

# STROUD CANALS VISION & STRATEGY

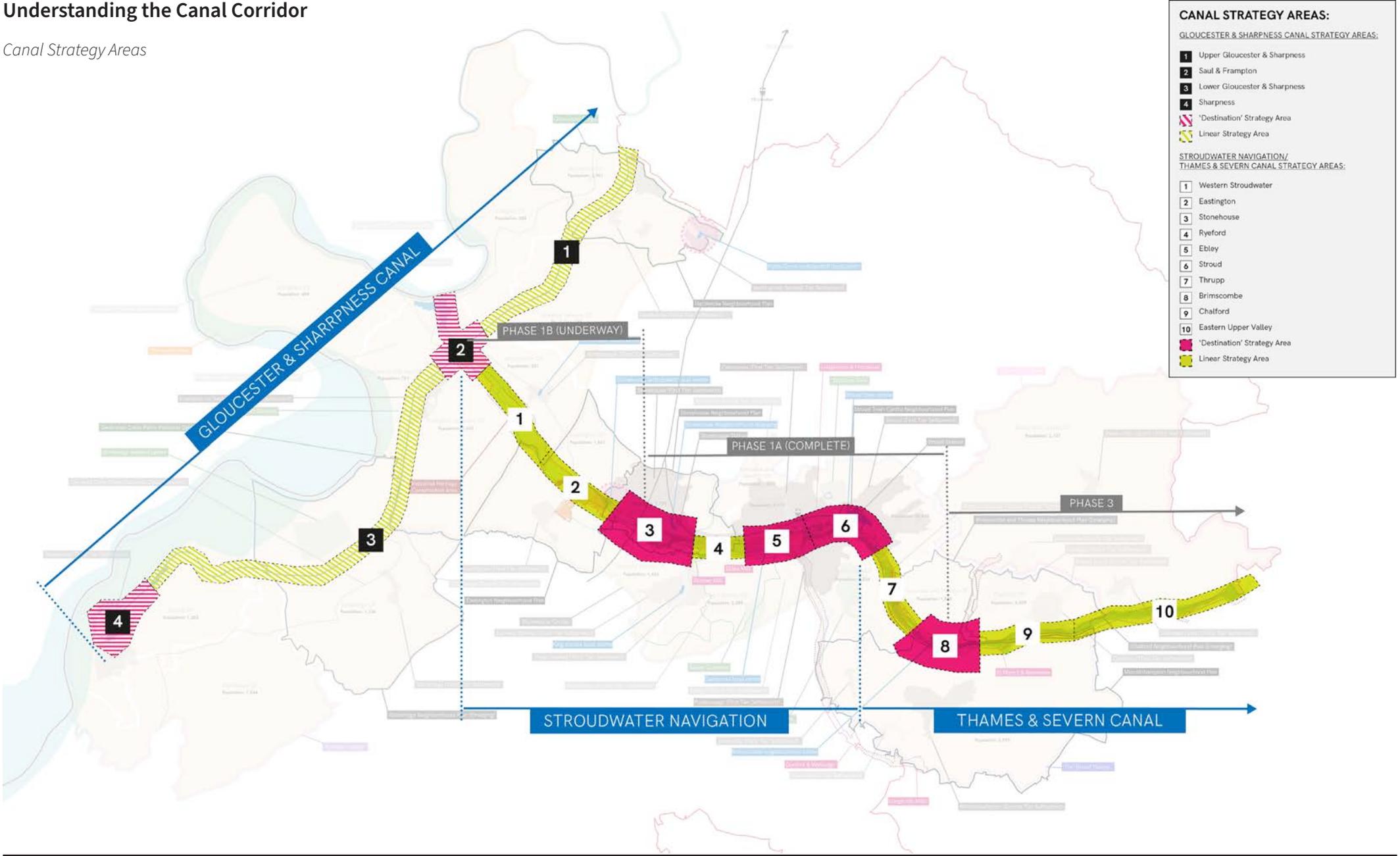
*Canal Strategy Areas, Profiles & Placemaking Frameworks*

TOOLKIT  
for FUTURE  
PLACEMAKING



# Understanding the Canal Corridor

Canal Strategy Areas



**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
- 6 Ebley
- 6 Stroud
- 7 Thrupp
- 8 Brimscombe
- 9 Chalford
- 10 Eastern Upper Valley
- \*'Destination' Strategy Area
- Linear Strategy Area

## PROFILING CRITERIA

10	The canal is first choice for travel & recreation and a relied upon ecological and engineering resource. It comprises the highest quality, traffic free, designated routes, interlinked habitats and water and energy systems. Now a significant and attractive desire line, activity gravitates to locations within easy reach of the canal. These places are favoured for their connectedness and variety of function.
9	There is good opportunity for travel & recreation along the canal and it offers some ecological and engineering resource. It comprises good shared paths, unique habitats and coordinated historical storytelling. The canal is a significant desire line between locations which are within easy reach of the canal. These places and communities are thriving due to their connectedness and variety of function.
8	Signposting compliments the legibility of buildings/structures and spaces and serves various purposes including travel and recreation. There is localised use of the canal for ecological and engineering purposes. Certain key destinations and communities are connected by the canal and these locations have direct access to the canal. For other wider connections there is a reliance on other modes and routes.
7	Signposting and waymarking to and along the canal helps legibility, mainly serving travel and recreation. There is localised use of the canal for ecological and engineering purposes. Certain key destinations are connected by the canal and these locations have direct access to the canal. For other wider connections other modes and routes are more favourable.
6	Integrated recreational and ecological function provides a rich experience for users of the canal at key locations where the canal functions as a linear park. This multifaceted role facilitates social engagement between communities. There is some direct access to the canal within these areas and to individual destinations when accessed by water, but wider connections are mostly by other modes and routes.
5	Various recreational and ecological functions provide individual experiences for users of the canal at key locations along the canal. There is some direct access to the canal within these areas and to individual destinations when accessed by water, but wider connections are mostly by other modes and routes. The use of the canal for travel conflicts in some cases with its other ecological and engineering functions.
4	Key destinations, pockets of activity and key access points to the canal have become connected by a variety of means (cycle and pedestrian routes/mixed recreation/ programmes of activity) and function well together and enabling links between communities to develop. Wider connectivity other than by water for uses alongside the canal is not perceived as possible along the canal corridor.
3	Key destinations, pockets of activity and key access points to the canal have become connected and function well together and this compliments existing links between communities. The canal is not the means by which wider links and associations between places are established and in some cases it frustrates corridor continuity.
2	Use of the canal is localised and generally for single specific purposes (eg. recreation only). The canal allows for good ecological continuity but access for recreation or travel compromises this. Where the canal provides any greater ecological or engineering resource this interrupts the continuity for other purposes such as travel or recreation.
1	Use of the canal is very localised and limited to single specific uses (eg. recreation only). The canal is not the most effective connection to adjacent areas and access to the wider corridor is not direct and requires the use of different modes and routes than just the canal. The canal does not contribute to biodiversity and/or water and energy management.

