



Lake District National Park Authority

Upgrade of Wainwright's Coast to Coast to a National Trail

Path repair and access improvement work

3 sites

Anglers Crag

**Top of Loft Beck / intersection with Moses Trod
& approach to Fleetwith Tramway**

Apply for 1, 2 or all 3 Lots

Deadline for Submissions

13.00 on Friday 22nd Aug 2025

Background on the role of the LDNPA in upland path repair and improvement

- The Lake District National Park (LDNP) was established in 1951, after Government enacted the National Parks and Access to Countryside Act in 1949. The Lake District National Park Authority (“the Authority” or LDNPA), was established through the Environment Act 1995, and has some functions and powers of a local authority, although some statutory powers are different to other local government bodies. The long term strategic vision for the LDNPA is that the National Park will be an inspirational example of sustainable development in action. The National Park receives approximately 19 million visitors each year.
- The Highway Authorities (Westmorland and Furness Council and Cumberland Council) are ultimately responsible for all Public Rights of Way in Cumbria. Since 1997 the Authority has had full delegated powers to manage aspects of rights of way network in the LDNP, including maintenance, surveying and updating the legal records. This entails various duties to assert and protect the rights of the public to their use and enjoyment, prevent as far as possible their obstruction, improve access where possible and regulate their use as required. The LDNPA undertakes the additional responsibility of “protecting the landscape”, repairing eroded paths (over and above the necessary) to reduce the impact of usage on the environment and landscape.
- The LDNPA has a duty under section 61 of the Environment Act 1995 to: i) conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and ii) to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public. Any contractors who work on our behalf are also expected to abide by this duty.

Background on the upgrade of the Coast to Coast to a National Trail

- National Trails have been created over the last sixty years to provide access to our most special places in England and Wales. They fall under the jurisdiction of Natural England (NE), as a key component of their access agenda. National Trails are expected to offer a higher level of experience, and be maintained at a higher standard than the normal Right of Way network. The “establishment phase” of becoming a National Trail is a key component in boosting the standard of provision on offer.
- The Coast to Coast was originally described by Alfred Wainwright in his 1973 book *A Coast to Coast Walk*. In 2021 Natural England started work with local partners to define a project to designate Wainwright’s Coast to Coast as a National Trail. It will be known as the Coast to Coast Path. The project to upgrade the route to a National Trail was confirmed by Government in August 2022 and formally commenced 1st Nov 2022. Some of the LDNPA project team have been in post since April 2023 and some joined thereafter. Practical upgrade work will ideally be brought to a conclusion by end of Dec 2025, but definitely by end of Feb 2026. An opening ceremony will be taking place Spring (likely late March) 2026.
- The National Trail will generally follow Wainwright’s original route, running from St Bees on the Cumbrian Coast to Robin Hood’s Bay on the North Yorkshire Coast (a distance of c200 miles). Traditionally it has been undertaken *as a one* and is described as requiring 10 to 14 days to complete. The route is believed to be the most popular long distance walking route in the UK, walked in its entirety by upward of 6,000 people every year, and attracting visitors from across the globe. Long distance endurance races (such as the Northern Traverse) also use the route.
- The upgrade to a National Trail project is being led by Natural England, funded by Defra, supported by each of the authorities along the route: Cumberland Council, Lake District National Park Authority, Westmorland and Furness Council, Yorkshire Dales National Park Authority, North Yorkshire County Council, and North York Moors National Park Authority.

- The LDNPA are the delivery body for the upgrade to a National Trail within the Lake District National Park boundaries. For further information on the Coast to Coast upgrade project for the Lake District, please visit the Lake District National Park Authority's website: <https://www.lakedistrict.gov.uk/caringfor/projects/upgrade-of-wainwrights-coast-to-coast-to-national-trail>
- Once established, there will be a Coast to Coast Trail Partnership, made up of all of the authorities along the route who'll be accountable to NE for reporting on delivery of National Trail standards, and distributing any grants received in support of ongoing maintenance. Wherever possible work should be as enduring as possible because the level of grants for maintenance will not likely cover all required annual expenditure.

Significance of the designation as a National Trail

- There are four management principles laid out in Natural England's New Deal Management of National Trails (2013):

1) Experience - to be regarded as a *national* asset; enabling as many people as possible to enjoy the rich variety of National Trail landscapes, and showcase the best that our landscapes have to offer.

- Enabling those who might have limited access to natural spaces to derive benefit from their existence.
- And offer, *where possible*, easily accessible route(s), matched to terrain, for the broadest audiences possible - mobility impaired people, walkers of all ages & type, horse-riders & cyclists etc.

2) Enhancement - make constant improvement to the trail, the trail corridor and any promoted associated routes (such as circular routes that incorporate lengths of the Trail).

High standard of trail management means high quality design & delivery.

- Surfaces in good condition and appropriate to the geology & soils over which the trail passes.
- Routes are free from undergrowth & overhanging vegetation.
- Structures are always safe, comfortable, easy & convenient to use.
- Consistent/coherent style & use of materials to suit the character of the landscape.
- Route is easy to follow with consistent, accurate, unobtrusive way marking and destination signage.
- Safe road and rail crossings.

3) Engagement - build and sustain a broad community of interest in caring for the Trail, the landscape through which it passes, & the value of its existence.

- Landowners & land managers.
- Local communities.
- Volunteers (trail management, maintenance, fundraising etc).
- Trail users.
- Local businesses.
- Local Authorities along the route.
- Related stakeholders.
- Natural England.

It is hoped that participation and connection with National Trails can help engender a sense of ownership, and worth. Ideally it will be perceived to be well managed.

4) Economy - furthering opportunities for local businesses to benefit from the existence of the Trail as a local, regional and international tourism asset, whilst also having wider economic benefit by offering opportunities to boost people's health & well being.

