

# Linking Communities – Grants to support cycling in National Parks

## Application Form



Department  
for Transport

Guidance on the Application Process is published alongside this application form on the Department's website.

Please include all relevant information with your completed application form.

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, we would suggest around 25 pages including annexes would be appropriate.

One application form should be completed per project.

### **Applicant Information**

**Applicant name(s)\*:** Canal & River Trust

*Please enter the names of all participating Local Authorities and National Park Authorities and specify the lead authority*

**Bid Manager Name and position:** Steve Higham, Enterprise Manager

*Name and position of officer with day to day responsibility for delivering the proposed scheme.*

Contact telephone number: 07917 634939      Email address:  
Stephen.higham@canalrivertrust.org.uk

Postal address:      Waterside House  
                                 Waterside Drive  
                                 Wigan  
                                 WN3 5AZ

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:**

[www.canalrivertrust.org.uk/enterprise](http://www.canalrivertrust.org.uk/enterprise)

# SECTION A - Project description and funding profile

**A1. Project name:** Connecting the Dales

**A2. Headline description:**

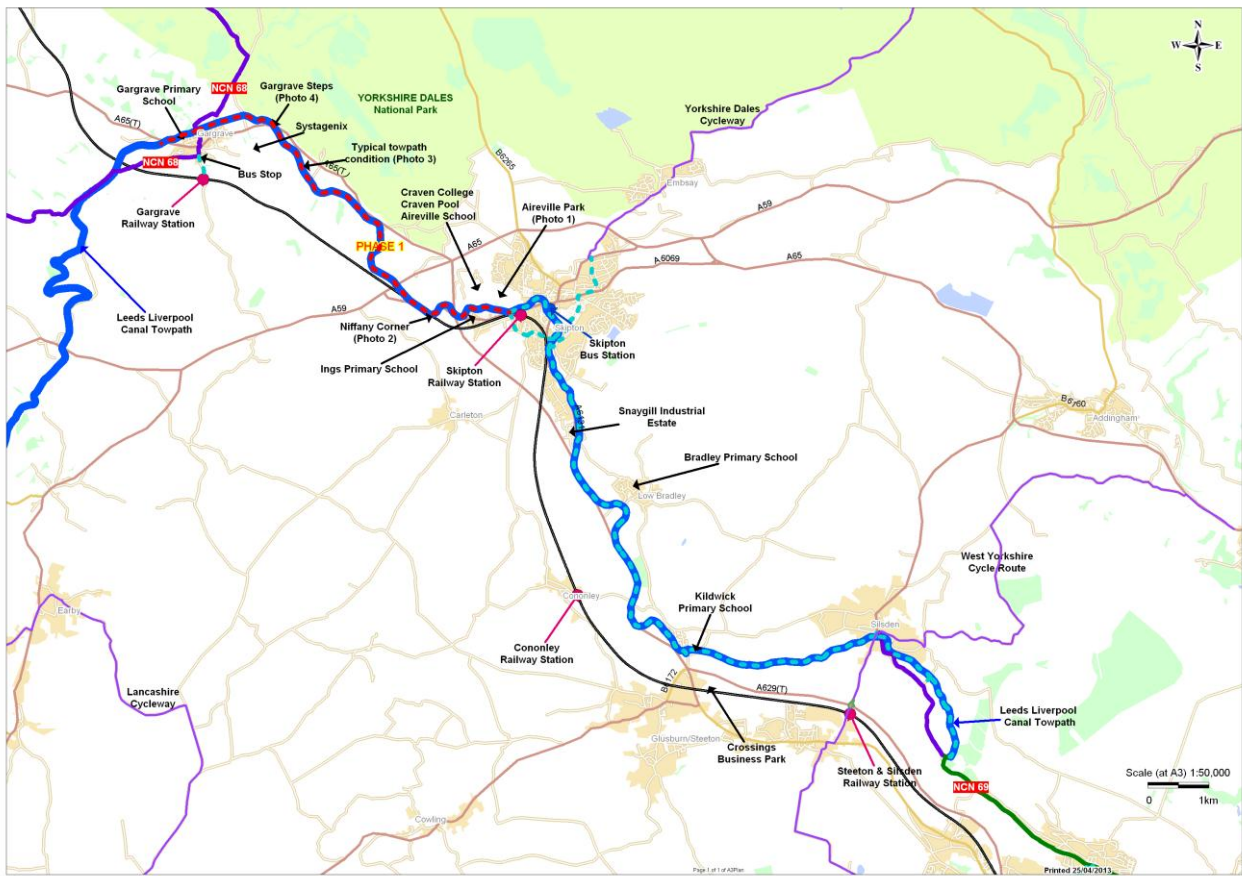
Please enter a brief description of the proposed scheme (in no more than 100 words)

An established partnership led by the Canal & River Trust (the new national charity entrusted with safeguarding and protecting 2,000 miles of inland waterways in England & Wales), wish to deliver a transformational change to 8.2km of the Leeds & Liverpool Canal Corridor between Skipton, Gateway to the Dales, and Gargrave as a strategic access to the Yorkshire Dales National Park. This scheme is Phase 1 of a wider strategy linking West Yorkshire with East Lancashire and the Yorkshire Dales National Park.

**A3. Geographical area:**

Please provide a short description of area covered by the bid (in no more than 100 words)

Please see Map 1 (below) for an overview of the scheme area



The Leeds & Liverpool canal corridor runs parallel to the southern border of the Yorkshire Dales National Park. Separated by the A65, a recently detrunked road acting as the main artery from West Yorkshire, Cumbria and the M6 motorway. To the south of the scheme area, Skipton, 'Gateway to the Dales' is a bustling market town with opportunities to connect to the northern

extremity of the canal, Gargrave which provides access to a plethora of public rights of way, quiet roads and facilities within the national park boundary.

The length of the towpath improvements in question are 8.2km long. The project area is a linear route, the canal corridor, not including the waterspace will be approximately 20km2.

**OS Grid Reference:** SD 950 530

**Postcode:** BD23 1FJ Skipton Town Centre  
BD23 3LX

Please append a plan showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

Google Maps Link <http://goo.gl/maps/Fbcqg>

<p><b>Before photos at key locations</b></p> <p>(if supplied, please reference on a plan)</p>	<p><b>Y</b></p>
<p><b>Web link e.g. Google Earth Keyhole file (kml/kmz file)</b></p>	<p><b>Y/</b> <a href="http://goo.gl/maps/Fbcqg">http://goo.gl/maps/Fbcqg</a></p>
<p><b>Other</b></p>	<p><b>N</b></p>
<p><b>Electronic versions of supporting information, or links, can be emailed to:</b></p> <p><a href="mailto:paul.hilton@sustrans.org.uk">paul.hilton@sustrans.org.uk</a></p>	

#### **A4. Scheme Elements**

Please provide brief description of the core elements of the scheme. Include type, size and scale of each core element, quantity, length or design details may be appropriate.

The vision of the Connecting the Dales scheme 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 access the Yorkshire Dales National Park.

Through an established partnership the scheme will create a co-ordinated approach to delivering 8.2km of towpath improvements along the Canal Corridor to encourage more people to start to develop the confidence to cycle and walk along safe, viable routes as part of their everyday journey requirements.

To support the delivery of this scheme the aims of this bid are to:

- Improve the health and fitness if the population of Airedale, East Lancashire and the Yorkshire Dales National Park;
- Improve the support for equality of access through door to door journeys to access the Yorkshire Dales National Park;
- Increase the number of first time and ‘born again’ cyclists to enable more to cycle in and around the Yorkshire Dales National Park;
- Enable sustainable economic growth through viable transport options.

To maximise the health, social and economic benefits of the Canal an Access Development Plan (‘the Plan’) is being produced by Sustrans in partnership with local authorities and organisations. The extent of this cross border project area can be seen in Map 1 (in question A3). The Plan will oversee the development of a coherent sustainable transport network linking rail, bus, walk and cycling opportunities through a three phase project.

This scheme will deliver phase one through four elements of activity.



### Cycling and Walking Infrastructure

The Leeds & Liverpool Canal runs north from Skipton (population 15,000), parallel to the A65, the main artery linking West Yorkshire with North Yorkshire, Cumbria and the M6 Motorway at Junction 36. This element of the scheme will create a safer, traffic free alternative completing the ‘missing link’ in the National Cycle Network between Skipton and Gargrave.

Although benefiting from some activity the Canal towpath in Phase 1 has had limited investment and its quality is now recognised as one of the worst on the Leeds & Liverpool Canal and significantly below the quality of neighbouring stretches. Phase 1 will deliver a transformational change to this 8.2 km stretch of Leeds & Liverpool Canal corridor between Skipton and Gargrave through the following four elements:

A new sealed tarmacadam surface (with the appropriate surface dressing for the local environment) will offer an all-weather alternative to facilitate sustainable journeys into the National Park. At Gargrave, a sustainable transport hub for access into the Yorkshire Dales National Park the Canal connects with a number of National Cycle Network routes including the Pennine Cycleway (NCN Route 68, the Way of the Roses long distance cycle route (NCN688), Regional Route 10 and the public right of way network. From Gargrave the Canal continues south west into East Lancashire and the Pendle District at Barnoldswick.

In addition to completing a significant gap in the National Cycle Network this concentrated element of infrastructure development incorporates two significant barriers to cycling along the corridor.

1. During 2008/9 Niffany Corner, Skipton was the location of three deaths as a result vehicle accidents within one year. In both accidents vehicles entered the Canal. A solution to protect motorists resulted in the installation of Armco barriers along 250 metres where the Canal runs in parallel to the road. This has resulted in the narrowing of the available width for pedestrians and cyclists. An engineering solution to remove secondary railings and widen the towpath has been proposed through piling and narrowing of the Canal. This will create a towpath width to NCN standard and improve the environment for walkers and cyclists adjacent to section of national speed limit road.

