

# Wiltshire Swindon & Oxfordshire Canal Partnership

[www.canalpartnership.org.uk](http://www.canalpartnership.org.uk)

## A Restoration Strategy for the Completion and Future Development of the Wilts & Berks Canal

Update March 2019 General Revision



# The Canal Partnership

## **Governance**

Membership of the Partnership shall consist of the Local Authorities, through whose geographical area the canal passes, as well as the Wilts & Berks Canal Trust. Other organisations are invited to join the Partnership to lend their technical, advisory and commercial knowledge and expertise.

The Partnership shall co-ordinate the interest of its members as required and as defined by the restoration of the Wilts & Berks Canal.

## **Members**

As at July 2018:

### **Local Authorities**

Oxfordshire County Council  
Swindon Borough Council  
Vale of White Horse District Council  
Wiltshire Council

### **Wilts & Berks Canal Trust**

### **Town & Parish Councils**

Cricklade Town Council  
Melksham Town Council  
Melksham Without Parish Council  
Wootton Bassett Town Council

### **Other Organisations**

Berryfield Residents Association  
British Canoeing  
Canal & River Trust  
Cooper Tires  
Cotswold Canals Trust  
Environment Agency  
Inland Waterways Association  
Kennet & Avon Canal Trust  
Melksham Community Area Partnership TBC  
Melksham Chamber  
Natural England  
Sustrans  
Thames Water Utilities Ltd

The Partnership seeks to further extend membership to other key organisations and to encourage all partners to engage in the opportunities of restoration and regeneration.

## **Our vision is:**

- By 2025, to have made substantial progress to restore the Wilts & Berks Canal as a navigable waterway for recreation and leisure for local communities, to support a rich diversity of wildlife, and to create economic benefit in the waterway corridor.
- To create accessible routes on the towpath for everyone in the community e.g. cycling, walking.
- To provide a corridor of aquatic habitat and vegetation to support a rich mix of wildlife and provide connections between existing habitat sites.
- To give Opportunities for education to bring alive National Curriculum topics like history, geography, design and technology, science. A route for narrow boats, canoes and other waterway users.
- To integrate the use of the restored waterway into local flood defence plans.

## **The Partnership will support the delivery of the restoration by:**

- Supporting the Wilts & Berks Canal Trust aim to prioritise two sections of the project:
  - Melksham to Pewsham
  - Royal Wootton Bassett to Swindon
- Defining by 2020 a mechanism, or create a Delivery Authority, to carry out major project works.
- Supporting WBCT in writing, and acting on, Business Plans for the four major programmes.
- Completing and updating the MasterPlan to continue to:
  - Support the key volunteer led construction and restoration by members of the Wilts & Berks Canal Trust , local communities, and external organisations.
  - Extend sections and towpaths already completed.
  - Create sustainable stand-alone sections of canal.
  - Instigate publicity for accessible sections of canal and towpath to encourage use by walkers, cyclists, and canoeists.
  - Create agreements for land acquisition to create towpaths and accessibility.
  - Use opportunities for restoration of isolated structures.

## **Maintenance**

To create a sustainable project with long-term agreements for operational maintenance by:

- Setting up a Navigation Authority.
- Creation of funding stream for essential maintenance.
- Creating interest and volunteer groups from the local community.
- Implementation of Wilts & Berks Canal Trust Maintenance Policy

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# 1 Executive Summary

- The restoration of the Wilts & Berks Canal is supported by the Canal Partnership to deliver a community asset and green infrastructure linking Wiltshire, Swindon and Oxfordshire.
- The plans conform with national and local policies and plans and the Partnership seeks to continue the protection from development of the canal route for the life time of the current Local Plans
- This Strategy Document has informed the production of a Masterplan for the canal and which will be endorsed by the Partnership. A full Business Plan will be written based on the Masterplan.
- Economic, ecological and social benefit will be significant which will be demonstrated in the Business Plan for each of the proposed programmes.
- Sources of funding for the project will be demonstrated in the Business Plan.
- A clear strategy for ownership of the canal corridor will be developed.
- Funding will be sought from third party sources wherever possible including substantial enabling development where relevant and possible.
- The delivery of the project will be over a number of years and be substantially completed in the period 2025-2031.
- Opportunities to use the waterway for local flood control schemes will be investigated and implemented where practical.
- The Partners have already made accessible over 30% of the main canal route and the top priority is to complete landowner negotiations and obtain agreements to open all the towpath.
- Swindon is recognised as the hub of this restoration and the proposed Southern Canals Network. Waterfront Swindon will be developed as an urgent priority and will be connected to the national network at the earliest opportunity.
- To gain maximum public and environmental benefit at the earliest opportunity, discrete sections of the waterway will be restored to work as isolated and

viable sections. The prioritisation of the Melksham- Pewsham and Royal Wootton Bassett to Swindon will act as flagship projects.

- Sustainability will be built into the plans to allow long term maintenance of the operational waterway.
- Community and volunteer participation are vital elements in both restoration and maintenance and they will be streamlined and accentuated to be a beacon of community empowerment and achievement.
- During the Masterplanning phase, considerable emphasis will be placed upon use of new technologies in construction, harvesting of renewable energy and flood defences in clear demonstration of a fully sustainable national asset.
- The economic social and environmental value of the restoration and regeneration of the Wilts & Berks Canal has not to date been fully assessed and quantified. The Partnership will seek as a matter of urgency to fully define at a Programme level the likely Gross Value Added (GVA) and employment created by the restoration of the canal.
- The completed canal and towpath will be a key facility to provide opportunities for health and well being. These benefits are outlined by Canal & River Trust and are the aims also of the Wilts & Berks restoration.

