



# Grantham Canal Park – a Strategy for canal restoration and economic development

**Final Report  
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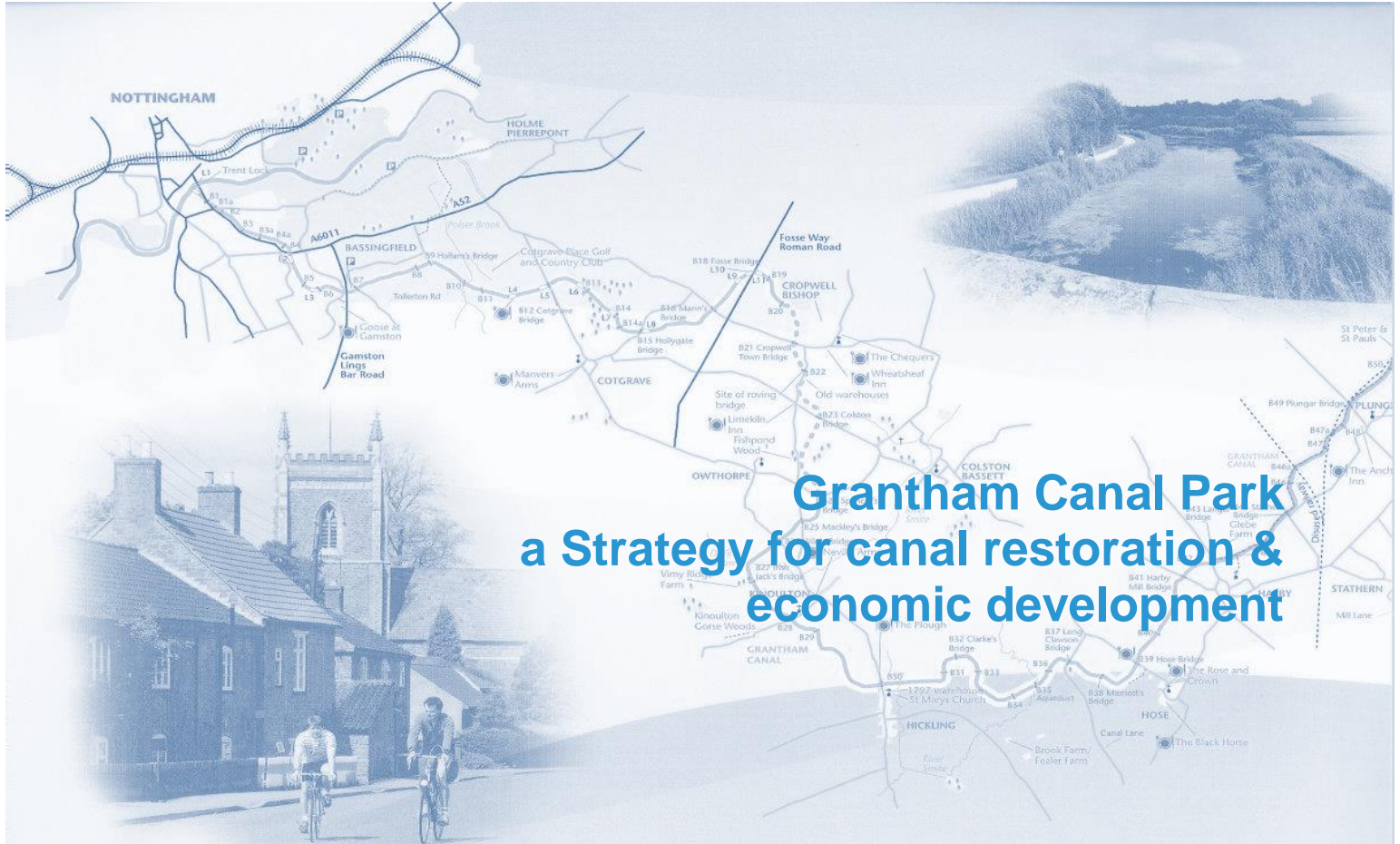
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# Grantham Canal Park a Strategy for canal restoration & economic development

Summary  
April 2017



In February 2016, the Canal & River Trust (the Trust) commissioned Peter Brett Associates on behalf of the Grantham Canal Partnership to develop a Sustainability Plan and Delivery Strategy for the restoration of the 33-mile Grantham Canal. The emerging strategy provides a structure for the Grantham Canal corridor's development as a regional asset, the Grantham Canal Park: the canal being the backbone for clear and natural movement, maintenance of the corridors environmental assets, reinforcing and stimulating the continuing development of the visitor sector, at the same time helping to meet the needs of those who live there.

### **Grantham Canal Park Vision**

***"In 2035...***

***The Grantham Canal Park links the Trent, Nottingham and Grantham, celebrating the living environment, heritage and beauty of the East Midlands.***

***It is the backbone of a vibrant tourism and recreation corridor, providing investment, employment, training and participation opportunities across the sub-region.***

***It is everyone's resource, a major contributor to the area's economy and its quality of life."***

The Grantham Canal sits next to two major urban centres and close to major road links. The area's economic baseline indicates potential to increase tourism and economic activity. There is pent up demand for canal moorings regionally. There is a generally supportive policy context. These factors indicate the important role a restored canal could play:

- *As a connected part of the regional network;* Bounded by the City of Nottingham, Grantham and the major roads linking them, some 3.6 million people are in an hour's drive, rising to 4.0 million in 15 years.
- *In place-making and building a strong, clear identity* for Nottingham /Grantham/the Vale of Belvoir and the wider area, balancing canal restoration with enhancement and protection of the local environment;
- *As the focus of connected tourism and visitor infrastructure and economic activity generally.* Its restoration should be marked by destination development at highly visible locations building on its accessibility and proximity to Nottingham and Grantham;
- *In developing the area's attraction as a place to live,* and in addressing environmental and servicing issues associated with development in the area; and
- *In maintaining and enhancing its environmental assets and further boosting its contribution as a regional green infrastructure asset,* with positive management contributing to environment, recreation, health and other benefits.

While there are challenges, technical and environmental constraints to canal restoration these can be addressed.

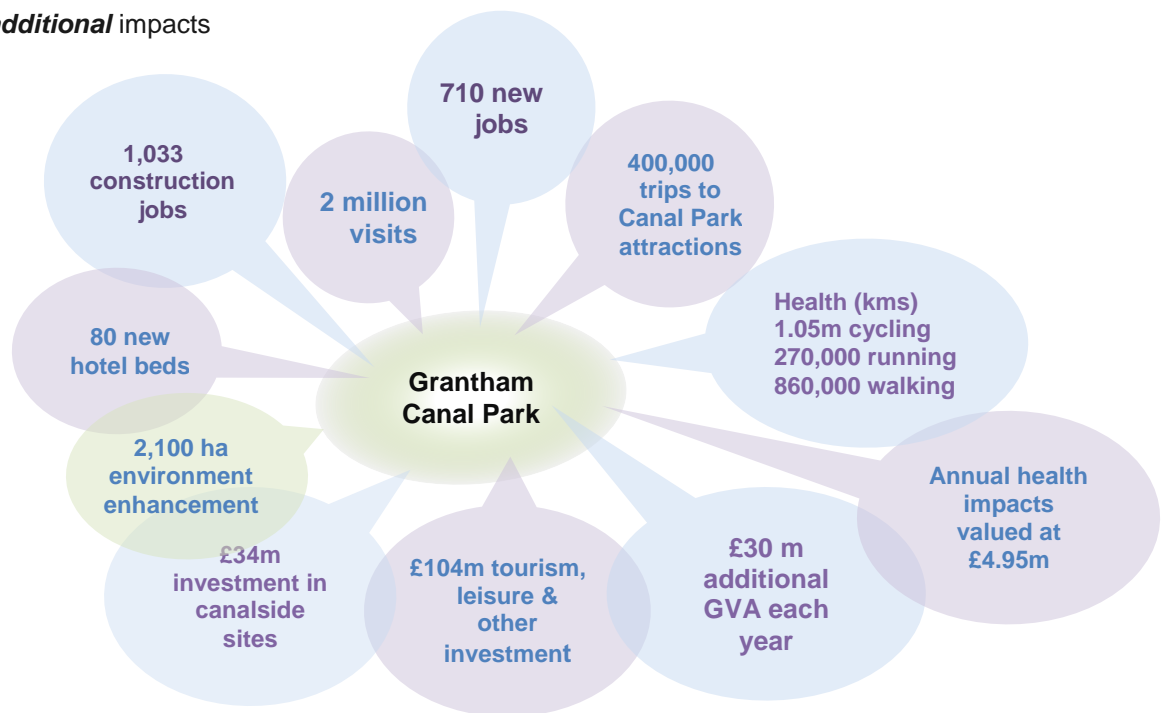
### ***The Benefits***

- Strategy actions support the Grantham Canal Park's development as a regional high quality and popular leisure, recreation and access resource for residents & visitors.
- A balanced approach to the Park's evolution will ensure the canal corridor's special environmental qualities are maintained and enhanced for all to appreciate.
- Tourism, leisure and recreational activities will be promoted building on and improving the canal's 'blue-green' assets.
- With active travel routes to population centres, increased use of the Grantham Canal Park, and widespread appreciation of its accessibility, the area's role as a sustainable residential location will also develop.
- The canal will also provide attractive settings for community expansion. It may also be able to provide water attenuation facilitating growth and improving prospects for affordable housing provision in the rural area



- Canal restoration will generate contracts for local businesses and employment opportunities regionally. While reducing restoration costs, there will also be opportunities to develop a regional volunteering and training package involving local education and training providers.

Estimated **additional** impacts



### Delivery

The *indicative* cost of full restoration over 15-20 years is estimated at up to £70m (the Trent Link accounts for over 30% of this). Early work will focus on smaller packages of canal restoration and related economic development (£2.5m -£5.0m), reflecting funding availability. This will accelerate restoration, while also providing a comprehensive strategic framework for delivery of larger elements should funding become available. Early and shared public policy commitment to the link is a priority, enabling route options to be more fully explored and costs to be validated.

### Partnership working

While the Grantham Canal Park covers a largely rural area, support for it also hinges on its role in meeting the economic and quality of life aspirations of the urban communities it neighbours. Implementation will also generate skills and business development opportunities which will only fully be realised if a pan-authority approach is adopted. The nature and scale of canal restoration, regeneration and economic activity will therefore require region-wide commitment.

A detailed action plan has been prepared acknowledging the critical involvement of local communities in developing plans for their future. Partnership support is essential to ensure momentum is generated behind it. Commitment and support from County and local authorities will be the determining factor governing implementation. Alongside resource commitment, planning, economic development, tourism and other policies influence project development and funding decisions made by others including Local Economic Partnerships and the private sector. This demands increased partnership emphasis on pursuing funding and project development and delivery.

The Grantham Canal Park cannot be delivered by a single body. As well as the Trust and Council authorities, the strategy's reach across tourism, accessibility, environment and the economy indicates a partnership role for LEPs, environmental and other organisations. Effective partnership working through the Grantham Canal Partnership is essential.



