

# Canal Corridor

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**Abstract**— Canal corridor is a new concept of urban development near water body, any leaving being need water and canal is the best way to use water in urban area and also developed new area. Today many countries are adopt this concept to developed urban area. This concept was same as to ribbon base development. we are providing all physical and social infrastructure on main road. canal base development is the solution of water and war is the main natural source to urban development.

**Index Terms**— Mass Transportation, socio-economic development, planning based development, improve life style.

## I. INTRODUCTION

Corridor has concept of ribbon development to provide physical and social services are providing in one strip. Hear corridor has new opportunity to develop other urban area and reduce haphazard development also reduce traffic, overcrowding. Today many country are using this canal corridor concept are adopting and evaluation the socio economic changes in society.

Canal base development is new concept of urban development. In this situation clean water is easily available and we can also develop other infrastructure. Today many countries are adopting this canal base development concept planning for urban area.

Canal is basically use in irrigation purpose but uncontrolled haphazard urban development are needed water and this is the way to supply water in urban area. This corridor was developed new opportunity to planning based development and create new job. This planning based development is affected to socioeconomic impact of any urban area.

### Corridor Development

This section Attempts to capture typical corridor development strategies, concept and development corridor lesson found in the discussion of the respective development corridors.in order to formulate a potential theoretical framework for development of corridor.

Show in below diagram 4 components, the theoretical framework discussed in this section consists of a proposed definition for a development corridor, development principals for guiding the planning and establishment of development corridor. Design element of a development corridor concept ad lastly a number of precondition for the planning and development of corridors.

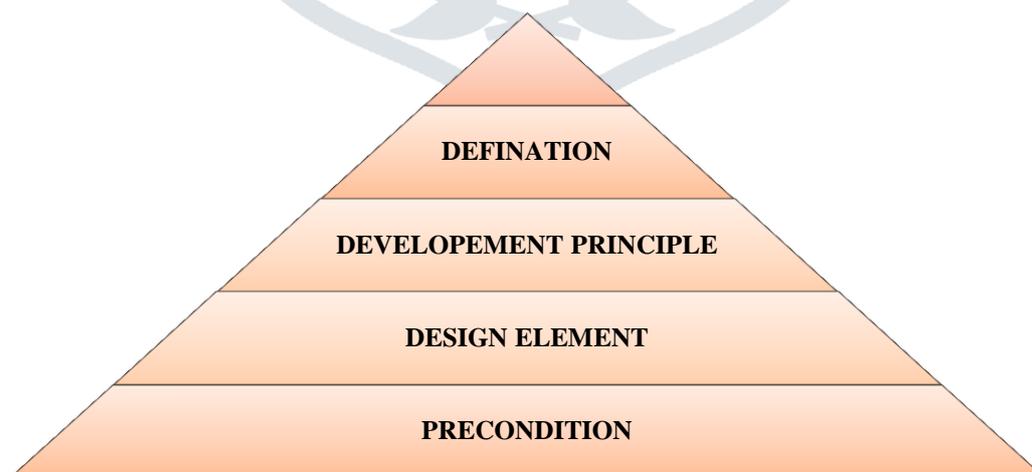


Figure 1(source:- author)

## II. OBJECTIVE

1. To better life standard and reduce the traffic congestion.
2. To apply batter mixed land use planning.

## III. RESEARCH PAPER

- 1) The Cotswold Canal Restoration: Appraisal of Economic Impacts, ECOTEC Research and Consulting Limited, 2014

The Cotswold canal cover a total distance of some 59 Km and comprise two separate water way.

- 13 km between Saul junction on the Gloucester and Sharpness Canal and Stroud.
- 46 Km Thames and Seven Canal which connected the Stroud water Navigation at Stroud with the River Thames at Lockheed.

The canal passes through a largely rural environment populated by small villages. The principal settlement along the route is Stroud, though at the eastern terminus of the canal lies the market town of Lechlade.

The employment structure of the canal corridor is, not surprisingly given the attractiveness of the natural environment and the presence of an AONB, dominated by the tourism and leisure industry. Traditional industries in the area (manufacturing around Stroud and agriculture elsewhere) have been in decline for some time and there is scope for economic diversification (particularly into business services which are currently under-represented in the area). In this respect the restoration of the canal and its associated employment impact will have a positive impact on the process of labour market transition.

The local labour market is very tight, with high economic activity rates and very low unemployment. Moreover, there is a large amount of out-commuting, particularly to the surrounding areas of Gloucestershire and Wiltshire. It is, therefore, unlikely that there is much scope for the generation of new jobs on top of what is already there; employment opportunities are more likely to be filled as a result of the decline of traditional sectors.

