

The Canal Strategy Areas

As places transition to a net-zero-carbon future, the neighbourhoods and districts which people identify with, and function within, will adapt as will the ecological systems around them. The Canals Strategy identifies how different areas of the canal corridor are influenced by the pressures exerted by this transition. The drivers of change provide the vision which benchmarks the identity and performance of the future place against which each area's role in this future can be established.

By understanding the different Canal Strategy Areas and how the vision applies in each of these areas the Strategy can equip each area along the canal to play its unique role in the overall function and identity of the corridor.

Fourteen Canal Strategy Areas

The Canals Strategy identifies fourteen contrasting areas across the Gloucester & Sharpness Canal, the Stroudwater Navigation and the Thames & Severn Canal:

Along the Gloucester & Sharpness Canal:

1. Upper Gloucester & Sharpness
2. Saul & Frampton
3. Lower Gloucester & Sharpness
4. Sharpness

Along the Stroudwater Navigation and Thames & Severn Canal:

1. Western Stroudwater
2. Eastington
3. Stonehouse
4. Ryeford
5. Ebley
6. Stroud
7. Thrupp
8. Brimscombe
9. Chalford
10. Eastern Upper Valley

Profiling the Canal Strategy Areas

The process of profiling the Canal Strategy Areas acknowledges that the vision for the whole canal corridor applies in different ways in different locations. This reflects a recognition that for the canal to reach its full potential means different things in different places.

Localising the vision by applying it in each Canal Strategy Area also avoids the risk of an homogenised approach to the whole canal corridor. This is particularly important in respect of the many contrasting conditions along the canal corridor. These include a variety of different communities and community needs, contrasting habitats with different sensitivities, and varied economic functions with different roles and functions locally, regionally and nationally.

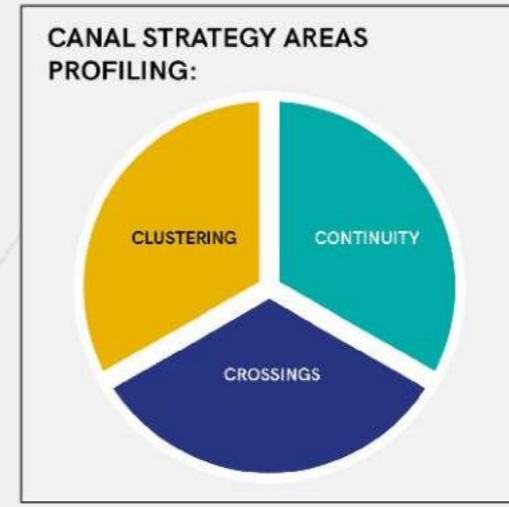
The profile established for each of the Canal Strategy Areas represents the individual way in which each area is best able to contribute to the future vision for the canal corridor. Each area will contribute in a unique way to the overall function and identity of the whole canal corridor. The profile established for each area provides the basis for identifying the design priorities and placemaking objectives in each area.

These area profiles represent the future potential of the canal in each area at the time of preparing the Canals Strategy but they are not intended to be fixed. The Canals Strategy methodology can be used to review the future potential of the canal in each. However when doing this, a full appreciation of the body of evidence and all of the contributing factors to the function and the identity of the canal in each must be considered.

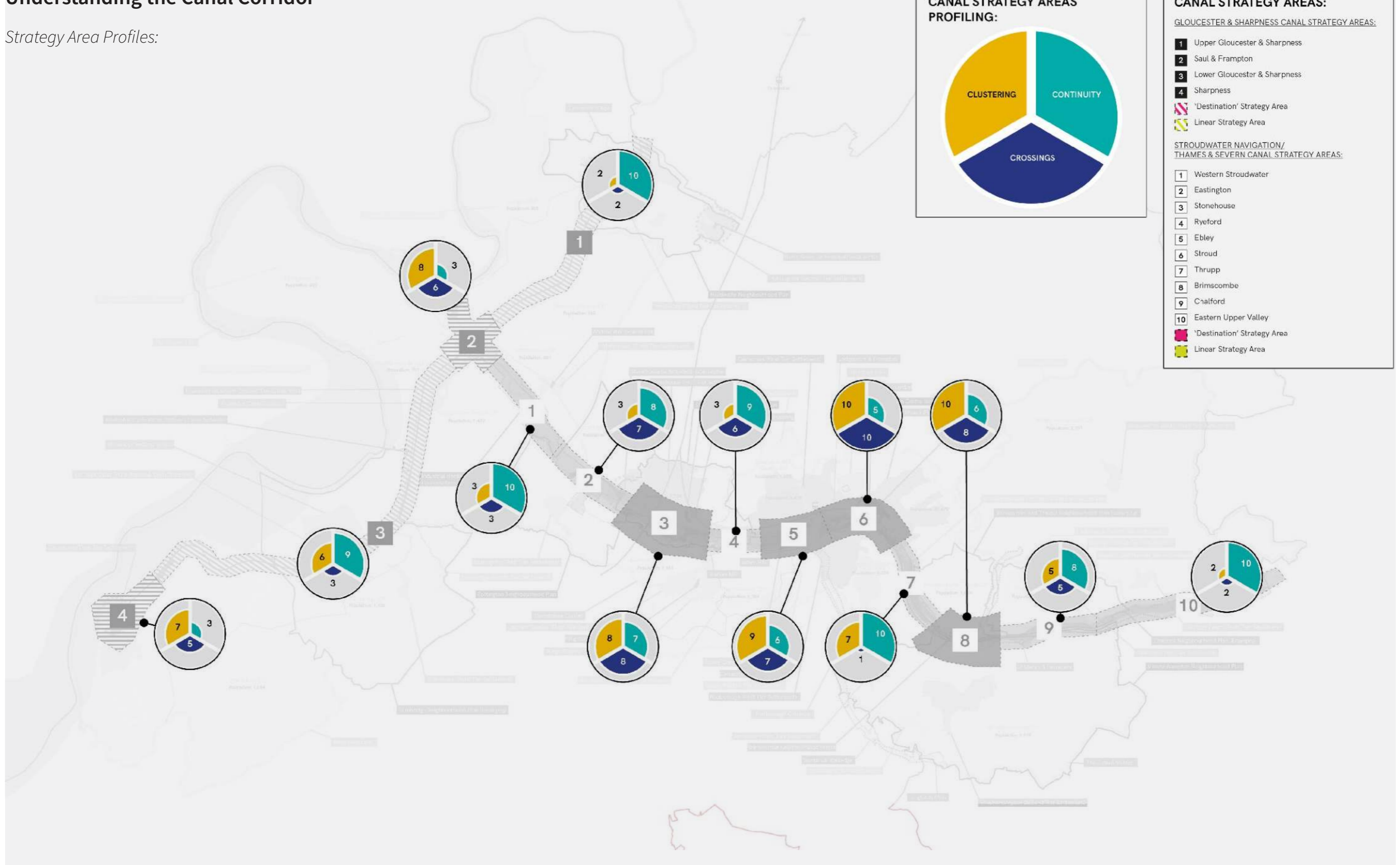
The future profile of each area should not be considered a detailed appraisal of all of the opportunities at a site and community level. They are intended to indicate the relative role of each area in the overall canal corridor. In this way they can guide the priorities for design and intervention in each area.

Understanding the Canal Corridor

Strategy Area Profiles:



- CANAL STRATEGY AREAS:**
- GLoucester & SHARPNESS CANAL STRATEGY AREAS:
- 1 Upper Gloucester & Sharpness
 - 2 Saul & Frampton
 - 3 Lower Gloucester & Sharpness
 - 4 Sharpness
 - Destination Strategy Area
 - Linear Strategy Area
- STROUDWATER NAVIGATION/ THAMES & SEVERN CANAL STRATEGY AREAS:
- 1 Western Stroudwater
 - 2 Eastington
 - 3 Stonehouse
 - 4 Ryeford
 - 5 Ebley
 - 6 Stroud
 - 7 Thrupp
 - 8 Brimscombe
 - 9 Chalford
 - 10 Eastern Upper Valley
 - Destination Strategy Area
 - Linear Strategy Area



Canal Strategy Areas Carbon Footprinting

The Canals Strategy is designed to be complementary to The Stroud District Council 2030 Strategy Masterplan and offer the facility to ensure that interventions along the canal corridor are accountable to a programme of carbon reduction as outlined in the 2030 Strategy.

In order to do this the Community Carbon Footprint Tool by Centre for Sustainable Energy has been used to establish the relative carbon footprints for each of the areas along the canal. This has contributed to the understanding of each of the canal areas and this data on the breakdown of carbon emissions in each area has enabled a relative grading of opportunities for carbon reduction initiatives and facilitates the alignment of projects with the Stroud 2030 Strategy.

This process has also contributed to the preparation of the Project Delivery Process Tool. The subsequent drafting of an Action Plan by Stroud District Council can in turn identify project prioritisation based on a relative 'carbon benefit' filter.

The analysis of the carbon footprint for each canal area is based on a consumption-based approach to carbon foot-printing and uses data from the Impact Tool, an online carbon calculator tool produced by the Centre for Sustainable Energy in partnership with the University of Exeter and with funding from the Department of Business, Energy and Industrial Strategy (BEIS) and the UKRI Strategic Priorities Fund.

This consumption-based approach to carbon foot-printing relies on data at household or address-level that is then aggregated in order to estimate a footprint size for a given geography (e.g. a parish, ward, LSOA etc.). In this case, the data has been aggregated to provide a separate community-scale carbon footprint for each of the fourteen defined areas along the canal.

This type of carbon footprint considers the way in which residents live, and includes upstream and downstream emissions associated with the consumption of goods and services. The analysis divides consumption emissions into five categories:

- Housing
- Travel
- Food and diet
- Other goods and services
- Waste

A detailed methodology paper outlining the calculation process and sources of data can be found on the Impact Tool website here:

<https://impact-tool.org.uk/static/doc/Impact-methodology-paper-v1.6.pdf>

To identify how interventions along the canal can offer opportunities to reduce carbon emissions, the Canals Strategy associates the variety of different opportunities in the built environment, within the public realm and within the landscape

(The Ingredients), with the five categories of carbon emissions sources identified in the Impact Tool.

A broad approach to reduction of carbon in a given Canal Strategy Area can then be outlined by identifying the Ingredients which are most associated with the highest emissions sources for that area.

It should be noted that this is a tool for identifying the relative opportunities for carbon reduction along the canal corridor, informing the prioritisation of projects according to a carbon emissions accountability. It cannot be relied upon to quantify carbon reduction or forecast a transition to a reduced carbon footprint.

Understanding the Canal Corridor

Strategy Area Carbon Emissions Profiles:
(See also Carbon Accountability tab in the accompanying spreadsheet)

**CANAL STRATEGY AREAS
CARBON EMISSIONS:**

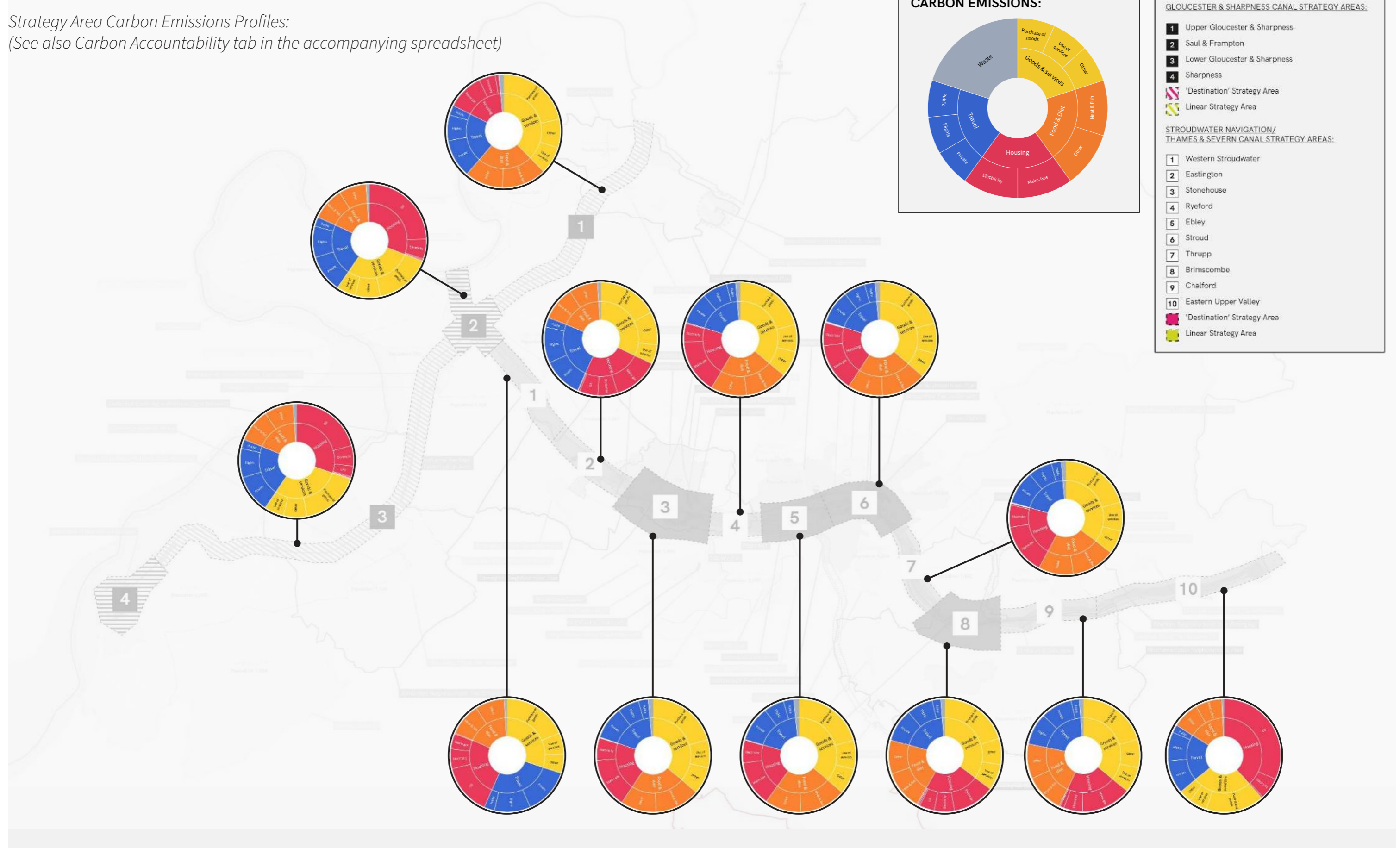
CANAL STRATEGY AREAS:

GLOUCESTER & SHARPNESS CANAL STRATEGY AREAS:

- 1 Upper Gloucester & Sharpness
- 2 Saul & Frampton
- 3 Lower Gloucester & Sharpness
- 4 Sharpness
- 5 'Destination' Strategy Area
- 6 Linear Strategy Area

**STROUDWATER NAVIGATION/
THAMES & SEVERN CANAL STRATEGY AREAS:**

- 1 Western Stroudwater
- 2 Eastington
- 3 Stonehouse
- 4 Ryeford
- 5 Ebley
- 6 Stroud
- 7 Thrupp
- 8 Brimscombe
- 9 Chalford
- 10 Eastern Upper Valley
- 11 'Destination' Strategy Area
- 12 Linear Strategy Area



Fourteen Placemaking Frameworks

Placemaking Frameworks have been prepared which highlight design opportunities for consideration where the Canals Strategy objectives can be applied. These framework diagrams and their associated text form a high-level analysis of each Canal Strategy Area that relate to individual sites, and contribute to the expectations for each area in the context of the whole corridor vision.

The Placemaking Frameworks are not intended as an exhaustive appraisal of all technical constraints which may need to be overcome in order to achieve various placemaking aims. Indeed, further investigations including various technical surveys etc. will be necessary to truly appreciate the constraints pertaining to the placemaking opportunities in each strategy area. In addition there remains a role for a variety of other frameworks and regulations to be referenced in the process of implementing the high level vision which is communicated through the Canals Strategy. The Placemaking Frameworks do not satisfy all of these requirements but are proposed to be considered in the context of these.

Each framework diagram comprises a variety of opportunities observed for each Strategy Area: urban design, landscape architectural and architectural components such as gateways, open space function, movement, landmarks, ecological structure, interfaces, canal features, historic and heritage characteristics. The high-level analysis of the framework diagrams acknowledges that there

are numerous detailed aspects to each Strategy Area that are not taken into account, but which may be incorporated into future decision-making processes or planning policy outcome. These include, but are not confined to land ownership boundaries, Local Plan land allocations, statutory body jurisdictions, land and water management including flood risk management, habitat land allocations and biodiversity policy designations, transport planning and management of the historic environment. Policies and supportive data for future proposals will update over time, for example flood maps for Stroud District, and therefore the Canals Strategy recognises the need to refer to current data alongside the Placemaking Frameworks. A limited data set of base information, therefore, is illustrated here.

The framework diagrams provide strategic opportunities as entry-level considerations to be incorporated into future proposals and towards a coherent vision for each Strategy Area, but they do not preclude the drawing up of necessary comprehensive detailed proposals with any future development along the District's canals. In this way the framework diagrams aim to provide the collective design principles through which detailed proposals can come forward through processes such as the planning process, thereby aligning any subsequent individual proposals with the future vision for the whole canal corridor expressed through the Canal Strategy.

Each Placemaking Framework sheet also illustrates the Strategy's Drivers, Area Profiling and Carbon Reduction Opportunities to provide a strategic overview of each Strategy Area, as well as a listed selection of Ingredients to cross-reference with the framework opportunities.


The framework opportunities also cross-reference Stroud District Council's Social Value Themes to indicate opportunities within the Strategy for potential social outcomes. These signpost at a high level the opportunity to focus certain projects on a variety of outcomes both environmental, social and economic depending on where the priorities lie in the future.


The Placemaking Framework Diagrams are an important part of decision-making for stakeholders that will inform future development proposals during the design process. They provide the key character aspects of each Canal Strategy Area in the drawing up of detailed land-use proposals across Stroud District. The Placemaking Frameworks provide a bridge between the overall vision for the whole canal corridor and the way in which this can be implemented to realise the potential of the canal in each location along the corridor.