# 1 Introduction

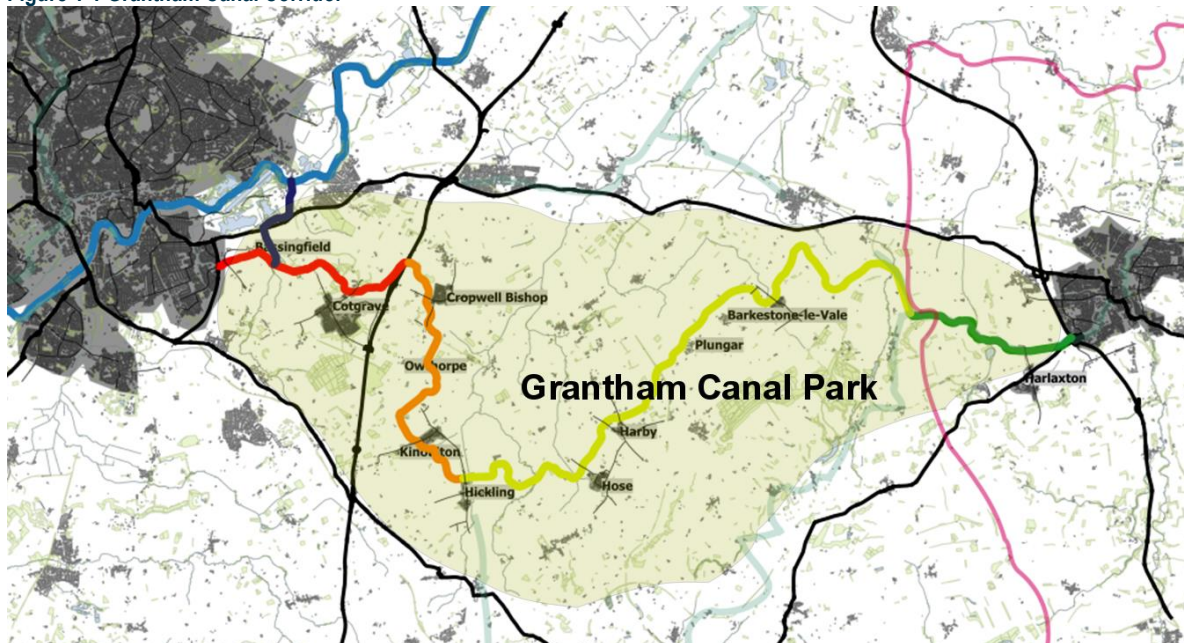
- 1.1.1 In February 2016, the Canal & River Trust (the Trust), on behalf of the Grantham Canal Partnership (GCP), commissioned Peter Brett Associates to develop a Sustainability Plan and Delivery Strategy for the restoration of the Grantham Canal.
- 1.1.2 The 33-mile long Grantham Canal was built in the 18th Century as a reliable transport connection between Grantham and Nottingham through the Vale of Belvoir. Officially closed in 1936 it was retained for land drainage and much of the canal remained in water due to agreements for irrigating agriculture. Strategic road infrastructure and associated bridges now constrain the canal's navigation. While recent improvements mean that sections east of the A46 (near Cotgrave) are now navigable, minor roads and occupation bridges are also major impediments. As at Cropwell Bishop, east of the A46, sections of the canal have dried out, while other stretches have poor embankments.
- 1.1.3 The canal and its towpath is still accessible to walkers and cyclists for a local access and recreation as well as providing a nationally and regionally significant landscape, wildlife and heritage resource.
- 1.1.4 The Grantham Canal Society (GCS) was formed in the early 1970's to promote the canal's restoration. Since then, the dedication of the Society and its members has been a constant feature, fundamental in building interest, in protecting the route of the canal and in developing support for restoration from local people as well as the public and private sectors, effectively ensuring that restoration is still possible.
- 1.1.5 Building on the platform established by GCS, the Grantham Canal Partnership formed in 1997, committed to promoting the Grantham Canal's restoration to full navigable status, conserving its character, the environment and enhancing the communities along its 33-mile corridor. With the local authorities it runs through - Nottinghamshire County Council, Leicestershire County Council, Lincolnshire County Council, Rushcliffe Borough Council, Melton Borough Council, South Kesteven District Council; it also includes the Trust, Grantham Canal Society, and the Inland Waterways Association.
- 1.1.6 The main focus of its initial work (with GCS and Lincolnshire County Council) was the restoration of the 4.4-mile section between Hickling Hose, Lock 16 and the A1, including restoration of the Casthorpe Bridges, restoration of locks 16-18, road and bridle bridges. Completion of this work in the mid to late 90s allowed access from the A1 to Lock 16. GCS operates boat trips on this stretch.
- 1.1.7 The canal also passes through three Local Enterprise Partnership areas: D2N2, Leicester and Leicestershire LEP and Greater Lincolnshire LEP.
- 1.1.8 Restoration seeks to re-establish navigation from the River Trent to Grantham and deliver wider community benefits. Positioning the Canal and its restoration as a key contributor to policy objectives is fundamental to its funding prospects and its future sustainability. This is dependent on:
- A clear and agreed vision for its restoration and its objectives;
  - A clear understanding of the improvements needed, whether they are lock restorations, bridge improvements, towpath extensions or other improvements and their inter-dependence;
  - Clarity over funding implications, both capital and maintenance; and
  - A clear view of what the 'win' from canal restoration is i.e. quantitative economic benefits – visitors, investment, employment – as well as qualitative improvements in perceptions of the area.
- 1.1.9 This Strategy is a 'framework' to develop this, the canal providing the backbone for clear and natural movement throughout the area, reinforcing and stimulating the continued development





of the visitor sector, while also helping to meet the needs of those who live in the canal corridor. The Strategy provides a structure for the Grantham Canal corridor's development as an important regional asset over the next 15 to 20 years.

Figure 1-1 Grantham Canal Corridor



## 1.2 Process

### 1.2.1 The Strategy has been developed through:

- A comprehensive socioeconomic and policy baseline review;
- Review of available technical information on engineering and design solutions;
- Consultations with key stakeholders (including all members of the Grantham Canal Partnership);
- A first stakeholder workshop held at Holme Pierrepont on 11 May 2016: which presented the baseline, identified key issues and explored potential opportunities;
- Follow up discussions to refine the workshop ideas;
- Preparation of a draft strategy; and
- A second stakeholder workshop at Holme Pierrepont on 18 July to test the draft Strategy and discuss delivery considerations. Briefing material was distributed ahead of the workshop.

### 1.2.2 This Strategy brings this work together. It outlines an agreed vision of the kind of place the Grantham Canal Corridor can become over the next 15 to 20 years. Supporting objectives have been agreed and indicative actions developed. Following this introduction:

- Chapter 2 summarises the economic, policy and other baseline considerations affecting the area;
- Chapter 3 presents the long term vision and supporting strategic objectives for the Grantham Canal's restoration;
- Chapter 4 outlines a series of actions to move the strategy towards implementation; and
- Chapter 5 examines the scale and nature of potential benefits.



## 2 Summary of Baseline Issues

2.1.1 This chapter profiles the Grantham Canal Corridor's geographic, economic and social, and policy context, clearly identifying the emerging issues the Strategy seeks to address.

### 2.2 Geography

2.2.1 Nottingham and Grantham are clearly the area's main settlements with a combined population of over 775,000. Some 91,000 people live within a kilometre of the canal and were local authority forecasts to apply equally to the corridor, this would be expected to rise by 12%--approximately 10,000 persons--to 2035. Nearly half of the canal corridor's population live in Nottingham or Grantham. In contrast to its urban poles, the rest of the canal corridor is largely rural, with agriculture the dominant land use among scattered woodland. In this area, the main settlements - Cotgrave, Cropwell Bishop, Kinoulton, Hickling, Harby, Plungar and Redmile – and other villages are characterised by much lower population densities<sup>1</sup>. From a sub-regional viewpoint, Nottingham and Grantham are therefore the main 'markets' in considering the sustainable future use of the canal, related infrastructure and associated opportunities. However, access to the canal (towpath or waterway) from both is severely restricted either by the A52 or the A1.

2.2.2 While urban extensions such as Gamston, to the east of the A52 and with a boundary to the canal, may afford an opportunity to help break this down, canal access for the main urban populations will continue to be restricted without effective road crossings.

2.2.3 In the rural parts of the corridor, the road network is largely unrelated to the canal. Crossings are frequently culverted and the presence of the canal is poorly signed. Some communities are therefore better connected to it than others. Even where road improvements have maintained canal access, other issues have arisen where canal feeders have been obstructed during the construction process or not taken into account in the design, generating issues such as fish kills in some circumstances.

2.2.4 The Canal historically linked with the River Trent south of Lady Bay Bridge in West Bridgford. Navigation has since been prevented by its closure in the 1930s, and severance caused by the construction of the A52 in the mid-1950s. A feasibility study by the Scott Wilson Group in 2009 determined that this route could only be reinstated at considerable cost and with major disruption to traffic and to residents. While the report identified a preferred route from Hollygate Bridge to just south of Bassingfield it has not been formally protected in planning policy.

### 2.3 Environment

2.3.1 The 2011 Grantham Canal Ecological Assessment<sup>2</sup> comments on the species rich nature of the canal and bankside. It notes the canal area is characterised by submerged aquatic plants, open water, neutral grassland, plantation coniferous woodland, plantation and non-plantation broadleaved and semi-natural woodland, species poor hedgerow, scattered trees, swamp, limited amenity grassland, tall ruderal, continuous scrub and grassland.

2.3.2 The capacity to harness biodiversity is reflected in designations including a National Nature Reserve (Muston Meadows), two Sites of Significant Scientific Interest (SSSI), Local Wildlife Sites, and nearly 15 Sites of Importance for Nature Conservation (SINC) or Sites of Nature Conservation Interest (SNIC). The SSSI designation of the 6.6km stretch between Harby and Redmile recognises the conservation value of its open water and emergent vegetation as representative of slow-water vegetation communities in Central and Eastern England. While specific sections such as the Harby to Redmile SSSI are recognised as nationally important

<sup>1</sup> Average for England is 413 persons/ sq. km (353 excl. London). Average for Canal districts is 175 persons/ sq km, excluding Cotgrave, Grantham and Nottingham, is 91.8 persons/sq. km.

<sup>2</sup> ECUS Ltd



for nature conservation, many of the habitats afforded by the Grantham Canal are presently degraded. The canal has suffered from a lack of management for many years but retains sections of deep, clear water with limited encroachment of marginal vegetation. While this has presented a problem in many sections, sensitive dredging in recent years has had positive effects in reducing the dominance of more invasive plants.

- 2.3.3 In research conducted at the University of Liverpool, modest levels of boat traffic up to 600 boat movements per year (BMV) have been shown to be beneficial in maintaining open water, habitat diversity and conservation interest. With up to 3,000 boat movements a year, all but the most sensitive plants are retained. However, vegetation is progressively lost above this threshold, (Murphy & Eaton, 1983; Environmental Management Consultants, 1996).
- 2.3.4 In SSSIs the Trust and Natural England has a legal duty to take reasonable steps to further conservation and the enhancement of the flora, fauna, geological or other characteristics which led to the designation.
- 2.3.5 The Greater Lincolnshire Nature Partnership identifies the main threats to canal habitats as water abstraction, navigational and flood defence structures, land drainage and management, chemical enrichment and pollution, ditch clearance, development within the floodplain and climate change. The Leicester, Leicestershire & Rutland Biodiversity Action Plan (in review) notes its importance as for reed beds and related species. The Greater Nottingham Local Biodiversity Action Plan stresses the importance of ensuring no loss of areas of canal habitat and continued habitat management, including protection of existing wetlands and long-term management of designated sites, eutrophic standing water (including canals) and related species protection.
- 2.3.6 Archaeological studies show a long history of habitation from Neolithic times to Roman times and onwards<sup>3</sup>. An audit of available information suggests that while there are a number of important sites in the area generally, most are at least 50m distant from the canal.

#### *Strategy Considerations*

- Limited navigation with significant obstructions along its length, the canal is in variable condition—with navigable and clear sections, others dry;
- The Trent Link is essential to restore river-canal navigation;
- The main urban centres - the main source of future canal users - are effectively cut off from direct access to the canal;
- In the rural corridor, a dispersed population has variable accessibility to the canal;
- As effective green/blue infrastructure, canal restoration potentially provides an opportunity to enhance accessibility across the area;
- Effective coordination between the 6 local authorities and 3 LEPs covering the canal area is an essential prerequisite to restoration, and developing a consistent approach to realising wider tourism and economic development benefits;
- As part of a balanced approach to canal restoration, opportunities to enhance its nature conservation value should be captured. Striking a balance between the navigation requirements and ecological impacts is an important strategic consideration;
- While restoration may affect some designated habitat areas, it could also substantially improve and safeguard currently degraded species and habitats. Where required, sensitive mitigation should be integral to restoration. In considering ecological impacts, an 'avoidance, mitigation, and compensation' approach should be adopted; and

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<sup>3</sup> PBA has produced a separate archaeological note

- Canal restoration is an opportunity to enhance the condition of SSSI's and other protected areas provided boat numbers and other impacts are carefully managed.

