

Agenda Item No. 4(i)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT and
INFRASTRUCTURE**

21 June 2016

Report of the Strategic Director – Economy, Transport and Communities

CHESTERFIELD CANAL STRATEGIC INVESTMENT PLAN

- (1) **Purpose of Report** To seek endorsement of the Chesterfield Canal Strategic Investment Plan as part of the Derbyshire Waterways Strategy.
- (2) **Information and Analysis** The Derbyshire Waterways Strategy was approved at the meeting of Cabinet on 17 June 2014 (Minute No. 218/14 refers). This included a significant work programme contributing to the restoration of the Chesterfield Canal. This identified the need for a Strategic Investment Plan in order to identify priority areas where restoration will best support regeneration, to seek ways to improve income generation from canal related activities and to develop a sustainable model for the canals.

For the Chesterfield Canal, Derbyshire County Council owns and maintains 5 miles of navigable water and, as part of the Chesterfield Canal Partnership (CCP), has the shared aim of restoring the canal and its connection to the national canal network, and to promote the sustainable economic and social regeneration of the Chesterfield Canal Corridor. This will be essential if the Authority is to both realise the benefits of regeneration for communities and the local economy, and to reduce its own on-going management costs. Achieving a sustainable model will also be necessary if opportunities for potential alternative bodies to take on the canal in the future are to be explored.

Working in consultation with CCP partners, a Strategic Investment Plan has now been completed for the Chesterfield Canal. Partner input means the plan is well-informed and provides a balanced assessment of the investment priorities going forward.

The purpose of the Strategic Investment Plan is to:

- Identify projects which will contribute to the cost of managing and maintaining the Chesterfield Canal in Derbyshire.

- Identify the pre-development work required to enable applications to be made to major funders.
- Identify appropriate external funding sources to implement the plan.
- Demonstrate the path to budget neutrality and eventual handover from Derbyshire County Council to the canal's lifetime owner.

The CCP is, itself, unstaffed and projects are developed and progressed by three geographical sub-groups: in Derbyshire, Rotherham and Nottinghamshire.

Projects on the Chesterfield Canal restoration route, between Staveley and Killamarsh, are being coordinated through the Derbyshire Project Delivery Group, consisting of members from Derbyshire County Council, Chesterfield Borough Council, North East Derbyshire District Council and Chesterfield Canal Trust. The Strategic Investment Plan will inform the work of this group.

A similar delivery group, led by Rotherham Metropolitan Borough Council, and involving the Canal and Rivers Trust, is master-planning the Norwood and Netherthorpe restoration area, east of the Derbyshire County boundary.

The benefits of canal restoration have been established; not least the economic gain through the creation of jobs. Inland Waterway Association surveys indicated that full restoration could result in 1,000 directly attributable new jobs (Next Navigation East, (CCP), 2010 and Inland Waterways Advisory Council (IWAC), 2009) also benefitting land values and improved transport connections. Research published by the University of Northamptonshire and the Canal and River Trust in 2015 (Water Adds Value), found that every £1 spent on canal restoration resulted in a £7 return to the adjacent area across a range of economic activity.

The Strategic Investment Plan will guide future work on the canal restoration in order to maximise economic opportunities. It evidences how restoration will realise the benefits of regeneration and reclamation investments, such as at Staveley Town Basin, Renishaw and Chesterfield Waterside.

The Strategic Investment Plan will also be used to support external grant bids and will provide a basis for future business case development.

(3) Financial Considerations The Waterways Development Project Officer is employed by Derbyshire County Council. The Strategic Investment Plan has been developed as part of the officer's work programme, with no additional expenditure. The plan does not commit the Authority to further Capital or Revenue expenditure. Indicative costs of progressing planning permission, land acquisition and construction are, however, set out in the plan for illustrative purposes. Progressing these work streams would be subject to further reports should opportunities for funding become available.

The management of Derbyshire's section of the Chesterfield Canal has on-going costs. This is required to maintain the asset, reduce liabilities and to seek opportunities for income generation.

The opportunity for income generation increases as the length of canal in navigation is increased, which is evidenced by waterways elsewhere in the Country. The eastern navigation of the Chesterfield Canal (in Nottinghamshire) benefits from its connection to the wider network and is under the management of the Canal and Rivers Trust. Development here is much advanced on the situation in Derbyshire. The acquisition of land and canal-side assets, such as marinas, can be seen to improve the business case for this section and remains the vision for the Derbyshire navigation and the Chesterfield Canal Partnership.

If there is no investment or further development, there are limited prospects of reducing on-going costs, other than abandoning the canal completely, which is not seen to be an option.

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(4) **Key Decision** No.

(5) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No

(6) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details – Susan White, extension 39001.

(7) **OFFICER'S RECOMMENDATION** That the Cabinet Member endorses the Chesterfield Canal Strategic Investment Plan in order to guide future development priorities on the Chesterfield Canal, subject to updates as restoration continues.

Mike Ashworth
Strategic Director – Economy, Transport and Communities

Chesterfield Canal Strategic Investment Plan and Funding Review

Contents

1. Document Information	1
2. Background	3
3. Business Need	6
4. Objectives	7
5. Scope	8
6. Benefits	9
7. Project Options	10
8. Opportunities	13
9. Actions	22
10. Funding Review	24

1. Document Information

This document is set out according to Derbyshire County Council's *Practical Project Management Approach* guidelines.

Version	Author	Date	Comments
0.1	Susan White	12.11.15	Informal Draft – DCC Countryside
0.2		10.12.15	Informal Draft – Project Delivery Team
0.3		26.01.16	Informal Draft – Regeneration Team
1.0		22.03.16	Formal Draft – TOG
2.0		21.04.16	Final Draft
2.1		27.04.16	FINAL

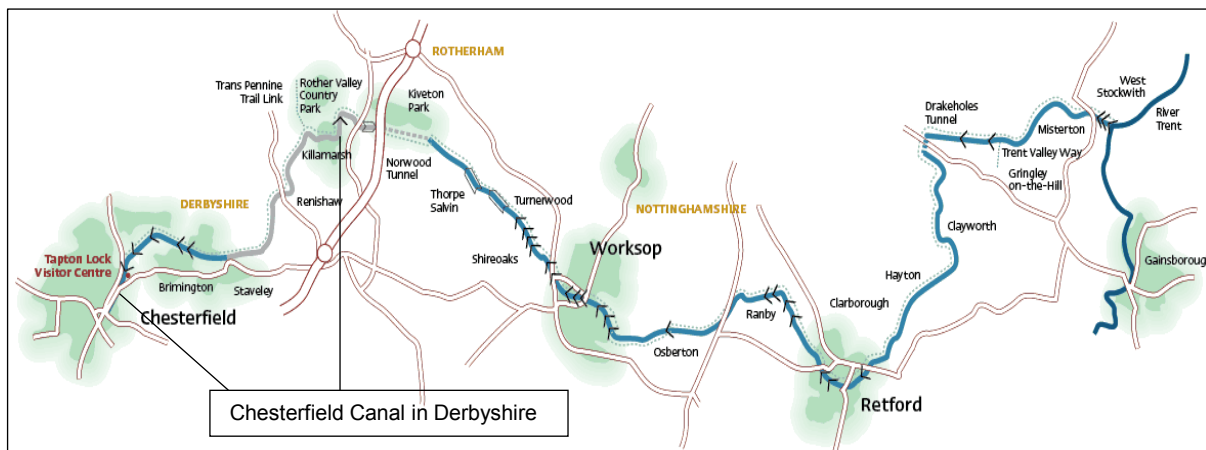
The purpose of the Investment Plan is to:

- Identify projects which will contribute to the cost of managing and maintaining the Chesterfield Canal in Derbyshire
- Identify the pre-development work required to enable applications to be made to major funders
- Identify appropriate external funding sources to implement the plan
- Demonstrate the path to budget neutrality and eventual handover from Derbyshire County Council to the canal's lifetime owner

2. Background

When fully operational, the Chesterfield Canal was 46 miles (74km) from the River Trent at West Stockwith to its terminus in Chesterfield. The canal is still navigable for 32 miles (51km) from West Stockwith in Nottinghamshire, through Retford and Worksop to Kiveton in the Metropolitan Borough of Rotherham. From this point the canal is largely in-filled until Staveley in Derbyshire where 5 miles (8km) have been restored and the canal is again navigable to St Helena's in Chesterfield.