Introduction

Natural England formally confirmed a grant to LDNPA on 15 May 2025 for the final Financial Year (FY 25/26) of the Coast to Coast upgrade to a National Trail. The LDNPA is now seeking one or more contractors to fulfil three packages of work ('Lots') as described within this Invitation to Tender.

The intention of this Invitation to Tender (ITT) is to procure the delivery of the required work using suitable work methods tailored to each location.

Responses to this ITT will be evaluated on the basis of describing how the task for each site will be approached, including all considerations – accessing the site(s), Health & Safety including public access, environmental protection/restoration, approach to task, planned schedule, projected/quoted cost etc. Details of the evaluation criteria is given under the heading within this document "Evaluation of Tenders"

All work must be complete and invoiced by end of Feb 2026.
Preference is for work to completion to occur in Autumn 2025.

The contract terms are generally anticipated to be as contained via a JCT Contract but LDNPA retains discretion to choose a suitable contract as we see fit.

Tenderers are invited to bid for all or any of the Lots in any combination. Tenderers are asked to specify any financial benefit accruing to the Authority if the Tenderer is successful in its bid for more than one Lot.

The contractor will be expected to submit a fixed fee proposal against the requirements as described within this Invitation to Tender, whether for one, two or all three Lots, and have the capacity to deliver the work within the specified timeframe.

Accompanied pre-start site visit/s are essential to iron out any challenges ahead of work commencing, and should be costed for within Tender price.

If interested parties have any questions they wish to ask the Authority ahead of the site visit, they must submit them via the Chest procurement portal. Any questions received will be made anonymous and responses sent to all tenderers.

The work required

For the most part, the requirements are described in

This document

Annex 2 – Photos & maps to accompany the Bill of Quantities

Annex 3 - Bill of Quantities

Maps, grid references, photos and further information on details and location of the work and access routes are provided in Annex 1.

There will be a mandatory accompanied site visit associated with this Invitation to Tender. The date for this site visit (which will involve all three sites) is **6th of Aug 2025**. You must register in advance to secure a place on the mandatory site visit.

(we politely ask that you also reserve *7th Aug* in your diary, to accommodate the circumstance that exceptional inclement weather makes 6th Aug site visits unviable). Unfortunately, the LDNPA is not in a position to cover the cost of expenses associated with the mandatory site visit.

The Lake District National Park Authority (LDNPA) invites contractors to submit a tender for the following work

Anglers Crag (Lot 1, estimated value £18,000)

The works will include:

- Sourcing and flying appropriate stone
- Pitching / better defining the approach for the first section of bedrock
- Robust repair to section of revetment wall
- Landscaping of side route associated with *first* section of bedrock
- Landscaping section of side route associated with *second* section of bedrock
- Landscaping to remove *third* side route (if approaching from head of the lake)

Intersect between Loft Beck and Moses Trod (Lot 2, estimated value £5,000, including the price of a provision sum of £1,000 for installation of a replacement gate)

The works will be undertaken by hand, and will include:

- Landscaping to reduce to one line through collapse and grade in of banks
- Addressing drainage issues, addressing flow of small beck and improve drainage from above
- Removal of cairn
- Installation of a replacement gate (tbc). A provisional sum of £1,000 has been allocated in the pricing table. Please use this provisional sum for the purpose of tender submission

Approach to Fleetwith Tramway (Lot 3, estimated value £40,000)

The works will include:

- Defining/Improving the definitive line (footpath) that joins Fleetwith Tramway (with machine)
- Eradicating the line of the “corner cut” and undertaking practical work to reduce its attractiveness
- Re-profiling 1,000sqm of peat hags

Ahead of work commencing on the ground, pre-start meeting/s will happen to ensure all parties are comfortable with the requirements.

Details of estimated value for each Lot are given in good faith as a guide to assist you in submitting your Tender. They should not be interpreted as an undertaking to purchase any goods or services to any value and do not form part of the Contract.

Lot 1 (Ennerdale: Anglers Crag)

Ennerdale is a remote glacial valley on the western side of the Lake District, It was declared a National Nature Reserve (NNR) in 2022. Over 40%* of the valley is protected as Sites of Special Areas of Conservation (SAC) and Special Scientific Interest (SSSI). *Source: Wild Ennerdale Stewardship Plan 2018-28. The environmental sensitivity around delivering work in the valley cannot be understated. Sediment (such as soil) entering the lake is a particular concern, as is the potential detriment to prevalence of lichens and rock-dwelling species of plant when stones are moved from specifically significant sites. It is of greatest significance for ourselves (LDNPA), our stakeholders and the success of the project to ensure that the highest of standards are maintained at all times.

The Coast to Coast route described by Wainwright follows a route along the southern shore of Ennerdale Water, largely at a low level close to the lake shore. However, to pass the rocky outcrops at lake-level the path climbs away from the lake shore and over at least two sections of awkward bedrock. The two sections of bedrock are especially daunting for many when wet, and have led to unhelpful side routes developing. It has been determined that the route would be substantially improved by leading people more directly onto and part-way up the first section of bedrock (through the technique of pitching or improving the visibility/availability of existing natural steps), whilst at the same time landscaping out the side routes, so that the optimum route is clearer to identify and easier to undertake.

This Lot, amongst other things, will require sourcing and flying appropriately sourced stone to site.