## 2.4 Economic & Social Considerations

- 2.4.1 As in its geography, economic indicators for the Grantham Canal Corridor show sharp urban-rural differences. The rural area is defined by relatively low levels of income deprivation, with low unemployment and high economic activity<sup>4</sup>. Nottingham and Grantham have much higher levels of deprivation, with several areas in the 10% to 20% most deprived in the country. However, this is not the case for the areas along the canal itself.
- 2.4.2 Regeneration initiatives have attempted to redress economic inequalities. Following the colliery closure in the early 1990s, Cotgrave has seen regeneration policies and programmes focussing on developing employment land, community facilities, housing and open space.
- 2.4.3 Many areas along the canal are considered deprived in terms of access to housing and services and, nearer Grantham, the quality of living environment. This may be potentially exacerbated by a growing population and lower working age population.
- 2.4.4 While the canal affords proximity to historic buildings such as Belvoir Castle, country parks, and other attractions, few if any (with the possible exception of Holme Pierrepont), would be considered of more than local significance<sup>5</sup>. Tourism infrastructure in the canal corridor is relatively underdeveloped with the sector accounting for a relatively small proportion of employment and GVA. Available data suggests the area is not a major tourism location, though the canal corridor is reportedly used by a large number of 'informal' users.
- 2.4.5 While there are an estimated 700 rooms within 10 km of the canal, many are smaller inns and B&Bs and few if any are canal-facing in their operations. Moreover, facilities tend to be concentrated in urban centres (Nottingham and Grantham) which benefit from relatively large local markets, and therefore less dependent on visitor trade.
- 2.4.6 However, were navigation realised, proximity to the Trent would make the canal accessible to the wider boating market, with marinas such as Nottingham Castle on the Nottingham Canal and Colwick and Beeston on the Trent.<sup>6</sup> Many are operating at near capacity which suggests potential demand for inland moorings<sup>7</sup>.
- 2.4.7 The Grantham Canal is surrounded by several villages with historic buildings, and has the potential to connect a series of visitor attractions via towpaths, National Cycle Routes and other walking routes.

### *Strategy Considerations*

- The Grantham Canal Corridor is not presently a major tourist attraction. Despite limited tourism infrastructure the canal and its improvement may provide an opportunity to develop a linking role, while also developing a sub-regional profile for the area;
- There is potential to promote the canal as a tourism attraction in its own right whilst effectively connecting other tourism assets e.g. Holme Pierrepont, Belvoir Castle, Belton Park and Grantham (as Sir Isaac Newton's birthplace);

<sup>4</sup> A higher proportion of people in the canal corridor are economically active compared to county, regional and national levels. There are nearly 160,000 economically active people across the Canal corridor (82%), and a further 940,000 when considering the constituent counties.

<sup>5</sup> Harlaxton Manor—1,400 (2014 figures), Holme Pierrepont National Watersports Centre and Holme Pierrepont Country Park—200,000 2013 estimated 300,000 for 2016, Woolsthorpe Manor—42,000 (2014 figures) Belvoir Castle—falling from 70,000 in 1997 figures to 10,000 now

<sup>6</sup> 2.5km, 2.6 and 8km away respectively.

<sup>7</sup> Nottingham Castle- 193, Colwick Marina- 224, Beeston Marina- 100+



- Tourism policy aims to extend lengths of stay in the area. Developing the corridor's attraction to marine and other visitors will assist this, boosting expenditure and further diversifying the local economy. With rural communities increasingly becoming 'commuter' settlements, canal-related development offers the potential to develop local employment opportunities;
- To be successful, tourism promotion in the canal corridor needs to be complementary to the existing and developing offer in the urban centres; and
- Opportunities to promote, extend and develop tourism accommodation and other infrastructure need to be identified in pursuing an integrated canal-wide approach to boost recreational and tourism activity in the area.

## 2.5 Policy

### Planning

- 2.5.1 The general policies in the area's Core Strategies or Local Development Plans focus on promoting access to employment, services and new housing and on fostering the area's tourism market. References to the Grantham Canal are largely restricted to its role as a green and recreational asset.<sup>8</sup> In their approach to green infrastructure local authorities have started to adopt a consistent approach to the Grantham Canal, all identifying it as a green corridor and a cultural asset. This is emphasised by its protection as Green Belt land east of Nottingham and through a variety of Green Infrastructure policies.
- 2.5.2 However, green infrastructure designations are largely limited to habitat maintenance and enhancement, flood attenuation and rights of way, highlighting the importance of the canal as an asset for biodiversity and climate change mitigation. Area-based and cross-regional strategies, such as the 6Cs<sup>9</sup> infrastructure delivery plan, identify the Grantham Canal's biodiversity importance<sup>10</sup> and focus on maintaining it as a piece of Green Infrastructure, promoting connectivity between green spaces but also focussing on restoring the link to the Trent.<sup>11</sup>
- 2.5.3 Local plans and core strategies are generally less specific about the place of the Grantham Canal in habitat maintenance and meeting biodiversity policy objectives even though it is recognised as an important site of ecological interest. In terms of habitat protection, the Rushcliffe Nature Conservation Strategy notes the importance of the protection of marshland fragments and development and management of wetland sites, including the Grantham Canal, which are currently at risk. The Biodiversity Action Plans within the constituent counties (including Lincolnshire, Leicestershire and Nottinghamshire) note the importance of canal habitat and species protection and long-term management of existing local and national designations.<sup>12</sup>
- 2.5.4 In recent years, various Local Transport Plan projects have not maintained links to these areas. Some new routes are being enhanced and developed omitting the linear nature of the canal route in the directional signage. Whilst some policies identify the role green infrastructure plays in recreation and tourism, few relate specifically to the Grantham Canal.<sup>13</sup> This said, consistent green infrastructure designation does go some way to establishing a sub-regional role for the canal and investment in it. However, policy does not prioritise canal

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<sup>8</sup> See, for example, Saved Policies' set out in the 1999 Local Plan note that there are opportunities to use the Grantham Canal more intensively (¶ 11.52),

<sup>9</sup> The Three Cities (Derby, Leicester, and Nottingham), and the Three Counties (Derbyshire, Leicestershire and Nottinghamshire).

<sup>10</sup> See, for example, Rushcliffe's Core Strategy (2014) Policies 16-17

<sup>11</sup> 6Cs (Three Cities, Three Counties) (2010), Green Infrastructure Strategy.

<sup>12</sup> See *Leicester, Leicestershire and Rutland Biodiversity Action Plan* (2009), *Nottinghamshire Local Biodiversity Action Plan* (1998 and subsequent revisions) and *Greater Lincolnshire Nature Strategy* (2015).

<sup>13</sup> With exception of South Kesteven's saved 1995 Local Plan policy REC9.



restoration. Despite detailed feasibility analysis of the proposed Trent Link<sup>14</sup> there is no specific policy within Core Strategies, Local Plans or Supplementary Guidance safeguarding the route.

- 2.5.5 Core strategies and local plans also identify the Grantham Canal as a key active travel corridor, complementing the canal's green infrastructure status. Policies supporting allocations for future urban extensions<sup>15</sup> view the Grantham Canal as an important link to existing Country Parks and other green spaces. Strategies also focus on improving cycling and walking opportunities and reducing congestion in urban areas. There is little consideration of the potential for development in canalside areas, with the exception of Gamston. Various proposals, such as the current application for residential development of the former cheese factory at Harby, indicate the potential attractiveness of canalside locations. The canal's potential role in facilitating development in adjacent areas remains largely unexplored and in terms of development management, there is little explicit protection afforded to the canal's supporting reservoir and feeder infrastructure. The role of such infrastructure as important assets in catchment planning for the Environment Agency's Catchment Restoration Partnerships is also often overlooked.

### **Economic Development**

- 2.5.6 Economic development across the canal corridor is covered by three Local Economic Partnerships, all part of the 'Midlands Engine'. Their Strategic Economic Plans identify similar sub regional development objectives, particularly with respect to more rural areas. These include: meeting housing needs; improving leisure and tourism facilities & product; sustainable business growth; and infrastructure improvements (e.g. along the A46 corridor). Sector specific strategies<sup>16</sup> outline thematic actions to support them. Canals are referenced in promoting Midlands tourism but policies focus largely on the Birmingham canals and their potential role as gateways to other parts of the region.
- 2.5.7 While canals are recognised in various policies as complementary to other sub regional economic investments<sup>17</sup>, including cycleway improvements, land release, workspace creation and training opportunities, there is no mention of the Grantham Canal or related initiatives.
- 2.5.8 LEP objectives are supported by area-based strategies which emphasise supporting potential urban extensions, improving connectivity and infrastructure, encouraging skills development, maximising tourism opportunities, improving the sense of place and improving housing availability. In current policy, the Grantham Canal corridor is not considered to have a significant role in stimulating this type development.

### *Strategy Considerations*

- The Canal Corridor is predominantly viewed as a green infrastructure asset with recreational and habitat value;
- The Trent Link is not explicitly protected by planning policy;
- Its consistent designation as such is positive and the approach needs to be extended across other areas of policy as well as development management;
- Limited recognition in planning or economic development policy of an active role for the Grantham Canal Corridor in facilitating development;
- The canal corridor has little strategic priority in planning or economic policy;
- The potential role of the canal corridor in contributing to local economic growth, improving accessibility, promoting development, providing the links between canal investment and

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<sup>14</sup> Scott Wilson Group, 2009.

<sup>15</sup> Rushcliffe Core Strategy, Policies 23 and 25

<sup>16</sup> Such as the Leicester and Leicestershire Tourism and Hospitality Growth Plan, 2013

<sup>17</sup> D2N2 Strategic Economic Plan

wider economic, environmental and health outcomes needs to be more clearly demonstrated to increase its policy priority;

- A growing population will require new housing— despite a few allocations, the Canal Corridor is not identified as a potential location to accommodate sub-regional growth. The improvement of the canal corridor may suggest that potential allocations between existing settlements and the canal might be considered in the medium to long term, providing supporting infrastructure is available; and
- There is potential to address inequalities in access to housing and services through promoting canalside locations.

## 2.6 Issues & Opportunities

2.6.1 The first stakeholder workshop was held at Holme Pierrepont on 11 May. It considered these aspects at length, considering how the area might adapt to emerging trends, how it could position itself in the market, and the issues which needed to be addressed moving forward. There was general agreement of the SWOT analysis below.