The route of the Chesterfield Canal



Derbyshire County Council owns and operates the restored sections of the Chesterfield Canal in Derbyshire and is working with the Chesterfield Canal Partnership to bring back into navigation the final 9 miles (14km) to reconnect to the national waterway system. Of these final 9 miles, approximately 6 are in Derbyshire, between Staveley and the north of Killamarsh. Rotherham Metropolitan Borough Council is leading a working group to deliver 3 miles of restoration between Killamarsh and Kiveton.

In 2014, Derbyshire County Council adopted the Waterways Strategy which included a commitment to develop investment and funding plans to secure and improve all of its canal assets.

This document sets out how Derbyshire County Council intends to support those sections of the Chesterfield Canal in its current ownership, plan for further management and maintenance liabilities and to develop a sustainable future for the canal, both in the meantime and when it is handed over to its ultimate operational owner.

In order to proceed with restoration, it is essential to demonstrate to potential funders that the canal's future is secured in the long term and a significant element of this is its financial sustainability.

It has been established that restored canals bring economic and social benefits to the immediate and wider communities along their length. Further information on the economic, environmental, transport, health, cultural and community benefits of the Chesterfield Canal can be found in the *Derbyshire Waterways Strategy*, Derbyshire County Council (May 2014).

The Chesterfield Canal requires only a further 9 miles (14km) of restoration to unlock 46 miles of continuous, navigable waterway. These final 9 miles travel through communities with some of the highest deprivation indices in the country. These are rural and semi-urban communities where investment will have the maximum transformational effect.

It has been identified that 10 miles of continuous waterway is the minimum at which the commercial benefits of a canal can begin to be realised. When this document refers to the *10 Mile Navigation*, this is

the section of already restored canal from Chesterfield to Staveley, currently owned and managed by Derbyshire County Council, plus a further 5 miles of canal to Killamarsh, yet to be restored. This section will form the basis for a sustainable meanwhile management strategy.

Previous work undertaken to examine the financial sustainability of the Chesterfield Canal include:

Chesterfield Canal Restoration Economic Benefit Assessment, Gibb Ltd., April 2001

Funding Management of the Chesterfield Canal, Cathy Cooke, June 2006

Next Navigation East. Restoration of the Chesterfield Canal from Kiveton Park to Killamarsh, Geraint Coles, the Chesterfield Canal Partnership, March 2010

Next Navigation West. Restoration of the Chesterfield Canal from Staveley to Killamarsh, Geraint Coles, the Chesterfield Canal Partnership, February 2013 [draft]

The **Chesterfield Canal Partnership** was established in 1995 to work for the preservation, restoration and sustainable development of the Chesterfield Canal. Members of the Executive Steering Group and the Technical Officers Group are drawn from:

Canal and River Trust, owner and Navigation Authority for the navigable section from West Stockwith to Kiveton and national experts in operational canal management.

Chesterfield Borough Council, owner of land on and adjacent to the canal route, a delivery partner for Chesterfield Waterside and the development control and planning authority for the southernmost canal section.

Chesterfield Canal Trust has led the campaign for the canal restoration since 1976 (prior to 1998 as the Chesterfield Canal Society). Volunteers lobby at all levels, raise funds, deliver events, co-ordinate community involvement and build in restoration work parties.

Bassetlaw District Council, Local Authority where the canal travels through Worksop and Retford, promoter of towpath improvements and waterfront regeneration along the route and most particularly in Worksop.

Derbyshire County Council, owner and Navigation Authority for the restored section from St Helena's in Chesterfield to Staveley and a short section of non-navigable canal at Renishaw. Owner and manager of adjacent land assets including the Trans-Pennine Trail and the Staveley Basin site.

Derbyshire Wildlife Trust, Nottinghamshire Wildlife Trust and Yorkshire Wildlife Trust, promotes and supports sustainable restoration and management of the canals to improve habitats and protect species along the canal and the corridor.

The Environment Agency, after the Canal and River Trust, the Environment Agency is the second largest Navigation Authority in the United Kingdom managing navigation for 634 miles (1,020 km) of England's rivers.

Inland Waterways Association, national organisation which encourages the use of waterways for the widest range of appropriate activities and opens up different sources of funding to help maintain the network for everyone. Includes the Waterways Recovery Group which supplies camps of enthusiastic volunteers who get directly involved in canal restoration.

Natural England, non-departmental Government body which advises and enforces good practice in wildlife protection and conservation, access and habitat quality.

Rotherham Metropolitan Borough Council, Local Authority for the section of canal route between Kiveton Park and Killamarsh, including the Norwood Tunnel and flight. Actively engaged in strategic planning and restoration including the development of a significant marina at Kiveton Park.

North East Derbyshire District Council, Local Authority along the active restoration sections at Staveley and Renishaw, developed route through Killamarsh which is protected in the Local Plan.

Nottinghamshire County Council, Local Authority for the majority of the Chesterfield Canal including all of the connected and navigable section managed by the Canal and River Trust, secured funding for waterside access and heritage improvements in Worksop.

3. Business Need

3.1 The reasons to invest and plan

Like a Highway, the Canal requires periodic replacement and maintenance of its structures and furniture. It also requires daily monitoring and active management to keep it operational and safe for boat traffic and bank-side users.

Whilst canal structures are, in the main part, less costly than on a Highway to replace, the liabilities of a failure of a waterway structure are equal, if not greater, in magnitude when taking into account the potential implications of flooding. There are challenges in maintaining infrastructure such as locks, towpaths, weirs and by-washes which are in constant use and have limited lifespans.

Currently, Derbyshire County Council meets all the costs of managing and maintaining the canal, both the in-water and derelict sections, at somewhere close to £200,000 per year from its own Countryside Service budget. Isolating specific income and expenditure on the canal from the general budget is problematic, but excluding infrastructure replacement costs, this is comparable to the independently managed Essex Waterways and publicly owned Basingstoke Canal.

Some canal based income is generated for the Council from fees for the operation of trip boats, angling licences, canoe/kayak access, the shop at Tapton Lock Visitor Centre and lease of the Tapton Events Field.

The Chesterfield Canal Trust operates the successful and popular Hollingwood Hub which includes meeting/events space and a café, the proceeds of which support the Trust's aims to promote and restore the canal. The Hub offers a valuable model of enterprising development which both enhances the canal environment and delivers direct financial input.

There are unique income opportunities which could allow Derbyshire County Council to draw down its direct contribution over time. The opportunities to derive income require further canal restoration and that, in turn, requires demonstration to potential funders of a secure and long-term financial future. By planning well, applications to external funders can be made appropriately and at the right time. Optimal income opportunities are most effective when designed-in at the start and this will be critical to all further restoration schemes.

The long term aim is that the restored canal will be brought to a position that it might be able to be handed over to an alternative management body, but this will require dowry or sustainable income to accompany the liabilities. The Investment Plan will develop a more balanced approach to direct Local Authority funding, earned income and developer/private contributions.

3.2 The impacts of not implementing an investment plan

Without investment:

The Chesterfield Canal Partnership's ambition to hand over the canal to a lifetime owner cannot be realised and Derbyshire County Council continues to fund all the operational costs for the sections already in water and takes on the liabilities of any future restoration in perpetuity.