The SSSI/SAC that are directly relevant to this piece of work are as follows:

- Ennerdale Water SSSI
- Ennerdale and Pillar SSSI
- Lake District High Fells SAC

Stakeholders for practical work in the valley

The following are major stakeholders. In the most part they have been consulted during the project development phase and will expect to be kept informed during the delivery phase:

- Natural England Coast to Coast Project team & National Trails team
- Natural England Cumbria Environmental team
- National Trust (landowner)
- United Utilities (landowner)
- Wild Ennerdale (partnership of stakeholders associated with the valley)
- Tenant farmers
- Local residents and community, including Parish Council & local MP office
- Visitors

Additional stakeholders may be identified during the course of this project.

Access to the site and public access

Various parcels of land are owned by a range of landowners (chiefly Forestry England, United Utilities, National Trust) and there are a range of tenants associated with the various landholdings. Permission will be sought from UU for the appointed contractor to be able to park adjacent to the weir. Access to the work site will be on foot.

The work site is on the route of the Coast to Coast and part of the wider Rights of Way network (including a circular round the lake walk). It is expected that public access will be maintained whilst the work is planned for/underway ongoing, as well as out of hours. Short periods (of a few minutes) of restriction on access, such as those associated with heli-lifts for Lot 1, are to be expected, managed by the appointed contractor.

The requirement

1) Pitching / better defining the approach for the first section of bedrock

Due to the polished nature of the first section of bedrock encountered, if approaching from the direction of Bleach Green/the Weir, a side line has developed, skirting around the side of the section of bedrock and rejoining the path further beyond (please see accompanying photographs at Annex 1). This side route, while looking very attractive when approaching on the path from below, runs along a narrow shelf above a near-vertical drop into the lake. It is on ground held together by turf and heather. Long term continued use will eventually cause this side route to collapse. Its unknown durability means it is prudent to act now.

Through the use of existing natural features and imported stone we seek the construction of a pitched path leading up to the first bedrock step, making the intended route much more obvious and attractive, helping walkers feel confident they are on the intended "correct route".

The pitching will begin some distance from the area of bedrock where the gradient of the approach begins to steepen.

2) Robust repair to section of revetment wall (which carries the path along its top)

Where walkers have used the side route described above, they rejoin the path above the bedrock but in doing so have caused the partial collapse of a supporting revetment. The side route is presently very obvious and is likely presently to be interpreted as "the intended route" (despite its exposed nature). If this line continues to be used this area of revetment collapse will widen, causing the path to become more difficult to use. The revetment wall needs rebuilding, again with imported stone, to carry the path and constructed such as to deter use of the side route, and made to be made as enduring as possible.

3) Landscaping of side route associated with *first* section of bedrock

There has been work undertaken previously, on more than one occasion, to deter the use of the side route and persuade walkers back onto the path line over the bedrock and away from the exposed side route, but these landscaping measures have unfortunately proved unsuccessful over the medium/long term. The side route will need to be comprehensively and substantially landscaped using a combination of use of additional stone (securement placement of obstacles/humps and hollows), careful movement of earth and re-profiling of the side trod to a sloping profile off-putting to walkers.

The ambition should be to return the present side route to a gradient that reflects the natural slope and re-vegetate using 100% turf coverage, bolstered by approved grass seed.

4) Landscaping section of side route associated with *second* section of bedrock

There is a second section of bedrock that has provoked a second short side route to develop (again if approaching from the direction of Bleach Green/ the weir). Whilst initially attractive in appearance this second side route leads to a dead-end at a very exposed point, with drop-off at height to the lake. This side route requires people to back-track in order to make their way over the bedrock. Again the side route that has developed should be landscaped so that it is no longer drawing people along it.

5) Landscaping to remove *third* side route (if approaching from head of the lake)

There is a further side route beyond the main area of Anglers Crag on a scree slope. Here it would appear people approaching from the head of the lake are cutting off the main path (perhaps to try and avoid gaining height) and a clear, currently attractive, side line has developed below the main path. It continues, becoming more and more exposed, until it reaches a difficult bedrock gully which is unlikely to be considered favourable by most. To prevent this side route becoming more established it will again need to be removed using landscaping techniques.

The appointed contractor will be responsible for the appointment, overseeing health and safety and management of any sub-contractors that they use. Details of any intended sub-contractors to be used should be included within tender returns.

Section of pitching, revetment repair and associated landscaping to remove side lines from Anglers Crag, Ennerdale			
	(GR of start of works)	Approx. Length	Notes
1	TBC (likely to be NT owned fell side on eastern side of Anglers Crag)		Stone picking and bag filling (refer to map for intended stone picking site)
2	From stone picking site to work site		Airlifts*
3	NY10054 15128	17m	Pitching Min 17m stone pitching, to a width of 60-70cm, up to section of exposed bedrock from lower, western side
4	NY10078 15111	4m x 1m	Repair and extension of existing stone revetment Roughly 1m high and 4m wide. Ensure this ties substantially into existing revetment to east and banking to west.
5	NY10054 15128	25m	Landscaping out of side route associated with first section of bedrock <ul style="list-style-type: none"> Returning present 25m stretch of flat trod to unattractive slope & enabling revegetation Blocking off access to side route (at both lowermost and uppermost access points) with secure placement of obstacles / hump and hollow
6	TBC	7m	Landscaping out of side path associated with second section of bedrock <ul style="list-style-type: none"> Returning present 7m stretch of flat trod to unattractive slope & enabling revegetation Blocking off access to side route (at westerly access points) with secure placement of obstacles / hump and hollow
7	NY 10114 15077	30m	Landscaping out of third side route (on eastern side of Anglers Crag) Returning present 30m stretch of flattish trod to an unattractive slope to discourage walkers

Lot 2 (point between Ennerdale & Borrowdale, Loft Beck)

The SSSI/SAC that are directly relevant to this piece of work are as follows:

- Lake District High Fells SAC
- Honister Crag SSSI

Stakeholders for any practical work at Ennerdale

The following are major stakeholders for this project. In the most part they have been consulted during the project development phase and will expect to be kept informed during the delivery phase:

- Natural England Coast to Coast Project team & National Trails team
- Forestry England (landowner) & National Trust (long term tenant)
- Fix the Fells teams working at Loft Beck
- Visitors

Access to the site and public access

Access to the site involves either parking at Honister Slate mine and then walking c1.5 miles to the site.