2. Approaching Gargrave the Canal passes under the A65. Immediately following the bridge a Canal lock results into a stepped access creating a significant barrier to cyclists and walkers. Through re-grading and realignment of the steps will allow improved access at this crucial point.

A cycling facilities audit will be carried out of all destinations including retail centres, GP surgeries and leisure facilities and where necessary infrastructure such as cycle racks or bike washes will be installed.

### **Open Space Improvement**

The Canal's corridors 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.

Aireville Park currently has limited facilities for cyclists. Phase One will develop cycle routes between the rail station, Skipton town centre, three secondary schools, Craven College, Craven Pool and Fitness Centre and HML, the second largest employer in the District, all of which surround the Park. In addition Phase One will create a modern wheel park and also a pump track to cater for the cycling needs of younger people. Local partners aim to develop Aireville Park as a centre for sporting activities and so facilities will be developed to cater for cycling events such as an autumn triathlon and also a large sportif run by Evans Cycles. Walking and running routes will also be built to provide better links and also to support safe running and walking.

### **Health, Promotion and Business Support**

#### Health and Wellbeing

The Craven District Council owned Craven Pool and Fitness Centre is located in Aireville Park to the north of the Canal. Housing a modern pool, teaching pool and recently extended fitness suite the Centre offers facilities to residents of the scheme area.

In addition through the Pool and Fitness Centre a subsidy of up to £31.25 per month for three months will be provided to those people referred by their GP to improve their fitness as part of an approach to create permanent life style changes that reduce reliance on traditional GP based methods. We envisage that the scheme will result in approximately 100 referrals per year. All those referred through the scheme will be provided with information to encourage further activity and cycling and walking clubs with an emphasis on using the Canal towpath as a flat, safe route for exercise. In addition they will be signposted to local Walking for Health groups to 'take the next step' and access traffic free, flat walking infrastructure.

Through the use of public art incentives will be incorporated into the scheme to provide motivation to gradually increase the distance covered and to provide interest for families. On-going development of health initiatives will take place with the Public Health Service now delivered by North Yorkshire County Council to ensure increased usage of the Canal corridor and the facilities available to communities.

### **Promotion**

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 2014 Skipton will be a key location on the Tour de France Grand Depart. This cycling activity will be the focus of targeted promotion by local organisations.

The Tour de France will come through the area on two consecutive days. 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 try out cycle related activities and learn more about the benefits and opportunities of cycling.

The Yorkshire Dales Millennium Trust will be working with deprived communities in West Yorkshire and East Lancashire to encourage them to take advantage of the Yorkshire Dales National Park as a place for education and health and fitness. The canal corridor will form part of the offer to encourage this increased participation.

Skipton Business Improvement District Ltd., a private company overseeing the delivery of the BID levy in the town centre will support businesses in the town to maximise both the short term benefits of the Tour de France and also the longer term potential of the area becoming the intended centre for cycle tourism through business support sessions, promotional events and training.

Craven Museum and Gallery as part of the legacy for the Tour de France will be hosting an exhibition of cycling. This legacy attraction will be part of a wider package of art and culture which will be delivered along the Canal corridor.

### **Business Support**

During July 2014 the Tour de France Grand Depart will pass through Skipton as part of a 200 km tour of the Yorkshire Dales. The Tour de France, the third largest sporting event in the world will create significant interest in cycling in the area. Welcome to Yorkshire will be offering business support to ensure businesses are well briefed on the upcoming events have maximum chance of exploiting the opportunity.

Craven District Council has successfully run business support events on how to increase opportunities from cycle and walk tourism most recently working with businesses along the Way of the Roses, the Pennine Bridleway and the Dales Way. Further events will be held that improve awareness of the need for facilities and local routes that encourage visitors to stay longer and spend more.

### **Project Maintenance and Further Development**

The essential component of the success of Phase One will be that it is maintained to the intended high standard and the Canal & River Trust have agreed take on this responsibility. Partners are committed to delivering the next phases of the strategy that will see the entire corridor completed and links into wider communities developed that will create greater benefits.

### **A5. Equality Analysis**

Has any Equality Analysis been undertaken in line with the Equality Duty?  Yes  No

An initial assessment of the scheme against the Equality Duty has been carried out, and at this point it has been agreed between the bid writers that any deliverables will not have any negative impacts against the Equality Duty.

If a full assessment is required at a later date then it can be carried out in due course to the satisfaction of the funders

It must be stressed though that even though this funding stream is directed specifically at the improvement of cycling infrastructure, it is CRT policy that all of our towpaths are multi-use routes, where pedestrians have priority. Canal towpaths are for everyone, they are a public facility. Although the towpath in its current condition is not the best, once the improvements are made there undoubtedly be an increase in usage. The design benchmark will not only fit in with our own towpath design guidance, but also Sustrans' minimum requirements for NCN routes.

The CRT Towpath Design Guidance takes into account the needs of everyone expected to use the facility. Once complete, the improvements will be able to facilitate comfortably, cyclists, pedestrians, families with pushchairs / prams and disabled users, therefore we believe the project is in line with the Equality Duty

### **A6. Partnership bodies**

Please provide details of the partnership bodies (if any) you plan to work with in the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies (which may include Development Corporations, National Parks Authorities, private sector bodies and transport operators) with confirmatory evidence of their willingness to participate in delivering the bid proposals.

Sustrans – Sustrans have acted as a catalyst to the development of this project. They have a strong willingness to incorporate the scheme area into their National Cycle Network

May Gurney – May Gurney is the term contractor for the Canal & River Trust and will be responsible for the delivery of work along the Canal Network

Craven District Council – Craven District Council are the local authority for the scheme area. The Authority has a long term ambition to see this scheme delivered and has included it as a key priority in their Council Plan 2013 – 2016.

Yorkshire Dales National Park Authority – The Yorkshire Dales National Park Authority cover a significant part of the Craven District and recognise there is a strategic missing link for sustainable access in the south of the Park. The Authority will support the project through in-kind support, promotion and advice during design and construction.

North Yorkshire County Council – North Yorkshire County Council Highways have been involved in this project since it's inception and recognise the importance of this scheme. NYCC will provide advice and support where delivery impacts on the Highway.

## **SECTION B – The Business Case**

You may find the following DfT and Department of Health tools and guidance useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)
- [Standard Evaluation Framework for physical activity interventions](#)

### **B1. The Scheme – Summary of how the scheme meets the assessment criteria**

Please indicate how the scheme is going to achieve all the assessment criteria.

Evidence of connectivity with public transport hubs, wider cycling networks and surrounding communities

The Aire Valley is a key transport corridor connecting West Yorkshire with North Yorkshire and East Lancashire through the Aire Gap. At the heart of the corridor is the market town of Skipton. As the administrative centre and largest town in the Craven District, Skipton is the termination of the Airedale metro railway with direct rail services to Leeds and Bradford. In addition the station offers direct services south to London Kings Cross and north along the Settle to Carlisle railway and also the Bentham Line to Lancaster and Morecambe. For a significant length of the corridor the railway runs in parallel to the Canal as a result of development during the industrial revolution.

This proximity creates opportunities for cyclists and walkers to alternate between modes of transport with railway stations at Keighley, Steeton, Cononley, Skipton and Gargrave providing access to residential and employment sites.



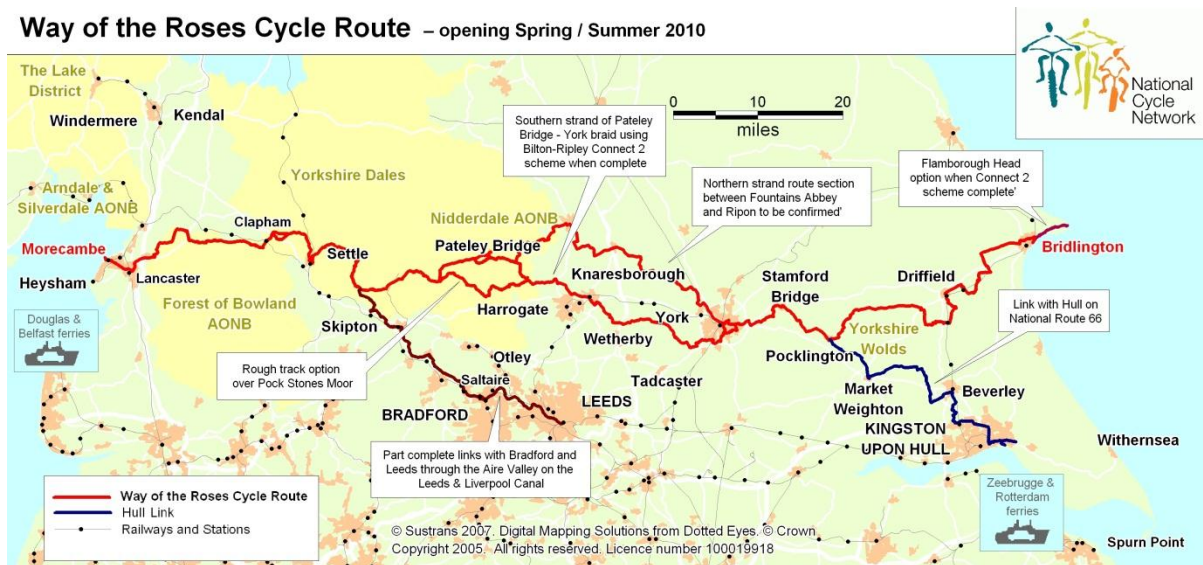
Within a five minute walk Skipton bus station complements rail services with direct services to Colne, Burnley, Clitheroe and wider into East Lancashire and the Yorkshire Dales National Park.