Legend for Placemaking Framework Diagrams:

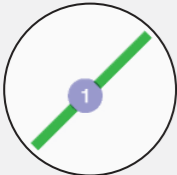
The Placemaking Framework Diagrams are schematic in their approach to begin wider conversations concerning Drivers and Ingredients. The Legend below is an overview of the meanings of each of the illustrative tools used within the diagrams

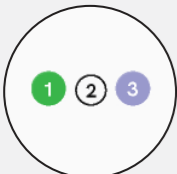
CANAL-FOCUSSED MAPPING:

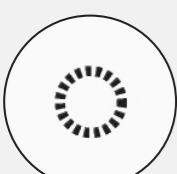
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Indicative route of the Stroud District Canals whether existing or proposed
- 

Continuation of indicative canal route into adjacent Canal Area
- 

Existing crossing point / activity node on the route of the Stroud District Canals
- 

Proposed opportunity for improvement or canal-focussed intervention on the route of the Stroud District Canals
- 

Numbered reference marker for placemaking notes pertaining to the Canal Area. Colours correspond to the numbers and circles as drawn on the plans.
- 

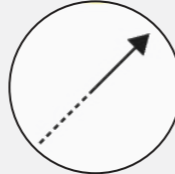
Nodal point along the canal corridor presenting local gathering opportunities and ingredients interventions
- 

Existing influential building facades along the Stroud District canals which have a bearing on placemaking and the canal route


MOVEMENT AND ACCESS:


- 


Existing primary access routes (indicative) for movement around the canal corridor primarily by road-users and/or pedestrians
- 

Existing secondary connections/movement directions along and to the canal primarily by road-users and/or pedestrians
- 

Identified local multi-modal routes, access points and opportunities for access enhancements and further considerations
- 

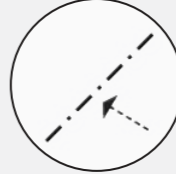
Existing Stroud District trainline routes
- 


Primary improvement opportunities for access and journey routes, especially green infrastructure opportunities
- 


Secondary improvement opportunities for access and journey routes, especially green infrastructure opportunities
- 

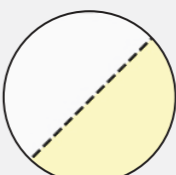
Existing significant tributaries of the River Frome illustrated for further conversations about their significance in the River Frome catchment

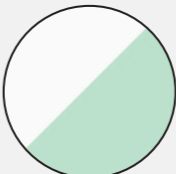
LANDUSE AND LANDFORM INFLUENCES:


- 


Landform or built-form influences in the landscape and their indicative shape and direction of influence into the landscape
- 

Existing distinctive area of opportunity and influence that is canal-focussed, with notation marker
- 

Naturalistic vegetated area/recreational opportunity along the canal corridor with indicative expansion/relationship arrows
- 

An urban/built form area of influence close to the canal and associated with its facilities
- 

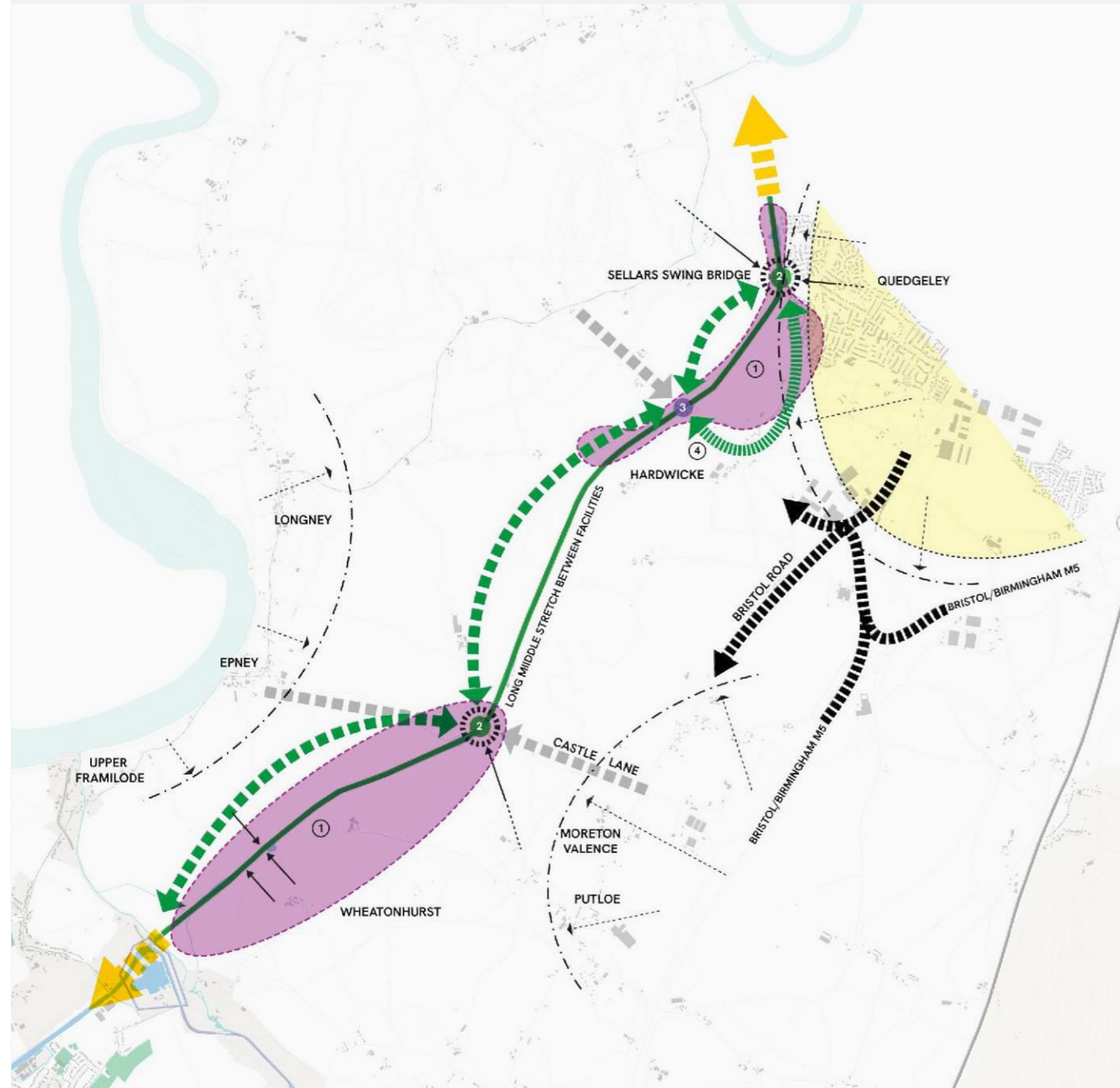
Existing noteworthy open space proximal to the Stroud District Canals
- 

Large-scale land use management opportunity (may or may not contain an arrow)
- 

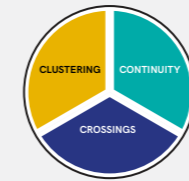
Unique ecological management opportunity (mapped only on Eastern Upper Valley Area)

Upper Gloucester & Sharpness Canal Area:

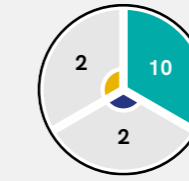
A mix of canal-specific activities associated with long stretches of rural canal-side where people gravitate towards the few existing crossing points. Communities on either side of the canal are only indirectly associated with each other but there is a strong relationship between people and the canal for those travelling north or south.



DRIVERS KEY:



STRATEGY AREA PROFILING:



UPPER G&S CARBON PROFILING:



DRIVERS REFERENCE:

CONTINUITY
CLUSTERING
CROSSINGS

①	The linear nature of the canal is strongly experienced through there being very few places to cross the canal in this area. Harnessing this aspect to provide a linear, park-like experience, provides opportunity for those living close-by to make more frequent trips to the canal for short excursions. This is as true for the outskirts of Quedgeley as it is for the north of Saul Junction.			MUA
②	Places to access the canal are understated and facilities do not cater for large numbers of visitors who might arrive by vehicle. It is all the more important that journeys to these gateways are integrated and optimised with public transport services to ensure that planning any route along the canal is as efficient and as easy to achieve as possible for visitors.			MUA MUAE
③	A reinstated historic crossing at Stank Lane, south of Quedgeley, would provide recreational and visiting opportunities for destinations around Hardwicke - within walking distance from the canal towpath. The longer distances between facilities and access points along this stretch of the canal means that there are likely fewer visitors to this area compared to others close-by. A crossing here might provide much appreciated optional circular routes for locals who would otherwise not ever contemplate visiting the canalside due to the lack of a viable circular route.	MA		MUA MUG
④	The Gloucester and Sharpness Canal is owned and managed by the Canal & River Trust. The canal benefits from a towpath on both banks north of Sellars Swing Bridge. The towpath can become a valuable means of travel for local journeys. Opportunities exist to utilise the existing towpath along with nearby footpaths and lanes in a coordinated way but this will require a wayfinding strategy for the wider area, coordinated with stakeholders.			MUAG

INDICATIVE SELECTION OF INGREDIENTS ACCORDING TO THE FOLLOWING TYPES/CATEGORIES:

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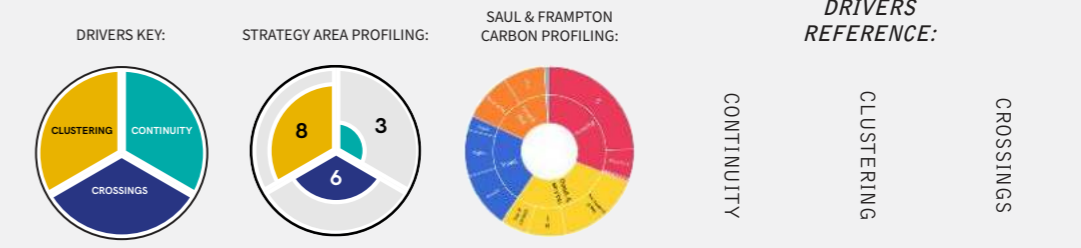
CARBON REDUCTION OPPORTUNITIES:
(See Appendix of Carbon Reduction Opportunities)

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
(SDC adopted Social Value Themes):

①	Housing: Green infrastructure. Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
②	Travel: Encourage use of public transport; Minimising the need for travel.	Growth: Supporting Growth of Responsible Regional Business
③	Housing: Green infrastructure. Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
④	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.	Social: Healthier, Safer and more Resilient Communities

Saul & Frampton Canal Area:

An area of established connections and services offering a variety of activities along the canals and a mix of naturalistic and industrial landscapes form the backdrop to the major canal basin and junction.



	DRIVERS KEY:	STRATEGY AREA PROFILING:	SAUL & FRAMPTON CARBON PROFILING:	DRIVERS REFERENCE:
1	Access to the area is circuitous via only three rural roads - marking out Saul Junction as an important influence for road traffic levels in the surrounding villages. Addressing this will be an important part of the transport plan, in conjunction with other Canal Strategy Areas through multi-modal transport exchange nodes at strategic places along the District's two canals.			MUA MA
2	A major canal hub within the District, Saul Junction's mixed use of leisure and commercial enterprises provides the context for continued variety in what it can offer in the locality whilst also providing services for the entire canal network.			MA A
3	Rural lanes are an important part of connecting local communities here to the canal, even if meeting places and access points are not actually on the canalside. Saul, Frampton and Whitminster village communities can all benefit from improved access to Saul Junction. Better waymarking at the various meeting points and along public rights of way, whilst providing for walking and bicycle use along lanes, will enhance Saul Junction's status as an accessible destination with lots to offer the local community, and a place from which to explore the canals.			MA MUA MA
4	Existing crossings are valuable community assets which require safeguarding to maintain their existing levels of use and quality of service to the wider rural communities. Additional design and access improvements may be required as the balance of different transport modes change and shift in the future.			MA MA
5	Established forested land exists to the east and west and, where appropriate, managed alongside enhanced ecologically-important areas, particularly open wetland habitats, in the vicinity of this important canal junction. Likewise, the disused length of canal from Saul Junction to the River Severn might also be considered an important ecological corridor worth enhancing for the benefit of wildlife and people.			AG AG AG

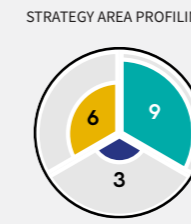
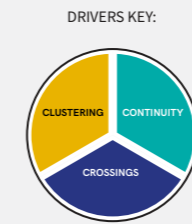
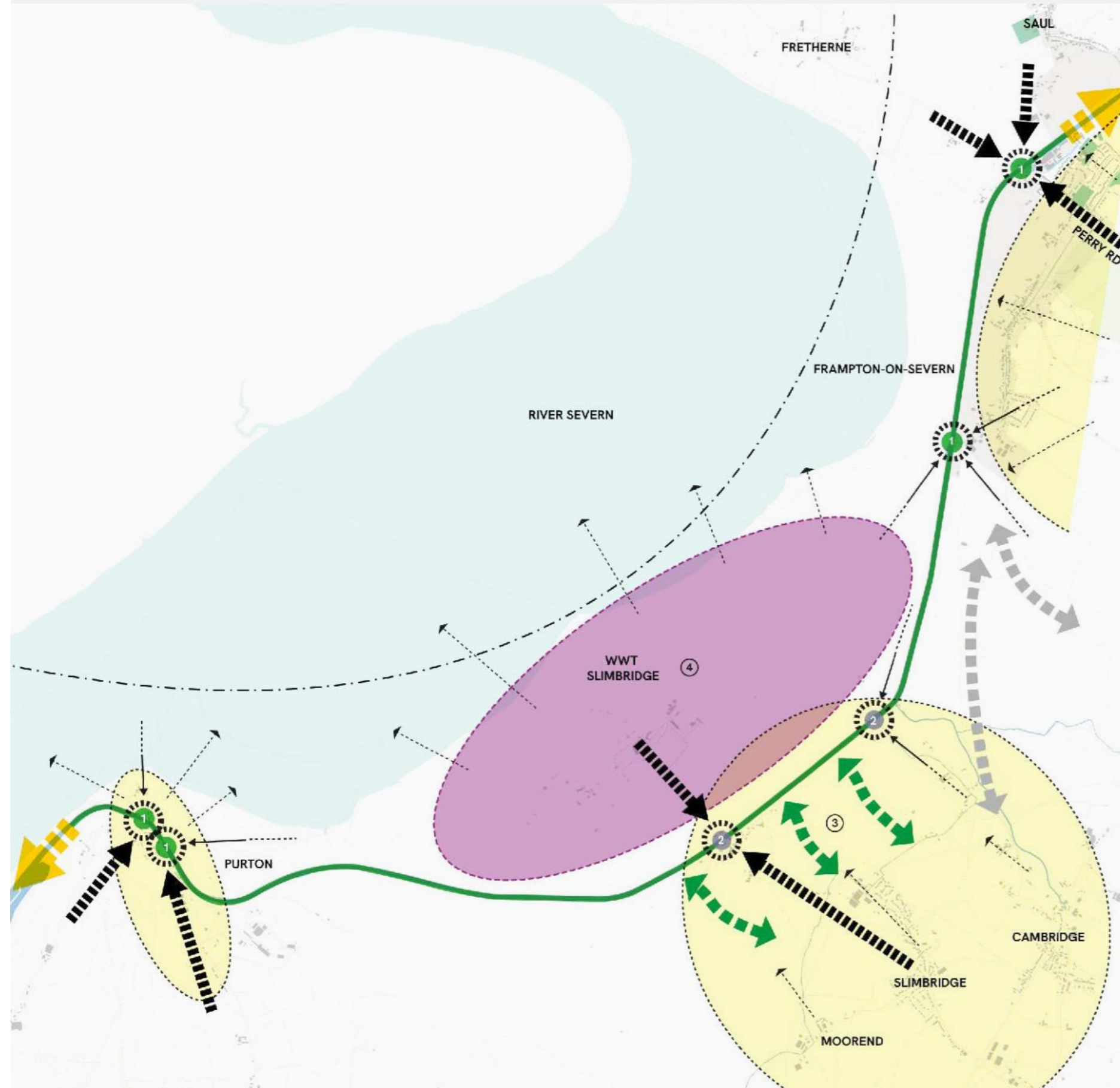
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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
1	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.	Growth: Supporting Growth of Responsible Regional Business
2	Goods & Services: Engagement with local businesses and service providers Travel: Minimising the need for travel. Food & Diet: Encourage the consumption of locally-produced goods.	Growth: Supporting Growth of Responsible Regional Business
3	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel.	Social: Healthier, Safer and more Resilient Communities
4	Travel: Provision of safe, practical and attractive routes for active travel;	Innovation: Promoting Social Innovation
5	Housing: Installation of small-scale local renewable and low carbon technologies. Housing & Travel: Green infrastructure. Food & Diet: Encourage the consumption of locally-produced goods; Land use.	Environment: Decarbonising and Safeguarding our World

Lower Gloucester & Sharpness Canal Area:

A thriving area ecologically and historically, where the canal offers a communal purpose for activities which tend to be focussed around well-known landmarks or centres. The canal provides cohesion for communities and visitors who otherwise might not have had opportunity to enjoy what is on offer here.