Or access by vehicle up the steep quarry track (a Bridleway) from the Slate mine car park to a designated area for parking, and then on foot across open fellside for a distance of approx. c1.2 miles to the site.

This is a remote site in the high mountains. The work site is on the route of the Coast to Coast and part of the wider Rights of Way network. It is expected that public access will be maintained whilst the work is ongoing, as well as out of hours, though minimal periods of restriction on access might be expected, managed by the appointed contractor.

The requirement

A short section of path definition and landscaping in a location above Loft Beck (where it intersects with Moses Trod). This work is to be completed by hand.

- Aligning/defining landscaping activities using a combination of collapse and grade in of banks to bring footfall onto one line
- Addressing drainage issues using a combination of cross drains and ditching to accommodate the flow of a small beck and improve drainage from above, removing water from the path surface
- Removal of cairn, & potentially facilitating the installation of a replacement gate (tbc)

Handwork landscaping and path definition at intersect of Loft Beck & Moses Trod			
	(GR of start of works)	Approx. Length	Notes
1	Circa NY 20795 12419	20m	Landscaping Collapse and grade in banks for 10m either side, Pathwork & landscaping so that only one line is defined / observable
2	Circa NY 20795 12419	20m	Drainage Improve drainage above & open up flow of small beck. Use additional site suitable techniques to divert water off the path/prevent it from accumulating
3	Circa NY 20795 12419	N/A	Cairn Removal of unnecessary cairn (gate immediately adj)
4	Circa NY 20795 12419	N/A	Gate Installation of a replacement gate (tbc – provisional sum allowed)

Lot 3 (Borrowdale, approach to Fleetwith Tramway)

Honister is a relatively inaccessible area of the North West of the Lake District, accessed via the B5289 from either Borrowdale or Buttermere. The work site itself is high in the fells above Honister Slate Mine, and the mine access track (a Bridleway) for machinery and vehicles immediately borders the Honister Crag SSSI (to the north).

The route of the Coast to Coast makes its way from the top of Loft Beck across to Fleetwith Tramway. As part of the legal work associated with the upgrade of the route to a National Trail, Fleetwith Tramway from the Drum House down to the slate mine car park has been made a Right of Way (a footpath). It is within this content (the footpath utilising Fleetwith Tramway starting at the *western* end of the Drum House) that practical work is sought:

- Draw everyone onto / keep everyone on the definitive line before it joins to Fleetwith Tramway at the *western* end of the Drum House
- Visually (and practically) reduce the appeal/deter the ongoing use of the “corner cut”
- Take steps to re-stabilise the area of active erosion & improve the environmental conditions in the vicinity of the corner cut, allowing vegetation cover to get re-established, reducing the ongoing loss of peat, and allow environmental enrichment processes to get established

The SSSI/SAC that are directly relevant to this piece of work are as follows:

- Honister Crag SSSI (runs directly to the north of the Honister Access Track which will be utilised to access this work site)
- Lake District High Fells SAC

Historic environment features that are directly relevant to this piece of work are as follows:

- Fleetwith Tramway and its associated “Drum House”. The tramway once transported sleds carrying quarried slate. The Drum House housed the winding gear for hauling the sleds up and down between the quarrying area and the workshops below. The Drum House and Fleetwith Tramway are protected heritage features.

Stakeholders for any practical work on the approach to Fleetwith Tramway

The following are major stakeholders for this project. In the most part they have been consulted during the project development phase and will expect to be kept informed during the delivery phase:

- Natural England Coast to Coast Project team & National Trails team
- Natural England Cumbria Environmental team
- Cumbria Wildlife Trust
- Honister Slate Mine
- LDNPA Historic Environment Advisors / associated groups with interest in industrial heritage
- Landowner & tenant farmer
- Visitors

Additional stakeholders may be identified during the course of this project.

Access to the site and public access

Access to the site for machinery will involve tracking up a steep quarry track (a Bridleway) from the Slate mine car park, then tracking a short distance (approx. 200m) across open, wet, fellside to the start of the intended work location. It's likely that bog mats may be required to facilitate access/egress between the Quarry Track and Fleetwith Tramway, and may be required for the crossing of the Tramway itself.

Daily access and egress to the main site for personnel will involve either:

- Parking at Honister Slate mine and then walking approx. 600m to the site.
- Access by vehicle up the steep quarry track (a Bridleway) from the Slate mine car park to a designated area for parking, and then walking approx. 200m to the site.

The work site is on the route of the Coast to Coast and part of the wider Rights of Way network. It is expected that public access will be maintained whilst the work is ongoing, as well as out of hours, though short periods of restriction on access are to be expected, managed by the appointed contractor.

The requirement

1) Path construction and addressing drainage issues on the definitive line (footpath) as it approaches Fleetwith Tramway from the direction of Loft Beck

There are 4 individual sections on an 350m long (min 1.2m wide) section of the definitive path, essentially delivering a new section of substrata reversal aggregate path, broken down into 4 sections with varying levels of intervention (for which there are individual requirements). Aggregate should be sourced locally on-site. See table below for details of the 4 individual stretches of path and what is required.

The work is intended to resolve the gullyng that is evident as you head toward the Tramway from the direction of Loft Beck, and develop better capacity for water to be shed from the path surface to avoid ongoing loss of soil and path material.

