

The economic impact of restoring the Huddersfield Narrow and Rochdale Canals

A Report to British Waterways

ECOTEC
Research & Consulting Limited

Priestley House
28-34 Albert Street
Birmingham B4 7UD
United Kingdom

Tel: +44 (0)121 616 3600
Fax: +44 (0)121 616 3699
Web: www.ecotec.com

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Priestley House
28-34 Albert Street
Birmingham B4 7UD
United Kingdom
Tel: +44 (0)121 616 3600
Fax: +44 (0)121 616 3699

Web: www.ecotec.com
E-mail: welcome@ecotec.co.uk

13b Avenue de Tervuren
B-1040 Brussels
Belgium
Tel: +32 (0)2 743 8949
Fax: +32 (0)2 743 7111

Modesto Lafuente 63 – 6a
E-28003 Madrid
Spain
Tel: +34 91 535 0640
Fax: +34 91 533 3663

6-8 Marshalsea Road
London SE1 1HL
United Kingdom
Tel: +44 (0)20 7089 5550
Fax: +44 (0)20 7089 5559

31-32 Park Row
Leeds LS1 5JD
United Kingdom
Tel: +44 (0)113 244 9845
Fax: +44 (0)113 244 9844

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EXECUTIVE SUMMARY

Scope and Purpose

Following a long period of decline and abandonment, the Rochdale Canal and Huddersfield Narrow Canal (HNC) were both restored to full navigation in 2001/2. The return to full navigation of the canals was the culmination of almost two decades of planning, fund-raising and engineering works.

The restoration of the two canals was anticipated to bring significant economic benefits to the towns, cities and communities adjoining. The economic benefits were expected to result particularly from the increased opportunities for tourism and leisure alongside the canals, and the increased attractiveness of canalside sites for commercial investment.

The aims of this piece of work are to assess the extent of economic benefits that have resulted from the restorations of the two canals to date, and also to provide an indication of further economic benefits which are likely to be felt in the near term. Given that the restoration projects have been completed comparatively recently, one of the most useful purposes of the report is to provide a post-restoration baseline against which future canalside economic activity can be assessed.

Methodology

There are two key sections of this report:

- One looks at the impact of the canal restorations on tourism and leisure activity within the canal corridors;
- The other maps all commercial property developments that have taken place alongside the canals since 1990, and provides an assessment of the degree to which these developments are dependent on the canals.

The section on tourism and leisure activity (Section 2 of the report) uses both demand-side and supply-side analyses to provide a robust assessment of tourism and leisure activity associated with the canals.

- The demand-side analysis involves estimating the number of visits made to the canals by different types of canal user, combining this with estimates of spend per visitor type to calculate the total economic impact of canal visits.
- The supply-side analysis involves identifying all tourism and leisure businesses located within the canal corridors, and undertaking a postal survey of these businesses to ascertain the importance of the canals to tourism and leisure businesses.

The section on property developments (Section 3) involves mapping all developments that are complete or underway adjacent to the canals, and identifying all planned or potential future developments. For each development we identify:

- The outputs associated with the development in terms of floorspace, likely number of jobs created, etc.;
- The likely importance of the canal restorations in determining the siting of these developments.

The scope of the analysis thus differs slightly between the section on tourism and leisure businesses and the section on property developments. In terms of property developments, the report considers all developments which are adjacent to the canal¹. In terms of tourism and leisure businesses, the report considers all activity within the canal “corridor”. This is because tourism activity associated with the canals is likely to impact on tourism and leisure businesses other than those that are adjacent to the canal.

Key Findings- Rochdale Canal

Tourism and Leisure Activity

The demand modelling suggests that around 3.5 to 4 million visits are being made to the Rochdale Canal per year, with visitors spending around £18m. Of this total spend, £4.1m is estimated to be net additional to the local economy, with nearly £2m of this due to visits made by local people and another £1m from tourists on a visit to the local area. Local expenditure associated with boating is relatively modest at less than £1m a year. The demand modelling suggests that tourism and leisure activity on the canal is supporting around 160 jobs in the local economies of Oldham, Rochdale and Calderdale.

The supply-side analysis identifies 313 tourism and leisure businesses with the Rochdale Canal corridor. A large proportion of these businesses are pubs and restaurants. Tourism and leisure businesses are positive about the role the Rochdale Canal plays, with over 40% asserting that the canal is important or very important to their business. Canal users account for a substantial proportion of the total income of tourism and leisure businesses within the canal corridor. Furthermore, many businesses predict that the canal and canal users will become even more significant for income generation in the future.

Property Developments

There have been a substantial number of property developments alongside the Rochdale Canal since 1990. Developments adjacent to the Rochdale Canal (from Ducie Street Junction in Manchester to the junction with the Calder and Hebble at Sowerby Bridge) have resulted in a total £221- 261 million investment. Much of this investment results from residential developments- around 1,400 residential units have been built alongside the Rochdale Canal since 1990. Although it can rarely be said that these developments would not have taken place if the canal had not been restored, the restored canal represents in many cases a significant determinant in the price, design, and arguably siting of these residential developments. The presence of the canal adds to the amenity value of developments, and has therefore increased the desirability of sites for developers. Some 3200-3800 temporary

¹ A development is “adjacent” to the canal if it can be seen from the canal or if the canal can be seen from the development.

construction jobs are likely to have been created by the canalside developments. The completed developments are likely to support around 3300 full-time equivalents (FTEs). The restoration of the Rochdale Canal itself is likely to have created some 340-350 temporary construction jobs.

The canal restoration has had indirect impacts on property developments as well. For example, the restored canal has acted as a focal point for wider regeneration strategies and masterplanning documents. The restored canal has also enabled particular sites to qualify for additional types of regeneration funding, for example through the “Canalside” SRB scheme in Rochdale and through the “Local Green Gap” regeneration funding from NWDA.

Key Findings- Huddersfield Narrow Canal

Tourism and Leisure Activity

The demand modelling suggests that around 2.0 to 2.5 million visits are being made to the HNC per year, with visitors spending a total of just over £10m. Of this total spend, £2.5m is estimated to be net additional to the local economy, with over £1.2m due to visits made by local people, £0.7m from tourists on a visit to the area and the rest associated with boating. Tourism and leisure activity on the canal is estimated to be supporting around 100 jobs in the local economies of Kirklees and Tameside.

The supply-side analysis identifies 249 tourism and leisure businesses within the Huddersfield Narrow Canal corridor. Again, many of these are pubs and restaurants. Businesses are generally positive about the role of restored canal to their enterprise, with a significant number identifying canal users to have a substantial impact on business turnover.

Property Developments

Developments adjacent to the HNC (from Huddersfield to Ashton) since 1990 have totalled around £88- £107 million in value. Residential developments account for the lion’s share of this expenditure. Around 650 residential units have been constructed, and almost 1000 student study bedrooms have been built. The restored canal acts as one of a number of significant determining factors in aspects of these developments such as price, design, and arguably, siting. Some 1000- 1300 temporary construction jobs are likely to have been created by the canalside developments. The completed developments are likely to support around 380 full-time equivalents (FTEs). The restoration of the HNC itself is likely to have created around 450-460 temporary construction jobs.

The HNC acts as a major focal point for development in both Huddersfield (where it forms the key focal point for the university campus) and Stalybridge (where the town centre is being redesigned around the restored canal).

Conclusions

The Rochdale Canal witnessed some 3.8 million tourism and leisure visits in 2003. This supported net expenditure of £2.5-£4.1 million, and supported over 150 full-time jobs (net of displacement).

Property developments alongside the Rochdale Canal since 1990 have involved investment of some £221-261 million, and are supporting around 3300 FT jobs. Around 3-4% of this investment is judged to have been highly dependent upon the restored canal; around 13% is judged to have been moderately dependent on the restored canal.

The Huddersfield Narrow Canal witnessed some 2.3 million tourism and leisure visits in 2003. This supported net expenditure of around £2.6 million, and supported around 130 FT jobs (net of displacement).

Property developments alongside the Huddersfield Narrow Canal since 1990 have implied investment of some £88-107 million and are supporting around 380 FT jobs. Around 18-19% of this investment is judged to have been moderately dependent on the restored canal.

Despite the fact that both the Rochdale and Huddersfield Narrow Canals have only recently been restored, economic activity adjacent to the canals is significant. However, the precise extent to which this activity is dependent on the restored canals is a moot point. While the canals may act to influence various aspects of the developments, such as price, design, form, and so on, we have not attempted to identify a precise value of development that can be attributed to the canals.

It could also be argued that neither waterway would have had a viable future without full restoration. The Rochdale Canal was only being maintained through the continuing efforts of the Canal Trust, and it is questionable whether this situation could have continued indefinitely. The HNC had only to be managed in a way that ensured health and safety requirements were met, and as a water supply channel. Access to navigation depended on full restoration, whilst, arguably, the quality of facilities for towpath users would have deteriorated over time as the waterway remained unable to generate an income stream for the managing organisation.

Both the restored Rochdale Canal and Huddersfield Narrow Canal have acted as attractive magnets for tourism and leisure activity, and have influenced to some extent the design, price and siting of residential developments. Our analysis estimates that future developments will tend to be more canal-focussed and therefore more dependent on the restored canals. Furthermore, many of the anticipated future developments will further enhance the tourism offer, through the development of moorings, marinas and other leisure developments.

1.0 INTRODUCTION

ECOTEC Research and Consulting were appointed in November 2003 by British Waterways to undertake a study of the economic impacts of the restoration of the Rochdale Canal and the Huddersfield Narrow Canal. This document is a **final report** of the study findings.

1.1 The Huddersfield Narrow Canal and Rochdale Canal- a brief history

The Rochdale Canal

The Rochdale Canal runs between Manchester and Sowerby Bridge in West Yorkshire stretching for 51km (32miles). The canal was first opened in 1804- it was known as the “Everest of Canals” given the number of locks that were built to straddle the Pennines. The Rochdale Canal soon became a busy cross-country route, and remained as a major commercial carrying route throughout the 19th century. However, traffic started to decline following the First World War. The last through journey across the Pennines on the Rochdale Canal was made in 1937 and in 1952 the Canal was closed to navigation.

The Rochdale Canal Trust was formed in 1984 to take over ownership/ management of the canal, with representatives of the metropolitan boroughs of Oldham, Rochdale and Calderdale, the City of Manchester and the Inland Waterways Association (IWA).

The IWA, local authorities and the Rochdale Canal Company strongly supported the restoration and reopening of the Canal. However, it was Lottery funding that made the restoration of the Rochdale Canal possible and it was the first waterway to benefit from a Millennium Commission Grant (£11.9m). The £23.8m restoration project also received £10.8m from English Partnerships and £1.1m from a consortium of Rochdale and Oldham borough councils².

The restoration can be split into two phases. Phase 1, from Tuel Locks at Sowerby Bridge to Littleborough just north of Rochdale was completed in the early 1990’s. This linked the Rochdale Canal to the Calder and Hebble, enabling through navigation as far as Littleborough, just to the north of Rochdale. Phase 2, from Littleborough to the Ducie St Junction with the Ashton Canal in East Manchester, was undertaken in the late 1990’s with Millenium Funding. This phase of the restoration involved major engineering works, particularly through Rochdale and Failsworth in Oldham where the line of the canal had been lost beneath a supermarket. The latter phase faced some funding difficulties (following devolution of English Partnerships’ responsibilities), but in 2000 the newly-formed Waterways Trust took over the ownership of the Canal and bridged the funding gap. British Waterways was contracted to carry out the restoration work and to manage and operate the new waterway. The Rochdale Canal was re-opened in 2002.

² The Waterways Trust (2003): Rochdale Canal

The Huddersfield Narrow Canal

The 32km (23-mile) long Huddersfield Narrow Canal (HNC) runs between the industrial towns of Huddersfield in West Yorkshire and Ashton-under-Lyne in Greater Manchester. The route is one of the three trans-Pennine canal crossings, and is considerably shorter than the Liverpool to Leeds and the Rochdale canals. An Act of Parliament was passed in 1794 for the construction of the canal, though it was not opened until 1811 after 17 years of construction. The lengthy time of construction reflects the scale of the engineering feat achieved. The construction of the canal was known as the 'impossible restoration' since it includes Standedge Tunnel –the longest, deepest and highest waterway tunnel in the country (5.6km).

The canal enjoyed relative prosperity in the early years but soon faced fierce competition for trade from the Rochdale Canal and more particularly from the railway lines of which the first was opened in 1849. The HNC was never as commercially successful as the Rochdale Canal. In 1845 the HNC was bought by the Huddersfield and Manchester Railway Company. By the early 20th Century there was very little traffic at all, and financial difficulties forced the Canal Company to close the waterway to through navigation in 1944 (although it was retained as a water supply channel). In 1968 the canal was reduced to remainder status, with funding only available for essential safety-related maintenance. Much of the canal fell into disrepair (Standedge tunnel for example) and was built over in places (e.g. at Stalybridge).

In 1974 the Huddersfield Canal Society was set up by a group of volunteers with the objective of seeing a re-opening of the canal. Volunteers from the Society completed some small-scale improvements on the canal. By 1998, over 15 miles of canal were navigable in sections varying from 7 miles to ¼ mile. But other parts of the canal had been sold off, locks had cascaded and the channel filled in. Despite the restrictions on navigation the towpath always remained accessible throughout, except for small blockages in Stalybridge and Huddersfield.

The remainder sections of the HNC were made navigable through the work of the Society's restoration subsidiary (HCS Restoration Ltd), the region's local authorities and British Waterways. Funding from English Partnerships, the Millennium Commission and other sources enabled the re-opening of the blocked sections and the tunnel so that the whole canal became navigable once more in May 2001. The restoration work for the whole of the HNC cost £32 million.

The Pennine Cruising Ring

The Rochdale Canal and Huddersfield Narrow Canal are linked at Manchester via the Ashton Canal, and are also linked at Huddersfield via the Huddersfield Broad Canal and the Calder and Hebble Navigation. These canals together thus form the Pennine Cruising Ring.

1.2 Aims and Objectives of the Study

As noted in the original brief from British Waterways, the aim of the study is to assess the economic impact of the restoration of both the Rochdale Canal and the Huddersfield Narrow Canal. Both restorations were completed over a relatively short period of time, and both restorations were completed recently (in 2001 in the case of the Huddersfield, and 2002 in the case of the Rochdale). The economic benefits which these projects deliver will only emerge gradually- this report, therefore, will provide an indication of current trends, and an analysis of further impacts that can be anticipated in the near term. The report will also form a new post-restoration baseline against which future change can be assessed.

The objectives of the study, as set out in the project brief, are as follows:

- Assess the economic benefits of the two canals through increased tourism and leisure activity within the local economy;
- Develop a database of tourism and leisure businesses that benefit from the canals. This phase should include an assessment of the businesses' dependence on the canals, and explore the impact of the restorations on the businesses;
- Carry out a detailed site-by-site analysis of property developments that have taken place alongside the canals and assess the economic impact of these schemes;
- Explore the likely future property developments that can be anticipated alongside the canal; and
- Review the role of restorations in enhancing the image of specific areas as a suitable location for inward investment.

It is envisaged that the results of the research work will be useful to British Waterways in three ways:

- To demonstrate the achievement of the restoration aims and objectives, as detailed to funding partners in original bid submissions;
- Providing support for future canal restoration projects for which external funding may be sought;
- Providing a small set of indicators that can be used to guide future management and decision making on the waterway.

1.3 Scope

Given that the Rochdale Canal and Huddersfield Narrow Canal are linked (through the Ashton Canal in Manchester and Calder and Hebble Navigation in Huddersfield as explained above), some impacts of the restoration projects will be felt more widely than simply along the canals' reconstructed lengths. Because of this, the scope of the report is as follows:

- The impacts of the restorations on **towpath-based activity** are reviewed along the lengths of the Rochdale Canal and the HNC. There has always been some informal recreation opportunity on the Rochdale and Huddersfield Narrow Canals, particularly along the extensive rural and urban fringe lengths which remained in water throughout. Unfortunately, sufficient data does not exist to consider how towpath based recreation

may have changed over the last decade. Instead, we produce a snapshot of the extent of activity in 2003, together with anecdotal evidence of changes in towpath activity over the last two years.

- **Boating impacts** are reviewed along the entire length of the Pennine Ring. For boats based on the canals we are able to assess data going back to 1990, and this allows us to examine the impact of the improvements to navigation made through the 1990s. Boat traffic data is much more limited and we can only look at evidence for the number of through passages which are now taking place. As with towpath visitors, there is no historic data so we can only be certain about the increase in activity at places where navigation was previously impossible.
- **Property impacts** are reviewed along the entire length of the Pennine Ring. All developments that have taken place since 1990, or that are currently taking place, are mapped. We also map likely future property developments. For each canal-side development, we provide details of the scheme's outputs (in terms of jobs created, floorspace, etc.) and also provide an estimate of the importance of the canal in determining the siting of the development. *It should be noted that there has been very little time for new development to take place on canal-side sites since the full opening to navigation in 2001/2.* However, development was occurring on canal-side sites throughout the 1990s, so we have reviewed developments since this time and considered the dependence of each scheme on the canal. In the case of the Rochdale Canal, the restoration will have been important even for those schemes on the eastern side of the Pennines, since it secured the long-term future of the whole navigation and not just the section between Rochdale and Manchester where most of the physical work was undertaken. Property developments along a section of the Calder & Hebble Canal and Ashton Canal are also considered, based on the idea that the restoration projects may have inspired a greater awareness of the benefits of canal-side developments, resulting in increased developer interest along navigable canal sections.
- The **business database** includes tourism and leisure businesses located along the entire length of the Pennine Ring.

1.4 Overview of Study Methodology

The methodology for this study was set out in the original proposal submitted by ECOTEC and refined following discussions with British Waterways.

It was decided that the economic impact of the canal could best be calculated using a combination of a top-down demand model and a bottom-up supply side survey. This approach allows us to explore both the quantitative impact of the canal in terms of jobs created/ income secured through tourism and leisure and property development, and also the qualitative effect on businesses along the waterway. Key activities undertaken were as follows:

- A snapshot picture of recreation activity on the canals was built up, based on evidence of the number of different types of visitors using the canals.

- A database of tourism and leisure businesses along the Pennine Ring in 2003 was assembled.
- A postal survey was sent to each of these businesses to explore issues surrounding the impact of the canal, employment/ income levels, and attitudes towards the restoration.
- Property developments that have taken place along the Pennine Ring were mapped, and estimates were made of the associated economic impacts of these developments.
- Discussions were held with developers, estate agents and representatives from Local Authorities in order to establish the impact of the canal on property markets.

Further methodological issues are discussed within the relevant sections of the report.

As part of the research we have also reviewed the results of *ex ante* studies which were commissioned before the canal restorations took place, and which examined the likely economic impacts if the restorations took place. The results of this review are presented in Appendix D. It should be noted that the results of the *ex ante* studies are not directly comparable to the results of this study for a number of reasons. Firstly, the various *ex ante* studies consider different spatial and temporal scales to those considered in this study. Secondly, the type of economic impacts that are considered attributable to the canal restorations differ across the various studies.

1.5 Report Structure

The remainder of the report is structured as follows:

- Section 2 reviews the tourism and leisure market within the canal corridor, through an analysis of the business database, results of the postal questionnaire and an assessment of available data relating to boating and towpath-based recreation;
- Section 3 maps property developments along the Pennine Link, analyses the economic impact of these developments, and assesses the impact of the canals on local property markets.
- Section 4 summarises the economic impact of the canal.

2.0 THE TOURISM AND LEISURE MARKET WITHIN THE CANAL CORRIDORS

This section of the report provides an analysis of the tourism and leisure impacts of the Rochdale and Huddersfield Narrow Canals. It is structured in four sections: -

- Section 2.1 covers methodological issues and the scope of analysis;
- Section 2.2 presents results for the Rochdale Canal;
- Section 2.3 presents results for the Huddersfield Narrow Canal;
- Section 2.4 reviews the conclusions of the analysis and presents key findings.

2.1 Methodology and Scope

The research has aimed to assess the extent of tourism and leisure activity which is based on the existence of the Huddersfield Narrow and Rochdale canals, and how the level of activity may have changed in recent years.

Three tasks have been undertaken: -

- The assembly of a database of tourism and leisure businesses located within the canal corridors;
- A postal survey of tourism and leisure businesses;
- Modelling of the income and employment impacts of tourism and leisure impacts within the local economies, using available data on visitor numbers and patterns of expenditure.

The first two combine to provide a ‘supply-side’ picture of the tourism and leisure sector located near to the canals, whilst the third complements this with a ‘demand-side’ analysis of canal-based activity. The intention here is to create a more complete assessment of economic impact than would be possible through an exclusive concentration on demand or supply side alone.

The remainder of this chapter explains some of the issues which we have had to deal with in undertaking the research, and provides an overview of the methodology which has been used.

2.1.1 Methodological Issues

Producing a quantitative assessment of the impact of canal restoration work is a problematic task for both conceptual and practical reasons.

The major conceptual difficulty concerns how we choose to interpret the ‘deadweight’ or ‘counterfactual’ scenario. In order to properly measure the benefits of the restoration programme it would be necessary to calculate both *ex-ante* and *ex-post* impacts, and then compare the resulting net change with a counterfactual position; essentially a measure of what would have happened without the restoration of the canal. Conceptually this is difficult, since the restorations have taken place in stages over several years.

In the case of the Rochdale Canal, there was only very limited boating activity on the waterway until the restoration of Tuel Locks at Sowerby Bridge in 1996 provided a link to the Calder & Hebble Navigation. Through-navigation to Manchester only became possible with the completion of the full restoration project in 2002. However, the towpath has always been accessible, and was being used throughout this time by walkers and local people. It is, therefore, more difficult to conceive of clear ‘before’ and ‘after’ scenarios for informal usage of the canal than it is for boating, with the notable exception of Failsworth where the canal had been built over.

The situation on the Huddersfield Narrow is somewhat similar. Although the canal was abandoned in 1944, the channel was retained for water supply purposes. Following the formation of the Huddersfield Canal Society in 1974, piece-meal restoration began to take place so that, by 1998, a total of over 15 miles of canal was navigable in sections varying from 7 miles to ¼ mile. Despite these achievements, the remaining obstructions meant that boating activity remained negligible until the completion of full restoration and opening in 2001. But the restrictions did not prevent visits to the towpath, which remained accessible except for a blockage at Stalybridge and another in Huddersfield. At these sites and a few others – such as Slaithwaite where locks had cascaded and the channel been filled in – the recent restoration work will have encouraged a sudden step-change in recreation activity. But along the much larger proportion of the Canal the increase in towpath activity is likely to be more modest, as the improvements in facilities and the added attraction of boating activity encourage more local use and visits by holiday makers and day trippers.

These issues matter less if the argument is accepted that both waterways could not have had a viable future without full restoration. The Rochdale Canal was only being maintained through the continuing efforts of the Canal Trust, and it must be questionable whether this situation could have continued indefinitely. Though the Huddersfield Narrow was in BW ownership, it had only to be managed in a way that ensured health and safety requirements were met, and as a water supply channel. Access to navigation depended on full restoration, whilst – arguably – the quality of facilities for towpath users would have deteriorated over time as the waterway remained unable to generate an income stream for the managing organisation.

An associated problem here is the relatively short time period which has elapsed since the full opening of the two canals. In the case of the Rochdale there has only been one full year of through-navigation (with some interruptions even during that year), whilst the Huddersfield Narrow has only been available for boating since the summer of 2001. In many ways, therefore, the analysis we are able to provide in this report compiles a new post-restoration ‘baseline’ against which future activity can be measured.

These conceptual issues are compounded by the relatively limited availability of data. Trend data about the number of boats with a long-term mooring on both canals is good, with accurate figures for 1991, 1995, 2001, 2002 and 2003. The data for boat movements is also good- a network of four web-cameras has been installed on the western side of the Rochdale Canal which provide very accurate figures, whilst data from four lock counters can be used to estimate boat movements on the Huddersfield Narrow. However, we have no clear idea how many boats started to use the Rochdale Canal after the opening of Tuel Lock at Sowerby Bridge in 1996.

Information about informal towpath-based activity, angling and canoeing is more limited. There are no figures specifically relating to use of the Rochdale Canal and the only data for the Huddersfield Narrow is for the mid 1990s. In the absence of up-to-date, canal-specific information, we have turned to surrogate data held by British Waterways about activity on other canals in the region. We have also been able to use some information about changing patterns of visitor activity in 2002/03, which is available through a series of visitor surveys undertaken at two sites on the Huddersfield Narrow (Stalybridge and Slaithwaite) and two on the Rochdale (Failsworth and Todmorden). Finally, we have also utilised good evidence from pedestrian counters installed on the towpath elsewhere around the BW network, which indicate how waterway improvements can boost activity levels.

These methodological issues have led us to make the following conclusions about the scope of the analysis and how the research can be used: -

- No attempt has been made to produce *ex-ante*, *ex-post* and counter-factual impact assessments of tourism-and-leisure activity on the Rochdale and Huddersfield Narrow Canals.
- Instead, we have assembled a range of data and research information which can provide both a quantified and qualitative indication of tourism and leisure activity on the canals, *as it existed in 2003*. The research can subsequently be used as a baseline for assessing future impact, or revised in the light of data improvements.
- Through the assembly of the business database we are able to analyse both the number, type and distribution of tourism and leisure businesses within the canal corridors;
- This ‘supply side’ analysis is supplemented by the results from the survey questionnaire which was sent to all businesses on the database;
- Available data on visit numbers and visitor expenditure is used to construct a ‘demand-side’ model which estimates the local income and employment benefits of the canals.
- For towpath visitors we have been able to consider some evidence which shows an increase in visitor activity in the first year after the canals were officially re-opened to through navigation.

- Impacts in the demand model are assessed at a sub-regional spatial scale, approximately equivalent to the local authority district and metropolitan boroughs through which the canals pass i.e. Oldham, Rochdale, Calderdale, Kirklees, Tameside and Manchester;
- The analysis only incorporates activity which is estimated to take place on the Rochdale Canal (between Ducie St Jn in Manchester and Sowerby Bridge) and on the Huddersfield Narrow Canal (between Huddersfield and the junction with the Ashton Canal). Activity on adjacent canals – boating or towpath-based – is not included.
- The treatment of additionality in the demand modelling is as follows: -
 - data for boating activity on adjacent canals has been checked for evidence that the increase in activity on the Rochdale and HNC has led to a consequential fall elsewhere in the sub-region;
 - only 20% of local visits, 20% of inbound visits and 15% of overnight visits are considered net additional to the local area. This is based on the results of survey questionnaires (both local and national) which ask visitors what (if any) trip they would have made if the canal site had not been available
 - a modest combined indirect and induced local multiplier of 1.3 is incorporated in the model.
- The main results are presented by canal and by local authority district;
- The research could be used to provide a set of quantified indicators, for ongoing management of the canals. Suggestions for appropriate indicators and a management approach for using them were made in a previous BW/ECOTEC report on the economic impact of the restoration of the Kennet & Avon Canal ³.
- The analysis could be regarded as indicating the scale of potential loss of economic benefits to the local economies had funding for full restoration not been secured, so leading to a gradual withdrawal of waterway management.

2.1.2 Business database

There were two key stages involved in constructing the database of leisure and tourism businesses along the canal corridor. The first stage was to create a geographical definition of the canal corridor using postcodes. The second stage was to identify all relevant leisure and tourism businesses within the defined corridor. These two stages are now described in turn.

a) Defining the Canal Corridor

Given that the Huddersfield and Rochdale Canals are linked by the Ashton Canal at Manchester and the Calder and Hebble Navigation at Huddersfield, it was felt that the

³ Ecotec, 2003: *The Economic Impact of the Restoration of the Kennet & Avon Canal*. British Waterways: Watford.

economic impact of restoring the two canals could be felt by tourism and leisure businesses located across a wider geographical range than simply along their reconstructed lengths. Therefore, a corridor was defined around the whole of the Pennine Ring.