Under the auspicious of the 'Gateway to the Dales' Skipton aligns as a public transport hub for residents, commuters and visitors. Once in Skipton the walker or cyclist wanting to access the Dales is severely limited by the infrastructure creating connections to the National Cycle Network and public rights of way network.

This strategic void in the National Cycle Network is highlighted in Map 1. Between Steeton and Gargrave, the route of the Leeds & Liverpool Canal. Completion of this missing link will provide unbroken access from Bradford via National Cycle Network Route 69 to Gargrave (population 1,800), a sustainable transport hub for access into the Yorkshire Dales National Park the where connections can be made to the Pennine Cycleway (NCN Route 68), Regional Route 10 and the public right of way network. From Gargrave the Canal continues south west into East Lancashire and the Pendle District at Barnoldswick.

As a key long distance route in the National Cycle Network Phase 1 connects 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, see Map 2. Formalising this linkage through additional National Cycle Network infrastructure will ensure Skipton and West Yorkshire can benefit from a proportion of the 118,00 annual 'leisure' cycle trips where the users spend money on local goods and services which generated approximately £2.5 million for the local economy in 2012.<sup>1</sup>

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

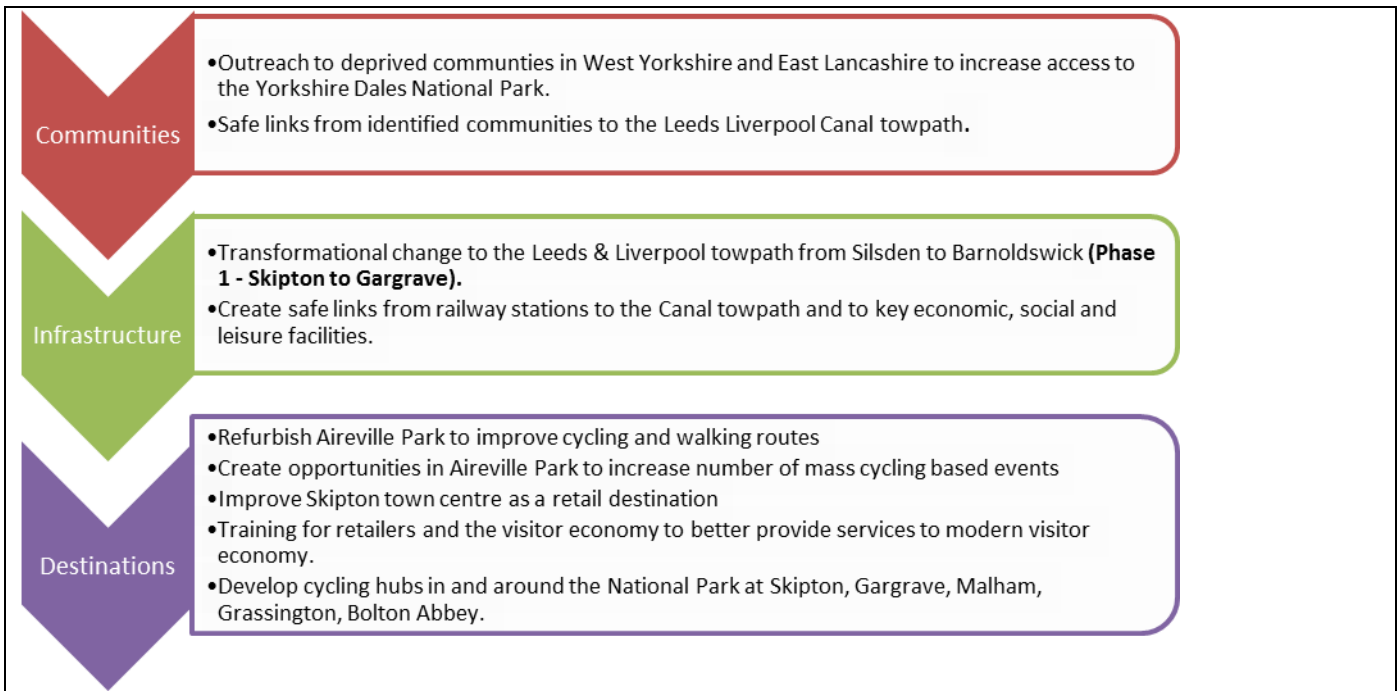


A new 'coast to coast' cycle route across Lancashire and Yorkshire being developed by local authority and other partners with the support of Sustrans the sustainable transport charity. NB A possible Wharfedale strand between Appletreewick and York via Ilkley, Otley and Wetherby is being considered. For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

**Map.2. Way of the Roses Long Distance Route with a proposed spur in to West Yorkshire.**

The flow diagram below identifies the connectivity between the Canal corridor and associated destinations in the scheme area, in particular how partners envisage increasing the participation of deprived communities in access health and fitness opportunities, leisure and economic opportunities:

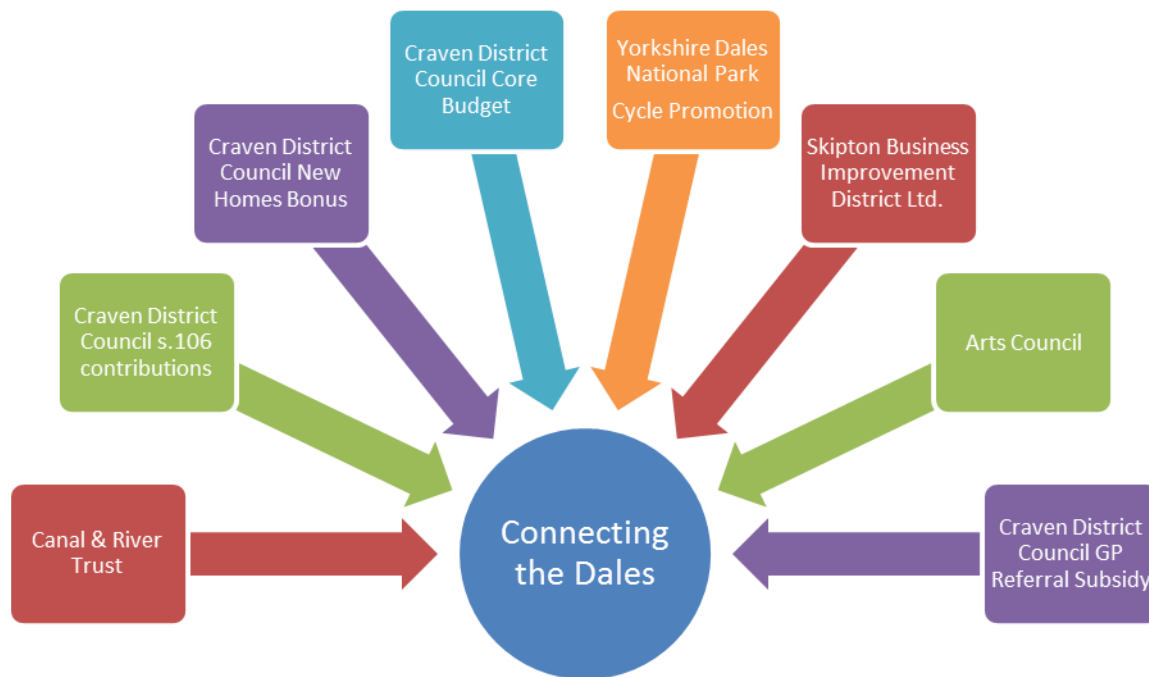
<sup>1</sup> 2012, Sustrans Way of the Roses - Cycle Route Economic Impact Report.



☒ Evidence of match funding (at least 30%) from the local Authority or related

The Connecting the Dales is a partnership funded scheme with support from all project partners. The match funding package is designed to reflect the four strands of activity and incorporates a high percentage of new money provided by partners.

Figure 1. below highlights the match funding sources contributing to the scheme.



Craven DC	£350,400
Canal & River Trust	£75,000
Yorkshire Dales National Park	£50,000
Skipton BID	£20,000
Arts Council England	£25,000
Craven Council GP Referral Subsidy	£26,400

A full breakdown of match funding and associated confirmation can be found in Section B4.a.

The lower tier authority, Craven District Council has committed to use funds it receives through the New Homes Bonus on priority infrastructure projects in the District. Through a specifically created fund; the Infrastructure Reserve the Canal Corridor has been identified a priority issue within the Delivery Plan. Although funding has been confirmed for each theme in principle final investment approval rests with the Council's Policy Committee. A report will be submitted to the District Council's Policy Committee on the 21<sup>st</sup> May 2013 to confirm the Council's New Homes Bonus contribution.

A number of developments are currently taking place in the scheme area that has agreed with the planning authority to enter into s.106 agreements. All s.106 commitments in this scheme have received planning consent and have agreed to make a financial contribution through the Council's planning policy SRC2: Provision of recreation space in new housing developments. Each contribution along the Corridor will enhance the canal towpath and open space provision adjacent to the Canal improving the quality of the local environment and access to the National Park.

In addition a range of match funding is being provided by partners including private sector investment from Skipton BID Ltd. and funds allocated to support the Tour de France Grand Depart.