Specifically this work seeks to boost the attractiveness of the definitive line to walkers, encouraging them to join the Tramway at the western end at the Drum House, and avoid them taking the “corner cut”. Natural England Coast to Coast project team members will expect to see a significant uplift in the standard of the path in this location and that the work is deemed to be enduring. The path work should be undertaken with acknowledgement to National Trail Quality Standards (see section titled “Significance of the designation as a National Trail”). No geotextiles are to be used in pathworks at this location.

<More detail for 1 - 5 are given in the table below>

5) Landscaping in support of the eradication of the “corner cut”

Work is required specifically to reduce the attractiveness of the “corner cut” to walkers and deter its ongoing use. This may be achieved through a number of techniques, and is likely to be associated with the area of peat hag re-profiling.

6) Re-profiling and habitat restoration of area of peat hags

We require landscaping work to mimic the character of peatland habitats and associated re-profiling of peat hags & habitat stabilisation/restoration of an area approx. 1,000 square metres, in the immediate vicinity of the “corner-cut”, to improve the visual landscape, environmental conditions and promote natural vegetation recolonisation. The work will involve re-profiling of hags/movement of material to create natural looking topography, blocking and creation of water pools or dams to slow water flows.

All re-profiling work of hagged edges of grips will be completed to the specifications described in the Technical Guidance Notes written by Yorkshire Peat Partnership see Annex 4.

Definitive line upgrade/definition & issue resolution, landscaping of “Corner Cut” and associated peat hag reprofiling on the approach to Fleetwith Tramway, Honister			
	(GR of start of works)	Approx. Length	Notes
1	NY 21589 13463	55m	Section 1: Path construction and addressing drainage issues Initial section leading nearest Drum House. <ul style="list-style-type: none"> Construction of raised aggregate path using on-site sourced material

			<ul style="list-style-type: none"> Adoption of site-suitable techniques to enable water to pass from one side of the path to another, to avoid water pooling, and provide an inviting surface to walk on
2	NY 21594 13412	30m	Section 2: Top dressing Through on-site locally gained material add raised layer of suitably sized surface material, over existing rough and stony mineral surface ("cobbles") which is to remain as a base
3	NY 21596 13388	50m	Section 3: Path construction Construction of raised aggregate path using on-site sourced material, with site-suitable drainage
4	NY 21600 13340	215m	Section 4: Path construction and associated drainage and landscaping works Aggregate constructed path next to existing eroded line as gradient steepens, utilising this ditch as a drainage feature. Above, the path continues over more level ground to eventually tie into existing path and lead users onto constructed line
		350m	Total length of constructed path works (min 1.2m wide)
5	NY 21602 13363	75m	Landscaping of existing "corner cut" to deter ongoing use Work to re-profile, eradicate and deter further use of "corner cut" between definitive line of the Right of Way and the eastern part of Fleetwith Tramway
6	NY 21602 13363	1,000sqm Peat Hags	Peat hag reprofiling Reprofiling of 1,000sqm of Peat Hags in the area of the "corner cut" to improve visual landscape & deliver environmental benefits

Experience/Skills/Competencies required for *all* Lots

Rebuilding and restoring upland paths is highly specialised work, with exacting standards required if paths are to be effective and long-lasting in harsh environmental conditions. Knowledgeable, highly skilled & meticulous workers are required to deliver a project in these locations.

The work delivered must be of a standard in keeping with that which has been delivered in the past 15 years adhering with best practice from both Repairing Upland Path Erosion (Davies and Loxham) and Upland Pathwork 3rd edition (Upland Path Advisory Group). The solutions sought are desired to be effective and have longevity.

The successful Tenderer/s should meet all of the Requirements listed below. You will want to demonstrate your suitability for the Lots that you intend to submit for, via your tender submission paperwork.

Excellence in assessment and design

- Extensive experience of assessing dynamics of upland paths and identifying causes of path damage and non-adherence to path line by users & incorporation of that knowledge into design and construction of appropriate solutions
- Experience of designing specifications that are ecologically and environmentally sensitive (including archaeological features) and take account of localised conservation priorities and biodiversity objectives

A track record of delivery

- Extensive experience of surfacing work on upland paths including path restoration in protected habitats and landscapes
- Experience of landscaping work including reprofiling, transplanting vegetation, reseeding, grading, deflection/desire lines
- Demonstrable experience of quality monitoring to ensure that specifications are met.

Effective logistics & safe working practices

- Track record of sourcing, locating and securing appropriate materials & equipment
- Development and adherence to risk management systems, including dynamic risk assessment, and Construction Design and Management Regulations
- Provision of / safe storage and operation of all relevant machinery, tools and equipment
- Systemic protection of workers in this work environment, through provision of appropriate supervision, shelter, facilities, vehicles, work patterns, first aid qualifications etc
- Extensive experience and consideration of public safety in site management

Additional Experience/Skills/Competencies required for Lot 1 specifically

- Commissioning third parties to undertake helicopter lift associated with stone lifting/storage, RoW/public access etc
- Stone selection and bagging
- Working on steep ground with appropriate methods

Additional Experience/Skills/Competencies required for Lot 2 specifically

- Experience of *hand techniques* in upland pathworks, including managing site-sourced aggregates, soil and vegetation & undertaking drainage work

Experience/Skills/Competencies required for Lot 3 specifically

- Extensive experience of safe management and provision of appropriate machinery, including All Terrain Vehicles, tracked barrows, tracked and wheeled excavators
- Experience of sourcing/moving materials for upland pathworks, including site-sourced aggregates, soil and vegetation
- Extensive experience of directly equivalent Peat Hag restoration

The above competencies will guide scoring when assessing submissions. Please be sure to craft your submission to demonstrate how you fulfil the criteria.