## CONTINUITY

## CROSSINGS

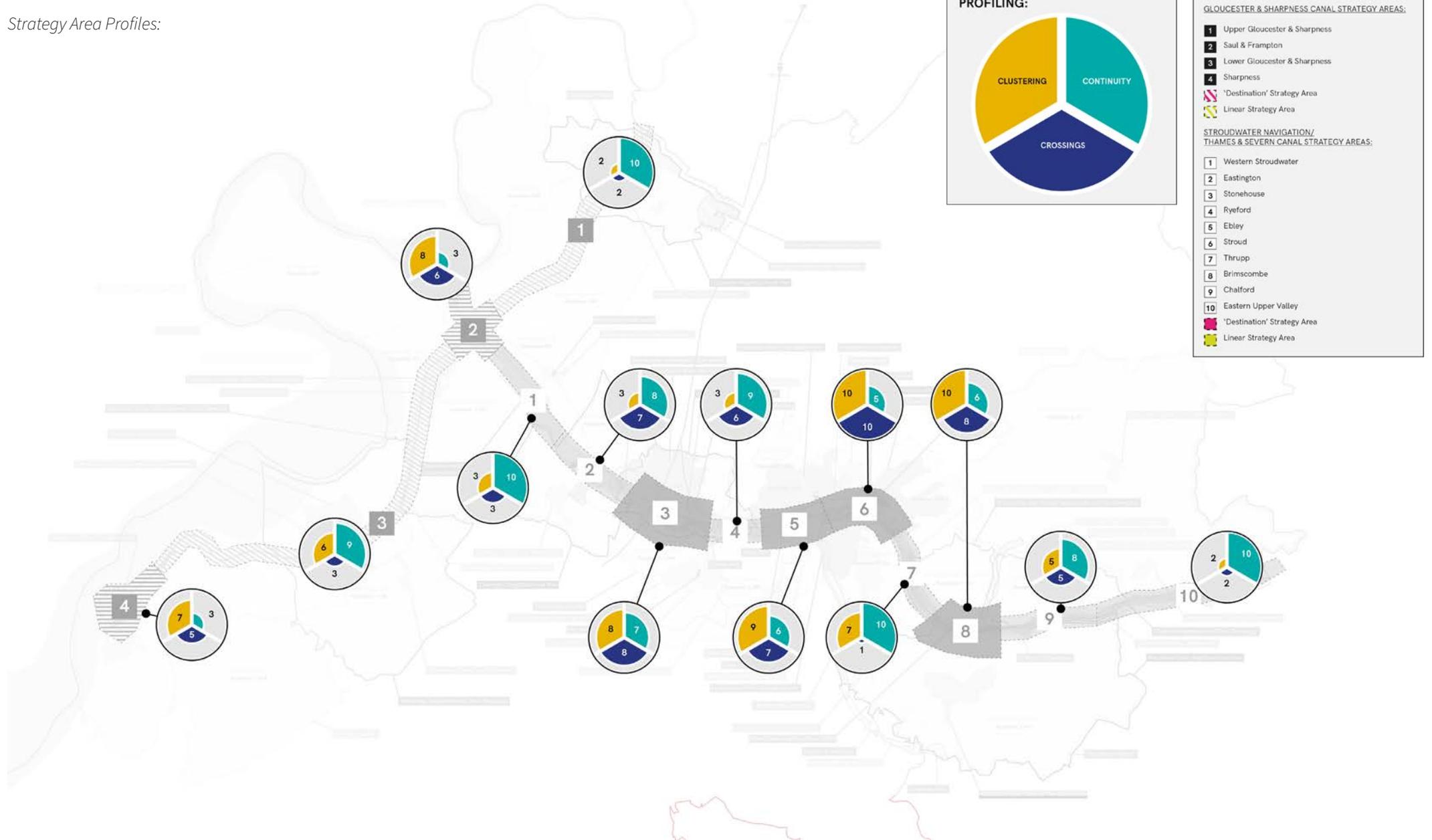
## CLUSTERING

The canal corridor is accessible and used by people from across the district for a variety of reasons and provision of services. Communities and centres of activity are single entities which bridge the canal physically, economically and socially. Unimpeded north-south movement coupled with movement along the corridor have allowed the district as a whole to thrive, ecologically, economically and socially.
The canal corridor is accessible and has an influence beyond its immediate banks. By joining activity across its banks with a combination of bridges and other crossings the canal has brought communities together. A network of connections to the canal corridor coupled with movement along the corridor have helped link locations across the district with activity within the corridor.
A variety of vehicular, pedestrian and cycle, and green infrastructure crossings, are spread along the corridor, corresponding to activity located either side of the canal, the river and the railway. Use of, and activity along, the canal is encouraged by the regular use of crossings. Community's and business's sustainability and biodiversity and ecological networks are improved for being connected to the wider district.
Preferred vehicular, pedestrian and cycle crossings, are located at key settlement locations along the corridor and correspond to and join activity located either side of the canal, the river and the railway. More localised crossings are dedicated ecological and historic canal crossings. Both groups of crossings are limited in their ability to connect outlying areas of the district.
A variety of canal crossings are mainly located at key settlement locations along the corridor. Although these major north-south thoroughfares bypass activity located at the canal, or within the corridor a series of more local crossings, some dedicated pedestrian and cycle crossings and including dedicated ecological and historic crossings provide alternative (but less legible) ways to link north-south.
A series of primarily vehicular canal crossings are located at key settlement locations along the corridor. These crossings correspond to major north-south thoroughfares and bypass activity located at the canal, or within the corridor. There are few crossings locally, apart from those located in the nearby settlements.
In serving an isolated building/group of buildings, canal crossings catalyse movement to the canal corridor for the public and communities in the wider district. In bridging the canal the perception of the barrier that rail, river and topography cause is reduced.
Canal crossings serve an isolated building/group of buildings. Most of these are not publicly accessible. In some situations crossings bridge activity either side of the canal but any wider north-south connections are prevented by rail and/or river and topographical constraints.
Stretches of canal extending further than walking distance (400m) have minimal crossings. The need to travel to nearby settlements to cross the canal means activity and communities either side are only linked indirectly. However, due to tree cover and the nature of the canal banks ecological links and green infrastructure north-south is in tact.
Stretches of canal extending further than walking or cycling distance (800m) are without any crossings. The lack of crossings and additional barriers like the river and railway mean activity and communities either side are divided and have economic and social function. The nature of the canal in this location also means that north-south ecological links and green infrastructure are interrupted.

The canal is the heart of the place, stimulating a rich mix of uses, it unites employment and living space creating walkable, vibrant neighbourhoods uniquely canal focussed as a resource for movement, recreation, community activity and reconnecting with nature. Buildings and spaces incorporate the canal within their typology embracing it as a catalyst for easily accessible diverse and thriving places. It's obvious when you have arrived and when you are leaving the place.
The canal is located at the heart of the place linking a variety of uses. Buildings and spaces incorporate the canal within their typology. It is obvious when you have arrived and when you are leaving the place. The recipe of the canal and the surrounding buildings and spaces create a distinctive sense of place which is easily accessed as a destination and a focal point for the community.
The canal is an integrated part of the place and easily accessible. It is the reason for a lot of the activity that occurs here but this tends to be for a single specific reason (eg, tourism, recreation or housing). Planned for development is pro-active in integrating the canal for a variety of purposes and built form and open spaces respond positively to the canal.
The canal contributes to the function of the place by linking uses locally. Some of the activity that occurs here is canal focussed but there is limited mix of uses. Planned for development utilises the canal primarily for recreation or movement. There are specific access points to the canal which have good landmarks.
Occasional pockets of localised activity have given rise to this location becoming a destination or a community focus. A single building, open space or engineering feature acts as a landmark along the canal and within nearby areas. Although separate from other built form/settlement centres locally, this location serves a purpose through its links to the nearby settlement.
Few pockets of localised activity area the focus for the local community. A single building, open space or engineering feature acts as a landmark along the canal and within nearby areas. This location serves a purpose on the canal but is remote from other built form/settlement centres locally.
The grouping of buildings and/or spaces at the canal gives rise to localised areas of single use. These can vary from employment clusters, concentrations of houses, to areas of particular natural interest. In some cases a focus of activity is due to features/engineering of the canal itself, such as a lock or mooring location.
The grouping of buildings and/or spaces at the canal gives rise to localised areas of single use. These can vary from employment clusters, concentrations of houses, to areas of particular natural interest. In some cases a focus of activity is due to features/engineering of the canal itself, such as a lock or mooring location.
A mix of canal specific activity (eg. boating or wildlife interest) occur due to individual buildings or spaces and limited to single use/types of activity. These areas serve a local need but are passed by in favour of larger more attractive destinations. Separation of localised pockets of activity results in the need for longer journeys required between different uses (eg home/work or work/recreation) which the canal is less able to service.
A single canal specific activity occurs on or near the canal which primarily exists as a location en-route to larger more attractive destinations. Access to the canal at these localised pockets of activity is only for specific reasons.