Commitment and ability to deliver by 31 March 2015

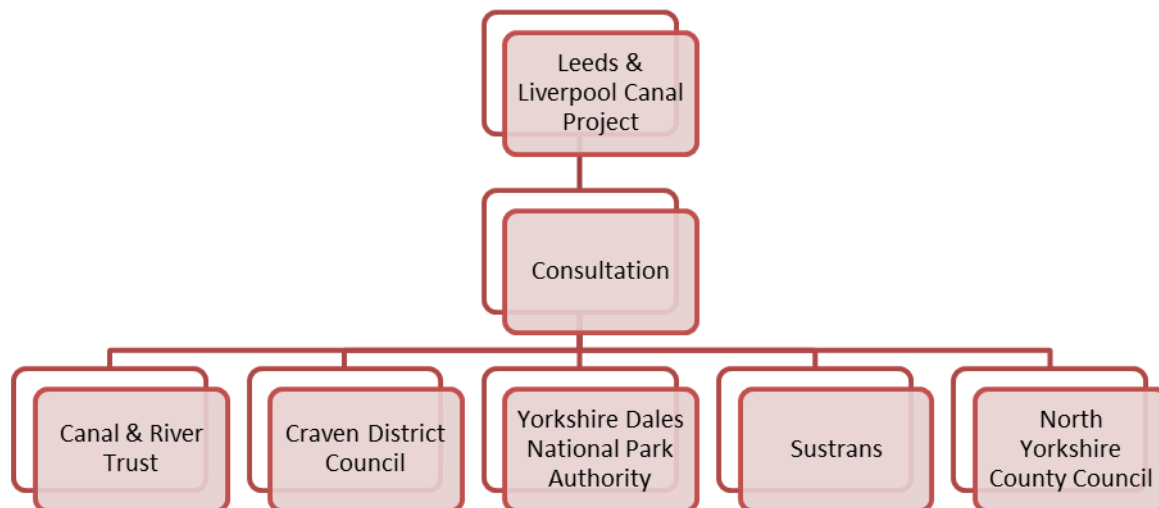
The Canal & River Trust will be the lead applicant and accountable body for this project. In conjunction with the additional partners listed above we are deeply committed to delivering all elements of the bid by the end of March 2015.

The Canal & River Trust are experienced in delivering similar towpath schemes to cost and on time and with their term contractor May Gurney. Already, significant project development work has taken place and significant progress has been made ensuring that the project can be delivered on time and within the costs of the application.

Clear demand from stakeholders for the proposed scheme

The scheme is overseen by a project steering group with representatives up of a number of partners who are committed to delivery

The Steering Group includes:



The Stakeholders provide strong support and demand for this project bringing individual expertise and specialisms.

#### Sustrans

Sustrans see this scheme as a national priority and a strategic missing link in their National Cycle Network. Sustrans have been instrumental in the development of this project, including the development of the Access Development Plan.

#### Yorkshire Dales National Park Authority

The National Park Authority considers this scheme a strategic access corridor for sustainable transport into the National Park. The Authority note although just outside the National Park, this would form a key gateway for cyclists into the quiet roads in the National Park area. It would link the National Park with its main urban catchment of West Yorkshire by completing a missing link in the National Cycle Network. It would also be a major benefit to the residents of south Craven and Skipton, both for leisure, and for commuting to shops and work. At the Authority meeting of the 26<sup>th</sup> March a report updating Members on the DfT Linking Communities Fund note that officers are aware of only one project that could be delivered within the timescales of the fund and meet the required outputs.

The approved recommendations of the report were that the Authority should to continue to work with partners to develop improvements to the towpath and work with partners to submit an application with the Authority as a supporting partner.

<http://www.yorkshiredales.org.uk/nationalparkauthority/authoritycommittees/authority/authorityarchive/authority-meetings/2013/authority-march-2013/npa-26mar2013-item09-linking-communities-cycling-support.pdf>

#### Craven District Council

Craven District Council has the development of the canal corridor as a key priority within its Council Plan 2013 - 2017 and has established it as one of only four priorities for investment using the New Homes Bonus. Craven District Council is committed to seeing the entire towpath

refurbished from Bradford to Pendle so that the District can increase social inclusion, increase visitor spend and promote access to employment.

#### Friends of Aireville Park

The Friends of Aireville Park are a community group established to assist in the development of Aireville Park and wish to see future activity in the Park. The Friends will work with Craven District Council to implement the delivery of s.106 funding provided by the developer of a neighbouring residential development.

#### South Craven Wheelers and Skipton Cycle Club

Consultation with two local cycle clubs concluded that the development of the canal towpath would be an excellent facility for leisure and utility cyclists and they would use it to train and support their novice members.

#### High quality scheme design and innovation

The Canal & River Trust are working in partnership with Sustrans and Craven District Council to produce this bid and they have undertaken a large amount of research to support the bid in the shape of a feasibility study into all three phases.

The current poor condition of the canal towpath will be transformed to the highest standards designed by Sustrans in conjunction with Canal & River Trust if the bid is successful. Working in partnership, we have identified and agreed a number of interventions for surfacing the towpath looking at a range of materials and colours that not only suit the prospective user, but also respect the highly attractive environment that the canal corridor sits in.

The biggest barrier to free flow of cyclists and walkers along the route is the loss of the towpath at Niffany Bridge. The scheme will see the radical step of reducing the width of the canal in order to create a NCN standard width cycle track.

The development of Aireville Park as a centre for cycling will see the development cycle routes, training routes, a wheel park and a pump track as well as major cycling related events that will establish the Park as a destination in its own right. Close links to the Canal and to Skipton rail station make this a sustainable destination that will help transform cycling in the area.

#### Commitment to monitor proposed scheme

There will be two methods of monitoring the impact of the strategy in order to measure the impact directly from the infrastructure and also the area wide interventions such as training promotion and infrastructure improvements.

As a linear route with limited exit points between Skipton and Gargrave an automated counter will be installed to monitor the number of cyclists passing along the route.

This will be supported by three Route User Intercept Surveys (RUIS) in June 2013 to establish a benchmark followed by two further surveys in June 2015 and June 2017 at a point between Skipton and Gargrave. Each RUIS will take place over four 12-hour survey periods, a school-holiday weekday, a school-holiday weekend day, a term-time weekday and a term-time weekend day. Manual count data will also be collected during the same four 12-hour periods.

Craven District Council shall run surveys with major employers to assess the impact of the strategy on any modal shift in six local employers in June 2013, June 2015, and June 2017.

Evidence of health benefits and positive impact upon health inequalities

The strategy area covers areas of Pendle and Bradford with some of the worst levels of health inequalities in the country.

The NICE Report of November 2012 states that increasing how much someone walks or cycles may increase their overall level of physical activity, leading to associated health benefits. These include:

- Reducing the risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes.
- Keeping the musculoskeletal system healthy.
- Promoting mental wellbeing.

An increase in walking or cycling can also help:

- Reduce car travel, leading to reductions in air pollution, carbon dioxide emissions and congestion.
- Reduce road danger and noise.
- Increase the number of people of all ages who are out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction.
- Provide an opportunity for everyone, including people with an impairment, to participate in and enjoy the outdoor environment.

A financial analysis of the health benefits of canal towpaths found that individuals health benefits to the value of £1.25 per km cycled, £1.73 per km walked, and £3.43 per km run. Due to the nature of the example we would expect similar results.

## **B2. The Strategic Case**

This section should set out the rationale for making the investment and evidence on the strategic fit of the proposal. It should also contain an analysis of the existing transport problems that might prevent people from walking or cycling in and around National Parks, identify the barriers that are preventing delivery of cycle improvements, explain how the preferred scheme was selected and explain what the predicted impacts will be. The impact of the scheme on releasing potential for more people to cycle, key development and growth opportunities including potential in the cycle service and tourism sector will be an important factor in the assessment process.

Please provide evidence on the following questions (where applicable):

- a) What is the problem that is being addressed, making specific reference to barriers to increased cycling and why this has not been addressed previously?

This scheme provides a unique opportunity to encourage recreational and utility cycling in and around the southern gateway to the Yorkshire Dales National Park. Although the area has a

strong reputation for cycling the reality is low levels of utility cycling and latent demand for recreational cyclists due to a need to improve local infrastructure.

The problems and barriers being addressed in this scheme can be summarised through the following:

- Low Levels of Utility Cycling
- High levels of planned development
- Lack of safe off road routes
- Accidents, Injury risks and perceptions
- Infrastructure and opportunities to participate
- Dependence on tourism and the shift to green tourism
- Poor health indicators in many communities

### Low Levels of Utility Cycling

The levels of cycling to work used as a measure for the level of utility cycling shows that at best the level of cycling of the Districts in the in the scheme area range 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. In addition due to the small number of cyclists there is little incentive from colleagues cycling to and from their place of work.

	Cycle to Work	Working Age Population	Percentage who Cycle to Work
Bradford	1715	366217	0.5%
Craven	343	40056	0.9%
Pendle	506	64440	0.8%
England	742675	38881374	1.9%

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

While England has seen an increase in utility cycling of 14.55% between 2001 and 2011, North Yorkshire has seen a decrease of 14.46% and the Yorkshire & Humber region a decrease of 2.04% during the same period.

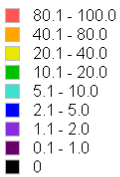
It is interesting to note that whilst utility cycling in North Yorkshire has decreased between 2001 to 2011, recreational and sport cycling has increased over the same period. The levels of leisure cycling indicate 8.5% similar to the England average. As a result Sport England identifies latent demand to cycle but it is not yet regarded as a viable alternative method to travel to schools or work. Map 3 below shows a lower percentage in the two communities at the extremities of phase 1 with Map 4 showing latent demand in the scheme area.