Tender Documents

The following documentation has been included:

- Invitation to Tender document (this document)
- Annex 1 - Photos and maps to accompany ITT
- Annex 2 - Essential Info for suppliers to submit with their tender submission_Word doc
- Annex 3 - Essential Info for suppliers to submit with their tender submission_Excel BoQ
- Annex 4 - Ref Lot 3: York Peat Partnership Tech Spec Gullying & Peat Hags
- Annex 5 - Ref Lot 3: York Peat Partnership Bog Management

Submission of tender documents/check for compliance

You MUST have attended the compulsory accompanied site visit

The following completed documents/evidence (numbers 1-7) are required for the tender to be deemed compliant:

1. **Organisation details** (template provided within Annex 2).
2. **Pre-qualification questionnaire** (form provided within Annex 2).
3. **Form of tender** (template provided within Annex 2).
A firm price for completion of one, two or all three Lots in accordance to the work you are submitting to fulfil. The price should be based on the description of what is required, and are expected to be binding* (*subject to agreement on necessary prelims & any clarifications at pre-start meetings).
4. **Declaration of non-collusion** (form included within Annex 2).
5. **References** (template included within Annex 2) - these should demonstrate one or more directly applicable projects on comparable sites The Authority reserves the right to contact all referees as part of the tender evaluation process.
6. A breakdown of costs and priced **bill of quantities** (Annex 3).
7. Details of your current **insurance** (Public Liability and Employer Liability). If you have not presently got the requisite level of insurance in place, please ensure your tender costs take this into account.

Additionally, you will want to provide additional information that allows your tender to be adequately evaluated

8. **Detailed methodology** of how you propose to approach delivery with minimal disruption to public access, landowners, tenants/neighbouring properties and with appropriate consideration for environmental protection and employee & public safety, etc (no template provided).
This could include materials such as:
 - Outline method statement summarising how you intend to approach the work
 - Prior risk assessment associated with working in a protected landscape
 - Outline of identified risks for Lot/s you are submitting tender for, and how these could be managed
9. Details of **relevant skills and experience** (no template provided).
We would suggest these are kept concise and relevant, but it may be helpful to ensure sufficient level of detail is provided against all Lots that you are submitting for. This could include materials such as:
Succinct details of case study/s of directly comparable work
 - Include site name/location, nature of works, client, year, duration, scale, photos
 - Description of work/detail on relevant techniques, approaches
 - Description/detail on safe systems of workInformation regarding capacity
 - Details of key personnel leading on the work
 - Details of key personnel involved in delivery
 - Machinery/equipment & equipment at your disposal
 - Details of subcontractors you have previously used for comparable work (for example, if submitting for Lot 1).
 - Anything else in support of your submission
10. A **timetable/schedule for delivery**, such as Gantt chart or a plan which demonstrates ability to deliver the required work within the prescribed timescale of the project. The proposed schedule for delivery shall include the anticipated start and completion date for each phase (no template provided).

Your tender submission

Interested parties are invited to submit for Lots 1, 2, 3 together, individually, or any combination.

We require potential contractors to complete the Form of Tender (template provided within Annex 2), completing prices for each component of the work as set out in within this document and as shown in Annex 2.

You will also need to provide a breakdown of anticipated costs and savings for whichever Lot/s you are tendering for, using the Bill of Quantities excel template (Annex 3).

How to return the Tender

The tender is to be submitted in electronic format via THE CHEST online procurement portal <https://www.the-chest.org.uk/>

You **must allow sufficient time ahead of the formal Tender deadline to upload your documentation** (the system can be very slow if there any many attachments).

Please note that no tender document will be deemed to have been received unless an email receipt has been sent automatically by the system.

Tenders must be received via the Chest procurement portal by **13.00 Friday 22nd Aug 2025**.

Timescales

The works do not require planning consent but stone picking etc for Lot 1 will require consent/assent from landowner, Natural England (in relation to the SSSI) etc. No works relating to Lot 1 to be undertaken until consents/assents are confirmed. LDNPA will undertake the assenting process in Aug 2025.

The works are due to be delivered in Autumn 2025, and definitely completed and invoiced before end of Feb 2026.

Our timetable for this project is:

Date	Activity
Monday 14 th July 2025	Publication of Tender Notice and Tender documents
6 th August 2025	Mandatory accompanied site visit for potential tenderers
13.00 on Friday 22nd Aug 2025	Tender return deadline
by Thursday 28 th Aug 2025	Tender evaluation
by Friday 29 th Aug 2025	Notification to successful supplier and publication of Contract Award Notice
Friday 29 th Aug - Wed 10 th Sept 2025	8 working day standstill period.
From Monday 15 th Sept 2025	Contract Award (following 8 working day standstill period, or as soon as reasonably practicable thereafter)
Pre-start meeting(s)	From w/c 15 Sept onwards. Ahead of work commencement
Work commences on site	Work to be completed as early as possible (works to be complete by end of Feb 2026 latest)

Any changes to the procurement Timetable shall be notified to all Tenderers as soon as practicable.

Contact information/Questions on Tender submissions

If interested parties have any questions they wish to ask the Authority, they must submit them via the Chest procurement portal.

Any questions received will be made anonymous and responses sent to all tenderers.

Please raise all queries related to the tender via the Chest messaging system.

Opening of Tenders

Tender documents will remain unopened until after the closing date, after which all tender submissions will be opened at the same time. All tenders submissions will be verified to ensure that the information requested has been provided.

At this stage, any non-compliant tenders will be rejected by the Authority. Only tender responses which are deemed to meet the submission requirements will be progressed to the evaluation stage.

Evaluation of Tenders

This is highly specialised work in a sensitive environment requiring a contractor with at least 3 years' experience of similar work in similar environments.