# Understanding the Canal Corridor

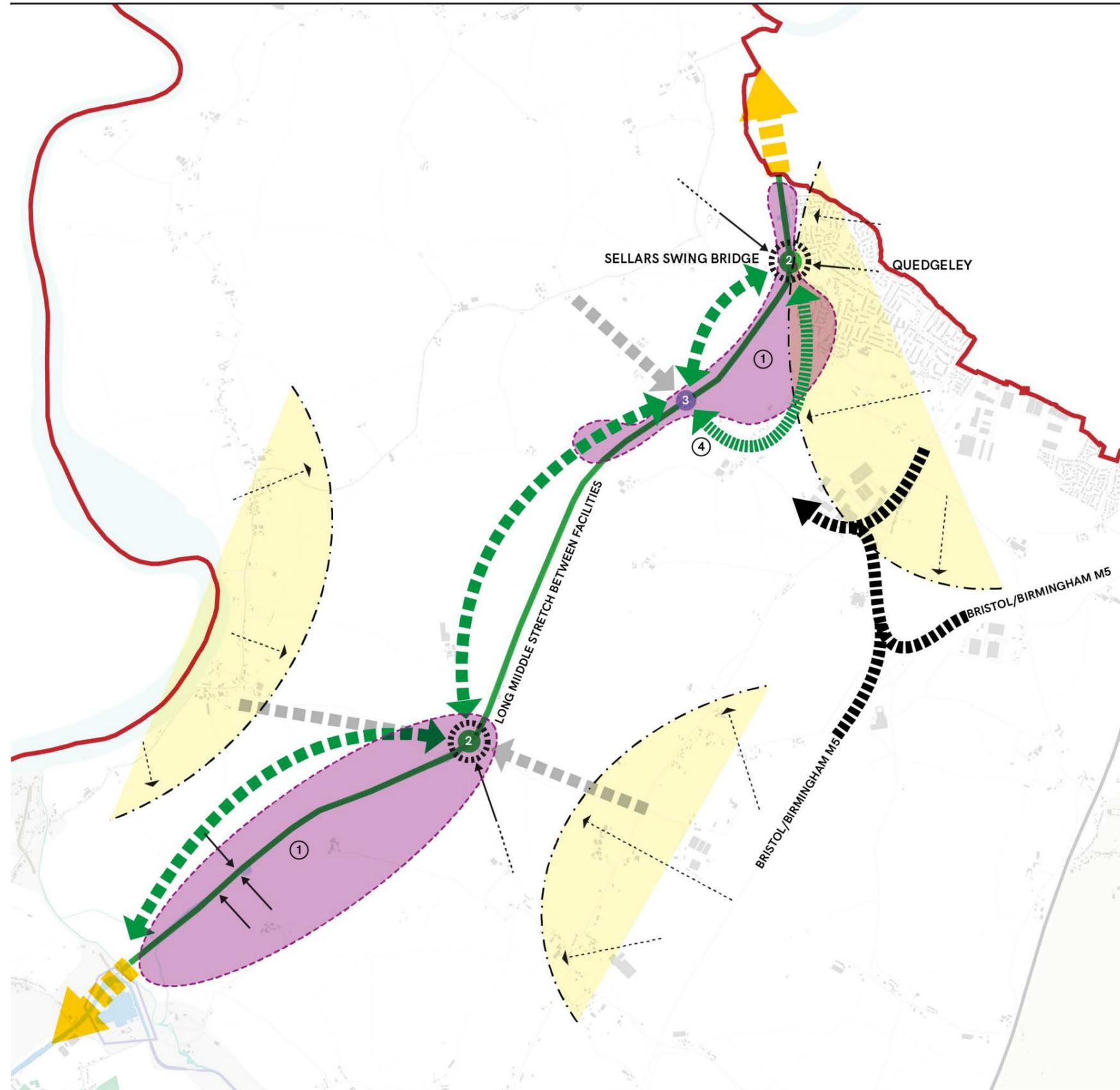
Strategy Area Profiles:





### 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.			<b>MUA</b>	
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.			<b>MUA MUAE</b>	
③	A new crossing to the 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 canal-side due to the lack of a viable circular route.			<b>MA</b>	<b>MUA MUG</b>
④	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.			<b>MUAG</b>	
INDICATIVE SELECTION OF INGREDIENTS ACCORDING TO THE FOLLOWING TYPES/CATEGORIES:					
<b>M = MOVEMENT   U = URBAN FORM   A = USES &amp; ACTIVITY   I = INFRASTRUCTURE &amp; UTILITIES</b>					
<b>G = GREEN INFRASTRUCTURE &amp; BIODIVERSITY   E = EVENTS, PROGRAMMES</b>					
CARBON REDUCTION OPPORTUNITIES:			MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):		
①	Awaiting consultant (CSE) input		<b>Social:</b> Healthier, Safer and more Resilient Communities		
②	Awaiting consultant (CSE) input		<b>Growth:</b> Supporting Growth of Responsible Regional Business		
③	Awaiting consultant (CSE) input		<b>Jobs:</b> Promote local skills & employment		
④	Awaiting consultant (CSE) input		<b>Social:</b> Healthier, Safer and more Resilient Communities		

### Saul & Frampton Canal Area:

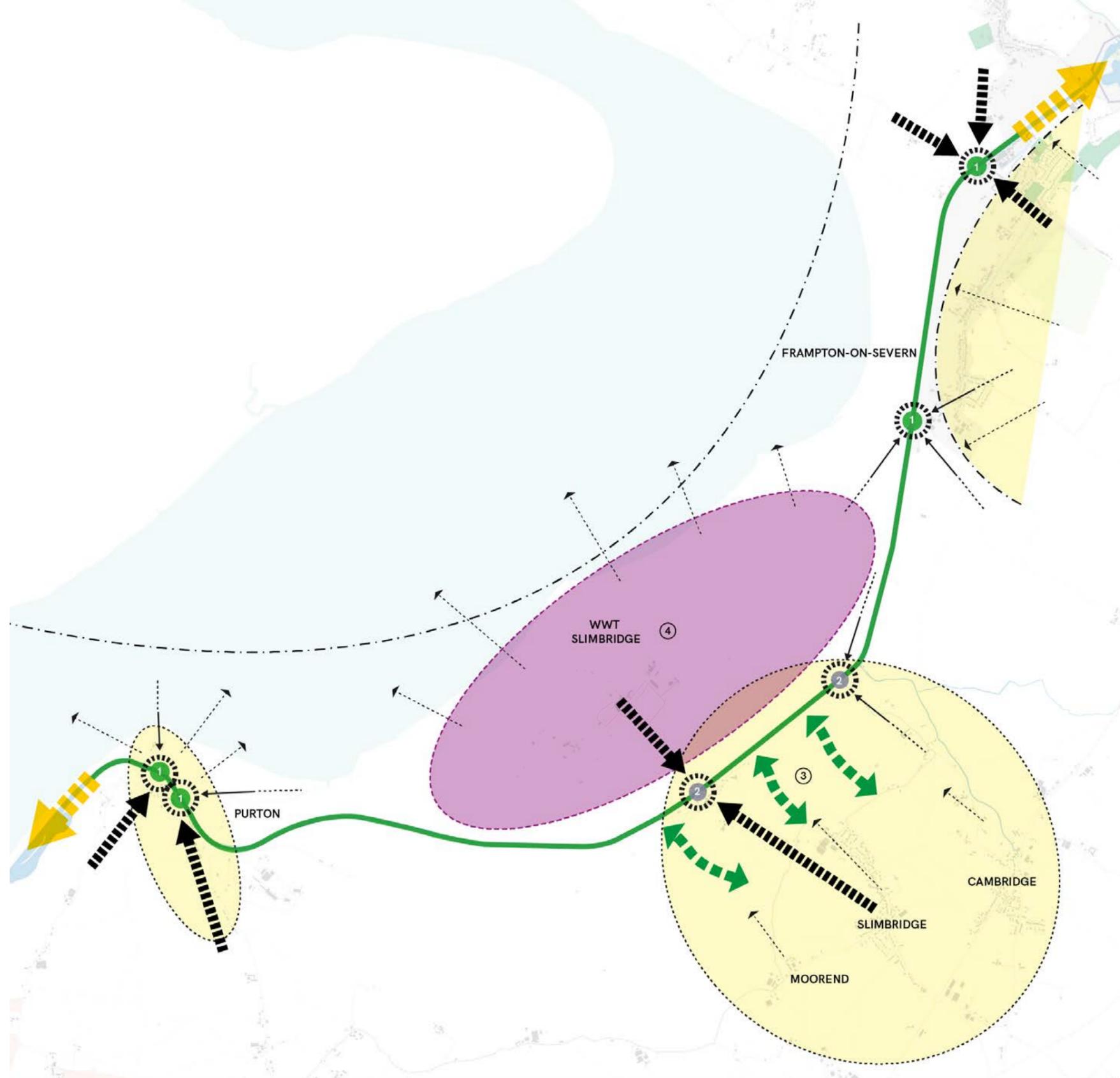
An area of established connections and services offering a variety of activities along the canals and a mix of naturalistic and industrial landscapes form the backdrop to the major canal basin and junction.



DRIVERS KEY:		STRATEGY AREA PROFILING:		SAUL & FRAMPTON CARBON PROFILING:		DRIVERS REFERENCE:		
						CONTINUITY	CLUSTERING	CROSSINGS
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.						<b>MUA</b>	<b>MA</b>
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.					<b>MA</b>	<b>A</b>	
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.					<b>MA</b>	<b>MUA</b>	<b>MA</b>
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.							<b>MA</b>
⑤	Established forested land exists to the east and west and, where appropriate, might be extended to join with other ecologically important areas 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.					<b>AG</b>	<b>AG</b>	<b>AG</b>
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CARBON REDUCTION OPPORTUNITIES:						MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):		
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②	Awaiting consultant (CSE) input					<b>Growth:</b> Supporting Growth of Responsible Regional Business		
③	Awaiting consultant (CSE) input					<b>Social:</b> Healthier, Safer and more Resilient Communities		
④	Awaiting consultant (CSE) input					<b>Innovation:</b> Promoting Social Innovation		
⑤	Awaiting consultant (CSE) input					<b>Environment:</b> Decarbonising and Safeguarding our World		