In deciding on an appropriate width for the canal corridor it is necessary to make an assumption about the canals' spheres of influence. In other words, how far away from the canal can canal users⁴ be reasonably expected to have an influence on businesses?

Following similar work for British Waterways involving the Kennet and Avon Canal and the Cotswold Canals, the width of the canal corridor was defined as follows:

- In urban areas, the canal corridor was defined to be at 200m on either side of the canal
- In rural areas, the canal corridor was defined to be at 800m on either side of the canal

Having a narrower canal corridor in urban areas reflects the simple fact that the canals' sphere of influence is likely to be smaller in urban areas than in rural areas. Within urban areas, the density of tourism and leisure businesses is relatively high. This implies that it would be unreasonable to assume that canal visitors would generate significant trade for a business situated 800m away from the canal. In rural areas on the other hand, the relatively lower density of tourism and leisure businesses implies that canal users will be prepared to travel further from the canal. Thus a business situated 800m from the canal may expect to get a reasonable proportion of its trade from canal users.

Furthermore, it was decided that, although the canals' spheres of influence were likely to be fairly narrow for most tourism and leisure businesses, the spheres of influence were likely to be greater for tourist attractions. This is because day visitors are likely to incorporate visits to more than one tourist attraction in a day. Therefore, a wider canal corridor was identified for tourist attractions:

- For tourist attractions, the canal corridor was defined as being at 1km in urban areas
- For tourist attractions, the canal corridor was defined as being at 5km in rural areas

Again, the fact that the corridor is wider in rural areas reflects the lower density of tourist attractions in rural areas – this results in a consequently wider sphere of influence for the canal.

The rural sections of the Pennine Ring were defined as being:

- From Millbrook just north of Stalybridge to the Western edge of Slaithwaite on the Huddersfield Canal;
- From Newbold on the east of Rochdale to the westernmost edge of Brighouse on the Rochdale Canal.

The rest of the Pennine Ring was defined as urban.

Having defined the canal corridor, GIS was used to identify all postcodes within both the narrow and wide corridors.

⁴ A "canal user" in this context means anyone who may visit the canal to use the towpath, moorings or waterway itself.

b) Identifying Tourism and Leisure Businesses

Having established a postcode based definition of the canal corridor, a database of all tourism and leisure businesses along the canal was constructed drawing on three sources:

- A business database purchased from Experian which included:
 - Tourist Attractions
 - Accommodation (including hotels and inns, guest houses, hostels, camping sites and caravan parks)
 - Selected shops (sandwich shops and outdoor pursuits shops)
 - Restaurants and cafes
 - Pubs and wine bars
 - Tourist information centres
 - Boat Hire
 - And various attractions (museums, historic buildings and stately homes, and wildlife parks)
- A database of canal boat business supplied by British Waterways which included:
 - Hire/ cruise boat companies
 - Marinas
 - Boat builders/ repairs/ sales
- A database from the British Tourist Authority which included:
 - Accommodation (hotels, self-catering and caravan parks)
- Supplementary information from the Nicholson's North West Canal guide on pubs, restaurants and tourist attractions.

The businesses from the four sources were merged and any duplicated entries were removed.

Having merged databases from the four sources and removed duplicated entries, the final database consisted of 522 businesses. Table 2.1.1 gives a breakdown of the sample frame by business type. Pubs and wine bars account for 45% of the businesses, restaurants represent 14% and bed and breakfast and guest houses represent 9%. Boat and mooring businesses represent just over 5% of businesses represented in the sample.

Table 2.1.1 Rochdale/ HNC Sample Frame

Business Type	Number	Percentage
Pubs and Wine Bars	235	45.0
Restaurants	71	13.6
B&B, Guest Houses and Holiday Accommodation	46	8.8
Cafes	40	7.7
Hotels, Inns and Hostels	38	7.3
Attractions (including museums and art galleries)	33	6.3
Sandwich Shops	27	5.2

Moorings and Boat Hire	15	2.9
Boat Builders, Repairs, Services and Fuel	12	2.3
Children's Adventure Centres and Outdoor Pursuits	4	0.8
Tourist Information Centres	1	0.2
Total	522	100

Further details of the breakdown and distribution of businesses within the Rochdale and Huddersfield Narrow canal corridors is given in sections 2.2 and 2.3 below.

2.1.3 Business survey

The questionnaire for the business survey was developed in close collaboration with British Waterways and covered six areas:

- Contact details
- Business background
- Employment details
- Turnover details
- The perceived influence of the canals on business vitality
- The impact of the canal restorations on businesses.

A copy of the questionnaire is available in Appendix A.

The total sample of 522 businesses was split so that the results could be divided between the Rochdale Canal and the Huddersfield Narrow. A small number of businesses were classified as being adjacent to both canals, and the responses from these are included in both sets of survey results.

The questionnaire was sent to all 522 businesses on January 9th 2004. After six weeks, 62 businesses had responded. 31 of these businesses were located along the Rochdale Canal (giving a response rate of 10%); and 38 of these businesses were located along the HNC (giving a response rate of 15.3%)⁵.

Sections 2.2 and 2.3 present the survey results by canal, with section 4 containing some key summary points across the entire survey group, and some points of comparison between the two canals.

2.1.4 Demand modelling

⁵ Because of the way in which the canal corridor was defined, some businesses were classified as being adjacent to both canals, hence the fact that the sum of Rochdale response and HNC response is greater than the number of responses in total.

The methodology for the British Waterways tourism and leisure demand model has been developed over the last decade and applied to a number of different canals and waterway projects to test its validity. There are a number of elements within the model (detailed spreadsheets are attached as Annex C):

- Estimates are made of the number of canal users, broken down by type (boaters, anglers etc.) Where possible this is drawn from available data (boat licenses, pedestrian counters), but it often the case that such information does not exist, or that it is not available for the required date. In such instances proxies are used such as national survey data or information drawn from comparable canals. It is also important to take account of additionality since some visits to the canal would have been made regardless of the restoration programme.
- Having calculated the number of additional visitors to the canal, it is necessary to establish their associated expenditure. This is obtained through an estimation of activity patterns for a variety of different categories of waterway user. Average spend per head estimates drawn from national and local surveys are then applied to these visitor numbers to obtain an overall expenditure figure.
- Employment directly resulting from visitor expenditure is calculated using standard industry multipliers. Another multiplier is used to estimate indirect employment generated through supplier/ income expenditure.

The first stage within the model, the calculation of the number of canal users and the resultant number of visitor days, needs to be broken down by the type of user since associated spend (and thus economic impact) varies between groups. Methods for estimating visitor numbers, are as follows: -

Private and commercial boats based on the canals. The number of private moored boats, hire boats, day boats and trip boats on the canals has been taken from the British Waterways Craft Licensing database. Change over time can thus be monitored with a high level of accuracy.

Boat cruises. The amount of boat traffic using the Rochdale Canal is known with a high degree of accuracy, since it is being recorded through web-cameras installed along the length of the canal for reasons associated with ecological monitoring. However, these cameras were only installed as part of the restoration in 2002 and there is no information for previous years. BW also operates a booking system for boats travelling through the 'Rochdale 9' locks over the summit of the Canal, which provides further data. On the Huddersfield Narrow Canal, boat movements can be estimated through an extrapolation of data related to 'lockages'; that is, the number of times that a lock gate is opened. Lockage data is collected through automatic lock counters installed on site for purposes of water supply monitoring. Lock counters are installed at four locks on the Huddersfield Narrow Canal: Marsden Lock 41; Shaw Mill Lock 30; Titanic Mill Lock 16; Upper Mill Lock 22. There is full data for 2002, but only for Shaw Mill in 2003.

Informal visitors. Estimating the number of informal visits to the canals is problematic, and represents the biggest uncertainty within the modelling. In the long-term, British Waterways can install pedestrian counters at locations along the towpath that will provide accurate information. For the purposes of this study, however, we have had to make a judgement about current activity by drawing on data collected in the late 1990s, through the British Waterways National Count (in 1995) and the UK Day Visits Survey (in 1996). When combined, these exercises produced visit estimates for the entire BW network in England, Wales and Scotland, divided into discrete sections of roughly 10km length each. The estimates include figures for the whole of the Huddersfield Narrow Canal, but not for the Rochdale Canal since this was not in BW ownership or under BW management at the time. Rather than relying on the HNC data alone, we have also reviewed the data for other canals on the Pennine Ring and in the north-west and north-east regions which are likely to have similar patterns of use. These are; the Ashton Canal, the Calder & Hebble, the eastern length of the Leeds & Liverpool Canal, and the Peak Forest Canal.

Having estimated the number of canal visits it is necessary to calculate their expenditure and associated employment opportunity creation. As noted above, this is based on the application of multipliers drawn from national and local surveys and similar pieces of research. Table 2.1.2 lists the assumptions used as part of this process.

Table 2.1.2 Assumptions used within the tourism and leisure demand model

Activity	Assumption	Source	Notes
Boat related expenditure	Expenditures are national average figures	Boat purchase and maintenance expenditure from BW/ Environment Agency 1997 Price-Demand study	Licence fees excluded from maintenance since these go to British Waterways
Private/ hire boats	Ratio 50:50 between private and hire boat traffic	Assumed	
Day trippers / inbound / overnight visitors	Ratio 88:10:2 used to split visits between those made by local people, by people on a day trip into the local area and by people on an overnight stay in the local area	Based on local towpath survey results	
Visit expenditure	Expenditures are a combination of local figures where available and national average figures where not	Based on most recent applicable BW survey information	National and local data sources used for spend by local visitors In bound spend estimate taken from

			1998 UKDVS for 'countryside visit'
			Overnight spend estimates taken from UK Tourism Statistics for North West region
Displacement	Zero for all activities except cycling and towpath visits For cycling and towpath visits: 80% for day trippers, 85% for overnight visitors	Based on national and local towpath survey results	All new boating activity considered additional at the sub-regional level, since no alternative facilities exist and there has been no off-setting decline in activity on adjacent waterways
Multipliers	Combined indirect / induced effect of 1.3	Scottish Tourism Study ⁶	
Employment	1 FTE per £25,000 direct, indirect & induced visitor spend 1 FTE per £50,000 direct, indirect & induced boat spend	Scottish Tourism Study	

Source: British Waterways Demand Model, 2004

2.2 Results and analysis: Rochdale Canal

2.2.1 Analysis of number, type and location of different tourism and leisure businesses

Table 2.2.1 shows the breakdown of tourism and leisure businesses along the Rochdale Canal according to broad category. Almost half of the tourism and leisure businesses fall into the category of pubs and wine bars. Accommodation makes up about 19% of the tourism and leisure businesses. Cafes and restaurants also make up about 19%. Boat related services make up 4.5%. The database of businesses is available in Appendix B.

⁶ Scottish Tourist Board etc. (1993), 'Scottish Tourism Multiplier Study 1992'

Table 2.2.1 Breakdown of tourism and leisure businesses on the Rochdale Canal

Business Type	Number	% of total
Pubs and Wine Bars	145	46.3
Restaurants	39	12.5
B&B, Guest Houses and Holiday Accommodation	34	10.9
Cafes	20	6.4
Hotels, Inns and Hostels	24	7.7
Attractions (including museums and art galleries)	19	6.1
Sandwich Shops	15	4.8
Moorings and Boat Hire	8	2.6
Boat Builders, Repairs, Services and Fuel	6	1.9
Children's Adventure Centres and Outdoor Pursuits	3	1
Tourist Information Centres	0	0
Total number of businesses	313	100

Table 2.2.2 shows the distribution of tourism and leisure businesses according to location. There are a higher number of businesses located in the rural areas, partly because of the fact that the canal corridor was defined to be wider in rural areas than in urban areas.

Table 2.2.2: Location of Tourism and Leisure Businesses along the Rochdale canal corridor

Location	Number	% of total
Manchester	29	9
Failsworth/ Chadderton	23	7
Rochdale	29	9
Littleborough	38	12
Todmorden/ Walsden	52	17
Hebden Bridge/ Mytholmroyd	52	17
Sowerby Bridge	29	9
Halifax/ Luddenden Foot	41	13
Elland	21	7
Total number of businesses	313	100

2.2.2 Business Survey Results

Background of Respondents

- In terms of business type, private limited companies and sole traders/independent were the largest groups, both accounting for 29% of businesses.
- 37% of respondents were pubs, cafés and restaurants. Accommodation accounted for the second largest group of businesses at 21.1 per cent. Boating facilities/repair/sales and non-waterway-based visitor attractions accounted for a further 10.5 per cent each.

- 38.7% of businesses were established prior to 1990, when moves to restore the canal were mooted. 26% of businesses established since 2000, roughly when the restoration was complete.
- The majority of businesses along the Rochdale Canal are micro-firms (58.1 per-cent). None of the respondents reported employing more than 50 people.
- In order to explore the issue of change in employment over time, a comparison was made between the number of people employed by each business in 1996 and 2004. 16.1 per cent of businesses saw a decline in numbers of full-time employees (compared to 9.7 per cent using total number of employees as a measure). Some 38.7 per cent of respondents reported that numbers of full-time employees had remained constant over the period 1996-2004 and a further 16.1 per cent indicated that numbers had increased. Waterway dependent businesses were slightly more likely to report an increase in the number of full-time employees during this period than non-waterway dependent businesses.
- On average, respondents indicated that almost half (47.2 per cent) of their workforce lived within one mile of their business. A further 22.1 per cent on average lived between 2 and 5 miles from the business.
- Respondents on average indicated that just 4.4 per cent of their staff lived more than 10 miles away.
- There are a large number of small businesses along the Rochdale Canal corridor. Some 41.9 per cent of businesses had annual turnovers in the region of £0-55,000. In total, 77.4 per cent of businesses reported annual turnover of £200,000 or less.
- Just 3.2 per cent of respondents indicated that their annual business turnover was in excess of £500,000.
- Waterway-dependent businesses tended to have slightly larger turnover than non-waterway-dependent businesses.
- Over half of the respondents experienced increased annual turnover between 1996 and 2003.
- Just one respondent reported a downturn in annual turnover over the period.

Respondents were asked to elaborate on factors that had affected not only their businesses performance (through staff numbers and also turnover) in the past 7 years. Of the 31 businesses, 19 provided further details in response to this question.

- Four respondents specifically mentioned the canal restoration as something that had had a positive effect on the health of their business. Two of this group classed themselves as boating facilities/waterway-based visitor attractions, one was a pub/restaurant and one

was a guesthouse. The guesthouse (based in Hebden Bridge) reported that the Tourist Information Centre (Canal Centre) had been ‘*a major source of trade*’. The Canal Centre in Hebden Bridge tells the story of the Rochdale Canal. Other notable answers include; ‘*Restoration of Huddersfield Narrow, and particularly, Rochdale, canals*’ (Boating facility/waterway-based visitor attraction) and ‘*Re-opening of the Rochdale Canal*’ (Boating facility/waterway-based visitor attraction).

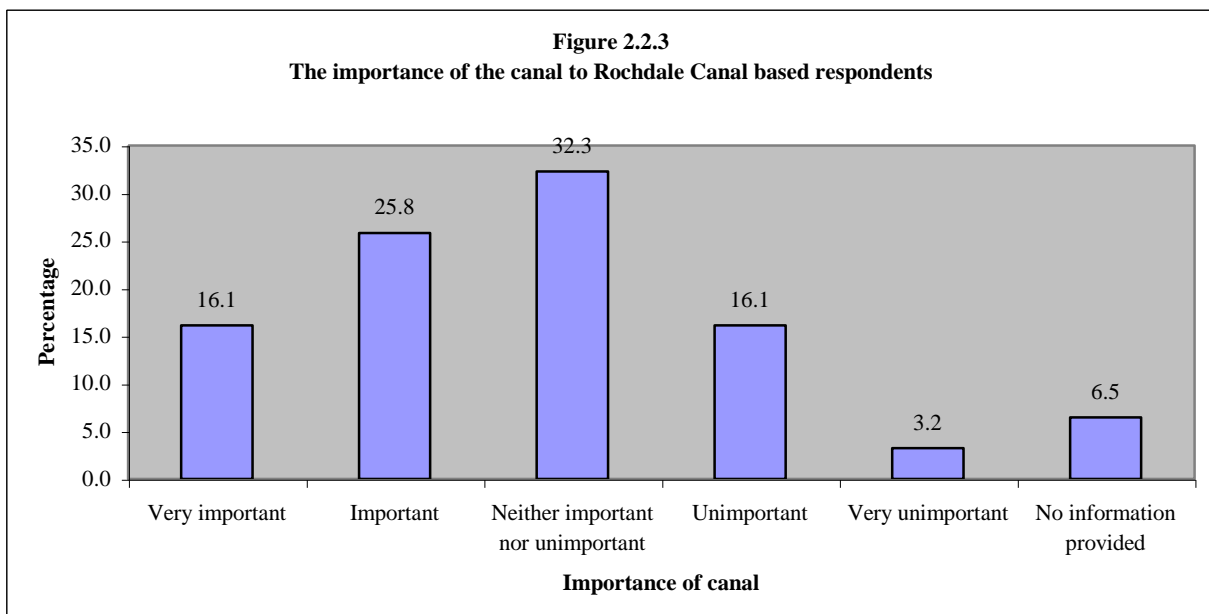
- One respondent noted that ‘*last year trade went down, due to canal being closed.*’ (Littleborough based pub/restaurant).
- The remainder of the respondents identified factors that were either internal to their business, (‘*Hard work*’ and ‘*Increased overheads*’) or factors external to the business (such as the foot and mouth outbreak and increased competition).

The Role of the Rochdale Canal

Respondents were asked a number of questions designed to explore the role of the canal, its importance to their business and whether this had changed in recent years.

Figure 2.2.3 shows how important respondents thought the canal was to their business.

- Some 41.9 per cent of respondents saw the canal as either ‘very important’ or ‘important’ to their business.
- In total, 19.3 per cent of respondents indicated that the canal was either ‘unimportant’ or ‘very unimportant’ to their business.



It is interesting to explore whether the importance placed on the canal varies according to business type.

- Of the 5 respondents who indicated that the canal was ‘very important’ to their business, 3 classed themselves as boating facilities and 2 were pubs/cafés/restaurants.
- The businesses who saw the canal as ‘important’ consisted of 3 guest house/hotel establishments, 3 pubs/café’s/restaurants, 1 ‘Educational Resource Centre’ and 1 non-waterway based visitor attraction.
- The group who regarded the canal as ‘neither important nor unimportant’ consisted of a relatively even mix of different business types.
- The businesses for who the canal was either ‘unimportant’ or ‘very unimportant’ were all in the pub/café/restaurant or accommodation sectors.

Businesses were also asked how important the canal had been *in their choice of location*. The results are similar to those identified above- the canal was important or very important for 39% of businesses, and neither important nor unimportant for 32% of businesses.

To investigate the role of the canal further, respondents were asked to estimate the percentage of their business revenue generated by canal users. Table 2.2.4 shows the results.

- Very few businesses receive in excess of around 50 per cent of their revenue from canal users.
- Some 29 per cent of respondents indicated that canal users generated around a quarter of their business revenue.
- The majority of businesses received close to none of their business revenue from canal users. This is somewhat surprising considering the relatively small number of respondents (19.3 per cent) who saw the canal as either ‘unimportant’ or ‘very unimportant’ to their business. There are perhaps two explanations. The first is that respondents may have interpreted the term “canal-users” very narrowly, in terms of boaters (but not walkers) for example. The second explanation is that, although canal users specifically may not have been important for businesses, the canal itself may be seen to provide an attractive environment which draws visitors to the area generally.

Table 2.2.4 % business revenue from canal users

% of revenue (closest)	Number	%
100%	2	6.5
75%	0	0
50%	2	6.5
25%	9	29.0
0%	18	58.1
TOTAL	31	100

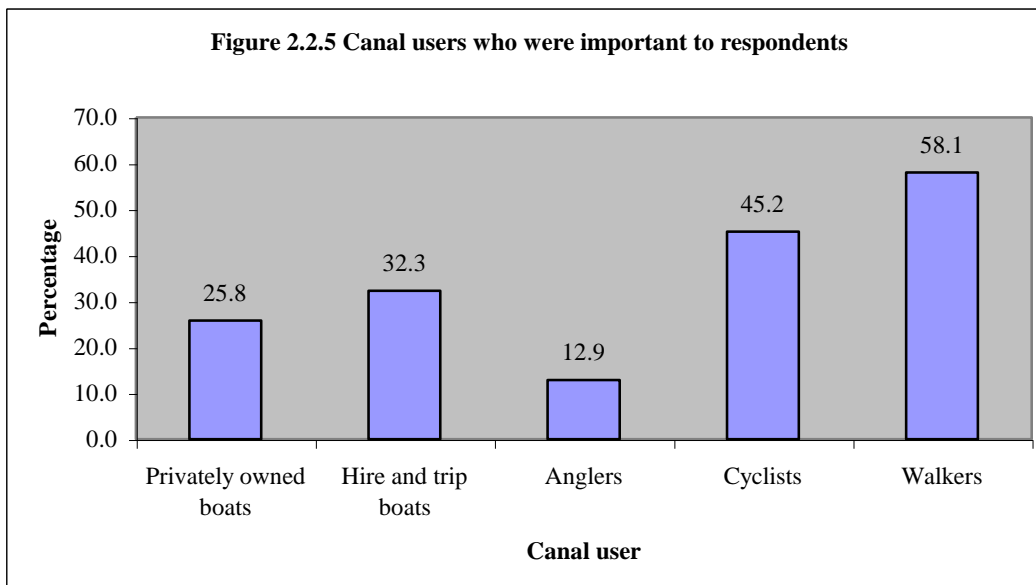
It is interesting to explore whether estimated percentage of business revenue from canal users varies according to business type:

- Those businesses who estimated that 50-100 per cent of their revenue is generated by canal users were all boating facilities, with the exception of one pub/café/restaurant.
- Most businesses who estimated close to 25 per cent of their revenue came from people using the canal were pubs, cafés or restaurants.

- Businesses estimating that close to 0 per cent of their revenue was derived from canal users tended to be pubs, restaurants, café's or accommodation.

Respondents were asked to specify which types of canal user they considered to be important to their business. Figure 2.2.5 shows the results (respondents could choose more than one type of canal user).

- Walkers were the most frequently mentioned canal users who were of importance to respondents (mentioned by 58.1 per cent of respondents), followed by cyclists (identified by 45.2 per cent of respondents) and hire and trip boats (mentioned by 32.3 per cent of respondents).
- Interestingly, although the majority of respondents claimed to receive close to 0 per cent of their revenue from canal users, all respondents still identified at least one group of canal users who were important to their business.



In order to understand how the role of the canal has evolved in recent years, respondents were asked to assess how the importance of the canal to their business had changed over the past 3 years.

- The majority of respondents (74.2 per cent) perceived no change in the importance of the canal to their business in the past 3 years. Some 12.9 per cent of businesses thought the canal had 'become increasing important' to their business over the period.
- Respondents were more optimistic about the future importance of the canal to their business with some 35.5 per cent anticipating that the waterway would 'become increasingly important'. Just 1 respondent felt the canal would 'become less important' in the next 3 years.

Respondents were then asked if they had any further comments about the role of the canal in their business. Noteworthy comments included:

- ‘Having not run the pub before the Rochdale Canal opened we were not familiar with what impact the canal would have on trade. In 2002, looking back now, it made an incredible difference. However, with a number of locks being out of order over Summer 2003 tourism by boat was devastated.’ (Pub/café/restaurant). Similarly, a respondent from a boating facility/waterway-based visitor attraction commented ‘It is vital that it [the canal] is open all season – not closed for maintenance in the summer.’
- ‘As a centre promoting sustainability and transport issues within this the role of the canal is important for car-free environment and cycling issues.’ (Educational Resource Centre). Similarly, a respondent involved in the provision of accommodation writes that the canal ‘Adds to the general local environment and provides walking and cycling facilities.’
- ‘Canal provides access to Todmorden and is welcomed’ (Todmorden-based off-waterway visitor attraction).
- ‘Very little boat traffic coming through – not an area for safe mooring and leaving craft unattended.’ (Rochdale-based pub/café/restaurant).
- ‘The Rochdale Canal is important to Hollingworth, as the lake was built and still does supply water to the canal. Restoration of the canal is positive in that it will bring more people to the area and therefore the lake, but negative if the drawing off of water for the canal affects activities at the lake.’ (Off-waterway visitor attraction).

The Restoration of the Rochdale Canal and Future Improvements

In the final section of the questionnaire, respondents were asked to comment specifically on the restoration of the Rochdale Canal.

The first question of the section aimed to gauge respondents’ awareness of the restoration work. The majority of respondents (93.5 per cent) claimed to be aware of the work to restore the Rochdale Canal. Respondents were also asked if they were aware of the restoration work on the nearby Huddersfield Narrow Canal. Some 64.5 per cent of respondents were aware of the work. Just 2 respondents were not aware of either of the projects.

Respondents were then asked to comment on the difference the restoration work had made to their business, the results are shown in Table 2.2.6.

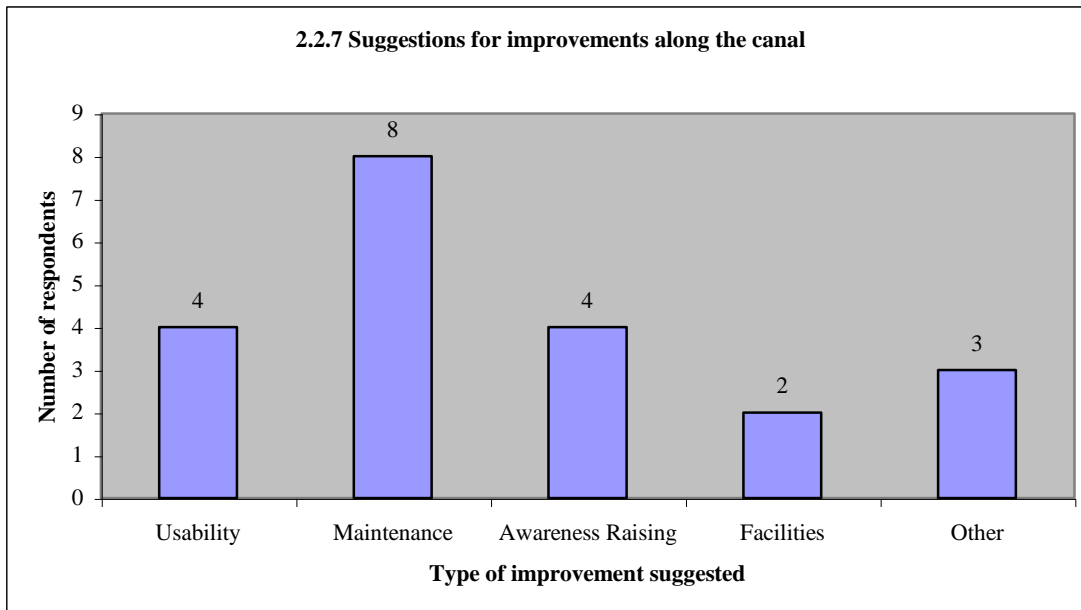
- Just 2 respondents saw the restoration of the Rochdale canal as having made a large improvement to their business. One of these businesses was described as a boating facility, the other as a pub/café/restaurant. A further 7 respondents saw an improvement in their business as a result of the restoration. Of these 7 businesses, half could be described as waterway dependent. In total, 29.1 per cent of respondents perceived some degree of improvement in their business as a result of the Rochdale Canal restoration.
- The majority of respondents (64.5 per cent) felt that the restoration had no effect on their

Table 2.2.6 Effect of Rochdale restoration programme on business

Effect of restoration	Number	%
Large improvement	2	6.5
Improvement	7	22.6
No effect	20	64.5
Worse		
Much worse	0	0
No information provided	1	3.2
TOTAL	31	100

business.