## Percentage of population participating in: Cycling

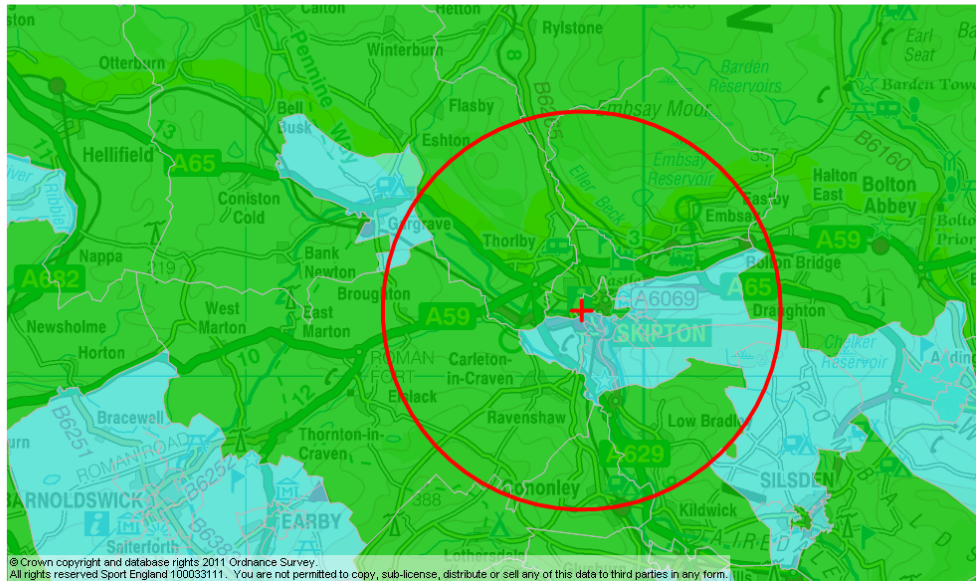


Catchment area:  
within 5 km of BD23 1PS

Percentage colour key:



— Catchment area  
— Lower Super Output Areas



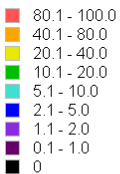
**Map 3. Percentage of population participating in cycling (Sport England)**

## Percentage of population wanting to participate in: Cycling

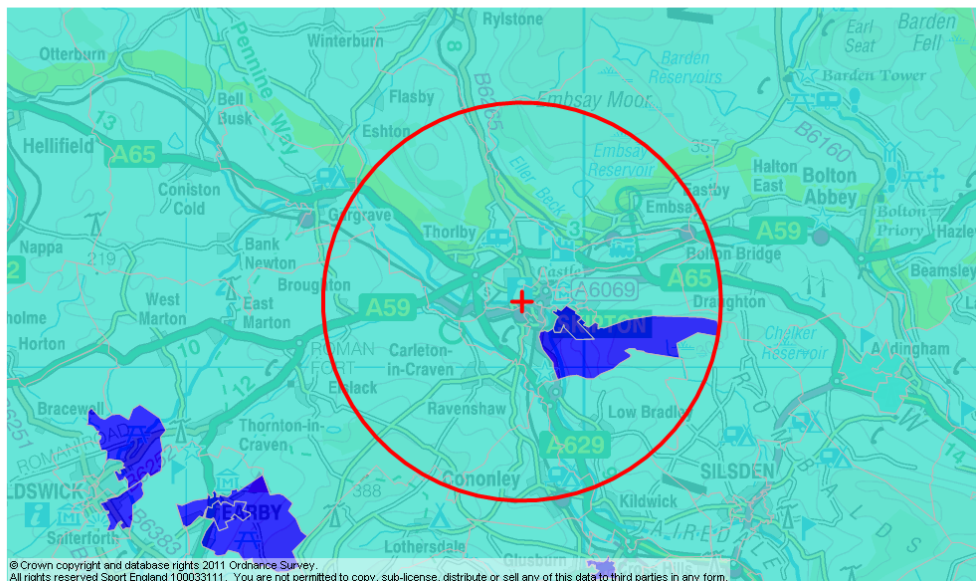


Catchment area:  
within 5 km of BD23 1PS

Percentage colour key:



— Catchment area  
— Lower Super Output Areas



**Map 4. Percentage of population wanting to participate in cycling (Sport England)**

### High Levels of Planned Development

In the strategy area there will approximately 4,290 homes built on the canal corridor and 40 hectares of employment land over the next 15 years. It is essential that these new and existing sites are integrated into a safe and effective walking and cycle network in order to reduce congestion, cut the cost of travel. If we are to change the behaviour of the individuals and society in is essential that we plan our green infrastructure from the beginning and that appropriate facilities are located at key centres such as schools, GP surgeries, town centres and leisure facilities.

### Lack of Safe Off Road Routes

The towpath will provide an attractive, traffic free route into the Yorkshire Dales that can be used by cyclists and pedestrians alike. The current grass and mud towpath do not allow access



to anyone but the most experienced and is almost impassable in poor weather. The towpath is a free to use leisure facility that is open to the public. The improved towpath will provide another excellent facility in an area that is already rich with accessible open spaces.

A key feature of the project is that it will provide an important traffic free route into the National Park away from the very busy and uninviting A65. 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. The A65 route would not be an attractive option for a family cycling from Skipton into the national park. However a newly improved towpath would.

There are very few safe off road routes in the upper Aire Valley that feed into the Yorkshire Dales National Park and key service centres and facilities. This is a significant barrier that is reducing potential from not using their cars and limits the ability to gain the necessary confidence to allow them to take that decision.

The major barrier identified through this scheme is the A65. This principal route has significant traffic flows with an average of 9,571 vehicle movements per day with 8,202 between 07:00 and 1900 (Source: NYCC Daily Volume Report – Coniston, A65) and is highly unsuitable for independent and family cycling; there is no pedestrian provision along the road

In addition the highway network does not facilitate the planned door to door strategy due to being neither easy to get to or from a station to the final destination or to cycle safely in one journey from home to work or leisure destination. The scheme area requires an efficient long distance route that allows easy of access from the persons home to the required destination. There are very few opportunities for first time cyclists to gain confidence so the development of the canal and Aireville Park as a cycling centre will provide much needed support in the development of cyclists.

### **Accidents, Injury Risks and Perceptions**

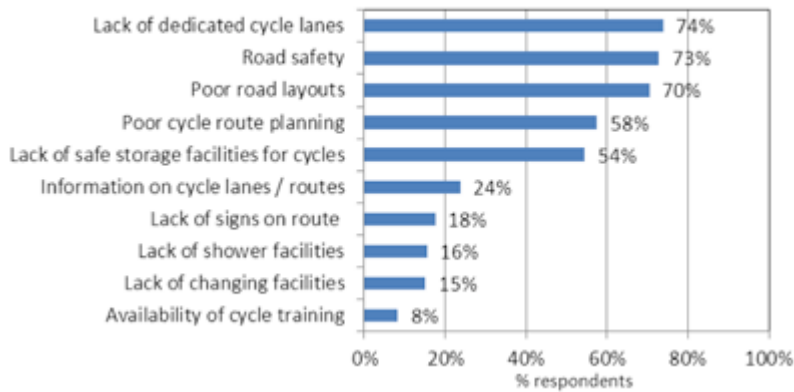
“the main barrier to cycling in this country is the perception that our roads are too dangerous and uncomfortable, largely due to high volumes and high speeds of motor traffic. This is the so-called "subjective safety" problem. While some people try to address this problem by explaining that the absolute risk of injury and death while cycling is very low, this approach somewhat misses the point. Safety is a problem of danger while subjective safety is a problem of fear: the causes and solutions to the two problems are not necessarily exactly aligned. A roller coaster ride, for example, shows that fear is not exactly the result of danger” Cycle Embassy of Great Britain 2013..

However, in North Yorkshire cycling casualty rates have increased. There was a 39% increase in the Killed or Seriously Injured cyclists in the County from 2010 to 2011. For North Yorkshire (excluding York) this is both in numbers of people as well as per kilometres travelled by bicycle. In York, which is a national leader in the provision of high quality cycle routes, there has been a decrease in both numbers and per km travelled

For North Yorkshire there has been increasing casualty numbers with more serious injuries in urban areas and more fatalities in rural areas. It is interesting that the increase in accidents is seen across all age groups.

In 2011 a survey in Manchester found the top four barriers related to poor and/or unsafe road routes deterring people from cycling. The full table is below:

**Q16 Which of the following do you feel are barriers to cycling in Manchester?**



To overcome these entrenched views we realise that we need to make a sustained effort to develop high quality safe off road routes as part of our long term development of the area.

**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, 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 all explains the divergence between leisure and utility participation rates that this project will significantly overcome.

**Dependence on tourism and the shift to green tourism**

This bid will add significant value to the local tourism industry, which brings many economic benefits to the area. 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 development of an integrated approach between rail and cycling allows for the greater provision of healthy cost effective ways to access the National Park.

The development will make it easy for visitors to behave in a sustainable way. The development supports the aims of the Strategy for Sustainable Tourism in the Yorkshire Dales by:

- Promoting a distinctive, high-quality and sustainable destination
- Encouraging environmental responsibility
- Ensuring positive benefits to local communities
- Providing opportunities for experiencing the area

The Strategy has been produced on behalf of the Dales Tourism – a partnership of local authorities and organisations that collectively seek to manage tourism in the Yorkshire Dales in line with EUROPARC Federation Charter Principles for Sustainable Tourism. The Yorkshire

Dales achieved the EUROPARC Charter for Sustainable Tourism in 2008 - the award reflects the aims of the authorities managing the area, to support and encourage tourism that accords with the principles of sustainable development.

### Poor health indicators in many communities

Pendle - The health of people in Pendle is generally worse than the England average, including healthy eating adults, people with recorded with diabetes and infant deaths. There are significant health disparities between men in the least deprived areas who can expect to live nine years longer than men from the most deprived areas, and for women this difference is eight years. The death rates in Pendle are above the England average and the gap for men has widened over the last decade. The health of children and young people is generally worse than the England average, including the percentage of children who are physically inactive. The 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 with the life expectancy being 12 years lower for men and 8.3 years lower for women in the most deprived areas of Bradford than in the least deprived areas. About 21.8% of Year 6 children are classified as obese which is higher than the average for England. Also the estimated levels of adult 'healthy eating' and obesity are worse than the England average.