DRIVERS REFERENCE:

CONTINUITY
CLUSTERING
CROSSINGS

1	Between the three centres of Frampton, Slimbridge and Purton, there exist a number of popular recreational and historical destinations offering a variety of facilities and activities that are sometimes canal-focussed. These diverse service points are more intimately related to the communities of Frampton and Purton due to their proximity to those settlements, with the canal being enjoyed by locals and visitors alike. They can be rich in their use, but the associated pressure on infrastructure, community and natural environment presents a challenge. They require integrated public transport provision, appropriate traffic management and design that recognises the local impact and limitation imposed by lack of facilities available in these rural locations. Any use should properly consider local community impact of all recreational activities and demonstrably add to local village character and the communities they serve.	MUA	M
2	The relationship of the canal with Slimbridge Village is different to the other settlements because of the distance between them. Crossings in this area can act as conduits of through-traffic to WWT Slimbridge, affecting the character and use of these places.	MA	MAE MA
3	Canal-side activities can be an important part of life for residents of Slimbridge and the surrounding settlements, even with a physical separation between them. Treating the canal and the nearby settlements as one entity, making more connections between all communities and services, will bring a greater degree of benefit to this area, not just for the well-visited destinations nearby.	E	MUA MU
4	WWT Slimbridge is a well-known landmark destination in the locality. Canal-based projects to enhance biodiversity for the wider area and enlarge habitats for wildlife might go hand-in-hand with growing canal-focussed activities and recreation outcomes associated with WWT visitors enjoying the wider area along the canal. The associated increased recreational impact on habitat, environment, landscape and community is a consequence that requires consideration. If projects are deemed worthy of progress appropriate practical management must accompany proposals to avoid or appropriately fully mitigate any impact.	MAIGE	MA

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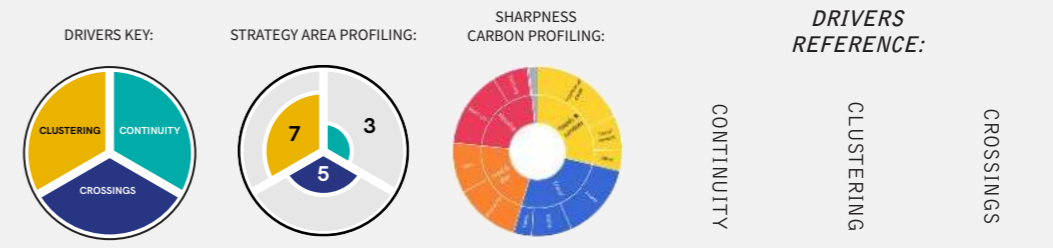
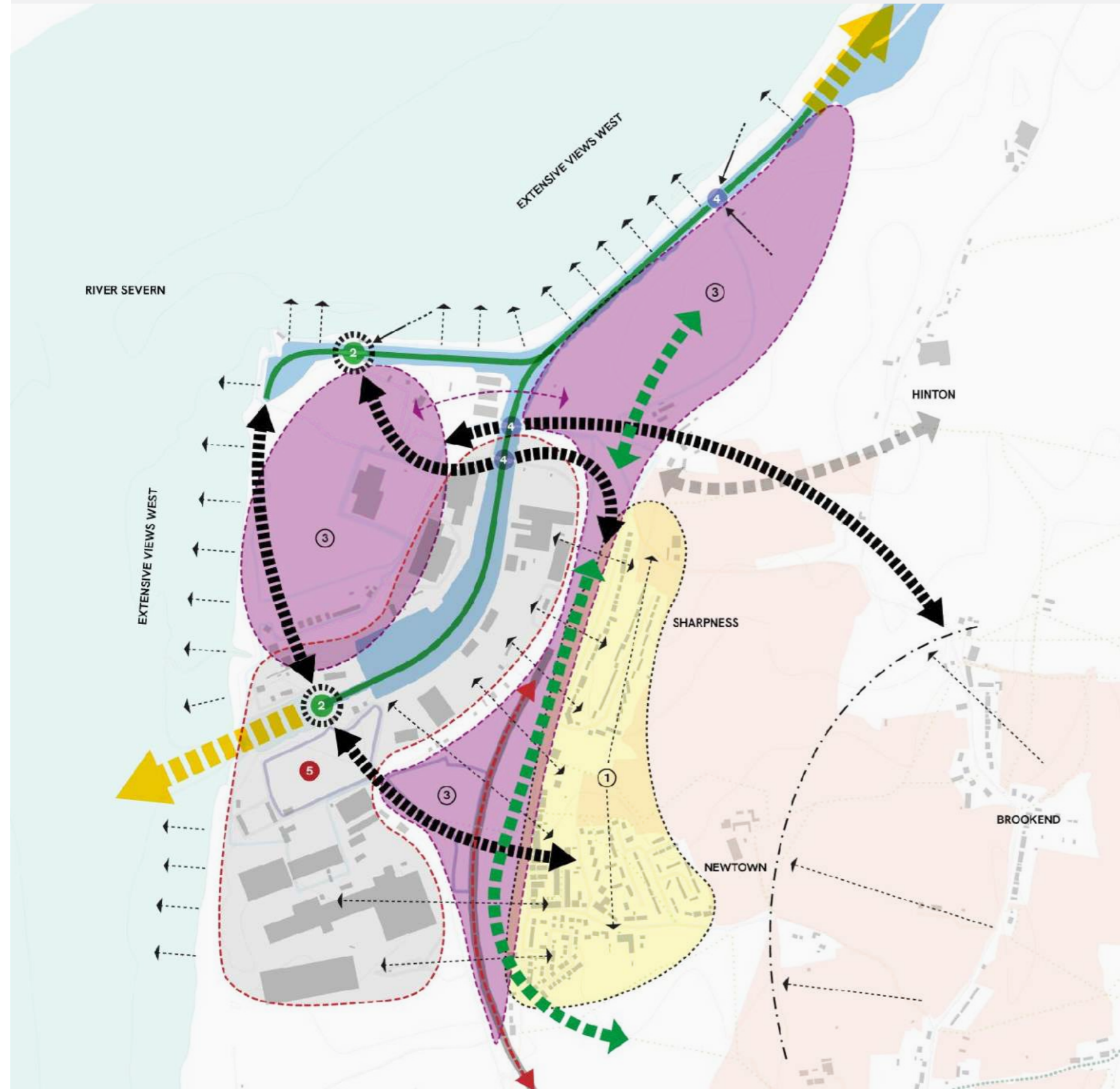
CARBON REDUCTION OPPORTUNITIES
(See Appendix of Carbon Reduction Opportunities):

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
(SDC adopted Social Value Themes):

1	Goods & Services: Engagement with local businesses and service providers Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel. Food & Diet: Encourage the consumption of locally-produced goods.	Growth: Supporting Growth of Responsible Regional Business
2	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel; Encourage use of public transport Goods & Services: Engagement with local businesses and service providers.	Growth: Supporting Growth of Responsible Regional Business
3	Travel: Provision of safe, practical and attractive routes for active travel. Housing: Green infrastructure.	Social: Healthier, Safer and more Resilient Communities
4	Goods & Services: Green infrastructure; Engagement with local businesses and service providers	Innovation: Promoting Social Innovation

Sharpness Canal Area:

A major gateway location to the regional canal network that is highly influenced by its industrial activities. Local residents and workers benefit greatly from improved access to the canal's eastern bank, with recreational walkers and canal-users gaining the most from their direct relationship with the canal and its western vistas.



	DRIVERS REFERENCE:
1	MAE
2	A U M
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5	AGE

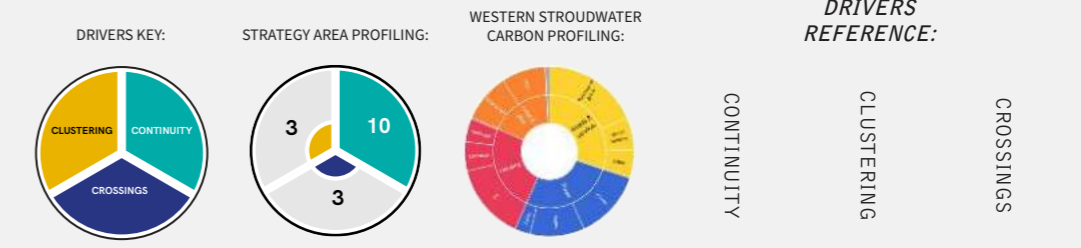
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2	Travel: Provision of safe, practical and attractive routes for active travel; Minimising the need for travel; Encourage use of public transport.	Growth: Supporting Growth of Responsible Regional Business
3	Travel: Provision of safe, practical and attractive routes for active travel. Housing & Travel: Green infrastructure.	Social: Healthier, Safer and more Resilient Communities
4	Travel: Provision of safe, practical and attractive routes for active travel; Green infrastructure. Housing: Green infrastructure; Engagement. Goods & Services: Green infrastructure; Engagement with local businesses and service providers	Social: Healthier, Safer and more Resilient Communities
5	Goods & Services: Behaviour change; Engagement with local businesses and service providers. Waste: Behaviour change campaigns.	Jobs: Promote local skills & employment

Western Stroudwater Canal Area:

An expansive rural landscape of long vistas and small settlements. Major regional arterial roads service an area that is largely inaccessible by vehicle, but footpaths criss-cross the scene, making it highly desirable as a recreational landscape for locals and visitors alike.



	CONTINUITY	CLUSTERING	CROSSINGS
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2	E	MAIE	MAE
3	G	IG	
4	UAE	A	MA
5	M	MAE	M

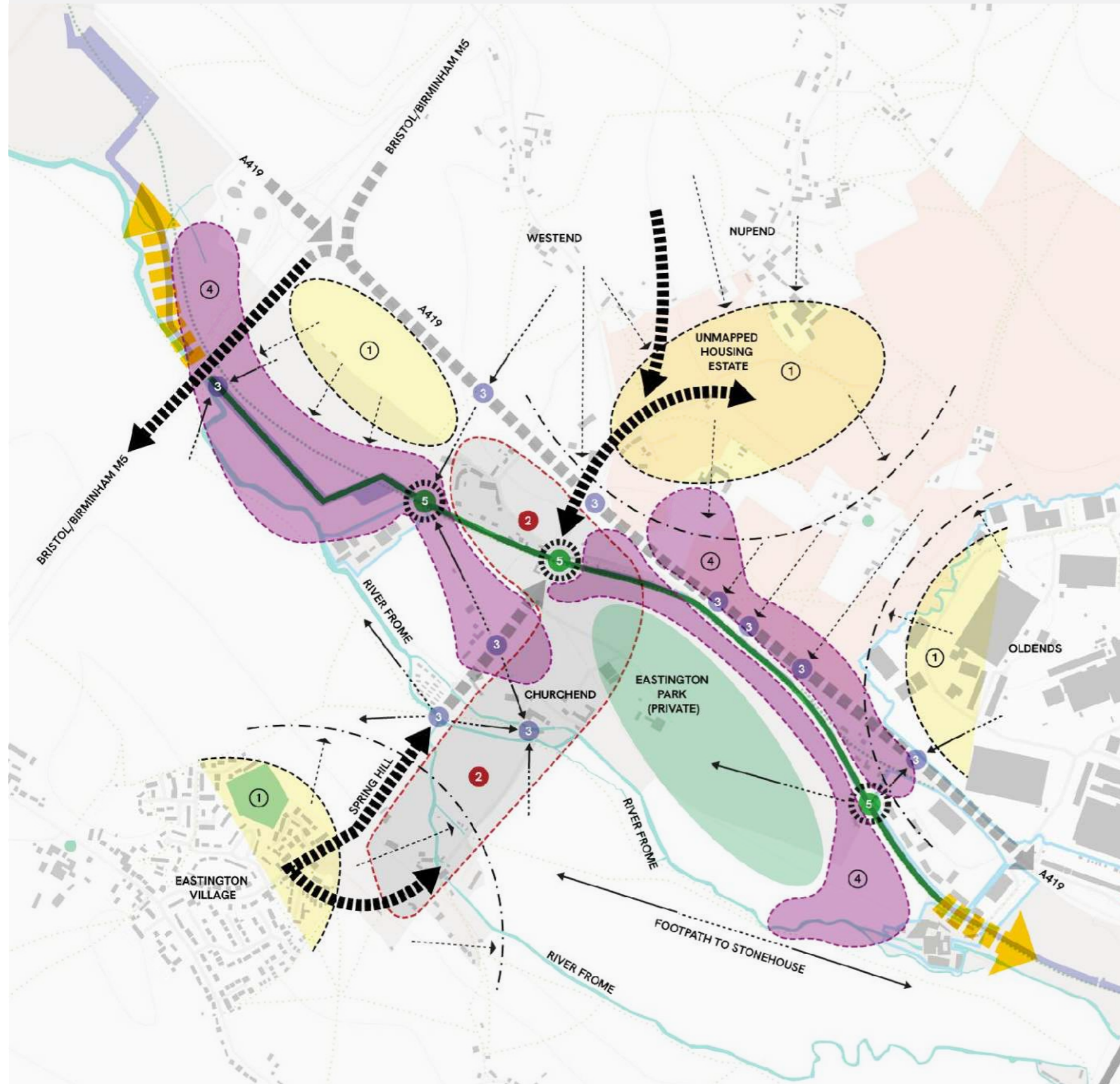
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	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
1	Travel: Encourage use of public transport; Provision of safe, practical and attractive routes for active travel; Green infrastructure. Goods & Services: Green infrastructure. Housing: Engagement.	Growth: Supporting Growth of Responsible Regional Business
2	Goods & Services: Green infrastructure; Behaviour change; Engagement with local businesses and service providers. Travel: Minimising the need for travel.	Innovation: Promoting Social Innovation
3	Food & Diet: Land use.	Environment: Decarbonising and Safeguarding our World
4	Travel: Provision of safe, practical and attractive routes for active travel; Green infrastructure. Housing: Green infrastructure; Engagement.	Social: Healthier, Safer and more Resilient Communities
5	Goods & Services: Behaviour change; Engagement with local businesses and service providers. Waste: Local authority waste management policies.	Growth: Supporting Growth of Responsible Regional Business

Eastington Canal Area:

A wider landscape context of broad floodplain characterised by outlying settlement patterns and regional transport connections. Visibly and functionally influenced by road infrastructure, the canal area enjoys a rich mixture of naturalistic landscapes with historic clusters of buildings interspersing the modern housing estates and industrial areas.



DRIVERS KEY:

STRATEGY AREA PROFILING:

EASTINGTON CARBON PROFILING:

DRIVERS REFERENCE:

CONTINUITY CLUSTERING CROSSINGS

1	<p>Although well-connected to transport links and corridors, the Eastington Canal Area can achieve a coherent identity and sense of place through a coordinated wayfinding and interpretation strategy centred on the canal. There are numerous opportunities for infrastructure improvements to aid walking, cycling and recreational access around and along the canal. Business and residential centres are all set to gain from this provision.</p>	E MUAIE A
2	<p>Millend Lane flanks Spring Hill from Eastington and provides an interconnected heritage trail connecting historic places of interest as alternative/recreational North-South routes for residents of Eastington. This heritage aspect requires consideration alongside the wayfinding strategy linking residential areas to the north of the A419, offering diverse experiences of the lower River Frome floodplain landscape centred on the canal as a heritage destination.</p>	E UA MGE
3	<p>Maximising opportunities to enhance continuity along the length of the canal lies in connecting the north to the south across the canal at key places. A western crossing near the M5 would connect medium-distance footpath journeys to the northern canal bank, offering circular routes for locals, whereas other opportunities to improve crossings add a variety of identifiable and efficient local routes for residents and tourists alike to enjoy the length of the canal in this area. A number of accessible nodes along the A419 are in close proximity to the canal where key local destinations can be formally signposted for road users and those using different travel modes.</p>	M IG
4	<p>Biodiversity and habitat enhancements in the floodplain might seek to make linear connections across this canal area, and into others, increasing the naturalistic landscape environment for visitor enjoyment too.</p>	IG A M
5	<p>Where opportunities exist to offer multi-modal transport exchanges, the canal can provide a gateway to maximising the variety of activities on offer throughout the day or night, weekday or weekend.</p>	E AE MUA

INDICATIVE SELECTION OF INGREDIENTS ACCORDING TO THE FOLLOWING TYPES/CATEGORIES:

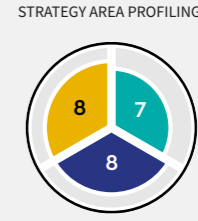
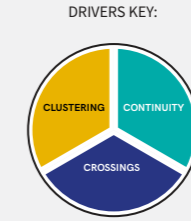
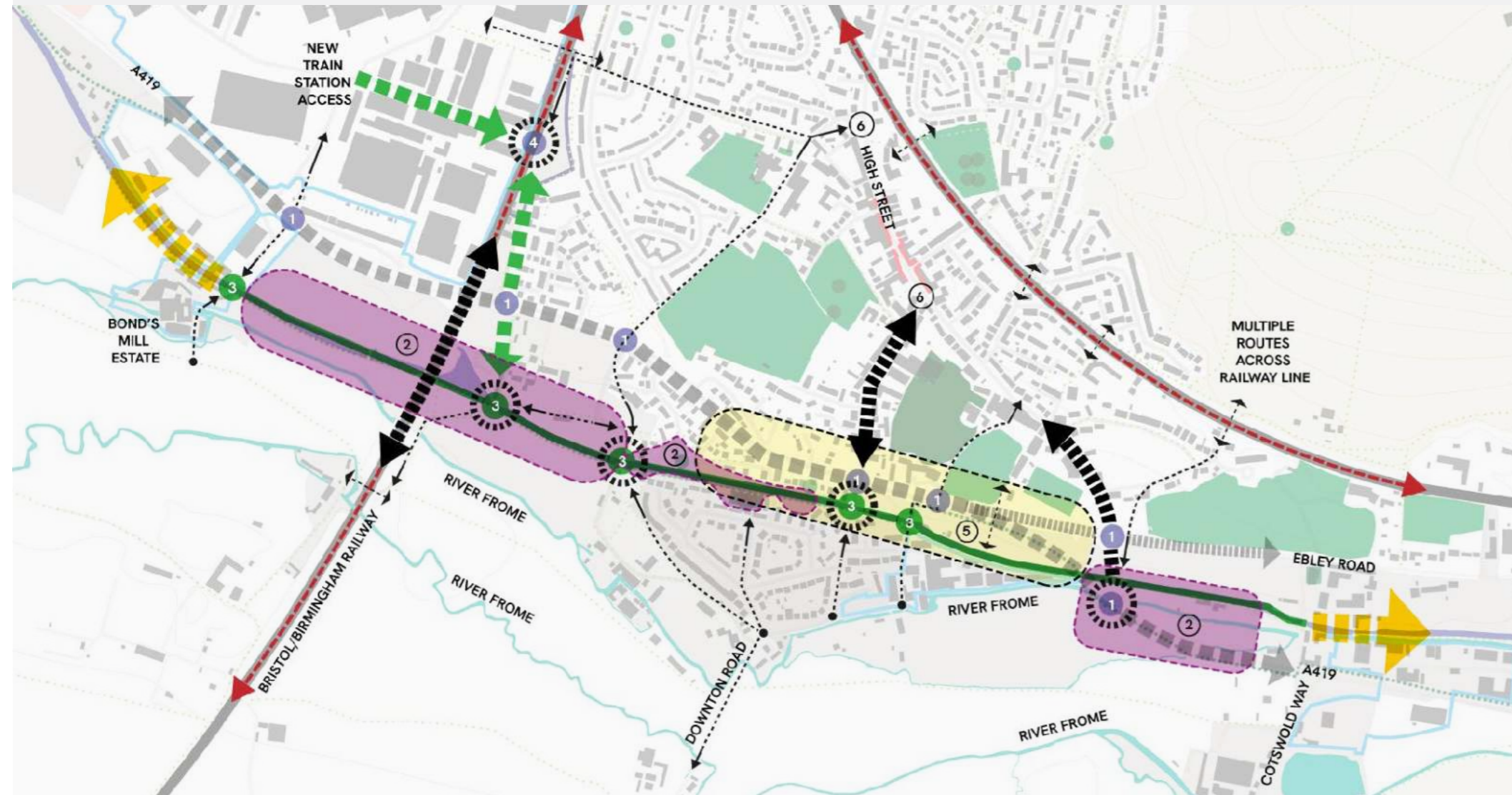
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G = GREEN INFRASTRUCTURE & BIODIVERSITY E = EVENTS, PROGRAMMES

	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
1	Growth: Supporting Growth of Responsible Regional Business
2	Innovation: Promoting Social Innovation
3	Social: Healthier, Safer and more Resilient Communities
4	Environment: Decarbonising and Safeguarding our World
5	Innovation: Promoting Social Innovation

CARBON REDUCTION OPPORTUNITIES:
(See Appendix of Carbon Reduction Opportunities)

Stonehouse Canal Area:

A well-connected canal corridor integrated with its surroundings being both rural and urban in character, serving the surrounding communities and businesses through its many key destinations.



