



# A Second Waterway Age

Review of waterway restoration and development priorities

Report June 2001





INLAND WATERWAYS  
AMENITY ADVISORY COUNCIL

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**Front cover photos (top to bottom):** St. Cyr's Church on the Stroudwater Navigation, The new lift bridge on the Lichfield Canal, Waterway Recovery Group working on the Droitwich Junction Canal Locks, Moira Furnace on the extension of the Ashby Canal

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## Foreword by IWAAC Chairman

This review takes stock of progress on waterway restoration and development since our 1998 Report *Waterway Restoration Priorities*. A dynamic across-the-board look at the restoration scene, it is a snapshot of progress showing a wealth of information. It has been a complex and demanding task to draw the data together, and inevitably the picture will be out of date already in some respects, but I believe it will be invaluable for the broad-ranging perspective it offers the reader.

We record spectacular recent progress, building on years of sustained voluntary effort, on the four Millennium Lottery projects. The Millennium Link (Scottish Lowland Canals) and the Huddersfield Narrow Canal are substantially open again to navigation; the Rochdale Canal and the Ribble Link are both likely to open in 2002/3. There has also been progress on key projects such as the Anderton Boat Lift, but limited or no apparent progress on a long list of other projects.

From our research we have drawn a number of lessons as a basis for recommendations and advice on the restoration process. We highlight, among a variety of factors:

- the importance of taking an overall professional view of the restoration process, particularly by involving the major navigation authorities able to tackle large-scale engineering work;
- the importance of broad-based partnerships reflecting multiple benefits to underpin any restoration scheme;
- the value of obtaining local authority support from the outset;
- the practical merit in progressing via discrete stages in line with realistic funding possibilities, and
- the need to maximise the appeal of restoration projects to potential funding partners by promoting other benefits, in particular urban and rural regeneration, community access and social inclusion, environmental enhancements, and where appropriate water transfer possibilities, over and above the recreational gains from extensions to the navigable system.

We also underline, much more than we did in 1998, the crucial importance of including nature conservation opportunities and taking account of water supply factors to achieve sustainable restorations.

Waterway restoration continues to bring significant regeneration and recreational benefits throughout the country. *Waterways for Tomorrow* (June 2000) confirmed Government support for the partnerships that will make

further progress a reality. The promised guidance to prevent road building schemes severing restoration projects is now in place.

British Waterways has a strategic remit to pursue waterway restoration nationwide, and it is already pushing ahead with assessments of further major projects beyond its current commitments.

The newly formed Waterways Trust has already shown its value in facilitating completion of the restoration of the Rochdale Canal and Anderton Boat Lift and construction of the Ribble Link, and now has a schedule of future projects where it could play an enabling role. It could offer a funding source dedicated to waterway-based regeneration that has long been needed. There is ample scope for the Trust to develop a positive role in assisting promoters, especially in supporting the work of the voluntary sector.

The challenge, for all of us, is now to ensure that the increasingly professional approach to restoration activity at the end of the twentieth century is maintained into the twenty-first. I believe that the recommendations and advice in this review will help us all to achieve that goal.

Finally, I wish to thank everyone, and particularly those in the voluntary sector who responded to our questionnaire and requests for information and advice, members of the Council Working Group who have given unstintingly of their time and knowledge, and the Heritage Lottery Fund for their generous grant towards our research and publication costs.



The Viscountess Knollys DL  
Chairman

# Executive summary

## New report

This report reviews the state of play on just over 100 projects to restore disused inland waterways or waterway structures and to develop new waterways. The total estimated capital costs involved are approximately £700 million, a large figure but one that could in return generate benefits to economies and communities across the country for decades ahead. The report also reviews (Section 2) major developments, national and local, which have had an impact on the restoration process since 1998 and changes affecting the main sources of funding.

## Findings

The Council's assessment of the progress of all the projects for which responses were made to the May 2000 questionnaire is summarised in **Table 1**, and in set out detail in the **Main Schedule** (Annex A). Further progress up to June 2001 is also recorded where such information has been forthcoming. A comprehensive updating questionnaire was simply not feasible, but it should be borne in mind that further progress would have also been made in a number of other cases in the period. **Section 3** provides a further commentary. The project locations are shown on the **Map**.

This year and next sees the culmination of a dramatic burst of waterway restoration and development largely facilitated by the availability of National Lottery funding, with a number of key projects reaching completion and lengths of waterway re-opened to navigation after decades of disuse and neglect. Such progress is seen, rightly, as evidence of a "second waterway age".

## The new assessments

This report assesses those projects that will follow on beyond these completed or near-complete restorations. It departs from the 1998 *Waterway Restoration Priorities* Report in that it looks not at the estimated time-scale for main funding but at the funding stage that each project has reached. There are four categories – **Advanced, Substantial progress, Intermediate and Early stage**. Each project has also been assessed, as in 1998, for its existing heritage and wildlife importance, and in terms of factors such as the contribution to extending or linking the national system and potential for urban and rural regeneration. These assessments of **National/Regional/Local** importance are applied uniformly across projects whether in England, Wales or Scotland. The majority of the 1998 assessments are unaltered but there are a few changes noted in the commentary. Some projects – notably the Chesterfield Canal, the Lichfield and

Hatherton Canals (jointly), the Neath, Tennant and Swansea Canals (collectively), the South Forty Foot (or Black Sluice) Drain and the Wilts & Berks Canal – have been upgraded from Regional to National status.

## Interim funding

Where promoters have supplied details of the next stage(s) of work needed to progress their project, these are included. These stages are all candidates for short-term funding regardless of the funding stage of the project overall.

## Keys to success and further progress

After years of committed effort by the voluntary sector, the key to the successful completion of the current major projects and to maintaining this scale of progress is the work of British Waterways, in partnership with The Waterways Trust and other voluntary sector and public organisations, to plan, manage and secure funding for projects and make provision for longer-term management and maintenance.

These projects include the Scottish Lowland Canals, the Huddersfield Narrow Canal, the Anderton Boat Lift, the Rochdale Canal and the Ribble Link, as well as the Kennet & Avon Canal post-restoration work of British Waterways (which is outside the scope of this review, as it was of the 1998 Report).

The Council expects, therefore, to see the most rapid progress in the next few years on those projects in which British Waterways and its partners are already actively involved. In particular, the Bedford-Grand Union Link, the Cotswold Canals, the Droitwich Canals, the Foxton Inclined Plane, the Grantham Canal, the Lancaster Canal Northern Reaches, the Monmouthshire Canal, the Montgomery Canal and the Pocklington Canal.

Local authority support should also make possible the completion of the Ashby, Burslem Port, Chelmer and Derby projects and substantial progress on the Lichfield, Hatherton and the canal projects in the Vale of Neath and Swansea Valley. There is a developing role, too, for the Environment Agency, for example building on earlier initiatives for the Anglian waterways and the subsequent Fens Tourism Project, whereby navigation developments are part of a wider strategy to bring benefits to areas some distance from the waterways.