Routine and planned maintenance, and replacement costs continue to be met through annual applications to capital funds and bidding against other Council priorities which is time consuming and frequently unsuccessful. Additionally, this can mean that works with critical rather than routine repair requirements take precedence.

Income opportunities become an afterthought, are not dedicated to the canal or are exploited by third parties.

Bids to external funders for further restoration cannot be achieved as reasonable financial security cannot be demonstrated.

4 Objectives

The Investment Plan objectives are to:

- Maximise the income generation opportunities on the current, limited navigation.
- Guide canal development to incorporate further and more significant income potential from canal-side enterprises.
- Further restoration to achieve 10 miles of continuous navigation which will offer potential for water based enterprises to be created and, meanwhile, a sustainable management strategy to be established.

To achieve this, it will be necessary to adopt a strategic business planning approach to both the existing assets and to restoration. It will require that a coherent management and maintenance plan is adopted for operational sections, that both management and income generation are key components of restoration work and that all services or developments, that directly or indirectly benefits from the canal, are understood and accounted for.

5. Scope

5.1 Inclusions

The Investment Plan provides a framework for Derbyshire County Council to implement a sustainable financial plan for those sections of restored canal which it owns. The Plan will also set out how each new section of canal, coming into Countryside Service operational management, will contribute to a balanced budget.

The Investment Plan covers that period until the canal is potentially restored and, once reconnected to the national waterways network, ready for handover. However, greater attention has been paid to the medium term management arrangements (known as 'meanwhile uses') and the importance of the *10 Mile Navigation*.

The Investment plan covers the geographic corridor of the canal through the local authority areas of Chesterfield Borough Council and North East Derbyshire District Council, from Chesterfield Waterside, along the Staveley and Rother Valley Corridor and around Renishaw to Killamarsh.

The key areas which will deliver a sustainable income to support the management and maintenance of the canal as a whole and in the long-term, will be identified and described. Mechanisms to capture the value and ensure it benefits the canal will be put in place by the stakeholders.

The Investment Plan seeks to scope in the potential major funding applications that will need to be developed to restore the canal from its current end point at Staveley to Station Road, Killamarsh, thereby creating the '10 Mile Navigation'.

5.2 Exclusions

Restoration sections are referred to and potential investment opportunities noted. However, a detailed funding plan and programme for restoration work is to be developed separately.

Additional investment opportunities will be available in the extension between Killamarsh and Kiveton Park that are not discussed here. It is anticipated that, upon achieving the 10 Mile Navigation, the process for developing these will follow the pattern already set by this document.

The Investment Plan does not provide details of which officers will be required to implement aspects of the work. It is assumed that such details will be developed on a project-by-project basis in the light of resource and budget constraints.

6. Benefits

The benefits of canal restoration are set out in the Derbyshire Waterways Strategy, adopted by the Council in June 2014. The case was developed over six themes;

Economy and Regeneration	<ul style="list-style-type: none">● Maximising external funding.● Direct income generation.● Training and creating jobs for local people.● Supporting local businesses.● Creating the climate and environment for investment.● Improving sustainable transport.● Enhancing the quality of life of our communities.
Culture and Heritage	<ul style="list-style-type: none">● Creating opportunities to take part in cultural activity.● Improving and protecting Derbyshire's environment.● Supporting cultural and creative industries.● Developing sustainable tourism.● Raising aspiration and achievement in local communities.● Encouraging people to be more active.● Raising the profile of volunteers.
Natural Environment	<ul style="list-style-type: none">● Caring for and providing access to our own countryside sites and promoting greater access to the wider countryside for all.● High standards in managing countryside sites for wildlife.● Seeking to minimise any adverse effects and maximise benefits of any planning activity within the County.● Providing a means to mitigate and offset damaging activities along the canal corridors.
Access	<ul style="list-style-type: none">● Caring for and providing access to our own countryside sites and promoting greater access to the wider countryside for all.● Maintaining the Public Rights of Way Network.● Maintaining, promoting and extending the Greenways network.● Ensuring sites are welcoming, clean and safe.
Health and Wellbeing	<ul style="list-style-type: none">● Providing easily accessible greenspace close to home.● Sharing innovative health improvement work between agencies and departments.● Providing positive activities for young people in low income areas.● Building everyday activity into daily routines.
Community	<ul style="list-style-type: none">● Present communities the opportunity to take pride and ownership through volunteering and learning.● Places will become more attractive to live and work in.● Places that feel safe to enjoy.

An early output identified in the adopted Waterways Strategy was the need for an Investment Plan to develop a Waterways Investment Plan to 'identify priority areas where restoration will support regeneration, seek ways to improve income generation from canal related activities and develop a sustainable model for the canals'.

7. Project Options

7.1 Description of options and factors taken into account.

In developing the scope of the Investment Plan, five broad options become apparent. They are to:

1. Continue to manage the canal in Derbyshire County Council's ownership in its current form and arrangement, representing the 'do nothing' option.
2. Take steps to maximise the income generation opportunities on the current, limited navigation.
3. Extend canal restoration as opportunity permits and include further income potential from canal-side enterprises.
4. Strategically restore 10 miles of continuous navigation which offers the potential to include the creation of water based enterprises.
5. Develop an Investment Plan which includes full restoration and reconnection to the national waterways network as a single scheme.

A brief Strength, Weakness, Opportunity, Threat (SWOT) analysis of these options can be seen below.

Option	Strengths	Weaknesses	Opportunities	Threats
1. Do nothing	<ul style="list-style-type: none"> • Enabling investment not required • Can be returned to at a later time 	<ul style="list-style-type: none"> • Economies of scale not achieved • County Council retains all liabilities indefinitely 	<ul style="list-style-type: none"> • Officers available for other priorities • Development Officer not required 	<ul style="list-style-type: none"> • Restoration mothballed • Momentum of restoration set back, potentially lost
2. Maximise the current asset	<ul style="list-style-type: none"> • Canal restoration aspiration maintained 	<ul style="list-style-type: none"> • Dispersed assets present management difficulties/cost 	<ul style="list-style-type: none"> • County Council's initial outlays are minimised • Development Officer not required 	<ul style="list-style-type: none"> • Work not undertaken cohesively • Potential investment/income opportunity sites lost
3. Respond to opportunities	<ul style="list-style-type: none"> • Presents external funding opportunities • Burden of work passed to public/private developers 	<ul style="list-style-type: none"> • Requires careful oversight and ability to move quickly • Potential for income generation reduced 	<ul style="list-style-type: none"> • Further canal restoration can be undertaken • Development Officer may not be required 	<ul style="list-style-type: none"> • High potential to overlook or under estimate propositions • Control of pace, priority and design of restoration outside Partnership
4. Target 10 miles of continuous navigable canal	<ul style="list-style-type: none"> • Supports significant external funding opportunities • Potential for phased programme to build income 	<ul style="list-style-type: none"> • Bold proposition at this time in economic cycle • Cross-service inputs are significant 	<ul style="list-style-type: none"> • Burden on public finances reduced • County Council able to divest liabilities in the long term. 	<ul style="list-style-type: none"> • Significant inputs required • High burden of risk
5. Full restoration and reconnection to national waterways network.	<ul style="list-style-type: none"> • Maximum advantages of fully navigable canal • Handover from Derbyshire County Council to lifetime owner 	<ul style="list-style-type: none"> • Insufficient capacity to deliver • Inappropriate prioritisation of resources at this time 	<ul style="list-style-type: none"> • Completes the restoration and realises all benefits • Handover to lifetime owner/operator at earliest time 	<ul style="list-style-type: none"> • Very significant inputs required • High burden of risk

7.2 Financial Analysis

A brief financial analysis of the options is set out below. It can be seen that the opportunities to both develop income streams and reduce Derbyshire County Council's annual contribution begin at Option 3. Option 4 provides more significant prospects in income generation, as well as integrating ad hoc opportunities that may arise through developer contributions and planned external funding applications. Option 5 is the most ambitious aspiration and is the ultimate aim of the Chesterfield Canal Partnership. This will require a major programme of funding applications to the value of around £12 million and major building projects. The revenue costs of providing any capital match funding would need to be considered as part of any business case.