Table 2-1 Grantham Canal SWOT analysis

<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>▪ Sole Trust Ownership of the Waterway</li> <li>▪ High Trust priority</li> <li>▪ Established landscape values</li> <li>▪ Potential for increased development value along canal</li> <li>▪ Water supply</li> <li>▪ Potential use of the canal for water attenuation (SUDS)</li> <li>▪ Active Canal Society and engaged volunteers</li> <li>▪ Potential for phased project delivery</li> <li>▪ Potential value added for the Vale of Belvoir</li> <li>▪ Proximity to Belvoir Castle</li> <li>▪ High biodiversity, several local and national designations</li> </ul>	<p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>▪ Lack of a cohesive identity for the canal</li> <li>▪ Not recognised as important tourism area</li> <li>▪ Limited Canal Society membership</li> <li>▪ Few major housing allocations</li> <li>▪ Limited supporting infrastructure (schools, health, services, etc.) in some areas</li> <li>▪ Fragmented ownership of bridges</li> <li>▪ Holme Pierrepont underused</li> <li>▪ Lack of planning &amp; economic development priority</li> <li>▪ Some landowners are anti-development</li> <li>▪ No canal focal points</li> <li>▪ Degraded aquatic and terrestrial habitats in parts</li> <li>▪ Limited interpretation</li> <li>▪ Few settlements &amp; limited connections</li> <li>▪ Limited apprenticeships</li> <li>▪ Silo-working within organisations, limited partnership working</li> <li>▪ Committed engagement from local authorities</li> </ul>
<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>▪ Increased Canal Society membership</li> <li>▪ Volunteer programme and apprenticeships</li> <li>▪ Developing a regional brand based on the canal</li> <li>▪ Related leisure and visitor facilities in market towns, villages and tourist destinations</li> <li>▪ Potential medium to long term housing allocations</li> <li>▪ Potential to enable canalside development though use as SUDS</li> <li>▪ Educational and outdoor learning opportunities</li> <li>▪ Potential to restore habitats and enhance biodiversity</li> <li>▪ Promotion of outdoor and health-related activity through trails, walks, cycle routes etc.</li> <li>▪ Extension of existing activity to restore canal, boating, portage, maintenance and other facilities</li> <li>▪ General support for canal improvement among most authorities – potential improved partnership working</li> <li>▪ Several potential candidates as focal points on the route</li> <li>▪ Potential to link to major road and other infrastructure projects to deliver the Trent link</li> </ul>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>▪ “Canal to nowhere”</li> <li>▪ Potential reservoir impacts</li> <li>▪ Disturbance to habitats and designated sites through restoration and navigation</li> <li>▪ Continued degradation of canal and bankside habitats</li> <li>▪ Benefit limited to tourism and recreation</li> <li>▪ Cost of Trent Link and no safeguarding in policy</li> <li>▪ Fragile relationships between canal organisations</li> <li>▪ Lack of clarity over liability for maintenance needs</li> <li>▪ Continuing lack of regional significance</li> <li>▪ Funding: availability and low priority</li> </ul>



2.6.2 Discussion of the baseline analysis and the issues then focussed on the opportunities present in the Canal Corridor and how constraints might be overcome. The main emerging themes are identified below.

### **Navigation**

- Examine opportunities to deliver the Trent Link alongside other major infrastructure in the area.
- Pursue an incremental approach focussing on key canal attraction points.

### **Tourism**

- Develop a critical mass of canal-related visitor facilities
- Encourage increased boating activity.
- Build on activities such as walking, cycling and angling which the area already attracts to increase participation.
- Strengthen links between the canal and the Vale of Belvoir and its attractions.

### **Environment**

- Explore opportunities for the canal to provide flood attenuation and compensation.
- Acknowledge and develop attraction of SSSI designations including Muston Meadows.
- Further develop green infrastructure links: building and extending the value of features such as Cotgrave Country Park and recreation route, Colwick Country Park and Holme Pierrepont.
- Adopt an 'avoid, mitigate, compensate' approach to maintain and enhance biodiversity
- Monitor boat usage to ensure levels consistent with enhancing biodiversity
- Provide off line habitats where mitigation is the agreed solution.

### **Positioning**

- Establish a clearly articulated Canal Vision to capture the imagination, then seek funding.
- The area does not have many readily identifiable 'brands'. Promote the canal as a regional brand e.g. the Grantham Canal Park or similar, recognising its accessibility by road and other modes and targeting regional and national profile and markets.
- Develop links to other trails and attractions: including other longer routes (e.g. cheese trail); Viking Way; Sustrans routes; heritage features.

### **Partnership**

- Build priority among partners through policy, influencing from Chief Executive and senior Members across the key authorities and other organisations.
- Reinvigorate the Grantham Canal Partnership behind a broad range of strategy actions.



## 3 Vision & Supporting Objectives

3.1.1 The Grantham Canal is anchored by two major urban centres and is close to the major road routes which link the main centres of the Midlands. Analysis of economic activity in the area and wider boating characteristics indicates the potential to increase tourism and economic activity, while meeting pent up demand for canal moorings regionally. This, and a broadly supportive policy context, indicate the potential of canal restoration to play an important role:

- As a connected part of the regional network;
- In place-making and building a strong, clear identity for Nottingham /Grantham/the Vale of Belvoir and the wider area;
- As a focus for tourism and economic activity around the canal and the places it links;
- In developing the area's tourism, recreation and leisure resources for residents and visitors; and
- In developing the attraction of the area as a place to live, and as a solution to some of the environmental and servicing issues associated with development in the area; and

### 3.2 Vision

3.2.1 It is recognised that strategy implementation - whether policy, infrastructure, tourism, economic or other forms of development - is a long-term process and that different stakeholders, landowner and business interests may well have differing views as to what it means. At strategy workshops, key stakeholders reached broad agreement on the Vision below.

3.2.2 The Vision articulates the emerging aspiration of what the Grantham Canal and the area it goes through should be in 20 years' time

*"In 2035...*

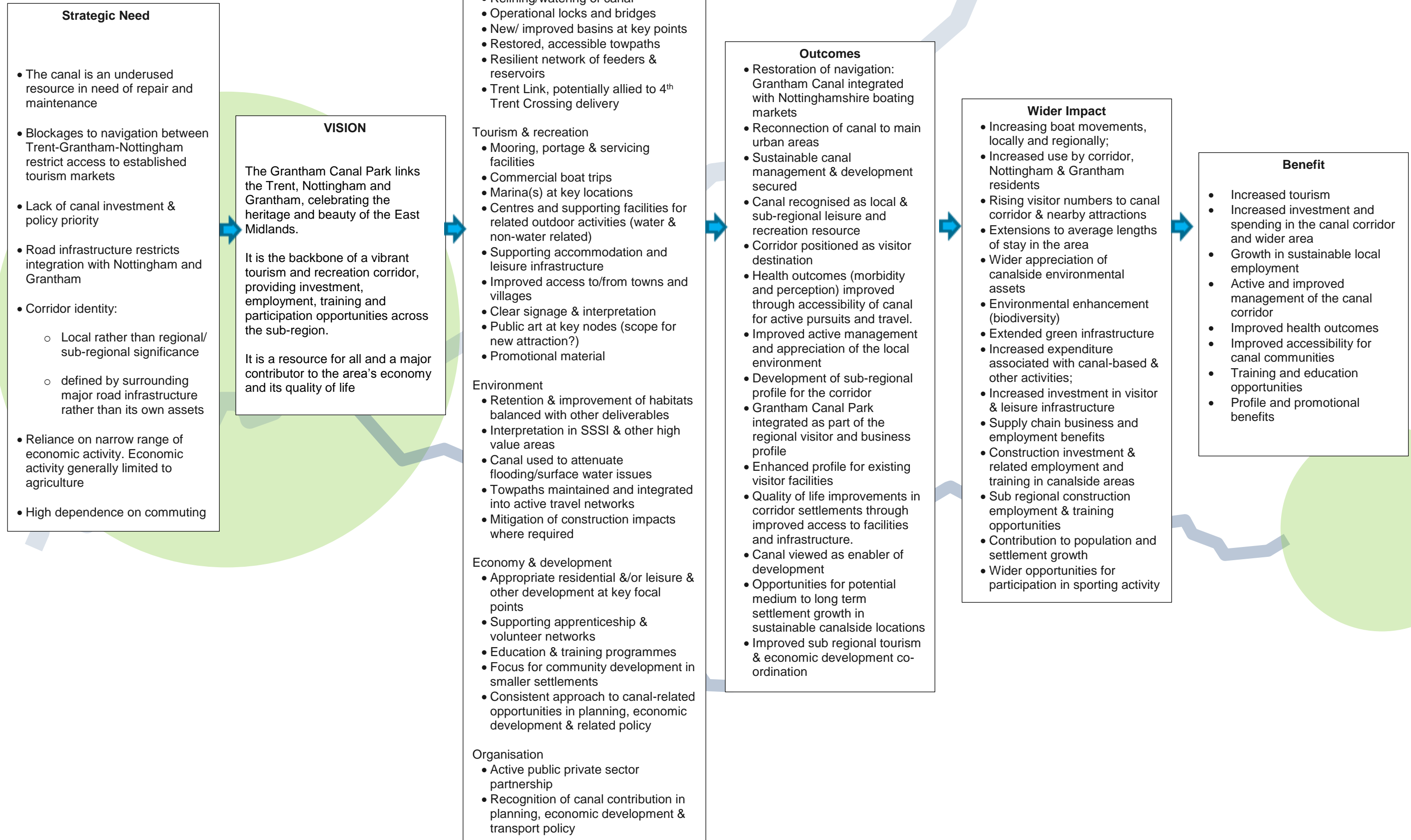
***The Grantham Canal Park links the Trent, Nottingham and Grantham, celebrating the living environment, heritage and beauty of the East Midlands.***

***It is the backbone of a vibrant tourism and recreation corridor, providing investment, employment, training and participation opportunities across the sub-region.***

***It is everyone's resource, a major contributor to the area's economy and its quality of life"***

3.2.3 A 'logic model' has been developed, indicating the needs met by canal restoration, the development of the Vision, the range of deliverables linked to that Vision and what it is hoped can be achieved through its implementation.

## Grantham Canal Park - Logic Model



### 3.3 Strategy Themes

3.3.1 The Vision is intended to be transformational for the Grantham Canal Park and its communities. Clear priorities have been identified through the combination of: baseline and other strategy analyses; individual discussions with key interests; and the findings of the two Strategy Workshops.

3.3.2 The Logic Model also indicates a series of deliverables which will support delivery of the Vision, building on the stated aims of the main stakeholders and experience of canal-led regeneration elsewhere. They are broad-ranging. While canal restoration is the central and catalytic element of the Strategy, there is overlap with wider economic, tourism, place-making and organisational objectives which stakeholders view as critical.

- Canal restoration and the establishment of the Grantham Canal Park should adopt a regional as well as local perspective from the start. This recognises its main markets and communities of interest.

This has physical and spatial implications.

- The Trent Link will provide the connection needed for the Grantham Canal to become a meaningful part of the East Midlands canal network. It is the most important single component in developing the canal's integrity and its becoming a regional asset.
- The canal should form a spine of connected tourism and visitor infrastructure. Its restoration should be announced and accompanied by destination development at key highly visible locations to capitalise on its accessibility by road and proximity to Nottingham and Grantham.
- These will act as 'gateways' to the Grantham Canal Park, signposting the attraction of the canalside communities between Nottingham and Grantham. As canal restoration progresses, close engagement with communities and businesses will drive new sustainable business and employment growth in the canals rural settlements.
- Local communities also need to feel part of the Grantham Canal Park. Community participation in its development and implementation should be a central feature.
- The Canal Park has a potentially critical role in reinforcing community and environmental sustainability and in assisting improved service provision. An enabling approach to community development and growth will therefore underpin canal restoration.

3.3.3 The **Strategy** therefore adopts a series of interlinked themes:

#### ***Regional Positioning: the Grantham Canal Park as an East Midlands asset***

3.3.4 The Grantham Canal Park is bounded by the City of Nottingham, Grantham and the major roads linking them i.e. the A52, A46 and A1. The population within a 45- 60-minute drive of Cotgrave is estimated at 2.1m- 3.6 million in 2016<sup>18</sup>, and forecast to rise to 2.3 million to 4.0 million<sup>19</sup> in 15 years' time.

3.3.5 Strategy actions support its development as a high quality and popular leisure, recreation and access resource for people living in the corridor and also for residents of this wider region. In the short to medium term, development of tourism, leisure and recreational activities will be promoted taking advantage of the canal corridor's existing 'blue-green assets' and which the Strategy will improve further. As this role develops, with active travel routes to key population centres established, increasing use of the Grantham Canal Park by residents and visitors, and

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<sup>18</sup> Data from Experian

widespread appreciation of its easy accessibility to other parts of the Midlands, the area's role as a sustainable residential location will develop.

- 3.3.6 As restoration will require public and private sector funding, the strategy seeks to influence planning, economic and other policy to reposition the canal as a regional resource. Co-ordination of visitor and other promotional marketing should further reinforce the canal's regional potential.