Beyond these much will depend on the longer-term strategies of British Waterways and The Waterways Trust, acting in partnership or independently, as well as national and regional development agencies and local authorities,

to assist the on-going efforts of local voluntary restoration societies. The review offers a wide choice of projects, especially but not exclusively those assessed as of National and Regional significance from which they will be able to choose whether to help and what form that help could take.

### **New recommendations**

The Council fully acknowledges the commitment and dedicated efforts of the voluntary sector but remains concerned at the significant number of projects that appear to have made little or no progress since 1998. The recommendations in **Section 4** are offered in the hope that they will help the promoters of these projects in particular, by identifying what they need to do and where advice and support can be obtained. There are also recommendations on a number of other issues identified as relevant to the main players since the 1998 Report.

**Ref no**

**Waterway or structure**

**Projects completed or with funding for completion (in alphabetical order)**

- 1 Anderton Boat Lift
- 2 Basingstoke Canal - backpumping to locks 1-6 (Woodham Locks)
- 3 Great Ouse Relief Channel (see also Nar - Great Ouse Link ref no 64)
- 4 Forth & Clyde and Union Canals - "Millennium Link"
- 5 Huddersfield Narrow Canal
- 6 Ribble Link
- 7 Rochdale Canal

**Other projects (in alphabetical order)**

**England**

- 8 Ancholme Rase Link
- 9 Ancholme-Witham Link
- 10 Ashby Canal
- 11 River Avon (Warwickshire) - Upper Avon Extension
- 12 Aylsham Navigation
- 13 Barnsley and Dearne & Dove Canals and branches
- 14 Basingstoke Canal - Western End
- 15 Bedford-Grand Union Canal Link
- 16 Blyth Navigation
- 17 Bottisham Lode
- 18 Bourne Eau
- 19 Bow Back Rivers
- 20 Bude Canal : Barge and Tub Boat sections
- 21 Caldon Canal - Foxley Arm (Robert Heath's Canal)
- 22 Caldon Canal - Norton Green Arm (Sparrow & Hales Canal)
- 23 Caldon Canal - Leek Branch Extension
- 24 Caldon Canal - Froghall Tunnel water levels
- 25 Chelmer Navigation
- 26 Chesterfield Canal - completion and Rother Link
- 27 Chichester Ship Canal
- 28 Cotswold Canals - Stroudwater Navigation
- 29 Cotswold Canals - Thames & Severn Canal
- 30 Cromford Canal - Northern Section
- 31 Cromford Canal - Southern section
- 32 Derby Canal
- 33 Dorset & Somerset Canal - Frome Branch
- 34 Driffild Navigation
- 35 Droitwich Canals
- 36 Dudley No 2 or Lapal Canal
- 37 Earith to Ramsey Link
- 39 Foxton Inclined Plane
- 41 Grand Union Canal - Buckingham Arm
- 42 Grand Union Canal - Slough Arm link to River Thames at Eton
- 43 Grand Union Canal - Wendover Arm
- 44 Grand Western Canal - Tub Boat Section
- 45 Grantham Canal
- 46 Hatherton Canal
- 47 Herefordshire & Gloucestershire Canal
- 48 Horncastle Navigation
- 49 Ipswich & Stowmarket Navigation (River Gipping)
- 50 Ivel Navigation
- 51 Lancaster Canal - Northern Reaches
- 52 Lark Navigation
- 53 Leeds and Liverpool Canal Extension - Liverpool Link
- 54 Leven Canal
- 55 Lichfield Canal
- 56 Liskeard & Looe Canal
- 57 Little Ouse Navigation
- 58 Llangollen Canal - Whitchurch Arm
- 59 Louth Navigation
- 60 Macclesfield Canal to Caldon Canal Link
- 61 Manchester, Bolton & Bury Canal
- 62 Melton Mowbray Navigation and Oakham Canal
- 63 Montgomery Canal (also Wales)
- 64 Nar - Great Ouse navigation link
- 65 North Walsham & Dilham Canal
- 66 River Ouse (Sussex)
- 67 Pocklington Canal
- 68 Portsmouth & Arundel Canal
- 71 Sankey Canal
- 72 Sankey Canal to Leeds & Liverpool link
- 73 Shrewsbury & Newport Canals
- 74 Sleaford Navigation
- 75 Sleaford Navigation - Grantham Canal link
- 76 Soham Lode
- 77 Somersetshire Coal Canal
- 78 South Forty Foot Drain (Part Witham - Nene link) (See also Welland Nene link, ref no 90)
- 80 Stamford Canal (Welland 'System')
- 81 Stour Navigation
- 82 Stourbridge Canal - Fens Branch
- 83 Stover Canal
- 84 Swaffham Bulbeck Lode
- 85 Thames & Medway Canal
- 86 Trent & Mersey Canal - Burslem Arm "Burslem Port Project"
- 87 Uttoxeter Canal - first lock and basin
- 88 Waveney Navigation
- 89 Weaver Navigation - Frodsham Cut
- 90 Welland - Nene Link (see also South Forty Foot Drain ref no 78)
- 91 Wey & Arun Canal
- 92 Wilts & Berks Canal and North Wilts Canal
- 93 River Wissey
- 94 Witham Navigable Drains - East Fen Lock
- 95 Worsley Delph & Underground Canals