Craven - The health of people in Craven is generally better than the England average. Deprivation is lower than average, however about 900 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 worse than the England average. Priorities identified for Craven include increasing physical activity and tackling childhood obesity.

### High disparity in the level of economic activity

The level of economic inactivity across the area ranges from Bradford (28.4%) to Craven (18%) against an England average of 23.5%. The proposed project brings together these areas allowing greater labour mobility between areas of higher job generation and those with higher level of joblessness. By raising the profile of provision of cycling we will be able to provide a more cost effective route into employment.

b) What options have been considered and why have alternatives have been rejected?

<b>Option (a) – Do Nothing</b>	
<b>Overview of option/ details</b>	<b>No activity delivered along the Canal corridor</b>
<b>Main Advantages</b>	<b>No budget requirement</b>
	<b>No change to current infrastructure provision</b>
	<b>Risk of declining cycling rates</b>
<b>Main Disadvantages</b>	<b>Does not take advantage of the Tour de France legacy</b>
<b>Impact on Costs (gross)</b>	<b>No infrastructure cost</b>

<b>&amp; net)*</b>	
<b>Impact on Outcomes &amp; Outputs</b>	<b>No outcomes or outputs delivered</b>
<b>Extent of risk</b>	<b>No scheme risks</b>
<b>Reason for rejection</b>	<b>This is not a viable option due to the need and demand identified.</b>
<b>Option (b) – Connecting Route on Quiet Roads</b>	
<b>Overview of option/ details</b>	<b>The use of quiet roads around Airedale and the Colne Valley would be of a lower cost but it would be provide less direct routes that are not as safe and will involve considerable hills. Although of lower cost the level of usage is expected to be low and not deliver the change in behaviour necessary to close the cycling gap with the rest of England.</b>
<b>Main Advantages</b>	<b>Lower DfT funding requirement</b>
<b>Main Disadvantages</b>	<b>Less direct route from West Yorkshire and Skipton to the Yorkshire Dales National Park Route would require travelling on quiet roads with steep ascents.</b>
<b>Impact on Costs (gross &amp; net)*</b>	<b>Lower delivery cost</b>
<b>Impact on Outcomes &amp; Outputs</b>	<b>Lower outputs and outcomes due to less attractive routes</b>
<b>Extent of risk</b>	<b>Significant risk of the route being underused.</b>
<b>Reason for rejection</b>	<b>Not achieve the necessary transformational change</b>
<b>Option (c) – Widened footpaths and verges</b>	
<b>Overview of option/ details</b>	<b>This option will be expensive and due to the likely requirement to carry out compulsory purchase to buy extensive stretches of agricultural land to widen verges will delay any infrastructure development beyond reasonable timescales.</b>
<b>Main Advantages</b>	<b>Will provide direct and visible routes linking communities and their destinations</b>
<b>Main Disadvantages</b>	<b>The cost would be very high as extensive land purchase would be required Time to purchase land would mean the project could not be delivered on time The routes would be steep in some places making a barrier to cycling</b>
<b>Impact on Costs (gross &amp; net)*</b>	<b>Very high costs</b>
<b>Impact on Outcomes &amp; Outputs</b>	<b>Could produce significant outputs if the project was implemented.</b>
<b>Extent of risk</b>	<b>Project will not be deliverable</b>
<b>Reason for rejection</b>	<b>High cost and project not deliverable</b>

<b>Option (d) – Canal tow path spinal route</b>	
	<b>The Canal route provides a flat, deliverable, safe route that is close to communities and economic and social destinations which can be used by a wide range of people in the community including cycles, walkers, wheelchairs and trampers.</b>
<b>Overview of option/ details</b>	
	<b>This option provides a safe off road, level and cost effective route between communities and the National Park and other destinations.</b>
<b>Main Advantages</b>	
<b>Main Disadvantages</b>	<b>More expensive than quiet roads</b>
<b>Impact on Costs (gross &amp; net)*</b>	<b>Provides the best balance of costs and outputs of all options.</b>
<b>Impact on Outcomes &amp; Outputs</b>	<b>Will produce significant outputs</b>
<b>Extent of risk</b>	<b>Low risk as all in single ownership</b>
<b>Reason for approval</b>	<b>Most cost effective low risk option that will achieve significant outputs</b>

**c) What are the expected benefits / outcomes? For example, job creation, health benefits, road safety and linked transport on the basis on which these have been estimated.**

To understand the likely benefits of this scheme we have explored the impacts of similar schemes that have been achieved through substantial increases in the level of use by cyclists and pedestrians and that economic benefits could result through increased physical activity and spending by route users.

Canal towpath between Sale and Stretford in Greater Manchester

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.

- 75,945 more cycle trips using this section of the NCN from 2008/9 to 2011
- 60,451 more pedestrian trips using this section of the NCN from 2008/9 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

Link to complete reference: <http://www.sustrans.org.uk/assets/files/Press/real-cycling-revolution.pdf> (pp 9)

**Health benefits for canals in Scotland**

A report published by MVA consultancy in 2011 quantified the health benefits of canals in Scotland. The report also comments on the wider benefits of canals.

- 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 (Forth & Clyde and Union Canals) amount to around £6.4 million - £1.25 per km cycled, £1.73 per km walked, and £3.43 per km run.

Link to complete reference: <http://www.spokes.org.uk/wordpress/wp-content/uploads/2010/05/1106-Health-Impacts-of-Canals-Study-Final-Report.pdf>

### **The economic value of cycle tourism in the north east of England**

A report published in 2007 presents findings of a study estimating the economic value of cycle tourism in the north east of England, using data for 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
- Cycling activity is important to local supply chains, with major implications for the circulation of income in the local tourism economy

Link to complete reference:

<http://www.sustrans.org.uk/assets/files/rmu/Economic%20Impact%20of%20Cycle%20Tourism%20NE.pdf>

### **The economic impact of cycling and walking on the Celtic and Taff Trails)**

A report published in 2008 presents data on spending on the Celtic and Taff Trails:

- 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.

Link to complete reference:

[http://www.sustrans.org.uk/assets/files/Wales%20General/CTT%20Report%20final\\_with\\_pics\(1\).pdf](http://www.sustrans.org.uk/assets/files/Wales%20General/CTT%20Report%20final_with_pics(1).pdf)

Estimated spend on the Manifold Trail

The results from a route user intercept survey conducted on the Manifold Track in May/June 2010 were used to estimate the impact of this particular route. Using the model it is estimated that an average of £19 per head is spent in the region per day by users of the Track. For overnight visitors, the spend per head is estimated to be £31 per day. The total annual spend of Manifold Track cyclists is estimated to be just over £1 million.

Link to complete reference: <http://www.ciltuk.org.uk/download/appendices130711.pdf> (Page 34 of Appendix 3)

Findings of surveys performed on other canal side routes

Route user intercept surveys (unpublished) have been performed on several canal side routes. Key figures from these surveys (annual usage estimate (AUE), proportion leisure and commuting) are summarised below.

Site Name	Location	Urban /Rural	Cyclist AUE	Pedestrian AUE	% Leisure Users	% Commuting Users
<b>Waterside, Bridgewater Canal</b>	Sale	Urban	98,304	117,531	63.6	11.2
<b>Brynich Lock, Brecon and Monmouthshire Canal</b>	2 miles east of Brecon	Rural	32,578	22,291	93.1	1.2
<b>Sideway, Trent and Mersey Canal</b>	Stoke-on-Trent	Urban	57,922	27,304	46.4	37.8
<b>Edge Lane, Bridgewater Canal</b>	Stretford	Urban	96,881	50,978	41.3	50.5
<b>Union Canal</b>	Merchiston	Urban	265,189	275,655	47.4	32.9
<b>Canal Towpath, Basingstoke Canal</b>	Woking	Urban	163,778	357,120	34.0	21.9
<b>Cinque Ports Way, Hastings seafront</b>	Hastings	Urban	23,360	51,768	72.1	9.2

#### General use of National Cycle Network Routes

- 40 million more cycling trips made on the NCN during 2011 than in the year before – 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

Link to complete reference: <http://www.sustrans.org.uk/assets/files/Press/real-cycling-revolution.pdf>

Based on the findings in similar schemes we forecast:

- 20% increase in usage per year between 2013 and 2016 (60% total)
- Doubling of the people who travel to work via cycle by 2016
- Generate additional £19 per visitor
- Save £1.25 per km cycled, £1.73 per km walked, and £3.43 per km run from the lifetime health costs.

**The baseline surveys will be carried out in June 2013 from which the evaluation will be based.**

**d) Are there any related activities, that if not successfully concluded would mean the full benefits of the scheme may not be realised. For example, this could relate to land acquisition, planning, other transport interventions being required or a need for additional consents?**

All the land in phase one is in the ownership of the Canal & River Trust and the initial discussions with regard to development control identify minimal issues.

**e) What is the impact of the scheme – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.**

No impact

### **B3. The Financial Case – Project Costs**

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	946	550		1,496
Local Authority contribution	78	239	76	393
Third Party contribution	88	121	40	<b>249</b>
<b>TOTAL</b>	1,112	910	116	2,138

Notes:



- 1) Department for Transport funding must not go beyond 2014-15 financial year.
- 2) Bids that clearly identify a local contribution (local authority and/or third party) towards the project costs will be favoured. Ideally the local contribution should be at least 30% of the project costs.
- 3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

#### **B4. The Financial Case - Local Contribution / Third Party Funding**

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case?       Yes       No       N/A

- c) The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.