***Canal Restoration: bringing navigation back to the Grantham Canal***

- 3.3.7 Restoration of the Grantham Canal is one of the Trust's top priorities. The Canal will develop as a navigation connected to the East Midlands waterways, including the Trent Navigation. The canal's accessibility as part of this regional network, including the Nottingham Beaston, Trent & Mersey, and Erewash canals as well as the River Soar, is vital to the credibility of the regional park concept. The Trent Link would enable this to be re-established, addressing its severance by the dualling of the A52.
- 3.3.8 As a long term goal, the reinstatement of a continuous towpath to Nottingham (addressing the A52 barrier) and Grantham (tackling A1 severance) is of almost equal significance in reconnecting the region's most significant urban communities to the canal.
- 3.3.9 The *indicative* cost of full restoration is estimated at up to £70m, with the Trent Link estimated to account for some £22.2 million of this. While funding availability dictates that canal restoration is a long term goal, early and shared public policy commitment to the link is a priority, enabling route options to be more fully explored and costs to be validated.
- 3.3.10 Public, private and third sector resources will be marshalled behind all of the activities involved in restoration, including: canal relining, lock repair (and replacement where needed), bridge replacement as well as the development of moorings, marina and other facilities for the canal's marine users. 'Landside' elements, including improvements to canal towpaths and canal buildings as well as enhancements to the canalside environment will also be included.
- 3.3.11 Canal restoration is clearly a significant undertaking. The scale of works involved will generate contracts for local businesses and employment opportunities in the regional labour force. Assuming policy and funding commitment, this is likely to be phased over a 10-15-year period or more. Volunteering has become increasingly important in delivering canal improvements: the repair and replacement of Lock 15 has been constructed by Grantham Canal Society volunteers, supervised and trained by the Trust and others. In April 2017, some 2,934 volunteer days have been registered with project spend of £264,305. While potentially reducing the costs of restoration works relative to contract rates, there may also be opportunities to develop a regional volunteering and training package associated with the phased restoration of the canal, and involving local education and training providers such as Grantham College.

***Links in the Chain: Punctuating the canal, focussing activity at key locations to promote interest, increased use and build sustainable businesses.***

- 3.3.12 The restored Grantham Canal will provide opportunity for active travel, canal navigation, and pedestrian and cycle connections. But it is more than a conduit. While it will also provide a supporting environment for green infrastructure and biodiversity it will be more than a wildlife park. Both elements provide a strong framework for the Grantham Canal Park. To be sustainable, it also needs to develop concentrations of interest, footfall and spending around key communities and points of interest. The Strategy will target development of supporting leisure, accommodation and other facilities around these 'links':
- Around the larger communities in the Grantham Canal Park – existing settlements such as Cotgrave, Cropwell Bishop, Harby & Hose, as well as future communities such as Gamston;
  - Where existing heritage or facilities attract or have the potential to attract visitors - Harby & Hose (Belvoir Castle), Cropwell Bishop (Stilton), Holme Pierrepont; and



- Landmark features announcing the main Grantham Canal Park at the principal, visible entry points, and at key gathering points.

***A connected and cared for environment: Building on the area's high quality environment and biodiversity as a natural and visitor asset & developing an expansive green infrastructure network, linking the region's urban and rural areas through active travel and recreation links***

- 3.3.13 Approached sensitively, restoration of the Grantham Canal can also benefit local ecology. Potentially adverse effects will be avoided or minimised and opportunities to enhance diversity captured through: phased restoration; establishment of inline and offline reserves as habitat enhancements; channel restoration to variable widths where appropriate; adopting sensitive dredging profiles and engineering designs and other measures. The effects of navigation should be carefully monitored.
- 3.3.14 The towpaths, verges and planting historically developed at the same time as the Grantham Canal largely remain. The remaindering of the canal and the cessation of navigation has had variable effects, with negative impacts on aquatic species in places and colonisation by plant species in others. Appropriate and positive management of the canal corridor will further improve its value as an environmental resource, also recognising the related recreation, health and other benefits associated with its enjoyment.
- 3.3.15 Route and canalside interpretation also varies along the 33 miles of the canal limiting the degree to which it provides more than a local resource.
- 3.3.16 Towpath repair & maintenance, sensitive retention and management of canal habitats and interpretation will be delivered alongside canal restoration encouraging increased use by people living in the area. The experience of the Millennium Link in Scotland shows creation of a consistent quality of canal side towpaths increases their amenity use and also generates demand (and support) for pedestrian and cycle connections to and from communities and new developments close by. Housebuilders now routinely refer to the network created in their marketing literature.<sup>20</sup> The increased footfall generated on well-managed path networks also supports related opportunities for small scale leisure business. Furthermore, the contribution outdoor recreation can potentially make to improved health outcomes is increasingly acknowledged.
- 3.3.17 Implicitly, the development of an effective and connected green infrastructure network is a key element in maintaining and further improving resident's quality of life, in the Grantham Canal Park, and across the area it will serve. Its development needs to be anticipated by the Strategy.

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<sup>20</sup> <http://www.zoopla.co.uk/new-homes/details/41463313#GEP6VjwZs7bUy5VC.99>

*"If you enjoy the great outdoors, Carron Park is the perfect setting as you're close to the Carron River with its pathways – perfect for walking and cycling. For the golfers amongst you, the Falkirk Golf Club is also within walking distance. Other key local activities include the Polmont Farm Dry Ski Centre and the Helix Ecopark, which is 350 hectares of land between Falkirk and Grangemouth for cyclists, walkers and runners, including the striking Kelpies Sculptures Experiences Tour. Falkirk is also home to what could be Scotland's first structural icon of the twenty-first century, the fascinating Falkirk Wheel."*



### ***Complementary Economic Development and Tourism Initiatives***

- 3.3.18 The Grantham Canal Park covers a largely rural area. However, support for it and its future hinges as much on meeting the economic, leisure and quality of life aspirations of the urban communities it neighbours as those of the settlements within the Grantham Canal Park itself.
- 3.3.19 In recent times, the size of the canal corridor's population, the more pressing economic requirements of Nottingham and Grantham, and relatively low levels of business and employment opportunity along the canal have meant that the area has been bypassed by most of the economic, training and business development initiatives introduced through the programmes of national and local government authorities, regional and local economic agencies and others.
- 3.3.20 The scale of canal restoration and regeneration of economic activity proposed in the Strategy will require region-wide commitment, but it will also generate opportunities which can only fully be realised if a pan-authority approach is adopted. This will be evident: in the construction phase which will need to involve contractors, labour, apprentices and others from across the East Midlands; in the development of supporting training programmes which will need to be coordinated by institutions or collaborations between training providers at regional level to enable the area to fully benefit from the skills development opportunities restoration presents; and in capturing the business opportunities which the Grantham canal park will present..














### ***A Positive Development Approach: the Grantham Canal - maintaining and enhancing the environment & a potential solution to development constraints***

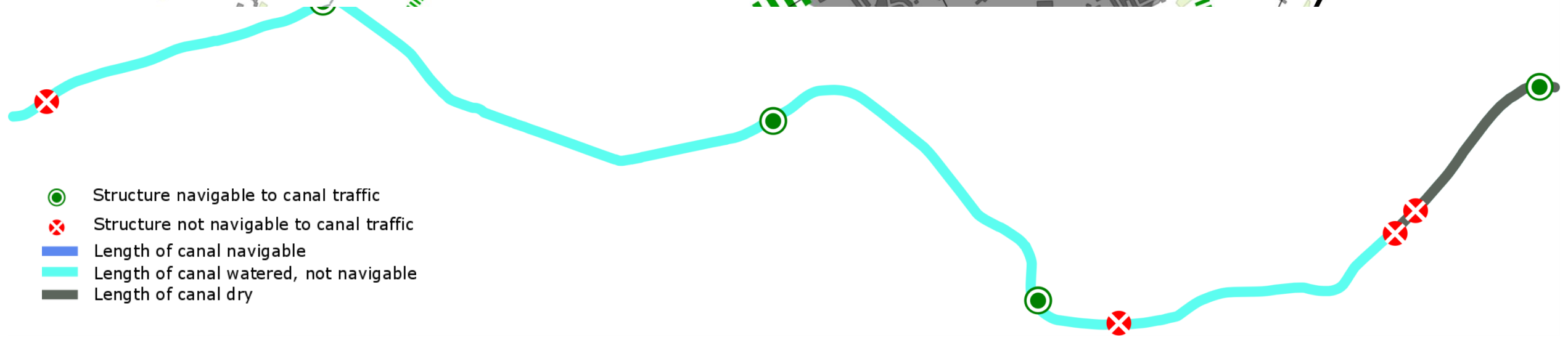
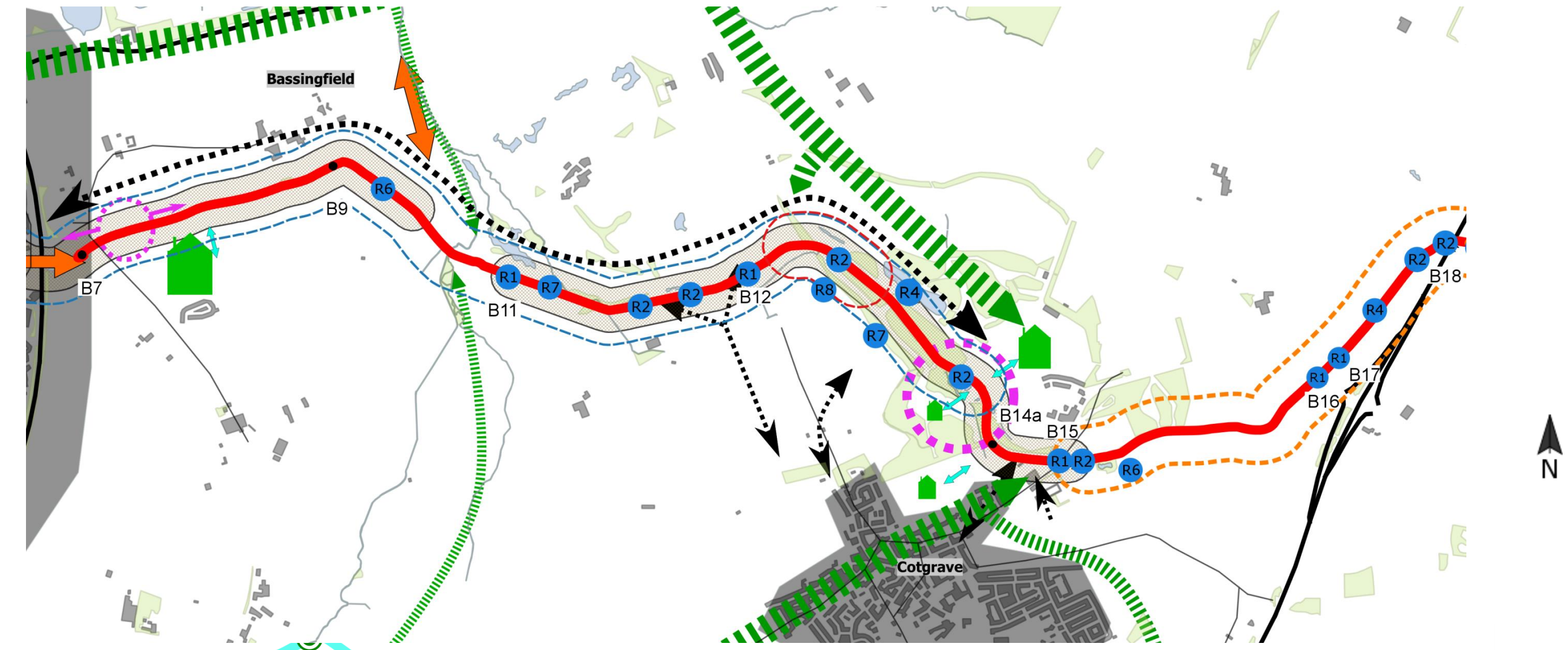
- 3.3.21 In the medium to longer term, as the corridor's attraction as a leisure destination improves, so will its residential attributes, potentially generating residential growth pressure. The canal may provide a clear settlement boundary, but it will also provide attractive settings for community expansion. As a water asset, it may also be able to provide water attenuation in key areas, potentially increasing the area available to develop housing, improving returns and by possibly increasing site viability, improving the prospects for affordable housing provision in the rural area. The canal corridor is valued for the quality of its environment and the diversity of plant and animal species which inhabit it. The design of water attenuation and similar approaches associated with development will take account of this, providing appropriate mitigation where required.








