the centre of Bentham that will give the town a focal point, improve traffic flow and enable business growth.</p> <p>The road network within Bentham consists of the B6480 which runs through the centre. There is a T-Junction which provides access to the town's main employment area (which encompasses Wenning Avenue Industrial Estate and Angus</p>

	<p>Fire) and the Railway Station. The tight road layout at the junction is not suitable to deal with the volume and size of the vehicles needed to support the operational demands of the businesses located in this part of town; in particular, the layout does not provide the capacity that will be required to meet their plans to grow.</p> <p>The closure of the HSBC, which is located on the corner of the T-Junction, offers a unique opportunity to transform the centre of the town and create more space for vehicles and pedestrians. The scheme is to demolish the building to provide an “open” area styled using the shared space design approach.</p> <p>The project will address a significant barrier to the development of an additional 12.5 hectares of land for mixed-use development, of which 3.6 hectares would be for employment. Consultation for preparation of the emerging Craven Local Development Plan has revealed that there is demand for small work units, the provision of which would help broaden the town’s economy, and reduce its dependency on a single employer.</p>
<p>The Craven Greenways: Creation of a sustainable link to communities and employment sites within the Leeds-Liverpool Canal Corridor</p> <p>Plus</p> <p>The Craven Greenways: Part of the Fresh Aire Programme along the Leeds-Liverpool Canal Corridor</p>	<p>The South Craven 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.</p> <p>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 for both utility and tourism use. 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.</p> <p>This project 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 corridor.</p>
South Craven Transport Schemes	<p>In South Craven it is proposed to develop approximately 13 hectares housing and economic development land site. The level of congestion affects local business growth as well as barriers for businesses on both sides of the Pennines</p> <p>There are long term chronic problems with the east west transport route from East Lancashire into West Yorkshire</p>



	<p>that runs through Crosshills and Glusburn. This is further exasperated with local traffic competing for space especially from South Craven School, North Yorkshire's largest school.</p> <p>To understand the causes of the problems and the most appropriate solution a comprehensive study is required that ties into the Lancashire CC M65 to Yorkshire Study. It is unclear what actions are required at this stage but they could include some or all of a bridge over the railway, reinstatement of the station, improvements for cycling and walking and the widening of Sutton Lane, by pass of Cross Hills and by pass of Thornton in Craven.</p>
Improving road infrastructure in Skipton	<p>This funding would allow a number of residential sites to be developed that would reduce the transport impact in Skipton of growth that is being planned. Skipton is an area that has a high need for affordable housing and so this funding will allow both an improved infrastructure without compromising on the level of affordable housing.</p>
Skipton and South Craven CLLD	<p>The aim is to raise the ambitions of the business community by encouraging and supporting them to explore opportunities for growth by (i) broadening the depth of their market by sector and geography, and (ii) improving their competitiveness.</p> <p>The will involve a range of activities such as:</p> <ul style="list-style-type: none"> <li>• Creating business collaboration networks</li> <li>• Developing new markets and products</li> <li>• Developing enterprise and business skills</li> <li>• Providing intensive support for pre-start and fledging businesses</li> <li>• Creating the right physical environment such as provision of incubation and grow-on workspace,</li> <li>• access to high quality broadband and mobile connectivity</li> </ul>

## Potential Yorkshire Dales LEADER and Skipton and South Craven CLLD Areas

The proposed Yorkshire Dales LEADER area may include all of the parishes in white and the parishes in red will form the Skipton and South Craven CLLD.