To conclude, respondents were asked to identify what they would like to see happen along the canal in the future. A total of 17 of the 31 businesses responded to the question, several of which raised more than one issue they felt could be improved. Suggestions fell into 5 categories; ‘usability’, ‘maintenance’, ‘awareness raising’ and ‘other.’ The number of respondents who raised issues in these areas is represented in figure 2.2.7.



- Improvements in canal maintenance were suggested by around half of the 17 respondents. Of these, half specifically mentioned the need for improved maintenance of the towpath. One respondent was particularly concerned with the condition of the waterway itself; *‘The waterways are still litter strewn – they should be cleaned more regularly: actually the water is always filthy and needs constant litter removal.’* Other suggestions focused on improving the general upkeep of the canal.
- Four respondents identified the need for the canal to be more ‘user friendly’ particularly for walkers, families and cyclists. Two respondents specifically mentioned that the canal should be more accessible to cyclists, one suggests; *‘Make Rochdale Canal easier for cyclists (currently require a licence)’*. One respondent suggested that canal users should be enabled to make more use of the canal *‘as a wildlife/bio-diversity resource and wildlife corridor.’*
- Suggestions around awareness raising tended to centre on the need for improved signage and information for tourists along the canal. Notable suggestions included; *‘More signs or tourist information on the towpaths, of reasons to stop, get off and have a look around. Apart from peace and beautiful scenery, for the ‘typical tourist’ there perhaps aren’t enough ‘destinations’ (bars, pubs) especially for the children, without it being spelt out for them. More signs please’* and *‘ [our premises are] just 500 metres away from the canal but you would not think so, as it is not mapped out to the ‘boat people’ who travel on it, this would bring us more business.’*

- Suggestions for improvements to facilities were; ‘Possible public convenience between Todmorden and Hebden Bridge’ and ‘Increased mooring at Todmorden’.

2.2.3 Demand modelling: Rochdale Canal

Private moored boats

Table 2.2.8 shows the locations of private and commercial boats with a long-term mooring on the Rochdale Canal in 2003. Callis Mill and Baltimore are both on the eastern side of the Pennines, Little Clegg is just to the north of Rochdale on the western side. All of the ‘unspecified’ moorings are on the length of canal between Littleborough and Sowerby Bridge. No new mooring sites have been provided, as yet, on the restored length into Manchester.

Table 2.2.8 Private and commercial boats moored on the Rochdale Canal 2003

Mooring site	Private	Hire/ Day / Timeshare
Callis Mill (Hebden Br)	2	0
Baltimore Marina (Todmorden)	4	0
Little Clegg (Smithybridge)	2	0
Unspecified locations	56	2
TOTAL	64	2

Source: BW Craft Licensing Database

Table 2.2.9 gives data for the number of private boats registered as having a long-term mooring base on all Pennine Ring waterways in the last three years and for two years in the 1990s. The data clearly show a marked increase in boats based on the Rochdale Canal during 2003. The increase would not appear to have come at the expense of the adjacent Calder & Hebble waterway, although there has been a declining trend in the number of boats moored on the Ashton Canal since 2000. However, since there are no new long-term moorings on the Lancashire side of the Rochdale Canal, this fall in boats on the Ashton is unlikely to have been due to the Rochdale restoration.

Table 2.2.9 Number of private boats based at long-term moorings on Pennine Ring waterways

	2003	2002	2001	1995	1991
Rochdale	64	11	9	0	0
Calder & Hebble	143	140	137	144	65
Huddersfield Broad	5	4	4	3	3

HNC	7	2	4	1	0
Ashton	29	48	58	32	26
TOTAL	248	205	212	180	94

Source: BW Craft Licensing Database

Commercial boats

According to the BW Craft Licensing Database, there is one hire boat and one day-hire boat on the Rochdale Canal. *Calder Valley Cruising* operates two trip boats from Hebden Bridge.

Boat cruises

The booking system for crossing the Rochdale Summit shows that 250 boats made the passage during 2003 – the first full year of opening. This number was restricted by engineering works during May and June. In 2002, 300 passages were made over the summit in the six months following the canal’s opening, suggesting that – without stoppages – the 2003 figure would probably have been around 500 passages. The web-cameras are all on the western side of the canal and show 165 boat passages at Littleborough for the year, declining to 45 in Failsworth. There is no monitoring on the eastern side of the Pennines, but boating activity is known to be much higher here.

In order to estimate a number of visit days spent on the Rochdale Canal per year, we have divided the waterway into three sections and estimated the average annual number of boat movements along each. Average days spent cruising the lengths are based on an understanding of how long the journey could take and the likely preferences of boaters. A one-way trip between Sowerby Bridge and Manchester could be done in seven to eight days.

Table 2.2.10 Estimated cruising activity on Rochdale Canal

Canal section	Average ‘one-way’ trips along the section per year	Average days per trip	Boat days spent on canal section per year
Sowerby Bridge to Todmorden	1,500	4	6,000
Todmorden to Littleborough	500	2	1,000
Littleborough to Manchester	100	2	200

Using survey information about the mix between hire and private boats, and the average numbers of people per boat, it then become a relatively straightforward matter to convert this cruising activity into an estimate of a number of cruising days spent on the canal during a single year (see demand models in Appendix C).

Informal visitors

Informal visit numbers for the Rochdale Canal have been estimated by drawing on data from five surrogate canals: the Huddersfield Narrow, Leeds & Liverpool, Ashton Canal, Peak Forest Canal and Calder & Hebble. Density figures – visits per km per year – are shown for these canals in table 2.2.11 below.

- the HNC is clearly appropriate as a nearby trans-Pennine route. Activity on the HNC must have increased since these data were compiled – most substantially in Stalybridge where the canal had been built over and in Slaithwaite where the channel had been filled in;
- the Leeds & Liverpool also crosses the Pennines and is a very popular canal. The eastern length between Leeds and Skipton takes in the attractions of Bingley and Shipley and the density of visits on this waterway probably represents an ‘upper bound’ for the Rochdale;
- activity on the Ashton is likely to be a good surrogate for the urban lengths of the Rochdale, particularly through East Manchester and Oldham;
- the Peak Forest Canal is an attractive waterway popular with day tripper and holiday-makers;
- the Calder & Hebble is the continuation of the Rochdale to the east of Sowerby Bridge. Though popular at its western end, there are restrictions on pedestrian access along the Calder & Hebble to the east of Brighouse.

Table 2.2.11 Regional waterways density estimates: visits per km per year by activity

LENGTH From	INFORMAL VISITORS	ANGLERS	CYCLISTS
LEEDS & LIVERPOOL CANAL (EAST)	119,000	850	5,000
ASHTON CANAL	99,000	1,000	5,500
PEAK FOREST CANAL	96,000	450	5,250
HUDDERSFIELD NARROW CANAL	69,000	400	3,000
CALDER & HEBBLE	52,000	750	4,000

Source: BW National Count 1995 / UKDVS 1996

Based on the above data plus research observations carried out on site, the estimates we have used in the analysis for discrete lengths of the Rochdale Canal are shown below.

Table 2.2.12 Rochdale Canal towpath visits estimate

LENGTH From	Km	Density per km per year	Total per year
ANCOATS TO FAILSWORTH	8	80,000	640,000
Failsworth to Rochdale (south)	10	50,000	480,000
Rochdale (south) to Littleborough	10	80,000	768,000
Littleborough to Todmorden	8	70,000	560,000
Todmorden to Hebden Bridge	8	80,000	640,000

Hebden Bridge to Sowerby Bridge	8	60,000	480,000
TOTAL	51		3,568,000

For angling and cycling activity we have used the same density estimates as shown above for the HNC, giving figures of 20,400 angling visits and 153,000 cycling visits per year along the whole canal.

Trends in informal visits

Evidence suggesting that visitor numbers are increasing is contained within the answers to a series of questions asked in towpath visitor surveys undertaken at Todmorden and Failsworth during 2003. The surveys asked visitors a series of questions about whether they had visited the canal before, and – if they had – whether the number of visits they made had increased over the previous year. The results indicate that the number of visits to the canal increased by 8% between 2002 and 2003, with an 11% uplift in Todmorden and a 4.5% rise in Failsworth.

If anything, British Waterways evidence from other sites across the country indicates that this method of estimating uplift could significantly underestimate the effect of improvement works. British Waterways has monitored a number of sites pre and post improvement projects (see Table 2.2.13). These data are collected by pedestrian counters and are thus more accurate than extrapolations from surveys. Though the locations are not strictly comparable to the Rochdale, they do nevertheless give an indication of the magnitude of change. For example, the changes in Scotland followed the restoration of the canal link between Glasgow and Edinburgh.

Table 2.2.13 Pedestrian counts at waterside locations

Site	Visits per annum		% change
	Before improvement	After improvement	
Stourbridge (W.Midlands)	41,500 (1999)	87,500 (2001)	+111%
Walsall (W.Midlands)	71,500 (1999)	154,500 (2001)	+110%
Ratho (Scotland)	56,000 (1998)	111,000 (2003)	+100%
Linlithgow (Scotland)	20,000 (1997)	144,000 (2003)	+343%
Craigmarloch (Scotland)	29,000 (1997)	67,000 (2003)	+90%
Cadder (Scotland)	48,000 (1997)	76,000 (2003)	+ 37%
Edinburgh (Scotland)	89,000 (1998)	112,000 (2003)	+ 26%
Maryhill (Scotland)	60,000 (1997)	71,000 (2003)	+ 21%
Bonnybridge (Scotland)	59,000 (1997)	57,000 (2003)	- 3%

Source: British Waterways pedestrian counter estimates

Recreation activity summary

A summary of the visitor activity estimates used in the modelling is shown in the table below.

Table 2.2.14 Rochdale Canal usage by category, 2003

Category	Details	Source	Notes
Moored private boats	64	BW Craft Licensing Database 2003	
Cruising:	1,500 Sowerby	Rochdale Canal web-	

boat movements	Bridge to Todmorden 500 per year Todmorden to Littleborough 100 per year Littleborough to Manchester	cameras and bookings system for lock passage	
Hire boats	1	BW Craft Licensing Database 2003	Categories HIR, RHR and MUL (time share)
Day boats	1	BW Craft Licensing Database 2003	Categories HDB
Trip boats	2	BW Craft Licensing Database 2002; Nicholson's Guides 2003	CLS category LIT
Canoeing	Not included in analysis		
Anglers	20,400 visitor days	Informal Visitor Survey 1995 / UKDVS 1996	Based on analysis of surrogate data for regional canals
Cycling	153,00 visitor days	Informal Visitor Survey 1995 / UKDVS 1996	Based on analysis of surrogate data for regional canals
Informal visitors	3,568,000 visitor days	Informal Visitor Survey 1995 / UKDVS 1996	Based on analysis of surrogate data for regional canals

Source: British Waterways Demand Model, 2004

The expenditure and employment results of the demand model are shown in tables 2.2.15 and 2.2.16 respectively.

2.2.15 Net additional tourism and leisure expenditure along the Rochdale Canal, 2003

<i>CANAL USER</i>	Expenditure (£'000s per year) 2003
Private moored boats (mooring charges)	£40
Private moored boats (maintenance costs)	£61
Private moored boats (purchase costs)	£174
Cruising trips (moored boats and visiting boats, private and hire)	£300
Hire boats	£27
Day boats	£11
Trip boats	£129
Angling	£129
Cyclists	£183

Local day visitors	£1,884
Inbound day trippers	£497
Overnight stay visitors	£632
Total direct visit spend	£3,790
Total direct boat spend	£275
Total direct spend	£4,065

Source: British Waterways Demand Model, 2004

Table 2.2.16 Employment resulting from tourism and leisure expenditure along the Rochdale Canal 2003

Employment type		Employment (FTEs) 2003
Direct	Boat spend	4
	Visit spend	117
	Total	121
Indirect and induced	Boat spend	2
	Visit spend	35
	Total	37
Total	Boat spend	6
	Visit spend	152
	Total	158

Source: British Waterways Demand Model, 2004

2.2.4 Summary of results

- Within the Rochdale Canal corridor, our analysis identifies 313 tourism and leisure businesses. These businesses are distributed fairly evenly along the canal.
- Almost half the identified tourism and leisure businesses are pubs/ wine bars. Just under a fifth of businesses specialise in accommodation, and an equivalent number are restaurants/ cafes. Relatively few of the businesses are boat-related (moorings, boat building and servicing).
- The majority of respondents to the business survey were small businesses, with turnovers of less than 200,000, and staff based locally.
- Businesses were positive about the importance of the canal to their business. 41% of respondents said the canal was “important” or “very important” to their business. A similar number of businesses said that the canal was important to their choice of location.
- 13% of businesses generate 50-100% of their revenue from canal users- the majority of these businesses are boat-related. However, 29% of businesses generate up to a quarter of

their revenue from canal users- many of these businesses were pubs, cafes and restaurants.

- Most businesses did not think that the importance of the Rochdale Canal had changed during the last 3 years. However, over a third believe that the canal will become more important to them as a source of business in the future.
- Many respondents would like to see more resources put into maintenance of the canal, particularly the tow-paths. Respondents would also like to see more resources put into publicising the canal.
- The demand modelling suggests that around 3.5 to 4 million visits are being made to the Rochdale Canal per year, with visitors spending around £18m. Of this total spend, £4.1m is estimated to be net additional to the local economy, with nearly £2m of this due to visits made by local people and another £1m from tourists on a visit to the local area. Local expenditure associated with boating is relatively modest at less than £1m a year.
- Tourism and leisure activity on the canal is estimated to be supporting 158 jobs in the local economies of Oldham, Rochdale and Calderdale.
- Most visits and associated expenditure are still taking place on the eastern side of the Pennines. Virtually all boating activity is still concentrated on the length between Sowerby Bridge and Littleborough which was restored in 1996. Overnight visitors, as a proportion of total visitors, are also higher in the east according to our survey evidence. Altogether this suggests that activity on the length of canal restored most recently between Littleborough and Manchester probably accounts for only £1.4m to £1.5m of the £4m total net additional spend going into the local economies. The number of local jobs supported in Oldham and Rochdale boroughs is therefore likely to be between 50 and 60, compared to 100-110 in Calderdale.
- As explained in the introduction to this section, we have not attempted to compare pre- and post- restoration scenarios. However our survey evidence suggests that the amount of activity on the Sowerby Bridge-Littleborough line increased by around 10% between 2002 and 2003. The survey evidence at Failsworth shows a lower rise than this, though – given the Scottish evidence referred to above – we might expect this to be a considerable under-estimate. If we assume informal visits have increased by 25% on the western side, and 10% on the east would indicate an extra 550,000 visits to the Rochdale Canal in the first year after restoration. Combining this with a small amount of extra boating activity suggests that the impact of the restoration to date may have been to inject an additional £0.5m into the local economy, creating ten to fifteen jobs.

2.3 Results and Analysis: Huddersfield Narrow Canal

2.3.1 Analysis of number, type and location of different tourism and leisure businesses

Table 2.3.1 shows the distribution of tourism and leisure businesses along the HNC according to broad category. Pubs and wine bars make up just under 45% of the total. Restaurants and cafes make up about 24%, and accommodation makes up about 11%. Boating related services make up just over 7%. The business database is available in Appendix B.

Table 2.3.1 Breakdown of tourism and leisure businesses on the Huddersfield Narrow Canal

Business Type	Number	% of total
Pubs and Wine Bars	109	43.8
Restaurants	36	14.5
B&B, Guest Houses and Holiday Accommodation	12	4.8
Cafes	23	9.2
Hotels, Inns and Hostels	16	6.4
Attractions (including museums and art galleries)	18	7.2
Sandwich Shops	13	5.2
Moorings and Boat Hire	11	4.4
Boat Builders, Repairs, Services and Fuel	7	2.8
Children's Adventure Centres and Outdoor Pursuits	3	1.2
Tourist Information Centres	1	0.4
Total number of businesses	249	100

Table 2.3.2 shows the distribution of tourism and leisure businesses along the canal corridor.

Table 2.3.2: Location of Tourism and Leisure Businesses along the HNC canal corridor

Location	Number	% of total
Elland	22	9
Brighouse	30	12
Huddersfield	40	16
Slaithwaite	10	4
Marsden	17	7
Saddleworth villages	27	11
Stalybridge	33	13
Ashton-under-Lyne	34	14
Manchester	36	14
Total number of businesses	249	100

2.3.2 Business survey results

Background of Respondents

- The most common legal status of HNC businesses was sole traders/independents accounting for 34.2 per cent of respondents. The second largest group was private limited companies at 31.6 per cent of respondents.
- Over half of the HNC businesses described themselves as being either a pub, café or restaurant. A further 20% were engaged in providing boating facilities, repairs and sales (Table 2.3.3).

Table 2.3.3 Activity of HNC Respondents

Type of activity*	Number	%
Boating facility/repair/sales	8	20
Waterway based tourism and leisure attraction	3	7.5
Tourism and leisure attraction not based on the waterway	4	10
Pub / café / restaurant	21	52.5
Accommodation	1	2.5
Food and drink shop	2	5
Other	1	2.5
TOTAL	40	100

* Respondents could select more than one activity

- Some 34.2 per cent of respondents indicated that their businesses began operating between 1990 and 2000, an equal number began operation after 2000. 26.3 per cent of respondents had established businesses prior to 1990.
- The Huddersfield Narrow Canal corridor is dominated by micro firms (employing 0-9 people), a category that currently describes 68.4 per cent of respondents. None of the respondents employed over 50 people in 2004. However, it is important to note that the predominance of small businesses could be because smaller businesses are more likely to respond to a survey of this nature.
- The majority of businesses (68.4 per cent) experienced stable or increased levels of full-time employees between 1996-2004.
- On average, respondents indicated that almost half (49.5 per cent) of their workforce lived within one mile of their business.
- On average, respondents indicated that just 6.6 per cent of their workforce lived more than 10 miles away from the business
- There are a large number of small businesses along the HNC corridor. Some 36.8 per cent of respondents reported an annual turnover in the region of 0 - £55,000 per year. In total, 63.1 per cent of businesses indicated that their annual turnover was £200,000 or less.

Furthermore, for 10 businesses (26.3 per cent) annual turnover was between £200,000 and £500,000.

- Just 2 businesses reported annual turnover in excess of £500,000.
- 39.9 per cent of businesses saw their turnover increase between 1996 and 2003. Just 7.9 per cent of businesses recorded a reduction in turnover over the period. The majority of businesses (63.2 per cent) saw their annual turnover increase or remain stable over this period.

It is difficult to determine whether employment change (positive or negative) can be attributed to the canal restoration work. To gain more insight into the reasons behind the changes, respondents were asked to identify factors that had affected the number of people they employed and their turnover. Very few respondents chose to answer this question. Of those who did:

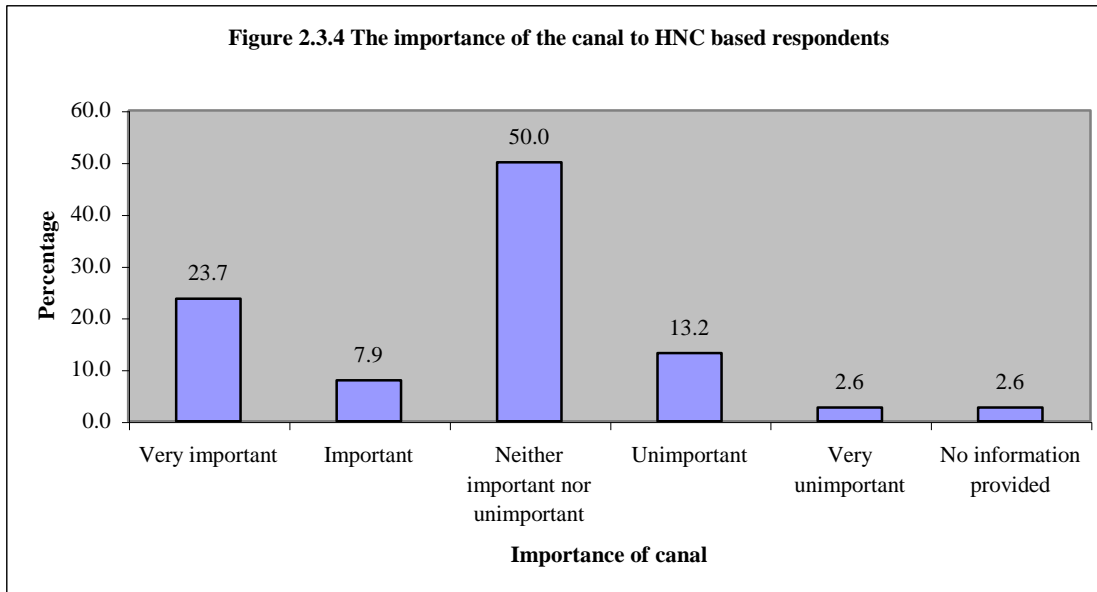
- Two respondents identified the restoration of the waterway as something that had a positive impact on their business. '*Restoration of the canal*' was the answer given by a business providing a marina facility for boats and '*Re-opening of the canal and regeneration of Stalybridge*' was identified as a positive factor by a Stalybridge-based café.
- Perhaps understandably, a floating tea-room based on the canal saw a slump in business during restoration work, but reported '*when the canal re-opened we broke even.*'
- The remainder of the respondents identified factors that were either internal to their business, for example, '*Increased awareness of business*' and '*New management*' or external to their business such as the regeneration of Manchester and increased competition.

The Role of the Huddersfield Narrow Canal

Respondents were asked a series of questions designed to assess the role of the Huddersfield Narrow Canal, its importance to their business, and whether this had changed in recent years.

Figure 2.3.4 shows how important the respondents felt the canal was to their business.

- Some 31.6 per cent of respondents saw the canal as being either 'very important' or 'important' to their business.
- For half of the respondents the canal was 'neither important nor unimportant' to their business.
- Only 1 of the 38 respondents indicated that the canal was 'very unimportant' to their business.



It is interesting to investigate whether different types of business see the canal as more important than others. For example:

- Of the 9 respondents who indicated that the canal was ‘very important’ to their business, 8 classed themselves as businesses providing boating facilities of some kind. The remaining business for whom the canal was ‘very important’ was a pub/café/restaurant.
- The respondents who saw the canal as being ‘important’ to their business all fell into the pub/café/restaurant category.
- The businesses for whom the canal was either ‘unimportant’ or ‘very unimportant’ were all from the food and drink sector.

Respondents were also asked to indicate how important the canal had been in their choice of location. The results mirrored those above, with 29% of respondents saying that the canal had been an important or very important factor, and 50% saying that the canal had been neither important nor unimportant.

Table 2.3.5 shows businesses’ estimates of the proportion of revenue generated from people visiting or using the canal:

- 13.2 per cent of businesses indicated that close to 100 per cent of their revenue comes from canal users. A further 2.6 per cent estimated that around 75 per cent of their revenue was generated by those using the canal.
- Over half of the respondents estimated that close to 0 per cent of their revenue came from canal users.

Table 2.3.5 Percentage revenue from canal users

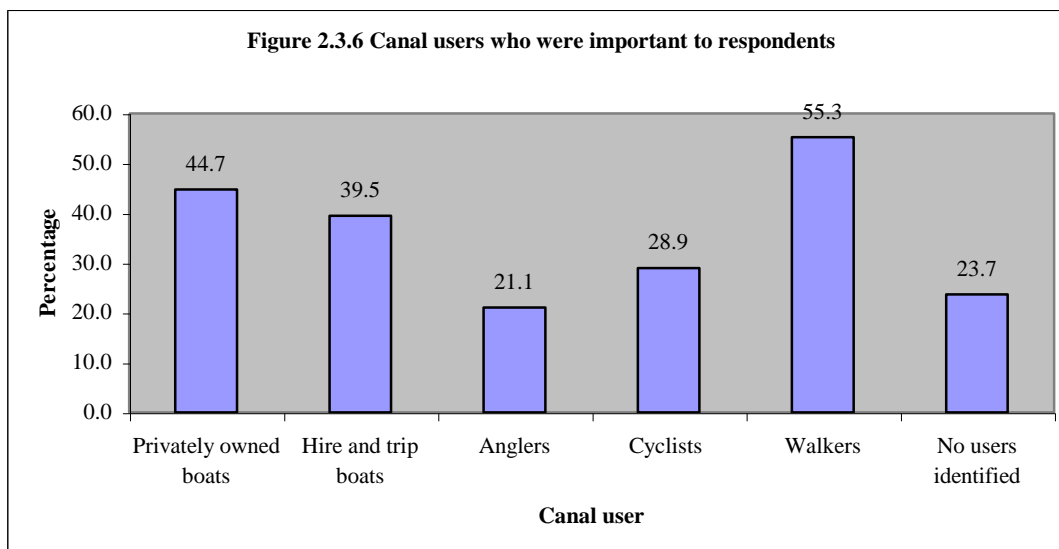
% of revenue (closest)	Number	%
100%	5	13.2
75%	1	2.6
50%	3	7.9
25%	8	21.1
0%	21	55.3
TOTAL	38	100

It is interesting to consider whether estimated percentage of business revenue from canal users varies according to business type. For example:

- The businesses that estimated canal users generated around 50 to 100 per cent of their business revenue were all ‘waterway dependent’ (boating facilities, waterway based visitor attractions and a floating tea room).
- Of the 21 businesses who indicated that around 0 per cent of revenue was generated by canal users, the majority fell into the pub/restaurant/café category.

Figure 2.3.6 shows the types of canal user who respondents indicated were most important to their business (respondents could indicate more than one type of user). Key findings are:

- Walkers were most frequently mentioned as canal users who were of particular importance to respondents (identified by 55.3 per cent of businesses) followed by privately owned boats (identified by 44.7 per cent of respondents). A further 39.5 per cent of respondents indicated that hire and trip boats were important to their business.
- A total of 9 businesses (23.7 per cent of respondents) did not identify any canal users as important to their business.



In response to the question on how the importance of the canal to businesses has changed (table 2.3.7):

- The vast majority of respondents (73.7 per cent) felt that there had been no change in the importance of the canal over the past 3 years. Just 1 respondent felt that the canal had become less important over this period.

Table 2.3.7 Change in canal importance over last 3 yrs

Change in canal importance	Number	%
Become increasingly important	2	5.3
Remained the same	28	73.7
Become less important	1	2.6
No information provided	7	18.4
TOTAL	38	100

- The majority of businesses (71.1 per cent) do not expect the importance of the canal to change in the next 3 years.
- Some 26.3 per cent of businesses anticipate that the canal will become more important to them in the next 3 years. Significantly, none of the respondents expected the canal would become less important to their business.

Additional comments from HNC businesses include:

- *'We receive a nice amount of business from boaters and walkers especially during summer'* (Pub/restaurant).
- *'No canal – no business.'* (Boating facility/repair/sales)
- *'The canal is quite distant from our premises - I don't think there is a direct link to custom. However I fully support the restoration and promotion of canal usage for tourism, social, ecological and economic benefits'* (Craft and Design Studio/shops).
- *'We have not found that the reopening of the Huddersfield Narrow has made any difference to our visitor figures. Much to our disappointment'* (Waterway based tourism and leisure attraction).

The Restoration of the Huddersfield Narrow Canal and Future Improvements

Of the 38 businesses, 33 (86.8 per cent) were aware of the restoration work. Just 5 businesses were unaware that the HNC had been restored to navigation. HNC respondents were also asked if they were aware of the restoration of the nearby Rochdale Canal. Again, most of the respondents (68.4 per cent) were aware of the work.

Businesses were then asked to comment on the difference the restoration work has made to their business, the results are shown in Table 2.3.8.