<https://canalrivertrust.org.uk/news-and-views/features/wellbeing-on-your-doorstep>

## 2 Introduction

Opened in 1810 (North Wilts 1819) the Wilts & Berks Canal was formally abandoned by Act of Parliament in 1914. It has always used the shortened form of the county names to reflect the wording in the original Act of Parliament. Ownership of the canal was returned to adjacent landowners Local Authorities or sale of some sections of the canal. The main line of the canal runs from Abingdon on the River Thames to Semington on the Kennet & Avon Canal; the North Wilts branch of the canal runs from Swindon to Cricklade, and there were branches at Calne, Chippenham, Longcot and Wantage.



Since 1977 the Wilts & Berks Canal Trust (WBCT) [formerly the Wilts & Berks Canal Amenity Group] has campaigned for protection and restoration of the canal through Wiltshire and Oxfordshire.

In 2001 the Wilts & Berks Canal Partnership was formed to link the work of the Trust volunteers to the strategic requirements and to put in place a plan to restore the waterway. The Partnership changed its name to the Wiltshire Swindon & Oxfordshire Canal Partnership in 2011 to more closely recognise the current location of the project (the Berkshire section of the canal having been transferred to Oxfordshire during Local Government reorganisation). In formulating the restoration plan account has been taken of the obstruction caused by building development to some of the original route, and where appropriate alternative routes have been chosen. The Trust and Partnership have commissioned a number of major studies to determine the technical feasibility of the project and to assess routes, environmental issues, and deliverability.



### **National Context**

The Government has recognised the importance of waterways restoration and produced *Waterways for Tomorrow* as a white paper in 2000.

British Waterways assessed all restoration projects and in 2005 published its strategy 'Waterways 2025'. The restoration of Wilts & Berks Canal is supported in this strategy and is linked to the project to restore the Cotswold Canals.

In 2012 British Waterways became a charity (Canal and River Trust). CRT has been set up so that it may incorporate further waterways. CRT has indicated that they will engage and help with restoration; however because of likely funding issues for CRT, the Partnership is working on the assumption that the completed canal will have to operate as a sustainable stand-alone navigation authority.

### **Planning Context**

Waterway restoration schemes are subject to the current National Planning Policy Framework (under revision 2018). For a number of years the route corridor for the Wilts & Berks Canal has been protected in the adopted Local Plans of the relevant Local Authorities. Working with all Local Authority Partners the Canal Trust will include the restoration of the canal corridor in the Core Strategies and Local Plans within the Local Development Framework.



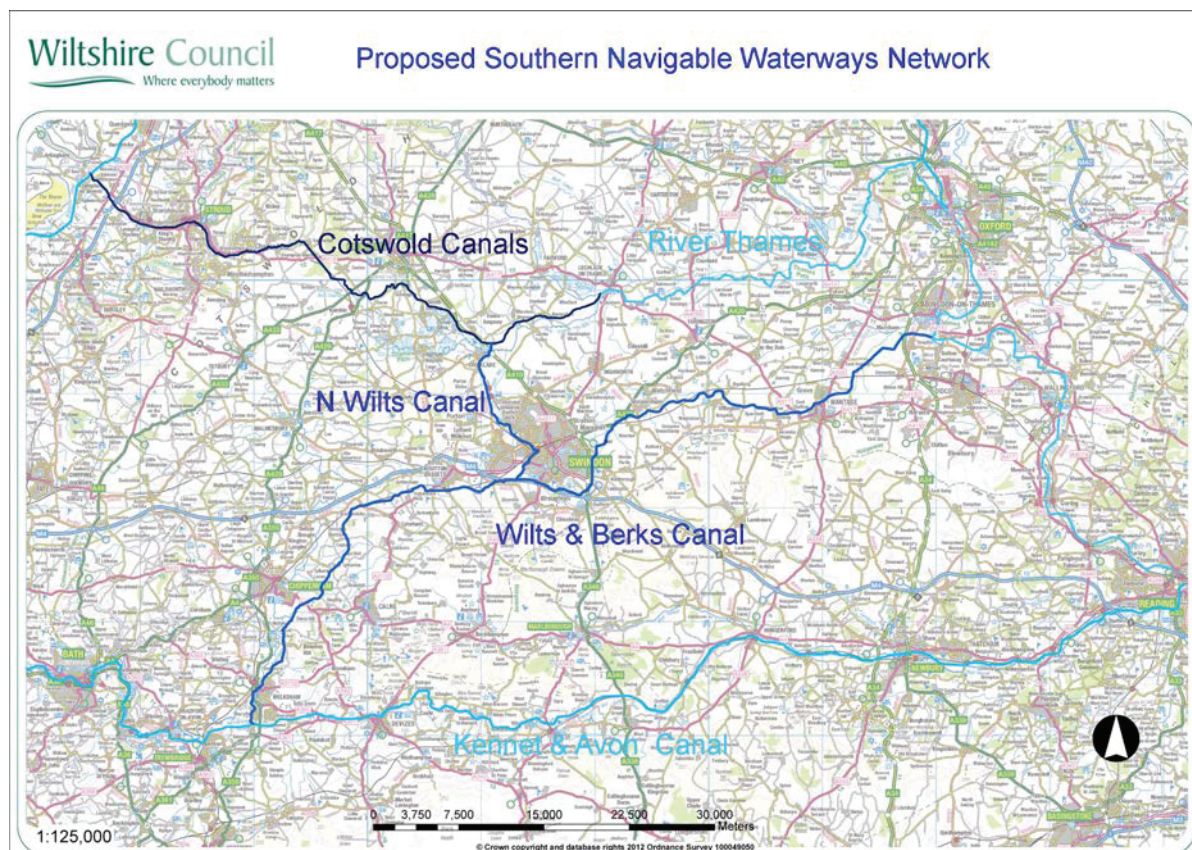
### **Water Supply**

In 2007 the Partnership commissioned consultants to produce a report to define the water supply requirements and strategic solutions for the canal. The introduction of the requirements of the Water Framework Directive will require further work to confirm the water supply resources for the Wilts & Berks Canal.