Award Criteria

Any Contract(s) awarded as a result of this procurement will be awarded on the basis of the offer that is the most advantageous to the Authority. The Award Criteria are:

- 50% quality;
- 40% cost;
- 15% social, economic and environmental (SEE);

Scores are arrived at following the application of the Evaluation Criteria (Evaluation Criteria) set out below to the Tenderer's Tender.

Evaluation criteria

Once verified as compliant, tender submissions will be considered based on the information they have submitted in their tender against each of the Lots.

The tenders will be evaluated upon the following criteria;

Criteria	Potential Score	Weighting	Max Score
• Price	1-5	8	40
• Ability to meet delivery conditions (timescale, required resources)	1-5	1	5
• Quality - Overall quality of the submission (comprehensiveness; presentation; clarity)	1-5	1	5
• Quality - Previous experience undertaking similar work in comparable environments	1-5	3	15
• Quality - Proven technical ability to complete the work to the required standards of quality and safety	1-5	4	20
• SEE - delivering social, economic, and environmental benefits	1-5	3	15
Maximum possible score			100

Scoring for the evaluation criteria

0	Fails to produce any evidence against requirements.
1	Predominantly limited evidence against requirements.
2	Shows evidence of some areas matching requirements but there are concerns that indicate significant development needs.
3	Majority of evidence meets requirements with 1 or 2 falling short but not significant. May have 1 or 2 'over and above' elements.
4	Predominantly demonstrates evidence matching requirements, but with a couple 'over and above'.
5	Most 'over and above' evidence.

The contractor must make allowances for delivering the project whilst maintaining appropriate Health and Safety standards. For clarification, the tender submission does not require the contractor to submit full Health and Safety documentation, but an allowance must be made within the tender sum to provide the appropriate information if an award of contract is made.

Award of tender

The Authority will decide to whom the contract shall be awarded based on the evaluation criteria outline above. The Authority does not bind itself to accept the lowest or any tender/quotation.

The Authority reserves the right to:

1. Withdraw this invitation to tender at any time, clarify the requirements of this invitation to tender, amend the tender (published through a clarifications log), or to re-invite Tenders on the same or any alternative basis.
2. Request Tenderers to submit, supplement, clarify or complete relevant information or documentation where it appears to be incomplete, erroneous or missing.
3. Disqualify any Tenderer that does not submit a compliant Tender in accordance with the instructions in this invitation to tender.
4. Disqualify any Tenderer that is guilty of serious misrepresentation or of negligently providing misleading information in relation to its Tender or the tender process.
5. Reject a Tender that is abnormally low.
6. Choose not to award any contract as a result of the current procurement process or to abandon the process.
7. Award a contract to fulfil Lots 1, 2, 3 individually, or in combination, or as a total (all three), and also not to appoint.
8. Make whatever changes it sees fit to the timetable, structure or content of the procurement process, depending on approvals processes or for any other reason.
9. Award the contract in full, or in parts.

Once the Authority has accepted the tender and got into contract the contract will be in force for the full contract period and tenderers will not be able to withdraw from the arrangement without risking legal liability for breach of contract. The Authority will notify acceptance of the tender to the successful tenderer/s as soon as is reasonably practicable.

Registering a place on the mandatory site visit (6th Aug)

You must register your interest in submitting a Tender via The Chest.

You can secure a place on the site visit by emailing Jo.Willmott@lakedistrict.gov.uk by the end of July, titling your email CtoC site visit 6 Aug. You are not registered on the site visit until you receive a confirmatory email.

Subsequent feedback on submission

For the purpose of seeking feedback on your submission please contact Jo Willmott
Jo.Willmott@lakedistrict.gov.uk

Pre-start meetings

Pre-start meetings on site will be with LDNPA/Fix the Fells representative(s).

Project reporting within period of delivery

Rob Clarke & Jo Willmott, will be the key contact people for these programmes of work, once the contract/s have been awarded. Rob will oversee general contract supervision, quality control of practical delivery and operational elements such as liaising with local farmers and landowners about access to Honister Slate Mine track, timings of heli-lift, etc.

Rob is not a full time employee of LDNPA and on occasions availability may be constrained.

Jo will generally oversee procedural side of managing the contract/s, arranging payments/etc. and will help articulate the requirements and overarching expectations of LDNPA and Natural England regarding these pieces of work.

Email: rob.clarke@lakedistrict.gov.uk

Email: jo.willmott@lakedistrict.gov.uk

TENDER INFORMATION

Confidentiality

The details of these documents and all associated documents are to be treated as private and confidential for use only in connection with the Tender process.

Freedom of Information

The Authority is committed to meeting its legal responsibilities under the Freedom of Information Act 2000. Accordingly all information submitted to the Authority may need to be disclosed in response to a request under the Act. If you consider that any of the information included in your tender is commercially sensitive, please identify it and explain (in broad terms) what harm may result from disclosure if a request is received, and the time period applicable to that sensitivity. You should be aware that, even where you have indicated that information is commercially sensitive, we may be required to disclose it under the Act if a request is received. Please also note that the receipt of any material marked "confidential" or equivalent by the public authority should not be taken to mean that the public authority accepts any duty of confidence by virtue of that marking. If a request is received, we may also be required to disclose details of unsuccessful tenders.

Anti-Fraud and Corruption Policy

The Authority has an Anti-Fraud and Corruption Strategy which sets out the responsibilities of officers and action to be taken in cases of theft, corruption, irregularity, or when damage is suspected. The Confidential Reporting Code, (Whistle Blowing Policy), forms part of this Strategy which provides a mechanism for staff to report suspected wrong doings confidentially. In the event of such an issue, an investigation would be carried out and action taken as necessary.