### Lower Gloucester & Sharpness Canal Area:

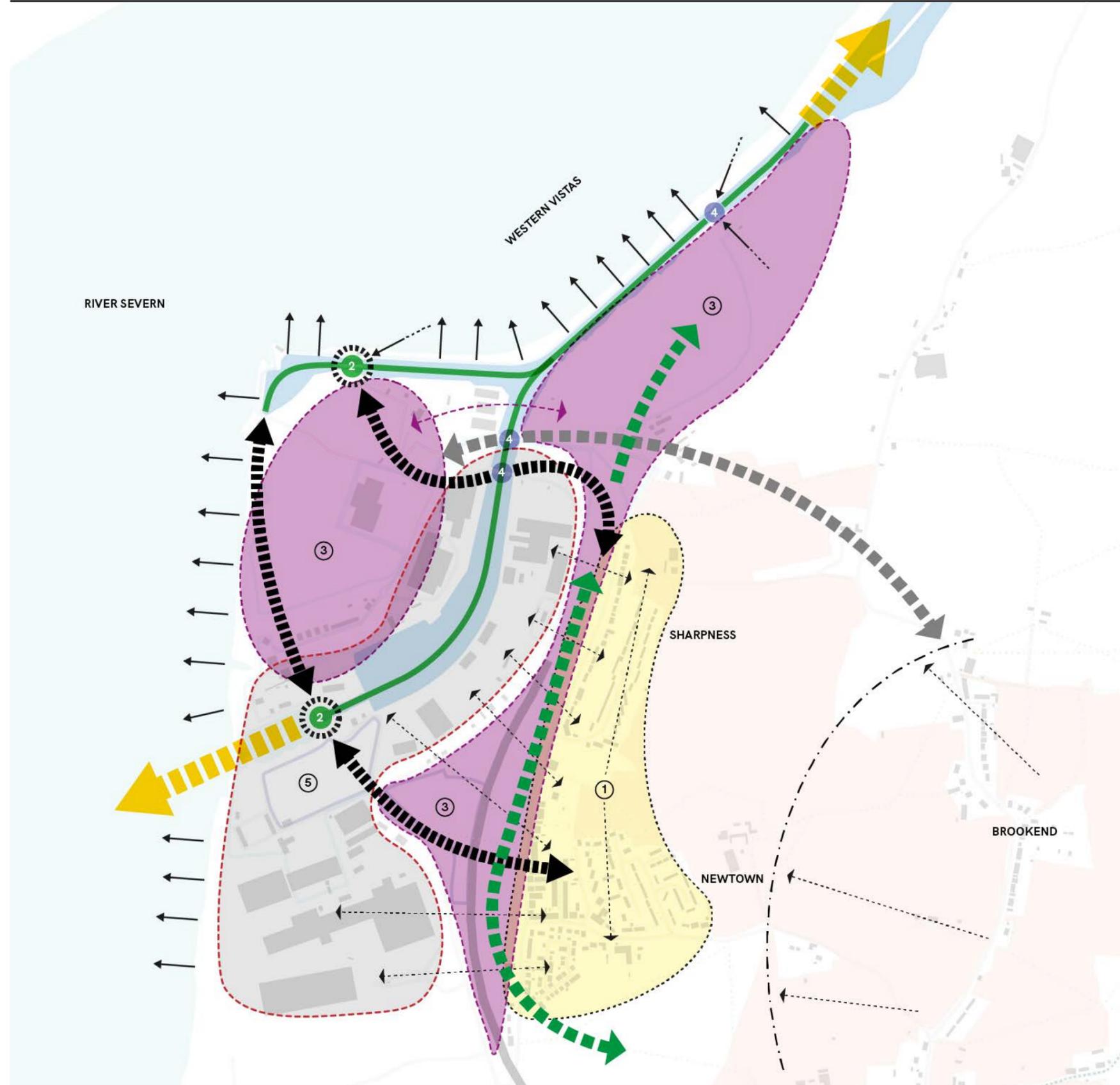
A thriving area ecologically and historically, where the canal offers a communal purpose for activities which tend to be focussed around well-known landmarks or centres. The canal provides cohesion for communities and visitors who otherwise might not have had opportunity to enjoy what is on offer here.



DRIVERS KEY:	STRATEGY AREA PROFILING:	LOWER G&S CARBON PROFILING:	DRIVERS REFERENCE:		
			CONTINUITY	CLUSTERING	CROSSINGS
①	Between the three centres of Frampton, Slimbridge and Purton, there exists a number of popular access places 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 a locally-enjoyed destination. They can be rich in their use, but they require delicate management too, on behalf of the communities they serve.			<b>MUA</b>	<b>M</b>
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.		<b>MA</b>	<b>MAE</b>	<b>MA</b>
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.		<b>E</b>	<b>MUA</b>	<b>MU</b>
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.			<b>MAIGE</b>	<b>MA</b>
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CARBON REDUCTION OPPORTUNITIES:			MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):		
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②	Awaiting consultant (CSE) input		<b>Growth:</b> Supporting Growth of Responsible Regional Business		
③	Awaiting consultant (CSE) input		<b>Social:</b> Healthier, Safer and more Resilient Communities		
④	Awaiting consultant (CSE) input		<b>Innovation:</b> 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 KEY:	STRATEGY AREA PROFILING:	SHARPNESS CARBON PROFILING:	DRIVERS REFERENCE:		
			CONTINUITY	CLUSTERING	CROSSINGS
①	The villages at Sharpness and Newtown are in close proximity to the canal for recreation and leisure activities but residents might greatly benefit from improved access to the canal at all its existing access points.			<b>MAE</b>	
②	Two significant access 'gateways' to the canal, signifying the beginning of the canal network from the Severn Estuary, have immense capability for inclusion as primary destinations in a Sharpness masterplan, with integrated access to them from the east being of particular importance.		<b>A</b>	<b>U</b>	<b>M</b>
③	Harness the existing large swathes of green space for the primary benefit of local residents', providing access for recreation, health and well-being. Raise the profile of the canal for the local communities by incorporating linear and circular routes for walking and cycling.		<b>GE</b>	<b>MI</b>	
④	Improving access onto open 'green spaces' requires new and/or improved crossing points over the canal for visitors and local residents. Heritage trails and educational facilities can harness the varied natural and industrial environments that make up this rich area of Stroud District's heritage.		<b>E</b>	<b>MAIE</b>	<b>MA</b>
⑤	The Industrial core of Sharpness is very much a working landscape and is largely inaccessible in physical and visual terms. The scale of industry is often at odds with other local built form, but this rich mix of land use and activities provides stimulus to a vibrant, but under visited area that is well worth celebrating.			<b>AGE</b>	
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CARBON REDUCTION OPPORTUNITIES:			MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):		
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⑤	Awaiting consultant (CSE) input		<b>Jobs:</b> Promote local skills & employment		

### Western Stroudwater Canal Area:

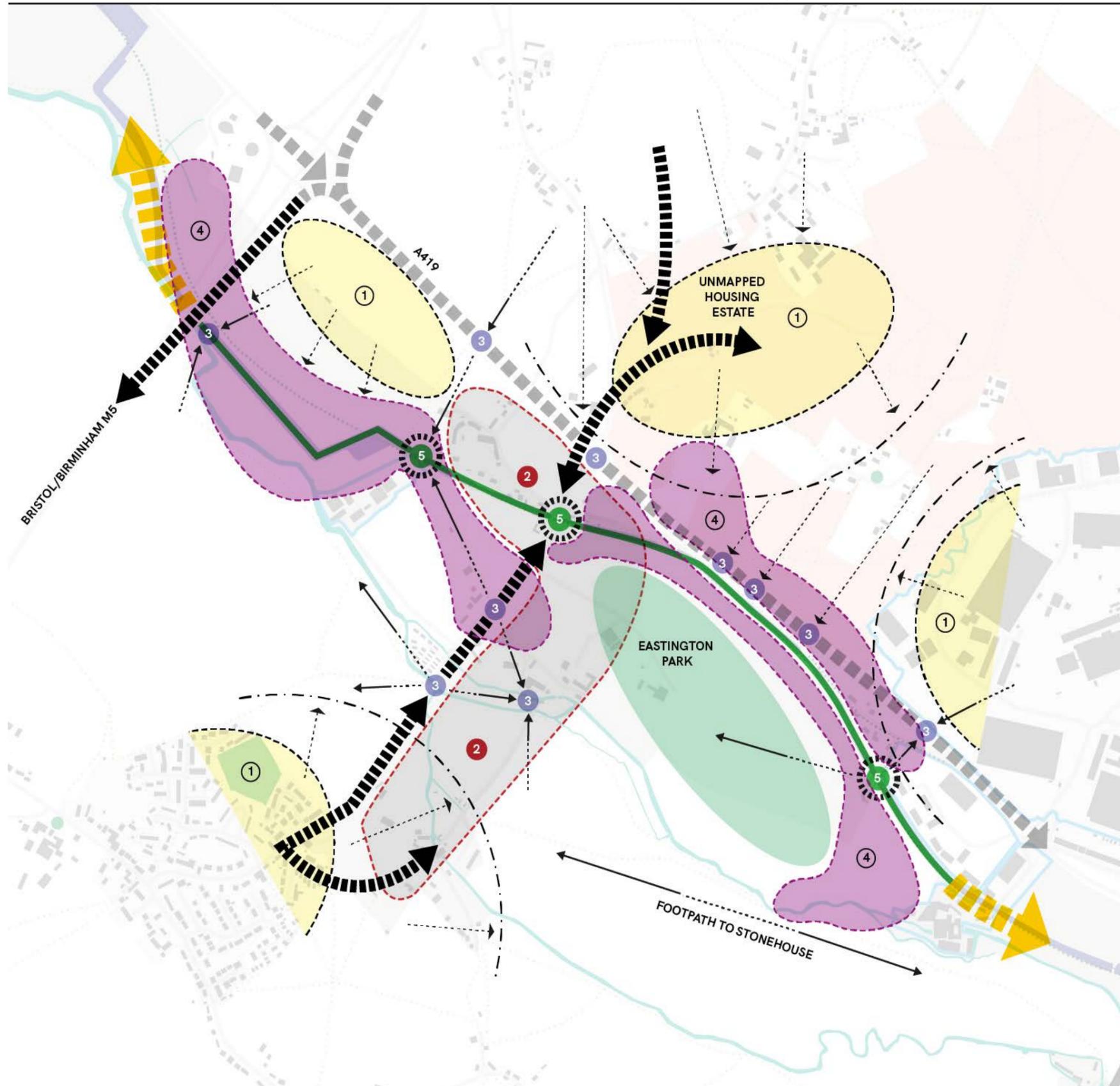
An expansive rural landscape of long vistas and small settlements. Major regional arterial roads service an area that is largely inaccessible by vehicle, but footpaths criss-cross the scene, making it highly desirable as a recreational landscape for locals and visitors alike.