As income rises, the cost to Derbyshire County Council to manage and maintain the canal decreases. Options 1, 2 and 3 assume that no further canal restoration is undertaken. Option 4 will require 10 miles of continuous navigable waterway from St Helena's in Chesterfield to Forge Lane, Killamarsh (approximately 4 further miles). Option 5 is full restoration and connection to the national waterway network at Kiveton Park. It is worth noting that the costs of option 1 are not able to be averted – even if further waterway development were to cease, the liabilities of the waterbody, infrastructure and the associated rights of way remain to be managed.

The potential to raise income with which to offset the revenue costs rises as the canal is extended with critical opportunities arising from the '10 mile navigation' point -

Option	Revenue cost to Derbyshire County Council per annum	Potential income generation to offset revenue cost
1. Do nothing	£200,000	£0
2. Maximise the current asset	£200,000	£25,000
3. Respond to opportunities as they arise	£175,000 to £200,000	£25,000 to £50,000
4. Implement '10 Mile Navigation'	£100,000	Up to £100,000
5. Develop strategy aimed towards full restoration and connection to national waterways network. Budget neutrality	<£100,000	>£100,000

The diagram below outlines the key stages for each. It can be seen that all options after 1 'do nothing' each require work to develop business plans, negotiate leases draw up terms. Options 3, 4 and 5 require an Economic Impact study and, most importantly, Planning Permission for the route and a land acquisition programme. Note that these are fundamental requirements in order to access external funding.

Planning permission for restoration is only currently in place for limited sections of the Chesterfield Canal, for example the partially restored Renishaw pound. For other sections, although identified in the relevant Local Plans, no specific planning permission for restoration is in place.

Secured 'full' planning permission for the well-defined sections of the route offers several key advantages that would not otherwise be available, namely:

- The opportunity to begin seeking external funding applications for priority sections.
- The opportunity to respond quickly and effectively to secure developer contributions from adjacent developments as they arise or through Community Infrastructure Levies.
- Defines more clearly the land acquisition requirements, for transfers, lease and purchases (see below).

- There is no significant difference in cost or preparation time between the 'full' and 'outline' permission at this time.

Consideration has been given to the benefits of 'full' planning permission compared to 'outline' permission.

Any future application would consist of 'full' planning permission for the section between Staveley Town Basin and Killamarsh and between the Netherthorpe Lake and the border with Rotherham at Norwood, with 'outline' planning permission for a more indicative route through Killamarsh town, where the fine detail will be described at a later time after a feasibility survey and cost-benefit analysis of the options available.

This work would be coordinated by the Waterways Project Officer; however input will also be required from Officers in other County Council departments in order to deliver a successful application.

This work would include undertaking route surveys and ground investigations, preparing design and site plans, contributing to design meetings, providing construction design and project management, planning and managing hydrological systems and specialist items such as drainage and land contamination statements.

This support could in principle be delivered by an external contractor, however, equally the relevant skills and expertise exist within the County Council's Consulting and Contracting Team who could also develop the tender documents, manage the contract and evaluate the work. The internal route, subject to available capacity, is therefore the preferred option.

The cost to complete such work is estimated to be £225,000. Assigning the core engineering design work to an external contractor would potentially cost considerably more.

Pre-planning advice suggests that ecological survey, landscape and visual assessment and tree surveys are necessary. This work will require the engagement of external Costs for this are estimated at £9,000 for ecology, making a total of £234,000. Contracts would be supervised by the Waterways Project Officer.

Land acquisition In order to fully secure the canal line for restoration in Derbyshire, the County Council would need to either lease or purchase the remaining land not in current ownership or within existing agreements that would comprise the final continuous canal corridor. These remaining sections are in various private ownerships.

If this next step is to proceed, further detailed work is required to map precisely the land-take and to identify way-leaves, accommodations and so on. Much of the survey and mapping required will emerge from the preparations for seeking planning permission outlined in above.

The Waterways Project Officer would coordinate this however this will also require significant input from Officers in other Departments. Tasks will include:

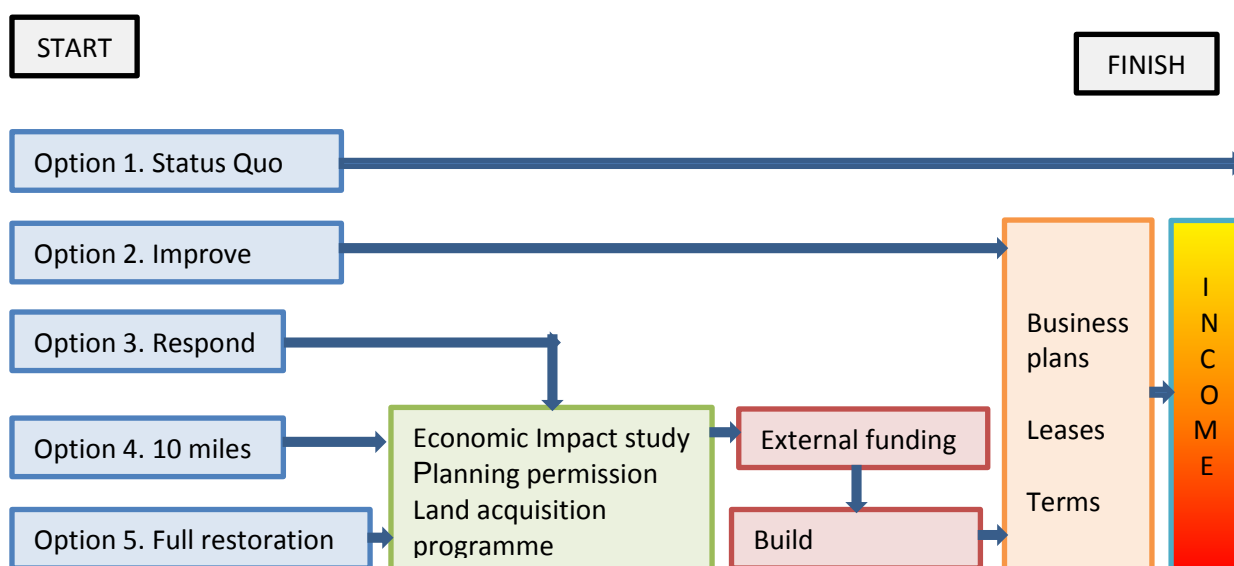
Land registry searches	Legal Services
Funding review	Regeneration
Mapping	Countryside Service
Wayleaves and accommodations	Estates
Mapping	Consulting and Contracting
Route surveys	Consulting and Contracting
Valuations, leases and negotiations	Estates
Management plans	Countryside Service

Such work will clarify the additional costs in the event that planning permission is secured. An initial cost estimate, however, based on an assessment of land use suggests that the land purchase value for a nominal 60m corridor along the proposed route from Staveley to Renishaw would be in the order of £500,000.

Not all of the land may need to be purchased as there will be opportunities to negotiate leases and transfers for significant sections. The landowners between Staveley and Renishaw for example, have previously indicated their support for canal restoration and openness to discuss transferring or leasing the land to Derbyshire County Council.

The initial preparatory costs necessary for this are anticipated to be £10,000. This comprises costs of Land Registry searches of approximately £5,000.00 and an anticipation of an internal recharge for services from Property Services, subject to a charging model being in place.

Subject to the necessary funding being secured this work could take place in parallel with progressing the planning processes.