DRIVERS REFERENCE:
CONTINUITY CLUSTERING CROSSINGS

CARBON REDUCTION OPPORTUNITIES
(See Appendix of Carbon Reduction Opportunities):

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
(SDC adopted Social Value Themes):

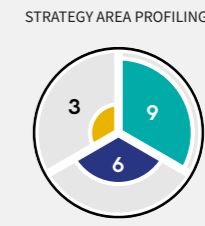
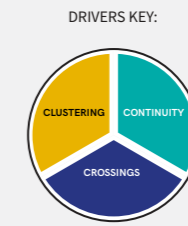
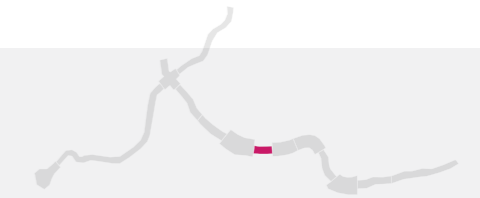
1	Overcoming the road barrier: road space management measures along with the potential for more comprehensive public realm measures along the road corridor in order to unite the canal corridor with the "town", drawing together N/S communities across the canal. National Cycle Route 45 flanks the A419 to a large extent, with only a brief relationship to the canal, but therefore has strong commuter capabilities.				M U A E	Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
2	There is a generous canal margin to enhance habitat biodiversity and east/west connectivity between Eastington and Stonehouse.	GE	AIG			Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
3	Strengthen movement links to / from / across / onwards from the canal, making them more consistent and legible.	MUE	MUAIE			Travel: Provision of safe, practical and attractive routes for active travel.	Innovation: Promoting Social Innovation
4	New "Stroudwater" Train Station opportunity to promote new link to potential new train station on N/S route.		UAE	MAE		Travel: Encourage use of public transport.	Growth: Supporting Growth of Responsible Regional Business
5	Development sites along the canal (e.g. Ship Inn site & adjacent site) to be considered holistically in context of unifying the town around the canal. Establish a positive and inclusive relationship with the canal along this stretch.	MUA	AGE			Housing: High standards for new development; Engagement.	Innovation: Promoting Social Innovation
6	Promote/signpost and improve interpretation for the varied routes between the town and canal.	MUAE				Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities

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Ryeford Canal Area:

A transit-orientated canal area that offers key links from the built-up areas north of the canal to the wider recreational areas of the south; a longer visit to the canal area will be rewarded with a variety of destinations of ecological and historic value.



DRIVERS REFERENCE:

CONTINUITY CLUSTERING CROSSINGS

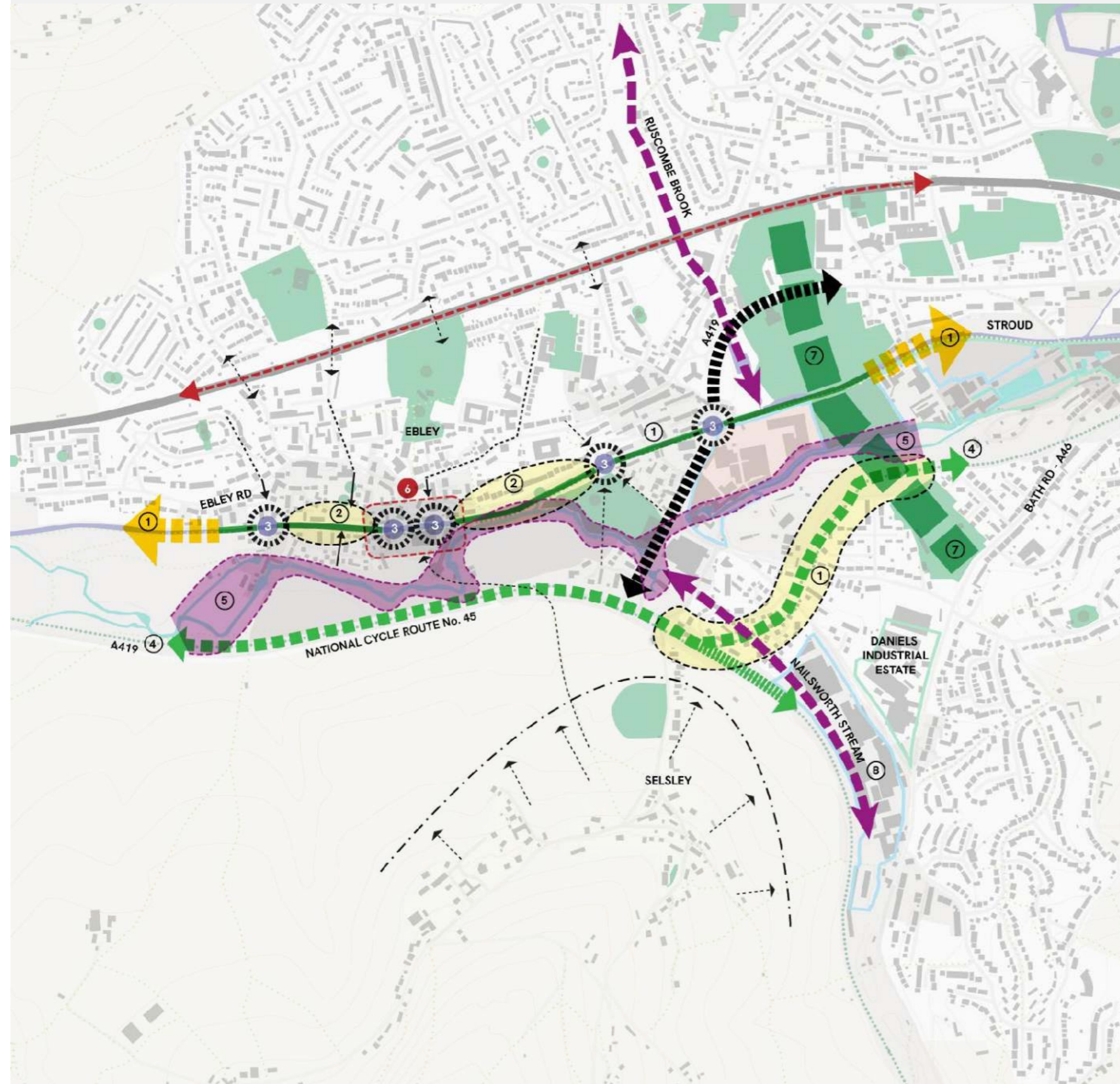
	CONTINUITY	CLUSTERING	CROSSINGS	CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
①	GI	M	UAG	Housing and Travel: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
②	M	E		Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
③	MUE	MUAIE		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
④	A		M	Travel: Provision of safe, practical and attractive routes for active travel.	Jobs: Promote local skills & employment
⑤	ME	A	ME	Goods & Services: Engagement with local businesses and service providers.	Growth: Supporting Growth of Responsible Regional Business
⑥		MAE		Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient Communities

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Ebley Canal Area:

The canal forms a linear social space and destination for locals and visitors alike, with canal-centred activities improving only as much as connections to the canal are improved from outlying areas.



DRIVERS KEY:

STRATEGY AREA PROFILING:

EBLEY CARBON PROFILING:

DRIVERS REFERENCE:

	CONTINUITY	CLUSTERING	CROSSINGS
1	ME	M	MAE
2	ME	MUAE	MAGE
3	ME	MUE	
4	MAE	AE	M
5	GE	G	
6	E		
7			IG
8	G	G	

1 Focus in this area is concerned with the enhancement of continuity east to west, and connections to the canal where crossings exist.

2 Proximity of housing to the canal provides opportunities for high-quality public realm, accessible to all, with safe canal-side spaces. Highly-engaged with water activity and connected, defined canal banks. The canal between Ebley and Lower Wallbridge acts as a Flood Alleviation channel. This function must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime.

3 Legible links to the canal are important: there are many crossings across the canal but getting to them is circuitous.

4 National Cycle Route 45 is complementary to the canal as a fast / commuter cycle route which alleviates the canal from faster cycle traffic. Improve the strategic cycle route link Stroud and enhance / define the route with onward connection and interpretation with the Stonehouse & Nailsworth Railway Cycle Path.

5 Explore the River Frome corridor and the canal (not only in this Canal Area) in terms of flood alleviation and biodiversity strategies, notwithstanding points 7 and 8 below. Note that there is a gauging station critical to water management (both high and low flows) in the Ebley reach.

6 A comprehensive vehicle management plan for the mixed-use heart of Ebley would improve people's enjoyment of the area which is currently dominated by ad hoc parked cars and through-traffic.

7 Opportunity to establish a significant green infrastructure crossing. Consider opportunities in conjunction with Ruscombe Brook nearby, a tributary of the River Frome, discharging into the canal which acts as a flood alleviation channel. This function must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime.

8 Nailsworth Stream is a tributary of the River Frome and worth considering in the wider valley network alongside the canals. The lower stretches of the canal alongside the River Frome are good examples of river and canal working in tandem to alleviate flood risk and exploring more opportunities like this is encouraged.

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CARBON REDUCTION OPPORTUNITIES
(See Appendix of Carbon Reduction Opportunities):

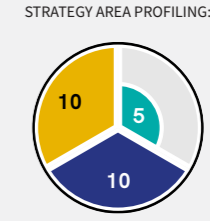
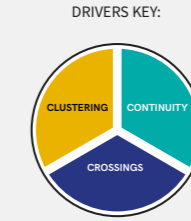
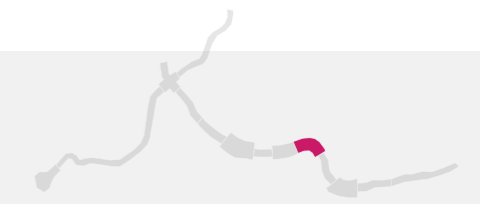
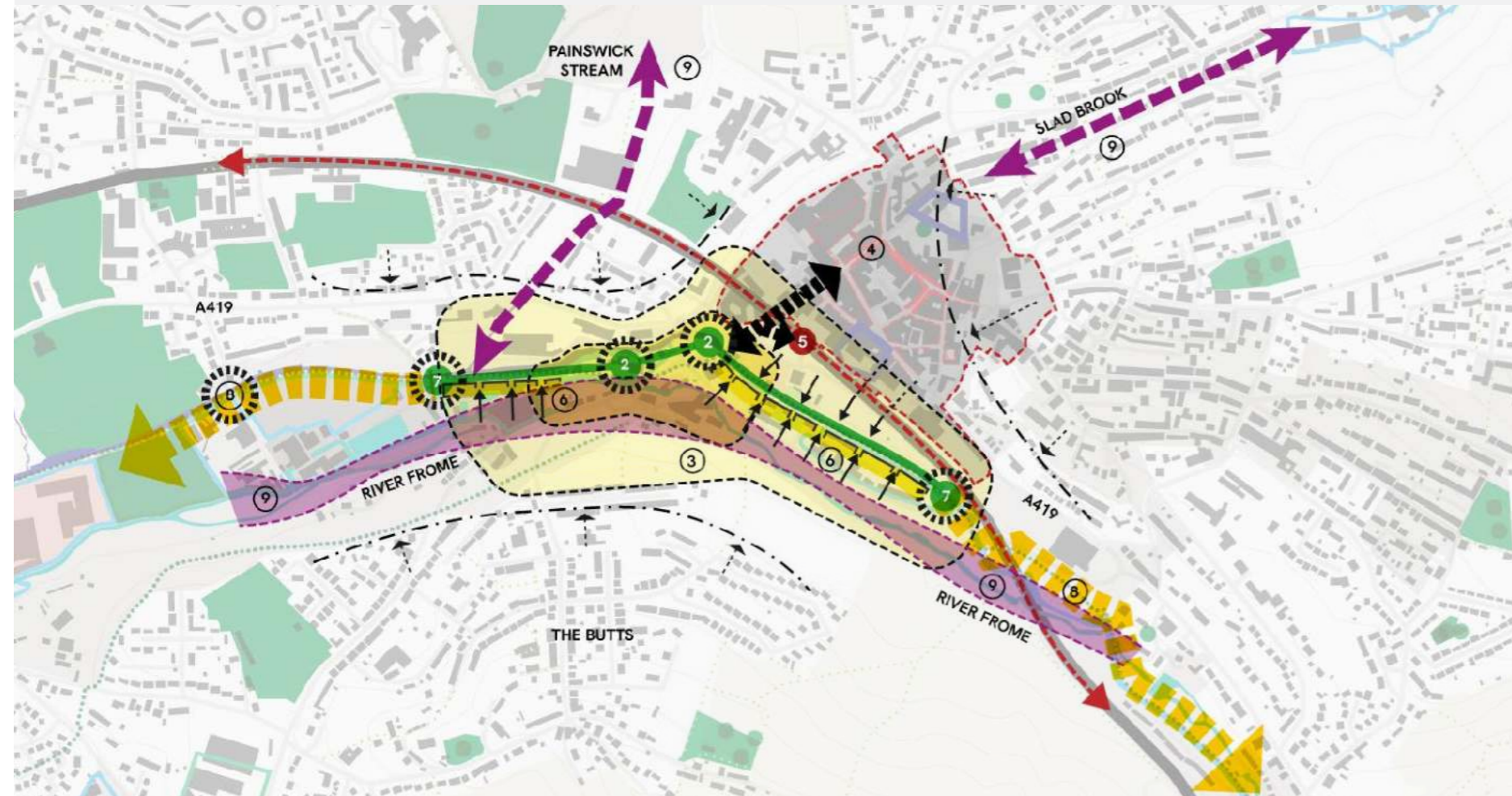
1	Travel: Provision of safe, practical and attractive routes for active travel.
2	Housing: High standards for new development.
3	Travel: Provision of safe, practical and attractive routes for active travel.
4	Travel: Minimising the need for travel; Provision of safe, practical and attractive routes for active travel.
5	Housing and Travel: Green infrastructure.
6	Travel: Encourage use of public transport.
7	Travel: Green infrastructure.
8	Housing and Travel: Green infrastructure.

MAIN OPPORTUNITY FOR SOCIAL OUTCOME
(SDC adopted Social Value Themes):

1	Jobs: Promote local skills & employment
2	Social: Healthier, Safer and more Resilient Communities
3	Jobs: Promote local skills & employment
4	Innovation: Promoting Social Innovation
5	Environment: Decarbonising and Safeguarding
6	Social: Healthier, Safer and more Resilient
7	Environment: Decarbonising and Safeguarding
8	Environment: Decarbonising and Safeguarding our World

Stroud Canal Area:

A thriving canal-centred resource at the centre of the community, offering a rich variety of activities, spaces and connections for the wider population, highly influenced by movement to and across the canal.



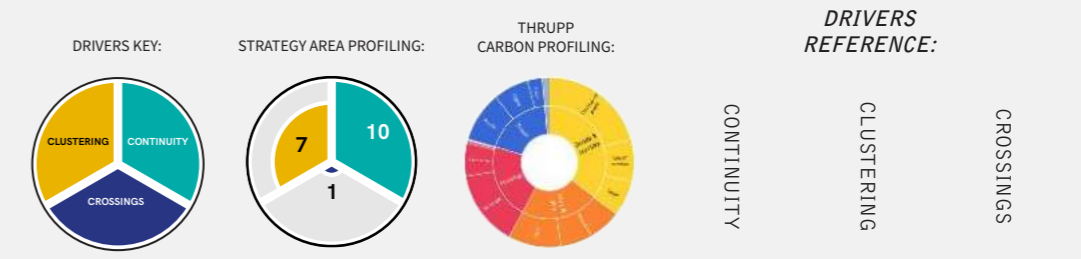
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① Core area around the Wallbridge location which is the canal focus for Stroud.		UE		Housing: High standards for new development.	Growth: Supporting Growth of Responsible Regional Business
② Within this area new activity is encouraged through a new public realm destination where the roads currently cross the canal, and a new watered basin and moorings area at Foundry Lock.	MGE	A	U	Housing: High standards for new development; Green Infrastructure.	Innovation: Promoting Social Innovation
③ Secondary focus area within which permeability is improved and routes are created which provide improved access to the canal.		MA		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
④ Improved links and a relationship is created with the town centre although the town centre and Wallbridge canal area remain very distinct from one another.		AE	M	Travel: Minimising the need for travel; Provision of safe, practical and attractive routes for active travel.	Innovation: Promoting Social Innovation
⑤ Improved links to and from the station and a more prominent and high quality public realm make access to and movement between all areas much easier and enjoyable.			MAUE	Travel: Encourage use of public transport.	Growth: Supporting Growth of Responsible
⑥ Lodgemoor Mill and the areas lining the canal to the east of Wallbridge offer opportunities to create new relationships between buildings and the canal.		MAUE		Housing: High standards for new development.	Innovation: Promoting Social Innovation
⑦ Enhanced arrival into the Stroud area is achieved by the creation of gateway improvements and potential new development to the west of Lodgemoor and to the east of the Jewsons site on Dr Newton's Way.		MAUE		Housing: High standards for new development.	Jobs: Promote local skills & employment
⑧ Beyond these focus areas the canal adopts a more linear function ensuring links along the corridor are intact and legible, improving the quality and priority of crossings for pedestrians.	MIGE			Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
⑨ Painswick Stream and Slad Brook are tributaries of the River Frome that discharge into the canal which acts as a flood alleviation channel. Both are worth considering in the wider valley network alongside the canals. The length of canal up to the Slad Brook confluence acts as a flood alleviation channel, the function of which must be maintained and wherever possible enhanced to help counter climate change impacts on the local flood regime. The lower stretches of the canal alongside the River Frome are good examples of river and canal working in tandem to alleviate flood risk and exploring more opportunities like this is encouraged.	UIG			Housing: Green Infrastructure.	Environment: Decarbonising and Safeguarding our World

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Thrupp Canal Area:

A well-used canal corridor for recreation and travel that would benefit from improved connections and enhanced habitat areas linking across the canal. The built heritage offering and numerous clustered commercial units along the canal warrants a richer and more diverse mix of land uses over time, benefitting the local community.