DRIVERS KEY:		STRATEGY AREA PROFILING:		WESTERN STROUDWATER CARBON PROFILING:		DRIVERS REFERENCE:		
						CONTINUITY	CLUSTERING	CROSSINGS
1	The main gateway to this area of the canal is serviced from the A38 and adjoining M5 motorway. The opportunities for appropriate development in a rural setting are many, with recreation being high on the agenda whilst also maintaining a balance away from vehicular travel and engaging in those activities that respect the rural setting, making connections between places.						<b>MAGE</b>	<b>MAE</b>
2	Secondary clustered activities are aligned where paths meet along the canal. A central stretch of canal equally accessible from Whitminster and Frampton provide opportunities to open the canal for educational purposes, particularly for primary school children from both villages. With the canal open to being crossed at multiple points along its length, there are numerous ways to plan a visit to the canal that accommodates all participants' abilities.					<b>E</b>	<b>MAIE</b>	<b>MAE</b>
3	The canal length between the M5 and A38 has capability to hold large ecological projects, from floodplain engineering works to tree-canopy renewal and wildlife foraging corridor opportunities. The physical road infrastructure need not create barriers to linking biodiversity between distinctive areas along the canal, including at the A38 roundabout.					<b>G</b>	<b>IG</b>	
4	The stretches of canalside in a rural setting provide much needed recreational space, with excellent connections from surrounding settlements and further afield, for a variety of walking and cycling opportunities. These opportunities require collaborative and strategic efforts to enhance and maximise connections between places of interest and the District's canal network as a destination in itself.					<b>UAE</b>	<b>A</b>	<b>MA</b>
5	A new mooring with crossing point provides new opportunities for clustered activities and walkable routes along the canal and around the main gateway.					<b>M</b>	<b>MAE</b>	<b>M</b>
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3	Awaiting consultant (CSE) input					<b>Environment:</b> Decarbonising and Safeguarding our World		
4	Awaiting consultant (CSE) input					<b>Social:</b> Healthier, Safer and more Resilient Communities		
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### Eastington Canal Area:

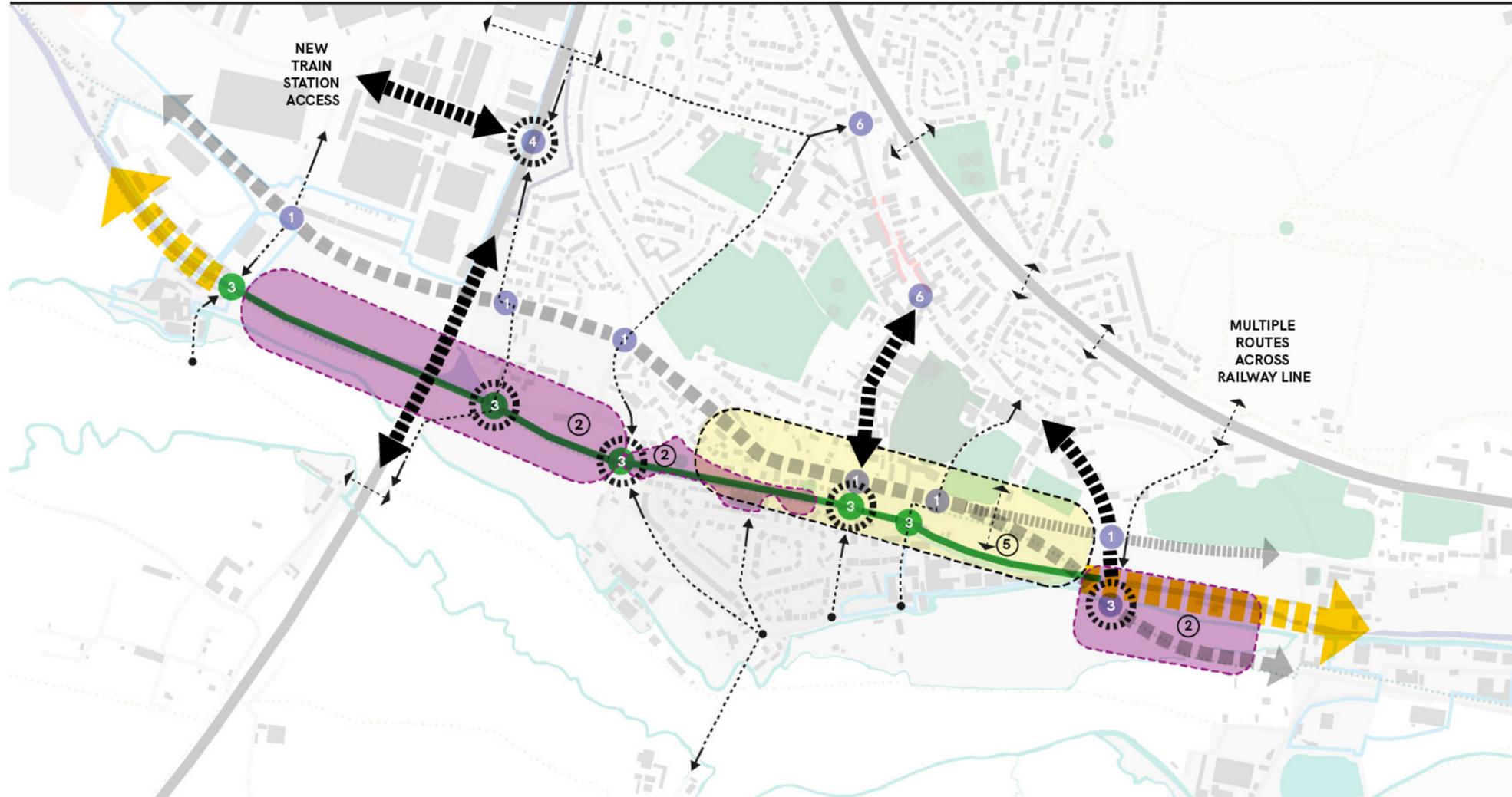
A wider landscape context of broad floodplain characterised by outlying settlement patterns and regional transport connections. Visibly and functionally influenced by road infrastructure, the canal area enjoys a rich mixture of naturalistic landscapes with historic clusters of buildings interspersing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



DRIVERS KEY:		STRATEGY AREA PROFILING:		EASTINGTON CARBON PROFILING:		DRIVERS REFERENCE:		
						CONTINUITY	CLUSTERING	CROSSINGS
①	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.	E	MUAIE	A				
②	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.	E	UA	MGE				
③	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.	M		IG				
④	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.	IG	A	M				
⑤	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.	E	AE	MUA				
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②	Awaiting consultant (CSE) input				<b>Innovation:</b> Promoting Social Innovation			
③	Awaiting consultant (CSE) input				<b>Social:</b> Healthier, Safer and more Resilient Communities			
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### 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.