SECTION 1- A52 TO A46

Key- Strategy














-  **Focal point:** moorings, marina and servicing facilities, leisure facilities, links to settlements, path networks, interpretation
-  **Gateway:** regionally significant attraction with supporting facilities
-  **Major Connections:** removal of major access barriers to pedestrian/cycle and or boat access
-  **Indicative green infrastructure corridors** currently or potentially contributing to the Grantham Canal Regional Network
-  **Active travel route, signage and interpretation:** linking residential areas to work, leisure and other activities
-  Existing or future residential potential contributing to sustainable community expansion
-  SUStrams: National Route
-  Viking Way
-  Existing or potential boating trips
-  Dredging
-  Relining
-  Embankment Repairs
-  Towpath improvements

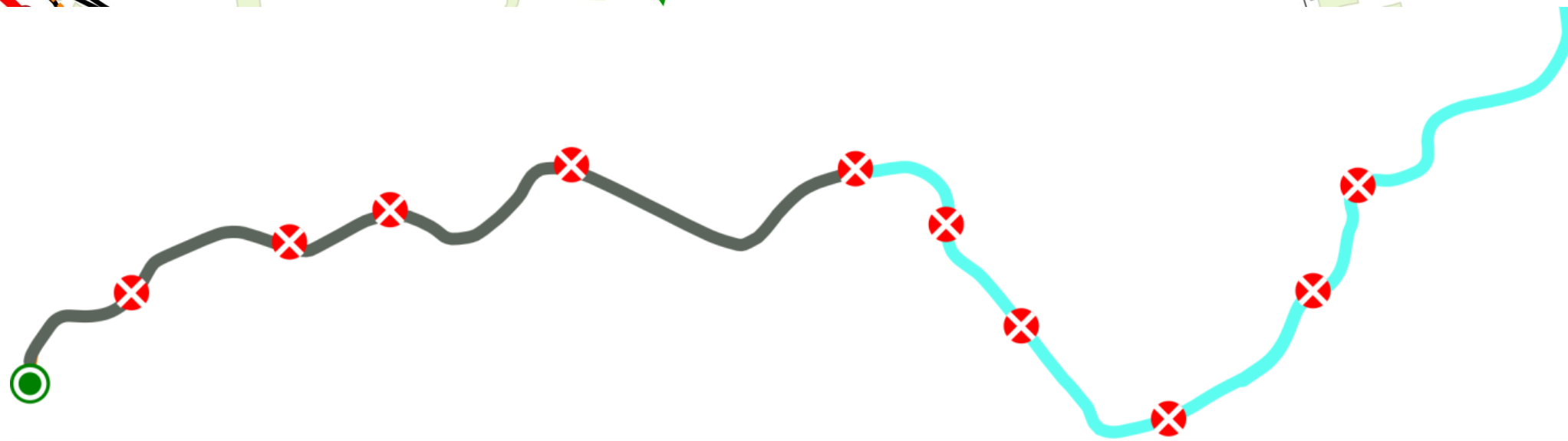
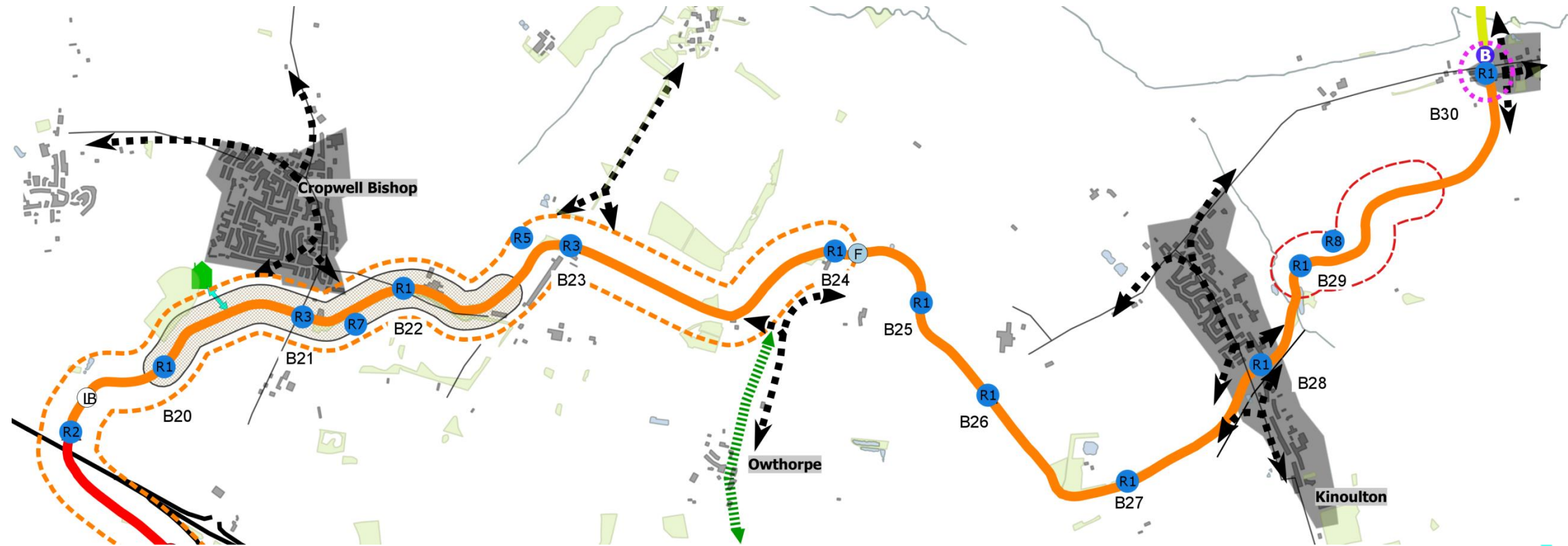


-  Structure navigable to canal traffic
-  Structure not navigable to canal traffic
-  Length of canal navigable
-  Length of canal watered, not navigable
-  Length of canal dry




















SECTION 2- A46 TO HICKLING

Key- Strategy

-  **Focal point:** moorings, marina and servicing facilities, leisure facilities, links to settlements, path networks, interpretation
-  **Gateway:** regionally significant attraction with supporting facilities
-  **Major Connections:** removal of major access barriers to pedestrian/cycle and/or boat access
-  **Indicative green infrastructure corridors** currently or potentially contributing to the Grantham Canal Regional Network
-  **Active travel route, signage and interpretation:** linking residential areas to work, leisure and other activities
-  Existing or future residential potential contributing to sustainable community expansion
-  SUSTrans: National Route
-  Viking Way
-  Existing or potential boating trips
-  Dredging
-  Relining
-  Embankment Repairs
-  Towpath improvements
















Key- Canal Improvements

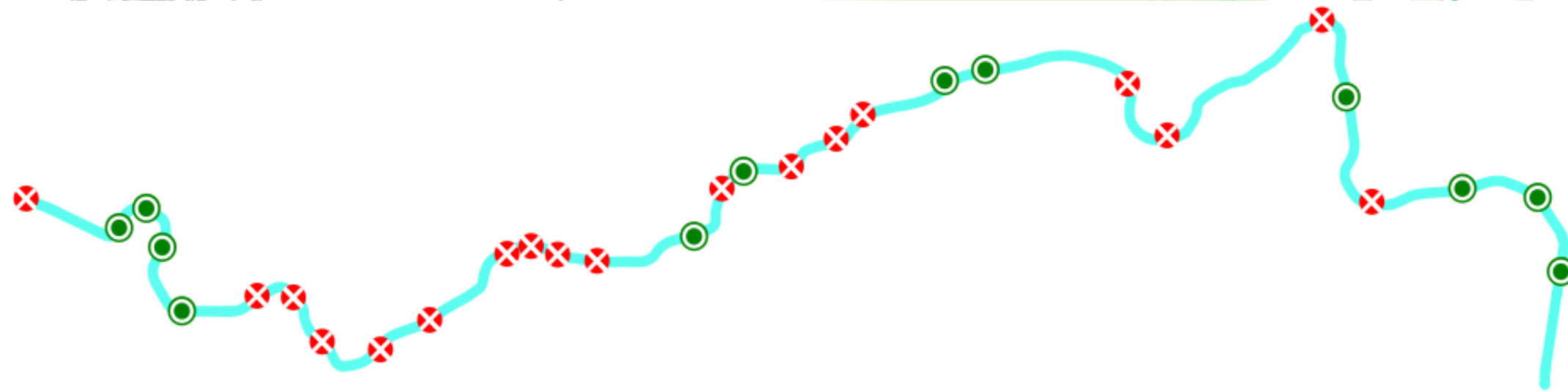
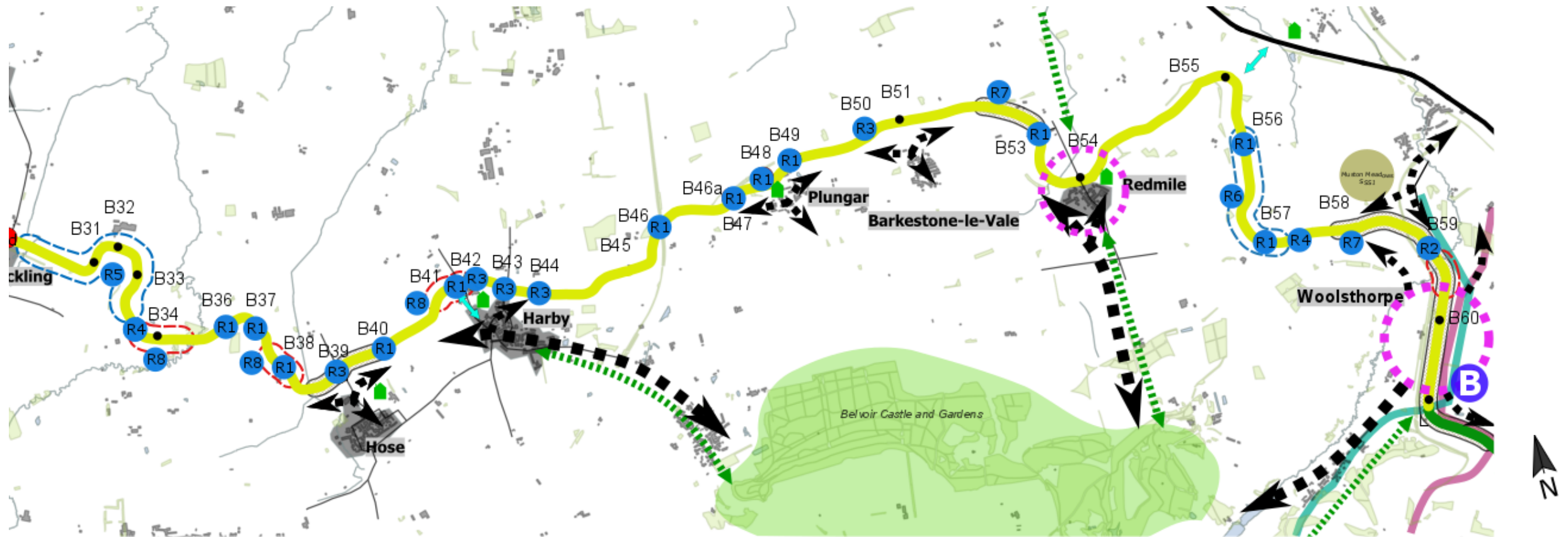
- | Object                                                                              |                                                                                     | Status                                                                              |                                                                                     |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|                                                                                     |  |  |                                                                                     |
|                                                                                     |  |                                                                                     |                                                                                     |






















SECTION 3- WOOLSTHORPE

Key- Strategy

-  **Focal point:** moorings, marina and servicing facilities, leisure facilities, links to settlements, path networks, interpretation
-  **Active travel route, signage and interpretation:** linking residential areas to work, leisure and other activities
-  **Major Connections:** removal of major access barriers to pedestrian/cycle and or boat access
-  **Indicative green infrastructure corridors** currently or potentially contributing to the Grantham Canal Regional Network
-  **Active travel route, signage and interpretation:** linking residential areas to work, leisure and other activities
-  Existing or future residential potential contributing to sustainable community expansion
-  Sustrans: National Route
-  Viking Way
-  Existing or potential boating trips
-  Dredging
-  Relining
-  Embankment Repairs
-  Towpath improvements















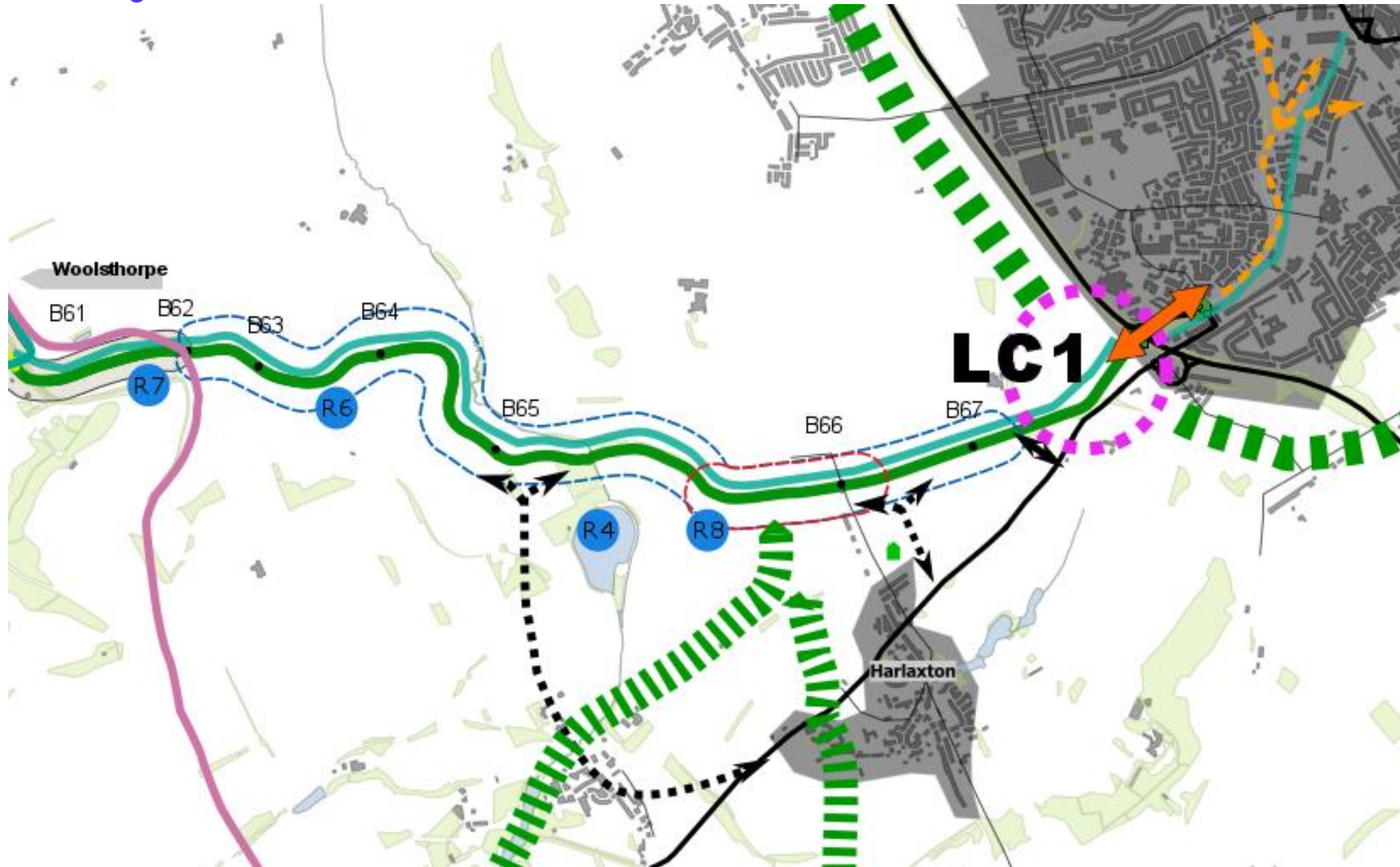
Key- Canal Improvements

- | Object                                                                                        | Object                                                                                            | Status                                                                                                  | Status                                                                                                   |
|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
|  Feeder    |  Road          |  TBC                 |  Dredging             |
|  Backpump  |  Rail          |  Removed             |  Relining             |
|  Reservoir |  Lock Bridge   |  Repairs/Alterations |  Embankment Repairs   |
|  Lock      |  Footbridge    |  Good                |  Towpath Improvements |
|                                                                                               |  Bridleway     |  To Replace          |                                                                                                          |
|                                                                                               |  Accommodation |                                                                                                         |                                                                                                          |

## SECTION 4-WOOLSTHORPE TO GRANTHAM (A1)




### Key- Strategy






-  **Focal point:** moorings, marina and servicing facilities, leisure facilities, links to settlements, path networks, interpretation
-  **Active travel route, signage and interpretation:** linking residential areas to work, leisure and other activities
-  **Major Connections:** removal of major access barriers to pedestrian/cycle and/or boat access
-  **Indicative green infrastructure corridors** currently or potentially contributing to the Grantham Canal Regional Network
-  **Existing or future residential potential** contributing to sustainable community expansion
-  **SUStrans: National Route**
-  **Viking Way**
-  **Existing or potential boating trips**
-  **Dredging**
-  **Relining**
-  **Embankment Repairs**
-  **Towpath improvements**








SECTION 5- TRENT LINK

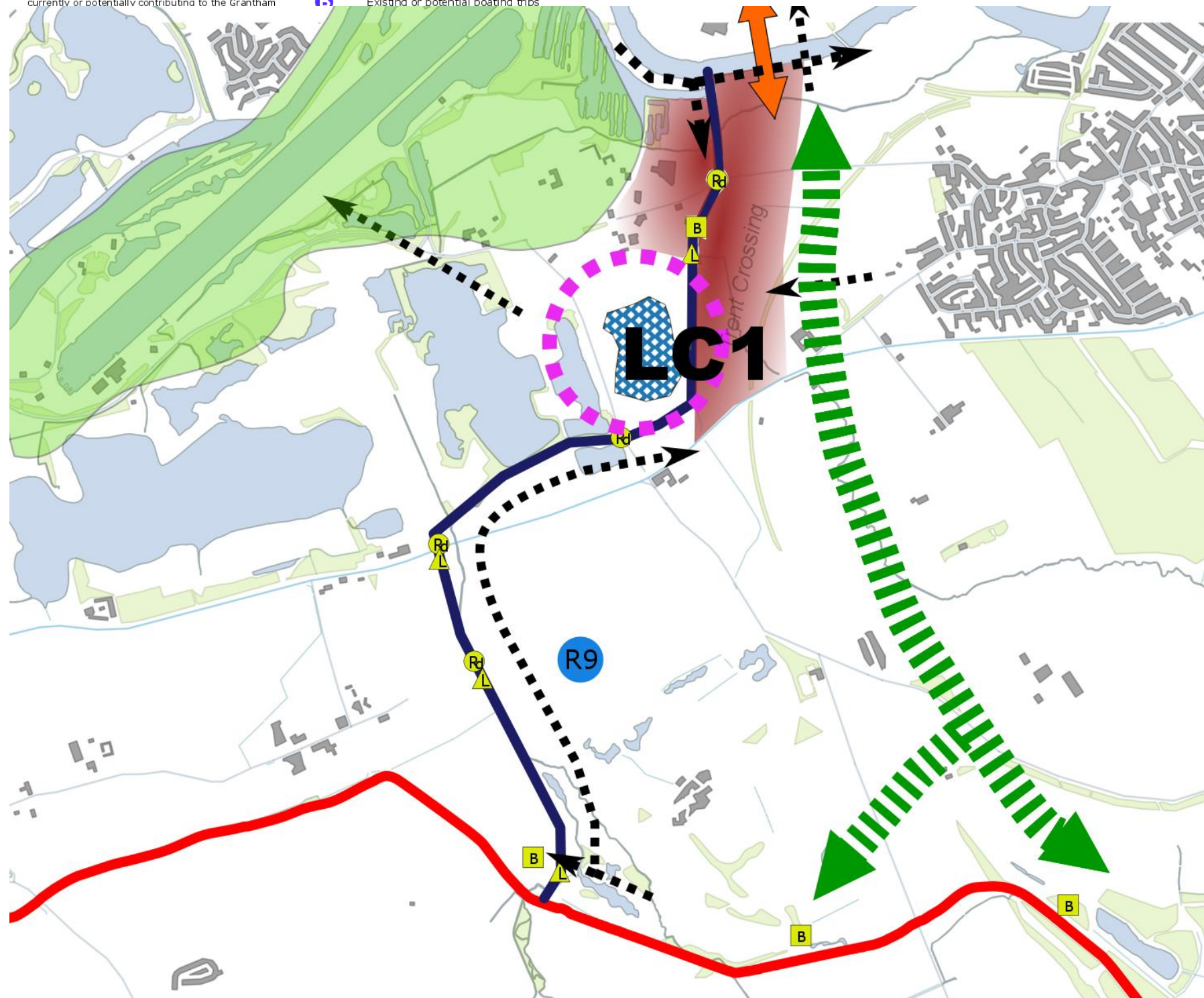
Key- Strategy

-  **Focal point:** moorings, marina and servicing facilities, leisure facilities, links to settlements, path networks, interpretation
- G** **Gateway:** regionally significant attraction with supporting facilities
-  **Major Connections:** removal of major access barriers to pedestrian/cycle and or boat access
-  **Indicative green infrastructure corridors** currently or potentially contributing to the Grantham

-  **Active travel route, signage and interpretation:** linking residential areas to work, leisure and other activities
-  Existing or future residential potential contributing to sustainable community expansion
-  SUStrams: National Route
-  Viking Way
-  Existing or potential boating trips

Key- New Assets

- Object
-  Road
  -  Backpump
  -  Footbridge
  -  Lock
  -  Accomodation



## 4 Economic Impact

4.1.1 An assessment of the economic effects of canal restoration and implementation has also been prepared, showing the potential effects of the Grantham Canal Park in stimulating economic and other activity. The findings are presented: for the canal as a whole; for the sections identified in the previous section; and by local authority area. The analysis of tourism impacts and volunteering impacts is then presented.

4.1.2 Headline effects include:

- 2 million informal visits to the Grantham Canal Park
- 400,000 trips to related attractions
- £130m canal investment
- £34m investment in building facilities and on sites enabled by canal restoration
- 710 new permanent jobs, 1,033 construction jobs in the area
- 77 additional hotel beds
- Additional annual GVA of £30 million
- Potential environmental enhancement and maintenance of a network of 2,000 ha
- Strategic active travel improvements to an area of 210 ha along canal and adjacent communities.

:



Table 4-1 Outputs - Grantham Canal Park

TOTAL	Total (gross)
<b>Infrastructure</b>	
New towpaths (km)	16.75
Adjoining footpaths (km)	21.3
Bridges Repaired	2
Bridges Constructed	35
Locks Repaired	8
Locks Constructed	4
Canal infrastructure investment	£70.0m
Paths, marinas, boating facilities, public space etc. (m)	£21.0m
<b>Development</b>	
Residential (units)	1,200
Non-residential floorspace (sq.m)	22,100
Hotel (beds)	77
Employment	710
Annual GVA (£m)	£30.0m
<b>Construction</b>	
<i>Development Investment Levered by Canal (m)</i>	£103.90m
<i>Jobs</i>	1,033
<i>FTE</i>	103
<b>Environment</b>	
Area for environmental enhancement and maintenance (ha)	2,100 ha
Areas for active travel improvement (ha)	210 ha

Table 4-2 Outputs - Sections

	A52 to A46	A46 to Hickling	Hickling to Woolsthorpe	Woolsthorpe to A1	Trent Link
<b>Infrastructure</b>					
New towpaths (km)	5	2.5	4.5	0.75	0.75
Adjoining footpaths (km)	2.6	8.7	2.5	4	3.5
Bridges Repaired/Constructed	0/4	1/9	1/15	0/0	0/7
Locks Repaired/ Constructed	7/0	1/0	0/0	0/0	0/4
Canal infrastructure investment (m)	£9.4	£17.4	£19.4	£1.6	£22.2
Paths, marinas, boating facilities, public space etc. (m)	£1.4	£3.0	£1.8	£7.9	£6.9
<b>Development</b>					
Residential units (residents)	390 (858)	360 (792)	240 (528)	210 (462)	-
Increase in units (from 2016)	5%	21%	10%	46%	-
Estimated Council Tax p.a. (m)	£0.58	£0.53	£0.36	£0.31	-
Non-residential floorspace (sq.m)	8,900	1,500	3,600	2,400	5,700
Hotel (beds)	-	-	-	-	77
<b>Employment (operation)</b>					
FTE	257	59	124	120	150
GVA (m)	£10.9	£2.5	£5.2	£5.1	£5.9
<b>Construction</b>					
<i>Development Investment Levered by Canal (m)</i>	£34.0	£26.2	£20.3	£17.2	£6.2
<i>Jobs</i>	338	261	202	171	62
<i>FTE</i>	33.82	26	20.17	17.05	6
<b>Environment</b>					
Area for environmental enhancement and maintenance (ha)	750	80	580	210	480
Areas for active travel improvement (ha)	60	50	50	50	15

Table 4-3 Outputs - Local Authority

	Rushcliffe	Melton	South Kesteven
<b>Infrastructure</b>			
New towpaths (km)	11.5	2.5	2.75
Adjoining footpaths (km)	14.8	1.5	5
Bridges Repaired/Constructed	1/10	1/15	0/0
Bridges Constructed/Constructed	20	15	0
Locks Repaired/Constructed	8/4	0/0	0/0
Canal infrastructure investment (m)	£ 49.6	£ 18.3	£ 2.2
Paths, marinas, boating facilities, public space etc. (m)	£ 11.3	£ 0.85	£ 8.9m
<b>Development</b>			
Residential units (residents)	750 (1,650)	240 (528)	210 (462)
Increase in units (from 2016)	8%	5%	33%
Estimated Council Tax p.a. (m)	£ 1.1	£0.36	£ 0.31
Non-residential floorspace (sq.m)	16,100	1,800	4,200
Hotel (beds)	77	-	-
<b>Employment (operation)</b>			
FTE	466	62	182
Increase in LA employee jobs	1.0%	0.3%	0.3%
<b>GVA £m</b>	£ 19.3	£ 2.6	£ 7.7
<b>Construction</b>			
<i>Development Investment Levered by Canal (m)</i>	£ 66.5	£ 18.1	£ 19.4
<i>Jobs</i>	660	180	192
<i>FTE</i>	66	18	19
<b>Environment</b>			
Area for environmental enhancement and maintenance (ha)	1270	600	230
Areas for active travel improvement (ha)	50	50	40

Table 4-4 Gross Tourism Impacts

Gross Impacts*	
Expected annual spend (m)	£10.7
Expenditure per tourism job	£54,000
Annual uplift from restoration (m)	£ 8.9**
New jobs	164
GVA per job	£26,271
GVA (m) attributed to full restoration	£4.3
*Assuming full restoration **Current tourism spend p.a. estimated by PBA at £1.8m per annum	

Table 4-5 Estimated potential volunteering impacts

	Cost (£m)	Volunteer hrs/ £1m	% Construction skills		Volunteer Hrs		£ value / hr)		Total Value (m)
			skilled	unskilled	skilled	unskilled	skilled	unskilled	Total
Paths	£8.81	119.8	0.15	0.85	18.0	101.8	£0.39	£0.62	£1.01
Locks	£1.90	25.8	0.15	0.85	3.9	21.9	£0.08	£0.13	£0.22
Feeders	£0.12	1.6	0.15	0.85	0.2	1.4	£0.01	£0.01	£0.01
Embankment	£1.33	18.1	0.25	0.75	4.5	13.6	£0.10	£0.08	£0.18
Dredging	£3.14	42.7	0.35	0.65	14.9	27.8	£0.32	£0.17	£ 0.49
Channel Lining	£13.21	179.6	0.25	0.75	44.9	134.7	£0.97	£0.82	£1.79
Total									£3.70
** Assumed cost of skilled volunteer £22/hr. Assumed cost of unskilled volunteer £6/hr. Factor of 0.0136 hours per £1 of capital cost derived from client data.									



## 5 Organisation & Supporting Actions

### 5.1 Organisation

5.1.1 Since 1997, the members of the Grantham Canal Partnership (GCP) have promoted the Grantham Canal's restoration with the following objectives:

- (1) Providing strategic guidance on the Grantham Canal Restoration programme;
- (2) Submitting an Annual Delivery Plan and promoting its successful implementation;
- (3) Endeavouring to secure funding for restoration projects from all available sources in the public, private and voluntary sectors;
- (4) Establishing and maintaining clear financial procedures;
- (5) Ensuring the appraisal, monitoring and evaluation of all projects;
- (6) Ensuring full and proper liaison with and between all voluntary and other bodies associated with the restoration of the Grantham Canal;
- (7) Promoting effective community consultation;
- (8) Securing public support for the restoration of the Grantham Canal;
- (9) Maximising any new opportunities to further the restoration of the Grantham Canal;
- (10) Promoting the Partnership and publicising achievements through the Annual Report and otherwise; and
- (11) Promoting the Grantham Canal as a leisure corridor for recreation and education.

5.1.2 Repositioning of the Canal as primary infrastructure for a regional asset – the Grantham Canal Park – is arguably the first objective. Comparison with the direction of the Strategy also indicates the need to review the GCP's objectives. While they <sup>21</sup> remain relevant today and encompass many of the strategy actions outlined in this document, a number of the strategy themes, including those focussed on economic development, volunteering and training, need to be more explicitly acknowledged.

5.1.3 A distinction also needs to be made between purpose and administrative objectives: the former being what the GCP aims to achieve and promote; the latter describing essential administrative and accountability functions. Purpose objectives need to be clearly emphasised. As an early action it is recommended the GCP objectives be reviewed and agreed to incorporate these changes as part of the relaunch of the Partnership.

5.1.4 The canal corridor is now consistently protected as green infrastructure in each authority's Local and Development Plan, recognising its towpath resource and the biodiversity that has grown around it since remaining. With effective working between the Trust and the Grantham Canal Society, canal improvements such as the restoration of navigation between Woolsthorpe and Grantham (repairing Locks 16-18 and including bridge construction), and the volunteer-led replacement/repair of Locks 14 and 15 have been achieved, with funding levered from the Heritage Lottery Fund, local authority, charities and other sources. Locks This incremental approach has proved effective for small stretches of the canal or specific pieces of infrastructure. Moving forward, the commitment and resources of existing partners and other public and private sector interests will be needed to achieve the comprehensive restoration of the canal as the central element of the Grantham Canal Park.

5.1.5 This Strategy promotes canal restoration through identifying a clear role for the Grantham Canal and its improvement in building sustainable communities locally and at the same time generating economic, quality of place, profile, health and other benefits more widely. Focussing the canal as a regional asset is its central consideration, including re-establishing

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<sup>21</sup> Memorandum on working arrangements and responsibilities. Addendum to the Grantham Canal Partnership Constitution 6 November 1997



its connection to the East Midlands waterway network, and developing its profile among Nottingham and Grantham residents.

- 5.1.6 Ultimately, the commitment, support and direction of County and local authorities will be the determining factor which governs strategy. Alongside funding and resource commitment, their planning, economic development, tourism and other policies influence project development and funding decisions made by others including Local Economic Partnerships, the private and voluntary sectors. Alongside the radically-different funding environment which the strategy implementation will take place in, increased partnership emphasis on pursuing funding and project development and delivery is required. The broad reach of the Strategy across tourism, accessibility, environment and the economy indicates a partnership role for the LEPs responsible for the area and environmental and other organisations with a focus on it.
- 5.1.7 This will require officers from the Partnership organisations to be more actively involved in project delivery, reporting to the overall Partnership on progress on a regular basis (as is provided for in the GCP's constitution). While lead Councillors and senior Officers may be involved at a strategic level, these officers should drive the regular partnership meetings in between Annual Meetings. In doing so, the Partnership will adopt a more operational emphasis. All actions will be overseen by the Grantham Canal Partnership.
- 5.1.8 As a substantial volume of planning, business planning, funding submission, and community engagement work will be involved in pursuing the Grantham Canal Park Strategy, the scope for a specific and standalone secretariat function should be considered to manage partner submissions and engagement.
- 5.1.9 The Trust has a central role in co-ordinating delivery of the Strategy. The Trust's Restoration Strategy has been in place since 2014. . As a Trust-owned asset, the Grantham Canal offers one of the prime opportunities to make a significant contribution to this objective. Alongside Local Authority support to provide appropriate staff, funding and other resources to promote its delivery, the Strategy also requires the Trust to take a clear role in coordinating the Partnership's strategic direction.
- 5.1.10 Stakeholders also considered the actions and initiatives needed to deliver agreed strategic objectives. These recognise the need to build support and interest, and that a combination of progressive incremental improvements and major projects to reposition perceptions of the canal and the wider area is needed to yield long term change.
- 5.1.11 Strategic projects, and smaller scale interventions will seek to deliver against the strategic objectives, and include:
- 'early wins' – physical, environment, employment and engagement projects capable of being taken forward relatively swiftly and generating momentum and building support;
  - short term actions initiatives – continuing the above, and including detailed feasibility and related work: Positioning the broader role for the canal and its restoration as integral to achievement of wider policy objectives will be a priority in this phase. Building community 'ownership' of the strategy at local level is also fundamental at this point and will involve local organisations, Council authorities, canal and environmental organisations in developing related local frameworks. Canal restoration is at varying stages in different places reflecting the activities of the Grantham Canal Partnership and its partner organisations. As such, in those areas where design has been more advanced, delivery of canal restoration and other infrastructure and environmental improvements should proceed in tandem with generating commitment to and design of strategic elements. Discussion and agreement of 'branding' and marketing approaches will be agreed at this stage;
  - medium term actions capable of being implemented before 2026: development of detailed business cases, followed by sign off from the Grantham Canal Partnership, individual members of it, the Trust and other organisations (e.g. LEPs) will have positioned elements of the strategy as priorities for funding as it becomes available.



Supporting community, volunteering, environmental and employment initiatives will have been established. Community frameworks will be being implemented;

- and long term actions which may need an extended delivery programme: this will see delivery of the key strategic elements, including the Trent Link. Alongside canal and environment infrastructure, related private sector development and investment will have been attracted to the canal area.

5.1.12 A separate Action Plan document outlines the supporting actions, a suggested phasing and responsibilities. The diagrams below show the spatial distribution of strategic actions, indicating where green infrastructure, tourism and recreational development should be focussed. The medium to longer term effects of strategy actions in stimulating activity are also indicated.



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