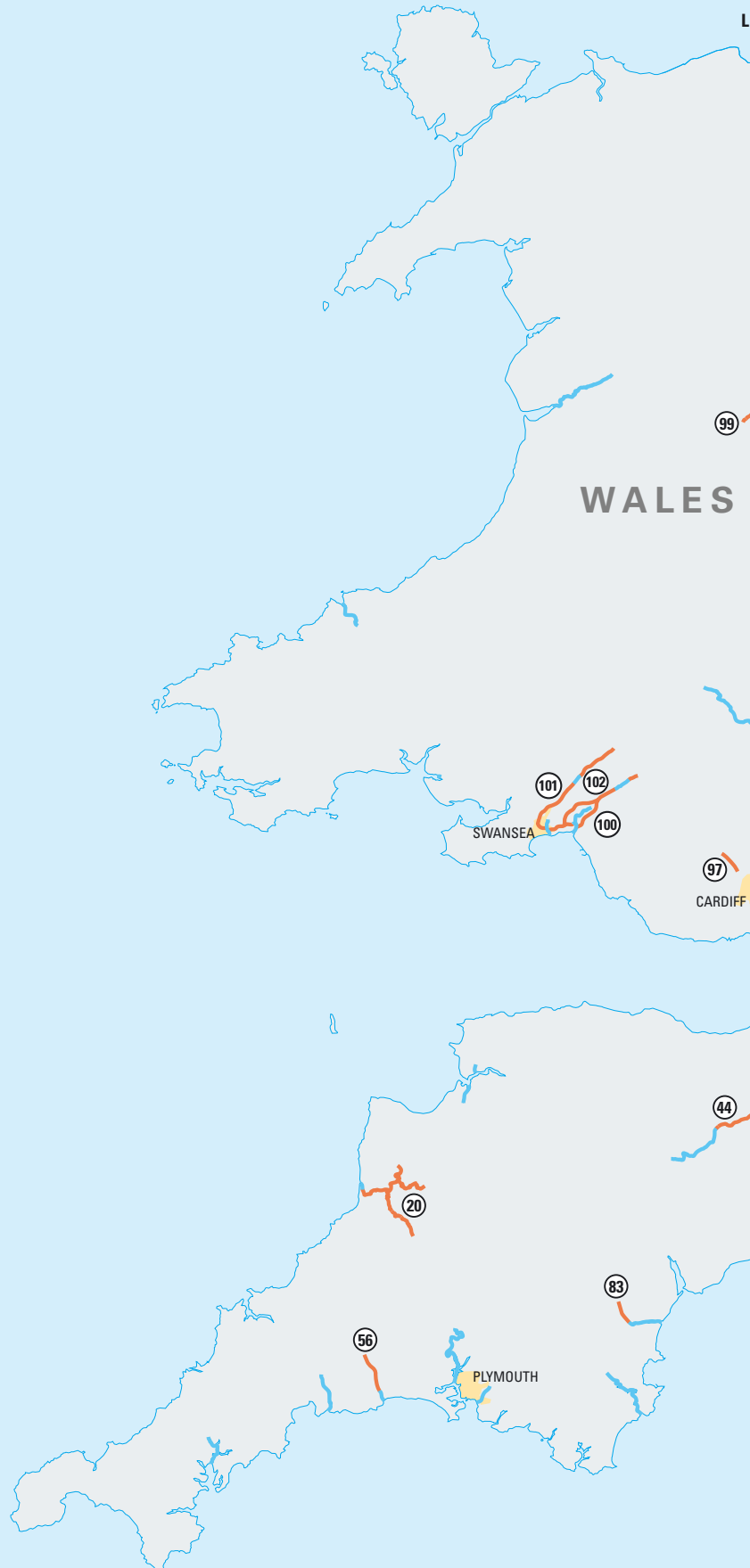
**Wales**

- 97 Glamorganshire Canal - Nantgarw Pottery Museum
- 98 Monmouthshire Canal (incl Crumlin Arm)
- 99 Montgomery Canal (also England)
- 100 Vale of Neath and Swansea Valley Canals - Neath Canal
- 101 Vale of Neath and Swansea Valley Canals - Swansea Canal
- 102 Vale of Neath and Swansea Valley Canals - Tennant Canal

**Scotland**

- 103 Ardlui to Inverarnan Canal
- 104 Monkland Canal

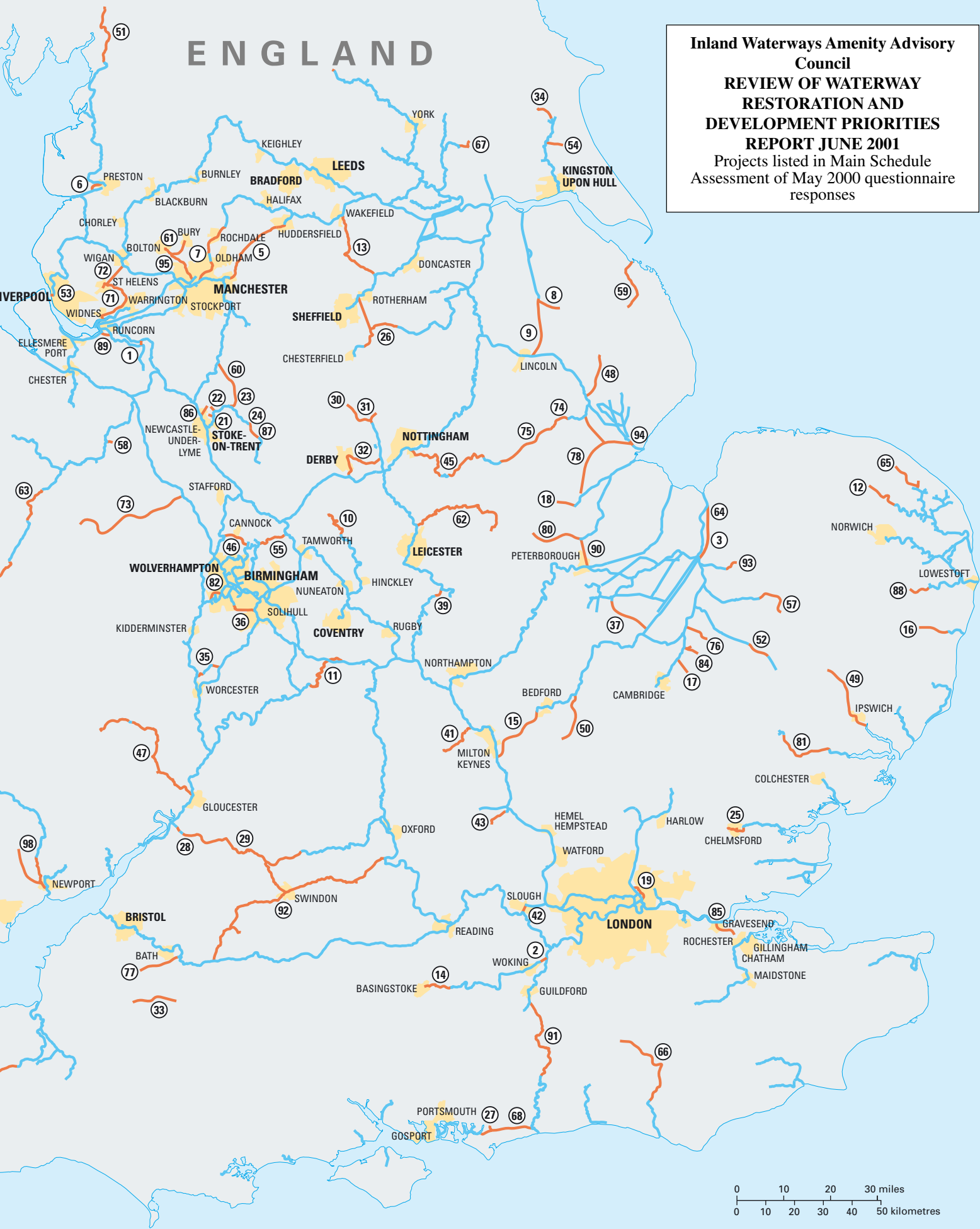
Footnote - Projects not assessed: Ref nos 38, 40, 69, 70, 79 and 96 in Main Schedule have not been assessed for reasons set out there and are not shown on Map.





# ENGLAND

**Inland Waterways Amenity Advisory Council**  
**REVIEW OF WATERWAY RESTORATION AND DEVELOPMENT PRIORITIES**  
**REPORT JUNE 2001**  
Projects listed in Main Schedule  
Assessment of May 2000 questionnaire responses



This map has been prepared to assist readers of the report to identify the approximate location of the waterway or structure, restoration project or proposed new waterway. The only projects shown are those responding to the IWAAC questionnaire. Some projects are shown out of scale for ease of identification and the alignment of some proposed link canals is provisional.