The Partnership is aiming to produce a two stage water resources strategy that will allow the phased restoration of stand-alone sections before completing the overall plan to supply water for the canal as an operating navigation.



## Indicative Map of the route corridor of the Wilts & Berks Canal in the context of a proposed Southern Canals Network



### Basis of Cost Estimation

Much of the cost information is derived from the original Scott Wilson feasibility report (1998) with RPI cost adjustment to 2014. Certain sections have been included with costs directly derived from subsequent reports ( e.g. Grove Arup report 2014)

### 3 Issues and Options

[This section was compiled with particular acknowledgement to the Chesterfield Canal Partnership for valuable research information]

There are four options available to the project:

- 1) Do nothing further and leave the canal abandoned
- 2) Continue with current plans to restore the canal by exploiting opportunities piecemeal over a 10-15 year period creating significant standalone sections
- 3) Try to complete the restoration as a single continuous project.
- 4) To create a Masterplan to phase restoration in a coordinated way against a defining programme

In assessing these:

Option 1) has been dismissed as it would be against national, regional and local policies and community aspirations.

Option 3) has been dismissed as unachievable.

Options 2) has been re-assessed,

Option 4) is a concept introduced to the project team in 2014 and has been assessed using the active Melksham Link project as a benchmark and possible template. Further assessment of this approach is being made in developing the two priority sections of Melksham to Pewsham and Royal Wootton Bassett to Swindon.

In the assessment process the following points were considered:

- The Wilts & Berks Canal is an important part of our national and local heritage and played a significant role in the later part of the canal age and the Industrial Revolution.
- The Wilts & Berks Canal is a significant wildlife refuge and corridor and supports flora and fauna which are of national importance.
- Canal restoration will provide a means of protecting, enhancing and creating wetland habitats which are being lost elsewhere in the region.
- The Wilts & Berks Canal is an important educational resource for formal and informal use in the study of a range of subjects from social history to industrial archaeology to botany.
- The historic and environmental features of the canal corridor will provide a destination for boaters, visitors and tourists which will help with the creation of jobs and aid the economic regeneration of the area.
- The restored sections offer a waterside environment which is attractive for planned sustainable development including residential, commercial and leisure.
- The restored canal provides an improved quality of life for local residents by the introduction of a managed and accessible landscape feature; a "linear park" adding visual interest and providing opportunities for enjoyment, relaxation and healthy activity.
- There is the potential to develop a very wide range of leisure activities and pursuits including walking, fishing, cycling, canoeing, boating, painting, photography, enjoying the countryside and observing wildlife.

The Partnership believes that the full restoration of the Wilts & Berks Canal can make a significant contribution to the quality of life in Wiltshire, Swindon and Oxfordshire through acting as a focus and catalyst for economic, social and environmental regeneration.

#### **Economic Regeneration**

The economic impact of canal restoration can be demonstrated by examples of recent restoration projects. A detailed study of the economic impact of the restoration of the Kennet & Avon Canal concluded that canal-based regeneration:

- Creates short term construction employment as the canal is restored.

- Creates significant long term sustainable employment both directly on the canal and in the wider local economy.
- Helps the leisure and tourism economy to grow, especially in areas which are not traditional tourist destinations.
- Promotes imaginative schemes for commercial, office and domestic building on Brownfield sites adjacent to the canal.
- Leads to an increase in the value of existing properties along the route.
- Changes external perceptions of an area leading to greater developer confidence and increased inward investment.

On the restored Wilts & Berks Canal, the study by Scott Wilson Kirkpatrick (1998) concluded that the economic impact of complete restoration would be significant.

In 2013 a study was commissioned to examine the economic impact of the Melksham Link project and again demonstrated the significant benefit for the area.

The Wilts & Berks Canal has a role to play in regeneration processes in several key areas:

### **Employment**

Full restoration of the canal will significantly expand the tourism and leisure economy in the Canal corridor. This has the potential to create new employment directly associated with the canal (e.g. boat hire firms, boat maintenance, etc) and a much larger number of jobs in the wider economy (pubs, restaurants, shops, etc). The Scott Wilson study (1998) indicated that full restoration and development of the original canal line alone would support a total of around 730-790 long term sustainable full-time equivalent jobs.

The study further suggested that the construction phase of the project would require approximately 1,519 person-year-equivalent temporary construction jobs.

Canal restoration requires a range of practical skills which are highly transferable to the wider economy. Canal-based regeneration schemes throughout the UK have provided opportunities for skills development among previously excluded groups. The Partnership plans to work with such groups to build training capacity and develop new community based canal projects.

Other waterway restorations have demonstrated that beyond the core jobs generated by the canal, the spin off businesses and tourism growth create a second much larger gain. Defining the GVA and employment gain as a result of the Wilts & Berks Canal is urgently required to support the case for restoration.

### **Growth of the Tourism and Leisure Economy**

This is central to the economic development of the canal corridor. It is envisaged that growth will come from increased visitor numbers to the canal and increased activity both on the water and on the towpath. The Scott Wilson study suggested that, following full restoration, there would be an annual visitor spend of between £18 -20 million (1998 figures).

Since this study was published significant new opportunities for tourism growth have emerged with the planning of the Cricklade Country Way which would be further enhanced by linking to the plans for central Swindon Steam/North Star/Arts & Culture.

There are a number of key recognised destinations on the canal route including the Uffington White Horse and Lacock village which will provide a focus for restoration.

The Melksham Link directly connecting to the Kennet & Avon corridor will create an easily accessible destination for all its users. An economic benefit assessment study was

completed for the Melksham Link in 2014 showing an annual estimated benefit of up to £1.7m p.a. into the local economy.

In the wider national context restoration such as the Droitwich canals, Birmingham, Liverpool Link demonstrate substantial local economic benefit.

### **Business Start Up & Expansion**

The restoration of the canal offers many opportunities for business start up, inward investment and expansion by existing companies. Evidence from other locations (e.g. Kennet and Avon) suggests that the growth of canal-related businesses may initially be slow but will increase as investors gain confidence in the long term future of the canal and as suitable business development sites become available.