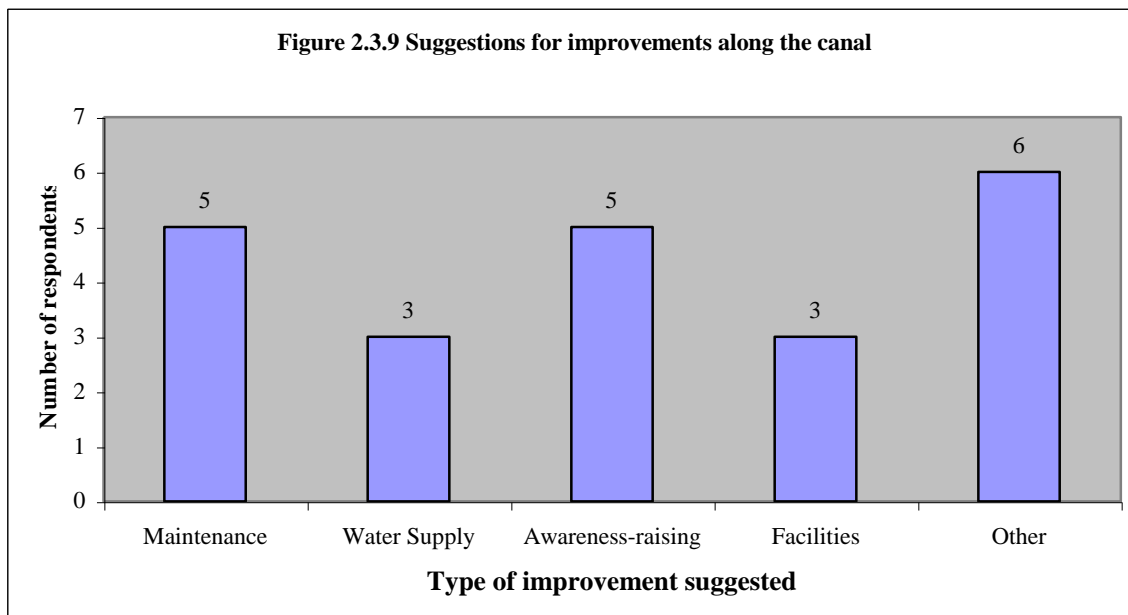
- The majority of businesses (71.1 per cent) felt the restoration programme has had no effect on their business.
- Just 1 business, a boating facility/waterway-based visitor attraction, saw the restoration work as having made a large improvement to their business. A further 6 respondents thought the canal restoration had resulted in an improvement in their business. Most of these 6 described themselves as pubs/restaurants or café's.

- In total, 18.4 per cent of respondents thought the canal restoration had had a positive impact on business compared to just 5.2 per cent who reported a negative impact.

Table 2.3.8 Effect of HNC restoration on business

Effect of restoration	Number	%
Large improvement	1	2.6
Improvement	6	15.8
No effect	27	71.1
Worse	1	2.6
Much worse	1	2.6
No information provided	2	5.3
TOTAL	38	100

Suggestions for improvements to the HNC fell into 5 main categories; ‘maintenance’, ‘water supply’, ‘awareness raising’, ‘facilities’ and ‘other’. The number of respondents who raised issues in these areas is represented in figure 2.3.9.



- Suggestions focusing on improving maintenance concerned general upkeep, but specifically, increased towpath maintenance, more frequent litter removal and regular dredging of the waterway.
- Three respondents emphasised the need for improved water supply to the canal. One respondent in particular reported being ‘*frequently told of boats delayed, grounded due to shortage of water in canal.*’
- Notable suggestions for awareness raising activity included; ‘*Local events to encourage more people to take an interest in the canal*’, ‘*More planned events*’ and ‘*Try to make people more aware of the canal and that it is in use.*’ One respondent particularly wanted to see more marketing to encourage people to stay overnight in the area and another wanted to see better signage inside the tunnels.

- Two of the three respondents who wanted to see improved facilities emphasised a particular need at the Diggle end where it was felt more leisure facilities would be of benefit.
- Other interesting suggestions included more housing and flats along the canal and a children's trail along the waterway.

2.3.3 Demand modelling

Private moored boats

Table 2.3.10 shows the locations of private and commercial boats with a long-term mooring on the Rochdale Canal in 2003.

Table 2.3.10 Private and commercial boats moored on the Rochdale Canal 2003

Mooring site	Private	Hire/ Day / Timeshare
Slaithwaite	1	0
Marsden Lane	2	1
Marsden Tunnel	1	2
Uppermill	1	1
Knowl Street (Stalybridge)	2	1
TOTAL	7	5

Source: BW Craft Licensing Database

Table 2.3.11 gives data for the number of private boats registered as having a long-term mooring base on all Pennine Ring waterways in the last three years and for two years in the 1990s. The data show a small increase in boats based on the HNC during 2003. The increase would not appear to have come at the expense of the adjacent Huddersfield Broad, though there has been a decline in the number of boats moored on the Ashton Canal since 2000.

Table 2.3.11 Number of private boats based at long-term moorings on Pennine Ring waterways

	2003	2002	2001	1995	1991
Rochdale	64	11	9	0	0
Calder & Hebble	143	140	137	144	65
Huddersfield Broad	5	4	4	3	3
HNC	7	2	4	1	0
Ashton	29	48	58	32	26
TOTAL	248	205	212	180	94

Source: BW Craft Licensing Database

Commercial boats

According to the BW Craft Licensing Database, there is one hire and one day-hire boat on the HNC at Stalybridge; one hire boat at each of Uppermill and Marsden; plus a time-share boat at Marsden. The Stalybridge Canal Carrying Company operates a trip boat service, whilst there is a café boat at Slaithwaite. A trip boat service also operates into the Standedge Tunnel, whilst there is a charge for a towing passage through the tunnel for private boats.

Boat cruises

Data from the lock counters installed on the HNC are shown in the table along with the estimate for boat movements based on a boat:lockage ratio of 1.5 i.e. that an average of 1.5 boats pass through a lock each time the lock gates are opened ⁷.

Table 2.3.12 Lockage: Huddersfield Narrow Canal

	2002 lockage	Boat moves
Marsden Lock 41 (Dirker)	557	836
Shaw Mill Lock 30 (Dobcross)	597	896
Upper Mill 22 (Dungebooth)	1216	1824
Titanic Mill Lock 16 (Gas Works, Mossley)	613	920
Average	746	1119

The only data for 2003 is for Shaw Lock, where lockages increased by 24% to 738.

We've used an estimated average of 1,000 boat movements along the length of the canal, and assumed that a one-way trip along the canal takes six days (see demand models in appendix C for details).

Informal visitors

Informal visit numbers for the HNC have been estimated in the same way as for the Rochdale, by drawing on data from the five surrogate canals plus a consideration of the evidence for visit uplift following canal improvements – particularly in Scotland. This evidence was shown above in table 3.2.13 and indicates that visitor uplift at sites along the Forth & Clyde and Union Canals following the Millennium Link restoration has been between 25% and 300% over the last six years.

The estimates for the HNC produced by 1995 BW Count / 1996 UKDVS are shown below.

Table 2.3.13 Visit estimates to Huddersfield Narrow Canal 1995/96 ('000s per year)

LENGTH		LENGTH	INFORMAL	ANGLERS	CYCLISTS
From	To	Kms	VISITORS		
Huddersfield	Linthwaite	6	167	2	16
Linthwaite	Marsden	6	1097	5	30

⁷ The ratio is more than one since gates may already be open when a boat arrives at the lock, so the boat passage is not recorded by the lock counter

Standedge	Roaches.	7	310	2	11
Roaches	Stalybridge	7	224	2	25
Total		26	1798	11	82

These numbers must certainly have increased, particularly through Stalybridge (where the canal was largely inaccessible) and also at Slaithwaite (where it had been partly filled in) and in Huddersfield (where a blockage was removed during the restoration). Towpath surveys undertaken in 2003 suggested a 5% increase in towpath visits at Slaithwaite and 14% at Stalybridge, over the previous year. If this trend had also taken place in the previous year, visits may have increased by between 10% and 25% since the completion of the restoration – though the Scottish evidence would suggest this is a conservative estimate. We have assumed a 25% increase between Huddersfield and Roaches and a 30% increase through Stalybridge. We have assumed no increase in angling, but a similar uplift in cycling as for informal visits.

Recreation activity summary

A summary of the visitor activity estimates used in the modelling is shown in the table below:

Table 3.3.14 Huddersfield Narrow Canal usage by category, 2003

Category	2003 (no.)	Source	Notes
Moored private boats	7	BW Craft Licensing Database 2003	
Cruising: boat movements	1,000 per year along entire canal	Lock counter data	
Hire boats	4	BW Craft Licensing Database 2003	Categories HIR, RHR and MUL (time share)
Day boats	1	BW Craft Licensing Database 2003	Categories HDB
Trip boats	2	BW Craft Licensing Database 2002; Nicholson's Guides 2003	CLS category LIT
Canoeing	<i>Not included in analysis</i>		
Anglers	11,000 visitor days	Informal Visitor Survey 1995 / UKDVS 1996	1995 BW Count / 1996 UKDVS
Cycling	100,00 visitor days	Informal Visitor Survey 1995 / UKDVS 1996	1995 BW Count / 1996 UKDVS
Informal visitors	2,168,800 visitor days	Informal Visitor Survey 1995 / UKDVS 1996	1995 BW Count / 1996 UKDVS

Source: British Waterways Demand Model, 2004

The expenditure and employment results of the demand model are shown in tables 2.3.15 and 2.3.16 respectively.

Table 2.3.15 Net additional tourism and leisure expenditure along the Huddersfield Narrow Canal, 2003

<i>CANAL USER</i>	Expenditure (£'000s per year) 2003
Private moored boats (mooring charges)	£4
Private moored boats (maintenance costs)	£7
Private moored boats (purchase costs)	£19
Cruising trips (moored boats and visiting boats, private and hire)	£241
Timeshare boats	£9
Hire boats	£80
Trip boats	£129
Day boats	£11
Angling	£69
Cyclists	£84
Local day visitors	£1,145
Inbound day trippers	£302
Overnight stay visitors	£384
Total direct visit spend	£2,455
Total direct boat spend	£30
Total direct spend	£2,485

Source: British Waterways Demand Model, 2004

Table 2.3.16 Employment resulting from tourism and leisure expenditure along the Rochdale Canal 2003

Employment type		Employment (FTEs) 2003
Direct	Boat spend	1
	Visit spend	76
	Total	77
Indirect and induced	Boat spend	0
	Visit spend	22
	Total	22
Total	Boat spend	1
	Visit spend	98
	Total	99

Source: British Waterways Demand Model, 2004

2.3.4 Summary of results

- Analysis identifies some 249 tourism and leisure businesses along the HNC corridor. Almost 45% of these businesses are pubs/ wine bars. Restaurants and cafes make up about 24%, and accommodation makes up about 11%. Boating related services make up just over 7%.
- The majority of respondents to the postal questionnaire were small businesses, employing less than 9 people from the local area, and with turnover under 200,000.
- Almost a third of businesses perceive the HNC to be important or very important to their business. Most businesses who think the canal is “very important” were boating businesses, but a considerable number of pubs and cafes claim that the canal is “important” for their business.
- Over half the respondents receive 25% or more of their revenue from canal users. Over half of all respondents cite walkers as being important to their business, and boat users are perceived as being important to 45% of businesses.
- Most businesses do not think the importance of the canal to their business has changed in the last 3 years. Just over a quarter think that the canal will become more important over the next three years.
- The demand modelling suggests that around 2.0 to 2.5 million visits are being made to the HNC per year, with visitors spending a total of just over £10m. Of this total spend, £2.5m is estimated to be net additional to the local economy, with over £1.2m due to visits made by local people, £0.7m from tourists on a visit to the area and the rest associated with boating. .
- Tourism and leisure activity on the canal is estimated to be supporting 99 jobs in the local economies of Kirklees and Tameside.
- There’s no strong reason to believe that more activity and spend is taking place in one local authority district or another, so the number of jobs could be assumed to be split evenly between the two.
- There is only limited data available about the extent of extra activity since the mid 1990s, but making an assumption of an increase in towpath visits of 25% to 30% would suggest an additional net expenditure into the local economy of just under £0.8m per year; sufficient to create 25 to 30 jobs.

2.4 Conclusions and key points

In this section we have analysed the tourism and leisure impacts of the Rochdale and Huddersfield Narrow Canals. This has involved three aspects:

- Assembly of a database of tourism and leisure businesses located within the canal corridors;
- A postal survey of tourism and leisure businesses; and
- Modelling the income and employment impacts of tourism and leisure activities within the local economies.

The first two elements combine to provide a supply-side picture of the tourism and leisure sector located close to the canals; the modelling element complements this with a demand side analysis of canal-based activity.

Due to data constraints, we have not attempted to construct ex-ante, ex-post, and counter-factual assessments of tourism and leisure activity. Instead we assembled information to provide a qualitative and quantitative indication of tourism and leisure activity along the canals, as it existed in 2003. The results can thus be used as a baseline against which to assess future impact.

In the remainder of this sub-section, we summarise the results for first the Rochdale Canal, then the Huddersfield Narrow Canal. For each canal, we compare the results from the supply-side and demand-side modelling approaches.

Rochdale Canal

We defined the canal corridor as being the area within 800m either side of the canal in urban areas and 2km either side of the canal in rural areas. Within Rochdale's canal corridor we identified 313 tourism and leisure businesses. 4.5% of these were boating businesses; 46% were pubs/ wine bars; accommodation made up 19% of businesses.

A business questionnaire was sent to all businesses within the canal corridor. The response rate was approximately 10%. The majority of respondents were small businesses with less than nine employees.

Businesses were generally positive about the importance of the Rochdale Canal to their business. 41% said that the canal was "important" or "very important" to their business. The Rochdale Canal (specifically those who visit it) represents the major income source of 13% of tourism and leisure businesses located within the corridor. For an additional 29% of businesses, canal visitors generate up to a quarter of those businesses revenue.

The demand modelling indicates that some 3.8 million people will have visited the Rochdale Canal in 2003. This includes all boat-related visitors, as well as informal day-trippers and in-bound visitors from outside the locality. When the number of visitors in each of these categories is multiplied by average spend for each visitor type, the results indicate that visitors spend some £18 million. Of this, £4.1 million is estimated to be net additional to the local economy (i.e. once displacement has been taken into account). Of this £4.1m, £742,000 relates to expenditure by boat users. Visitors staying overnight are calculated to spend

£632,000, while those visiting from outside the locality are calculated to spend £497,000. The remainder of the expenditure is by informal users of the canal- cyclists, anglers and walkers.

The demand modelling indicates that tourism and leisure activity on the canal is supporting around 160 jobs in the local economies of Oldham, Rochdale and Calderdale.

Most visits and associated expenditure is taking place on the eastern side of the Pennines. The length of canal restored most recently between Littleborough and Manchester probably accounts for only £1.4m to £1.5m of the £4m total net additional spend going into the local economies. The number of local jobs supported in Oldham and Rochdale boroughs is therefore likely to be between 50 and 60, compared to 100-110 in Calderdale.

We now compare the results from the demand-side and supply-side modelling. This requires us to “gross-up” the results of the postal survey which is a somewhat crude task. In table 2.4.1 we have calculated the average number of full-time and part-time staff working in tourism and leisure businesses. We also calculate the average turnover of these businesses. The “percentage attributable to canal users” is the average figure calculated on the basis of question 14 of the postal questionnaire- the figure represents the level of turnover that businesses believe, on average, they receive from users of the Rochdale Canal.

Table 2.4.1: Average figures for Rochdale businesses

	Averages from survey			
	PT	FT	Turnover	% Attributable to canal users
Boat businesses	5.3	6	£102,500	87.5%
Non-boat tourism and leisure businesses	6.2	3.5	£140,000	15%

In Table 2.4.2 we “gross-up” the results from table 2.4.1 to provide estimates of the total number of people employed by tourism and leisure businesses along the canal corridor, the total turnover of these businesses, and the amount of this turnover that is attributable to the canal. Spending attributable to canal users is estimated to equate to £7.5 million, 42% of the level estimated by the demand modelling approach. Assuming displacement rates of 0% for boating expenditure and 80% for non-boating expenditure, the net additional impact of tourism and leisure expenditure is £2.5 million, less than the £4.1m estimated by the demand modelling.

Assuming that 2.5 part-time jobs equate to 1 FTE, the tourism and leisure businesses along the Rochdale canal corridor employ 1903 FTE. Adjusting these figures to take account of the degree to which these jobs are dependent on canal users suggests that the Rochdale Canal results in an estimate of some 370 gross FTE. Assuming displacement (0% for boat-related businesses, 80% for others), gives a figure of 153 net FTE dependent on the Rochdale Canal. This figure is almost identical to the figure of 158 estimated by the demand-side approach.

Table 2.4.2 Grossed-up survey results

	Survey results grossed up ⁸			
	PT	FT	Turnover	Amount attributable to canal users
Boat businesses	74	84	£1,435,000	£1,255,625
Non-boat tourism and leisure businesses	1854	1047	£41,860,000	£6,279,000

It should be noted that the scope of the supply-side approach was somewhat broader than that of the demand-side approach, in that the supply-side survey included businesses located along the Calder and Hebble navigation, while the demand-side approach only went as far as Sowerby Bridge. Thus it might be expected that the supply-side approach would yield a greater estimate of canal-related tourism expenditure than the demand-side approach. There are however a number of explanations as to why our supply-side approach provides a lower estimate of the net leisure and tourism impact of the Rochdale Canal relative to the demand-side approach:

- With the supply-side approach, the canal corridor was necessarily defined to be fairly narrow so that respondents would be able to relate to the canal and how the canal affects their business. However, it is likely to be the case that a proportion of visitors' expenditure is spent in businesses outwith the canal corridor. This is particularly the case for overnight stayers for example, who may well stay at a location more than 2km from the canal. Similarly, visitors may purchase a packed-lunch while on their way to the canal, rather than along the canal itself. In these cases, the visitors' expenditure would be included in the demand modelling but not the supply survey approach.
- The demand modelling approach picks up some types of expenditure that are not picked up by the supply-side approach. Travel costs (e.g. petrol), for example, are not included by the supply-side approach, which only covers tourism and leisure businesses.
- Businesses may have underestimated the extent to which they rely on canal users. This may be particularly the case where visitors are visiting a number of attractions on the same day, of which the canal is just one.
- Finally, the estimates derived from the supply-side questionnaire are subject to fairly wide error bars, given the relatively low response rate.

Huddersfield Narrow Canal

Within the HNC canal corridor we identified 249 tourism and leisure businesses. 7.2 % of these were boating businesses; 44% were pubs/ wine bars; accommodation made up 11.2% of businesses.

A business questionnaire was sent to all businesses within the canal corridor. The response rate was approximately 15%. The majority of respondents were small businesses with less than nine employees.

⁸ Figures have been grossed up on the basis of the fact that there are 14 boating businesses and 299 non-boating businesses on the Rochdale Canal.

Almost one third of businesses perceive the HNC to be important or very important to their business. A substantial number of non-boating businesses (i.e. pubs, cafes and restaurants) consider the canal to be important to their business.

Over half of the respondents receive 25% or more of their revenue from canal users.

The demand modelling indicates that some 2.3 million people will have visited the Huddersfield Narrow Canal in 2003. This includes all boat-related visitors, as well as informal day-trippers and in-bound visitors from outside the locality. When the number of visitors in each of these categories is multiplied by average spend for each visitor type, the results indicate that visitors spend some £10 million. Of this, £2.5 million is estimated to be net additional to the local economy (i.e. once displacement has been taken into account). Of this £2.5m, £500,000 relates to expenditure by boat users. Visitors staying overnight are calculated to spend £384,000, while those visiting from outside the locality are calculated to spend £302,000. The remainder of the expenditure is by informal users of the canal- cyclists, anglers and walkers.

Tourism and leisure activity on the canal is estimated to be supporting around 100 jobs in the local economies of Kirklees and Tameside.

We now compare the results from the demand-side and supply-side modelling. This requires us to “gross-up” the results of the postal survey which is a somewhat crude task. In table 2.4.3 we have calculated the average number of full-time and part-time staff working in tourism and leisure businesses. We also calculate the average turnover of these businesses. The “percentage attributable to canal users” is the average figure calculated on the basis of question 14 of the postal questionnaire- the figure represents the level of turnover that businesses believe, on average, they receive from users of the Huddersfield Narrow Canal.

Table 2.4.3 Averages from HNC Survey

	Averages from survey			
	PT	FT	Turnover	% Attributable to canal users
Boat businesses	3.6	8	£160,000	84%
Non-boat tourism and leisure businesses	5.4	4.1	£130,000	7.5%

In Table 2.4.4 we “gross-up” the results from table 2.4.3 to provide estimates of the total number of people employed by tourism and leisure businesses along the canal corridor, the total turnover of these businesses, and the amount of this turnover that is attributable to the canal. Spending attributable to canal users is estimated to equate to £4.7 million, 47% of the level estimated by the demand modelling approach. Assuming displacement rates of 0% for boating expenditure and 80% for non-boating expenditure, the net additional impact of tourism and leisure expenditure is £2.8 million, slightly more than the £2.5m estimated by the demand modelling.

Thus the supply-side approach underestimates the gross impact, but over-estimates the net impact, relative to the demand-side approach. This is because, under the supply-side approach, a large proportion of gross impact is attributed to boating businesses. Given that displacement is assumed to be 0% for these types of expenditure, there is not such a large difference between gross and net impact under the supply-side approach as opposed to the demand-side approach.

Table 2.4.4 Survey Results Grossed-Up

	Survey results grossed up ⁹			
	PT	FT	Turnover	Amount attributable to canal users
Boat businesses	65	144	£2,288,000	£2,419,200
Non-boat tourism and leisure businesses	1247	947	£30,300,000	£2,272,500

Assuming that 2.5 part-time jobs equate to 1 FTE, the tourism and leisure businesses along the HNC corridor employ 1616 FTE. Adjusting these figures to take account of the degree to which these jobs are dependent on canal users suggests that the HNC results in 251 gross FTE. Assuming displacement (0% for boat-related businesses, 80% for others), gives a figure of 160 net FTE dependent on the HNC. This figure is more than the figure of around 100 estimated by the demand-side approach. This can be at least partly explained by the fact that the supply-side approach included businesses based along the Huddersfield Broad Canal, and the Ashton Canal, whereas the demand-side analysis was based on the Huddersfield Narrow section only.

Overall Summary: Rochdale and HNC

In table 2.4.5 below we summarise the results derived from the supply-side and demand-side approaches, for both the Rochdale and Huddersfield Narrow Canals.

The estimates of gross expenditure are higher under the demand-side approach. This can be explained by the reasons given above- essentially, the demand model captures certain types of expenditure that the supply-side approach does not. However, given the assumptions made under the demand approach, and the relatively low number of responses under the supply-side approach, the estimates of net impact are not so different between the two approaches.

Looking more closely, the key difference between the supply and demand side approaches is the sector on which they impact. The implication of the supply-side approach is that a large proportion of the net impacts of tourism and leisure activity on the canals is felt by boating businesses, and a relatively small proportion of the (net) impact is felt by non-boating tourism and leisure businesses.

⁹ Figures have been grossed up on the basis of the fact that there are 18 boating businesses and 231 non-boating businesses on the Huddersfield Narrow Canal.

Table 2.4.5: Comparison of demand-side and supply-side results

	Demand-side approach			Supply side approach		
	Gross expenditure	Net expenditure	Net employment impacts	Gross expenditure	Net expenditure	Net employment impacts
Rochdale Canal	£18m	£4.1m	158 FTE	£7.5m	£2.5m	153 FTE
Huddersfield Narrow Canal	£10m	£2.5m	99 FTE	£4.7m	£2.8	160 FTE

The estimates of net impact under the two approaches represent upper and lower bounds of the likely impact of the two canals. The demand-side approach represents a slightly broader approach, taking into account more business types and a wider geographical area.

Applying a multiplier of 1.3 to represent indirect and induced effects, net impact is calculated as between £3.25- £5.3 million for the Rochdale Canal, and £3.25- £3.6 million for the Huddersfield Narrow Canal.

3.0 PROPERTY DEVELOPMENTS ALONG THE CANALS

3.1 Context and Scope

Thus far this report has only considered the economic impact of the Rochdale Canal and Huddersfield Narrow Canal in terms of tourism and leisure impacts. However, research has shown that canals can also have a significant impact on property markets and act as a magnet for attracting development and enhancing the image of an area.

Previous work by ECOTEC¹⁰ has demonstrated that canals have the following property-related effects:

- They help to establish developer and investor confidence, a particularly significant impact in disadvantaged areas where such interest has traditionally been limited;
- Improvements to canal environments have been shown to bring forward the development of previously vacant or underused sites. Their linear form means that canals can also act as a valuable way in which to integrate discrete development schemes;
- Attractive development can enhance the vibrancy and vitality of an area. In particular, tourism and leisure schemes benefit strongly from the striking setting that a canal location provides;
- Evidence suggests that property developments at waterside locations command a premium value when compared to schemes based elsewhere and are also easier to sell/let. This is particularly true of residential and office developments.

There are now numerous examples of waterside developments located throughout the UK, though it must be stressed that the property-related impact of canals is very much determined by the nature of the area through which they pass. The canals of the South Pennine Ring pass through a diverse range of areas, from beautiful rural locations with strong tourism “draw”, to densely populated urban areas undergoing substantial investment and change, and to areas that have lacked a focus for investment and development for some time.

Unsurprisingly therefore, there have been a substantial number of canalside developments along the South Pennine Ring since 1990 (the date when canal restoration was mooted). The aim of this section of the report is to investigate these developments in detail and summarise their associated economic impacts (in terms of investment secured and jobs created).

It is important to consider how much of this development is actually dependent upon the canal and its restoration, as opposed to being coincidental. Moreover, in a methodological sense it is necessary to separate out tourism and leisure property developments, the jobs

¹⁰ ECOTEC/ British Waterways (1996, 1998, 2001, 2002) ‘The Economic Benefits of Waterway Development Schemes’

associated with which have already been included within the demand model set out in Section 3.0. For example, jobs created as a result of the construction of a marina have already been incorporated in the estimations of the spend associated with boaters. Whilst the benefits associated with tourism and leisure property developments have, therefore, been omitted from the final estimation of the economic impact of the canal, they are still summarised below since it is important to review in detail what has actually happened alongside the waterway since 1990.

For the purposes of this report, the property-related impacts of the canal were estimated by means of the following activities:

- Development that has taken place along the canal since 1990 was mapped. Schemes were identified through a review of local plans, visits to key locations, and through consultations with British Waterways staff, and representatives from the Local Authorities along the route.
- Details were obtained for each scheme (where possible) on what development has taken place, how much has been spent, how many jobs have been created, and the role of the canal (and its restoration) in relation to the scheme. Information was drawn from local plans, strategies and documentary evidence plus consultation with British Waterways staff, representatives from each of the Local Authorities, developers, and businesses.
- Information was also collected regarding possible/likely future developments along the canal and the likely associated economic impacts. Schemes were identified through consultation with British Waterways staff, representatives from the Local Authorities, developers, and businesses.

The remainder of this section of the report is split by Local Authority in a clockwise direction around the Pennine Ring from Oldham to Manchester. For each Local Authority, the following stages are undertaken:

- Property developments that have taken place alongside the canal since 1990 are mapped;
- An analysis is made of likely future property development schemes along the canal;
- Summary tables of past and future developments are presented for each Local Authority. Two tables are presented for each Local Authority. One table contains a list of all developments that have been completed since 1990, as well as developments which are currently ongoing. The second table contains a list of planned or potential developments. For each development we have provided as much information as possible on the investment involved, and the resulting outputs. In some cases it has been necessary to make assumptions about investments or outputs (this is especially the case in terms of the level of investment involved in private sector projects). Where a figure has been assumed, it is presented in *Italics*. Assumptions on the number of FTEs associated with a completed scheme are based on the English Partnerships' report "Employment Densities" published in 2001. Assumptions on the level of investment associated with each development are based on known investment levels for similar schemes identified in this and other reports. It must be stressed that all assumptions are subject to fairly wide error bars. Accurate

estimates of investment or employment can only be made where there is detailed information on the type of shops/ businesses involved, the condition of land or building prior to construction/ restoration, the standard of the finished development and other factors.