On the whole the canal corridor is wealthy and prosperous. Wages are comparatively high for the region and house prices (particularly in Cotswold district) are significantly above the national average. Analysis of IMD data shows that the areas through which the canal passes are amongst the least deprived in England.

However, these positive messages mask a number of problems. Traditional indicators often fail to identify rural issues where pockets of severe deprivation can be found within outwardly prosperous areas. Another issue is that of access to services, particularly in an area such as the Cotswold where in-migration of highly mobile second home owners has resulted in a decline in local facilities. Levels of access to some services (such as supermarkets) are lower in the canal corridor than in the rest of the South West. Moreover, central sections of the canal around Frampton Man sell contain some of the lowest numbers of rural services in the country. The restoration of the canal presents an opportunity to rectify this situation.

Urban parts of the canal also suffer from a number of problems. In recent years, Stroud town Centre has declined in the face of competition from other centres such as Gloucester and Cheltenham. The District Council has produced a regeneration strategy for the town designed to improve the physical environment and boost employment. There is clearly a role for the canal within this aim.

Economic development policy along the canal corridor reflects these and other issues. Of particular interest to the canal restoration scheme is policy with regard to the regeneration of Stroud town Centre, and perhaps the need for economic diversification away from agriculture in rural parts of Cotswold district

- 2) Developing Economic Corridors In Africa, NEPAD, Regional Integration and Trade Department, 2013

These reports are using the corridor in transportation purpose and find the socioeconomic development. The concept of transportation corridor its main develop new region around the corridor is known as the economic corridor concept. The economic corridor has not only use in transportation, goods and service purpose only, this is the way of develop social and economic development in this surrounding area. Economic corridor accomplishes this by creating social and industrial facility conjunction with transport port related infrastructure. This economic corridor develop main purpose has to develop rural and border of urban area, increase the earnings of low income group (LIG), and create new employment. Political boundaries thus cease to be economic limits and spatial economic zone planning takes the mix land use. In short economic corridor has transform transport corridor into engines of socio economic development.

- 3) Ulster canal, North/South Inter-Parliamentary Association,2012

The opening of the ulster Canal is seen as a major cross-border infrastructure project with broad political; Government and community support of the Northern Ireland and Republic of Ireland both sides of the border. The original route of the ulster canal ran for 93 km linking the Erne system and the Lough Neagh basin through the counties of Fermanagh, Monaghan and Armagh. Decision was taken in 2007 that only Section of 13km would be re-open with 75% of the route in Northern Ireland and 25% in Ireland.

The estimation cost of the project is €35m/£23.8m, with additional annual maintenance cost of around €300000/£201000. Develop the ulster canal then 101 new business along the canal corridor, 40% of the employers felt that opening of the canal would lead them to hiring new staff. In recreation sector for tourism growth is increase in £2.6m to £3.2m to £3.1m to £4m. After the opening this canal corridor increased demand for accommodation and hospitality, ancillary businesses and new housing provision. Increases price of land of this canal corridor

Job created in construction of canal are estimated to amount to around 300 jobs per annum or in total 2300-2600 person year of employment.

4) Economic & Social Impact of the restoration of the Kennet & Avon Canal, Economic Development Unit British Waterways , 2010

The kennet and Avon canal is made in UK. The kennet and Avon canal is of 140 km, linking the river Avon at Bristol with the river Thames. This canal was restored in 1990 and restoration was eventually made secure though further work, completed of this canal in 2002. Supported by Heritage Lottery Fund (HLF) gave £25million fund for restoration of this canal.

Impact of this canal is estimated as 11.2 million tourism , recreation and functional visits were made in 2009 compared to 7.7 million visits in 1995 with growth of 46%. Visits of the canal have continued to grow since the HLF project was completed in 2002. This visits generated £42 million gross direct expenditure in the local economy by visitors to canal in 2009. This rises to £55 million if indirect and induced spends are added.

Restoration of this canal generates 1306 leisure and tourism related jobs and 2700 commercial jobs every year, other many sectors also creates great opportunity for new employment. Increase of 30% population after the restoration of the canal. Restoration of this canal uplifted property value 15% to 5% from water side towards 150m from canal.

#### IV. CONCLUSION

- Canal corridor is new concept of urban development.
- canal base development is new opportunity to planning base development to make new socioeconomic activity
- Canal corridor is the way to used natural resource.

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#### VI. REFERENCE

- [1]The Cotswold Canal Restoration: Appraisal of Economic Impacts, ECOTEC Research and Consulting Limited, 2014
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