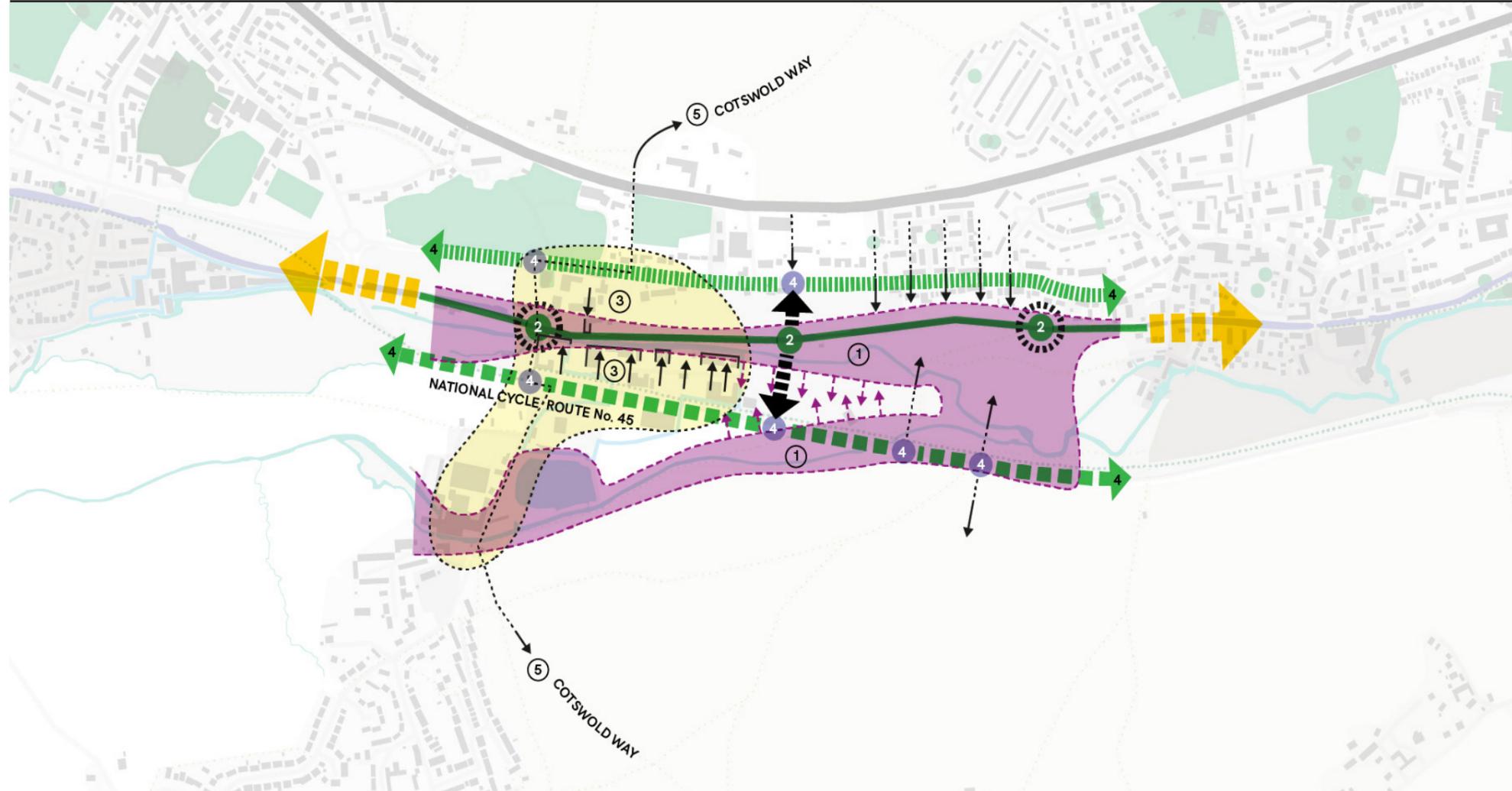
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES:	MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):
	CONTINUITY	CLUSTERING	CROSSINGS		
① Overcoming the road barrier: roadscape management measures along with the potential for more comprehensive public realm measures along the road 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	Awaiting consultant (CSE) input <b>Social:</b> 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.	G E	A I G			Awaiting consultant (CSE) input <b>Environment:</b> Decarbonising and Safeguarding our World
③ Strengthen movement links to / from / across / onwards from the canal, making them more consistent and legible.	M U E	M U A I E			Awaiting consultant (CSE) input <b>Innovation:</b> Promoting Social Innovation
④ New "Stroudwater" Train Station opportunity to promote new link to potential new train station on N/S route.			U A E M A E		Awaiting consultant (CSE) input <b>Growth:</b> Supporting Growth of Responsible Regional Business
⑤ Development sites along the canal (eg. 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.	M U A	A G E			Awaiting consultant (CSE) input <b>Innovation:</b> Promoting Social Innovation
⑥ Promote/signpost and improve interpretation for the varied routes between the town and canal.	M U A E				Awaiting consultant (CSE) input <b>Social:</b> 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:			CARBON REDUCTION OPPORTUNITIES:	SOCIAL OUTCOME OPPORTUNITIES:
	CONTINUITY	CLUSTERING	CROSSINGS		
①	GI	M	UAG	Awaiting consultant (CSE) input	<b>Environment:</b> Decarbonising and Safeguarding our World
②	M	E		Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities
③	MUE	MUAIE		Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities
④	A		M	Awaiting consultant (CSE) input	<b>Jobs:</b> Promote local skills & employment
⑤	ME	A	ME	Awaiting consultant (CSE) input	<b>Growth:</b> Supporting Growth of Responsible Regional Business
⑥		MAE		Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities

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### Ebley Canal Area:

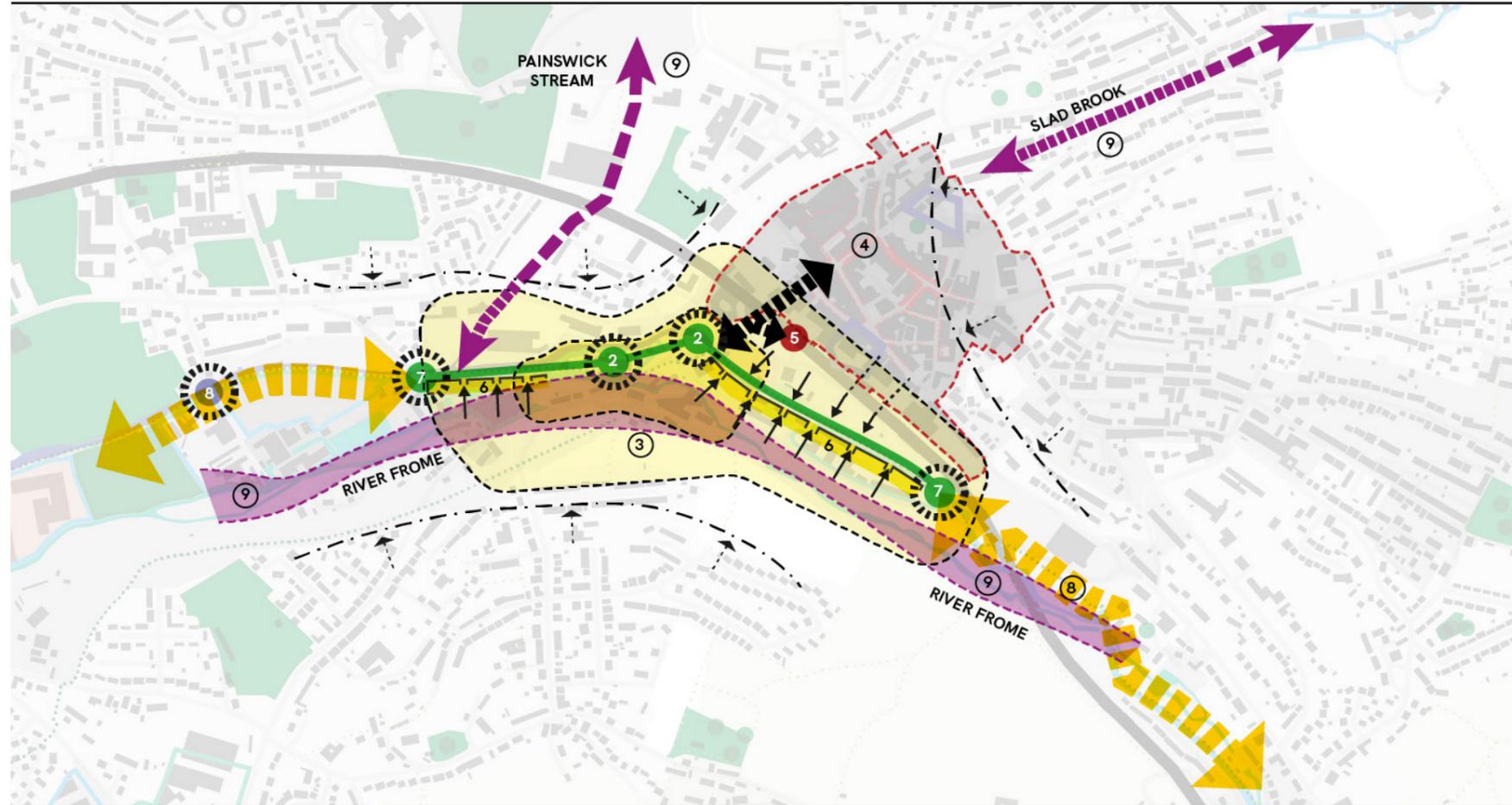
The canal forms a linear social space and destination for locals and visitors alike, with canal-centred activities improving only as much as connections to the canal are improved from outlying areas.