### **Property Development**

The restoration of the Wilts & Berks Canal is already promoting developer and investor confidence in areas such as Wichelstowe (Swindon) and the proposed New Eastern Villages (Swindon).

Improvements to canal environments can bring forward the development of previously vacant or underused sites and the waterway at Melksham has been identified as an area that could benefit from such development.

### **Improving Quality of Life and Health**

None of the studies completed for the Partnership has specifically looked at the impacts on health and well-being of canal restoration. Studies on other waterways suggest these could be significant. Healthy activity schemes in the outdoor environment are rapidly gaining credibility in the NHS and can produce excellent results whilst reducing the costs of both primary and recuperative health care. For example on the Wey & Arun Navigation a "Green Gym" scheme based around canal maintenance provides controlled, gentle, exercise for participants with a variety of different conditions ranging from obesity to stroke recovery to mental illness. All the participants benefit from working on a project which produces tangible results in their local community. The Wilts & Berks project echoes the aims of Canal & River Trust's Wellbeing on Your Doorstop – Five ways to well being.

Based on these studies and evidence from other completed restorations, the Wilts & Berks Canal Partnership believes that there is a strong case for reinstatement of the canal as a focus and catalyst for healthy living.

### **Developing Communities**

The Canal has made and will continue to make a vital contribution to developing the communities of the region. Other restoration schemes have shown that restoration will:

- Be a focus for pride in the community and community "ownership" of the local environment.
- Yield recreational amenities which have noted "quality of life" improvement value for communities.
- Provide safe, traffic free route-ways which enable communities divided by road expansion to be reconnected, and new walking and cycling routes between communities and schools to be developed.
- Encourage inward investment through improving the local environment.

Restoration of the Wilts & Berks Canal has already resulted in increased volunteering and community participation. Activities include building and construction (Wilts & Berks Canal Trust Volunteer Work Parties). These and other projects have encouraged participation, capacity building and skills transfer with and within the voluntary sector.



### **The Recreational Importance of the Canal**

When restored, the canal and particularly the towpath is now an established, and extremely valuable, recreational facility and amenity. When complete it will be a 60 mile long country park stretching from the River Thames to the Kennet and Avon Canal. It will provide access to the countryside for communities along its length, link together a wider network of recreational centres, and will provide access to the Cotswold Water Park, Thames Path, and the Ridgeway.

The canal corridor provides traffic-free access to the countryside for a very wide range of users. These include anglers, walkers, cyclists (over some sections), and (wherever possible and appropriate) horse riders.

The largest conurbation on the waterway is Swindon where the potential for a green corridor in a city environment is being demonstrated on two restored sections.

### **Arts and Creativity**

There are plans for inclusive art and sculpture in the Cricklade Country Way and many other opportunities to be developed during the restoration of the canal. Linking to existing Swindon Heritage – Railway Village – Steam - proposed Art Gallery will unlock much of the hidden opportunities of art culture and heritage of the GWR/Brunel.

### **Environmental Regeneration**

Abandoned for over 100 years the Wilts & Berks Canal still retains some important reminders of the latter days of the Canal Age and of the Industrial Revolution. It has a legacy of abandoned structures while at the same time its long peaceful decline and abandonment has allowed it to develop a diverse range of semi-natural habitats.

When restored this combination of built heritage and natural environment will make the canal an attractive place to visit and an attractive location for recreation.

It also will make the Wilts & Berks Canal a valuable educational resource. Development of the educational potential of the canal for all ages is an important element of the Partnership's long term strategy.

The canal is of regional environmental significance. The canal route corridor will be a significant wildlife refuge and will provide a green corridor linking a number of different habitats and wildlife reserves. The canal is already a host to a number of rare species of plants and animals and will provide a wide range of wetland habitats which are increasingly threatened elsewhere. As part of the restoration careful note will be made of any change of habitat created by the construction work, and suitable mitigation will be incorporated as part of the design.

The Partnership recognises that while the net overall gain of unique habitat for the restored canal is most likely very significant, cognisance is being taken of the current habitat of derelict and infilled canal. The Wilts & Berks Canal Trust commissioned a biodiversity framework survey to identify from a desktop perspective current habitats along the canal route which is now available to make an overview assessment of current habitats.

### **Flood control**

The original design of the canal made use of the interception of local watercourses to supply the canal. Significant lengths also retained run-off from the escarpments and springs. Over the years of dereliction, some lengths of canal have been in-filled and most of the course has been shallowed by deposition of silt. There is an opportunity to examine how a restored



canal might interact with streams and ditches to allow an attenuation of flood flows by local storage or diversion through water control structures at spill weirs, and locks.

### **Sustainable Energy Source**

As part of the innovative design for a 21<sup>st</sup> century waterway a feasibility study has suggested that the canal could act as a ground source reservoir for energy creation by heat pump for local developments. In addition hydro power is being investigated where river navigation is being considered.

**Masterplan**

The Wilts & Berks canal restoration has been divided into four major programmes. These follow the administrative areas of the Local Authorities:

- Wiltshire (mainline of canal Semington to Swindon)
- Swindon
- North Wiltshire (Cricklade Country Way)
- Oxfordshire

Within these programmes a number of projects are identified, some of which already exist as current restoration schemes.