1	Enhance a distinctive canal experience, encouraging visitors to linger, signposting towards mill sites / local areas / parts of the canal.				MUAE
2	The road and the canal act in unison as functional conduits through which the valley's developmental past is interpreted. Key junctions along the road provide opportunities to waymark the adjacent heritage assets of mills and canalside facilities for visitors and local residents alike.	E	MUAE	GE	
3	Local active travel is facilitated by road and rail in unison, facilitating access to Stroud Train Station as a regional link. Opportunities to improve the access routes and gateways exist to strengthen this relationship.		MUE	M	
4	Thrupp is contained within the valley by local topography which will benefit from management to maintain the contrasting landscape characters between the east and the west of the valley/canal banks.				IGE
5	Opportunities exist to increase biodiversity and enhance existing habitats on larger land-areas alongside the canal and river. The areas shown are indicative, so are considered more widespread in the locality than shown.	GE	IG		

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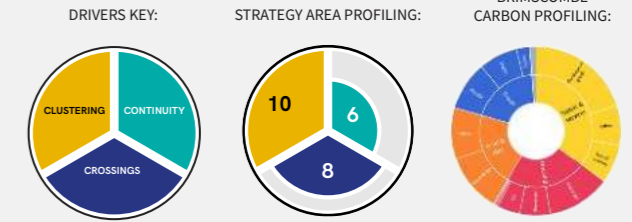
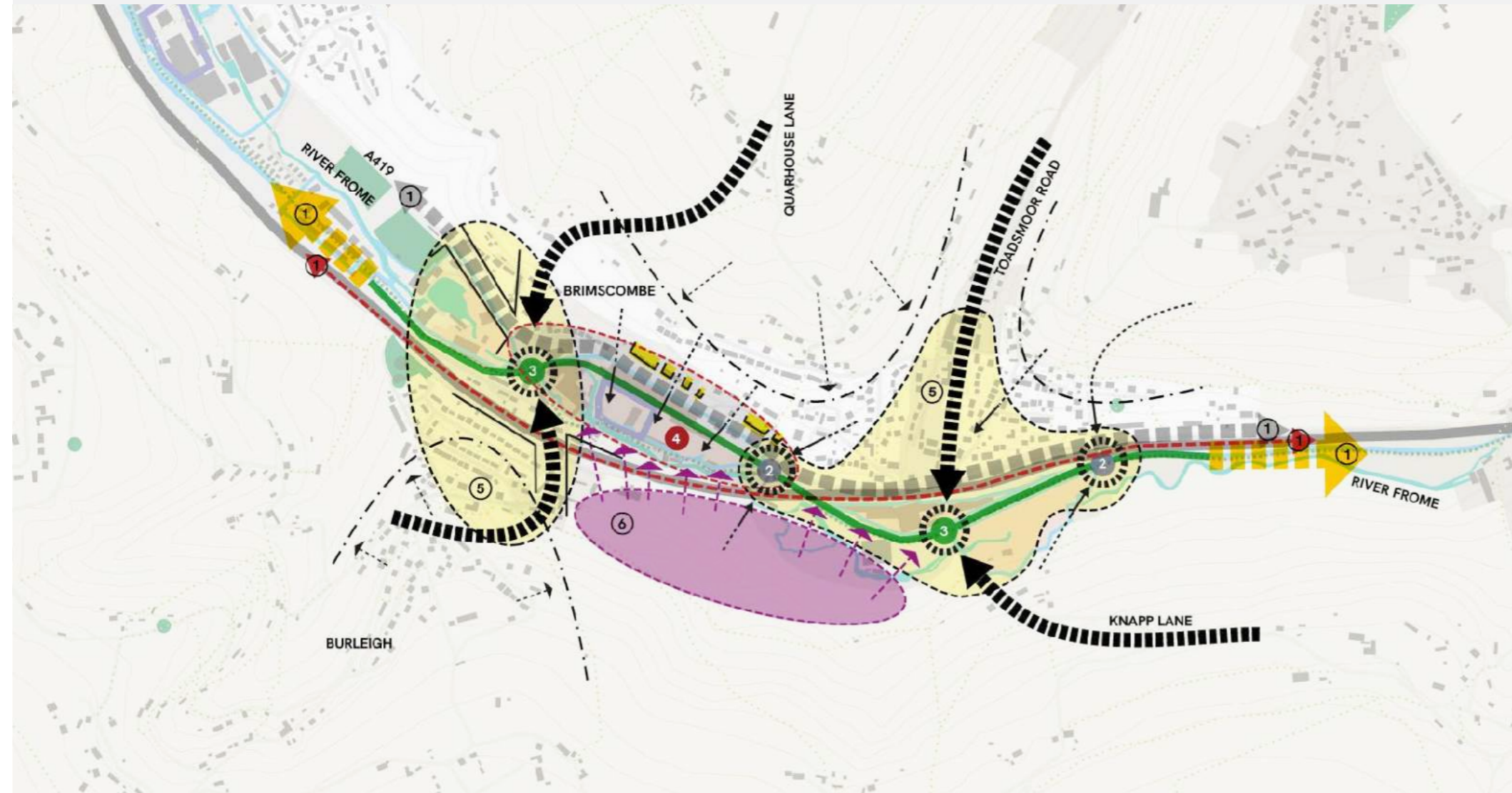
CARBON REDUCTION OPPORTUNITIES
 (See Appendix of Carbon Reduction Opportunities):

SOCIAL OUTCOME OPPORTUNITIES
 (SDC adopted Social Value Themes):

1	Housing: High standards for new development. Goods & Services: Green infrastructure; Engagement with local businesses and service providers.	Innovation: Promoting Social Innovation
2	Housing: High standards for new development. Goods & Services: Engagement with local businesses and service providers. Travel: Provision of safe, practical and attractive routes for active travel.	Social: Healthier, Safer and more Resilient Communities
3	Travel: Provision of safe, practical and attractive routes for active travel; Encourage use of public transport.	Jobs: Promote local skills & employment
4	Travel and Goods & Services: Green infrastructure.	Environment: Decarbonising and Safeguarding our World
5	Travel, Goods & Services and Housing: Green infrastructure.	Environment: Decarbonising and Safeguarding our World

Brimscombe Canal Area:

A walkable, vibrant neighbourhood of mixed employment and living spaces, with the canal being central to the numerous community activities taking place at this distinctive destination.



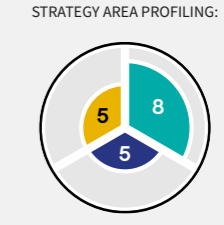
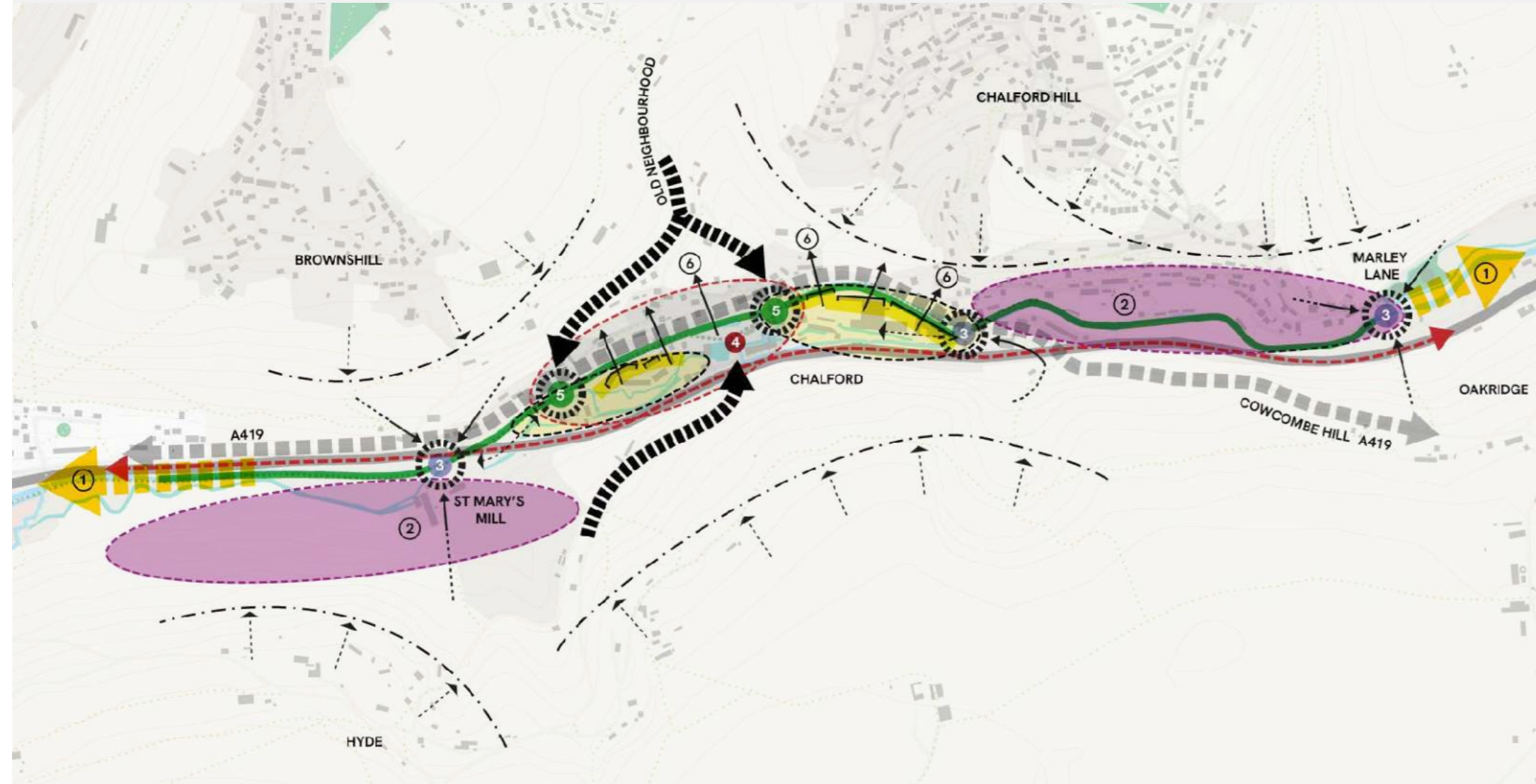
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① The three infrastructure corridors of road, rail and canal are intertwined and sometimes intimately aligned, producing nodes of movement and activity along the valley.				M U A E	Travel: Minimising the need for travel. Social: Healthier, Safer and more Resilient Communities
② Activity nodes joining settlements from the north and south to the canal. These require waymarking towards multi-modal options for onward journeys by road or along the canal to destinations further afield.	E	M U A	A		Travel: Provision of safe, practical and attractive routes for active travel. Innovation: Promoting Social Innovation
③ Gateways to the canal have the opportunity to become local provision centres for the surrounding villages, connecting residents north of the A419 to recreational spaces, local services and a variety of destinations along the canal.		M U A E			Travel: Minimising the need for travel. Social: Healthier, Safer and more Resilient Communities
④ By providing for a variety of accessible travel modes, the much larger cluster of new built form at Brimscombe Port can provide a cohesive destination for surrounding settlements, and beyond. A permeable frontage along the A419 into Brimscombe Port can multiply and make connections easier between residents, the road and the canal corridor which in turn strengthens permeability, encourages multi-modal movement, and a variety of development functions. This area is also important for its interaction with the nearby watercourse in relation to flood risk and ecology.		U A E	M		Travel: Minimising the need for travel; Encourage use of public transport. Innovation: Promoting Social Innovation
⑤ Local settlements exist at the gateways to the canal. These have large catchment capabilities for serving the wider community, with services at the canal being the focus of gathering people together. The Grace Network community centre at Brimscombe Mills and the local CoE primary school, south of the canal, are existing examples of such serving organisations.		A G E	A		Goods & Services: Engagement with local businesses and service providers. Social: Healthier, Safer and more Resilient Communities
⑥ Connections to the canal for local educational needs can be facilitated by enhancing access to canal gateways. Biodiversity and habitat improvement capabilities can be linked physically to the canal, providing a variety of educational opportunities at the water's edge, whilst providing the local community the opportunity to participate in widening nature's influence on the canal to the benefit of local residents (the Grace Network community centre at Brimscombe Mills).	I G E				Goods & Services: Engagement with local businesses and service providers. Innovation: Promoting Social Innovation

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Chalford Canal Area:

An industrial heritage village location with multiple transport corridors influencing the character and accessibility to local amenities. Local settlements benefit from access through Chalford with its important links to the surrounding rural landscape and recreational spaces.

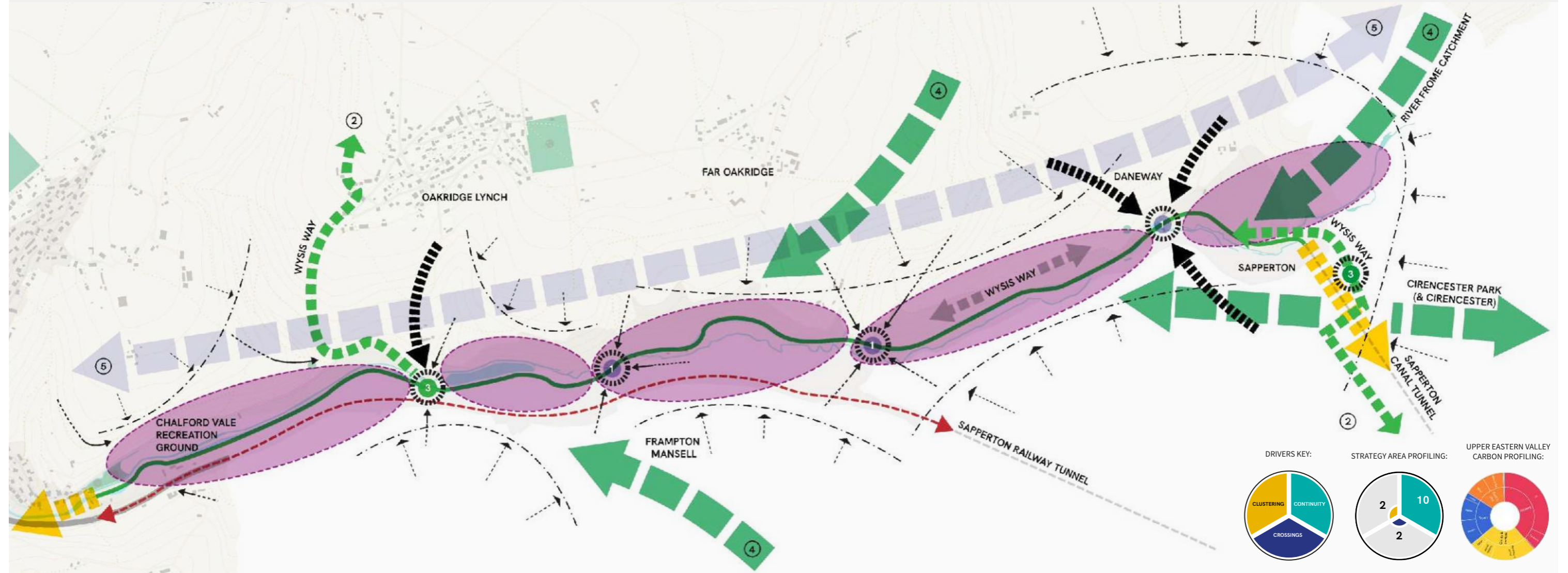


	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
①	M	A		Travel: Minimising the need for travel.	Jobs: Promote local skills & employment
②	M	A	UA	Housing: Green infrastructure.	Growth: Supporting Growth of Responsible Regional Business
③		UA		Housing: High standards for new development.	Innovation: Promoting Social Innovation
④	E	UA		Housing: Green infrastructure.	Social: Healthier, Safer and more Resilient Communities
⑤	M	UAE		Housing: High standards for new development.	Social: Healthier, Safer and more Resilient Communities
⑥	M	UA		Goods & Services: Engagement with local businesses and service providers.	Innovation: Promoting Social Innovation

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Eastern Upper Valley Canal Area:

Interlinked yet distinctive ecologically rich areas towards the upper reaches of the River Frome catchment form the backdrop to nucleated human activities that bring people to the canal. National and regional walking routes and local recreation/tourism is on offer to those who seek it out above other nearby destinations.



	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES (See Appendix of Carbon Reduction Opportunities):	SOCIAL OUTCOME OPPORTUNITIES (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
1	MA	IG	M	Travel: Green Infrastructure.	Innovation: Promoting Social Innovation
2	E	MU	A	Travel: Green Infrastructure.	Innovation: Promoting Social Innovation
3	M	AE		Travel: Encourage use of public transport.	Social: Healthier, Safer and more Resilient Communities
4		G		Food & Diet: Green Infrastructure; Land Use.	Environment: Decarbonising and Safeguarding our World
5	MAE			Goods & Services: Green Infrastructure; Engage with local business & service providers.	Growth: Supporting Growth of Responsible Regional Business

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Ingredients of the future place

The catalogue of ingredients comprises a variety of innovative ecological, landscape and canal interventions, public realm and building typologies which facilitate a variety of sustainable behaviours in day to day life, relationships with the natural environment, nature restoration and preservation, biodiversity improvements, community activity, economic and commercial function, lifestyle choices and the management of tourism activity and recreation.

These fall into the following categories:

- Movement
- Urban form
- Uses & activity
- Infrastructure & utilities
- Green infrastructure & biodiversity
- Events, programmes

The Ingredients are the third tool in the Canals Strategy for implementing a vision for the whole canal corridor:

The vision, expressed as the three Future Drivers, establish a unified description of what the future function and identity of the canals in Stroud can be;

The Canal Strategy Areas are the means by which the vision is expressed locally through the placemaking frameworks; and

The Ingredients provide the tool to design in detail the solutions for implementing the vision in each area.