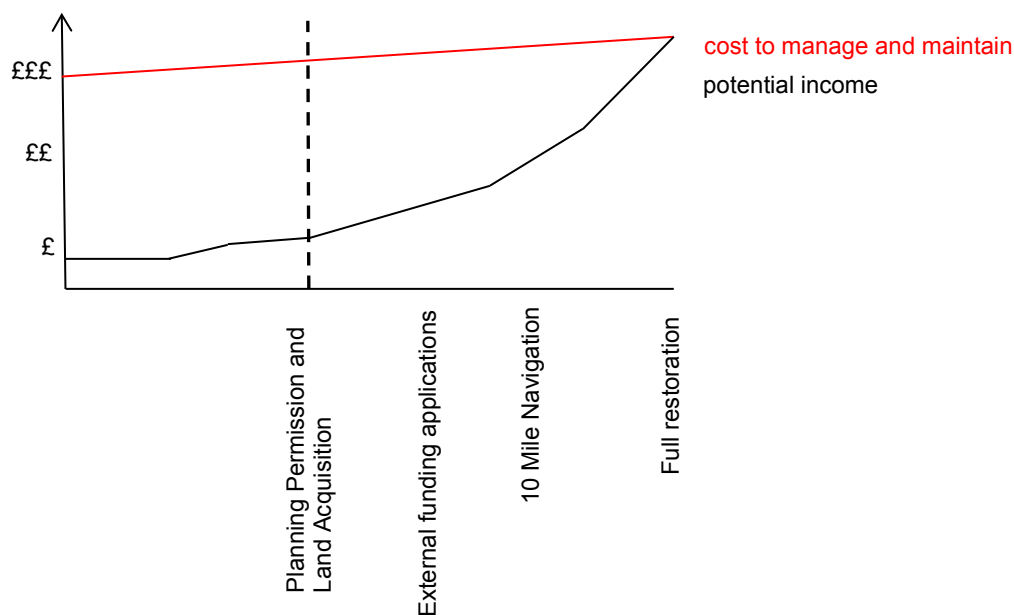
Chapter 8 provides information on the types of activities which could be explored to develop sustainable income streams for the canal.

7.4 Summary

In order to maximise income and economic benefit Option 4 provides the following key advantages:

- A financial sustainability plan is crucial to support the external funding applications required to continue the restoration.
- Provides significant potential to reduce the burden on public finances in managing and maintaining the navigation.
- Sets in motion the process by which the County Council will be able to divest liabilities in the long term.
- The work required to achieve Option 4 is ambitious but realistic with sufficient commitment and support.

The graph below illustrates that maximising income potential depends upon further canal restoration. Whilst the cost to manage and maintain the canal steadily increases as new sections are restored, increasing income potential does not keep pace until the minimum of 10 miles of waterway is achieved, at which point it becomes a more attractive proposition to boaters.



8. Opportunities

This chapter describes the opportunities for enterprise to support the management and maintenance of the canal and provides broad evidence based estimates for the potential income available.

In each case, it is indicated whether the opportunity could be fully or partially realised on the current canal asset or whether further restoration to the 10 Mile Navigation would be required.

8.1 The canal in context

The physical position of the western portion of Chesterfield Canal is valuable as it provides a connecting thread between towns identified by D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) as priority visitor destinations in the region (Chesterfield, Worksop and Retford) and is easily accessible to the major gateway conurbations. Further, it lies between the region's anchor attractions; Chatsworth, Sherwood Forest and Creswell Crags.

As well as providing a connection, the canal itself operates as a feature attracting visitors. D2N2's Visitor Economy Review and Investment Study (Colliers International property Consultants Ltd. May 2014) identified cultural and heritage venues as an important part of the visitor experience, in some cases the primary motivator for visits. Notably this report recommends that D2N2 should provide *'support for strategies which identify sustainable governance and management structures for cultural and heritage venues and which consider plans for commercial income development'*.

8.2 Planning and Development along the canal corridor

While Section 106 agreements can support specific items directly affected by a development, the Community Infrastructure Levy should give opportunity to develop facilities which support income generation.

In order to be in a position to take up developer contributions, studies of the economic impact and benefit of the canal are required, as well as specific and quantifiable charges related to the value of the canal to developers, residents and businesses in the canal corridor.

Developer guidance documents set out the benefits and expectations are required in a 'shovel ready' format, that is with the pre-development work completed and project costs, timescales and methods broadly set out, as timescales are usually short, often the only opportunity to set out a plan is within the planning consultation window.

Opportunities also arise where commercial development is designed specifically to support the wider management of the canal, for example, as is planned around the Staveley Town Basin site or the Chesterfield Waterside development. A number of tasks are required to realise this benefit including; establishing the principles to ensure that incomes are attributed to canal management costs; agreements with site owners and tenants which generate income for the wider canal; management and maintenance agreements for the canal and public space on the site; and the development of facilities within the basin.

The Chesterfield Waterside development is planned to be a sustainable urban village with high quality homes and commercial premises which exploit the attractive river and canal-side environment. While the design for the site is yet to be finalised, the river and the canal are key

elements to the redevelopment and form the unifying central spine of the development and the terminal basin for the Chesterfield Canal which has already been constructed.

Freehold for the site is intended to remain with the Chesterfield Waterside company so access and management agreements will be required to connect the site to the main canal network and ensure continuity of water supplies.

The line of HS2 (High Speed Rail) through north Derbyshire has the potential to have a significant impact on the canal corridor, both in terms of the restoration and the management and maintenance of the navigation. It is important that the impacts on the canal of the high speed route are quantified and valued in order that they can be properly taken into account by the developer.

Land Value Priming

A land acquisition programme must identify areas with potential for canal-related development. This may be residential or commercial, clustered or scattered and will include identifying spaces which may be developed by third parties. Appropriate developments may include camping and caravanning sites, off-line moorings and marinas, opportunities to develop retail or craft manufacturing premises for example.

The Chesterfield Canal Partnership

The Chesterfield Canal Partnership is currently an unfunded partnership with partners sharing the burden of its administration. Derbyshire County Council, Chesterfield Borough Council, Chesterfield Canal Trust and North East Derbyshire District Council each contributes financially to the staff costs of the Derbyshire Waterways Development Officer post. The capital **grand revenue** costs of canal management and maintenance, including structural repairs and replacements and ranger/warden costs are further met by Derbyshire County Council alone. Capital and revenue costs for the management and operation of the current 5 mile navigation are up to £200,000 per annum.

In addition to assessing the economies of scale and the additional income that can be achieved with further investment along the 10 mile navigation, some consideration of this spread of costs will be required.

The Partnership should explore long-term contributions based on value to area, similar to that operated on the Basingstoke Canal where costs are shared over a number of local authorities. This should take into account a long-term vision for the sustainable management of the canal, addressing the requirements of a range of potential lifetime owner/operators.

Ecosystem Services, including coalfields and heavy industry reparation, water storage, flood attenuation, energy and habitat management.