Projects listed in the IWAAC report are identified by a red line (—) in order to differentiate them from the main navigable system which is shown in blue (—).

## Table 1 Summary - Progress of Projects

Source: responses to May 2000 questionnaire

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region</b><br><b>Wales or Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b> |
|-----------------------------|--|---|--|-------------------|
|-----------------------------|--|---|--|-------------------|

### *Projects completed or with funding for completion (listed alphabetically)*

|   |   |                                 |  |   |
|---|---|---------------------------------|--|---|
| 1 | <b>Anderton Boat Lift</b>   | North West                      | <b>N</b>                                       | Due to open Spring 2002 with funding from EH, HLF and voluntary sector  |
| 2 | <b>Basingstoke Canal - backpumping locks 1-6 (Woodham Locks)</b>        | South East                      | <b>L</b>                                       | HLF funded post-restoration work. Further back pumping required for remaining 25 locks  |
| 3 | <b>Great Ouse Relief Channel (see also Nar – Great Ouse Link no 64)</b> | Eastern                         | <b>L</b>                                       | Opening July 2001. Progress needed now on Nar - Great Ouse Relief Channel link  |
| 4 | <b>Forth &amp; Clyde and Union Canals - "Millennium Link"</b>           | Scotland                        | <b>N</b>                                       | Following funding package including Millennium Lottery grant, Forth & Clyde opened May 2001 and Union Canal substantially open. Formal opening of Falkirk Wheel link scheduled for May 2002 |
| 5 | <b>Huddersfield Narrow Canal</b>  | North West<br>Yorks &<br>Humber | <b>N</b>                                       | Reopened to through navigation May 2001 with Millennium, EP, RDA and LA funding   |
| 6 | <b>Ribble Link</b>  | North West                      | <b>N with Lancaster Canal Northern Reaches</b> | Millennium and LA funded strategic link begun April 2001 will open in 2002. Enhances need for progress on Lancaster Canal Northern Reaches (no 51)  |
| 7 | <b>Rochdale Canal</b>   | North West<br>Yorks &<br>Humber | <b>N</b>                                       | Due to reopen to through navigation in 2002 with Millennium, EP and LA funding  |

### *Assessment of other projects by funding stage reached (listed alphabetically)*

#### *Advanced (1) – where all preliminary work has been done*

|    |                              |               |          |   |
|----|------------------------------|---------------|----------|---|
| 10 | <b>Ashby Canal</b>           | East Midlands | <b>L</b> | Snarestone to Measham ready for funding on approval of draft Transport & Works Act 1992 Order. Northernmost section to Moira partially complete   |
| 25 | <b>Chelmer Navigation</b>    | Eastern       | <b>L</b> | Welcome LA- led initiative to extend existing navigation into town centre   |
| 32 | <b>Derby Canal*</b>          | East Midlands | <b>R</b> | Positive support shown by LAs welcome. Momentum needs to be maintained to progress project  |
| 35 | <b>Droitwich Canals</b>      | West Midlands | <b>N</b> | Real progress being made at last for achievable scheme with welcome strong support from LAs. £2m funding now committed from LAs with further support expected from RDA and HLF. All interests involved should treat this project as a priority for completion |
| 39 | <b>Foxton Inclined Plane</b> | East Midlands | <b>N</b> | Council is pleased to see comprehensive progress made with feasibility work since the 1998 Report. Vital that restoration and construction work respects integrity of important former structures   |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region<br/>Wales or<br/>Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>  |
|-----------------------------|--|---|--|--|
| 45                          | <b>Grantham Canal*</b>   | East Midlands                                   | <b>R</b>   | Council welcomes commitment of LAs and other agencies in making progress with this project. This should be maintained particularly with regard to early resolution of Trent Link, which is crucial for key benefits to be realised   |
| 43                          | <b>Grand Union Canal - Wendover Arm*</b>   | South East                                      | <b>L</b>   | Phase 1 fully funded to enable completion by voluntary labour by 2004. BW/Local Trust working to raise further funding for completion of Phase 2   |
| 51                          | <b>Lancaster Canal - Northern Reaches</b>  | North West                                      | <b>N with Ribble Link</b>  | Lancaster Canal of high heritage importance. Restoration to former northern terminus at Kendal a major enhancement for South Cumbria tourism and rural regeneration. Potential will be enhanced by completion of Ribble Link. Priority for funding   |
| 63 & 99                     | <b>Montgomery Canal (in both England &amp; Wales)</b>  | West Midlands<br>Wales                          | <b>N</b>   | Montgomery Canal Partnership formed 1999 requires support of HLF, Regional Development Agencies, European Funds and National Assembly for Wales to deliver restoration. Currently funding required from HLF for management plan, LIFE Environment for demonstration project and West Midlands RDA for Phase 3 work. Major wildlife conservation issues |
| 98                          | <b>Monmouthshire Canal (inc. Crumlin Arm)</b>  | Wales   | <b>R</b>   | Council welcomes progress made by Partnership and LTC, New Deal and ERDF funding for restoration of first section. Also Caerphilly CBC's recent commitment to restoration of Crumlin Arm, and planned initial studies to explore this  |
| 67                          | <b>Pocklington Canal</b>   | Yorks & Humber                                  | <b>N</b>   | Development of strategic plan and EN/BW conservation and restoration agreement at advanced stage, both welcome steps towards securing funding. Canal and structures/ buildings of high importance.   |
| 86                          | <b>Trent &amp; Mersey Canal - Burslem Arm "Burslem Port Project"</b>   | West Midlands                                   | <b>L</b>   | Valuable local regeneration project to be funded as part of large scale redevelopment scheme   |