DRIVERS KEY:			STRATEGY AREA PROFILING:			EBLEY CARBON PROFILING:			DRIVERS REFERENCE:		
									CONTINUITY	CLUSTERING	CROSSINGS
1	Focus in this area is concerned with the enhancement of continuity East to West, and connections to the canal where crossings exist.	ME	M	MAE							
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, strong canal banks.	ME	MUAE	MAGE							
3	Legible links to the canal are important: there are many crossings across the canal but getting to them is circuitous.	ME	MUE								
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 to Stroud and enhance / define the route with onward connection and interpretation with the Stonehouse & Nailsworth Railway Cycle Path.	MAE	AE	M							
5	Explore the River Frome corridor and the canal alongside flood alleviation and biodiversity strategies, notwithstanding points 7 and 8 below.	GE	G								
6	Villages to the south can benefit from better multi-modal connections to the canal through the industrial core along the A419.	E									
7	Opportunity to establish a significant Green Infrastructure Crossing.									IG	
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/canal working in tandem to alleviate flood risk and more of these examples would be greatly encouraged.	G	G								
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CARBON REDUCTION OPPORTUNITIES:						MAIN OPPORTUNITY FOR SOCIAL OUTCOME (SDC adopted Social Value Themes):					
1	Awaiting consultant (CSE) input					<b>Jobs:</b> Promote local skills & employment					
2	Awaiting consultant (CSE) input					<b>Social:</b> Healthier, Safer and more Resilient Communities					
3	Awaiting consultant (CSE) input					<b>Jobs:</b> Promote local skills & employment					
4	Awaiting consultant (CSE) input					<b>Innovation:</b> Promoting Social Innovation					
5	Awaiting consultant (CSE) input					<b>Environment:</b> Decarbonising and Safeguarding					
6	Awaiting consultant (CSE) input					<b>Social:</b> Healthier, Safer and more Resilient					
7	Awaiting consultant (CSE) input					<b>Environment:</b> Decarbonising and Safeguarding					
8	Awaiting consultant (CSE) input					<b>Environment:</b> 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:	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.		<b>UE</b>		Awaiting consultant (CSE) input	<b>Growth:</b> 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.	<b>MGE</b>	<b>A</b>	<b>U</b>	Awaiting consultant (CSE) input	<b>Innovation:</b> Promoting Social Innovation
③ Secondary focus area within which permeability is improved and routes are created which provide improved access to the canal.		<b>MA</b>		Awaiting consultant (CSE) input	<b>Social:</b> 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 distinctive from one another.		<b>AE</b>	<b>M</b>	Awaiting consultant (CSE) input	<b>Innovation:</b> 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.			<b>MAUE</b>	Awaiting consultant (CSE) input	<b>Growth:</b> Supporting Growth of Responsible Regional Business
⑥ Lodgemore Mill and the areas lining the canal to the east of Wallbridge offer opportunities to create new relationships between buildings and the canal.		<b>MAUE</b>		Awaiting consultant (CSE) input	<b>Innovation:</b> 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 Lodgemore and to the east of the Jewsons site on Dr Newton's Way.		<b>MAUE</b>		Awaiting consultant (CSE) input	<b>Jobs:</b> 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.	<b>MIGE</b>			Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities
⑨ Painswick Stream and Slad Brook are tributaries 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 more of these examples would be greatly encouraged.	<b>UIG</b>			Awaiting consultant (CSE) input	<b>Environment:</b> Decarbonising and Safeguarding our World

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### Thrupp Canal Area:

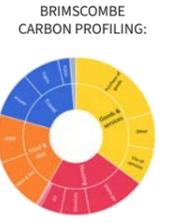
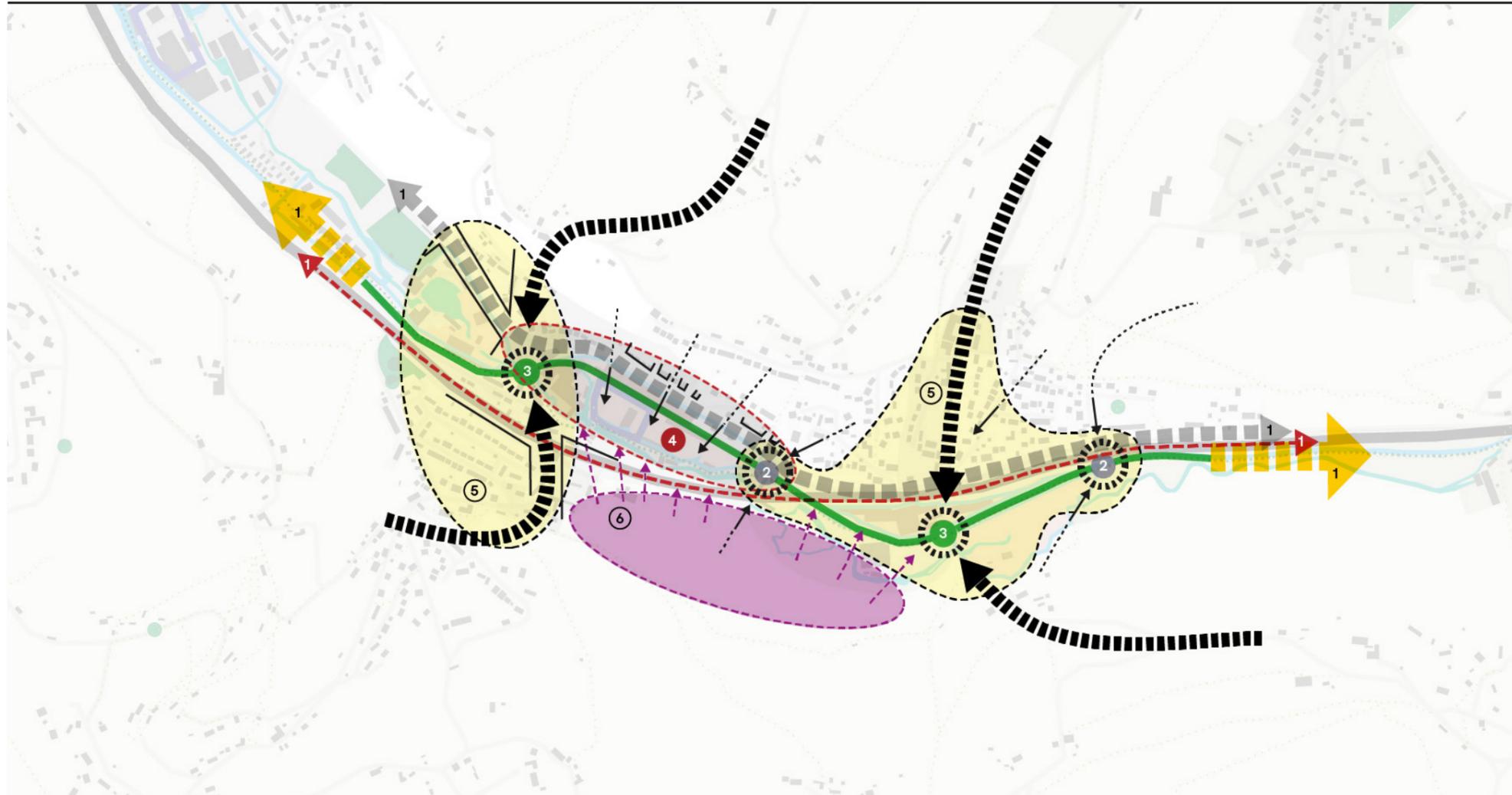
A well-used canal corridor for recreation and travel that would benefit from improved connections and enhanced habitat areas linking across the canal. The built heritage offer and numerous clustered commercial units along the canal warrants a richer and more diverse mix of land uses over time, benefitting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



DRIVERS KEY:	STRATEGY AREA PROFILING:	THRUPP CARBON PROFILING:	DRIVERS REFERENCE:		
			CONTINUITY	CLUSTERING	CROSSINGS
1	Enhance a distinctive canal experience, encouraging visitors to linger, signposting towards mill sites / local areas / parts of the canal.				<b>MUAE</b>
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.		<b>E</b>	<b>MUAE</b>	<b>GE</b>
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.			<b>MUE</b>	<b>M</b>
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.				<b>IGE</b>
5	Opportunities exist to increase biodiversity and enhance existing habitats on larger land-areas alongside the canal and river.		<b>GE</b>	<b>IG</b>	
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CARBON REDUCTION OPPORTUNITIES:			SOCIAL OUTCOME OPPORTUNITIES:		
1	Awaiting consultant (CSE) input		<b>Innovation:</b> Promoting Social Innovation		
2	Awaiting consultant (CSE) input		<b>Social:</b> Healthier, Safer and more Resilient Communities		
3	Awaiting consultant (CSE) input		<b>Jobs:</b> Promote local skills & employment		
4	Awaiting consultant (CSE) input		<b>Environment:</b> Decarbonising and Safeguarding our World		
5	Awaiting consultant (CSE) input		<b>Environment:</b> 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.