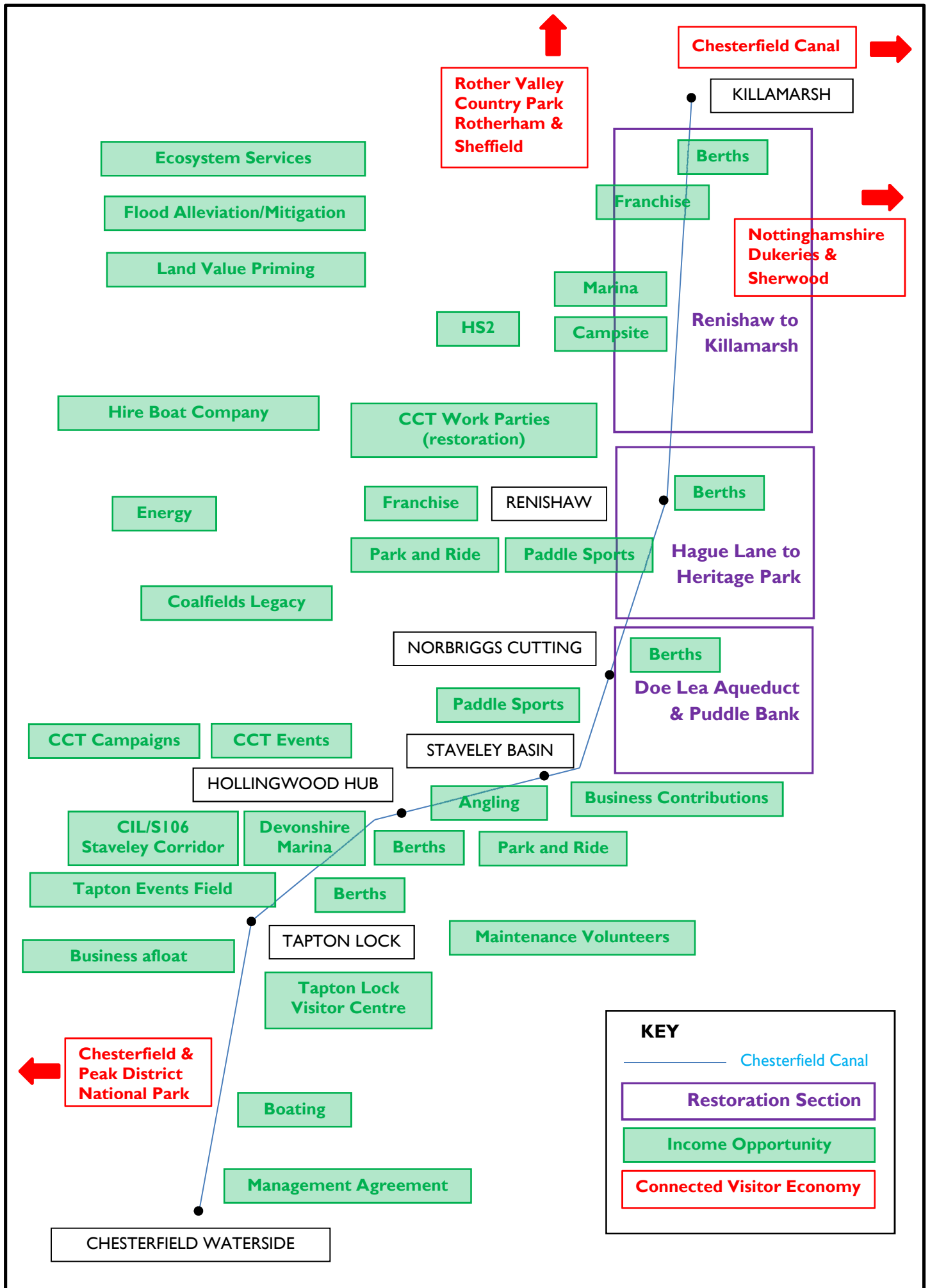
The Department for Environment, Food and rural Affairs (Defra) establishes ecosystem services into four broad groups:

Provisioning services, such as food, fuel, fibres or genetic resources.

Regulating services, water run-off attenuation, flood management, and bioremediation of waste.

Cultural services, social relationships through societies, aesthetic and cultural values, recreation, and access.

CHESTERFIELD CANAL INVESTMENT PLAN – 10 MILE NAVIGATION



Supporting services, can include water cycling, provision of habitat or soil formation.

Payments for Ecosystem Services (PES) is a market-based approach linking those involved in 'supplying' ecosystem services more closely to the 'beneficiaries' of ecosystem services, potentially in cost effective ways and making use of new streams of finance.

Some ecosystem services are directly priced and available on the market (for example food or timber) but many are not accounted for at all and therefore risk being under-valued with resulting over use and degradation. The latter are referred to in PES schemes as 'market failure' services, essential to economic health but not straightforward to sell or buy.

Economic valuation attempts to elicit customer preferences for changes in the state of the environment in monetary terms and can therefore provide evidence that is appropriate for use in a cost-benefit analysis.

Examples of payments for ecosystem services schemes:

Type of PES	Market driver	Examples
Voluntary carbon forestry	Voluntary, corporate responsibility, preparing for regulation	Woodland Carbon Code
Voluntary watershed management payments	Private (protection of marketable resource)	Sustainable Catchment Management Programme, SW Water Project, Angling Passport Scheme
Government mediated watershed payments	Government – market failure	Public agri-environment funding, 'Delivering Nature's Services' Natural England pilot projects
Government mediated biodiversity PES	Government – market failure	Rural Development Programme for England: Environmental Stewardship, England Woodland Grant Scheme
Recreation	Voluntary - private	Nurture Lakeland
Genetic resources	Voluntary - private	Marine biotechnology research schemes

Payments for Ecosystem Services, Defra Evidence and Analysis Series 4. October 2011

Work will be required to identify the ecosystem services available to 'sell', both in the already restored sections of canal and to design into future restoration, and to identify 'customers'. The latter are likely to include local authorities but there is potential to develop private interest from major developers in the area such as HS2 Ltd.

A robust, well researched PES offer will significantly support major funding bids for canal restoration, recreation, habitat improvement and heritage projects.

8.3 Chesterfield Canal Trust Campaigns, Events, Work Parties, Trip Boats and Maintenance Volunteers

The Chesterfield Canal Trust runs campaigns, events and work parties to support restoration of the canal. Events such as the Chesterfield Canal Festival and the Trailboat Festival bring significant numbers of visitors to the canal and attract national interest and the trip boats are highly popular and are fundamental to both the restoration and life on the canal.

Volunteer work parties have undertaken significant canal construction work, including lock pounds, bridges and towpaths.

Chesterfield Canal Trust maintenance volunteers support routine maintenance of the canal, making minor repairs, inspecting and reporting problems, cutting back vegetation, collecting litter and communicating with the public.



Both work parties and maintenance volunteers are a highly valued resource, undertaking unique work that the Countryside Service is not able to do and ensuring an ability to respond to issues as they arise. This amounts to a considerable amount of potential match funding in-kind to support investment in the canal infrastructure or services.

There is a strong case for extending the maintenance volunteer programme, perhaps also incorporating a community adoption programme similar to that operated by the Canal and River Trust. Such programmes will require investment in staff resources, in particular, to set up such schemes, plan work and day to day oversight as necessary.

The volunteers require support from Countryside Service field team staff in their day to day duties and work is required to retain and recruit more volunteers. The investment in this case is the time made available in field staff and site managers work programmes.

The value of volunteer input to the restoration and management of the canal in Derbyshire are recorded using established calculations (see table below). Note that this figure is undoubtedly too low as volunteers rarely record the full sum of their hours on a task.

Events lead by the Canal Trust, for example the trip boats, Chesterfield Canal Festival and National Trailboat Festival, draw direct spend to the Staveley area each year which is particularly valuable as the town currently has few facilities to attract day visitors.

Annual Value of volunteering (estimate for 2015)

Campaigns, Strategy, Developer Support	3,017
Events (inc. trip boats)	5,766
Restoration Work Parties	8,819
Maintenance Volunteers	974
VALUE PER YEAR	18,576

8.4 Business Activity

Schemes to develop direct income for the management and maintenance of the canal are outlined below. All figures are based on publicly available data, internal reports from Derbyshire County Council facilities or reports from partners in the Chesterfield Canal Partnership. In all cases, further detailed work will be required to firstly identify those projects to prioritise and then develop business plans.