***Substantial progress (2) – where most preliminary work has been completed or is in hand***

|    |                                       |                    |          |  |
|----|---------------------------------------|--------------------|----------|--|
| 15 | <b>Bedford-Grand Union Canal Link</b> | Eastern South East | <b>N</b> | Progressing this strategically important corridor project, which has support of LAs and Eastern RDA, subject to studies now in hand, is valuable in its own right and vital to opening up Anglian waterways to wider range of visitors |
| 27 | <b>Chichester Ship Canal</b>          | South East         | <b>L</b> | Apparent lack of progress since 1998 Report on relatively straightforward project is disappointing. Council hopes completion of restoration will be vigorously pursued by local authorities and others involved                        |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region<br/>Wales or<br/>Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>  |
|-----------------------------|--|---|--|--|
| 28 & 29                     | <b>Cotswold Canals - Stroudwater Navigation* and Thames &amp; Severn Canal*</b>  | South West                                      | <b>N together</b>  | Combined strategic corridor project. Council commends forward thinking approach driving restoration, welcomes new partnership including TWT, BW and South West RDA and looks forward to sustained progress on this key waterway link   |
| 55                          | <b>Lichfield Canal*</b>  | West Midlands                                   | <b>N with Hatherton Canal</b>  | Project to link northern BCN via Lichfield Canal has important potential benefits. Partnership of LAs and BW needed if more rapid progress to be shown. Resolution of BNRR crossing issue welcome. Upgraded to National from Regional taken together with Hatherton  |
| 78                          | <b>South Forty Foot - or Black Sluice - Drain (Part Witham - Nene link) See also Welland - Nene link, no 90</b>                      | East Midlands                                   | <b>N</b>   | Council welcomes preliminary work undertaken by Fens Tourism and EA decision to lead full restoration studies. It also hopes high priority will be accorded to progressing this straightforward project which has potential for opening up Anglian waterways bringing major benefits. Upgraded to National from Regional |
| 81                          | <b>Stour Navigation</b>  | Eastern   | <b>N</b>   | Council is pleased to note significant progress made with underpinning studies with EA support. National ranking reflects value of historic structures and landscape importance  |
| 100 & 102                   | <b>Vale of Neath and Swansea Valley Canals - Neath Canal and Tennant Canal</b>   | Wales   | <b>N with Swansea Canal</b>  | Category 2 ranking understates progress made with preparatory work. Economic and social benefit analysis now commissioned by partners to promote project benefits to funders. Both projects upgraded to National from Regional when taken together with Swansea Canal (101)  |

***Intermediate (3) – where there is considerable preliminary work outstanding***

|    |  |               |          |  |
|----|--|---------------|----------|--|
| 20 | <b>Bude Canal: Barge and Tub Boat sections</b>                     | South West    | <b>N</b> | Very high level of historical importance. Preparatory work welcome. Council would like to see restoration progressed in light of studies, and further thought given to possibility of making navigable Tub Boat Section and treatment of the inclined planes |
| 21 | <b>Caldon Canal - Foxley Arm (Robert Heath's Canal)</b>            | West Midlands | <b>L</b> | Modest local project with benefits for community   |
| 22 | <b>Caldon Canal - Norton Green Arm (Sparrow &amp; Hales Canal)</b> | West Midlands | <b>L</b> | Modest local project with benefits for community   |
| 24 | <b>Caldon Canal - Froghall Tunnel water levels</b>                 | West Midlands | <b>L</b> | Council welcomes moves to increase range of craft able to reach end of navigation  |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region</b><br><b>Wales or Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>  |
|-----------------------------|--|---|--|--|
| 26                          | <b>Chesterfield Canal - completion and Rother Link</b>   | East Midlands<br>Yorks & Humber                   | <b>N</b>   | Intermediate ranking understates progress made on BW owned section east of Norwood Tunnel, where restoration plans well advanced and should have high priority from statutory and funding agencies. HLF funding secured for listed locks in BW's Rotherham Section. Completion of remaining restoration and studies to enable navigable link to Sheffield via Rother Link should now be vigorously pursued. Upgraded to National from Regional |
| 37                          | <b>Earith to Ramsey Link</b>   | Eastern   | <b>R</b>   | Council welcome initiative showed by Fens Tourism in promoting new waterway  |
| 46                          | <b>Hatherton Canal*</b>  | West Midlands                                     | <b>N with Lichfield Canal</b>  | Project to link Staffs & Worcs, northern BCN and Coventry via Hatherton Canal has important potential benefits. Partnership of LAs and BW needed if more rapid progress to be shown. Resolution of BNRR crossing issue welcome. Upgraded to National from Regional taken together with Lichfield   |
| 47                          | <b>Herefordshire &amp; Gloucestershire Canal*</b>  | South West<br>West Midlands                       | <b>R</b>   | Real progress now being made. More formal working group of LAs along line needed to accelerate rate of restoration further   |
| 49                          | <b>Ipswich &amp; Stowmarket Navigation (River Gipping)</b>   | Eastern   | <b>L</b>   | Public sector support needed to help project move forward. Feasibility and other preparatory studies along length of navigation should be priority   |
| 53                          | <b>Leeds &amp; Liverpool Canal Extension - Liverpool Link</b>  | North West  | <b>R</b>   | Important leisure and tourism project which, subject to current studies, offers potential for urban waterfront regeneration  |
| 77                          | <b>Somersetshire Coal Canal</b>  | South West  | <b>R</b>   | HLF funding secured for some structural preservation work. Looking forward to further work   |
| 74                          | <b>Sleaford Navigation</b>   | East Midlands                                     | <b>R</b>   | Lack of progress towards completion disappointing. LAs and other agencies should give greater priority to securing funding to complete this relatively straight-forward restoration  |
| 82                          | <b>Stourbridge Canal - Fens Branch</b>   | West Midlands                                     | <b>L</b>   | Disappointing to see no progress since 1998 Report   |
| 83                          | <b>Stover Canal</b>  | South West  | <b>L</b>   | Teignbridge District Council's initiative and prospective acquisition from Railtrack plc welcome. Would like to see feasibility of full restoration considered to allow sea-going craft to visit Canal   |
| 90                          | <b>Welland - Nene Link (see also South Forty Foot Drain no 78)</b>   | Eastern   | <b>R</b>   | Dependent upon restoration of South Forty Foot (or Black Sluice) Drain (no 78), and connection to River Glen. Council welcomes studies undertaken by Fens Tourism and EA's recent decision to lead full feasibility study  |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region</b><br><b>Wales or Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>  |
|-----------------------------|--|---|--|--|
| 91                          | <b>Wey &amp; Arun Canal*</b>   | South East  | <b>N</b>   | Progress welcome on interim stage. Council hopes to see overall sustainability addressed via more strategic and co-ordinated approach from Trust, LAs and other agencies   |
| 92                          | <b>Wilts &amp; Berks Canal and North Wilts Canal*</b>  | South West<br>South East                          | <b>N</b>   | Council welcomes formation of new Restoration Trust appointment of Project Officer and setting up of partnership as positive steps towards restoration. Much overall work done but detailed studies needed. Upgraded to National from Regional |
| 95                          | <b>Worsley Delph &amp; Underground Canals</b>  | North West  | <b>N</b>   | Three distinct sites with studies at different stages of development. Highly important for industrial archaeology  |