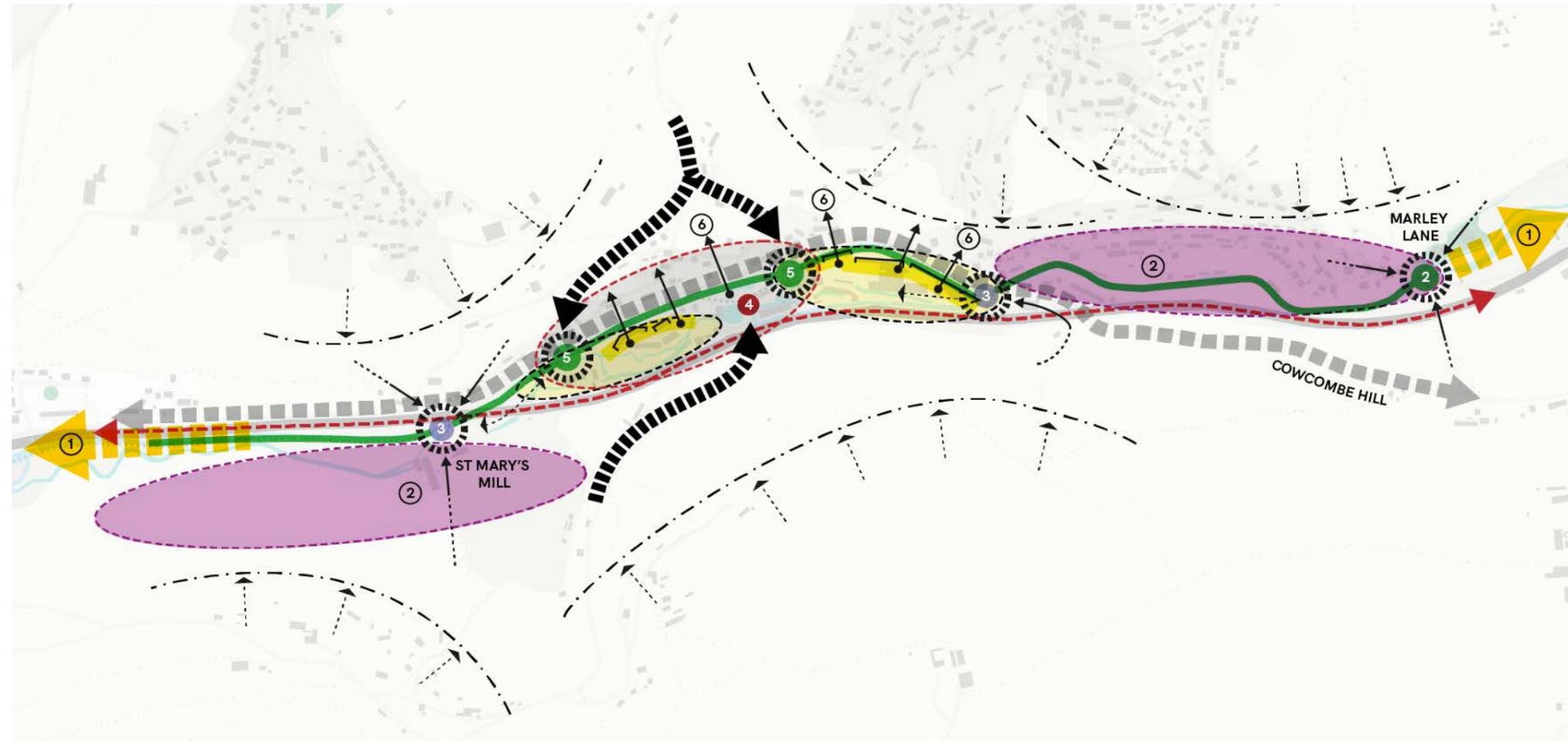
	DRIVERS REFERENCE:			CARBON REDUCTION OPPORTUNITIES:	SOCIAL OUTCOME OPPORTUNITIES:
	CONTINUITY	CLUSTERING	CROSSINGS		
① The three infrastructure corridors of road, rail and canal are intertwined and sometimes intimately aligned, producing nodes of movement and activity along the valley.			<b>M U A E</b>	Awaiting consultant (CSE) input	<b>Social:</b> 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.	<b>E</b>	<b>M U A</b>	<b>A</b>	Awaiting consultant (CSE) input	<b>Innovation:</b> 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.		<b>M U A E</b>		Awaiting consultant (CSE) input	<b>Social:</b> 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 connections between residents, the road and the canal corridor which in turn strengthens permeability, encourages multi-modal movement, and a variety of development functions.		<b>U A E</b>	<b>M</b>	Awaiting consultant (CSE) input	<b>Innovation:</b> 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.		<b>A G E</b>	<b>A</b>	Awaiting consultant (CSE) input	<b>Social:</b> 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).	<b>I G E</b>			Awaiting consultant (CSE) input	<b>Innovation:</b> 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:	SOCIAL OUTCOME OPPORTUNITIES:
	CONTINUITY	CLUSTERING	CROSSINGS		
①	M	A		Awaiting consultant (CSE) input	<b>Jobs:</b> Promote local skills & employment
②	M	A	UA	Awaiting consultant (CSE) input	<b>Growth:</b> Supporting Growth of Responsible Regional Business
③		UA		Awaiting consultant (CSE) input	<b>Innovation:</b> Promoting Social Innovation
④	E	UA		Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities
⑤	M	UAE		Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities
⑥	M	UA		Awaiting consultant (CSE) input	<b>Innovation:</b> Promoting Social Innovation

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### Eastern Upper Valley Canal Area:

Interlinked yet distinctive ecologically rich areas towards the tupper 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:	SOCIAL OUTCOME OPPORTUNITIES:	
	CONTINUITY	CLUSTERING	CROSSINGS			
①	Local crossings mark the journey up and down the valley as a series of distinctive ecological areas, whereby visitors to the canal are able to enjoy the natural habitats or the engineering heritage along the canal in a mostly traffic-free environment.	MA	IG	M	Awaiting consultant (CSE) input	<b>Innovation:</b> Promoting Social Innovation
②	The Wysis Way is a regional walking route starting at Monmouth which finishes at Kemble, not more than 6 miles from Sapperton Village. It follows the canal towpath from south of Oakridge Lynch to Sapperton Village. Implementing walking and green infrastructure along the canal in ways that is appropriate to the ecological and river catchment context can offer a series of opportunities to provide not only educational outcomes but ecologically beneficial results for all residents within the River Frome catchment.	E	MU	A	Awaiting consultant (CSE) input	<b>Innovation:</b> Promoting Social Innovation
③	Towpath improvements will provide better local multi-modal travel options and connectivity between Chalford and Sapperton along the length of the canal. There are opportunities to harness the location of Sapperton for better public transport connections for residents who would use the canal towpath to then travel onwards to larger centres like Cirencester (East), Gloucester and Cheltenham (North) from Sapperton.	M	AE		Awaiting consultant (CSE) input	<b>Social:</b> Healthier, Safer and more Resilient Communities
④	Landuse management of the River Frome catchment, even at this high point in the valley, requires innovative and collaborative initiatives to safeguard the ecological aspects of the valley as a whole, and to harness the canal as a conduit for ecological enhancement and water management in collaboration with all stakeholders. This might be achieved through horticultural, engineering or green infrastructure interventions in this area for the benefit of the wider region.		G		Awaiting consultant (CSE) input	<b>Environment:</b> Decarbonising and Safeguarding our World
⑤	The unique ecological and heritage qualities of this upper valley area are selling points for the landscape character and tourism experiences on offer. The canal's story through the valley might start here, but the River Frome begins about 10km to the north of Sapperton, with large tracts of forestland linking this area northwards to Miserden Estate on the River Frome, for example. Were this to be harnessed correctly and sensitively, the area could inherit regional acclaim; akin to being an eastern partner-landscape to the WWT Slimbridge landscape in the west.	MAE			Awaiting consultant (CSE) input	<b>Growth:</b> Supporting Growth of Responsible Regional Business

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# Implementing the Vision: Ingredients of the Future Place

Indicative Ingredient selection and phased implementation for each Canal Strategy Area:

(Ingredient selection should not be considered definitive as opportunities may change over time. Project Delivery Process Guide allows for regular Action Plan review).