## **Conclusions**

**The Total cost for full restoration of the Wilts & Berks Canal is estimated to be in the region of up to £500m.**

**In considering the two available options (2 and 4) developing a Masterplan divided into four major programmes is considered to be the preferred way forward. This Masterplan will incorporate the projects already started.**

**In pursuing this strategy the Partnership therefore seeks to capitalise on the restoration work already completed and create a priority for schemes that will directly connect to the existing waterways network.**

**Sustainable stand-alone schemes will create significant lengths of isolated but viable and useful canal.**

**Creating new lengths of accessible towpath, before canal and structure restoration, is considered to be a high priority particularly emphasising completion of the 'Towpath Challenge' to create a continuous footpath from one end of the canal to the other.**

**Engagement with communities and use of volunteers is an essential part of the project.**

**The scale of the project dictates that a Delivery Authority or equivalent needs to be created to direct and implement the large scale projects.**

**Integration of the restored waterway into the local drainage system may provide an opportunity for flood alleviation.**



## 4 Achievements

### 4.1 Access to the Countryside – opening towpath walks

There are walks currently at

- Abingdon
- Grove
- Challow
- Shrivenham
- Swindon Mouldon Hill
- Swindon Moredon
- Swindon Kingshill Rushey Platt
- Royal Wootton Bassett (including Studley Grange)
- Seven Locks (Lyneham)
- Foxham
- Pewsham (Chippenham)
- Calne

### 4.2 Completed Structures

- [1] Mouldon Lock
- [2] River Ray Aqueduct
- [3] River Key Aqueduct
- [4] Double Bridge
- [5] Foxham Top Lock
- [6] Foxham Spill Weir
- [7] Foxham Lift Bridges (2)
- [8] Dauntsey Lock
- [9] Dauntsey Wharf
- [10] Seven Locks Lock 3
- [11] Seven Locks Lock 4
- [ ] Footbridges at Templars Firs
- [12] Chaddington Top Lock
- [13] Chaddington Spill Weir
- [14] Beavans Bridge Swindon
- [15] Childrey Wharf
- [16] Steppingstones Lane Bridge
- [17] Wichelstowe Lock and Bridges
- 
- Chaddington Spillway
- Pewsham horseshoe spillway
- Pewsham Wharf
- Cocklemore Culvert

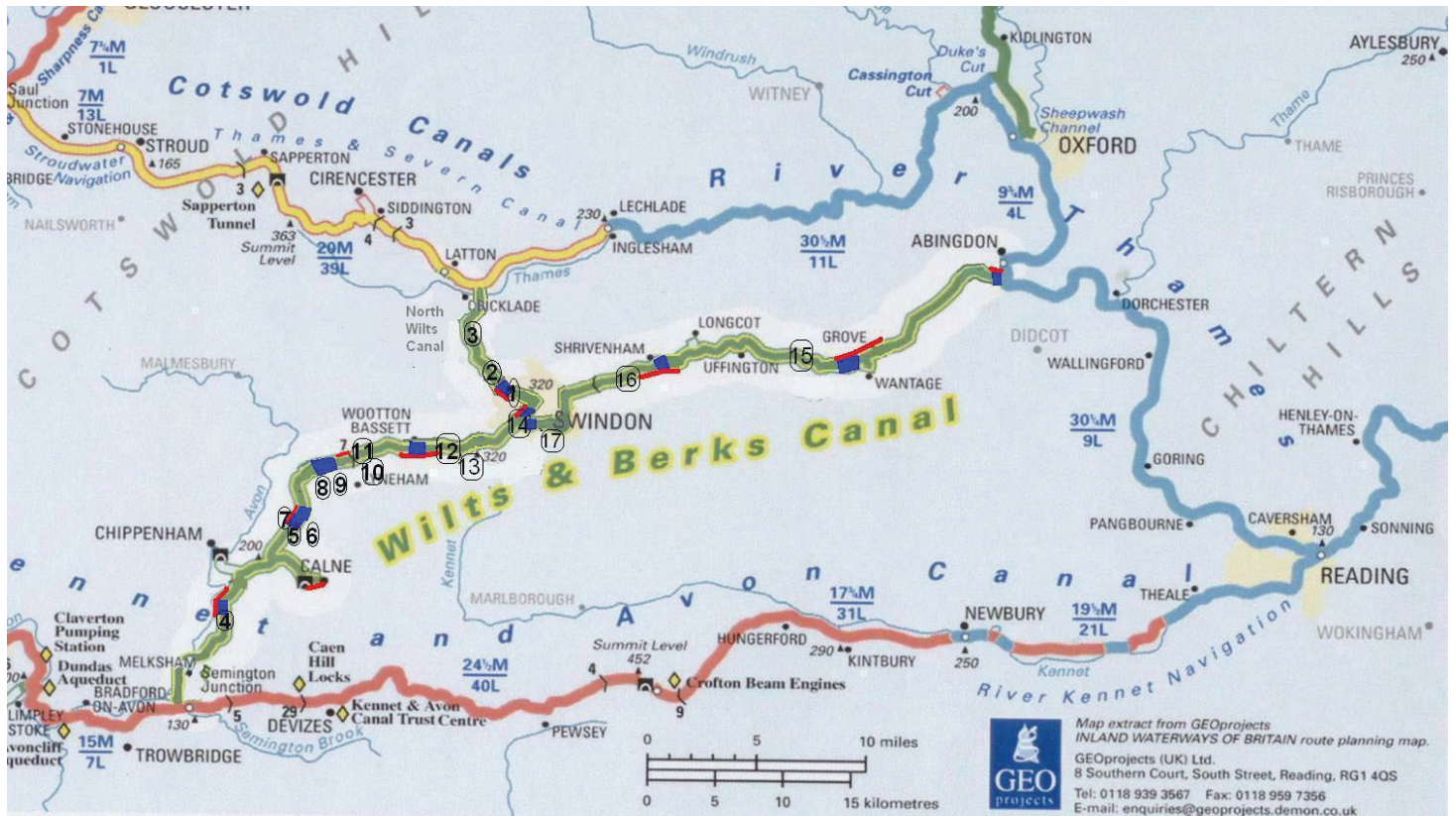
### 4.3 Canal Restored and re-watered:-

- Jubilee Junction
- East Challow/Grove
- Shrivenham Station Road Pocket Park
- Swindon Kingshill Rushey Platt
- Swindon Mouldon Hill
- Royal Wootton Bassett Studley Grange
- Royal Wootton Bassett Morningside Farm
- Royal Wootton Bassett Templars Firs

- Dauntsey
- Foxham
- Naish Hill to Pewsham Locks
- Wichelstowe (east)
- Wichelstowe Canalside



# Map of Achievements



**Restored Canal**



**Towpath Walk**

## 5 Restoration Programme

### 5.1 Programme Areas

In reviewing this WSO Strategy document it is obvious that the previous somewhat arbitrary division of the canal into the current 19 project areas is not suitable to interface with the Masterplanning requirements.