As a high level strategy for a canal corridor which spans the whole district and has many contrasting characteristics, The Canals Strategy must be flexible. Therefore the Ingredients only provide a level of detail suitable to guide further more site specific and community level detailed design processes without being prescriptive. It is not possible for a district scale strategy to undertake the technical investigations necessary for further levels of design detail.

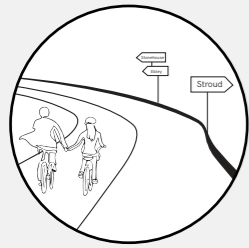
Nevertheless the Ingredients are a series of guiding principles which support the implementation of the three Future Drivers. For this reason they are unique to the Canals Strategy and to the Stroud District Context but they can be used to complement other more generic design guidance and good practice.

The Catalogue of Ingredients should be used in conjunction with the Placemaking Frameworks to identify the opportunities in each of the canal areas to implement the three Future Drivers.

The Ingredients can be used to explore and identify new project opportunities which can contribute to the vision for the canals in Stroud District. Or they may be used as a guide to the design of planned for or existing projects which until now have not identified any relationship with or contribution to the vision for the canals in Stroud District.

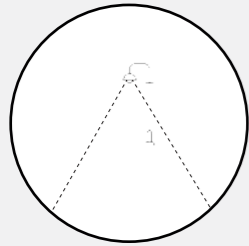
The Ingredients are not a list of ways to restore the canal, or solely engineering or built environment solutions. They are multi-facted ways that the canal corridor may be equipped to reach its full potential in the future. They relate to the function and identity of the canal, its surroundings, its communities and the connected economy in the future.

MOVEMENT



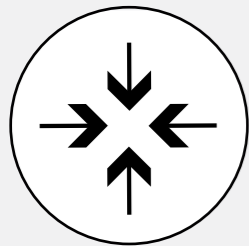
1 Signposting, Navigation & Trail finding

A coordinated series of measures which increase the choice and convenience of the canal as a destination, a resource and an active travel route. Some interventions may improve access to the canal from existing surrounding locations (train stations, town centres, residential areas), others integrate the canal into longer distance and multi-modal journeys (routing on long distance footpaths/cycleways, signage along other footpaths/cycleways, signage on public transport and at stops and stations). Interventions could include published and digital map(s) and coordinated access campaigns. Interventions need to avoid recreational disturbance to Habitats Sites and consider promoting Suitable Alternative Natural Greenspace on land adjacent to the canals.



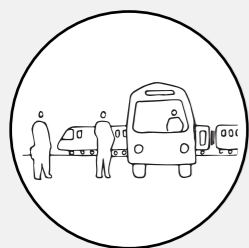
2 Lighting

A variety of lighting styles serve different purposes along the canal: from security and enabling ongoing seasonal use of the canal as a utility; to the celebration of features and buildings, and the use of lighting for public art and creating an attraction and event of visiting the canal for certain displays and/or times of the year and day. Considered in a coordinated way, individual lighting interventions should be careful to pay attention to impacts on wildlife continuity and the attraction in its own right of dark skies for recreational enjoyment.



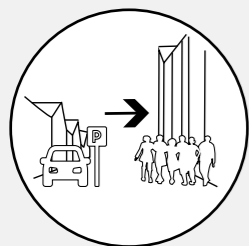
3 Connections and Interchanges

The overlapping and interconnectivity of movement, activity and functions is emphasised at key junctions, intersections and gateways along the canal. This improves access to the canal, gives priority to the canal corridor at these locations and frames the public realm, providing breathing space for the canal to flourish. This enables a variety of choices of sustainable means of travel at key interchanges.



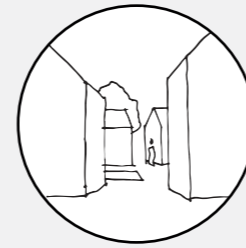
4 Pride in Public Transport

The provision and accessibility of public transport is front and centre along the canal corridor with ancillary facilities being designed to the highest quality and becoming landmarks themselves. As well as providing access to, and along, the corridor Public Transport creates a vibrancy through its communal use. This is emphasised through improved interconnectivity between transport modes.



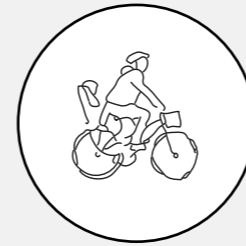
5 Less Cars - More People

An increased focus on the canal for movement and activity provides the support for reduced dependency upon the car. Less dependency on parking and road infrastructure enabled by the enhanced role of the canal allows for buildings to be placed closer together, better framing public spaces. The critical mass to support local centres is created by infill developments and an increase in building heights.



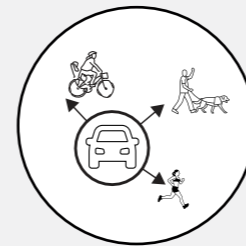
6 Accessible Townscape

Connections and permeability are maximised with barriers broken down to create larger and more direct walkable and accessible links to the canal corridor and other destinations nearby to the canal. These connections are continuous and legible across and between canal areas with direct and passive signposting.



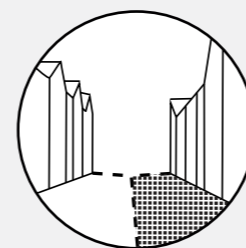
7 Prioritise Active Travel

Active travel infrastructure becomes much more prominent along the corridor with essential vehicular access becoming peripheral. Dedicated routes for pedestrians and bikes are provided and take the place of arterial routes in and out of the urban areas previously dominated by cars. By becoming active in day-to-day travel the population of the canal route is healthier, more socially and environmentally connected and local services and facilities are sustained. The canal network also offers the unique opportunity for active water based travel.



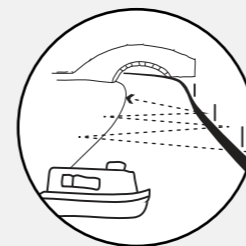
8 Park and Move

A series of strategically positioned transport hubs enable a transition from the reliance on the car. They provide an interchange from arrival by car to sustainable alternative transport along the corridor. The 'park and move' concept facilitates the interchanges between individual car, car share, bus and train to healthy travel and through short term measures aims to equip people to make long term choices affecting behaviour change for generations.



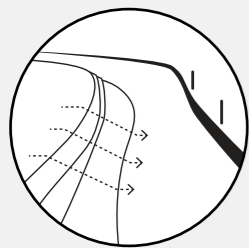
9 Reclaim Roads

A huge amount of 'highway real estate' is reclaimed and re-purposed as a result of the enhanced role of the canal corridor for sustainable travel. This space is used to create new public spaces, accommodate alternative means of transport and introduce new buildings and uses. Development exploits the opportunities provided by a car free future.



10 Connecting the Banks

Increasing connections and permeability to the banks of the canal with often small interventions (gates, ramps, pathways, bridges, signposting) which affect more strategic accessibility for communities and visitors facilitating larger walkable areas and accessible links between the canal and local centres and neighbourhoods. These connections extend out to rural settlements and surroundings and employ various solutions to overcome topography and prioritise healthy travel.



11 Walking on Water

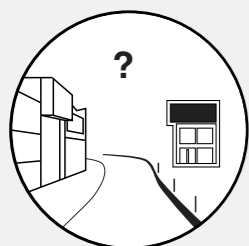
A variety of measures enable accessibility to the water without the use of, or access to, a boat. Improved connections with the water are achieved through towpath expansion, boardwalks, pontoons and piers which must be integrated with opportunities for restoration of wildlife habitats and connections. Improved capacity for movement along the canal corridor is facilitated by innovative occupation of the water surface where the corridor is particularly constrained.

URBAN FORM



12 Future Canal Building Interfaces

The enhanced role of the canal as a connected public realm and green infrastructure facility and a focus on this instead of the road routes which have dominated development patterns, creates opportunities for new interfaces between buildings and the canal. Buildings are designed to take advantage of these opportunities with active frontages and careful consideration to thresholds with public space and their integration with nature.



13 Future Canal Building Typologies

The Future Drivers introduce the potential for new building typologies that are imaginatively designed taking maximum benefit of the opportunities their new context creates: mixed frontage ground floors reflecting increased pedestrian traffic; resilient ground floor design accounting for flood risk and habitat creation; waterside housing turning back to the canal; or mixed use development above and between existing single use buildings.



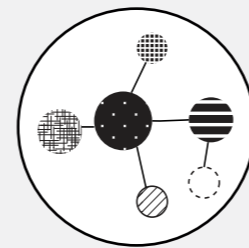
14 Canal Gateways & Landmarking

Visual connections and landmarks are key characteristics of the Industrial Conservation Area. Views onto and along the corridor from the urban centres to the landscape around and from the outlying neighbourhoods to the canal and industrial heritage features and other notable landmarks all contribute to the visual queues which help with way finding, orientation and sense of place and identity.



15 Flanking the Canal

Through careful design of the built environment, where development faces the canal this is active and safe. Buildings provide passive surveillance and frame the public realm and green infrastructure. Canal side public realm in these instances can provide opportunities for active water based activities and angling.



16 Urban & Rural Identities & Transitions

The canal corridor is made up of many neighbouring communities. Within each future neighbourhood, development creates or reinforces the relationship with the canal and helps integrate historic characteristics to create distinct identities and the transition between these. The reinforcement of existing community identities complements place branding to strengthen the overall character of the canal corridor.

USES & ACTIVITY



17 Canal Side Living

The reuse of historic buildings, the attractive environment and vacant land along the corridor provides the opportunity to create new residential locations which are founded on sustainable behaviours. New housing forms and other opportunities afforded by a relationship with the canal can exploit a canal side location to overcome conventional constraints of housing delivery while taking into account the planning and flood risk management challenges of development on the floodplain.



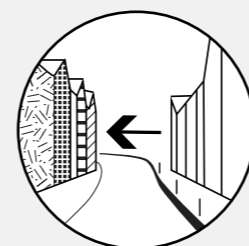
18 Canal Side Enterprise

The connected corridor provides the canvas for new and varied enterprises to be established. As well as for use for recreation and ecological purposes the corridor can serve the needs of many new businesses and service providers, large and small, and in doing so create a mix of activity along the canal making it a vibrant and thriving place.



19 Canal Hub: Cultural & Social

The many crossing and access points along the canal provide the opportunity for social and cultural interactions between people, the environment and the historic surroundings. These locations are hubs of activity drawing either passively or actively on their surroundings to equip new community activity, volunteer projects and visitor attractions.



20 Diversify Activity

Many large functions and activities dominate the canal corridor as a legacy of its industrial past. As the canal corridor finds a new function in the future of the district there is the opportunity to diversify activity adjacent to the canal, drawing upon the corridor for movement and access and rediscovering the canal banks as primary routes and spaces. Mixed activity is mutually beneficial to the spaces and the buildings as people access an increased variety of facilities along the corridor directly from and along the canal. New uses must avoid increasing recreational disturbance to Habitats Sites and consider promoting Suitable Alternative Natural Greenspace on land adjacent to the canals.



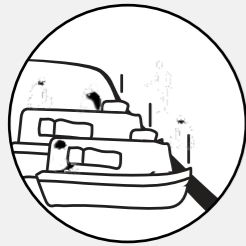
21 Floats my Boat

The navigable watercourse provides a unique and extremely valuable resource to Stroud District, bringing visitors to the area and enabling pride and variety in local community's lifestyles. The positioning of moorings and boating facilities & services can benefit the local community where this is accompanied by onward connections to visit and spend time in the local area. Access to the water can also be improved for local residents, businesses and services allowing people to access and occupy the water in new ways which underpin their ownership and enjoyment of the place they live and work.



22 Public Art

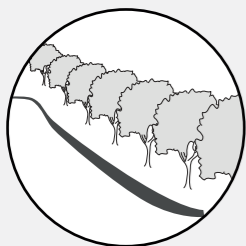
Public Art may serve a variety of functions in the delivery of other ingredients. Public Art in this way is a vehicle by which signposting, building legibility, open space or water access are made more accessible and enjoyable for a multitude of users. Public Art can be prominent and overt or may contribute in more subtle ways to the interpretation of the canal and its environment within building, public realm and landscape design - resulting in people having a much greater awareness, ownership and familiarity with the variety of roles of the canal.



23 Residential Moorings

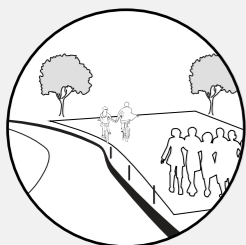
Future provision of physical and social programmes of integration to enhance inclusiveness and enable a more cohesive community which includes boat dwellers and local residents alike. This may include non-spatial interventions including regulation of residential provision and mediation where communities need help accommodating different needs. Additional physical improvements and provision of particular facilities, where appropriate in planning and flood risk terms, may also help alleviate pressure on local services and inconveniences to local communities. Education will enable the understanding and celebration of varied lifestyles and learning from different perspectives and experiences.

GREEN INFRASTRUCTURE & BIODIVERSITY



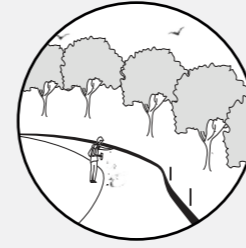
24 Linking Canopy

There is approximately 80km of canal bank extending through Stroud District representing a significant continuous ecological corridor. Planted in appropriate places (sensitive to landscape character and habitat sensitivity), tree planting for optimum habitat types along connected lengths of the corridor could provide a unique contribution to increasing biodiversity, carbon sequestration, improved air quality and localised environmental cooling. The connected ecosystem supported by more extensive continuous canopy, where appropriate for existing wildlife, could support extensive flora and fauna helping to define the canal's function and identity and forming part of an extended network including the greening of connecting routes and tree lined streets.



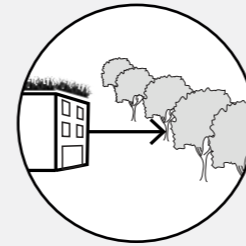
25 Multi-functional, Canal Side Public Realm

Public realm adjacent to and along the canal benefit from mixed activity and user groups. This variety is supported by the provision of shelter and furniture, ensuring the public realm is a welcoming and comfortable space to occupy and move through for all users and affording them ownership and a sense of belonging. Surrounding buildings offer a variety of stimuli leading to multi-purpose spaces which stay lively and safe throughout the day and calendar. New uses should avoid harm to existing wildlife and habitats and minimise the risk of recreational disturbance.



26 Canal Hub: Connecting with Nature

In fulfilling a role as a sequence of continuous green infrastructure, the canal corridor provides a rich resource in connecting people back to nature. The canal is a constant - extending through urban and rural areas. A series of strategically placed hubs positioned along the corridor provide the means by which people can access and interact with the corridor and where wider engagement with the natural environment can start. These hubs can be a focus of wildlife conservation initiatives and educational programmes.



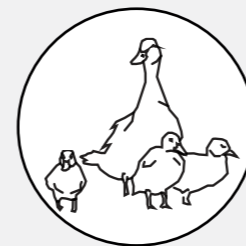
27 Building for Nature Interventions

Within urban and less green areas adaptations to buildings and structures provide valuable ways to maintain the connectivity and continuity of the corridor as an ecological route. New developments, building interventions and installation of structures provide biodiversity gains within the fabric of the built environment ensuring nature is at the forefront of all new development. New buildings and development must also take measures to address recreational and access impacts on nature.



28 Natural Wayfinding

Green space serves to landmark routes to and along the canal, with the creation of new canalside parks and the integration of existing country and urban parks. Existing heritage, engineering and natural environment assets are revealed and able to perform a strategic function. Natural wayfinding will provide new access to new and existing recreation resources such as country parks while promoting Suitable Alternative Natural Greenspace on land adjacent to the canals.



29 Canal Habitats & Species

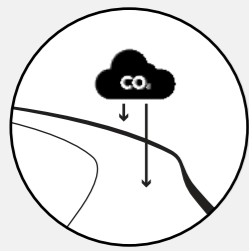
The canals of Stroud District are engineered waterways that flow through a river catchment basin comprising a diverse range of landscape characters. The watered canals, canal banks, rivers and adjacent landscapes are multi-layered habitats that contribute to widespread, biodiverse and interrelated territories sustaining fauna and flora. Recognising this aspect of the canal network is vital to sustaining, enhancing and supplementing different habitats throughout the District alongside their many people - and engineering - related functions. Canal restoration should avoid the loss of rich wildlife habitats and interest along disused sections of the canal and follow existing current guidance including that available from Gloucester Wildlife Trust.



30 Wild Banks

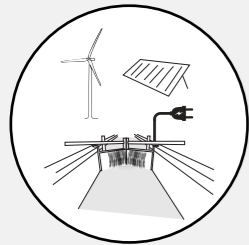
Land and water areas in close proximity to the canals are multi-functional spaces for people, fauna and flora that require management, even if they appear "natural". With this in mind and while considering that some uses will be incompatible in some locations, interventions with innovative design can present numerous opportunities for an intentional 'hands-off' balance to land management to offer a blend of landscape functionality for human land-use and naturally 'wild' processes working in unison.

INFRASTRUCTURE & UTILITIES



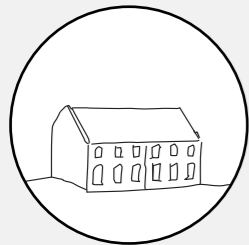
31 Carbon Sequestration

The canal corridor provides a resource for sequestering carbon as a water body and in its green infrastructure capacity through initiatives like re-forestation, habitat creation and varied vegetation, improved plant and soil management. Proposals should be suitable to support existing habitats and wildlife while taking into consideration existing guidance on carbon storage and sequestration for different habitats (including that produced by Natural England) in order to make the optimum gains appropriate for the existing conditions.



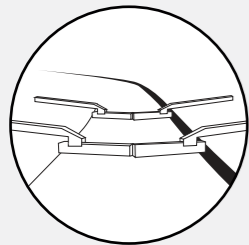
32 Energy Generation

From moving water and heads of water, to space available for renewable energy generation - canal side and roof top solar and wind farms, floating photovoltaics and water source district heating and cooling, the canal corridor is a net energy generator.



