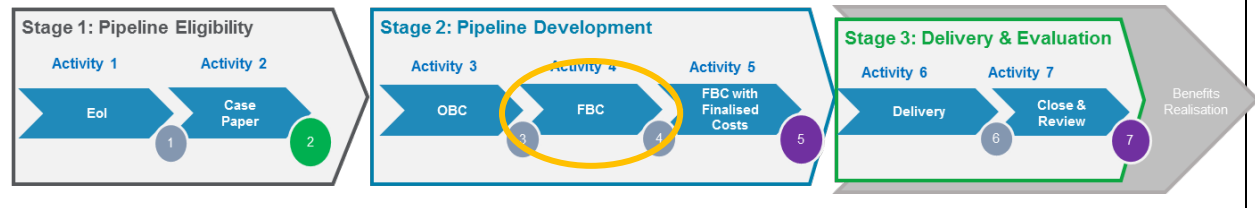


Scheme Summary

Name of Scheme:	Rochdale Canal Towpath Phase 2 – Hebden Bridge to Todmorden
PMO Scheme Code:	DFT – CSF - 001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Caroline Farnham-Crossland
Lead Promoter Contact:	Fiona Limb
Case Officer:	Ian McNichol
Applicable Funding Stream(s) – Grant or Loan:	DfT – Cycle Safety Fund & Cycle City Ambition Grant
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to Date:	DP2
Forecasted Full Approval Date (Decision Point 5):	14 th February 2019
Forecasted Completion Date (Decision Point 6):	September 2019
Total Scheme Cost (£):	£2.101 million
Combined Authority Funding (£):	£1.971 million (£1.473 million DfT Cycle Safety Grant and £498,000 Cycle City Ambition Grant)
Total other public sector investment (£):	£130,000 Calderdale Metropolitan Borough Council
Total other private sector investment (£):	N/A
Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	CityConnect

Current Assurance Process Activity:



Scheme Description:

The scheme will deliver a high-quality cycle route in the Calderdale district between the centres of Hebden Bridge and Todmorden, forming part of the Calder Valley cycle route. The 6km route will utilise the Rochdale canal towpath, as a traffic-free, flat and attractive alternative to the A646 through the provision of a new upgraded towpath.

The project forms part of the existing CityConnect programme and will build upon the routes already constructed (and currently in construction) in the area, providing a continuous off road route between Brighouse and Todmorden. It will facilitate journeys to be made by bike or on foot as well as boosting the tourism and leisure offer & economy and delivering safety improvements along the corridor.

The project has received funding to deliver the scheme through a Department for Transport competitive bidding process to improve cycle safety and will deliver against the following objectives:

1. Create 6km of high quality cycle route connecting people to urban centres.
2. Increase the numbers of walking and cycling trips by 20% (walking) and 66% (cycling) on the route.
3. Link to, enhance and complement other planned transport projects and programmes to deliver a comprehensive network of cycling and walking infrastructure across the region.
4. Deliver a reduction in carbon emissions through modal shift from car travel.
5. Create a safe and attractive environment for active modes – reducing cyclists' traffic accidents by 20% along the corridor.
6. Provide economic benefit to the region.
7. Improve flood resilience in the corridor, protecting around 30 homes.

Business Case Summary:

Strategic Case

The section of the canal towpath that forms the basis of this project runs parallel to the A646 in the Calder Valley. The valley's settlements and infrastructure are shaped by its geography and whilst the A646 is used by cyclists, there is currently little alternative to this busy and congested highway. The road safety issues in this area are well known and have been formerly recorded within the top ten in the 'Personal Injury Accidents in Calderdale: 2017 Sites for Concern' report and over a third of recorded accidents involve pedal cycles. There is limited opportunity within the A646 highway route to address these specific issues through provision of on-highway cycling infrastructure. Off-highway provision on canal towpath that is adjacent to the A646 provides a clear alternative.

The project will build upon the work already completed through the CityConnect programme to develop a high-quality, strategic cycle and walking network. The project will principally help to deliver the Leeds City