In terms of the investment and number of FTE associated with any development, it should also be noted that it is beyond the scope of this report to assess in a detailed way the additionality associated with any development. In other words, for any development that is adjacent to the canal, whilst we have considered whether the development was linked to the restoration, we have not been able to examine the possibility that the development has simply been displaced from elsewhere in the District.

These three stages are undertaken for all Local Authorities through which the Pennine Ring passes: Oldham (the Rochdale Canal section) Rochdale District, Calderdale, Kirklees, back through Oldham along the HNC, Tameside, and finally Manchester, where the Rochdale and HNC are linked via the Ashton Canal.

Following this analysis by Local Authority area, the section concludes with:

- An assessment of the impact of the canal on property markets and investment levels;
- Key messages and conclusions.

3.2 Past and Future Property-Related Developments mapped by Local Authority

3.2.1 Property Developments in Oldham District (Rochdale Canal)

The Rochdale Canal passes through the western edge of Oldham Borough. The canal passes through a couple of areas of established housing. Apart from this, the most significant canalside developments are industrial, located particularly at Oldham Broadway Business Park. These industrial and large retail developments are not canal dependent. A predominantly vacant site at Failsworth offers scope for a canal-focussed district centre which the Council hopes to see develop in the near future.

The Rochdale Canal enters Oldham Borough between Newton Heath and Failsworth, running northeast parallel to the A62 Oldham Road. On either side of the canal is established housing.

Morrisons on Poplar Street

At Poplar Street (off A62 Oldham Road) a former mill building was occupied by Morrisons Supermarket until 2001. Morrisons occupied the ground floor of the mill. The higher floors had been falling into disrepair but Morrisons were unwilling to invest in renovations. Oldham Council was keen for Morrisons to relocate to the Failsworth site (described below) but Morrisons did not see this as being suitable to their needs. In 2002 Morrisons were given

planning permission to demolish the mill and build a purpose built (7136m²) store on the site. The rebuilt supermarket now employs 120 people. The new store backs on to the canal and does not use the canal to add to its amenity value.

Failsworth District Centre

The canal continues in a northeasterly direction through Failsworth. One of Oldham's major potential development sites is alongside the canal at Failsworth (just before the canal is crossed by the A62). Before restoration, a Co-op Store was trading on the site. The Co-op had been built over the disused canal, so a CPO was issued in order that the store could be demolished to allow for the canal restoration. The Failsworth site is now a key opportunity for development in the Oldham Borough. It is hoped that the 8ha site will eventually accommodate a District Centre, to include a supermarket, restaurant, pub, and some specialist retailers. A live planning application allows for a 4,924m² food store, 3,809m² for non-food retail, a 1,765m² primary resource centre, a 1022m² pub, 4182m² non-food retail unit with car-park, and 30 dwellings. Detail submissions are now awaited.

Construction has already started on a health centre on the Failsworth site. The centre will house 3 GP practices, a pharmacy, hospital outreach services and a range of other community health services (including school nurses, midwives and breast screening facilities). The Centre will cost £7m, covers 4,000m² and is expected to open in late 2004. The Centre will overlook the canal and will, according to Oldham Primary Care Trust, go some way to compensating staff for having spent "years providing an excellent service from completely substandard surroundings".

Land close to Failsworth, between the canal and Ashton Road, saw construction of 20 semi-detached houses and 12 2-storey flats in the late 1990s. This development is not strongly related to the canal.

Rigley Head

At Rigley Head (roughly where the canal passes under the railway, to the north of the Failsworth site) there is an area of "Local Green Gap". This Green Gap is part of the New Leaf Programme funded by the North West Development Agency. The New Leaf Programme aims to tackle major brownfield sites in Greater Manchester with the objective of 'turning derelict land into environmental assets'. The programme aims to improve the image of strategic derelict, neglected and unused (DUN) sites to encourage investment and improve the competitiveness of the area and wider region.

Funding for New Leaf was approved in December 2003. £3 million of New Leaf money has been allocated for the Oldham local authority area (over 2004-2006), although allocations for the Rigley Head site are not yet known. The fact that the Rigley Head area is alongside the canal was a decisive factor in allocating it as a New Leaf site- the proximity of the restored canal acted to prioritise the site for environmental improvement.

Tweedale Way

At Tweedale Way (just to the south of A6104) are a number of industrial, office and retail developments. All of these developments are set slightly away from the canal, and none of them are influenced by the canal in any way. Developments at Tweedale Way include:

- A Daily Mirror printing plant and a Morrisons supermarket, both of which existed before canal restoration commenced.
- Planning permission was granted in 2002 for 8 industrial units (5,000m²) on land off Tweedale Way. Permission is granted for B1, B2 and B8 use classes. Construction has not yet started.
- Planning permission was granted in 2003 for over 4000m² of industrial and over 4000m² of office and commercial development on land south of Tweedale Way. Development has not yet started.

The canal then passes through a navigable tunnel that runs beneath the M60 and A663.

Oldham Broadway Business Park

Oldham Broadway is one of the largest (22 ha) Business Parks in the Borough. The site was previously occupied by a power station which was taken out of operation. The canal restoration acted as a catalyst for reclamation of the land. The power station was dismantled and land adjacent to the canal was drained. Investment has been significant, and includes a £1.6m Derelict Land Grant for site reclamation. The business park now contains a number of established businesses, and several vacant units/ plots- planning applications concerning these are discussed in the following sub-section.

It would be unreasonable to claim that the presence of the canal influenced the siting of the business park- proximity to Junction 21 of the M60 was the most influential variable in this respect. By the time the business park was ready for occupation, the canal restoration had been given the go-ahead. Businesses were thus encouraged to consider the canal in the positioning and design of their units. However, partly because of delays in restoration, many developments that took place prior to 2002 “turned their back” to the canal.

Now that the canal is fully restored, it is proving easier to persuade businesses and developers to incorporate canal-sympathetic features into developments. Indeed, the canal is now being used in marketing and publicity material associated with the business park.

At the southern edge of Oldham Broadway Business Park, a pub and Travelodge hotel opened in the early 00s on 0.6ha. These two developments are, arguably, the most canal dependent business at Oldham Broadway. The pub in particular makes a play of the canal- it is called the Boat and Horses, and inside has many historic pictures of the canal. The pub also has a patio overlooking the canal. The 60- room Travelodge makes less use of the canal, and

its location is probably more dependent on the proximity to the motorway junction rather than the canal. The pub and Travelodge together support around 35 FTEs.

Chadderton

To the north of the B6189 the canal passes through Mills Hill, Chaderton. Planning permission has recently been given for erection of an industrial unit with integral offices and associated car-parking at Junction Mill in Chadderton (just to the north of Oldham Broadway). The development is 2315m².

The canal then passes through an area of well-established housing. This is not seen as an area of change. To the north of the A669 the canal passes through greenbelt land, again not seen to be an area of change. The canal passes into Rochdale MBC as it runs under the railway at Higher Boarshaw.

3.2.2 Future Developments in Oldham

Failsworth District Centre

One of Oldham's key development areas is located on the site of a former co-op supermarket that was demolished to allow for the canal restoration. Apart from the Health Centre which is under construction (see sub-section above) the site is currently vacant. It is hoped that the site will eventually accommodate a District Centre, to include a supermarket, restaurant, pub, and some specialist retailers. Negotiations are currently underway to identify a large food retailer who is willing to invest on the site. The Council is keen that any such development should be "canal-centric". As it passes the Failsworth site, the canal turns from a north-easterly to northerly direction, and in so doing becomes quite wide (to allow canal-boats to turn the corner). Here the wide expanse of water represents an attractive asset which the Council has been using in its marketing of the site.

Woodall Street Scrapyard

Discussions are underway about the possibility of having a housing development on the site. The 0.3ha site could potential house 21 residential units.

Oldham Broadway Business Park

There are approximately seven vacant plots at Oldham Broadway Business Park suitable for B1, B2 and B8 use. These seven plots cover some 18ha in total. The largest plot is the 7.26ha Causeway North site which has a long frontage on the canal. This is the largest site available

in the Borough for business use, and although there have been no formal applications yet, the Local Authority is very keen that a suitable occupier be found soon.

Adjacent to the canal are two occupied warehouses, each covering roughly 780m². Planning permission has been granted for six sites adjacent to the canal, the floorspace of which totals about 13500m². These permissions cover a mix of industrial development, a small amount of office development, and a 2300m² sub-regional police station, but development has not started on any of these sites.

At the most southerly end of the business park is an office building belonging to Stationary Printing and Systems Ltd (formerly HM Stationary Office before privatisation). The Stationary Office was established on this site before canal restoration was mooted, but the current owners have submitted a planning application for an extension with a canal frontage.

Oldham- Developments complete/ underway (Rochdale Canal)

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Morrisons, Poplar St	Supermarket construction	Demolition of mill and supermarket construction	Complete 2002	4-5	90		7136		None
Failsworth	Health Centre	Construction of health centre with 3 GP practices, pharmacy and community facilities	Due for completion late 2004	7	70		4000		Medium
Ashton Rd	Housing	20 semi-detached houses and 12 2-storey flats	Complete late 1990s	1-2		20 houses; 12 flats			Low/ medium
Oldham Broadway	Business Park	Reclamation of land and preparation of Business Park for B Use Classes	Ongoing. Two sites occupied adjacent to canal, six have planning permission	1	30		Two warehouses (totalling 1580m ²) are occupied adjacent to canal	22 (of which 18ha is vacant)	Low
Oldham Broadway	Pub and Travel Lodge	Canal-orientated pub and adjacent hotel	Complete circa 2000	2	35	Travel Lodge- 60 rooms		0.6	Low/ medium

Oldham- Planned and potential developments

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Failsworth	District Centre	To consist of supermarket, restaurant, pub, specialist retail.	Planned/ aspirational	25			- 5000 food store - 3800 non-food retail - 1000 pub - 1765 resource centre - 4200 non-food retail	8	Medium
Woodhall Street	Housing	Site of scrapyard could offer potential for housing	Potential	1-2		21 units		0.3	Low
Tweedale Way	Industrial units	B1, B2, B8	Planned	2	140	8 industrial units	5000		None
Tweedale Way	Industrial and commercial		Planned	1	200		4000 industrial 4000 office and commercial		None

The economic impact of restoring the Huddersfield Narrow and Rochdale Canals

Junction Mill	Industrial unit	Industrial unit with car-parking and offices	Planned	2	57		2315		None
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3.2.3 Property Developments in Rochdale District

The Rochdale Canal passes through the centre of the Rochdale Local Authority area in a north to north easterly direction. Much of the canalside developments are industrial estates and business parks, which have established largely as a result of Rochdale's strategic location on the national motorway network, and the convenient siting of junctions. On the whole, the canal has played little role in the development of such estates. As the canal passes through Rochdale itself, there has been significant canal-related development as a result of the SRB1 Canalside Programme. Rochdale can also boast one of the most striking buildings located anywhere on the Pennine Ring- the Zen Internet building, the design and siting of which relies heavily on the canal.

To the north of the Borough there is more greenbelt land, and a tendency for the canal to be lined by housing rather than business. Given that the Rochdale Canal has only recently been completed, a number of canal-related developments are yet to come on stream. The Rochdale Canal Strategy identifies visions for 5 Areas of Opportunity along the canal- these sites use the canal as a major feature of the development. The areas of opportunity are discussed in the section on future impacts.

Stake Hill

Running north from the border with Oldham, the canal passes to the west of well-established housing at Higher Boarshaw before passing through a designated greenspace corridor. On the east the canal has a short border with the Stake Hill Industrial Estate. Stake Hill was established before 1990, and the reason for its location is the proximity of the junction with the A627(M). Stake Hill covers some 80ha and includes about 22 large units, principally used for distribution. Tesco, Aldi and Dunlop all have distribution units in excess of 100,000 sq ft on site. Only a few units are adjacent to the canal, but these do not reference the canal in any way.

Trub

The canal then passes to the east of Slattocks through greenbelt land before passing through Trub Farm, which is one of the key development sites identified in the Rochdale Corridor Canal Strategy. The Trub site is discussed in the future developments section.

After Trub, the canal bends to the east, running parallel to Queensway through land classified as being for employment purposes on the UDP proposals map. There are a number of mills alongside the canal on the Transpennine Trading Estate, some disused and others occupied. These tend to inhibit the view of the canal. Within the estate itself is scope for new development on a design and build basis. There have been no significant changes alongside the canal since 1990.

Sandbrook Park

The canal then passes under a junction of the A627(M) which was remodelled to accommodate the canal. The canal passes adjacent to Sandbrook Business Park. There are two new developments underway at the entrance to Sandbrook Park, both of which are adjacent to the canal.

- An office development by United Coroporation is soon to be completed and will total 1858m² floorspace. As part of the application, the developer contributed £10,000 for improvements to the canal towpaths and environment.
- Close-by, planning permission has been given for a Brewster's pub/ restaurant with childens play area. This development is single-storey, with about 60 dining tables and a 40-space car-park. Development is underway. The scheme is expected to employ 70 staff both full and part time.

Within Sadbrooke Park itself are the headquarters of My Travel and a new McDonalds, although neither of these buildings bear any relation to the canal.

Rochdale Canal Basin

The Canal then passes through the Rochdale Canal Basin, a site of major opportunity for future development, and for which the canal acts as centrepiece. The plans for future development are discussed in the following section.

The areas either side of the Rochdale Canal Basin Area of Opportunity received substantial funding during the 1990s as part of an SRB1 Programme called "Canalside". The Canalside SRB Programme aimed to target the physical dereliction caused by the decline of traditional manufacturing industries in Rochdale. The Canalside area includes a residential area accommodating former workers in the textile industries. The key objectives of the SRB scheme were to regenerate the area through physical renewal of land and premises, to stimulate and support new local businesses, increase local employment and assist residents with appropriate training for new jobs, although the Programme focussed more heavily on the physical aspects of regeneration. Over the duration of the scheme, SRB funding totalled £10.5m of which £7.9m went to physical development. Funding from other public sector sources was £11.6m and private sector expenditure amounted to £46.7m, giving a total expenditure of £68.8m.

Developments completed (or almost completed in the case of Woodbine St) alongside the canal as part of the SRB programme include:

- New build of 100 homes on 3.4ha at Woodbine Street (these developments do not have a view of the canal because of mills sited between the canal and the housing);
- New build of 40 homes on Crawford Street. Many of these houses do have a view of the canal. The development took place on a former industrial site and involved reclamation of 1.75ha of derelict land. The project won a British Urban Regeneration Association award

for good practice in 1999, partly because of the projects success in addressing the needs of larger extended families in the Bangladeshi community.

- Restoration of Globe Mill, Crawford Street to provide 3700m² for industrial use
- Development of Scotts Industrial Park to provide 2270m² of industrial floorspace over 1.8ha
- Conversion of Moss Bridge Mill to provide 1700m² floorspace
- Development of 11000m² industrial land and 8100m² retail land at Wallhead Mills
- A small industrial development at Gorrel Street (550m²)
- A housing development of 30 new homes on Clifford Street
- Construction of Kingsway West Business Park (formerly known as Vavasour Business Village) on 1ha of reclaimed land- this is close to, but not adjacent to the canal as the A664 Kingsway runs between the two.

Just before the canal passes under the A664 Kingsway is the Gordon Rigg Garden centre, covering 1ha.

Zen Internet

One of the most striking buildings on the Rochdale Canal is the new headquarters of internet company Zen, located to on the east side of the A664 Kingsway. Their new HQ opened in 2001 and cost £1.5m. Approximately 80 people are employed on site. The building involves a substantial fronting which overlooks the canal. Asked to comment on the importance of the restored canal in their location decision, Zen provided this response:

“The canal was important in the decision of the location. It was appropriate for a company named Zen that the 6,000 sq.ft. glass and aluminium headquarters building adhered to Feng Shui principles on a triangular plot adjacent to still waters with floating lilies - and to incorporate subtle architectural features designed to guard against negative flows of wealth and energy. The canal aspect was integrated into the design of the building - we have a glass wall in the 'bistro' area of our kitchen and a balcony which staff can walk out onto overlooking the canal. It is certainly a pleasant view for all staff, more so now that it has been cleaned up somewhat since our early days in the building. And it is always pleasant to see narrow boats navigating past the building, unfortunately there haven't been so many of late.”

Kingsway Business Park to Smithy Bridge

The canal passes under Kingsway and runs adjacent to the Kingsway Business Park (to the east). This is discussed in the section on proposed developments (section 3.2.4).

To the north of Kingsway Business Park the canal passes under the railway and the A640 Rochdale Road. At Rochdale Road, Barratts Homes developed 120 housing units at Firgrove Mill in the late 1990s.

On the west side of the canal is a site identified for employment use, although there are no firm plans afoot. The canal then bends to the north. To the east is a greenspace corridor, and to the west the canal borders part of the Oldham and Rochdale Housing Renewal Pathfinder.

The canal then passes to the west of Cleg Hall, an English Heritage owned, Grade II listed building at risk. There are some proposals for development at this site, discussed in the following section.

After this the canal passes through Smithy Bridge, the railway to the north and established housing to the south- there has not been any noticeable change along the canalside for some time. The UDP allocates a site for up to 100 houses at Stubley Mill Lane- but this would represent riverside rather than canalside development.

Littleborough

Littleborough is the site of two Areas of Opportunity: Littleborough Ealees and Dern Marina- these are discussed in the section on future impacts. At Littleborough planning permission has also been granted for a residential development on a former scrapyards- 30 units are to be built, some of which will front the canal. There is talk of development at two mills to the north of Littleborough. These are discussed in the section on future impacts.

Moving north from Littleborough the canal passes through a rural area until the boundary with Calderdale at Warland.

3.2.4 Future Property Developments in Rochdale

There are several likely future property developments in Rochdale, and four of these are highly dependent on the canal- Trub, Rochdale Canal Basin, Cleg Hall, Littleborough Ealees and Littleborough Durn. In terms of future studies, consultants are currently preparing a Borough Masterplan, Supplementary Planning Guidance may be prepared for waterside development, and Sustrans are currently undertaking work to look at the canal towpath and access issues.

Trub

The site at Trub (just to the south of Castleton) is one of the key development sites identified in the Rochdale Canal Corridor Strategy. The site is bounded by the M62 to the south and rail-lines to the west and north. The Trub site is approximately 7ha and is bisected by the canal. To the east of the canal is an existing industrial premises belonging to Whipp and Bourne. The Canal Strategy outlines an aspirational vision for the rest of the Trub site. The vision includes: a strengthened greenspace area at the south of the site on the border with the M62; development of a pub and restaurant to the north of the site; removal of a lock to create

a longer pound which would present opportunities for canal related industry and short-term mooring; and some residential development.

The Trub Farm site is also identified as an Area of Opportunity in the UDP. Proposed development must include: tourism and leisure uses; boating facilities; office and business use, and housing on brownfield land. The UDP highlights a principle for any development as being to “enhance the canal frontage and create a quality canal side public realm and walking route which contributes to the leisure potential of the canal and the regeneration of Castleton centre”.

Rochdale Canal Basin

Rochdale Canal Basin is identified as an Area of Opportunity in the UDP, and a flagship site within the Rochdale Canal Corridor Strategy. The Canal Basin site currently consists of a number of buildings in different ownerships and primarily in industrial or commercial use. The Canal Basin is a high profile area for Rochdale, lying within easy reach of the town centre and public transport. The Rochdale Partnership has commissioned a masterplan (produced by Taylor Young) to guide the regeneration of the Basin.

The centrepiece of the masterplan is the conversion of the Grade II listed Norwich Mill complex which fronts a proposed new public square between the canal and the mill. Other complementary uses around the site would include business units, health facilities, canalside apartments and a waterside pub/ restaurant. The North West Development Agency (NWD A) supports the Canal Basin scheme and have allocated £4.5m for the project to be spent by 2006. Discussions have started between the Rochdale Development Agency and current landowners. According to estimates produced within the Rochdale Canal Strategy, completion of these proposals will result in:

- 5ha of land developed
- 11,689 m² of net new floorspace developed (of which 3,188 m² for leisure , 3,400 m² of employment, 2,083 for community uses and 2,678 for light industrial)
- 752 gross new jobs created (of which 722 are net additional jobs)

Kingsway Business Park

Planning permission has been granted for a 170-hectare site to the east of the canal. Kingsway is one of 25 NWD A designated strategic regional sites. The Rochdale Canal provides a significant frontage to the north western end of the site. The NWD A, RMBC and the Rochdale Development Agency signed a development agreement in 2002 and will develop the site over the next 15 years. Although the canal cannot be said to have influenced the siting of the development, the planning permission proposes that canalside developments be 2-3 storeys high and will mitigate the potential impact of the larger scale developments in the centre of the business park. The canalside area will consist of “small scale office, light industry, research and development facilities, complemented by a more formal built form and high quality landscape structure on the canalside itself including retail and leisure facilities, a

small hotel, and residential units” (Rochdale Canal Corridor Regeneration Strategy, 2003). Designers will be encouraged to reference the canal in any new development. According to the Canal Strategy, the Kingsway development will create over 335,000m² of net new floorspace and result in 7,250 gross (6,960 net) jobs.

Cleg Hall

Cleg Hall conservation area consists of an English Heritage owned Grade II listed “building at risk”, together with a number of ancillary buildings set within their historic canalside context. There are proposals to restore and reopen the building, and create an integrated tourist attraction linking to Hollingworth Lake to the east and the East Lancashire Railway to the west. Hollingworth Lake, as well as supplying water to the Rochdale Canal, is already one of the Borough’s most popular tourist attractions, providing for watersports and with a visitor centre. To the west of the canal, the £1.2m extension of the East Lancashire Railway has been recently completed, and can now be accessed from Canal Street in Littleborough. Thus there will soon be scope to link a number of tourist attractions over a compact area: the canal itself; the restored Cleg Hall; watersports and other outdoor recreation opportunities at Hollingworth Lake; and a rail ride on the East Lancashire Railway.

Littleborough

Littleborough is strategically positioned approximately halfway along the Rochdale Canal. The town has strong potential for tourism development, being close to Cleg Hall, Hollingworth Lake, the recently restored East Lancashire Railway and the Coach House Museum. In addition, Littleborough is the site of two of the Borough’s Area’s of Opportunity- Littleborough Ealees and the Durn Marina.

Littleborough Ealees Wharf is a 2ha site located on the south-eastern edge of the town centre adjacent to the train station and proposed for mixed use development. Proposals for the site include a pub/ restaurant on the water’s edge; some apartments with a canal outlook; canalside public space and short-term mooring opportunities. The Council has signed a development agreement with Brother, and revised plans are expected in the next few months.

Littleborough Durn is a 3ha site to the north-east of the town centre, with potential for a small marina, a boatyard and associated workshops, and some apartments and high density houses overlooking the canal. Local opinion appears to support the development of a marina, but there seems to be some local opposition to the housing proposals.

North to Calderdale

To the north of Littleborough are two derelict mills- Rock Nook and Gale. Planning permission has been granted for demolition and rebuild of Gale, while there is debate about

conversion of Rock Nook to a residential development. Neither of these developments are likely to have been particularly dependent on the canal.

Rochdale- Developments completed/ underway

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Sandbrook Business Park	Office	Office Development	Near Completion	2-3	95		1858		None
Woodbine Street	Residential	New-Build	Almost Complete	7-9		100 homes		3.4	Medium
Crawford Street	Residential	New-Build including reclamation of 1.75 HA of derelict land	Complete	3-4		40 homes			Medium
Globe Mill	Industrial	Restoration of Mill	Complete	3.5- 4.5	100		3700		Low
Scotts Industrial Park	Industrial		Complete	2-3	64		2270		None
Moss Bridge Mill	Industrial	Conversion	Complete	1.5- 2.5	48		1700		None
Wallhead Mills	Industrial & Retail		Complete	10-12	220		1100 Industrial 8100 Retail		None
Gorrell Street	Industrial		Complete	0.4	15		550		None
Clifford Street	Residential	New Build of 30 Homes	Complete	2-3		30 New Homes			Medium
Kingsway West Business Park	Industrial	Reclamation of Derelict Land	Complete				335,000	1	None
Zen Internet	Business	Construction	Complete	1.5	80		1800-2000		Medium

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Kingsway Business Park	Business		Underway					170	None
Rochdale Road	Residential	Barrats Residential Development	Complete late 1990s	9-10		120 New Homes			Low

Rochdale- Planned and potential developments

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Sandbrook Business Park	Pub/Restaurant	Brewsters Pub/Restaurant with Children's Play area and 40 Car Park spaces	Planing Permission	0.12	70				Low
Littleborough Scrap Yard	Residential	New Build	Proposed	2-3		30 Units			Low/ medium
Trub	Tourism & Leisure		Aspirational					7	High
Rochdale Canal Basin	Mixed - use	Restoration of Norwich Mill & additional Leisure/Retail Development	Proposed	4.5 from NWDA confirmed	722		11689	5	High
Cleg Hall	Tourism	Restoration of Grade II Listed Hall	Aspirational						Medium
Littleborough Ealees	Mixed-Use including Pub/Restaurant Apartments & Mooring		Aspirational					2	High

Littleborough Durn	Mixed-Use including small Marina, Boatyard & Residential		Aspirational					3	High
Gale Mill	Residential	Demolition & Rebuild	Planning Permission						Low
Rook Nook Mill	Residential	Conversion	Potential						Low

3.2.5 *Property Developments in Calderdale*

The Rochdale Canal bisects the heart of Calderdale District, running from west to east through the Borough. In the western part of the Borough, the canal runs through the five key settlements of the picturesque Upper Calder Valley. These towns grew up quickly during the industrial revolution around the mills that developed principally because of the textile industry. Decline of the industry inevitably saw many of these mills abandoned, but now the valley is staging a renaissance on the back of its beautiful scenery, and the consequent draw of tourists and commuters. A number of mills have been restored on the back of the canal restoration, such as Woodhouse Mill in Todmorden which uses the canal in its marketing. Restoration of the canal has also acted as a catalyst for heavily canal-dependent developments around the canal basins at Sowerby Bridge and Hebden Bridge. To the east of the Borough the proximity to good transport connections suits both industrial development and residential development for commuters to Leeds.

Thus there is real scope for residential and small scale tourism development to make use of the canal. Masterplans have been developed for the towns of the Upper Calder Valley (described in the section on future developments), and many of these use the canal as a focal point for future development.

Walsden

The canal runs from Summit (in Rochdale) north through green belt land towards Walsden, the most westerly settlement on the floor of the Calder Valley. Walsden is a linear settlement which developed from a small village during the industrial revolution. As it runs through Walsden, the canal passes through five locks. There have not yet been any significant canalside developments in the town. However, a vision for the town is set out in the Upper Calder Valley Renaissance document produced by Yorkshire Forward. This is described in Section 3.2.6, on future developments.

Todmorden

Todmorden sits at the confluence of the River Calder and Walsden Water. It was once an important centre for textile manufacturing. It is now capitalising on its dramatic location in the Calder Valley.

The most important canalside development in Todmorden itself is Fielden Wharf. This was completed with £140,000 of Yorkshire Forward funding and £20,000 of Council funding in April 2003. Provision is made for two temporary moorings on 0.1 ha. An amenity station was also built at Fielden Wharf, but this is not currently operational because of disagreements between British Waterways and the Council as to who will fund the unit.

Der Street Mill on the eastern side of Todmorden has been demolished to allow for construction of some 4-storey town houses.

On the east side of Todmorden is Woodhouse Mill, which has recently been converted into luxury apartments by Allsopp's. Woodhouse Mill (1,400m²), dating from 1832, had previously been vacant for some 15 years. It seems that the canal restoration acted as a catalyst for conversion of the Grade II listed building. The most expensive penthouses, with views of the canal, have been selling for £500,000.