Have you appended a letter to support this case?       Yes       No       N/A

- d) Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.  
Craven District are in the process of applying for a £25,000 grant to Arts Council England which will be spent on a small arts trail for the canal to add further interest to the improvements.

#### **B5. The Financial Case – Affordability and Financial Risk**

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B10).

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Please provide evidence on the following points (where applicable):

- a) What risk allowance has been applied to the project cost?  
10% risk allowance has been built into the project costs.
- b) How will cost overruns be dealt with?

CRT have vast experience of dealing with large infrastructure projects such as this. In the financial year 2011/12, we invested £125m into the waterways. £66m of this was on core maintenance, and £19m of it was on key engineering and maintenance projects, which we refer to us as Major Works. This project would fit into the major works category. We have a proven track record of delivering projects on time and on budget.

Initially, costs over-runs will be dealt with through the risk budget. As the risk budget is limited amount though, the management of the risk budget will be carefully administered throughout the scheme by the project board, which will consist of key senior personnel within CRT and May Gurney. Personnel on the Project Board are;

George Ballinger	Head of Engineering
Kevin Kirkland	Framework Manager
Richard Rutter	Senior Enterprise Manager
Richard Longton Group	Project Manager
Vikki Easby	Enterprise Finance Manager
Simon Bamford	Head of Projects

The project board meet on a monthly basis to review every scheme that is ongoing throughout CRT nationally.

With regards to the 'Connecting the Dales' project, the works programme will potentially last 18 months, starting from September 2013 through to March 2015. This programme does contain a certain amount of float however. The work will be divided into seven sections (five towpath lengths, plus Niffany and Gargrave access improvements) each with a 10% risk allowance attributed to it. As the project is delivered, the risk pot will be distributed between the various sections as the scheme progresses. For example, if the first length of towpath doesn't utilise and risk funding, then this can be diverted to another aspect of the project. The towpath works are relatively low risk, but the works at Niffany which involve structural piling has the potential to encounter much more difficulty with delivery. We have every confidence in this technique of risk management, which we will apply to all of our major works projects.

c) How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?

If the risk allocation is exceeded then the partners will be asked to enter into a cost sharing arrangement. Ultimately, if additional funding can not be found, the worst case scenario is that we look to make cuts to the scope of works.

As the funding opportunity is so great, we have specified the towpath in a very high manner. This approach was decided upon so that we can deliver an a very high-end scheme which will vastly improve the canal towpath and also deliver optimum benefits to the new and current users. With this in mind, we could potentially look to decrease the specification of materials used.

## **B6. The Economic Case – Value for Money**

This section should set out the full range of impacts – both beneficial and adverse – of the scheme.

a) Please provide a description of your assessment of the impact of the scheme to include:

- Significant positive and negative impacts (quantified where possible);

- A description of the key risks and uncertainties;
- A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

The Connecting the Dales scheme will have a significant positive impact on the Yorkshire Dales National Park by providing a safer, sustainable access running parallel to the A65. Combined with transformational improvements to open space the Canal provides the opportunity to create a true sustainable corridor between Skipton, Gateway to the Dales and the National Park.

#### Positive Impacts

- High quality all weather route
- Creation of a new National Cycle Network route.
- Increased journeys by sustainable transport within Skipton
- Development opportunities for those referred to the Craven Pool and Fitness Centre
- Local businesses with an increased awareness of the cycling sector
- Increased usage and maintenance of a heritage asset.

#### Negative Impacts

- Unlit cycleway – the Canal towpath will not be lit meaning the cycleway will only be suitable for cycling during the daytime.
- Additional maintenance costs of the Canal network

To minimise risk during development and delivery of this scheme the Canal & River Trust has engaged their term contractor, May Gurney to cost and deliver the work required. Through using existing pre tendered arrangements development and deliver risks have been minimised. Further detailed design work is required on the Niffany corner and Gargrave stepped access to identify the final solution. Further design work will be delivered during the bid approval process to maximise potential delivery time.

The estimation of scheme impacts in this bid, as outlined in Section B2; Strategic Impact has been based on information provided by Sustrans and other partners.

Please see the Scheme Impacts Pro Forma for more information.

*\* As this is part of our Small projects bids criteria, bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if they have estimated this. Please provide supporting evidence (spreadsheets showing the calculations) as an annex.*

b) Bidders should provide the following as annexes as supporting material:

- A completed Scheme Impacts Pro Forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives. The Pro Forma can be accessed from the Departments website and is published alongside this application form. It is important that bidders complete as much of this table as possible as this will be used by DfT – along with other centrally sourced data – to form an estimate of the BCR of the scheme.).
- A description of the sources of data and forecasts used to complete the Scheme Impacts Pro Forma. This should include descriptions of the checks that have been undertaken to verify the accuracy of data or forecasts relied upon. Please provide references to this supporting material for each of the metrics in the pro forma.

Has a Scheme Impacts Pro Forma been appended?  Yes  No  N/A

Has a description of data sources / forecasts been appended?  Yes  No  N/A

*\* This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

## **B7. Management Case - Delivery**

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

- a) A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.

Has a project plan been appended to your bid?  Yes  No

- b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended?  Yes  No  N/A

- c) What are the main risks to the project delivery timescales and what impact will this have on cost?

Canal & River Trust operate a robust risk management regime. For the purpose of this scheme, an initial risk register has been put together by our delivery partners May Gurney when they were scoping and pricing the works. If the project is approved by DfT, then a much more robust risk register will be put together by an appointed project manager.

The initial risk review has identified some of the key risks and management measures highlighted below.

Programme management – ensuring deliverability of objectives within timescale

- Production of a realistic programme and regular management of this programme. This will help to ensure that delays and issues are managed appropriately
- Commencement of public consultation at the earliest opportunity (summer 2013)  
Early commencement of design works.

Niffany Improvements

- A key intervention of the project is the improvements at Niffany, which will see the canal towpath being widened by over a meter in order to provide a decent wide surface that can provide ample opportunity for passing in either direction. This is a huge engineering undertaking though and has inherent risks

Land Access issues

- Some of the stretches of the Leeds & Liverpool Canal in this area are extremely rural and therefore remote. This could cause access difficulties, in particular with a view to establishing suitable compounds. Aside from the canal corridor, our land holdings are very limited in the area

Compliance with statutory procedures and processes

- Early identification of requirements for consultation or compliance with statutory procedures will minimise any potential delays.

Poor weather

- Site works for infrastructure will be programmed to be completed in summer months to try to avoid weather related delays. Some of our surface improvements can not be implanted in the winter, and certain conditions are required as a minimum for successful delivery

d) Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:

**Table C: Construction milestones**

**Estimated Date**

**Public consultation on works**

**June 2013**

**Commencement of physical improvements**

**September 2013**

**Completion of physical improvements**

**June 2014**

**Opening date - Launch**

**July 2014**

**Completion of works (if different)**

e) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

**Olympic Games** - Since the announcement in July 2005 that London would stage the 2012 Olympic and Paralympic Games, British Waterways (as we were at the time) secured over £60 million of investment into the canals and rivers of the Lower Lea Valley (approximately 12 miles). This is the largest regeneration and restoration programme ever undertaken on Britain's inland waterway network and will benefit the area for generations. By the end of 2014, when the Olympic Park and the canals and rivers within it reopen to the public, they will attract some 4 million visits each year.

Waterway infrastructure improvements included building a new lock and water control structure at Three Mills, refurbishing an abandoned lock on City Mill River, rebuilding waterway walls and towpaths, creating deeper channels for freight and leisure traffic, installing infrastructure for trip boats, creating new wildlife habitats for birds and insects, building new bridges and establishing better, safer connections for walkers and cyclists. In addition to exciting construction schemes, this involved removing tons of detritus from the decades of decline and abandonment.

In early 2014, once the Olympic Games transformation phase is complete, the Bow Back Rivers which lie within the Olympic Park will be available to navigation for the first time in decades. These waterways include Prescott Channel, the Old River Lea, Bow Back River, City Mill River, Waterworks River and the River Lea.

The Olympic games were a fantastic national success, and CRT played a very important part in facilitating this

**B8. Management Case – Statutory Powers and Consents**

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

n/a

As landowner CRT can undertake the improvements as part of permitted development rights

- b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

n/a

- c) What will happen if funding for this scheme is not secured – would an alternative (lower cost) solution be implemented? (If yes, please describe this alternative and how it differs from the proposed scheme?)

If the DfT funding is not secured the scheme in its entirety would not happen.

The appetite for the scheme would remain, but would be dependant on third party funding and implementation would be much slower

### **B9. Management Case – Governance**

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

The Technical Team of CRT will lead on the delivery of the project. The technical team, lead on all engineering works that CRT deliver. Nationally, the Technical Team deliver c£20m worth of engineering work per annum throughout the UK network.