*Early stage (4) – needing necessary studies and technical work to develop an overall strategy before they can make progress*

|     |   |                  |          |  |
|-----|---|------------------|----------|--|
| 8   | <b>Ancholme - Rase Link</b>                               | East Midlands    | <b>L</b> | No progress since 1998 Report. Requires feasibility etc studies and firm plans if project to proceed   |
| 9   | <b>Ancholme-Witham Link</b>                               | East Midlands    | <b>L</b> | No progress since 1998 Report. Project has considerable potential to add to inland waterway benefits in Northern Lincolnshire. LAs and EA should set in hand initial studies to determine viability and practicality   |
| 103 | <b>Ardlui to Inverarnan Canal</b>                         | Scotland         | <b>L</b> | Potentially useful extension to navigation on Loch Lomond. A more significant project (Loch Lomond link to Clyde) also being explored  |
| 11  | <b>River Avon (Warwickshire) – Upper Avon Extension</b>   | West Midlands    | <b>N</b> | Potentially valuable scheme but very controversial. Work needed to assess environmental acceptability and viability should be set in hand  |
| 12  | <b>Aylsham Navigation (Norfolk Broads)</b>                | Eastern          | <b>L</b> | Further investigation warranted of restoration sensitive to nature conservation interests  |
| 13  | <b>Barnsley and Dearne &amp; Dove Canals and branches</b> | Yorks & Humber   | <b>R</b> | Major project with considerable hurdles to be overcome and much preparatory work required, needing support of LAs and other agencies. They need to recognise regeneration and other gains which could ensue and consider lessons learned from Huddersfield Narrow and Rochdale Canal projects (see nos 5 and 7). Upgraded to Regional from Local |
| 14  | <b>Basingstoke Canal - Western End</b>                    | South East       | <b>L</b> | No progress since 1998 Report, Council suggests options for restoration/new navigation in area should be re-examined   |
| 16  | <b>Blyth Navigation</b>                                   | Blyth Navigation | <b>L</b> | No physical progress since 1998 Report although new local support now evident. Requires re-examination and initial feasibility studies   |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region Wales or Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>   |
|-----------------------------|--|---|--|---|
| 17                          | <b>Bottisham Lode</b>  | Eastern                                 | L  | Modest local project could benefit rural community  |
| 18                          | <b>Bourne Eau (see also South Forty Foot Drain no 78)</b>  | East Midlands                           | L  | Becomes viable on completion of South Forty Foot Drain (no 78 also known as Black Sluice Drain)   |
| 19                          | <b>Bow Back Rivers</b>   | Greater London                          | R  | Major regeneration proposal for Bow Back River network on back of Channel Tunnel Rail Link into Stratford and subsequent development of 'Stratford City'. BW working with LA and railway partners to progress works for rail link and regeneration of waterways in area. Plans could include new stretch of canal |
| 23                          | <b>Caldon Canal - Leek Branch Extension</b>  | West Midlands                           | L  | Present terminus on outskirts of Leek detracts from Canal's potential, and town loses tourism income as result. BW and LAs should review project to assess costs and benefits   |
| 30                          | <b>Cromford Canal - Northern Section</b>   | East Midlands                           | N  | Northern Cromford Canal and associated Arkwright's Mill included in World Heritage Site nomination for Derwent Valley. Restoration of Northern Section of Canal to agreed management plan is strong heritage funding candidate in this context  |
| 31                          | <b>Cromford Canal - Southern Section</b>   | East Midlands                           | L  | Condition of Butterley Tunnel requires restoration of Cromford Canal to be carried out in two parts. Council suggests that BW and LAs now review Southern Section to assess costs and benefits of project   |
| 33                          | <b>Dorset &amp; Somerset Canal - Frome Branch</b>  | South West                              | L  | Archaeological preservation of Canal's remains is first priority  |
| 34                          | <b>Driffield Navigation</b>  | Yorks & Humber                          | L  | Relatively modest progress on ostensibly straightforward restoration is disappointing. Greater support needed from LAs and other agencies to ensure more timely completion  |
| 36                          | <b>Dudley No 2 or Lapal Canal*</b>   | West Midlands                           | R  | Reinstatement of part of Canal included in Battery Park redevelopment expected within three years. Process of securing local political and funding support for further extension ongoing. Upgraded to Regional from Local   |
| 41                          | <b>Grand Union Canal – Buckingham Arm</b>  | South East                              | L  | Feasibility and other basic studies needed to progress project  |
| 42                          | <b>Grand Union Canal - Slough Arm link to River Thames at Eton</b>   | South East                              | N  | Strategic link between Grand Union Canal/Slough Arm and non-tidal Thames at Eton would open up navigation route between two of the most significant waterways in country. Outline feasibility completed by BW. This should be taken forward jointly by BW and EA with LAs   |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region<br/>Wales or<br/>Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>  |
|-----------------------------|--|---|--|--|
| 44                          | <b>Grand Western Canal - Tub Boat Section*</b>   | South West                                      | <b>N</b>   | Overview study now commissioned by partners to assess feasibility and benefits of full restoration. Council would like to see faster progress for historically important waterway and structures, including important canal lift remains   |
| 97                          | <b>Glamorganshire Canal - Nantgarw Pottery Museum</b>  | Wales   | <b>L</b>   | Site of heritage merit but need for comprehensive approach to Glamorganshire Canal potential   |
| 48                          | <b>Horncastle Navigation</b>   | East Midlands                                   | <b>L</b>   | Feasibility and cost/benefit studies required to progress project. LAs and EA should move together to get studies underway   |
| 50                          | <b>Ivel Navigation</b>   | Eastern   | <b>L</b>   | No progress since last Report. Feasibility study and careful consideration of nature conservation implications needed before project can proceed   |
| 52                          | <b>Lark Navigation</b>   | Eastern   | <b>L</b>   | Feasibility study needed to make progress. Potentially relatively straightforward restoration that could benefit local community. LAs and EA should combine with voluntary sector to move project forward  |
| 54                          | <b>Leven Canal</b>   | Yorks & Humber                                  | <b>L</b>   | Designated SAC. No progress since last Report. Assessment of restoration prospects needed  |
| 56                          | <b>Liskeard &amp; Looe Canal*</b>  | South West                                      | <b>L</b>   | Council welcomes completion of initial studies as basis for progressing limited restoration  |
| 57                          | <b>Little Ouse Navigation</b>  | Eastern   | <b>L</b>   | Potentially relatively straightforward restoration which could benefit local community. Detailed feasibility study required to make progress. LAs and EA should combine with voluntary sector to move project forward. Flash lock should be reinstated   |
| 58                          | <b>Llangollen Canal - Whitchurch Arm*</b>  | West Midlands                                   | <b>L</b>   | Project has significant potential benefits for town. No apparent progress since 1998 Report. LA assistance needed for project to be driven forward   |
| 59                          | <b>Louth Navigation</b>  | East Midlands                                   | <b>L</b>   | Restoration of historic Riverhead warehouse welcome but LAs, EA and voluntary sector should combine to prepare necessary feasibility and other studies   |
| 60                          | <b>Macclesfield Canal to Caldon Canal Link</b>   | North West<br>West Midlands                     | <b>R</b>   | Potentially useful link. Full feasibility and other studies needed to progress project   |
| 61                          | <b>Manchester, Bolton &amp; Bury Canal</b>   | North West                                      | <b>R</b>   | Much of original Canal to Bury still in place with historic and interesting features. Restoration is large undertaking, requiring major investment. However, development opportunities exist at Salford end of Canal. Renewed interest by BW, LAs and voluntary sector in study of costs and benefits of complete restoration to assess whether greater priority should be accorded to this is welcome |



| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region<br/>Wales or<br/>Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>   |
|-----------------------------|--|---|--|---|
| 62                          | <b>Melton Mowbray Navigation and Oakham Canal*</b>   | East Midlands                                   | L  | Professional studies needed to make greater progress  |
| 104                         | <b>Monkland Canal</b>  | Scotland  | L  | Potential for reopening further stretch of canal, as part of residential development, 3-4 years ahead   |
| 64                          | <b>Nar - Great Ouse navigation link</b>  | Eastern   | L  | Proposed scheme put forward by IWA no more than idea at present. Studies not yet considered. Hope to see progress made on a link  |
| 63                          | <b>North Walsham &amp; Dilham Canal</b>  | Eastern   | L  | Would like to see rapid decisions to protect historic structures, while taking account of nature conservation sensitivities   |
| 66                          | <b>River Ouse (Sussex)</b>   | South East                                      | L  | Interest in restoration welcome. All parties should work together to assess feasibility and viability   |
| 68                          | <b>Portsmouth &amp; Arundel Canal</b>  | South East                                      | <b>R with Wey &amp; Arun Canal</b>   | No progress since 1998 Report. Would wish to see more priority being given to studies necessary for advancement alongside Chichester Ship Canal (no 27) and Wey & Arun Canal (no 91)  |
| 71                          | <b>Sankey Canal</b>  | North West                                      | R  | Comprehensive study needed of this important historic waterway to examine the options and benefits of full-scale restoration and linkage to connected system  |
| 72                          | <b>Sankey Canal - Leeds &amp; Liverpool Link</b>   | North West                                      | R  | No progress since 1998 Report. Dependent on Sankey Canal restoration (no 71)  |
| 73                          | <b>Shrewsbury &amp; Newport Canal</b>  | West Midlands                                   | N  | New Trust welcome. Council wishes to see more rapid progress towards appropriate studies of restoration possibilities for this important historic Canal and its outstanding listed structures via the new Restoration Trust. First step should be to seek funding for survey, engineering and wildlife report and for security of listed structures |
| 75                          | <b>Sleaford Navigation – Grantham Canal link</b>   | East Midlands                                   | R  | No change since 1998 Report. Dependent upon Grantham Canal (no 45) and Sleaford Navigation (no 74)  |
| 76                          | <b>Soham Lode</b>  | Eastern   | L  | Apparently straightforward, modest restoration which could bring benefits to local community. Greater priority should be given to taking it forward to feasibility stage  |
| 80                          | <b>Stamford Canal (Welland 'System')</b>   | Eastern East Midlands                           | L  | No progress since 1998 Report. Dependent upon connection of Welland system to River Witham via South Forty Foot (or Black Sluice) Drain (no 78)   |
| 84                          | <b>Swaffham Bulbeck Lode</b>   | Eastern   | L  | Should be straightforward local project with benefits for rural community   |
| 85                          | <b>Thames &amp; Medway Canal</b>   | South East                                      | L  | LAs and other agencies should review project to determine how greater progress can be made  |
| 87                          | <b>Uttoxeter Canal - first Lock and Basin</b>  | West Midlands                                   | L  | Welcome project to improve facilities at Caldon Canal terminus  |

| <b>Ref no</b><br>As Annex A | <b>Waterway or structure</b><br>An individual scheme at next key stage identified in Main Schedule (Annex A) is marked with asterisk | <b>English region</b><br><b>Wales or Scotland</b> | <b>Strategic significance</b><br>For definitions of N/R/L see Explanatory Notes to Main Schedule (Annex A) | <b>Commentary</b>   |
|-----------------------------|--|---|--|---|
| 101                         | <b>Vale of Neath and Swansea Valley Canals - Swansea Canal</b>   | Wales   | <b>N with Neath and Tennant Canals</b>   | Welcome LA support now obtained and further work needed to progress this project has been set in hand. Upated to National from Regional when taken together with Neath and Tennant Canals (nos 100 and 102)   |
| 88                          | <b>Waveney Navigation</b>  | Eastern   | <b>L</b>   | No progress since 1998 Report   |
| 89                          | <b>Weaver Navigation - Frodsham Cut</b>  | North West  | <b>L</b>   | Careful restoration needed to maintain early features. Small clean-up projects to identify and interpret these features would raise profile of this good project, which could give new destination to lower end of River Weaver. Would like to see consideration of recreation of Weaver-Bridgewater Canal link for small craft via restoration of Weston Canal and Runcorn Locks, avoiding Manchester Ship Canal |
| 93                          | <b>River Wissey</b>  | Eastern   | <b>L</b>   | Modest new project to extend navigation   |
| 94                          | <b>Witham Navigable Drains - East Fen Lock</b>   | East Midlands                                     | <b>L</b>   | Ought to be priority for funding subject to current Fens Tourism Study in view of length of navigation which would be regained  |

# 1 Introduction

## About this review

- 1.1 This report updates and replaces the first Waterway Restoration Priorities Report published in June 1998. The latter provided an overview of restoration activity nation-wide and assessed the "readiness for funding" of 80 projects throughout the UK. It followed the Government's request to the Council for an impartial study in order to make sense of the restoration scene, given the fierce competition for funds, complexity of the development process and unpredictability of funding sources.
- 1.2 However, individual projects develop and evolve and their situation can readily change. This review, like its predecessor, has two purposes: to illustrate the current restoration scene activity (compared with the 1998 picture) and to offer to external bodies and promoters further recommendations and advice on restoration issues.

## The process of restoration

- 1.3 A central message of the Council's 1998 Report was the need for a high degree of professional input and a more systematic approach to project implementation in restoring waterways. Where major funding is needed, the process remains a long (up to 30 years or more) and complex one. For all but the smallest projects, it typically embraces the following:
  - securing local political and public support (e.g. for protecting the line and structures);
  - gaining the agreement of British Waterways, the Environment Agency or other navigation authority and/or land owner(s) concerned;
  - establishing, via professional studies, engineering and water-supply needs, environmental impacts and other issues of feasibility, and the financial costs of the work;
  - identifying the social, economic and environmental benefits to provide justification for potential sources of capital funding;
  - consulting/negotiating with those affected;
  - raising funding for these and any other preliminary studies;
  - establishing a body with the management capability and financial probity to deliver the project;
  - obtaining all statutory approvals for the works, including planning and other approvals from the

local authority, and consents from the Environment Agency (England and Wales), the Scottish Environment Protection Agency and other national built heritage and nature conservation agencies such as English Heritage, CADW, Historic Scotland, English Nature, Countryside Council for Wales, Scottish Natural Heritage and so on;

- ensuring that any necessary land can be acquired;
- preparing a business plan to show how the restoration will be pursued, managed and funded;
- preparing a conservation management plan to show how the built and natural assets of the waterway will be cared for and enhanced during both the restoration phase and by subsequent long-term monitoring and maintenance;
- drawing-up an 'exit strategy' covering all the arrangements for future management and maintenance.

In the context of these processes and the number of players involved in them, it is a tribute to the enthusiasm and dedication of the restoration movement that so much is currently being achieved.