	<p>Region’s Strategic Economic Plan (SEP) Priority 4 – Infrastructure for Growth, through providing sustainable and active transport infrastructure that helps to grow and support the city region’s urban centres as well as the more rural visitor economy. The project is fully aligned to the SEP’s stated principle of the “establishment of cycling as a major mode of travel” as well as delivering against West Yorkshire Transport Strategy’s target to increase cycling trips by 300% and walking trips by 10%, by 2027.</p> <p>The project will contribute to Calderdale council’s strategies and plans including; the cycling strategy, health and well-being strategy and Local Plan. The project supports the West Yorkshire Low Emissions Strategy (WYLES) and action plan. Furthermore the project will also help to deliver the Government’s statutory Cycling and Walking Investment Strategy with its aim of doubling cycling levels by 2025 and improving the safety of cycling as a mode of travel and leisure activity.</p> <p>The project will complement the West Yorkshire-plus Transport Fund A646/A6033 Corridor Improvement Programme (CIP) which looks to introduce a range of interventions on the corridor between Halifax and the Rochdale boundary to address traffic congestion, reduce journey times, improve journey time reliability, particularly for public transport, and to encourage sustainable modes.</p>
<p>Commercial Case</p>	<p>Evidence from comparable schemes in West Yorkshire (canal towpath upgrades at Kirkstall Forge and Armley Mills) have shown an uplift in cycling of 53% and 66% respectively during the year following the their implementation. There would also appear to be latent cycling demand in the local area with the current cycling mode share 1.3% and the DfT propensity to cycle tool (PCT) showing the government target is 2.7% along the scheme extent. There are currently road safety issues within the scheme’s study area which are well known and have been formerly recorded.</p> <p>The project will be delivered through the Canal and River Trust’s Framework Contract arrangements. This has previously been utilised successfully for the CityConnect Canal towpath schemes in Phase 1 of the programme (complete) and Phase 2 (partially complete).</p> <p>The Combined Authority will enter into a Funding Agreement with the Canal & River Trust for the project. This will include an agreed amount of ‘risk funding’ as part of the contract. The Trust will be required to manage the delivery of the works within this funding arrangement with no further funds available for delivery of the project from the Combined Authority.</p> <p>The Canal & River Trust have undertaken the necessary internal consultations processes to ensure that the consents are in place to proceed (subject to confirmation of funding).</p>
<p>Economic Case</p>	<p>This project forms part of the original CityConnect CCAG Phase 2 programme. With respect to taking forward the preferred design approach to delivery of this route improvement, there is little alternative option to provide a cycle route connecting the settlements along the Calder valley as the geography means that the transport options are constrained to the bottom of the valley, which is steep sided and narrow.</p> <p>The alternative approach would be to provide a route on the highway but this would require considerable additional highways land (which is not</p>

	<p>available), as well as junction capacity improvements, and would be prohibitively costly and undeliverable within the funding and time constraints available to the programme.</p> <p>The scheme has been assessed consistently with WebTAG, Treasury Green Book principles and the Leeds City Region Assurance Framework as outlined in the Appraisal Specification Report (ASR). The main source of benefits were proposed to be calculated within the Active Mode Appraisal Toolkit (AMAT), which calculated journey ambience, physical activity, environment and decongestion with an additional benefit calculated as a result of the reduction in cycle accidents. The preferred scheme was assessed as having a BCR of 1.4:1 with the whole 12km corridor (Sowerby Bridge to Todmorden) having been assessed as having a medium BCR of 2:1.</p> <p>The flood resilience benefits brought about by the scheme used the approach outlined in the Multi-coloured Manual (MCM) which places a value on flood damage to a typical house based on an average flood depth and a variable Standard of Protection (SoP). It was assessed that a total of 32 buildings were at risk of flooding in a 5 year period with this scheme delivering benefit of over £38,000 through the reduction of risk of flooding.</p> <p>It is assumed that the scheme would also deliver leisure and tourism benefits through the enhancement of green and blue infrastructure, helping provide access to green spaces and cultural assets highlighted in the SEP.</p>
<p>Financial Case</p>	<p>The total forecast out-turn costs for the project is £2,101,366 and will be funded through £1.473 million of DfT Cycle Safety Grant, £498,366 of CCAG funding (recycled from the programme from Phase 2 project underspends) and £130,000 match funding from Calderdale Council, all of which are secured.</p> <p>The funding will be used to design and deliver the project including wash wall repairs, a new, widened towpath surface along with signage and associated project delivery on-costs (project and site management, contract management etc.). A level of risk and contingency funding is also included in the project costs. The project will be delivered over the remainder of 2018/19 with construction starting in early 2019/20 (with most of the spend in that year).</p> <p>The ongoing maintenance costs of the project will be the responsibility of Canal and Rivers Trust and the funding agreement will include a maintenance agreement associated with this.</p>
<p>Management Case</p>	<p>The project forms part of the CityConnect Programme. A Combined Authority Programme Management team is in place to manage the overall programme. The programme has been established and managed through the principles of 'Managing Successful Programmes' (MSP) and 'Prince 2' Project management. The Programme Board meets monthly to oversee the delivery of the programme and make decisions on key issues (within the Programme tolerance levels).</p> <p>This scheme forms part of the Programme's 'Canals Project'. The project management structure and associated documents and controls was established at the start of the second phase of the CityConnect</p>

programme in 2015. The project board includes representatives from the project partners, (Combined Authority, Canal and Rivers Trust and Calderdale Council)

The Project Board reports to the Programme Board with issues and exceptions and requests for change being escalated when required. The project management structure has been working well with monthly meetings with all partners to monitor and drive progress of the canal-based schemes. Three out of the four Canals schemes on the Leeds-Liverpool, Huddersfield Narrow and Calder-Hebble canals have now been completed with the first phase of the Rochdale Canal nearing completion.