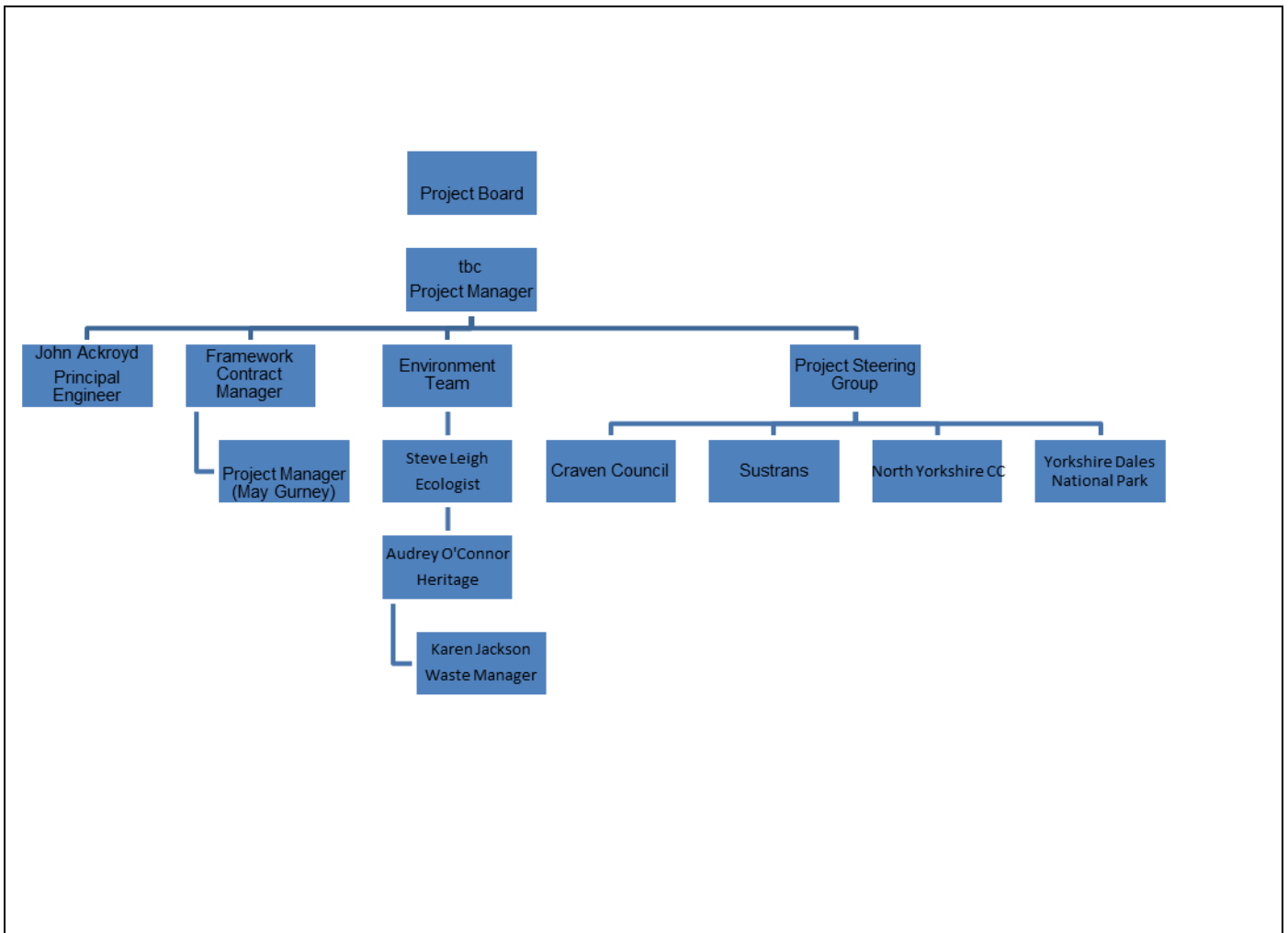
CRTs technical team have a very strong background in delivering projects in time and to budget, with our engineering framework contractor, May Gurney. Where additional engineering expertise is required that we do not have in-house, or if resources are an issue, we use our technical contractor Hyder Consulting

CRT chosen project management techniques are based on Association of Project Management principles.

The Technical team will appoint a CRT project manager from the Leeds office, who are in the closest proximity to the project site. As the scheme is relatively high value, a senior Project Manager will be appointed.

The Project Manager will be assisted by a Delivery Manager from May Gurney also. These two individuals will be charged with the successful implementation of the scheme on a day-to-day basis. These individuals will also manage risk in the first instance.

At a more senior level, project progress will be monitored by the project board, as described in question B5. The project board will assist / intervene in the management of the project if any difficulties arise



### B10. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid?  Yes  No

Has a Risk Management Strategy been appended to your bid?  Yes  No

### B11. Management Case - Stakeholder Management

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, National Park Authorities, the Highways Agency, Heath and Wellbeing Boards, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

From initial meetings the Leeds & Liverpool Canal Project Steering Group have considered the interests of stakeholders as a priority for future project development. The cross border makeup of the steering group has ensured that artificial local authority boundaries do not restrict the development of the project.

#### Canal & River Trust

Management and delivery of the project will be by the Canal & River Trust. The Trust will conduct further consultation and development for each scheme element with to ensure high quality and innovative deliver and maximise future opportunities as they arise.

Canal & River Trust will chair the delivery steering group for this project to ensure effective management and delivery in line with the submitted Gantt Chart.

#### Craven District Council

The vision of Craven District Council is 'for Craven to be a prosperous place with strong, vibrant and diverse communities' The regeneration and revitalisation of the Leeds & Liverpool Canal is a priority project within the 'Enterprising Craven' theme of the Council Plan.

The District Council will support the Trust throughout the development and delivery of the project including consultation, detailed design and monitoring of match funding under their control.

A support letter has been enclosed.

#### Yorkshire Dales National Park Authority

The National Park Authority's mission is to secure for the public good the conservation, enhancement, enjoyment and better understanding of the special qualities of the Yorkshire Dales: its wonderful landscape, wildlife and cultural heritage.

The National Park Authority has been a long term supporter of improvements to the Canal corridor as a significant access to the Southern Dales.

A support letter has been enclosed.

#### Friends of Aireville Park

The Friends of Aireville Park are a community group established to assist in the development of Aireville Park and wish to see future activity in the Park. The Friends will work with Craven District Council to implement the delivery of s.106 funding provided by the developer of a neighbouring residential development.

#### South Craven Wheelers and Skipton Cycle Club

Consultation with two local cycle clubs concluded that the development of the canal towpath would be an excellent facility for leisure and utility cyclists and they would use it to train and support their novice members.

Welcome to Yorkshire



Welcome to Yorkshire is the official destination management organisation for Yorkshire working with members to grow the county's visitor economy. Welcome to Yorkshire has implemented innovative marketing and PR campaigns and is currently working with partners across Yorkshire to promote the canal and the Tour de France Grand Depart

- b) Can the scheme be considered as controversial in any way?  Yes  No  
If yes, please provide a brief summary (in no more than 100 words)

The scheme is not necessarily controversial, but we do wish to consult the community with regards to the towpath surface dressing in some areas. The area to the east of Gargrave is one of the most stunning areas of canal corridor in the country, so any interventions will have to be sympathetic to the environment.

There is also extensive wildflower growth in the area, so again, this will have to be looked at when we come to deliver improvements

- c) Have there been any external campaigns either supporting or opposing the scheme?

Yes  No

If yes, please provide a brief summary (in no more than 100 words)

**The improvement of the Canal towpath as a high quality traffic has been a long term ambition of the local area for a number of years with regular requests for improvement received by partners.**

## **B12. Management Case - Assurance**

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

For large schemes please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews.

CRT is not a local authority so we do not have a Section 151 Officer. The departmental finance Manager is the signatory for the bid in this instance, and is happy that we have the systems in place to manage a scheme of this size. This is confirmed by her willingness to sign the section D.

The project is currently in what we refer to as the 'definition stage', where the project has been worked up to sufficient standard to given approval by senior colleagues, and also be given a small budget to develop the proposals further.

If the project is approved, an 'Appropriation Request' will be raised, which involves the production of a project booklet, a detailed project overview document that covers works information, environmental considerations, risk, budgets, safety funding etc. Once the project booklet is completed it will need to be considered and authorized by a number of senior people within Canal & River Trust to gain approval to commence works. No budgets will be allocated and no purchase orders will be raised until this document meets all signatories full approval.

This is a bespoke process for Canal & River Trust. This procedure has been in place for a number of years and is tried and tested.

All of our project finances are accounted for using SAP. Not only will my departmental finance manager Vikki Easby approve this project, but also Ian Jarvis, Financial Controller for Canal & River Trust

'Connecting the Dales' is not a 'larger' scheme so an integrated assurance and approval plan has not been completed

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Monitoring and Evaluation**

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of scheme is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

As outlined in Section B1 monitoring will take place as follows:

As a linear route with limited exit points between Skipton and Gargrave an automated counter will be installed to monitor the number of cyclists passing along the route.

This will be supported by three Route User Intercept Surveys (RUIS) in June 2013 to establish a benchmark followed by two further surveys in June 2015 and June 2017 at a point between Skipton and Gargrave. Each RUIS will take place over four 12-hour survey periods, a school-holiday weekday, a school-holiday weekend day, a term-time weekday and a term-time weekend day. Manual count data will also be collected during the same four 12-hour periods.

Craven District Council shall run surveys with major employers to assess the impact of the strategy on any modal shift in six local employers in June 2013, June 2015, and June 2017.

## **SECTION D: Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for 'Connecting the Dales' I hereby submit this request for approval to DfT on behalf of Canal & River Trust and confirm that I have the necessary authority to do so.

I confirm that Canal & River Trust will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name:

Signed:

Position:

## D2. Section 151 Officer Declaration

As Section 151 Officer for Canal & River Trust I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Canal & River Trust

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:

Signed:

## Submission of bids:

The deadline for bids is 5pm, **30 April 2013**. All bids are being collated by Sustrans, a registered charity managing the Linking Communities Funding scheme on behalf of the DfT. Sustrans will collate bids but assessment will be carried out by DfT and DH economic advisers

Three hard copies and a CD version of each bid and supporting material should be submitted to:

Paul Hilton  
Sustrans Ltd  
2 Cathedral Square  
Colleage Green  
Bristol BS1 5DD

An electronic copy should also be submitted to [paul.hilton@sustrans.org.uk](mailto:paul.hilton@sustrans.org.uk)