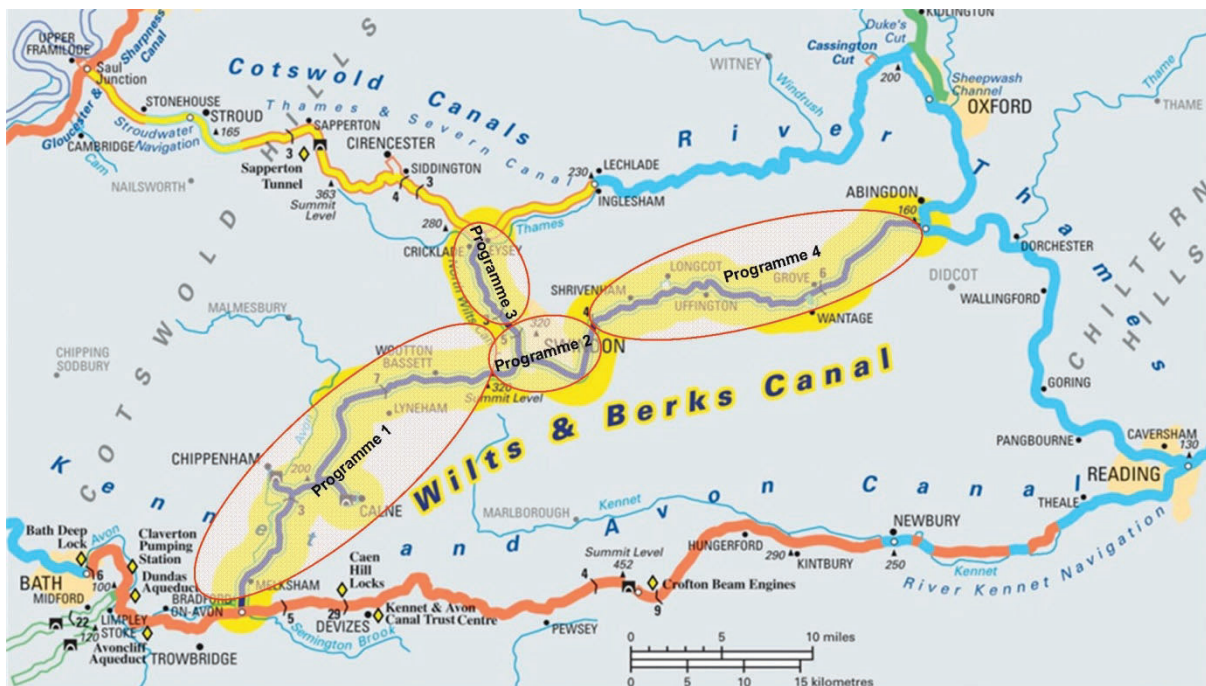
Therefore the Wilts & Berks Canal restoration has been revised into four programmes as follows:-

- Programme 1                      Wiltshire (Mainline)\*
- Programme 2                      Swindon\*
- Programme 3                      North Wilts
- Programme 4                      Oxfordshire

\*The Strategic Project Royal Wootton Bassett to Swindon crosses Programme boundaries (W13- SW03)

Each of these programmes has a number of projects. This framework will form the basis of a Masterplan and business plan for each programme and project.

The delivery of the programmes and projects is determined by a number of factors and the numerical list is not intended to prioritise the restoration.



### 5.2 Route protection

The Partnership continues to work with all the Local Authorities to maintain the spatial planning protection for the canal route for at least the duration of Local Plans/Core Strategies.

### 5.3 Land acquisition

The precursor to the delivery of any part of these programmes and projects is a plan to acquire the canal track. The strategy for land acquisition is therefore critical for programme and project delivery and forms the basis for the Towpath Challenge. The Wilts & Berks Canal Trust has compiled a full inventory of every landowner. On a

prioritised basis WBCT is trying to engage with all tenants and landowners to seek initial permission to work on restoration and will be seeking an option to acquire the canal at an agreed price either at a predefined trigger point and/or when funding is available.

#### 5.4 Acquisition of land that cannot be obtained by negotiation

The restoration of the waterway is recognised by the Canal Partnership as a deliverable project in the Local Plans/Core Strategies reflecting national Planning Policy Framework.

The Partnership policy is to use the historic alignment of the canal where possible noting the agreed deviation to this route in Melksham Swindon Cricklade and Abingdon. Other pragmatic minor deviations will be made to accommodate technical difficulties and landowner preference. Based on this policy the Partnership seeks to acquire land by negotiation wherever possible. If the route cannot be secured by negotiation, and all other options have been exhausted, the Partnership recognises that there are compulsory purchase options available:

- A Local Authority may take powers under the 2004 Planning and Compulsory Purchase Act.
- Canal & River Trust or a Delivery Authority may seek an Order from the Secretary of State under the Transport & Works Act 1992.

#### 5.5 Environment & Ecology

The Partnership recognises that the derelict canal route needs to be assessed to identify the current ecology and habitats and this work has been carried out as a Biodiversity Framework which has surveyed the whole route. This Framework forms the basis for further environment/habitat management plans which will identify how restoration, initially to a useable towpath, and eventually a navigable waterway will take place and how any necessary habitat mitigation will be carried out.