Further to the east, between Todmorden and Hebden Bridge, are two mills, both of which house a number of small businesses, including two which are canal-related:

- At Nanholme Mill is a boatbuilders yard, owned by the Council. The boatbuilders (Pickwell and Arnold) manufacture around 2-4 canal boats per year.
- Further east, Callous Mill acted as the headquarters of the canal restoration scheme. Since restoration was completed, the building has continued to operate as a workshop specialising in making and repairing locks. As with Nanhome Mill, the business is run by the Council.

A masterplan for Todmorden has been developed as part of the Upper Calder Valley Renaissance document- this is discussed in the section on future developments.

Hebden Bridge

Hebden Bridge is another Calder Valley town that grew to prominence as a textile manufacturing centre. The valley is quite narrow at Hebden Bridge, and much of the town is built on steep valley sides. Hebden Bridge is the most northerly point of the Pennine Ring.

There have been two key canalside developments in Hebden Bridge: the canal basin; and Hebble End Works.

- The Canal Basin (Butler's Wharf) was constructed as a direct result of the canal restoration. The Council purchased the land to allow development to take place. The development now consists of a canal interpretation centre/ tourist information centre, 10 residential apartments and two shop units.
- Hebble End Works is a former mill building converted for housing and live/ work units with funding from Yorkshire Forward. The site covers some 2,400m² and includes a cyber-café, six workshop units, 13 live/ work units and 7 other residential units, and a seminar room. Hebble End Works will be completed within the next few months.

A masterplan has been developed for Hebden Bridge, and this is discussed in the section on future impacts.

Mytholmroyd

Mytholmroyd is a village at the confluence of the River Calder and Cragg Brook. A number of canalside developments have recently taken place:

- A new health centre within the village has been planned. The health centre will include a significant canal frontage
- A 50 unit residential development by Britannia (West Field Mills) will make good use of the canal frontage
- To the east of the town centre is the Moderna Industrial Estate. A former mill complex on the site was reopened following the canal restoration. Funding for the canal restoration included resources for a new bridge, and it was this bridge that acted as a catalyst for restoration of the mill.
- To the west of the town centre is a former sewage works. There is some interest in opening this as a marina.

A Masterplan has been developed for Mytholmroyd, this is discussed in the section on future impacts.

Brearley and Luddenden Foot

Moving east, the Canal passes through the small hamlet of Brearley. Here there is a bed and breakfast as the side of the canal, and a former mill has been sub-divided into smaller units.

At Luddenden Foot there is a small residential development (10 units) that backs onto the canal. New build of some 9 units is also underway alongside Burnley Road at Luddenden Foot.

Slightly further to the east is Tenterfield Business Park. This is located on an island between the Rochdale Canal and the River Calder. Despite this however, the canal impact of the development is negligible.

Sowerby Bridge

Sowerby Bridge is a small market town on the outskirts of Halifax. It is the most easterly town of the Calder Valley former spinning towns.

To the side of Deep Lock (Tuel Lane) is a Lidl supermarket. This development has complemented the canal to some extent, but it cannot be claimed that the canal was a decisive factor in the decision to locate Lidl on this site. Also at Tuel Lane, The Lock Keeper public house was restored in the mid 1990s at a cost of some £100,000. There have been on-going discussions about converting Crossley Mill for mixed use development.

At Sowerby Bridge Canal Basin the Grade II Salt Warehouse has been converted into office units. The conversion cost £2.1m and was part-funded by a £800,000 Heritage Lottery grant and £200,000 from Yorkshire Forward. The warehouse now houses a substantial number of small businesses, including an architect and a barber. The site covers 1.5 ha and 1400m² of

lettable floorspace. The canal restoration was a decisive factor in the decision to restore the warehouse.

Britannia Developments completed a residential development in the late 1990s on the site of a former scrapyard. The development is called *Riverine* (its sits on an island between the canal and the river) and involves 20 residential units on 0.62 ha. As with the Salt Warehouse, this development would not have gone ahead if it had not been for the canal restoration. All flats have been sold.

Elland

The Calder and Hebble navigation skirts to the north of Elland town centre. The principal canalside development at Elland is Lowfields Business Park. This consists of some 250,000 sq ft of land for industrial development. The majority of Lowfields Business Park was constructed before restoration, and consequently the buildings do not tend to reference the canal in any way.

Brighouse

East from Elland, the Calder and Hebble Navigation travels through greenbelt land to Brighouse. At Cromwell Bottom, a former tip has been restored as a nature reserve. This would have happened regardless of the canal restoration, but the canal does complement the reserve.

In Brighouse itself are three key canalside developments- two have been completed, the other has planning consent.

- Britannia Developments have undertaken a major redevelopment of Cullingworth Mill for residential use (60 units). Planning permission was granted in 2002. The Mill had been lying derelict for years until the canal was restored. The restoration of the mill has fostered a discussion locally about the potential for further residential development around the canal.
- Opposite Cullingworth Mill is a Sainsbury's, which opened in 2000. The canal did not have a bearing on this development.
- In the centre of Brighouse, planning consent has been given to redevelop Sugden's Mill on Mill Royd St. The 3.3ha development will consist of 70,000 sq ft of retail development, a swimming pool, car-park and drive-in diner. The canal has been used as a feature in the development.

To the east of Brighouse the canal passes under the M62. This is not an area of development in the past, nor is it seen as an area of change. There is a short stretch of canalised waterway as far as the Cooper Bridge Junction with the Huddersfield Broad Canal and border with Kirklees.

3.2.6 Future Property Developments in Calderdale

As part of the Upper Calder Valley Renaissance document, masterplans have been developed for Walsden, Todmorden, Hebden Bridge, Mytholmroyd and Sowerby Bridge.

For Walsden, the masterplan envisages seeking conservation status for the mill buildings that overlook the canal, development of mixed uses and improving access to the canal through improvements to the towpath.

- For Todmorden, the plans include a new urban neighbourhood with frontages on a new canalside square. The masterplan makes the point that the town “turns its back on the canal”, and argues that this limitation should be addressed in future developments, highlighting specifically the potential for a new mixed use development overlooking the canal.
- The canalside is again highlighted as being underused at Hebden Bridge, especially around Hardcastle Crag. The masterplan makes the case for a number of waterside walkways, and also a terrace overlooking the canal at the back of the Picture House.
- At Mytholmroyd the Canal does not cut through the centre of the town in the same way that the river does- towpath improvements are envisaged, and a location for a “new building” is proposed.
- The masterplan for Sowerby Bridge makes the point that the canal is fronted by the backs of a number of shops and a Kwik Save car-park, with poor links to the canal and along the canal itself. There is scope to demolish existing toilets and create a new square with a mixed use development addressing the canal, as well as improving access to and along the canal.

Calderdale- Developments complete and underway

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Fielden Wharf	Moorings	Construction of 2 temporary moorings and amenity station	Complete (2003)	0.17				0.1	High
Dern Street Mill	Residential	Demolition of mill and rebuild of 4 town houses	Underway	0.3 – 0.5		4 town houses			Medium
Woodhouse Mill	Residential	Conversion of mill	Complete (2002)	3.7- 4.5		20 units	1400		Medium
Canal Basin	Mixed	Development of shops, TIC, and residential around canal basin	Complete 2003	2-3	30	10 residential units; 2 shops			High
Hebble End Works	Mixed	Conversion of mill for live/ work units, cyber café, workshops and seminar room	Complete 2004	2.4- 3.5	50	Cyber-café, 6 workshops, 13 live/ work units, 7 resi units	2400		High
Luddenden Foot	Residential	New build	Complete (late 1990s)	0.8-1		10 houses			Low
Burnley Road, Luddenden Foot	Residential	New build	Complete (late 1990s)	0.7-1		9 houses			Low
Lidl	Supermarket	New build	Complete (mid 1990s)	1.5-2.5	50	2000			None

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The Lock Keeper pub	Pub	Restoration	Complete	0.1					High
Cullingworth Mill	Residential	Mill restoration	Underway	3.5- 4		60 units			Medium
Salt Warehouse, Sowerby Bridge	Office units	Conversion of Grade II Mill	Complete (2001)	2.1	50		1400 lettable	1.5	High
Riverine, Sowerby Bridge	Residential	Development on site of former scrapyard	Complete (late 1990s)	1.3-2		20 units		0.62	Medium
Lowfields Business Park	Business Park		Complete (mainly pre 1990)				23226		None
Sainsbury's	Retail	Retail development	Complete (2000)	5- 7	100	4500			None

Calderdale- planned and potential developments

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Health Centre, Mytholmroyd	Health Centre	Construction of health centre with canal frontage	Planned	4	40				Low
West Field Mills	Residential	Residential development with canal frontage	Planned	3.7- 4.5		50 units			Medium
Sugden's Mill	Mixed-use	Mixed-use development and Mill conversion, to include swimming pool and drive-in diner	Planned	2.1	200		6503 for retail		Medium

3.2.7 Property Developments in Kirklees

The Huddersfield Broad Canal runs from the border with Calderdale east to Huddersfield where it becomes the HNC. In Huddersfield there are a large number of developments adjacent to the canal as part of the expansion of the university, some of which are complete, some of which are planned or underway. The University has made the canal a feature of the campus, with many buildings referencing the canal.

To the east, the HNC passes through the picturesque Colne Valley, and the villages of Linthwaite, Slaithwaite and Marsden. Here there are a significant number of new residential developments, many utilising redundant mill buildings. A number of factors can be identified for the increased demand for residential developments here, including: the natural beauty of the Colne Valley; improved rail links to Leeds, Wakefield and Sheffield; cultural trends towards people living alone and preferences to live in converted mills; and PPG3. The canal is also likely to have had a positive influence on the demand for residential property, but it is hard to disentangle its relative importance compared to the factors mentioned previously.

Marsden is the location of a British Waterways visitor centre, and entrance to the Stanedge Tunnel. The HNC passes into Oldham District approximately half-way along the Stanedge Tunnel.

East of Huddersfield

Passing under the Cooper Bridge Road, the Huddersfield Broad Canal turns to the South West towards Huddersfield. Between Coopers Bridge Junction and Huddersfield itself there have been two canal-side office and industrial developments:

- A 8670m² warehouse and office development at Colne Bridge creating 73 jobs (complete 2002)
- A number of spec-built units for B1, B2 and B8 at Old Fieldhouse Lane, creating 14,881m² floorspace and 123 jobs (units available late 2003)

Preparation of the Trident Business Park, adjacent to the canal off Leeds Road, began in 2003. The site covers 12 ha of brownfield land (extensive remediation required) and will accommodate car show rooms and an operational base for Poundstretcher.

Two other sites off Leeds road to the east of Huddersfield offer potential for development-Hillhouse Lane (7.6ha) and Castlemoor (0.71ha). However, an HSE Exclusion Zone restricts both these sites.

Huddersfield

The Huddersfield Broad Canal approaches Huddersfield from the east. Just before the canal passes under the A629 is a 4,800m² Sainsbury's adjacent to the canal, built in the mid 1990s. Passing under the A629 the HBC becomes the Huddersfield Narrow Canal (HNC).

The Holsets car-park off St. Andrews Road is currently under offer for non-food bulky goods retail development (1.3ha).

The HNC skirts to the south of Huddersfield town centre and to the south of the inner ring road (A62). In so doing, the canalside is not an obvious site for substantial property development. However, the HNC runs adjacent to the University of Huddersfield. Since restoration, the University has undergone expansion and has invested in a number of new developments alongside the canal. The HNC now forms a real feature at the centre of the campus, providing a pleasant aspect for a number of university buildings.

New development since 2001 includes:

- Development of student accommodation at Snow Island: 437 study bedrooms developed on 2.15ha of brownfield land, and a new footbridge across the River Colne
- Construction of some educational units in East Mill and West Mill, off Firth Street
- New student accommodation at Firth Street/ Colne Street, creating 200 residential units on 0.66ha

Development underway includes:

- Planning permission has been granted for demolition of Upper Aspley Mills on Firth Street. Work has commenced on a development of 64 flats and 265 study bedrooms on the 0.26ha site;
- Planning permission has been granted for demolition of Brewfitt Mill. A new build on the 0.47ha site will create 103 flats and 443 study bedrooms. Adjacent to Brewfitt, there are discussions around the potential to create further student accommodation at Robert Castings;
- Priestroyd Mill is being converted into residential units. Permission has been granted for 101 apartments, with the possibility of a further 65 under consideration;
- Permission has been granted for a Student Health Centre on Sands Street and 104 apartment residential development on Queens Street South;

In addition to the university developments, there have been two industrial developments in Huddersfield:

- A new mill for industrial mill was built in the late 1990s. The development covers 2,555m² and was developed by SKA Textiles. 20 jobs have been created.
- A £301,000 industrial refurbishment by Olympus Technologies. 920m² of industrial floorspace was developed.
- A leisure complex has been built on St. Thomas Road covering 2.2ha.

In addition, there have been a number of planning applications for further development in this area. Future developments are discussed in section 3.2.8.

Longroyd Bridge

The HNC passes under the A62 Manchester Road travelling towards the east towards Milnsbridge. The area is fairly built-up, with a good number of occupied and disused mills. Two applications have been submitted regarding these mills- these are listed in Section 4.2.8.

In the late 1990s, Wickes opened a new store on 1.5ha of brownfield land (1,500m²).

Milnsbridge

Milnsbridge was once a thriving industrial town and there are several large mills alongside the canal. One or two of these have been converted into canalside apartments:

- Union Mill has been converted into 38 apartments;
- Burdett Mill has been converted into 33 apartments.

In addition, new build alongside the mills accommodates 100 further dwellings (houses and apartments).

The canal passes the Colne Valley Business Park, consisting of 6 units over 4,025m². These developments have little bearing on the canal.

Likely future property developments in Milnsbridge are discussed in section 3.2.8.

Linthwaite

The HNC passes to the north of the small town of Linthwaite. The canal is separated from the town by both the River Colne and the A62. Despite this, there are a number of prominent mill conversions overlooking the canal that have been granted planning permission and for which construction has started:

- Works have just commenced on redevelopment of Lowestwood Mills. This is a 6 storey listed mill complex overlooking the canal. Permission has been granted for 125 residential units (13,870m² of floorspace) with associated amenities such as a health and fitness club.
- Work has also started on redevelopment of Westwood Mills, with permission granted for 50 residential units. There is also potential to reuse the former mill pond for a marina.

It is probably reasonable to assume that the canal restoration played a significant role in instigating these two redevelopments. However, proximity to the River Colne and strategic location within the picturesque Colne Valley are also likely to have been determining factors.

Slaithwaite

Slaithwaite is a small, picturesque town located some five miles from Huddersfield. The canal passes through the centre of Slaithwaite adjacent to the high street.

There have been limited developments associated with the restoration project to date, although various planning applications have been granted- these are discussed in section 4.2.8. However, interviews with local businesses conducted as part of a previous study¹¹ found that the restoration project has brought about a number of other benefits. Interviewees were overwhelmingly positive, stating in a number of cases that the canal had brought new businesses and tourists into the town. The restoration project was also identified as an important contributor to raising the image and general appearance of Slaithwaite and making it a more pleasant place to live and conduct business. For one proprietor, the restoration project had been a key factor in the decision to locate in the town whilst others were expecting business to continue to grow and were planning for future expansion.

The canal passes the Kiln Lane Industrial estate of 7 units.

Marsden

Marsden is a small, picturesque village located at the eastern entrance to the Stanedge tunnel. The village itself is some half a mile from the tunnel, and the canal skirts round the edge of the settlement. The Huddersfield Canal Society has operated a regular water taxi service between the village and Standedge Tunnel since 1996.

There have been two key canal-related developments at Marsden.

- The construction of the Standedge Tunnel Visitors Centre adjacent to the canal about 25 metres from the entrance to the tunnel. The visitors centre is housed in a Grade II listed former BW warehouse which had fallen into disrepair. Work began on converting the warehouse in 2000, and was finished in April 2001. The building is three storeys high, with the first two floors given over to a museum/learning centre which features interactive exhibitions about the history of the tunnel and the Huddersfield canal. The admission fee ranges from £4.50 to £3.50 which includes entrance to the visitors centre and a short boat trip into the Standedge tunnel. There is also a small shop on the ground floor which sells souvenirs. The visitor centre attracted around 38,000 paying visitors in 2001 (including people who have taken advantage of the trip boat). It has not been possible to ascertain visitor figures for subsequent years. The Visitor Centre was temporarily closed in 2003 for refurbishment and further development. It is expected to reopen in 2004. The total investment at the visitors' centre has been some £2 million, mainly financed from the central pot but also including a contribution of £500,000 from Kirklees Council.
- The second key development has been the conversion of the disused tunnel keeper's cottages into the Water's Edge pub/restaurant. The works cost in the region of £100,000 and were funded separately from the canal restoration project.

¹¹ "Assessment of the Economic Impacts of Canal Restorations" ECOTEC Report for British Waterways, 2002.

3.2.8 Future Property Developments in Kirklees

Huddersfield

There are a substantial number of property developments in the pipeline in the university campus area. These include:

- Fairfield Mills on Queen Street South offer the potential for refurbishment or conversion;
- Applications have been submitted for a mixed use development as part of the Technical College on Colne Road. The proposal involves development of 0.59ha of brownfield land and creation of 218 apartments;
- At Folly Hall Mills on St Thomas Road, an application has been submitted for development of 85 residential units over 5,133m²;
- At Sellers Engineering at Chapel Hill, a large engineering complex is currently in use, but the building offers potential for redevelopment, and there are opportunities to improve access arrangements to the canal. The site is 1.4 ha, with 6,427m² of floorspace developed.

Longroyd Bridge

There are two sites of potential future development between Longroyd Bridge and Milnsbridge.

- A number of enquiries have been made in respect of a 0.94ha brownfield site on Longroyd Lane. There is interest in preparing this for residential and retail use.
- O/A consent has been granted for a residential development at Moorbottom Iron Works off Manchester Road, on 0.45ha of brownfield land.

Milnsbridge

There are several sites with planning permission granted for various developments:

- Planning permission has been granted for 53 apartments at Commercial Mills, Savile Street.
- Planning permission has been granted for 11 apartments in Milnsbridge House, Dowker Street
- Planning permission has been granted for 27 new apartments (new build) on Union Mills and Burdett Mills sites
- Potential exists to develop Stafford Mills on George Street for industrial use (7,805m² floorspace)
- Planning application has been submitted for development of 12 dwellings on Britannia Road
- An O/A application has been submitted in respect of residential development on 1.6ha of land on River Street.

Linthwaite

At Linthwaite there is potential to develop a dilapidated former mill complex at Ramsden Mills. However, substantial investment would be required for restoration, and significant highway improvements would also be required.

Slaithwaite

A number of developments may take place in the near future:

- Planning permission has been granted for an expansion of Shaws Timber at the Highways Depot on Waterside, on 1ha of brownfield land
- A toilet and garage complex on New Street has been the subject of a number of development proposals, including a combined amenity for all users of the canal. There are no firm plans as yet
- A 1ha site currently in use as a builders yard on Nabbs Lane has been mooted as a possible location for creation of a marina. There is also residential development potential at the adjacent Empire Works on Howgate Road. As yet there are no firm plans in this respect
- Potential exists to develop Commercial Mills on Old Bank. This large (3.8ha complex) is essentially industrial in character
- There is scope for a small-scale expansion of Holme Mills on West Slaithwaite Rd. The 2.6ha site is currently part occupied by James Holdsworth Bothers with the remainder being tenanted workspace.

Marsden

There are two potential future developments at Marsden:

- Cellars Clough is a large multi-storey mill adjacent to the canal, partially tenanted on the ground floor. It would be possible to convert the mill into approximately 100 apartments. In addition, there is a mill pond which, despite being at a higher level than the canal itself, could serve as a marina in the future.
- New Mills on Brougham Road occupies a large (2.6ha) site in the centre of Marsden. It is likely to be converted to a mixed-use development.

Kirklees Developments- complete and underway

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Colne Bridge	Warehouse/ Office	Construction	Complete 2002	1-2	73		8670		None
Old Fieldhouse Lane	Business units	Construction	Complete 2003	2-3	123		14881		None
Tridant Business Park	Business Park	Construction	Underway					12	None
Sainsbury's, Huddersfield	Retail	Construction	Complete mid 1990s	6-8	150		4800		None
Snow Island	Student accommodation	Development of study bedrooms and a new footbridge across River	Complete 2001	10-12		437 study bedrooms			Low/ medium
Firth Street	Educational units	Conversion of East Mill and West Mill	Complete 2002	1.5					Low/ medium
Firth Street/ Colne Street	Student accommodation	New build	Complete 2001	10-12		200 residential units			Low/ medium
Upper Aspley Mills	Student accommodation	Demolition and rebuild	Underway	8-10		64 flats and 265 study bedrooms		0.26	Low/ medium
SKA Textiles	Industrial	New build	Complete pre 2000	0.5	20		2555		None
Olympus Technologies	Industrial	Refurbishment	Complete 2002	0.3			920		None
St Thomas Rd	Leisure complex	New build	Complete pre 2000	2.1- 3	55			2.2	None

The economic impact of restoring the Huddersfield Narrow and Rochdale Canals

Wickes, Longroyd Bridge	Retail	New store	Complete late 1990s	0.8-1	30		1500		None
Union Mill, Milnsbridge	Residential	Mill conversion	Complete 99/00	2.5-3		38 apartments			Medium
Burdett Mill, Milnsbridge	Residential	Mill conversion	Complete 99/00	2.4-3		33 apartments			Medium
Lowestwood Mills	Mixed	Mill conversion for residential units and health and fitness club	Underway	7- 9		125 units	13870		Medium
Stannedge Visitor Centre	Visitor Centre	Conversion of Grade II Warehouse	Complete 2001	2	5				High
Water's Edge Pub	Pub	Conversion of cottages	Complete 2001	0.1	5				High

Kirklees- Planned and Potential developments

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Brewfitt Mill	Student accommodation	Demolition and rebuild	Planned	11-12		103 flats and 443 study bedrooms			Low/ medium
Priestroyd Mill	Residential	Mill conversion	Planned	5-6		101 units			Medium
Sands Street	Student Health Centre	Construction	Planned	3-4					Low
Queens St South	Residential	Construction	Planned	5-6		104 units			Low/ medium
Queens St South	Residential	Construction	Potential	10-12		218 apartments			Low/ medium
Folly Hall Mills	Residential	Construction	Potential	4.2-5.5		85 apartments			Low/ medium
Longroyd Lane	Residential/ retail	New build on brownfield site	Potential					0.94	Low
Moorbottom Iron Works	Residential		Potential					0.45	Low
Commercial Mills	Residential	Mill conversion	Planned	3.4-5		53 apartments			Low/ medium
Milnsbridge House	Residential	Mill conversion	Planned	0.8-1		11 apartments			Low/ medium
Union Mill	Residential	New build	Planned	1.7- 2.5		27 apartments			Low/ medium
Stafford Mills	Industrial	Conversion	Potential				7805		None
Britannia Rd	Residential	New build	Potential			12 dwellings			Low/ medium

The economic impact of restoring the Huddersfield Narrow and Rochdale Canals

River Street	Residential	New build	Potential					1.6	Low/ medium
Ramsden Mills		Potential mill conversion but much work needed	Potential						Low/ medium
Westwood Mills	Residential	Mill conversion	Planned	3.1- 4.5		50 units			Medium
Nabbs Lane	Marina	Builders yard cited as potential site for marina	Potential					1	High
Commercial Mills	Industrial	Potential for conversion	Potential					3.8	None
Holme Mills		Potential for conversion/ development	Potential					2.6	Low/ medium
Cellars Clough	Residential	Potential for conversion of mill to 100 apartments, and creation of marina	Potential						Medium
New Mills	Mixed use	Conversion	Potential					2.6	Low

3.2.9 Property Developments in Oldham District (Huddersfield Narrow Canal)

The canal is essentially rural as it passes through the Oldham Local Authority area. The canal emerges from the Stanedge Tunnel at Diggle. Moving west, the canal travels through the Saddleworth villages- it fringes Dobcross, passes through Uppermill, the honeypot site of the Saddleworth villages, and then passes through Greenfield. There have been few recent developments in Diggle, Dobcross or Uppermill, due to the fact that these villages are viewed as approaching saturation point in terms of residential developments, and there is little scope for industrial development. There are however some small scale plans afoot to improve the tourism and leisure offer in these villages, particularly in terms of canal-related attractions which are seen to be inferior in Oldham compared with at the Kirklees end of the tunnel.

Greenfield has witnessed some recent residential developments.

The HNC passes into the Tameside Local Authority area at Calf Lane, between the A635 Manchester Road and A670 Mossley Road.

There have not been any significant canal-side developments in Diggle, Dobcross and Uppermill, although there are some potential future developments in these villages which are discussed in section 3.2.10.

At Greenfield, construction of 66 residential houses has just started at Royal George Mills. The developer is Wiggets, a local builder. Planning permission was granted in 2001 having previously been refused- the land had initially been allocated for industrial development, and given the shortage of industrial land in Saddleworth there is a presumption against conversion. However, planning permission was granted for the housing development given that there appeared to be little interest in the land for industrial use.

At Greenfield there is also an application for development at Knoll Spinning- this is elaborated in section 3.2.10.

3.2.10 Future Property Developments in Oldham (HNC)

Diggle

Oldham Council has recently published a study on the regeneration potential of Diggle. The study highlights the scope for improving the tourism base in the village. More generally, it is felt that there is potential to improve the physical appearance of the canal as it emerges from the Stanedge Tunnel. There is a view that relatively few resources have been put into the canal at the Diggle end of the tunnel, at least in comparison with what has happened at the Marsden end (with the Stanedge Visitor Centre and boat trips). As yet however, there are no specific proposals relating to the canal or its corridor.

Dobcross

At Dobcross there is a 0.3ha development site (Wool Road) which had outline planning application for a restaurant, hotel and pub, until this expired in 2001.

Uppermill

Uppermill is a large village with little development capacity. There have been no significant developments here since the canal restoration. An established business, the Pennine Moonraker, runs canal cruises through two locks to Dobcross and back.

Greenfield

Perhaps surprisingly given its rural location, Greenfield boasts the most seriously derelict site in the whole of the Oldham Borough- Knoll Spinning, off Wellington Road. A planning application has been submitted for a mixed use development on site. The proposed development includes housing (99 units), some small-scale industrial units, a small (25,000 sq ft) supermarket, and a marina and mooring facility. The application provides for 2322m² for retail and 2090m² for industrial purposes. Provision is also made for conversion of a mill to B1 use, and construction of associated bridges, access roads and environmental works.

The application went before the Planning Committee in January 2004. The Committee is in favour of the development, but because the site was not included in Oldham's Unitary Development Plan, the application must now be referred to the Secretary of State. The inclusion of the marina and mooring in the application will clearly result in positive benefits in terms of canal-related tourism, and this significantly influenced the Council's decision to approve the development.

The UDP allocates a 4.9ha site for mixed use development at Wellington Mills and Frenches Wharf in Greenfield.

Oldham Developments (HNC)- Completed, underway, proposed and potential

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Royal George Mills, Greenfield	Residential	Construction of 66 houses	Underway	3.5- 4.5		66 houses			Low/ medium
Knoll Spinning, Greenfield	Mixed use	Proposed development on derelict site for housing, supermarket, industrial units, marina and mooring facilities	Proposed	7-8	190	99 houses	2322 retail; 2090 industrial; 2325 supermarket		High
Wellington Mills, Greenfield	Mixed Use		UDP Allocation						

3.2.11 Property Developments in Tameside

From the border with Oldham, the HNC travels in a south-westerly direction to Ashton-Under-Lyne. It then becomes the Ashton Canal, travelling westerly towards Manchester.

To the north of Ashton, there have been a large number of residential developments adjacent to the canal, in part as a result of “saturation” of the Saddleworth villages. Many of these developments have relied on converting former mill buildings. Scope exists for further such developments, and there is an opportunity to convert the dilapidated Grade II* Staley Hall.

At Stalybridge, the canal restoration acted as a catalyst for a substantial regeneration of the town centre, including new shops and residential developments. Urban Splash have been appointed to develop a masterplan for future work, which is likely to contain further residential and leisure developments.