33 Pride in Innovation & Quality

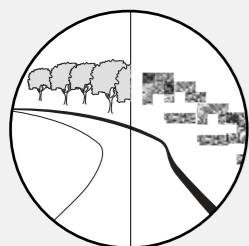
The Canal structure, associated structures, the industrial heritage and in part the wealth and infrastructure of the area are a legacy of innovation and pioneering in the past. As the Canal finds new roles in the 21st Century the pride and innovation with which Canal restoration, new building technologies and public transport innovation and integration should be manifested in the use of techniques, materials and the high performance of buildings and public realm such that there may be a similar legacy in years to come.



34 Water Management

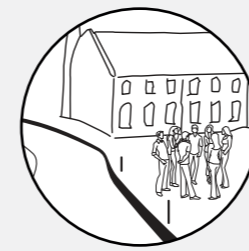
The canal, floodplains and other nearby waterways have a vital role to play in water management and preservation across the district. The quality and quantity of water in these assets has a role to play during times of water shortage and surplus as well as contributing to the health of ecosystems. Opportunities for interventions that can preserve or improve water quality should be maximised along with measures to contribute to a holistic district wide strategy for flood prevention and drought resilience in the ever changing climate.

TEMPORAL INGREDIENTS, EVENTS & PROGRAMMES



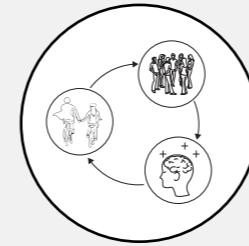
35 The Seasonal Canal

The character and function of the canal changes throughout the seasons from muddy towpaths to summer leaf cover, with varying temperature of the water and the perception of safety after dark. A programme of initiatives, events and interventions can respond to these seasonal variations and allow the canal to function year round in different ways.



36 Our Canal

As well as a physical resource the canal and the projects implemented along it can perform as a foundation for strategic community building. Employing a number of projects can involve and engage the community together and affect community welfare cumulatively. Opportunities for volunteering with new and existing organisations can help to foster a sense of ownership of the canal.



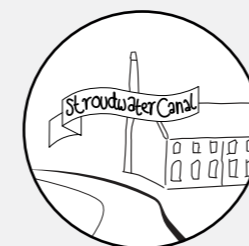
37 Social Prescribing

A programme bringing awareness of the canal, its resource and programme of projects and initiatives to primary care providers introducing those patients with social, emotional or practical needs to a range of local, non-clinical services, often provided by the voluntary and community sector. This may include trained 'Community Connectors' to identify and coordinate patient needs and canal related prescriptions. The provision of the canal for these purposes is facilitated by many other ingredients which make accessibility easier and more inclusive.



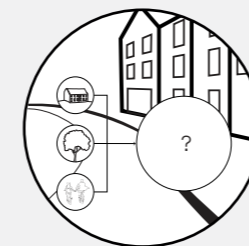
38 The Classroom Corridor

The canal provides a contrasting variety of natural habitats, recreational spaces and types of possible activities, a vast array of historical resources and a mix of communities with which to engage in different ways, close to large population centres. Working with education bodies and educational programme providers, public and private, the canal corridor can be utilised in creative ways as a resource for many curricula and extra curricula activities. These can be coordinated to form a canal corridor education programme.



39 Canal Branding & Marketing

The canal itself performs as an attractive destination for many local communities and visitors to the area. Non-spatial and digital opportunities supporting the signposting of canal related activities is a local, regional and national strategy. The canal also performs as a catalyst for further exploration of the Stroud area where promotion of connections and relationships are identified. Furthermore a wider strategy of longer term branding and marketing spearheads inward investment to the area, again catalysed by canal resources and activities in the first instance but growing in influence to bring wide spread benefits to communities and economy locally.



40 Varied events on vacant sites/space

In coordination with other programmes and longer term interventions, vacant sites and redundant spaces along the canal may be utilised as confidence-builders for users and visitors of the canal. A variety of events may serve different purposes from pop up community utility to an introduction to a longer term use which may come later. These events could also serve a longer term purpose in establishing a canal related cultural, educational or arts programme. These initiatives may utilise many other ingredients in a temporary way while sites offer a window of alternative use before a longer term use is established.

Themed Carbon Reduction Opportunities

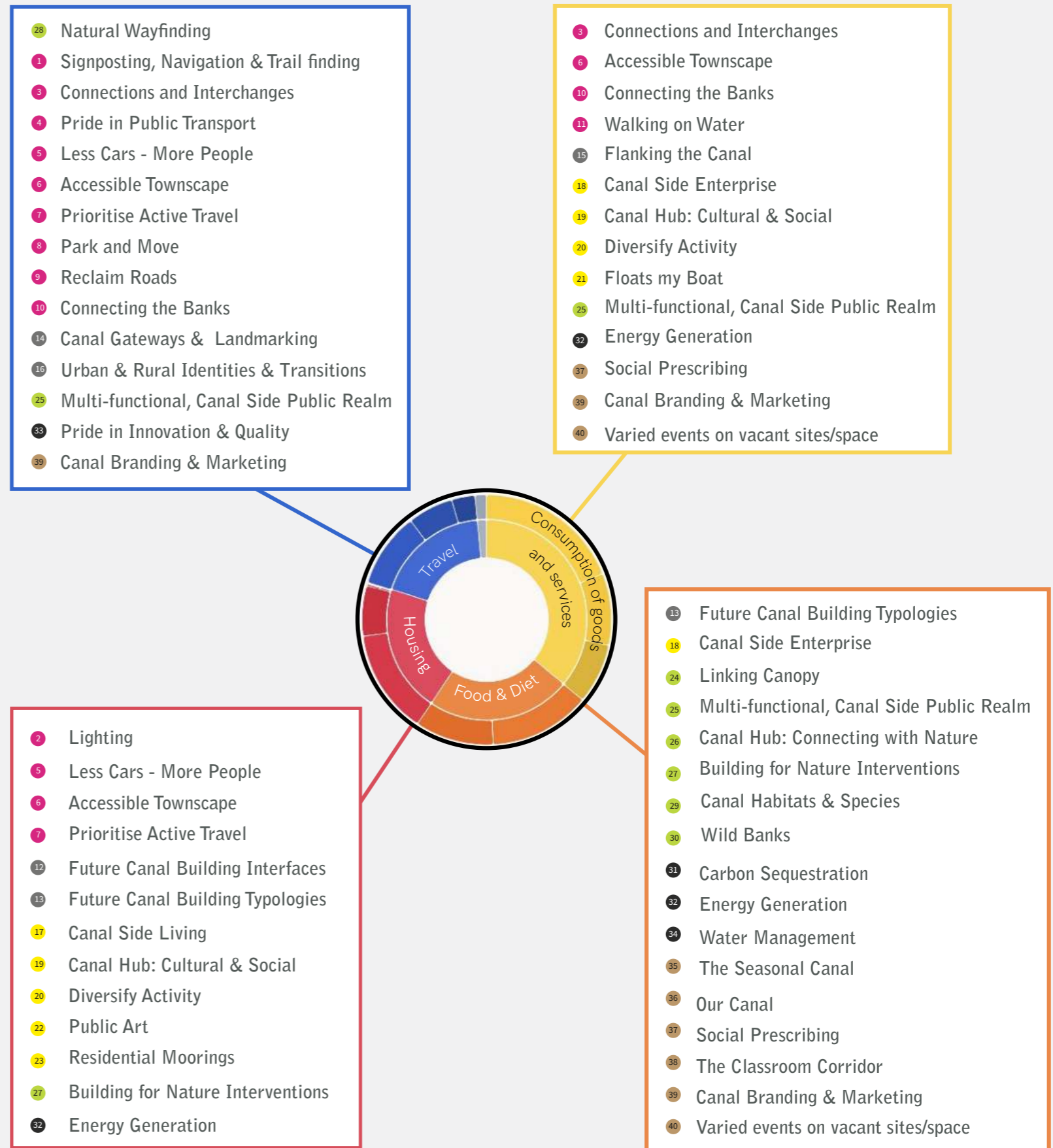
The Carbon Footprint of each Canal Strategy Area was identified using the Impact Tool and consumption data for a range of source categories:

- Housing
- Travel
- Goods & Services
- Food & Diet
- Waste

In order to identify the carbon reduction opportunities of implementing the vision for the canals in Stroud one influence on the selection of Ingredients for each of the Strategy Areas is the relationship they have with each of the source categories for carbon footprinting.

Where the footprint of a particular area is proportionately higher in one of the source categories, Ingredients which are able to address that area may be preferential if carbon reduction is a priority compared to other key objectives locally.

Since this is a tool for the relative benefit of one Ingredient to another in carbon reduction the table on the following pages provides more qualitative information of the possible measures for reducing carbon within each of the source categories. Where possible these have been aligned with observations of the scale of emissions in each strategy area compared to the national average. This may be used as a guide in informing further prioritisation.



Carbon Reduction Opportunities:

The table below provides a summary of example project types that could be implemented or facilitated to reduce carbon emissions from each source category.

Housing

Emissions in this category include those that arise as a result of the use of energy by residents in their homes for heating and for power. Where housing emissions form a larger than average proportion of total emissions, this might be due to characteristics of the local housing stock that make homes harder to heat (e.g. where properties are of lower energy efficiency standards or where they are particularly large), or to heating system type, or alternatively it could indicate that members of the community might have less disposable income to spend on other goods and services and need to spend a higher proportion of their income on ensuring that their home stays warm.

Possible measures to reduce carbon emissions from housing:

- **Targeted retrofit programmes**, particularly in areas where housing stock is older or of poor quality, and where settlements are off-gas and currently reliant on fossil fuel-based heating systems. This might include incentives and support to improve insulation and to switch to low carbon heating systems such as air source heat pumps.
- **High standards for new development**. Any new development within the canal areas will lead to an increase in the total footprint for that area unless net zero design standards are implemented. These might be in the form of carbon targets (e.g. a percentage reduction over Building Regulations) or operational energy use intensity targets. Stringent standards will require consideration of built form and orientation, passive heating and cooling methods, low carbon heating systems and building-mounted renewable technologies.
- **Installation of small-scale local renewable and low carbon technologies** to generate and distribute power and/or heat locally and reduce demand on the electricity grid (this might include district or community heating schemes where the central plant is low carbon). Larger-scale grid-connected renewable installations such as solar farms will not directly reduce emissions locally, but will contribute to the decarbonisation of the national grid and will therefore indirectly reduce emissions across all categories.
- **Green infrastructure**. Incorporation of green infrastructure can help to reduce the demand for cooling in buildings by providing shading. Green and blue infrastructure also help to sequester carbon, however these benefits are not specific to this category.
- **Engagement** with residents and active local groups on home energy saving and decarbonisation initiatives. This might include providing energy advice and outreach, and signposting to sources of support. For example, this might include guidance to help residents to sensitively retrofit homes of heritage value, or to access demand flexibility services such as time of use tariffs.

Across the whole of the Stroud district, housing emissions account for 23% of total emissions, which is slightly higher than the national average (22%). Stroud canal areas with a particularly high proportion of housing-related emissions include the Upper Eastern Valley (39%), Lower Gloucester and Sharpness (30%) and Saul and Frampton (31%).

Travel

These are emissions resulting from the transport choices and behaviours of residents. High travel-related emissions might be an indicator of rurality, where longer distances are required to travel to amenities, and where reliance on car travel is often higher. It might also reflect the type and size of vehicles purchased by residents or frequent international travel.

Possible measures to reduce carbon emissions from travel:

- **Minimising the need for travel**. This might include, for example, higher density development or the provision of local amenities.
- **Provision of safe, practical and attractive routes for active travel** to help to reduce reliance on cars.
- **Encourage use of public transport** by ensuring adequate and appropriate provision (in terms of route planning, interconnectivity, accessibility, frequency of service etc.).
- **Electric vehicle charging infrastructure**. A coordinated roll-out of public charging infrastructure can help to encourage drivers to switch to an electric vehicle.

Travel-related emissions make up approximately 20% of the carbon footprint of the Stroud district, which equates to 3.69 tonnes CO₂ per year per household. This is higher than the national average of 3.2 tonnes CO₂ per year. Stroud canal areas with the highest high proportion of travel-related emissions are Sharpness (26%), Western Stroudwater (27%) and Eastington (24%).

Goods & Services

These emissions are those that arise from the purchase of goods (except food) and the use of services by residents. This refers to all household goods such as homeware, toiletries, medicines, furnishings, electronic goods and appliances, as well as large items such as cars. Services include the maintenance and repair of homes, vehicles and other equipment, banking and insurance, medical services, treatments, education costs, communications (e.g. TV, internet and phone contracts), and other fees and subscriptions. Leisure, entertainment, sporting or social activities also come into this category. High emissions in this sector might reflect an affluent population with a high level of disposable income.

Possible measures to reduce carbon emissions from the consumption of goods and services:

- **Reducing emissions from council operations** will help to lower the emissions associated with residents' use of council-run services. This might include the electrification of council-owned fleets, improved energy performance of council-owned properties, and a procurement policy that requires council suppliers (including public transport providers) to monitor and reduce their own carbon emissions.
- **Behaviour change** campaigns to help residents to understand the impact of their own consumption behaviours on their carbon footprint, and the provision of information. Promotion of the use of recycled materials, products and other goods.
- **Engagement with local businesses and service providers** to help them to reduce emissions, for example through energy efficiency initiatives or by switching to a green tariff.

Emissions from the consumption of goods and services in the Stroud district makes up 34% of the total footprint, which equates to an average of 6.1 tonnes of CO₂ per year per household. The national average is 5.57 tonnes CO₂ per year for this category. Canal areas with the highest emissions in this category include Upper Eastern Valley (7.4 t/CO₂/yr/household), Chalford (7.0 tCO₂/yr/household), and Brimscombe (6.8 tCO₂/yr/household). Only Ebley, Stroud and Thrupp have emissions below the national average.

Food & Diet

These are emissions resulting from the consumption of food and drink products by residents. Emissions in this sector are largely dependent on purchasing decisions made by residents.

Possible measures to reduce carbon emissions from food and diet:

- **Encourage the consumption of locally-produced goods.** This might include goods from local growers or grow-your-own (e.g. allotment provision), and perhaps inclusion of spaces for markets for local produce.
- **Behaviour change** campaigns to encourage reduced consumption of meat, particularly where not sourced locally or raised organically. It is important that campaigns around dietary changes are sensitive to concerns about farmer's livelihoods. Campaigns could also target reductions in food waste.
- **Land use.** Consider working with local farmers to help them to reduce emissions from their own operations and to identify opportunities for selling products locally.

Emissions from food and diet in the Stroud district are slightly higher than the national average (3.85 tCO₂/yr compared to 3.69 tCO₂/yr per household). Canal areas with the highest emissions in this category include Upper Eastern Valley (4.5 tCO₂/yr/household), Brimscombe, Chalford and Ryeford (all 4.1 tCO₂/yr/household), and Lower and Upper Gloucester and Sharpness (both 4.0 tCO₂/yr/household).

Waste

These emissions are associated with the management of waste generated by residents.

Possible measures to reduce carbon emissions from waste:

- **Local authority waste management policies.** This could include the provision of recycling facilities and regular collections and considering waste as a resource within the circular economy.
- **Behaviour change** campaigns to encourage waste reduction (from purchasing decisions to efficient use of resources in the home) and increase recycling rates at household level.

Emissions from waste make up around 1-2% of total emissions across all canal areas and are very slightly higher than the national average.

Implementing the Vision: Ingredients of the Future Place

Across the Canal Strategy Areas, different projects can contribute over different time periods to the phased implementation of the vision. In each area the Placemaking Frameworks identify different opportunities and priorities in implementing the vision.

The transformation of the canal corridor's function and identity in its entirety involves coordination of short, medium and long term activity involving community building, supporting market confidence, nudging behavioural change and careful stewardship of sensitive habitats and heritage assets, some which are in breakdown and in need of urgent attention.

Therefore the Canals Strategy identifies a series of indicative Ingredients for the phased implementation of the vision according to each Canal Strategy Area.

As part of the process of selecting appropriate Ingredients for each area, each Ingredient within the Catalogue of Ingredients has been evaluated with reference to a series of criteria (outlined in the Project Delivery Process Guide spreadsheet supporting the Canals Strategy). This allows for the sorting of the Ingredients according to the different criteria (cost, delivery time frame, carbon reduction opportunity, contribution to social value). This will be of ongoing use within the Action Plan (to be prepared by Stroud District Council) when filtering projects according to particular criteria and may be

useful in identifying eligibility for particular funding opportunities or timeframes.

It also underpins the flexibility in the Canals Strategy to revisit the selection of ingredients for each area where priorities or opportunities change over time.

