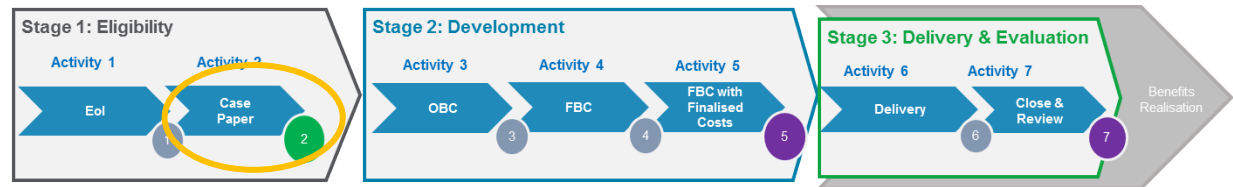


Appendix 2: Scheme Summary

Name of Scheme:	Rochdale Canal Towpath Improvement Phase 2 – Hebden Bridge to Todmorden
PMO Scheme Code:	DFT-CSF-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Kate Thompson
Lead Promoter Contact:	Fiona Limb (WYCA) / Peter Stubbs (Calderdale Council)
Case Officer:	Nicholas Kiwomya
Applicable Funding Stream(s) – Grant or Loan:	Department for Transport – Cycle Safety Grant
Growth Fund Priority Area (if applicable):	N/A
Approvals to Date:	N/A
Forecasted Full Approval Date (Decision Point 5):	November 2018
Forecasted Completion Date (Decision Point 6):	June 2019
Total Scheme Cost (£):	£1.553 million
WYCA Funding (£):	£1.473 million
Total other public sector investment (£):	£80,000 (Calderdale Council Funds)
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?	Yes – CityConnect (CCAG)

Current Assurance Process Activity:



Scheme Description:

The scheme will deliver 6km of high quality cycle route in Calderdale district between the centres of Hebden Bridge and Todmorden. Building on the projects currently being delivered in the area, as part of the CityConnect Programme, the project will utilise the Rochdale Canal towpath as a traffic free, flat, safe and attractive walking and cycling route alternative to the A646.

Completion of the project will provide a continuous off road route between Brighouse and Todmorden, linking and connecting the towns and settlements (including rail stations and key destinations) along the Calder valley, facilitating journeys to be made by bike or on foot as well as enhancing the tourism and leisure offer and boosting this sector of the local economy.

The project has been awarded funding by the Department for Transport following a competitive bidding process to improve cycle safety in the area and will be delivered in partnership with the Canal and Rivers Trust and Calderdale Council.

Business Case Summary:

Strategic Case

The project builds upon the work completed through the CCAG funded CityConnect programme and will deliver against the Strategic Economic Plan's Priority 4 – Infrastructure for Growth and the stated principle of 'the establishment of cycling as a major mode of travel'. The proposal will contribute to the Transport Strategy's target of increasing trips by bike by 300% and "improving safety on the transport network".

In addition it will support the delivery of Priority 3 – Clean Energy and Environmental resilience through the improved flood resilience that will result from the required wash wall repairs to enable a new towpath to be constructed.

The project will also help to deliver Calderdale's local strategies and plans including, the cycling strategy (2017), health and wellbeing strategy and the Local Plan along with the Government's national Cycling and Walking Investment Strategy including its ambition to double cycling levels by 2025.

The project will deliver the following objectives:

- Creation of 6km of high quality cycle route, connecting people to urban centres, key employment sites and economic opportunities
- Increase the numbers of walking and cycling trips to help deliver against the target of a 300% increase across West Yorkshire by 2027
- Link to, enhance and complement other planned transport projects and programmes
- Deliver reductions in carbon emissions and improve local air quality
- Create a safe and attractive environment for active modes,

	<p>reducing cyclists' road traffic accidents</p> <ul style="list-style-type: none"> • Provide economic benefit to the region
Commercial Case	<p>The proposed cycle route (utilising the towpath between Hebden Bridge and Todmorden) runs parallel to the A646 in the Calder Valley. This stretch of highway is heavily trafficked which leads to conflict between users, particularly in the urban centres. Increasing levels of cycling in the valley has also seen a corresponding increase in road traffic accidents involving cyclists clustered around the Todmorden section of the A646.</p> <p>As there is limited opportunity within the highway to provide safe and attractive cycle facilities to address these issues due to the topographical and geographical constraints of the valley, provision of an off-highway route along the towpath is a clear alternative. Delivery of this section of route will provide a continuous facility between Brighouse and Todmorden, linking all the towns and settlements along the valley.</p> <p>As well as addressing the road safety issue (and accident record) of this route it will unlock the latent demand for cycling and walking along the corridor for both transport and leisure purposes. Experience following delivery of similar schemes across the region has seen increases in cycling of over 70% and the initial demand analysis (including the use of DfT cycle propensity tool) has suggested that provision of this route could see cycle mode share in the area increase from 1.3% to 3.5%.</p> <p>The project will build on the delivery of the CCAG funded CityConnect canal towpath schemes in the area. The project is managed by the Canal and River Trust who will procure the construction of the scheme either through their appointed framework contractor or through a competitive tender process.</p>
Economic Case	<p>The funding identified and secured for this project is primarily focused on delivering safety benefits and the associated economic impacts of improved road safety. The scheme will provide an alternative parallel off-highway route for cyclists and pedestrians, minimising the potential risk of accidents involving vulnerable road users on the A646.</p> <p>Other benefits will be realised through congestion relief, improved health and reduction in greenhouse gas emissions. The initial economic assessment for the full corridor route has suggested that the benefit cost ratio of the scheme is 3.25:1. In addition there will be a quantifiable contribution to environmental resilience in the form of wash wall repairs to mitigate against flooding in the area.</p> <p>The project will support the delivery of the SEP objectives through improving access to local centres for jobs and training as well as facilitating the growth of the local tourist and visitor economy through developing the outdoor tourism offer, and in turn, increasing visitor spend in Calderdale, which is already worth £200m per annum.</p>
Financial Case	<p>The scheme cost is £1.553million including project development costs, delivery and risk items (other costs such as Monitoring and Evaluation are being met by the wider CityConnect programme). These costs are based upon design and feasibility work (undertaken previously as part of the wider programme) along with the approved construction costs of the first phase of the project, currently in delivery. There are no land requirements or enabling works. It is expected that the project will be procured and delivery</p>

	<p>will commence within the financial year so no inflation is required.</p> <p>Funding has been secured to deliver the project through a competitive bidding process to the Department for Transport, who have awarded the Combined Authority £1.473million. Calderdale Council are also contributing £80,000 to the project from local funding.</p>
<p>Management Case</p>	<p>The project forms part of the wider CityConnect programme and the management structures and governance arrangements are well established as the programme has been up and running since 2013. The scheme will be overseen by the project board for the Canals Project which includes Canal and Rivers Trust as project managers and delivery partners, as well as Calderdale Council (Project executive and Senior User) and the Combined Authority programme management team.</p> <p>Whilst the programme for delivery is ambitious, the project has already undertaken feasibility and initial design, and the detailed design is underway. A risk register is in place which has been informed through the lessons learnt and experiences from the canal towpath schemes, currently being delivered and previously delivered in the first phase of the programme. It is expected that construction will commence early in January 2019 and be completed by summer 2019 (as is required by the Department for Transport Grant conditions).</p>

Location map:

