

Five Year Outline Plan for Expenditure and Risks Register



A Five Year Outline Plan for Expenditure

The purpose of this outline plan is to suggest one way that the scheme can proceed. It is more of a discussion with the Lottery team at this stage. We have produced it to facilitate better discussion on the preferred way forward - it is not intended as the definitive implementation plan. Clearly, the Options discussion will be guided by these figures.

We have arrived at it by an extensive review by all partners and it incorporates a fair degree of risk. They rely on best judgements and in the case of

the canal, based on previous engineering reports and costings. A key task at some stage will be to validate these assumptions and the costs estimates, in order to confirm the target costs for the phases of construction.

The timescale for implementation will depend on the funding available. The outline expenditure plan has set a timescale of five years to complete these projects, but makes no assessment in the event of no Lottery monies.

Schedule of Costs

We show a breakdown of the Schedule of Costs for the two major capital projects - the Canal and the Steam Railway - in Appendix 3.

Task Id	Proposed Capital Works	Total Capital Cost	Pre-stage 2 Project Development Costs	Year1	Year 2	Year3	Year 4	Year 5
1	Sustrans Cycle Route	386,820	30,000	128,270	137,130	91,420		
2	Steam Railway	1,775,000	30,000	174,500	261,750	523,500	523,500	261,750
3	Mouldon Hill	268,500	18,500	25,000	75,000	75,000	50,000	25,000
4	Cricklade Visitor Centre	705,000	10,000	208,500	347,500	139,000		
5	Great Western Community Forest	1,011,200	32,000	97,920	146,880	293,760	293,760	146,880
6	Cotswold Water Park Trail	355,000		106,500	177,500	71,000		
7	Canal Restoration	6,510,000	50,000	646,000	969,000	1,938,000	1,938,000	969,000
8	Public Art Trail	130,000	5,000	6,250	50,000	50,000	12,500	6,250
	Totals	11,141,520	175,500	1,392,940	2,164,760	3,181,680	2,817,760	1,408,880



Appendix 2 Risks Register

Project Element	Risk	How Risk Will Be Addressed
Water supply	Water supply	Consultations with the Environment Agency and other parties continue. Water Resource study agreed for 2006.
Statutory Permission	Permissions refused	Pre-application consultations with statutory authorities.
Transport & Works Order	Permission for new railway refused	Development Grant allocation will fund professional input into negotiations with the Railway Inspectorate and local authority.
Land purchase	Failure of land acquisition policies	Build on good relations with landowners and start detailed negotiations if Stage 1 approval is granted.
Franchise partners (e.g. Mouldon Hill Marina)	Inability to attract operators	Early consultation with operators. Involvement of potential operators in site planning.
Flood Plain	Proposed location of new Cricklade Visitor Centre on floodplain	Canals act as drains and conduits and reduce flood risk, Flood Risk Assessment 2006. Early discussions with the local authority and Environment Agency to identify flood mitigation requirements.
Costs	Constituent parts of the project exceeding available budgets	Arising from engineering inflation given high number of public projects in run up to 2012. Robust realistic and robust cost estimates and contingencies are included at project planning stage. Good project management and monitoring.
Funding	Identified funding not achieved	Continue to engage and seek commitments from funding partners and agencies in 2006.
Technical	Further engineering work revealing unforeseen technical issues	Development Grant Allocation will fund professional input into studying and agreeing engineering and design solutions.
Community involvement	Community support not shown in 3rd survey	An extensive programme of consultation and community participation will both promote the benefits of the project and invite public comment and ongoing involvement.

Appendix 3 Finance

Wilts & Berks Canal - Schedule of Structures and Costs

Item	SW 1998*	Estimate 2006
Canal Reach R Ray to Cross Lanes	640,000	960,000
Land Purchase 2.15km		43,000
River Ray Aqueduct	Complete	0
Footbridge	25,000	37,500
Access bridge	50,000	75,000
Farm access bridge	70,000	105,000
Pry Lock	90,000	135,000
Backpumping Station	45,000	67,500
Farm Access Bridge	65,000	97,500
Crosslanes Lock	170,000	255,000
Backpumping Station	45,000	85,000
Services	10,000	15,000
Canal Reach Cross Lanes S Meadow Lane	490,000	735,000
Land Purchase 1.7km		42,000
Crosslanes Bridge	150,000	225,000
Hayes Knoll Lock	Trust project	100,000
Hayes Knoll Bridge	30,000	45,000
Access bridge	65,000	97,500
Canal Reach S Meadow Lane to River Key Aqueduct 1.3km	240,000	360,000
Land purchase		40,000
Services	30,000	45,000
South Meadow Lane bridge	75,000	112,500
Farfield Lane bridge	70,000	105,000
Access bridge	65,000	97,500
River Key Aqueduct	Complete	0
Total River Ray to River Key	2,425,000	3,880,000



Land Purchase River Key to River Thames	70,000	
Access bridge	75,000	
Railway bridge	100,000	
Lock Cricklade 1	250,000	
Lock Cricklade 2	250,000	
Road Bridge	500,000	
Canal Reaches River Ray to Thames	900,000	
Contractors accommodation	145,000	
Total River Ray to River Thames	2,290,000	6,170,000
Land Purchase River Thames to Eisey	40,000	6,210,000
Canal Basin	250,000	6,460,000
Total	6,460,000	

Notes

SW 1998* refers to Scott Wilson Feasibility report.

All costings revised upwards in light of further reports and figures produced by Arup, Halcrow and BW.



**Appendix 4
Funding Sources - Volunteer Contributions**

Funding Assumptions

Volunteer Contributions in kind	Hourly rates based on English Nature and market rates for the job
Wilts & Berks Canal	Trust members include retired surveyors, engineers, designers, planners and other technicians, many of whom work for the Trust for many hours a week.
WBCT members	At average £50 per day, well below a reasonable market rate, and assume 300 days pa This allows for the less skilled activities such as scrub-bashing and clearance. We can expect at least 20 vols from Cricklade, Swindon branches and regular directors working on project As from January 2006

But, if we assume say 10 Vols working on this project at £10 per hour working on various tasks for 4 hrs a day gives
1 Vol £40 times 10 = £400 per day, times 300 days, gives £120k

£120k for first year, and can assume numbers of those involved will rise each year as project grows

So a 5 Year programme looks like this

	<i>Trial</i> 2006	<i>Project start</i> 2007	2008	2009	2010	Total
	120,000	180,000	240,000	360,000	360,000	1,500,000
Vols	10	15	20	20	30	30

This equates to the Trust's volunteer labour contributing some £1.5m over 5 year period.

- I believe this to be wholly realistic and probably an understatement of
- a. the real value of various skills/knowledge, and this is the average
 - b. the numbers we can expect to build up over the period.



Appendix 5
Critical Path - Funding

Project element	Initial discussions held with potential funding body	Funding criteria, deadlines and likely sum assessed	Formal request for funding made	Funding committed in principal	Formal funding agreement secured
Mouldon Hill	Yes	Yes	Yes	Yes	
Railway	N/A				
Sustrans Route	N/A				
Waterpark Path	N/A				
Cricklade Visitor Centre	N/A				
Canal	Yes in part	Yes	To 2 LAs	Yes in part	
Community Forest	Yes Incl. Woodland Grant Scheme and other agri-environment schemes	NA as in-kind contribution (staff time), line management of project co-ordinator	-	Yes	No
Public Art Sites	N/A				



Appendix 6
Critical Path - Planning

Project element	Project assessed against policies and local plans	Pre-application discussions held with Planning Authority	Planning application documents being prepared	Planning application lodged	Planning consent granted
Mouldon Hill	✓	✓	✓	Outline consent exists. Detailed consents will be necessary for specific elements within the Country Park.	
Railway	✓	✓			
Sustrans Route	✓				
Waterpark Path	✓				
Cricklade Visitor Centre	✓				
Canal	✓	✓			
Community Forest	✓	NA	NA	NA	NA
Public Art sites					

Appendix 7 Critical Path - Site Assembly

Project element	Initial contact made with land owners	Informal discussion of options and issues	Formal negotiations commenced	Land leased	Land in partner ownership
Mouldon Hill	NA Swindon Council owned	NA	NA	NA	Site owned by Swindon Borough Council
Railway	NA	NA	NA	Land leased form owner – Swindon Borough Council – on 25 yr lease	
Sustrans Route					
Waterpark Path					
Cricklade Visitor Centre	NA Town Council owned	NA	NA	NA	Site owned by Cricklade Town Council
Canal (sub list of all land owners to be inserted)	Yes	Yes	In parts		In parts
Community Forest	No, as premature action	Field officer to visit landowners to discuss agri-environment schemes. In some cases purchase of land for tree planting might not be necessary if landowner agrees to join Woodland Grant scheme.			
Public art sites					



Appendix 8 Development Grant Funding

Project Element	Amount £K
Canal	50
■ Water supply study	
Railway	30
■ Professional guidance on restoration of Fairfield Bridge	
■ Railway groundworks at Cricklade and Mouldon Hill	
■ Professional input into TWO process	
Mouldon Hill	
■ Topographical survey	7.5
■ Ecological/vegetation survey	3
■ Archaeological survey	1
■ Utility search/legal constraints search	2
■ Canal marina feasibility	5
Cricklade Visitor Centre	10
■ Professional input to do full architectural design	
■ QS to give costings	
■ Planning application	
GWCF	
■ Understanding Existing Green Infrastructure Study	18
■ Developing a Green Infrastructure Plan	14
Water Park/Sustrans route	
Public Consultation Programme	15
Sustainability Monitoring Programme	30
Conservation Management Plan	30
Public Art Scoping Study	5
Staff costs	50

Appendix 9 Planning Policies

At a national level The Cricklade Country Way Project supports the aims and helps to deliver the planning policies outlined in the following national guidance:

PPS 1	Delivering Sustainable Development
PPG 3	Housing
PPG 4	Industrial, Commercial Development and Small Firms
PPS 7	Sustainable development in Rural Areas
PPS 9	Biodiversity and Geological Conservation
PPS 11	Regional Spatial Strategies
PPS 12	Local Development Frameworks
PPG 13	Transport
PPG 15	Planning and the Historic Environment
PPG 17	Planning for Open Space, Sport & Recreation
PPS 21	Tourism
PPG 25	Development & Flood Risk

Local Planning Policies

A summary of the robust and supportive planning policies relevant to the Cricklade Country Way is given in Appendix One.



Appendix 10 Leadership

Project direction and overall strategy will be overseen by the team of individuals who will continue to manage the Lottery Process and project development on behalf of all the Partners they represent. The Project Board will hold its first formal meeting this Autumn, once the Lottery outcome is known.

North Wilts DC - Senior Business Manager
David Stirling

Partnership Chairman
Fleur de Rhe Philipe

Canal Trust Chairman
John Laverick

Canal Trust Chief Executive
Ken Oliver

Swindon BC Senior Manager
Ed Stanford

Partnership Project Director
Chaloner Chute

Sustrans Manager
Jon Usher

Railway Trust Chairman
Jim Poor

Great Western Community Forests Director
Dr Gesa Reiss

Pocket CVs of Present Management Team

Anna Crosbie
B. Plan (Auckland, NZ), MA Urban Design
(Oxford Brookes, UK)

In the early 1990s Anna worked for CLAWS Community Architects in London and was involved in a number of Dept. of the Environment contracts on deprived inner-city housing estates, implementing Planning for real public participation programmes. She then worked for 4 yrs as Environmental Improvements Manager for a City Challenge Company in Brick Lane in London's East End, and was involved in successful EU (ERDF Objective 2), English Heritage and Single Regeneration Budget funding bids. From 1996-2000 she was employed as the Bath City Centre Manager, heading up a public-private sector partnership tasked with managing the many conflicting pressures facing this historic retail and tourist destination. She was involved in developing a World Heritage Site Conservation Management Plan, and Visitor Management and Traffic Management Strategies. Anna has worked as a self-employed urban regeneration consultant since 2000, with clients including the John Lewis Partnership, LB Camden, Wiltshire County Council and The British Spas Federation. She has been providing consultancy support to the Wilts & Berks Canal Partnership since July 2005.

John Laverick
CEng FICE FCI MI MStructE
Chairman
Wilts & Berks Canal Trust

John, a Chartered Engineer and a Fellow of the Chartered Management Institute has spent most of his career in a 'watery' environment. Beginning at the Port of Bristol Authority his main career then developed within Navy Works retiring as Operations Director Plymouth. In 1994 he moved to the Broads Authority to manage a Millennium Lottery Project and then to the Kennet and Avon Canal Partnership where he delivered, on time and to budget, the acclaimed £27m HLF restoration project winning in the process national prizes in the fields of engineering in the natural environment. Following the royal reopening of that waterway John project managed the Cotswold Canal HLF Lottery bid before moving into British Waterways senior management from which post he has recently retired to work in a voluntary capacity with the Wilts & Berks Canal Trust and their Big Lottery bid.