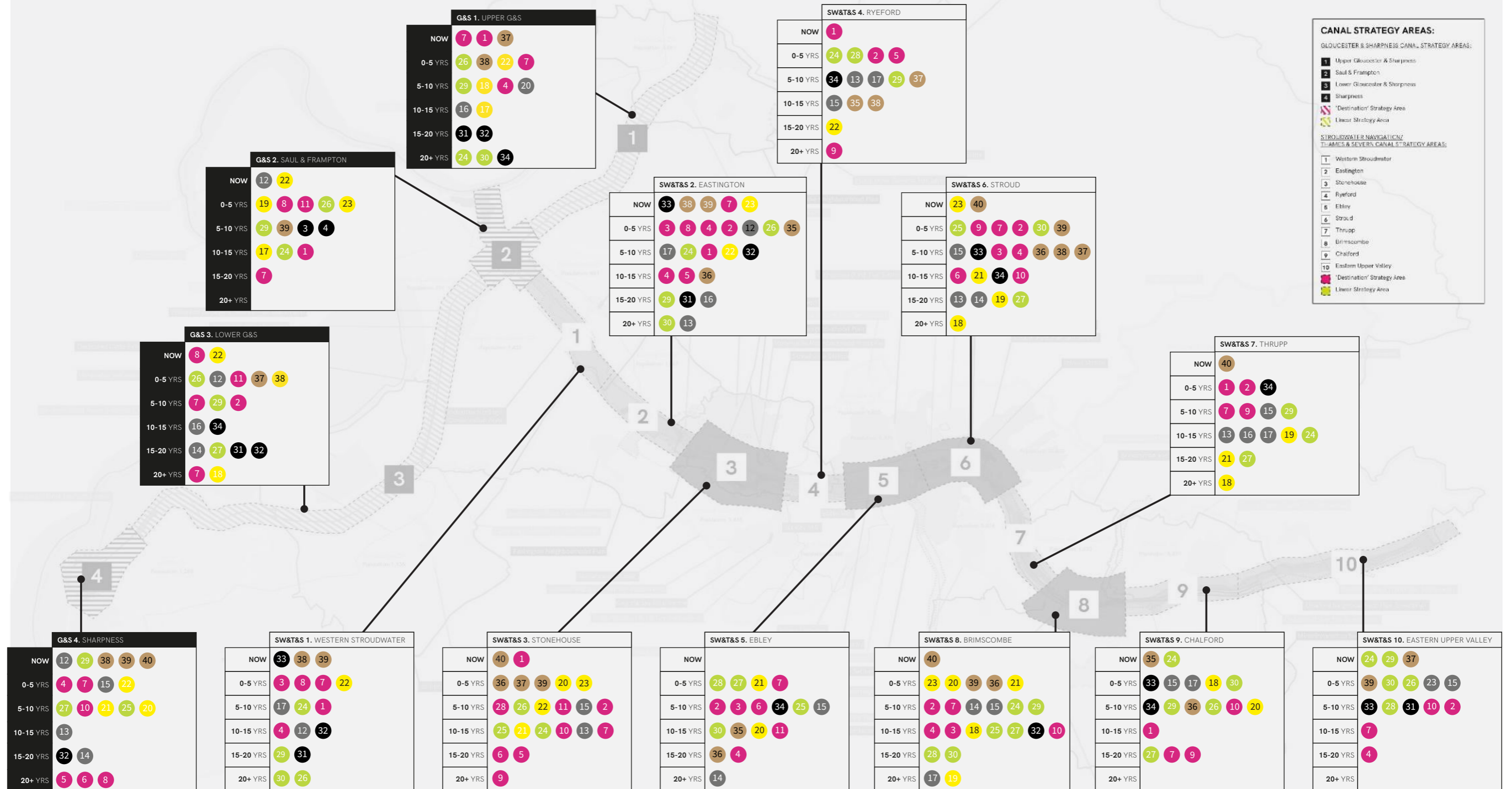
As Local Authorities and society responds to the COVID19 crisis many innovations in ecological, landscape, public realm and building typology are happening more quickly to explore and accommodate for the rapid changes that have occurred. In preparing the Catalogue of Ingredients there is an immediate opportunity to consider their rapid implementation within any COVID19 response strategy and to further scrutinise their usefulness in this context. Another influence on the selection of the most appropriate Ingredients in each area is the consideration of any immediate opportunities to begin to realise the vision. The opportunities for implementing the vision immediately vary in each area.

The opportunity for a series of quick interventions to build on a continuing need to respond to the pandemic vary in each Canal Strategy Area. These quick interventions in some cases also instigate a route forward to achieving more long term objectives and subsequent Ingredients have been identified on this basis of sequential implementation. The selection of an indicative group of Ingredients for each Canal Strategy Area reflect the nature of the place but also the relationship in that place between short, medium and long term opportunities.

Furthermore ongoing programmes of social and economic activities which maintain a sustainable and healthy mix of people and activity appropriate to the area are featured in different ways in each Strategy Area. In many cases the long term implementation of the vision is achieved through the relationship between ingredients which offer social, environmental or economic benefits and care has been taken to consider the relationship and mix across the different dimensions.

Although the complete catalogue of Ingredients represents a full suite of future place components there is the continuing need for a 'pick and mix' facility with a methodology allowing flexibility in applying a group of Ingredients to any given Canal Strategy Area. With their accompanying criteria described above (and outlined in the Project Delivery Process Guide spreadsheet supporting the Canals Strategy), the list of ingredients is able to be filtered, assisting Stroud District Council and other Canals Strategy users in ongoing decision making in implementation. This allows the identification of priority projects relative to one another when considered against various objectives.

Indicative Ingredient selection and phased implementation for each Canal Strategy Area:
 (Ingredient selection should not be considered definitive as opportunities may change over time. The Project Delivery Process Guide allows for regular Action Plan review).



Piloting the Strategy at Wallbridge

The Canals Strategy was proposed to be tested in a live canalside location. The selection of the location for testing was considered and discussed through the process of preparing the Canals Strategy with several options highlighting various contrasting constraints and opportunities. In the end the Wallbridge area of Stroud was selected as representative of a number of interests, a mixed public realm, highways and canalside environment as well as presenting some immediate, medium and long term development site opportunities. The variety of infrastructure requirements, canal restoration work, housing delivery and heritage concern at Wallbridge as well as the ongoing involvement and partnership of the County Council, the Local Authority, the Town Council, landowners and an ongoing engagement with the public, represented a comprehensive test to the intactness of the emerging Canals Strategy and vision work, including appraisal of the definition of the appropriate Canal Strategy Area here, and the robustness of the Catalogue of Ingredients to attend to a wide range of canal based opportunities.

In addition to this, the real and immediate effects of the COVID19 pandemic is evident at Wallbridge in business closures and building vacancies. The Wallbridge pilot exercise enabled the testing of the work's ability to guide meaningful change and delivery where it is needed in the short term whilst avoiding prohibiting other medium and long term goals. The piloting process coincided with Stroud District Council's early consideration of submitting

a Levelling Up Fund bid and in this way the pilot also represented a test of how the Canals Strategy could provide part of the case building for significant funding bids in circumstances such as this.

The piloting of the Canals Strategy in the Wallbridge area of Stroud rehearses how the Strategy can be applied to a specific area. In undertaking this pilot and reporting here on its process, this document describes fully how the Strategy has been applied and describes the process and the outputs. The Pilot exercise is intended to be a resource and guide to the use of the Strategy along the whole corridor. In this way the Pilot exercise itself serves as a tool in the implementation of The Canals Strategy across the whole corridor.

The pilot exercise applies The Strategy to the Wallbridge area according to the follow stages:

- Distinguishing strategic area boundaries: defining the Stroud Canal Strategy Area: Drawing upon the Strategy's definition of fourteen Canal Strategy Areas, the Wallbridge pilot looks in more detail at the Stroud Canal Strategy Area where Wallbridge is located. The pilot exercise acknowledges that the Wallbridge area does not constitute a Canal Strategy Area itself.

Defining the Site: Wallbridge: The site analysis within the pilot looks in more detail at a site scale and consider the relationship the site area has with the Canals Strategy Area, the surrounding area and the town centre. It considers the contribution the site makes to the identity and function of the Canal Strategy Area as whole.

The constraints and opportunities of the Wallbridge Area are identified according to the Future Drivers and the vision profile the Strategy outlines for the Stroud Canals Strategy Area.

The pilot report moves on to consider the implementation of the vision local to the Wallbridge area as follows:

Mapping the Ingredients of the future place: identifying more specific opportunities to implement the objectives of the Placemaking Framework for the Stroud Canal Strategy Area, and the vision profile through an indicative selection of Ingredients provided in the Strategy (Catalogue of Ingredients)

Selecting Ingredients for design: the pilot identifies site specific opportunities to bring forward a series of Ingredients which reflect the vision profile of the area.

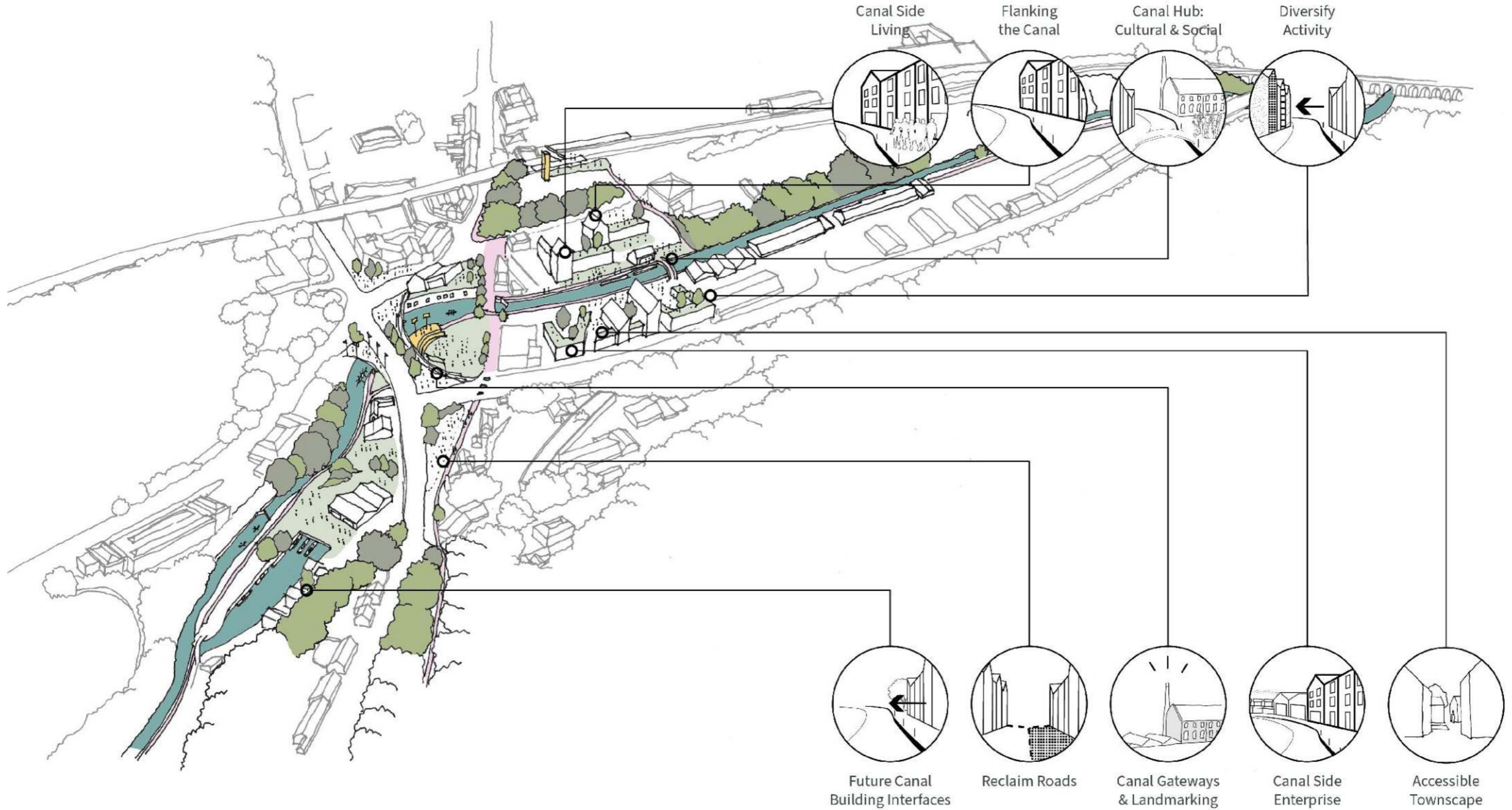
Applying the Ingredients: indicative site responses are prepared describing how the Ingredients can translate into tangible deliverable projects.

Phased implementation: outlining how delivery of a variety of Ingredients may require a phased approach.

Managing the place: identification of some less site specific Ingredients which help realise less physical aspects of the vision including ongoing community building and sustainability.

The pilot report concludes by outlining how the Project Delivery Process Guide can be used to manage the process of implementation.

An extract from the Wallbridge Pilot Report demonstrating how the selection of ingredients is being tested through the understanding of site and local level opportunities:



Project Delivery Process Tool

Following the adoption of The Canals Strategy, Stroud District Council will take responsibility for the development of an Action Plan to guide the implementation of the Whole Canal Corridor Vision over time.

To assist the development of the Action Plan the preparation of The Canals Strategy has included a Project Delivery Process Tool to assist in the identification of phased implementation and to provide a continuing tool to the selection and assessment of projects, supported by The Canals Strategy and the pursuit of mixed funding opportunities with which The Canals Strategy can help provide the strategic case for.

An indicative set of Ingredients for each Canal Strategy Area have been set against a timeline indicating the short, medium and long term opportunities and interdependencies between these. In some cases the selection of a timeframe for any given Ingredient reflects a reliance upon outside projects and work streams and an appropriate lead in time for implementation. This has only been accounted for as a snapshot in time however and these interdependencies may change over time, affecting the suitable timeframes indicated for various opportunities.

To align with the Draft Stroud 2030 Strategy, the Ingredients have been attributed a relative Stroud District Council responsibility, indicating whether they are Leader through use of their own resources and assets, Enabler or as an external Encourager of

project implementation. This reflects the terminology used within the 2030 Strategy helping SDC identify The Canals Strategy's conformity with the objectives established through the 2030 Strategy.

Within the Project Delivery Process Tool there is a broad identification of funding opportunities, processes and timeframes, aligned with The Canals Strategy. This has paid particular attention to funding prerequisites and the project delivery tool flow charts on the following pages indicate how the sequencing of implementation, groupings of projects and linear or in parallel project completion may be able to optimise net use of individual funding pots.

The preparation of the Project Delivery Process Tool considered how project opportunities, individual or grouped, might align with potential external funding opportunities, acknowledging that some key funding opportunities such as the move to the Shared Prosperity Fund (to replace European Structural Investment funding) or changes in the agricultural funding regime as well as any emerging Covid recovery fund are still very much in development stages and may remain so during the period of this work.

The diversity of the canal corridor suggests delivery will in part be private sector led eg. house building. Within the Project Delivery Process Tool, associated with each Ingredient, there is an indication of the potential for the private sector to access external support (eg. Local Enterprise Partnerships/Local Growth Funds) although specific identification of eligibility assessment has been beyond the reach of this study and subject to variables such as delivery

partner profiles and market demands. The tool highlights however where private sector led projects can be anticipated and notes any other major funding opportunities.

Experience and knowledge majored on the identification of external funding support but where the Council's own internal funding and borrowing powers may offer opportunity, these have been signposted.

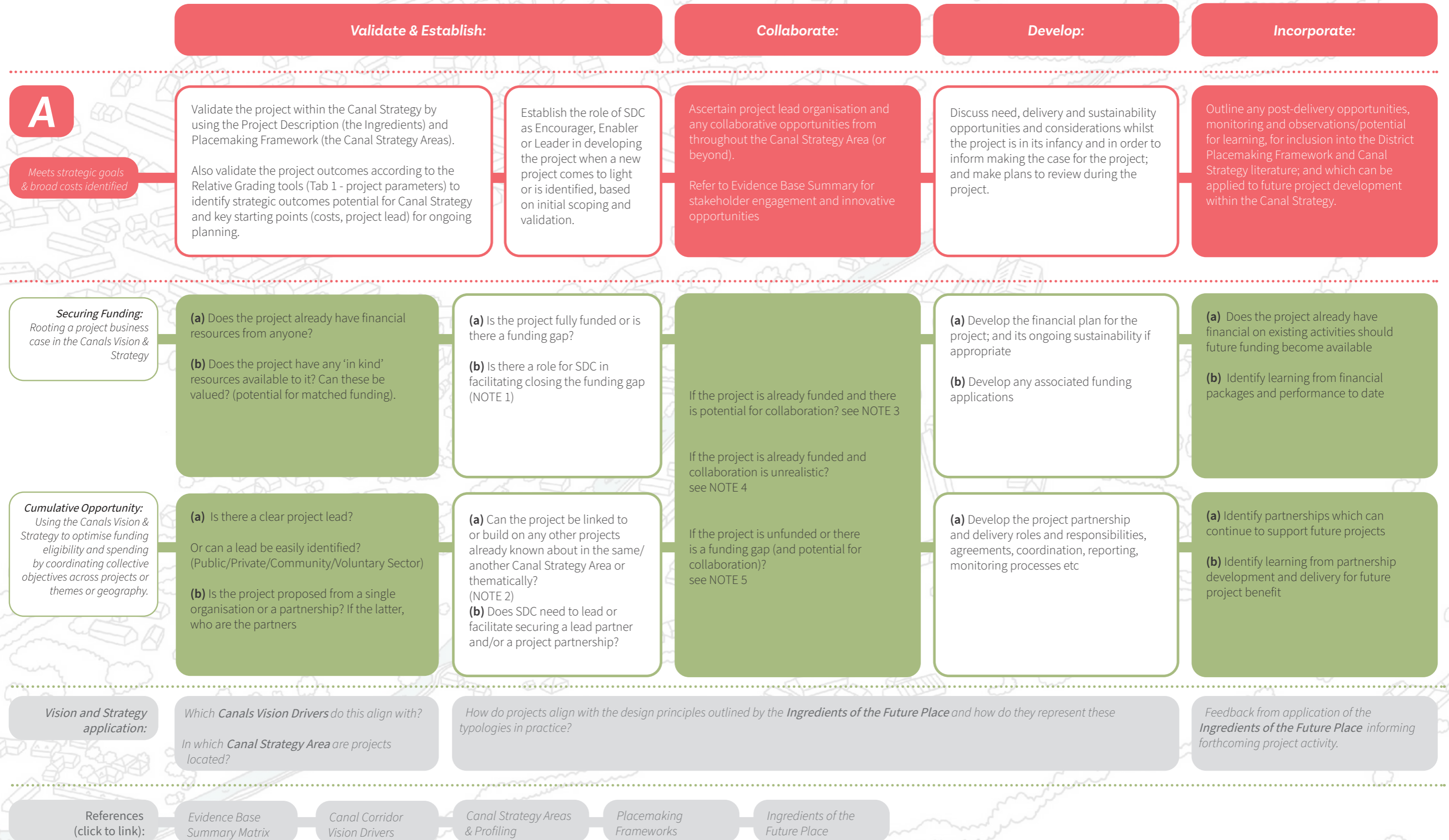
Due to the myriad emerging alternative funding routes, involving community banks, community shares etc, only a broad indication of the potential of these opportunities in relation to the projects list has been signposted but has been done so in order to inform future lines of enquiry for the Action Plan (and its iteration).

Overlaying Stroud District Council's role as Leader, Enabler or Encourager in relation to the varied funding routes provides the sight lines the Action Plan needs to build a foundation for implementation in conformity with the Strategy 2030.

Where funding does not align directly to Ingredients or Canal Strategy Areas or it has not been possible to identify suitable funding for particular Ingredients or Strategy Areas the placemaking objectives for each Strategy Area and Ingredient (with their accountability to the whole canal corridor vision and the background evidence base referenced through the Evidence Base Review Matrix) can still be referenced in support of ongoing fund raising.

PROJECT DELIVERY PROCESS GUIDE

This process guide provides the foundation of an Action Plan to guide the delivery of the Canals Vision and Strategy:



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