To the west of Ashton, the Ashton Canal passes a number of established housing and industrial sites. There may be scope to convert some of these sites to more amenable canalside uses (moorings and residential in Droylsden in particular) but for the fact that the North West Development Agency is not keen to push such developments adjacent to the New East Manchester Regeneration Zone.

Mossley

Mossley is the first settlement on the HNC in the Tameside Local Authority area. It has been the subject of a significant number of residential developments given that the Saddleworth villages to the north are “reaching capacity”. Several such developments are to the north of Mossley itself, in an area known as Roaches, on a mix of brownfield and greenfield land. These developments include:

- New build of approximately 12 four bedroom detached homes and 20 smaller units at Red Garage in the late 90s;
- Redevelopment of Union Mill for approximately 22 residential units (this is currently two thirds complete);
- Two environmental schemes are going ahead, thanks to a large extent to the canal restoration. Roaches Island will receive money as part of the NWDA’s New Leaf Programme (explained in the Oldham section). Roaches Wood has been designated as part of the Pennine Edge Forest (PEF). In both cases, the restored canal represented a “tick in the right box” when deciding on whether or not to allocate funding;
- Slightly further to the south is Woodend Industrial Estate. A few units have become occupied recently and the site is now full, although to attribute this to the canal would be being unreasonable;
- Mossley Mills is a site involving 3 existing mills and the remainder sites of three others, covering approximately 12ha between Dark Lane and Waggon Rd. Two developments have recently taken place (conversion of Queen Mill to 24 dwellings and erection of 20

dwelling on the site of the former Victoria Mill). A development brief is being prepared for the rest of the area- the Environment Agency changed the floodplain definition in the late 1990s, and this increased the area available for development- there is some local opposition to further residential schemes. The Council has no objections to further development on site, and is of the view that the setting has sold the development- the UDP allows for up to 120 dwellings on the Mossley Mills site;

- At Audley Street, a new build industrial unit of 1,200m² went up in the early 00s;
- At Egmont St is another site allocated to receive funding under the NWDAs New Leaf Programme (a new school playing field and small woodland will be created on the site of a former tip);
- Moving away from Mossley to the south, a Chinese restaurant opened just off the Manchester Road, with a terrace overlooking the canal;
- Further to the south is the site of a former power station, now in an extremely derelict state with collapsed cooling towers.

Mossley to Stalybridge

Between Mossley and Stalybridge, the HNC passes to the west of Millbrook. Here, a housing site (part conversion, part new build of circa 40 units) is coming to completion. This has placed some pressure on a small area of greenwedge, which the developer would like to acquire to help pay for the mill restoration. The nearby Staley Hall, a Grade II* listed building, has been identified as an area for future development/ restoration, but instead it has been left undeveloped and is collapsing (see section on future developments).

Stalybridge

Stalybridge is a former mill town and the second largest settlement on the Huddersfield canal (behind Huddersfield). A key aim of the restoration project has been to re-focus the town centre towards the canal which bisects the main square. This involved substantial engineering work, including construction of a new channel, four locks and four bridges. The restored canal now forms the centrepiece of the town centre. There have been a substantial number of developments in Stalybridge since restoration:

- To the east of the town centre (North End Road) are two new industrial developments, totalling some 3000m² floorspace;
- Still to the east of the town centre, the area around Knowl St is likely to be developed for housing (see section on future developments).
- Construction of a 80,000 sq.ft. Tesco's supermarket adjacent to the canal and some 50 metres to the north of the town centre. The supermarket was built on the remainder of the Delta Crompton Cables factory site and covers roughly 2.5 hectares. The canal bisects the site. The scheme included a 326 space car park, extensive landscaping (including the banks adjoining the canal towpath) and two bridges across the canal connecting part of the car park to the main site. Construction of the supermarket began in February 2000 and finished in February 2001. One side of the Tesco's building runs alongside the canal

towpath and most of this stretch has a glass frontage. The cost of the development was circa £7m.

- New build and conversion of a former Corn Mill by Redrow Homes. The Corn Mill site abuts the canal and is located opposite the Tesco's supermarket. Construction was completed in 2003. The development entails some 42 residential units at a cost of circa £1.5 million. Discussions with the developer as part of a previous study by ECOTEC revealed that the presence of the canal was an important factor in the decision to develop the site.
- 14 units for sheltered accommodation have recently been completed alongside the Corn Mill site.
- To the west there have been two residential developments- a new build of circa 35 units at Hob Hill and new build of 77 units on the site of the former Quarry Mill.

Likely future developments in Stalybridge are discussed in the section on future developments.

West of Stalybridge

To the west of Stalybridge the HNC is lined by a number of industrial estates and developments. Closer to Stalybridge are two relatively "smart" estates managed by the Hyde Group. Moving towards the west these developments become more unsightly, and include a scrapyards and a council owned rubbish depot on Tame Island. The Council is considering relocating this depot which could lead to establishment of more amenable industry. This could create an opportunity to restore Phoenix Mill alongside the canal.

Close to Ashton the industrial sites represent something of an eye-sore, with the developments taking no notice of the canal. The estate itself is something of a success however, with all plots occupied. Wellington Mill, currently derelict, offers potential for redevelopment.

Ashton Under Lyne

The canal passes to the south of the centre of Ashton. The HNC becomes the Ashton Canal to the east of the town centre, by Whitelands Bridge (B6445). The canal turns fairly sharply from a northerly to a westerly direction to the south of Ashton. To the south of the canal is an established meat-processing centre; to the north is an Asda store. Asda have been making some minor improvements to the canalside aspect of their store since canal restoration took place.

Slightly further to the west, the listed Cavandish Mill was restored in the early 1990s, creating 174 residential units at a cost of £3.5m.

To the west of the A627 is Portland Place and Portland Basin. A new residential development has recently been completed, containing about 100 residential units. The trouble with the site

as it currently stands is its isolation. The new development cannot be seen from the main road because of industrial development between the Basin and the A635 (the new residential developments are opposite a milk distribution unit). If the new apartments are a success, this development may act as a catalyst for further development in this area, but this would be conditional on the removal of some of the industry to the north. Indeed, a canal arm has been re-opened at Portland Basin, and the site represents a possible location for a marina (located at the junction with the Peak Forest Canal and close to a listed railway viaduct). However, the area between the basin and the main road will need to be cleaned up if this plan is to become a reality.

To the west of Ashton, towards Guide Bridge, the canal runs adjacent to an industrial estate to the north and railway sidings to the south. The industrial estate has not changed significantly since pre 1990, and consists of a number of companies, none of which invest in, or give consideration to the canal frontage. To the south the view is no less promising as the canal runs along railway sidings and a large metal fence. This section of the canal has been described as a “dead area”.

The Ashton Canal passes to the back of Guide Bridge station. Here there is a potential site for redevelopment to include a park and ride facility and some flats. Redevelopment of the site could be made more possible if the pumping site goes.

Droylsden

Travelling west, the canal goes through a cutting under the M60. A number of scrapyards line the canal, and the Council has not yet decided how it would like to see this area develop. Through Audenshaw, developments surrounding the canal are not related to the canal, and there has been little change for some time.

There are two potential development sites in Droylsden, discussed in the section on future impacts.

From this point west to the border with East Manchester, the Ashton Canal is lined by well-established industry. One site is occupied by a prawn importers, and this site is top of the Council's list for a new incubator unit for the borough. On the north side of the canal is a former paint depot which would represent a good site for housing but for access problems and the proximity to East Manchester.

3.2.12 Future Property Developments in Tameside

Mossley

At Mossley there is a planning application for housing on a former builders yard. The UDP identifies the total area of the site at 3.9ha, on which up to 90 dwellings will be permitted.

There is a general trend in Mossley for conversion of land for industrial use to residential use, reflecting pressure for residential uses in the Saddleworth villages to the north, and a lack of demand for industrial land in this area of the Borough.

Staley Hall

Staley Hall, a Grade II* listed building, has been identified as an area for future development/restoration, but instead it has been left undeveloped and is collapsing. Staley Hall lies on a 5.5ha site. The UDP anticipates that up to 50 new dwellings could be developed on site, but stresses that the impetus for restoration of the Hall must come from the private sector.

Stalybridge

- Planning permission has been granted to convert Stokes Mill, which backs onto the river. If this development is successful, housing developments may spread to cover the rest of the area (which is currently covered by a number of fairly ugly workshops, and is referred to in the UDP as a “backwater”), and onto the opposite side of the canal. The restoration of the canal has contributed to the potential of the area to be opened up for new development (as has construction of a new bridge over the River Tame).
- Opposite the Corn Mill land is subject to a planning application for construction of 70-80 residential units.
- As part of the canal restoration, a whole block, previously occupied by Longlands Mill, was cleared. A new Chinese restaurant has already established on the site, overlooking the canal. Urban Splash have now been appointed to develop the rest of the site. It will be a mixed-use development to include a hotel and about 200 residential units. New builds will be permitted up to 5-storeys, given that this was the height of Longlands Mill. Architects are currently being appointed to work on specific plans.
- Moving towards the west of Stalybridge is a site of good development potential at Harrop Street. The area is mostly made up of old and converted buildings and yards used for industrial purposes. However, the site is in a good location, close to the bus and railway stations and the town centre. A brief has been prepared for the site and a proactive working group is involved. A CPO will probably be involved at some point in the future. Any developments will be fairly commercial in nature given that the site fronts warehousing which makes it unattractive for housing. It is also expected that a park and ride scheme will be developed on site.

Ashton Under Lyne

If the new apartments at Portland Place are a success, this development may act as a catalyst for further development in this area, but this would be conditional on the removal of some of the industry to the north. Indeed, a canal arm has been re-opened at Portland Basin, and the site represents a possible location for a marina (located at the junction with the Peak Forest

Canal and close to a listed railway viaduct). However, the area between the basin and the main road will need to be cleaned up if this plan is to become a reality.

Droylsden

Droylsden offers a potential site for a marina with residential and commercial development on a 5.7ha site between Market Street and Manchester Road. The site has a development brief but no planning approval as yet. The council is now looking for a development partner. It is expected that around 4ha could be redeveloped for residential or mixed uses, providing approximately 200 dwellings at the higher density.

Opposite the site for the potential marina is a 1970s built housing estate which is now suffering from a number of social problems. Theoretically the area would offer good potential for redevelopment. However, NWDA would like to see a moratorium on all new development on land adjacent to East Manchester, fearing that new development adjacent to East Manchester will reduce the effectiveness of regeneration initiatives in the area. Although Tameside MBC has not yet officially announced a moratorium on development adjacent to East Manchester, it seems unlikely that anything major will happen in the immediate future.

Tameside Developments- Complete and Underway

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Red Garage, Mossley	Residential	New build	Completed late 1990s	2.4- 3		12 4-bed detached houses and 20 smaller units			Low/ medium
Union Mill	Residential	Redevelopment of Mill	Underway	1.8- 2.5		22 units			Low/ medium
Woodend Industrial estate	Industrial		Complete						None
Mossley Mills	Residential	Various mills conversions and new build	Part complete	3.1- 4		44 dwellings complete; possibility for 120 more		12	Low/ medium
Audley Street, Mossley	Industrial	New build	Complete 2001	<1	15		1200		None
Manchester Rd	Restaurant	Opening of chinese restaurant with terrace overlooking canal	Complete	0.1	10				Medium
Millbrook	Residential	Part conversion, part new build	Almost complete	3		40 units			Low/ medium
North End Rd, Stalybridge	Industrial	2 new industrial developments	Complete 2000	1	30		3000		None

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Tesco's Stalybridge	Retail	New build of store with 326 car-park spaces.	Complete 2001	7	200		7432		Low
Corn Mill, Stalybridge	Residential	New build and conversion	Complete 2003	1.5		42 units			Medium
Corn Mill, Stalybridge	Sheltered accommodation	New build	Complete 2002	0.4		14 units			Low
Hob Hill	Residential	New build	Complete	2.4- 3.4		35 units			Low/ medium
Quarry Mill	Residential	New build	Complete	5.4- 6.4		77 units			Low/ medium
Asda, Ashton	Retail		Complete 1990	6-7	150		4500		None
Cavandish Mill, Ashton	Residential	Restoration of listed mill	Completed early 1990s	3.5					Low
Portland Place, Ashton	Residential	New build	Completed 2002	5-6		100 units			Low/ medium

Tameside Developments- Planned and Potential

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Builders yard, Mossley		Potential site for up to 90 dwellings	Potential					3.9	
Staley Hall		Potential for redevelopment of Grade II* listed building						5.5	
Corn Mill, Stalybridge	Residential	New build	Application submitted			70-80 units			Low/ medium
Longland Mill site	Mixed	Mixed use development to be master-planned by Urban Splash	Future			200 units			
Stokes Mill, Stalybridge	Residential	Mill conversion	Planned						Low/ medium
Harrop Street, Stalybridge		Potential for commercial developments on industrial land	Potential						
Wellington Mill			Potential for redevelopment						
Portland Basin, Ashton	Marina and residential	Potential site for marina and residential development	Potential			200		5.7	

Guide Bridge		Potential site for park and ride facility and flats	Potential						
Droylsden		Potential site for incubator unit	Potential						

3.2.13 Property Developments in Manchester

The Ashton Canal passes through the New East Manchester Regeneration Zone, site of Sport City and the City of Manchester Stadium, with associated mixed-use developments. Closer to the centre of Manchester, a number of mills are being converted for mixed use purposes. The Ashton and Rochdale Canals meet at Picadilly Basin, which has been the site of a substantial number of mixed use developments in recent years. Ambitious plans are afoot to link the Rochdale and Ashton Canals as part of a major regeneration of the run-down Cardroom estate.

The Rochdale Canal travels northeast from Picadilly Basin towards Oldham. It passes adjacent to Ancoats Urban Village, a major regeneration area. To the north, through Miles Platting, the canal passes established housing, but moves are underway to invest in the area. Further north, development is underway on the North Manchester Business Park, which will be one of the largest urban business parks in the country.

Openshaw

The Ashton Canal enters Manchester at Edge Lane, Openshaw. Running west, the canal passes through an area that is identified in the New East Manchester Regeneration Framework as an area for stock transfer- that is to say, conversion from industrial to housing land. New housing is envisaged to be arranged around an “improved street system, the Ashton Canal and improved public spaces”. There are long-term plans to build a new bridge over the Ashton Canal at Crabtree Lane to enhance connections to the city centre.

East of Crabtree Lane towards the A662 the Ashton Canal runs through the well established Clayton Industrial Estate. It is envisaged that this estate will be consolidated, following relocation of industrial uses that are currently located along the canal.

Sportcity

Passing under the A662 Ashton New Road the Ashton Canal then runs through what is known as Sportcity. Between the Ashton New Road and Alan Turing Way the canal passes to the north of a district centre, and to the south of the National Cycling Centre. The district centre contains the largest Asda store in the country (160,000 sq ft), a hotel and a pub, planning permission for which was given in 2002. Planning permission for the velodrome was granted in 1992. It cost £9.5m with funding coming from the Department of the Environment, The Sports Council and the Foundation for Sports and the Arts.

The New East Manchester Regeneration Framework allows for medium rise high quality housing in the area immediately to the east of the A6010. Any housing on this site should be designed to make an attractive connection between Philips Park and the canal. In late 2002,

Countryside Properties were appointed as residential development partner to provide 380 units of canalside housing within Sportcity.

West of the A6010 the Ashton Canal passes to the north of the City of Manchester Stadium. The Metrolink line runs parallel to the canal at this point. The City of Manchester Stadium housed the 2002 Commonwealth Games, and now houses Manchester City Football Club. It cost £103m to construct.

Research for URC New East Manchester in the early 00s estimated that Sportcity would bring the following benefits:

- £106 million investment in sport facilities and estimated £45 million investment in Leisure to East Manchester
- Create an estimated 3,500 new jobs both during the construction and after completion.
- Reclaim 146 ha of former industrial site which was lying derelict before the construction of SportCity
- Attract an estimated 4.5 million visitors to East Manchester every year

The extent to which the restoration of the Rochdale Canal and HNC can be said to have influenced the development of SportCity is minimal. The issue that had been limiting the development of the area was the land surrounding the canal, much of which was contaminated (the site was formerly occupied by gas works and a colliery). The City Council and development agencies put resources into land remediation and developed the area for Olympic Bids. The development did not happen because the canal was there. However, the canal has been accommodated in the redevelopments, and it would be fair to say that presence of the canal does contribute to the amenity value of SportCity and the houses there. The canal also provides an attractive transport route with connections towards the Medlock Valley and the city centre.

River Medlock to Great Ancoats Street

To the west of Sportcity the Ashton Canal passes through part of the Medlock Valley park system, then to the south of a sewage works. The canal then runs south west in a straight line towards Great Ancoats Street.

In 2003 planning permission was granted for a number of significant developments in the Pollard Street area, these are discussed in the section on future impacts.

Plans are afoot for a huge development scheme, linking the Ashton and Rochdale Canals, immediately to the east of Great Ancoats Street. These plans are discussed in the section on future impacts.

The Ashton Canal west of Great Ancoats Street

There have been a significant number of developments on the Ashton Canal west of Great Ancoats Street since the mid 1990s. These include:

- The Place: a warehouse conversion developed by Opel and completed in 2001. The Place is a 4-star “boutique hotel” containing 110 serviced apartments ranging in price from £110 per night to over £300 per night for a penthouse apartment.
- Paradise Wharf: a mixed-use development due to be completed in 2004, developed by Watkin Jones. The development consists of three buildings: Junction Works, Whittles Croft and Jutland House. Junction Works contains 30 apartments over 19,000 sq ft; Whittles Croft involves 28 apartments over 18,000 sq ft; Jutland House contains 57 flats over 40,000 sq ft.
- A residential development entailing 101 apartments by Wilson Connolly, completed at the end of 2003
- Picadilly village- a residential development (on both sides of the canal) completed in the early 1990s. Given the large number of separate planning applications submitted as part of the Picadilly Village development, it has been difficult to clarify exactly the number and nature of developments. However, we were able to identify 7 successful applications, giving totals of 264 apartments, 21 houses and 15 small shops.

The Ashton Canal joins the Rochdale Canal at Picadilly Basin.

The Rochdale Canal west of Great Ancoats Street: Picadilly Basin

Much of the land (approximately 12.8 acres) adjacent to the Rochdale Canal west of Great Ancoats Street is owned by Town Centre Securities who have commenced construction of a number of large developments. These include:

- Six office developments totalling 305,000 sq ft and including Eider House, a development of some 86,000 sq ft with a significant canal aspect
- 4 developments including the converted Jacksons Warehouse containing 40 luxury apartments (ranging from 650-1000 sq ft each), and Vantage Quay, containing 117 luxury apartments. All apartments at Vantage Quay have been sold.
- A number of retail units bordering Great Ancoats Street, totalling over 119,000 sq ft.
- A marina to provide a focus around which the residential developments will be based.

Rochdale Canal East of Great Ancoats Street: Ancoats Urban Village

Ancoats is the area to the immediate north of the Rochdale Canal east of Great Ancoats Street. Ancoats was the world’s first industrial suburb with a thriving cotton spinning industry and as many 13,000 residents. Much of the Ancoats village now lies within a designated Conservation Area, and there are 14 listed buildings, 7 of which are Grade II*.

The Ancoats Urban Village Company was established to promote Ancoats and facilitate its development as a mixed use area. The aim is to increase the residential population to around 3000, and attract new business to the area. This aim was given substantial momentum by the Secretary of State’s confirmation of a 20 acre CPO action in September 2002. It is estimated

that, within Ancoats Village as a whole, some 1,100 residential units and 600,000 sq ft of commercial floorspace will be delivered over the next 3-5 years.

Some of the most major developments are adjacent to the Rochdale Canal:

- At the junction of Great Ancoats Street and Redhill Street is the MMII building. This contains 65 two bed and 11 one bed apartments as well as 16 live/work units with some retail units at ground floor.
- At the junction of Redhill Street and Murray Street is the Royal Mill complex. Planning permission was granted in 2002 for renovation and conversion of this Grade II building to create 283 residential units and 11,127m² for business and retail use. £70m worth of investment will be involved.
- Murrays Mill: Ancoats Building Preservation Trust has recently secured approximately £8 million of Heritage Lottery Fund towards a complete shell repair scheme which will begin in early 2004.
- Waulk Mill: Completely refurbished by developer Urban Splash for office use.
- Adjacent to this, planning permission has been granted for two new 6-storey buildings with 136 apartments and 4 business units.

The Rochdale Canal was clearly of vital importance to the cotton industry during the industrial revolution, but the Rochdale Canal restoration has probably not had such a clear-cut impact on the decision to revitalise Ancoats. From a visual amenity point of view, there is not a significant difference in the appearance of the Rochdale Canal alongside Ancoats pre and post restoration- the Canal has always had some water in it, although it was not navigable before restoration. Furthermore, the height of the restored buildings and their proximity to the canal mean that it is not possible to see the canal from the majority of windows- the principal view is one over Manchester rather than of the canal itself.

The key driving force for the redevelopment of Ancoats is instead the proximity to central Manchester, general development pressure in the area and the historic environment. The contact that the restored mill buildings have with the canal is likely to be via the canal arms. Supplementary Planning Guidance prevents new building over these canal arms, and it is hoped that canal arms will be restored to form a focus for developments (a canal arm is envisaged within Murray Mill for example). However, the cost of connecting these canal arms into the Rochdale Canal may prove prohibitive.

Plans are afoot for a major development linking the Rochdale and Ashton Canals- these are discussed in the section on future impacts.

Victoria Mill

Victoria Mill is a large, former cotton mill which has been converted into office, business and residential premises. Originally built between 1867 and 1873, the Mill is one of the largest and most impressive on the Rochdale Canal. Victoria Mill now houses an adult education centre and a health care centre.

Towards Oldham

Travelling northwest the Rochdale Canal passes through Miles Platting, an area of mainly Local Authority Housing. There are also a significant number of well-established small to medium scale industrial units on this section of the canal. These units almost invariably back onto the canal and creating a somewhat imposing and sometimes even threatening appearance.

Attempts are being made to get developer interest in the area through PFI, and there are moves to demolish unwanted housing. Neither of these developments are related to the canal directly. However, there are currently very few narrowboats using this stretch of the canal, and this is likely to be due to a large extent to the nature of the Miles Platting estate. Regeneration of Miles Platting should, in the long-term, increase the attractiveness of the canal environment and lead to increased interest in cruising the Rochdale Canal as far as Manchester.

Further to the north, near the border with Oldham, is the site for the new North Manchester Business Park- this is discussed on the section on future impacts.

3.2.14 Future Property Developments in Manchester

Pollard Street, Ashton Canal

Planning permission was granted in 2003 for partial demolition and conversion of a number of mill buildings (Victoria Works, Vulcan Works and Albion Works) and construction of two new buildings to provide:

- 328 apartments;
- 139m² for B1 use;
- 278m² for retail and food and drink
- 418m² for a crèche.

Manchester's Millenium Community: New Islington

Development has started on huge proposals to create a Millenium Community on land to the east of Great Ancoats Street between the Rochdale and Ashton Canals. The principal catalyst for the Millenium Community proposals was the need to do something about Cardroom, a run-down and deprived 1970s housing estate, plagued by depopulation and crime. The proposals for redevelopment of the area centre around the potential to link the Ashton and Rochdale Canals via a new canal that would run parallel to Great Ancoats Street. The new canal would be widened in places so as to resemble something of a lake, and surrounded by parkland. The proposals include:

- 1400 new homes

- 3000 metres of canal side
- 50 moorings for narrow boats
- 10 new shops
- 2 pubs
- 2 restaurants
- 1 million sq ft of parks and gardens.

These proposals are expected to involve some £200 million of investment.

Although the proposed new canal forms the centrepiece of the New Islington Millenium Community, there are currently doubts as to whether the cost of connecting the new canal into the Ashton and Rochdale Canals will be feasible. If the costs of connecting prove too high, the new “canal” may instead become a new lake, unconnected to the national waterway network.

Although the catalyst for the Millenium Community proposals is the need to regenerate the failing community at Cardroom, the proximity of the Ashton and Rochdale Canals has in many ways inspired the designs for the Community. However, whether the centrepiece of New Islington turns out to be a canal or an enclosed lake remains to be seen.

North Manchester Business Park

Work is underway to construct the North Manchester Business Park. This will be one of the largest business parks in the region, and will border the Rochdale Canal for about 1 mile, as well as having its own junction on the M60. Phase One of the business park will comprise an initial 90 acres (32 hectares) which will deliver the UK’s first large-scale urban business park, which is expected to generate up to 5,000 jobs, together with a further 10,000 new jobs once the entire project is completed. Regional developer Ask and international business park developer Akeler have come together to build the Park in a joint venture initiative.

Manchester Developments- completed and underway

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Asda, Sport City	Retail	Construction and land remediation	Complete post 2000	15	350		14865		None
Hotel/ pub, Sport City	Leisure	Construction	Complete post 2000						Low
Velodrome, Sport City	Leisure	Construction	Complete mid 1990s	9.5					None
Housing site, Sport City	Residential	Construction	Underway	25		380 units			Low
City of Manchester Stadium	Leisure	Construction and land remediation	Complete 2001	103	50			146	None
The Place	Hotel	Warehouse conversion	Complete 2001	7-8		110 serviced apartments			Low/ medium
Junction Works	Residential	Warehouse conversion	Completion 2004	2.5- 3.5		30 apartments	1765		Low/ medium
Whittles Croft	Residential	Warehouse conversion	Completion 2004	2.1- 3		28 apartments	1672		Low/ medium
Jutland House	Residential	Warehouse conversion	Completion 2004	4.8- 6		57 apartments	3716		Low/ medium
Wilson Connolly	Residential	New build	Complete 2003	8.5- 10		101 apartments			Low/ medium
Picadilly Village	Residential	New build	Complete 1990s	20		264 apartments; 15 shops; 21 houses			Low

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Office developments Piccadilly Basin	Office	New build	Semi-complete	20	1500		28335		Low/ Medium
Jacksons Warehouse	Residential	Conversion	Complete 2003/4	3.5-4.5		40 apartments			Low/ medium
Vantage Quay	Residential	New build	Complete 2003/4	8.1- 9.1		117 apartments			Low/ medium
Retail units, Great Ancoats St	Retail	New build	Complete		250		11055		None
MMII	Mixed use	Conversion	Complete 2002/3	20- 30		76 apartments; 16 live/ work units; some retail units			Low/ medium
Royal Mill	Mixed use	Renovation/ conversion	Underway	70		283 residential units	11127 for business		Low/ medium
Murrays Mill	Mixed	Renovation/ conversion	Underway	8 for shell repair					Low/ medium
Waulk Mill	Office	Renovation/ conversion	Complete 2003		400		10000		Low/ medium
Victoria Mill	Mixed	Conversion of mill	Complete			Business units			Low/ medium

Manchester- planned and potential developments

Site	Type	Work Undertaken	Status	Investment (£m)	Outputs				Dependency on Canal
					FTEs	Units	Floorspace (m ²)	Area (ha)	
Marina, Picadilly Basin	Marina	Potential	Potential						
Adjacent to Ancoats	Mixed	New build of 2 6-storey buildings	Planned	18	50	136 apartments; 4 business units			Low/ medium
Pollard Street	Mixed	Partial Demolition/ rebuild	Planned	27	30	328 apartments	139 for B1; 278 for retail; 418 for creche		Low/ medium
New Islington	Mixed	Regeneration of Cardroom estate to provide homes, moorings, shops, parks and restaurants	Planned/ underway	200		1400 homes; 10 shops; 2 pubs; 2 restaurants			Low
North Manchester Business Park	Business Park	New business park	Planned/ Underway		5000-10,000 on completion			32 (stage 1)	

3.3 Summary of Developments

In this sub-section we present a summary of developments adjacent to the canal in each Local Authority area.