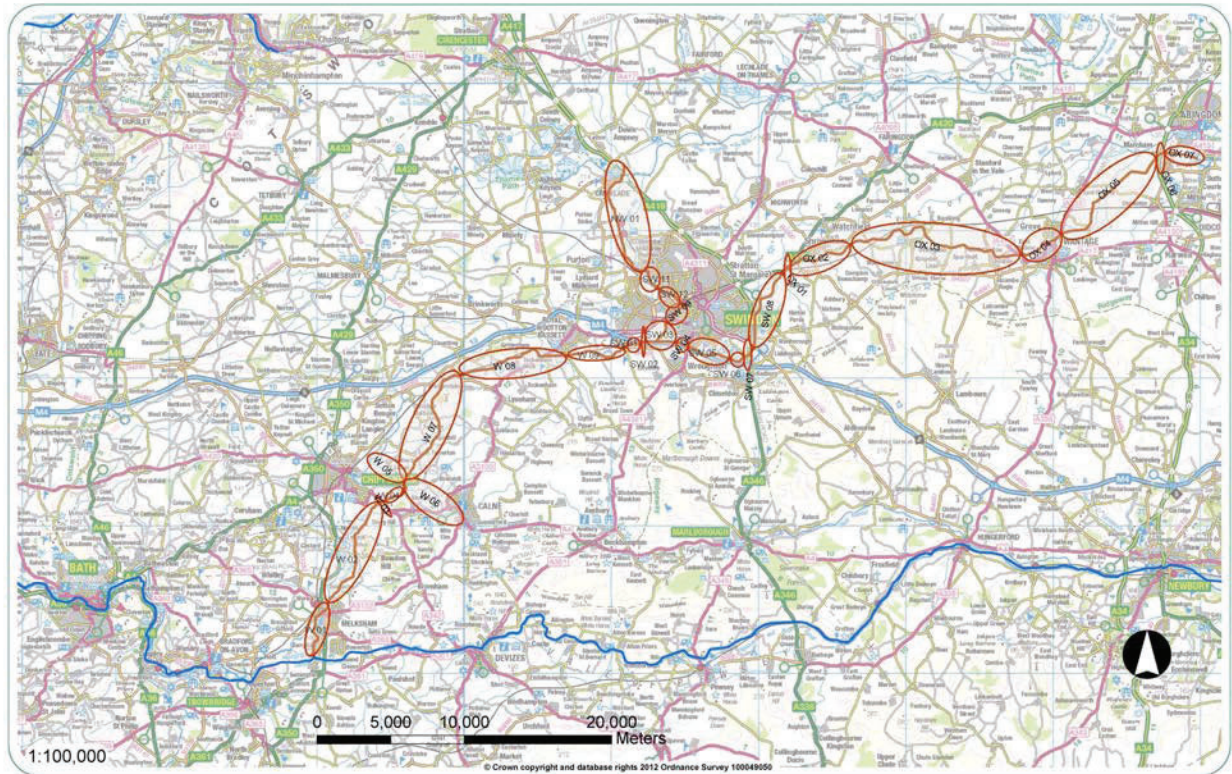
#### 5.6 Water Resources

Further work on water resources will be carried out to identify how the canal will be supplied in the long term as an operational waterway and in the short term to create sustainable habitat for isolated sections of restored canal. This work based on studies carried out in 1998 and 2007 will assess the needs for reservoir storage and as importantly define, the specification for restoration/construction for the canal bed leakage and seepage to minimise water loss



## 6 Project Delivery

To inform the proposed MasterPlan the four Programmes described in the previous section have been divided into significant major projects. Each of these projects will have its own plan for delivery.



In line with the previous strategy, the concept of sustainable standalone sections of waterway is continued with top priority given to schemes that directly connect to the national waterways network.

Each project is assessed using a template of an infrastructure development programme showing (where appropriate) the phased delivery from land acquisition via towpath reopening to full restoration.

This section of the strategy will be reviewed and updated annually.

The following status terms are defined as follows:

**Concept:** The basic route has been defined

**Outline:** The Concept has been turned into an outline design

**Design:** The outline has been made into a workable design

**Planning:** The design has been developed to stage ready for/or submitted for planning consent

**In Progress:** Planning consent granted but project awaits funding or other resources

**Construction:** Work is being carried out to deliver the project

**Completed:** Canal and towpath restored and usable

## 6.1 Programme 1 Wiltshire

| MasterPlan | Project | Name                                | Status       | Distance<br>km |
|------------|---------|-------------------------------------|--------------|----------------|
| W 01       | 1.01    | Melksham Link                       | Planning     | 3.8            |
| W 02       | 1.02    | Melksham to Lacock                  | Concept      | 6.0            |
|            | 1.03    | Lacock to Reybridge                 | Design       | 1.1            |
|            | 1.04    | Reybridge to A4                     | In progress  | 3.7            |
| W 03       | 1.05    | A4 Crossing                         | Concept      | 0.0            |
| W 04       | 1.06    | A4 to Calne Junction                | Outline      | 2.2            |
| W 05       | 1.07    | Chippenham Branch new route         | Concept      | 5.0            |
|            | 1.08    | Calne Branch                        | Outline      | 5.0            |
| W 06       | 1.09    | Calne Junction to Foxham            | Outline      | 5.4            |
|            | 1.10    | Foxham to Dauntsey Lock             | Outline      | 3.8            |
|            | 1.11    | Dauntsey Road Bridge                | Outline      | 0.2            |
| W 07       | 1.12    | Peterborough Arms                   | In progress  |                |
| W 08       | 1.13    | Dauntsey Lock to Seven Locks Lock 1 | Outline      | 2.1            |
|            | 1.14    | Seven Locks                         | In progress  | 0.9            |
| W 09       | 1.15    | Lock 7 to A3102 Crossing            | Outline      | 2.7            |
| W 10       | 1.16    | A3102 Crossing                      | Design       | 1.1            |
| W 11       | 1.17    | A3102 to Marlborough Road RWB       | Design       | 1.3            |
| W 12       | 1.18    | Marlborough Road Bridge             | Planning     | 0.2            |
| W 13       | 1.19    | Templars Firs Extension             | Construction | 0.2            |
|            | 1.20    | Templars Firs                       | Complete     | 1.1            |
|            | 1.21    | Woodshaw/Harris Croft               | Outline      | 0.5            |
|            | 1.22    | Morningside Farm                    | Complete     | 0.6            |
|            | 1.23    | Chaddington (Bincknoll) Lane Bridge | Planning     | 0.0            |
|            | 1.24    | Studley Grange                      | Construction | 1.2            |
|            | 1.25    | Butterfly World                     | Planning     | 0.5            |
|            | 1.26    | The Wharf & Hay Lane Bridge         | Concept      | 0.1            |
|            | 1.27    | Wharf Road Bridge                   | Concept      | 0.2            |