The CityConnect Programme is supported by a dedicated communications and engagement project, which manages the consultation, communications and engagement for all projects within the programme. Public Consultation for this project has already been delivered in November 2016. However, there is a period of engagement planned with key stakeholders and the public as a reminder of what has been consulted on in November 2016, and the project as it stands now.

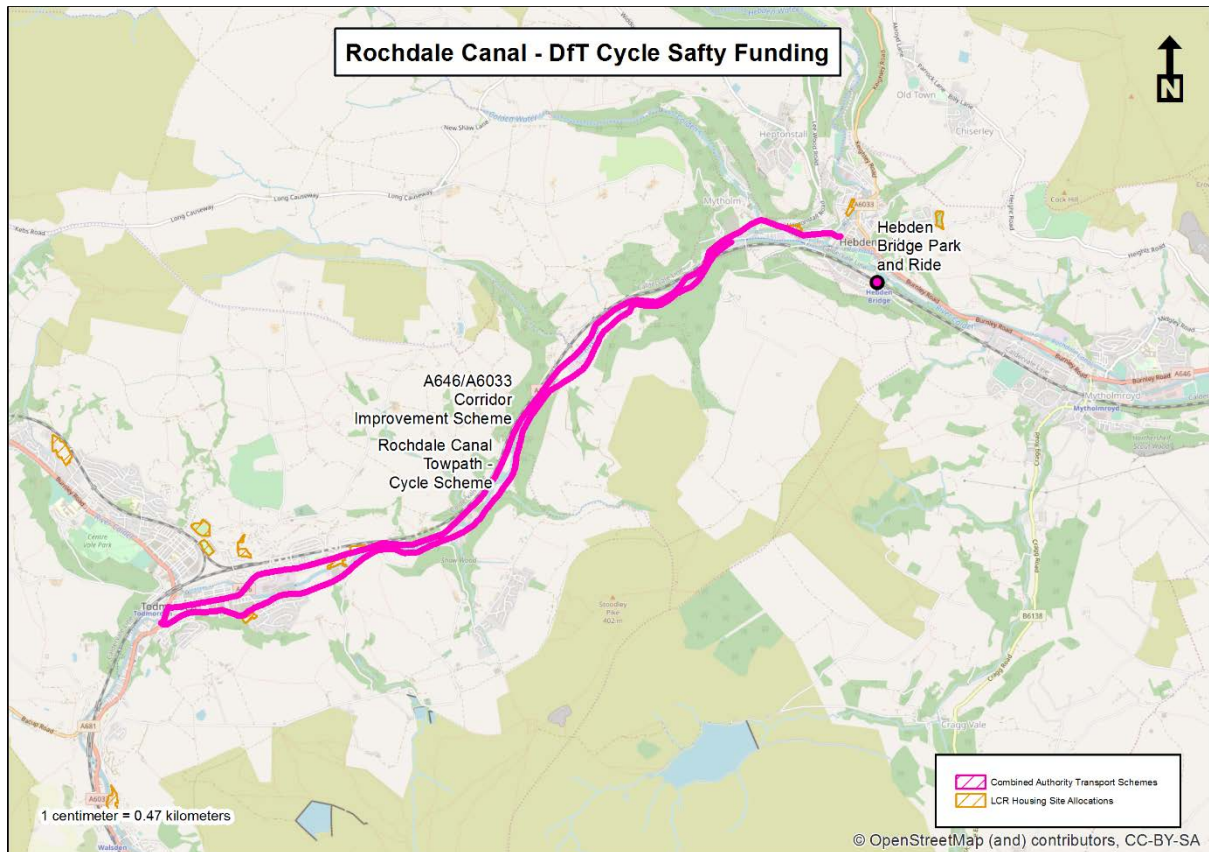
The project has been developed to the point of delivery with the final stages of 'pricing with the contractor' and 'agreeing the delivery programme with the contractor' currently underway and due to be confirmed in late January. The project is programmed to start on site in late March 2019 and construction will be complete by September 2019. All constraints have been mitigated and the necessary approvals are in place (subject to funding approval) to proceed. The key risks to delivery that remain are:

- Delivery costs returned from the contractor are higher than the budget available.
- Complaints are lodged by members of the public and neighbouring businesses.
- Start on site is delayed.

The Monitoring and Evaluation for the project will be delivered through the wider CityConnect Monitoring and Evaluation package which has been approved by the DfT.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



Please note, depending on the level of scheme development the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>