Boating

At this time, only the Madeleine and the John Varley, trip boats run by the Chesterfield Canal Trust volunteers and Eckington School, are routinely operating on the Derbyshire section of the canal. Licence income is minimal as these are worked for the benefit of the canal - promoting restoration, providing life to the waterway, generating sales at Tapton Lock Visitor Centre and Hollingwood Hub and so on. A charge may be made for the administration of bookings but, for the purpose of this report, the operation of the trip boats is considered to be cost neutral and may not have capacity to be developed further.

There is potential for around 12 mooring sites to be created across Tapton, Hollingwood and Staveley which could be used for winter boat storage, by people living aboard, by day-trippers, short-stay holiday makers or traders. As further sections of canal are restored, there are opportunities for visitor moorings at Norbriggs, Renishaw and south of Killamarsh.

Some investment to provide facilities for boaters would be required, for example emptying tanks, collecting water and car parking. These are available already at Tapton Lock and could be built at Hollingwood and Staveley with the support of grants or loans.

The value of moorings can be seen in the table below showing examples from the pricing schedules published by the Canal and River Trust. Note that discounts apply for such things as early payment, heritage craft or electric motors. There is a 15% deduction for disconnected waterways.

Long-term licence (> 3 months), to operate private boat on the canal/river network £300 - 1,000 pa, short-term visitor licence (< 1 month) £45 - 100 per month. These licences allow boats to use temporary or visitor moorings (continuous cruiser) for up to 14 days at a time, minimum travelling distances are required.

Additional activities require further licences (price pa) -

Roving traders and fixed location trading boat	£500 – 1,200
Self-drive day hire boat	£525 – 1,400
Self-drive holiday hire, skippered hotel boat	£1,350 - £2,000
Skippered passenger*	£1,800 – 2,600
Residential letting	£1,350 – 1,950
Residential mooring	£2,000 - £12,000 (not fixed, market value)
Trade mooring	Market value, tender
Service mooring	Market value, tender

As a cautious guide to the potential income, taking a median price example and 75% occupancy of the moorings and applying the 15% discount, 6 continuous cruising licences, 2 holiday boats and 1 trader would supply an income to the Authority of £8,288 per annum.

Marinas offer greater potential incomes which can be raised directly, for example by building as part of the restoration project and retaining ownership. The site can be managed directly or let to a third party and adding further opportunities, such as a campsite, shop or leisure facilities, can increase value significantly. Mercia Marina on the popular Trent and Mersey Canal at Willington is a large operation on a scale unlikely to be achieved on the Derbyshire section of the Chesterfield Canal.

A second model for marinas is to encourage private development on adjacent land-holdings. The owner retains the income derived but it is established practice for the Navigation Authority to charge for the right of access to the canal. For medium to large marinas in popular areas, such as on touring rings, this can amount to £30,000 pa.

Masterplans for the Staveley Works Site which will be developed by the landowners Chatsworth Settlement Trust include an attractive waterside setting around the 'Devonshire Marina' with housing, cafes and potentially a boat fitting and repair yard.

Land between Renishaw and Killamarsh may be appropriate to commercially develop into a marina and campsite in an attractive rural setting and also appropriate for the landscape setting.

Paddle Sports: Staveley and Renishaw

Casual use of the canal by canoeists offers very limited opportunities for direct income generation. However, as with cyclists and walkers, indirect spend is noted in sales at the visitor centre and cafes or franchises are likely also to benefit.

Direct income generation at key paddle sports hubs at Staveley Basin and Renishaw should be explored as only limited investment would be required. By providing parking, changing and storage facilities for clubs, a rental charge would be appropriate.

Access to water for paddle sports is exceptionally limited in England. A continuous length of 10 miles of canal is likely to be very popular. The canal provides a safe environment for beginners, for skills development and may be of particular interest to sprint canoe training. Further benefit will be gained by working closely with Canoe Britain to develop a paddling ring to include a section of the River Rother. Additional income can be achieved through events such as canoe festivals and competitions, utilising the Tapton Events Field and Staveley Basin.

Tapton Lock

Located by the historic first lock, near to the Casa Hotel, at the northern end of the Chesterfield Waterside development, and with considerable footfall from the Trans-Pennine Trail the lock building offers potential as a prime location for customer engagement and income generation.

There are constraints which have limited the site, the most significant being the very limited available parking. However despite this, and with minimal investment, the Visitor Centre has been able to secure income year round from over the counter sales of refreshments and gifts, to 'passing trade' and through visitors drawn to the canal and boating events and activities. This income has been able to off-set to an extent some of the operational costs. There is potential to offer more through sales and activities without compromising the service already enjoyed by regular customers. Further investment would be likely to increase income generation which in turn could potentially offset wider canal management costs.

Informal feedback suggested that indoor seating and modest café offer would be successful and this has been partially implemented. Further work, such as extending to hot food or cakes for example, would be relatively straightforward to implement and be supported by staff and volunteers.

Other potential improvements have been identified, including diversifying the sales offer to include handmade and local items, more integrated use of the interpretation, information and sales spaces and improving the food and drink offer.

Parking is a significant barrier to developing the services at Tapton Lock and will require urgent attention.

The potential to develop cycle, canoe and day-boat hire facilities will be examined.

Refurbishment of the upper floor could include facilities for boaters and users of the Events Field such as laundry. Other services including pump-out, waste disposal and so on should be built. This in turn will drive further casual use of the Visitor Centre and the development of direct sales to boaters.

Operational control of the Events Field would also come under the direction of the Visitor Centre.

Tapton Events Field

At the Tapton Arts Celebration in 2014, a consultation was undertaken to explore the opportunities this area could provide. These included rentable space for clubs and societies, including overnight stays, with car clubs and dog societies (training and competitions) expressing some interest.

The Events field is adjacent to the A61 providing easy access from Sheffield and further, close to Chesterfield town centre and not too close to residents or businesses subject to disturbance. There is a water supply and generators can be used during events, although there is potential to include power and other services. This offers exceptional prospects for hosting a wide variety of events providing direct income.

The establishment and use of residential and commercial moorings adjacent to the field will provide additional value to the site.

Angling Tapton to Staveley and Renishaw to Killamarsh

The fishery between Tapton and Mill Green is already established bringing in an annual rent of £3,900. As the canal is extended (excluding Basins or dedicated paddle sports sections) further fisheries will be included and this income increased.

Franchises at Renishaw and Killamarsh

Derbyshire County Council lets by competitive tendering pitches for catering concessions at popular Countryside sites. The value of these pitches reflects the visitor numbers and uses of the site, and is highly variable but offer a significant revenue stream to support site management and maintenance.

The interchange between the canal and the Trans-Pennine Trail at Renishaw is the most obvious location to establish a franchise opportunity as footfall here is already known to be high. The trip counter here is consistently one of the highest recorded along the whole Trans-Pennine Trail. It is

anticipated that as this section of canal is improved, there will be additional visitors and a longer stay time here.

Further pitches can be identified in areas on the canal where footfall is likely to be high and would not devalue established offers at Hollingwood or Tapton, for example at Staveley Basin.

Park and Pedal

Park and Pedal schemes provide secure lockers for bicycles in out-of-town locations and could be sited at Hollingwood, Staveley and Renishaw. They benefit commuters who would like to cycle regularly but are constrained by living a little too distant from their workplace or by busy roads. The inconvenience of transporting a bicycle on a car to a convenient location is also avoided.

The subscription cost is significantly less than Monday to Friday town centre parking but sufficient to provide some income to a Canal Authority. The costs to set up, and to some extent maintain, the facility would be eligible for funding by forecasting the benefits to reduced road congestion and emissions.