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Total 38.9 km



## 6.2 Programme 2 Swindon

| MasterPlan                | Project         | Name  | Status             | Distance<br>km |
|---------------------------|-----------------|---|--------------------|----------------|
|                           | <b>Mainline</b> |   |                    |                |
| SW03                      | 2.01            | Hay Lane to Motorway  | Concept            | 1.0            |
|                           | 2.02            | Motorway crossing   | Outline            | 0.1            |
|                           | 2.03            | Motorway to Junction N Wilts                                | Outline            | 1.2            |
|                           | 2.04            | Wich Link 2   | Outline            | 0.3            |
|                           | 2.05            | Mill Lane Bridge  | Concept            | 0              |
|                           | 2.06            | Wich Link 1   | Outline            | 0.5            |
|                           | 2.07            | East Wichel (Contract 4)                                    | Complete           | 1.1            |
| SW 04                     | 2.08            | East Wichel extension                                       | Outline            | 0.4            |
|                           | 2.09            | Croft Road Culvert  | Concept            | 0              |
| SW 05                     | 2.10            | Croft Road to Nightingale Farm                              | Concept            | 2.6            |
|                           | 2.11            | Nightingale Farm to Commonhead                              | Concept            | 1.5            |
| SW 06                     | 2.12            | Commonhead to A419  | Outline            | 1              |
| SW 07                     | 2.13            | A419 Crossing   | Concept            | 0              |
| SW08                      | 2.14            | A419 to Wanborough Road                                     | Concept            | 3.8            |
|                           | 2.15            | Wanborough Road Crossing                                    | Concept            | 0              |
|                           | 2.16            | Eastern Villages Lotmead                                    | Concept            | 0.9            |
|                           | 2.17            | Eastern Villages Earls court                                | Concept            | 3.1            |
|                           |                 |   | <b>Sub Total</b>   | <b>17.5</b>    |
| <b>North Wilts Branch</b> |                 |   |                    |                |
| SW 03                     | 2.20            | Junction to Waitrose Bridge Link Phase 3                    | Outline            | 0.6            |
|                           | 2.21            | Waitrose Bridge to Kingshill                                | Complete           | 1.1            |
| SW 09                     | 2.22            | Kingshill Bridge  | Concept            | 0.2            |
|                           | 2.23            | Kingshill to Wharf Green                                    | Concept            | 1              |
|                           | 2.23a           | Wharf Green to Railway crossing                             | Concept            | 0.6            |
|                           | 2.24            | Railway Crossing  | Existing structure | 0              |
| SW 10                     | 2.25            | Town centre 2 Railway to GT Western Way                     | Concept            | 0.7            |
|                           | 2.26            | Gt Western Way culvert Cheney Manor-Gt W Way to Derby Close | Existing structure | 0              |
|                           | 2.27            |   | Concept            | 0.4            |
| SW 11                     | 2.28            | Cheney Manor to Mouldon Hil                                 | Concept            | 2.2            |
|                           | 2.29            | Mouldon Hill  | Planning           | 0.9            |
| <b>Water Resources</b>    |                 |   |                    |                |
|                           |                 |   | <b>Sub Total</b>   | <b>7.7</b>     |
|                           |                 |   | <b>Total</b>       | <b>25.2</b>    |

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## 6.3 Programme 3 North Wilts

| MasterPlan | Project | Name                               | Status       | Distance km |
|------------|---------|------------------------------------|--------------|-------------|
| NW 01      | 3.01    | Cricklade Countryway               | Outline      | 4.6         |
|            | 3.02    | Thames Crossing<br>Water Resources | Outline      | 1.9         |
|            |         |                                    | <b>Total</b> | 6.5         |

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## 6.4 Programme 4 Oxfordshire

| MasterPlan | Project | Name                             | Status       | Distance km |
|------------|---------|----------------------------------|--------------|-------------|
| OX 01      | 4.01    | Railway Culvert                  | Concept      | 0.0         |
| OX 02      | 4.02    | Acorn Bridge to Shrivenham       | Outline      | 2.8         |
| OX 03      | 4.03    | Shrivenham to Railway Bridge     | Outline      | 4.4         |
|            | 4.04    | Railway Culvert                  | Concept      | 0.1         |
|            | 4.05    | Railway to Childrey              | Concept      | 8.8         |
|            | 4.06    | Childrey to A417                 | Outline      | 2.5         |
| OX 04      | 4.07    | A417 Crossing to A338            | Outline      | 2.6         |
| OX 05      | 4.08    | A 338 to Railway Crossing        | Outline      | 3.8         |
|            | 4.09    | Railway Crossing to Drayton Lock | Outline      | 3.9         |
|            | 4.10    | Drayton Lock to A34              | Outline      | 2.4         |
| OX 06      | 4.11    | A34 Crossing                     | Outline      | 0.0         |
| OX 07      | 4.12    | A34 to Peep Oday Lane            | Outline      | 2.5         |
|            | 4.13    | JJ Extension                     | Outline      | 0.2         |
|            | 4.14    | Jubilee Junction                 | Complete     | 0.2         |
|            |         |                                  | <b>Total</b> | 34.2        |

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