Table 3.3.1 below summarises all those developments which have either been completed post 1990 or are currently underway adjacent to the Pennine Ring. The table reports the number of units of flats, houses, and student accommodation; the area (m²) of large-scale retail developments; the number of small retail units (there is no overlap with the large-scale retail category); the area of business developments (m²); the number of FTEs associated with completed schemes (estimated); and the level of investment associated with all developments (estimated). The figures in table 3.3.1 are based on developments adjacent to the canal, i.e. figures for entire business parks are not included.

Table 3.3.1 Summary of developments completed/ underway by Local Authority

	Residential			Large-scale retail (m2)	Small-scale retail (units)	Business (m2)	Other	FTEs	Investment (£m)
	Flats (no.)	Houses (no.)	Student (no.)						
Oldham (Rochdale)	12	20		7136		1600	1 health centre 1 Hotel/ pub	225	15-17
Rochdale		290				13078		622	42-53
Calderdale	70	23		6500	9	3000	Pub	230	20-28
Kirklees	246		966	6300		26106	Leisure complex	395	59-75
Oldham (HNC)		66							3.5-4.5
Tameside	62	275	14	12000		4200	Restaurant	405	43-50
Manchester	1500	21		26000		43000	2 hotels	2500	332-350
Total	1890	695	980	57936		90984		4377	505-580

Table 3.3.2 presents the total amount of investment associated with canal developments that are complete or underway, categorised in terms of the importance of the canal in attracting the development. As noted in the introduction to this section, we have not been able to assess the extent to which the canals have acted to attract new investment to a District, as opposed to simply displacing investment within the Local Authority concerned.

Table 3.3.2 Value of development and importance of canal

	None	Low	Low/ Medium	Medium	High
Oldham (Rochdale)	4-5	1	3-4	7	0
Rochdale	16-21	12.5- 14.5	0	13.5-17.5	
Calderdale	6.5- 9.5	1.5-2	0	8.8- 11	6.8- 10.7

Kirklees	12.7- 17	0	29- 34	12- 15	2.1
Oldham (HNC)	0	0	3.5- 4.5	0	0
Tameside	7.5- 8.5	11	23.1- 28.3	1.5- 2	0
Manchester	127.5	65	134- 152	0	0
Total	174- 189	91- 94	192- 229	43- 53	9- 13

3.4 The Impact of the Canal on Property Markets

As mentioned at the start of this section, canals are likely to have positive impacts on property markets principally because of the resulting environmental improvements, which act to increase demand for property in the vicinity. In the case of canal restorations, the funding investments associated with restoration also act to increase investor confidence in the area.

3.4.1 Impacts of the Canal on Residential Property Developments

The impacts of canals on property markets are likely to be felt most in the residential property market, given the relationship between environmental quality and demand for residential property. Indeed, a study by the University of Newcastle¹² indicates that the value of the waterside premium for residential properties may reach up to 19%. In other words, properties with a water frontage may be up to 19% higher than for similar properties without a water frontage (although the actual figure depends on the methodology used). Even properties within a waterside development, but without a waterside outlook themselves, can command a premium of up to 8% over properties outside the vicinity of the canal.

The mapping of property developments along the Pennine Ring above reveals that some 39 residential developments have taken place adjacent to the canal since 1990, resulting in some 2585 units (excluding student accommodation). Many of the stakeholders we spoke to indicated that they felt the canals have been a key factor in determining aspects such as the design, price, and uptake of these developments. Moreover, analysis of likely future property developments indicates another 33 potential residential developments, many of which would seek to capitalise on the amenity value of the canal.

The Pennine Ring passes through a diverse range of environments, from the highly developed centre of Manchester subject to high levels of demand and investment, through areas of Oldham, Rochdale and (to a lesser extent) Tameside which have recently faced problems caused by low demand and subsequent decline, through to picturesque and relatively rural parts of Calderdale, Oldham and Kirklees. Canalside residential property developments have taken place in all of these diverse environments, although the role that the canals play may be slightly different in each case.

In the case of central Manchester, the canal represents a pleasant environmental feature which, as well as acting as a transport route to the city and recreational opportunities, is seen

¹² Willis, K., and Garrod, G. (1993) *The Value of Waterside Properties*. University of Newcastle.

to represent a new form of city living. The April 2004 issue of *Square Foot* magazine describes this as “the magnetic attraction of living by the water” which is “high on homebuyers wish lists as revitalised canals have become bywords for urban chic and trendy living”. Waterfront living in cities is seen to “bring the best of both worlds- convenience of city living combined with a clean, safe and natural suburban environment”.

Many of these sentiments are echoed in the marketing used by developers of residential schemes in Manchester. For example the marketing for Picadilly Basin shows a number of pictures of the canal and canal boats, and emphasises the fact that Jacksons Warehouse is a “stunning waterside development” and that Vantage Quay “occupies a key location on the waterfront”. The marketing states: “The site not only benefits from being within the heart of the city centre, but also boasts an attractive setting with the Rochdale Canal flowing through the centre of the site itself.” Marketing for Vantage Quay states that the development “provides residents with the highly-desirable combination of urban vitality and waterside tranquillity”.

Take-up of the waterside developments in Manchester has been rapid. All flats at Whittles Croft and Vantage Quay have been sold, while there remain just four in Jutland House, one in Junction Works, and six at Jacksons Warehouse. This is despite the fact that these developments have only very recently been completed. Prices at Jacksons Warehouse range from £186,000- £240,000.

Residential property developments have also taken place in areas of lower demand in East Manchester and Rochdale. Sometimes, the canal restorations acted as a catalyst for development- the investment and consequent environmental improvements resulting from the restorations have acted to stimulate further public and private investment, with the canal acting as a centrepiece. Perhaps the clearest example of this happening is in Rochdale with the developments surrounding the Canalside SRB Programme. Further residential housing developments are forecast in these areas, for example in terms of the Rochdale Canal Basin, with the Canal again acting as a major factor in the “draw” of these property developments.

There have been a substantial number of residential property developments in the more rural areas of Calderdale, Kirklees and Oldham (on the HNC) and Tameside. These developments tend to be situated in areas of considerable natural beauty, of which the canals of course form a part. It is however extremely difficult to separate the role of the canal in this respect from other factors relating to the natural beauty of, for example the Colne or Calder Valleys. These developments are often in restored former mill buildings, and this is another factor in their desirability. An example is Woodhouse Mill in Todmorden. A penthouse apartment here recently fetched £0.5 million. The marketing of the mill shows a picture of the view from Woodhouse Mill apartments across the Rochdale Canal, and states: “these unique apartments are an opportunity to enjoy waterside homes in the beautiful Pennine scenery, with the convenience of Todmorden town, local shops and pubs and direct train links to Manchester and Leeds close by”.

3.4.2 Impacts of the Canal on Other Types of Development

A general finding of this, as well as previous studies, is that the role of canals in determining the siting of industrial developments and large shopping stores is weak. However, this study has found a number of cases where the canal has been a key factor in decision to site a range of non-residential developments. For example, the canal was cited as a key determinant in the location of the Zen Internet headquarters in Rochdale, and the positive amenity value of the canalside environment was seen as a key factor in the location of a health centre in Oldham.

Elsewhere the canal restorations have often acted as catalysts for further investment and regeneration of particular areas. Examples include the demolition of the Co-op store in Oldham to make way for the Failsworth District Centre, and the restoration of Stalybridge town centre.

3.5 Key Messages

In this section we have comprehensively mapped all property developments which have taken place alongside the Rochdale and Huddersfield Canal since 1990. For each development, we have compiled information on the size and cost of the development, and the number of people employed. We have also mapped likely future property developments. For all developments we have provided an assessment of the degree to which the development has been “canal-dependent”.

This section has also considered the effects that the restored canals have had on property markets.

In the remainder of this sub-section, the results from the mapping of property developments are presented.

Around the entire length of the Pennine Ring, we have identified some £505-580 million worth of property developments. Over half of this total is accounted for by developments in Manchester, but there has been significant investment in canalside development in all other Local Authorities around the Pennine Ring (discussed further below). Approximately 2% of this development is highly dependent on the canal (i.e. would definitely not have gone ahead but for the canals). Approximately 47% of developments were moderately dependent on the canal, i.e. for these developments, the canals represented a significant determining factor in the siting of these developments.

It should of course be noted that relatively little time has elapsed since the canal restorations were complete. Our analysis has identified a significant number of developments that are currently at the planning stages, or in some cases at the feasibility stage. Whereas some of the developments that took place in the 1990s have not played heavily on the canal, many of the future developments rely heavily on the canals as a focus point. Indeed, many of the planned developments provide for large vistas overlooking the canals, and there are plans for new

marinas and developments around canal basins. Thus future developments are likely to be more heavily dependent on the canals than developments to date have been.

Rochdale Canal

Developments adjacent to the Rochdale Canal (from Ducie Street Junction in Manchester to the junction with the Calder and Hebble at Sowerby Bridge) have resulted in a total £221-261 million investment. Much of this investment results from residential developments- around 1,400 residential units have been built alongside the Rochdale Canal since 1990. There have also been a number of retail and office developments alongside the canal.

A large proportion of the investment has taken place alongside the Manchester section of the canal. 1019 residential units have been built, as has 43,000m² of business floorspace. A good proportion of these developments have taken place in restored mill buildings. Total investment is likely to be in the order of £145- 162 million.

It would be false to assert that these developments have taken place because of the restored canal. More important factors include the general development pressures in the area, and the push by regeneration agencies to redevelop part of Manchester that had been suffering decline for some decades. However, the restored canal does add to the amenity value of the flats and offices- many developers have used the canal in their marketing of vacant sites- and the canal also provides a convenient transport route into the city centre.

Future developments in Manchester include continued development around Ancoats Urban Village, redevelopment of the Cardroom estate which will rely heavily on the canal, continued development of the North Manchester Business Park, and redevelopment of the Miles Platting estate. These future developments should contribute to general environmental improvements in the area which will increase the number of canal users in the area.

The canal has a fairly short stretch through Oldham Borough. Most of the developments that have taken place alongside the canal since 1990 have involved business and large-scale retail developments and as such these developments are not heavily dependent on the canal. There are one or two exceptions- the Boat and Horses pub and new health centre at Failsworth are examples of developments which have taken place because of the canal. The canal restoration has also allowed some canal-adjacent areas to qualify for additional regeneration funding. Investment in canalside developments in Oldham since 1990 is likely to be in the order of £15-17 million (excluding business parks), of which £10-11m is likely to be moderately dependent on the restored canal.

Future development alongside the canal is likely to focus around Oldham Broadway business park, and Failsworth District Centre. Development on the latter site is likely to be fairly canal-centric in nature.

In the Southern part of Rochdale Borough there have been a number of business and retail developments which are not highly dependent on the canal. In Rochdale itself, restoration of the canal acted as a catalyst to a deprived area qualifying for substantial SRB funding for

residential and business developments. To the north of Rochdale, the landmark headquarters building of Zen Internet demonstrates how a restored canal can be used to attract inward investment from business. Since 1990, canalside development in Rochdale equates to some £42-53 million, of which £13-£18 is moderately dependent on the canal.

Because the canal has only recently been restored, there have not yet been a large number of canal-dependent developments. However, a number of potential development sites alongside the canal in Rochdale will make heavy use of the canal. These include: development of the Rochdale Canal basin, moorings and marina at Littleborough, and tourism opportunities at Cleg Hall. These developments would result in significant levels of canal-based investment, and increase visit-rates and visit-expenditure in the local economy.

Many canalside developments in Calderdale rely on the beauty of the Upper Calder Valley as a location for tourism as well as for those wishing to commute to Manchester or Leeds. As such, the canalside developments are normally dependent on the canal to some extent, but are also dependent on the natural beauty of the area generally. A number of residential developments have taken place in restored mills, and heavily canal-dependent mixed use developments have taken place in Hebden Bridge and Sowerby Bridge around the canal basins. Investment in canal-side developments along the Rochdale Canal is likely to total £15-21 million. Of this, approximately £9m is heavily canal dependent, and about £10 is moderately dependent on the canal.

Looking to the future, masterplans have been developed for the towns of the Upper Calder Valley, and these envisage using the canal as a focus point around which town life can revolve.

Huddersfield Narrow Canal

Developments adjacent to the HNC (from Huddersfield to Ashton) since 1990 have totalled around £88- £107 million in value. Residential developments account for the lions share of this expenditure. Around 650 residential units have been constructed, and almost 1000 student study bedrooms have been built. The canal acts as a major focus point for development in both Huddersfield and Stalybridge.

In Kirklees, developments can be split into two sections. In Huddersfield, there has been major development of the university. This has used the canal as a focus point for the new campus. To the west, the Colne Valley has seen a substantial number of residential developments. As with the Upper Calder Valley in Calderdale, developments here have taken place because of the natural beauty of the Colne Valley (of which the restored canal forms part) as well as the commuting links to Leeds and Wakefield. Development in Kirklees is likely to have resulted in investment of some £50-£62 million since 1990. A large proportion of this is moderately dependent on the canal. Future developments in Kirklees are likely to focus around the university in Huddersfield, and see further development of mill buildings for residential use in the Colne Valley.

The HNC passes through Oldham for a short stretch. There have been few developments here because the Saddleworth villages are viewed as being at capacity in terms of residential developments. In the future however there are likely to be attempts made to improve the visitor offer, particularly at Diggle at the entrance to the Stanedge Tunnel. Development since 1990 has involved some residential new build, resulting in about £4m of investment which is moderately dependent on the canal.

In Tameside there have been a large number of residential developments as a result of saturation of the Saddleworth villages. At Stalybridge, the canal restoration acted as a catalyst for substantial redevelopment of the town centre, and there will be significant future development in Stalybridge following appointment of consultants to develop a masterplan. Between Stalybridge and Ashton, the land adjacent to the canal is dominated by railway sidings and industrial estates. Development alongside the HNC as far as Ashton has resulted in investment of some £34-41 million, of which around £24million is moderately dependent on the canal.

To the west of Ashton the Ashton Canal travels towards Manchester. The section of the Ashton Canal in Tameside is somewhat run-down. There do exist a number of opportunities for canal-side development, including scope for a marina at Droylsden, but the proximity of this area to the New East Manchester Regeneration Zone currently acts as a brake on incentives to develop here.

There have been a significant number of developments adjacent to the Ashton Canal in Manchester, most notably Sport City. Although the development of Sport City would have gone ahead if the canal did not exist the canal does add to the amenity value of this area, and acts as a convenient transport route to the city centre.

Overall Summary

- There have been a significant number of developments alongside the Rochdale and Huddersfield Narrow Canal since 1990. While retail and business developments tend not to be highly dependent on the canals, the canals have often been in a significant factor in the siting of residential developments.
- The canals of the Pennine Ring pass through a diverse range of areas, from attractive rural settings to urban areas undergoing significant investment and change, and other urban areas that have faced stagnation and decline. The nature of canalside developments, and the dependency of these developments on the canals is necessarily different in the different settings.
- As well as acting as a location for development, the canal restorations have also acted as catalysts for other types of regeneration. The restored canals have acted to instigate other types of regeneration funding, and they are often used as focus points in regeneration strategies and masterplanning documents.
- The canals have only recently been restored and as a result, there are not yet many examples of highly canal-centric developments. In future years, new developments will tend to use the canal as a true focus point, evidenced by plans for Rochdale Canal Basin and Failsworth District Centre for example. Evidence of the HNC being used as a focus

point exists in terms of the development around Huddersfield University, and at Stalybridge.

4.0 SUMMARY OF ECONOMIC IMPACT

The aim of this piece of work has been to assess the economic impact of restoring the Huddersfield Narrow Canal and the Rochdale Canal. More specifically, the research has sought to provide an indication of current trends in economic activity on the canals, and to provide an analysis of further impacts that can be anticipated in the near term. The report will also provide a new post-restoration baseline against which future change can be assessed.

The principal tasks undertaken for this research were:

- Tourism and leisure activity along the canals was assessed by means of demand-side modelling and a supply-side assessment of tourism and leisure businesses (section 2). The supply-side assessment included a postal survey of tourism and leisure businesses located along the canal corridors;
- Property developments that have taken place alongside the canals since 1990 were mapped (section 3). An assessment is made of the dependency of each of these developments on the canals. Property developments likely to take place in the near term were also mapped.

In the remainder of this concluding section we bring together the results derived from the various stages of the research. We do not dwell too long on the findings of the different sections of the report, as a summary of each section has been provided at the end of the corresponding chapter.

4.1 Tourism and Leisure Impacts

Tourism and leisure impacts were assessed by means of a demand-side model and a supply-side survey of tourism and leisure businesses alongside the canals. The demand-side model combines estimates of the number of canal visits made by category (e.g. boater, cyclist, overnight visitor, etc.) with the estimated expenditure of these visit types. The supply-side assessment involved compiling a database of tourism and leisure businesses located along the canal. A postal questionnaire was sent to these businesses in order to ascertain the importance placed by businesses on the restored canals.

4.1.1 Rochdale Canal

The demand-side modelling estimates that 3.8 million visits were made to the Rochdale Canal in 2003. Around 36,000 visits involved a trip on a canal-boat.

Supply-side analysis estimates that 313 tourism and leisure businesses are located within the Rochdale Canal corridor. Pubs and wine bars make up almost half of this total. The vast majority of tourism and leisure businesses located along the canal are small, employing less than 10 employees. 41% of businesses view the Rochdale Canal as being important to their business.

Table 4.1.1 below provides estimates of the gross and net expenditure and employment impacts of tourism and leisure activity alongside the Rochdale Canal. The upper and lower bounds are estimated from the demand-side and supply-side analysis respectively.

Table 4.1.1: Employment and expenditure impacts of the Rochdale Canal

	Demand-side approach			Supply side approach		
	Gross expenditure	Net expenditure	Net employment impacts	Gross expenditure	Net expenditure	Net employment impacts
Rochdale Canal	£18m	£4.1m	158 FTE	£7.5m	£2.5m	153 FTE

The estimates provided by the demand-side approach are significantly higher than those produced under the supply side approach. This is at least partly because the demand-side approach considers the impacts that visitors have on sectors other than the tourism and leisure sector.

A large proportion of the tourism and leisure impacts are felt on the eastern side of the Pennines (i.e. in Calderdale).

Table 4.1.2 below summarises the tourism and leisure impacts of the Rochdale Canal.

Table 4.1.2: Summary of tourism and leisure impacts of the Rochdale Canal

Number of visits	3.8 million
Gross impacts of tourism and leisure activity (£m)	£7.5- 18 million
Net impacts of tourism and leisure activity (FTE)	150- 160 FTE
Net impacts of tourism and leisure activity (£m)	£2.5- 4.1 million

4.1.2 Huddersfield Narrow Canal

The demand-side modelling estimates that 2.3 million visits were made to the Huddersfield Narrow Canal in 2003. Around 62,000 visits involved a trip on a canal-boat.

Supply-side analysis estimates that 249 tourism and leisure businesses are located within the HNC corridor. Pubs and wine bars make up almost half of this total. The vast majority of tourism and leisure businesses located along the canal are small, employing less than 10 employees. Almost one third of businesses view the HNC as being important to their business.

Table 4.1.3 below provides estimates of the gross and net expenditure and employment associated with the Huddersfield Narrow Canal. Gross expenditure is higher under the

demand-side approach. This is again at least to a large extent because the demand-side approach considers a wider range of economic sectors than the supply-side approach. Net expenditure is essentially equivalent between the two approaches.

Table 4.1.3: Employment and expenditure impacts of the Huddersfield Narrow Canal

	Demand-side approach			Supply side approach		
	Gross expenditure	Net expenditure	Net employment impacts	Gross expenditure	Net expenditure	Net employment impacts
Huddersfield Narrow Canal	£10m	£2.5m	99 FTE	£4.7m	£2.8	160 FTE

Table 4.1.4 below summarises the tourism and leisure impacts of the Huddersfield Narrow Canal.

Table 4.1.4: Summary of tourism and leisure impacts of the Huddersfield Narrow Canal

Number of visits	2.3 million
Gross impacts of tourism and leisure activity (£m)	£5-10million
Net impacts of tourism and leisure activity (FTE)	100-160 FTE
Net impacts of tourism and leisure activity (£m)	£2.5- 2.8 million

4.2 Property Impacts

All property developments that have taken place alongside the canals since 1990 were mapped, based on discussions with Local Authorities and developers. For each development, output figures were collected or estimated, and an assessment was made of the degree to which the developments are dependent upon the canals. Likely future developments were also mapped.

4.2.1 Rochdale Canal

Developments alongside the Rochdale Canal have implied estimated investment of some £221- 261 million. A large proportion of these developments are residential, thus the employment supported by these developments is relatively low- around 3000FTE (half of these FTE are accounted for by large office developments around Picadilly Basin in Manchester). A large proportion of the developments took place in Manchester, and Manchester accounts for around two thirds of the employment impacts and two-thirds of resulting investment.

Given that we have already considered the economic impact of tourism and leisure activity in the section above, it is necessary to deduct the tourism and leisure impacts from the property research in order to avoid double counting. In fact, tourism and leisure developments account for a very small percentage of the developments identified in the mapping exercise. Table 4.2.1 below shows the value of property developments alongside the Rochdale Canal, and the number of temporary construction jobs (TCJ) associated with these developments¹³. Table 4.2.1 also shows the dependency of each of these developments on the canal.

To date, only around £7-11 million of investment (3-4% of total investment) has been highly dependent upon the canal- in other words, this investment would not have happened had the canal not been restored. This is not surprising given that the canal has only recently been fully restored. A large proportion of the planned and potential canalside developments are highly dependent on the canal being restored. Nonetheless, £29-34 million of investment is judged to have been moderately dependent on the canal (representing about 13% of total investment). In other words, the restored canal acted as a significant determining factor in relation to aspects of these developments. Construction activity alongside the Rochdale Canal is likely to have led to creation of between 3100- 3800 FT temporary construction jobs.

Table 4.2.1: Value of property developments alongside the Rochdale Canal, and TCJ associated (tourism and leisure developments not included)

	Value of development and importance of canal (£m)						TCJ
	None	Low	Low/ medium	Medium	High	Total	
Manchester	0	20	125.5- 142	0	0	145- 162	2071- 2314
Oldham	4-5	1	3-4	7	0	15- 17	214- 243
Rochdale	16-21	12.5- 14.5	0	13.5-17.5	0	42- 53	600- 757
Calderdale	1.5- 4.5	1.5-2	0	8.8- 11	6.8- 10.7	19- 29	271- 414
Total	21.5- 30.5	35- 38	128- 146	29-34	7- 11	221- 261	3156- 3728

Table 4.2.2 below shows the number of FTE associated with these canalside developments (i.e. the number of people employed within the finished developments, rather than the number of people employed in construction). Approximately 3300 people are employed in developments alongside the Rochdale Canal. This figure is relatively small in comparison with the amount of investment (see table 4.2.1). This is simply because a large amount of investment was spent on residential developments, which employ very few, if any, people. Consequently, the majority of the employment in canalside developments occurs in Manchester, where there have been a number of large office developments.

Table 4.2.2 FTEs associated with canalside developments

	FTEs associated with canalside developments					
	None	Low	Low/ medium	Medium	High	Total

¹³ These figures have been calculated on the assumption that 1 annual FT construction job results from each £70,000 spent on construction activities. This assumption is consistent with English Partnerships' guidance.

Manchester	600		1900			2400
Oldham	90	30		70		190
Rochdale	442	100		80		542
Calderdale	150				50	200
Total	1282	130	1970	80	0	3332

4.2.2 Huddersfield Canal

Developments alongside the Huddersfield Narrow Canal have led to investment of some £88-107 million. The majority of this expenditure has been on residential developments, thus the number of associated FTE is low- approximately 384.

Given that we have already considered the economic impact of tourism and leisure activity in the section above, it is necessary to deduct the tourism and leisure impacts from the property research in order to avoid double counting. In fact, tourism and leisure developments again account for a very small percentage of the developments identified in the mapping exercise. Table 4.2.3 below shows the value of property developments alongside the HNC, and the number of temporary construction jobs (TCJ) associated with these developments¹⁴. Table 4.2.3 also shows the dependency of each of these developments on the canal.

To date, none of the investment in property developments alongside the HNC has been highly dependent upon the canal (when we exclude tourism and leisure developments). Nonetheless, £13.5-17 million of investment is judged to have been moderately dependent on the canal (representing about 18-19% of total investment). In other words, the restored canal acted as a significant determining factor in relation to aspects of these developments.

Construction activity alongside the HNC is likely to have led to creation of between 1000-1300 FT temporary construction jobs.

Table 4.2.3: Value of property developments alongside the HNC, and FTE associated (tourism and leisure developments not included)

	Value of development and importance of canal (£m)						TCJ
	None	Low	Low/ medium	Medium	High	Total	
Kirklees	1	0	29-34	12-15	0	42-50	600-714
Oldham	0	0	3.5- 4.5	0	0	3.5-4.5	50-64
Tameside	1- 2.5	7.5	18-22	1.5-2	0	28- 34	400-486
Total	2-3.5	7.5	51-60.5	13.5-17	0	74- 89	1050- 1264

Table 4.2.4 below shows the number of FTE associated with these canalside developments (i.e. the number of people employed within the finished developments, rather than the number of people employed in construction). Approximately 791 people are employed in

¹⁴ These figures have been calculated on the assumption that 1 annual FT construction job results from each £70,000 spent on construction activities. This assumption is consistent with English Partnerships' guidance.

developments alongside the Huddersfield Narrow Canal. This figure is small relative to the amount of investment in canalside developments- it can be explained by the fact that a large proportion of canalside investments have been in residential development, which do not tend to employ many people.

Table 4.2.4 FTEs associated with canalside developments

	FTEs associated with canalside developments- HNC					
	None	Low	Low/ medium	Medium	High	Total
Kirklees	396					396
Oldham						0
Tameside	195	200				395
Total	591	200	0	0	0	791

4.3 Conclusions

We have analysed the economic impact of the Rochdale Canal and Huddersfield Narrow Canal in terms of:

- The **tourism and leisure economy**- the impact of the canal restorations on local tourism and leisure businesses, the number of visits made to the canals, and the spend and employment impacts associated with these visits;
- **Property developments alongside the canals**- the investment and employment associated with these developments, and the extent to which these developments can be attributed to the canal restorations.

Despite the fact that both canal restorations have only recently been completed, the associated economic impacts are already significant.

- Both canals support a diverse array of tourism and leisure businesses. Over one third of these businesses believe the restored canals to be important or very important to their business. The net impact of visit-related spend totals £2.5- 2.8 million for the Huddersfield Narrow Canal, and £2.5-4.1 million for the Rochdale Canal.
- There have been a large number of property developments along both canals. A large proportion of these developments have been residential in nature, and the restored canals have played a key role in making these locations desirable for home buyers.

It can be argued that, without funding for full restoration, the canals and towpaths would have eventually fallen into disrepair. The implications of this would clearly be a reduction in the use of the canals by tourists and visitors, and less investment in canalside property developments.

In the near future, the economic impact of the canals will be felt to an even greater extent. Over one third of tourism and leisure businesses anticipate that the canals will become more important as a source of business. Indeed, a large proportion of planned and potential future developments rely heavily on the canal as an amenity feature around which to base residential developments, mixed-use developments and moorings, marinas and other leisure

developments. Thus not only will there be a significant number of new developments alongside the canals, but the dependency of many of the developments on the canal will be quite high.

Both the restored Rochdale Canal and Huddersfield Narrow Canal have acted as attractive magnets for tourism and leisure activity, and have influenced aspects such as the design, price, and uptake of residential developments. In this respect, the restored canals are already delivering significant economic benefits to their local economies. The economic benefits of both canals are likely to be felt even more strongly over the next few years.

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Annex A: Business Questionnaire

Annex B: Electronic database of Tourism and Leisure Businesses along the Canal Corridor

Annex C: Tourism and Leisure Demand Model

Annex D: Summary of *ex ante* Studies