Authority's rights to modify the procurement

- The Authority reserves the right at any time to:
- Seek clarification in respect of any part of a Tenderer's submission.
- Request Tenderers to submit, supplement, clarify or complete relevant information or documentation where it appears to be incomplete, erroneous or missing.
- Disqualify any Tenderer that does not submit a compliant Tender in accordance with the instructions in this ITT.
- Disqualify any Tenderer that is guilty of serious misrepresentation or of negligently providing misleading information in relation to its Tender, expression of interest or the tender process.
- Reject a Tender that is abnormally low.
- Withdraw this ITT at any time, or re-invite Tenders on the same or any alternative basis.
- Choose not to award any Contract, or Lot where relevant, as a result of the current procurement process or to abandon that process.
- Issue changes, modifications or additional information (including to the Timetable) relating to the procurement, including to this ITT.
- Alter the Timetable as it sees fit, including the right to award different Lots at different times where relevant.
- Rewind or re-run any part of this procurement on the same or an alternative basis.

Central Digital Platform

- Tenderers that wish to participate in this procurement are responsible for ensuring that the Central Digital Platform contains complete, accurate and up-to-date information about their organisation and any associated persons who are relevant for the purposes of this

procurement. Tenderers must notify the Authority immediately if they are unable to provide accurate and up-to-date information via the Central Digital Platform.

Costs and expenses

The Authority will not be responsible for, or pay for, expenses or losses which may be incurred by a tenderer in the preparation of their tender. The Authority does not bind itself to accept any of the tenders as a result of the tendering process including the lowest tender.

Preparation of Tenders

For the preparation of their tender and entering into a contract with the Authority, tenderers must ensure that they have all the information required and must satisfy themselves of the correct interpretation of terminology used in these documents.

Queries on the tenders

If any points in these tender documents are considered by the tenderer as unclear, the tenderer should address their queries via The CHEST messaging system to obtain an explanation before sending their tender. Their query will be responded to via The CHEST, but it shall not be construed in a way that adds to, modifies or takes away from the meaning and intent of the contract and/or the obligations and liabilities of the contract.

Alterations

None of these documents may be altered by the tenderer. If the tenderer wishes to propose modifications to any of the documents (which they may consider would provide a better way to achieve the contracts objectives) they must provide details in a separate letter accompanying the tender response.

Prices

All prices must be net and, where applicable, carriage paid with all cash and trade discounts allowed for.

VAT

All prices and/or rates shall be exclusive of Value Added Tax.

Validity of tenders

Tenders shall be valid for a minimum of three calendar months from the closing date for receipt of tenders.

Sub-contractors

The level of sub-contracting and the processes for doing so must be pre-approved with the Coast to Coast Project Ranger to comply with the funding agreement and Public Contracts Regulations 2015.

Quality of goods / services

Tenderers must possess relevant professional qualifications and experience.

Conflict of Interest

The Authority requires all tenderers to confirm whether any actual or potential conflicts of interest that exist which may prevent them undertaking this work, and a description of measures they would adopt if a potential conflict of interest arose during or following completion of this work.

The Authority reserves the right to:

- Exclude a Tenderer that fails to notify the Authority of a perceived, actual or potential conflict of interest, or where an actual conflict of interest exists that puts the Tenderer at an unavoidable unfair advantage vis a vis other Tenderers.
- Exclude a Tenderer that fails to take reasonably requested steps specified by the Authority to mitigate any conflict of interest, including entry into a conflict of interest agreement.

Treatment of tender

The acknowledgement of receipt of any submitted tender shall not constitute any actual or implied agreement between the Authority and the tenderer.

Debriefing

All unsuccessful bidders will be offered the opportunity to be given a debriefing. Requests for debriefing are to be made in writing.

Direct Award of similar goods or services

The Authority reserves the right to award future contracts of similar goods or services obtained as a result of this ITT in accordance with paragraph 8 of Schedule 5 of PA23.

The Authority's use of Contract Outputs

The Authority may wish to publicly quote the Contract Outputs such as any policies, figures, training materials, risk assessments etc. Tenders are requested to confirm that the Authority may (at the Authority's own discretion) do so without restriction.

Ownership

The intellectual property rights rest with the Authority, not the tenderer.

Supplier warranties

- In submitting a Tender and generally taking part in this procurement, the Tenderer warrants, represents and undertakes to the Authority that:
- It understands and has complied with the conditions set out in this ITT.
- All information, representations and other matters of fact communicated (whether in writing or otherwise) to the Authority by the Tenderer, its staff or agents in connection with or arising out of the procurement are true, complete and accurate in all respects, both as at the date communicated and as at the date of the submission of the Tender.
- It has made its own investigations and undertaken its own research and due diligence, and has satisfied itself in respect of all matters (whether actual or contingent) relating to the invitation and has not relied on any information, representation or assumption which may have been made by or on behalf of the Authority (with the exception of any information which is expressly warranted by the Authority).
- It has full power and authority to submit a Tender and to perform the obligations in relation to the contract and will, if requested, promptly produce evidence of such to the Authority.
- Tenderers should note that the potential consequences of providing incomplete, inaccurate or misleading information include that:
- The Authority may exclude the Tenderer from participating in this procurement.
- The Tenderer may be excluded from bidding for contracts under paragraph 13 of Schedule 7 to the PA 2023.
- The Authority may rescind any resulting contract under the Misrepresentation Act 1967 and may sue the Tenderer for damages.
- If fraud or fraudulent intent can be proved, the Tenderer may be prosecuted and convicted of the offence of fraud by false representation under section 2 of the Fraud Act 2006, which can carry a sentence of up to 10 years or a fine (or both). If there is a conviction, then the Tenderer may be excluded from bidding for contracts under paragraph 15 of Schedule 6 to the PA 2023 and may be added to the debarment list.

Ends