Travel York Park & Pedal facility



Pay a one-off, refundable deposit and then choose whether to pay monthly or annually:

Key deposit (refundable when you return your key)	£15
Pay monthly	£10
Pay for a full year (get 12 months for the price of 10)	£100

Summary estimate of potential values of direct income opportunities

Item	Tapton to Staveley Only		10 Mile Navigation	
	Low	High	Low	High
Boating	0	5,000	5,000	15,000
Marina – private, connection fees only	0	5,000	10,000	20,000
Paddle sports	500	1,500	2,000	5,000
Tapton Lock Visitor Centre	20,000	35,000	20,000	45,000
Tapton Events Field	0	5,000	5,000	15,000
Angling	4,000	4,000	4000	8,000
Franchise pitches	0	10,000	15,000	35,000
Park and Ride	0	1,500	1,500	3,000
Management Agreements	0	0	0	30,000
Partnership Contributions	0	25,000	25,000	100,000
Community Infrastructure Levy	0	25,000	0	150,000
Direct private contributions	0	5,000	0	50,000
Ecosystem Services	5,000	5,000	5,000	150,000
Land value priming	0	0	0	500,000
Grants	5,000	50,000	125,000	150,000
Contribution to Operating Income	34,500	177,000	217,500	1,276,000

By developing opportunities for income generation it could be reasonably expected that, within 5 years, the Chesterfield Canal in Derbyshire should be earning 25% of its required management and maintenance costs from commercial activities.

With further restoration which places good management practice and income generation firmly within the design, this might be anticipated to rise to 50%.

At this point remaining 50% required will be drawn from Local Authority direct funding through a transparent and objective local economy valuation method.

Upon completion of the 10 Mile Navigation, plans to further reconnect the Chesterfield Canal to the national network will include a financial viability plan which will potentially reduce the Local Authority contributions to less than 25% of running costs.

8.5 Summary of opportunities

The table below lists the income opportunities identified above and suggests at what stage of the canal restoration each could be realised and then the level of investment required to establish the enterprise.

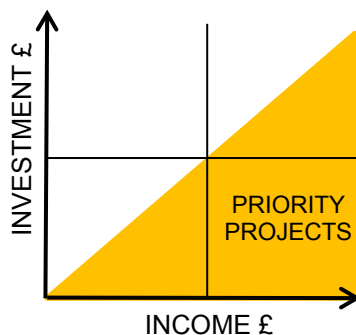
Option	Canal section			Investment required		
	Current navigation	Extension to Renishaw	10 Mile Navigation	Low	Medium	High
S106/CIL	✓	✓	✓	£		
Canal Corridor Premium	✓	✓	✓	£		
Land value priming		✓	✓			£££
Ecosystem services		✓	✓			£££
Volunteers	✓	✓	✓	£		
On-line moorings	✓				££	
Marinas	✓	✓	✓	£	££	
Paddle sports	✓	✓			££	
Angling	✓	✓	✓	£		
Tapton Visitor Centre	✓				££	
Day boat hire	✓	✓	✓		££	
Cycle hire	✓	✓	✓		££	
Events field	✓	✓			££	
Franchises	✓		✓	£		
Park & Pedal	✓	✓	✓		££	

9. Actions

The fundamental requirement to develop sustainable income generation and make external funding applications for further investment is to have Planning Permission in place and a land acquisition programme which documents agreements in principle to lease or purchase the land required.

During this pre-development phase, Derbyshire County Council should be adopting site management plans, construction phase and handover procedures, franchise arrangements and terms to secure direct income from planned development. An ecosystem services framework should also be developed.

Priority investment projects should be investigated and detailed business plans drawn up. Priorities will initially be based on the maximum return achievable for the least early investment measured in both cost and officer effort.



Priority projects should be those which can be delivered with reasonable investment but which yield maximum returns. After consideration projects should be plotted similarly to the illustrative graph here, thereby giving clear direction and focussing effort.

When planning permission and land acquisition agreements are in place, bids can be made to major funders for the development of business opportunities and canal restoration for the 10 Mile Navigation.

9.1 RESTORATION PROGRAMME AND SEQUENCE

A programme of work to deliver the income potential and economic benefits set out in the Waterways Strategy is summarised here.

Year	1	2	3-5	6-10
Economic Impact Study				
Planning Permission for restoration route				
Land acquisition programme				
Develop and implement S106/CIL terms				
Develop and implement Canal Corridor Premium				
Analysis to confirm viability of investment options on current navigation				
Analysis to confirm low/medium investment assumptions				
Priority business plans				
Outline designs, planning permission				
Business development fund applications				
CRITICAL DEPENDENCY – PROGRESS DEPENDANT ON ABOVE ACTIONS				
Meanwhile site management plans				
Construction phase and handover procedures				
Franchise arrangements				
Ecosystem services framework				
Priority projects and detailed business plans				
Major funding bids development				
Major bids applications				
Construction phases and sectional handover				
Restoration to 10 mile navigation				
Phase 2 Priority projects and detailed business plans				

10. Funding Review

Potential sources of funding for delivering canal restoration projects or elements of the Investment Strategy are introduced below. Note that the list is not exclusive, other smaller funds can at times become available and larger funds may adapt their criteria to particular preferred outcomes and altering their suitability. Note also that successful funding is dependent on Planning Permission and control of land required being in place prior to application.

Fund	Description	Value	Timescale	Project examples
Heritage Lottery Fund - Heritage Grant	Any type of project related to the national, regional or local heritage in the UK	£100,000 to £3million (10% contribution)	First round Development Phase Second round Approximately 18 months	Canal restoration/build, Staveley to Renishaw and/or Renishaw to Killamarsh
Heritage Lottery Fund - Heritage Enterprise	Projects that seek to achieve economic growth by investing in heritage, primarily for enterprising community organisations to help them rescue neglected historic buildings and sites and return them to a viable productive use.	£100,000 to £5million	First round Development Phase Second round Approximately 18 months	Developments at Tapton Lock House, events field moorings, marina. Development at Staveley Basin
Heritage Lottery Fund - Our Heritage	To protect and share heritage, projects that make heritage for people and communities	£10,000-£100,000	6 to 12 months	Repairs, replacements and improvement to canal assets. Improved access and landscape at Renishaw. Connections to Chesterfield Waterside.
Heritage Lottery Fund - Transition Fund	UK organisations that want to achieve significant strategic change in order to become more resilient and sustain improved management of heritage for the long term. For example new models of governance, leadership, business and income-generation.	£10,000-£100,000	6 to 12 months	Transition to CIC or lifetime canal owner. Development of business plans, management and access agreements.
Viridor Credits – Small Grants Scheme	The protection of the environment; the provision, maintenance or improvement of public amenities and parks, which are open and accessible to the public	Up to £20,000	3 to 6 months	Access improvements, signage, play facilities.

Fund	Description	Value	Timescale	Project examples
Viridor Credits – Main Grants Scheme	<p>The provision, maintenance or improvement of public amenities and parks, which are open and accessible to the public.</p> <p>Protection and/or promotion of biological diversity of a species or habitat.</p> <p>The maintenance, repair or restoration of a building or structure that is of historic or architectural interest, and is open and accessible to the public.</p>	£20,000-£50,000	6 to 12 months	<p>Development of angling, paddles sports and other local leisure facilities.</p> <p>Elements of canal restoration and maintenance, for example lock gates or towpaths.</p>
Viridor Credits – Large Grants Scheme	<p>The provision, maintenance or improvement of public amenities and parks, which are open and accessible to the public.</p> <p>The protection and/or promotion of biological diversity of a species or habitat.</p> <p>The repair or restoration of a building or structure that is of historic or architectural interest, and is open and accessible to the public.</p>	£50,000-£250,000	6 to 18 months	Canal restoration, development of ecosystem services
Sport England – Various funds	<p>The project costs of getting more people to play sport</p> <p>Projects that get more people participating in sport once a week focused on those who are inactive to make a significant contribution to reducing health inequalities.</p> <p>Sustainable projects with a clear local need.</p>	£1,000-£500,000	Variable	<p>Development of angling, paddles sports and other local leisure facilities.</p> <p>Towpath connection and mixed use schemes</p>