## What is covered?

- 1.4 This review covers around 100 projects in England, Wales and Scotland whose promoters responded in 2000 to the Council's questionnaire. Against the background of cross-border changes (see following section), projects in Northern Ireland are no longer covered. As before, the focus is on restoration for leisure cruising of un-navigable waterways or un-navigable lengths of waterways, but restorations of historic waterway structures and some new waterway links are also included. The project locations are shown on the map and listed in the Main Schedule.
- 1.5 The projects listed are either
  - on their way to completion (some have already opened to navigation this year) with funding secured; or
  - at varying other stages of progress defined according to funding requirements (rather than readiness for funding as previously).
- 1.6 The stages range from "Advanced", where funding is required either for final completion or for a significant next phase of an overall project through to "Early" where funding needs are for preliminary

technical or other work to establish feasibility or provide justification for the project. All have been assessed against the same published criteria as before (see Explanatory Notes preceding Main Schedule Annex A).

- 1.7 In response to views expressed about the 1998 Report, the next step in an overall restoration project has been identified where so done in the relevant questionnaire response. The general presentation of the findings has also been reviewed to try to make the document more accessible to readers and users.
- 1.8 The Council's assessments of existing heritage merit and nature conservation interest have been reviewed and some revisions made to the definitions used.

### **After the review**

- 1.9 The Council welcomes comments on this review and will consider in due course, and in the light of responses and available resources, whether a further review would be useful. Meanwhile it plans to continue to monitor changes in funding regimes and to liaise with key statutory bodies and funding agencies.

## 2 Developments since 1998

### 1998 Report findings

- 2.1 The 1998 Report presented an assessment of 80 restoration projects across the full range of stages reached from those about to start to those not even at the planning stage. The aims were to make sense of the restoration scene, provide an independent assessment for funding agencies in developing their policies and programmes and to assist restoration promoters in formulating their applications.
- 2.2 At that time, National Lottery funding was a novel and key factor enabling spectacular restoration projects to be initiated and progressed but the Report warned that continued funding for large scale restoration might well prove difficult to sustain. Promoters would need to be ready to respond to new policy priorities, criteria and regional funding boundaries by exploiting the strengths of their projects, particularly the range of benefits provided.
- 2.3 The Council advocated action by Government, the various statutory agencies involved, funding bodies, and all promoters of restoration projects to address issues, problems and weaknesses identified in the Report. These included action on the planning front to safeguard the lines of disused waterways and to protect them from being severed by road improvement schemes, as well as key heritage funding criteria and good practice on the built and natural heritage in order to increase the prospects of delivering successful restoration projects.

### Restoration progress

- 2.4 Up to the end of 2000, only a handful of projects included in the 1998 Report had been completed. The most significant of these was the nationally important Bugsworth Basin heritage site. Post restoration work is still needed, however, and this project is to be taken over by The Waterways Trust.
- 2.5 However, unprecedented progress is now being made on the restoration of Britain's canal heritage, with seven major projects on their way to completion facilitated in particular by the approval of Millennium or Heritage Lottery grants, matched by regional regeneration and other funding and completed, in the main, under partnerships initiated by British Waterways, either directly or with the support of The Waterways Trust. They include, in England, two Trans-Pennine projects (the Huddersfield Narrow and Rochdale Canals), a new waterway (the Ribble Link) and the restoration of the Scheduled Ancient Monument Anderton Boat Lift; and, in Scotland, the Millennium Link (restoring and reuniting the Forth &

Clyde and Union Canals). Outside the scope of this review, as it was of the 1998 Report, but nonetheless highly important, is the progressing of the HLF funded Kennet & Avon Canal post-restoration project by British Waterways.

- 2.6 In the pipeline are many other projects that have made great strides forward since last looked at in the 1998 Report (for example the Foxton Inclined Plane, the Lancaster Canal Northern Reaches and the Chesterfield Canal), and new entries such as the fast-moving Bedford-Grand Union Canal Link proposal. The interest and burgeoning support of the new RDAs for corridor projects such as the Cotswold Canals and the Bedford- Grand Union Link may be seen as a harbinger of a new era in the support of regional funding agencies for waterway projects with benefits for a wider area. They are not only extending the recreational waterway network but also providing significant benefits for local and regional economies, urban and rural communities, the environment and the built heritage.
- 2.7 Many other projects are also in train (see Section 3 and Main Schedule) but continued funding – even if for discrete phases of large longer-term projects or for complete smaller schemes rather than for comprehensive major restorations/developments – is the critical factor if momentum is to be maintained. It is not, however, the only factor.

### Review of key changes

- 2.8 The major developments, national and local, which have an impact on the restoration process are noted below.
  - **Increasingly positive Government support for waterway restoration** as a means of extending the benefits of waterways more widely, culminating in *Waterways for Tomorrow* (June 2000)<sup>1</sup>. The policies of *Waterways for Tomorrow*, which applies to canals and navigable rivers and lakes in England and Wales, were foreshadowed in the new framework for British Waterways<sup>2</sup>. They are now evident in endorsement for the role of The Waterways Trust, increased grant-in-aid for British Waterways and the Environment Agency, and the issuing of the long-awaited

<sup>1</sup> There were changes to departmental responsibilities following the general election in June 2001, including the transfer of the former DETR inland waterways functions to the new Department for Environment, Food and Rural affairs (DEFRA) and new Department for Transport, Local Government and the Regions (DTLR) formed.

<sup>2</sup> *Unlocking the Potential and Framework for British Waterways*, DETR, February 1999.

guidelines to protect currently unrestored waterways from severance by road improvement schemes<sup>3</sup>. PPG13 Transport has also been revised<sup>4</sup> and increases the protection for waterways not yet restored. The Scottish Executive will shortly be issuing their own policy document covering inland waterways in Scotland.

- **Implementation of devolution measures**, giving the Scottish Executive direct responsibility for waterways in Scotland, the National Assembly for Wales a voice in the management of waterways in Wales, and creating in Ireland a new cross-border implementation body, Waterways Ireland, with effect from December 1999. The last now has responsibility for the management, maintenance, development and restoration of the inland navigable waterway system throughout the island of Ireland<sup>5</sup>.
- **The new framework for British Waterways**, which encourages it to assist and promote restoration activity beyond its own navigations and which has already led to strategically important initiatives for restoration and the creation of new waterways to enhance the national system and to generate economic, social and environmental benefits for local communities. The 1999 DETR document *Framework for British Waterways* refers to "BW's unrivalled expertise in the management, enhancement and conservation of navigation on inland waterways" and stipulates that it "should take the lead in consulting and co-ordinating with other UK navigation authorities to offer the benefit of its expertise... for the good of Britain's inland waterways and their users". British Waterways' more recent *Our Plan for the Future 2001-05* refers to "scope for a three-phase rolling programme of restoration and new construction over the next 15 years". Some 25 projects in this review concern their waterways, structures or proposed waterways. British Waterways announced in August 2000 six studies to test the viability of new links and the completion of some key restoration projects, all included in this review, viz (reference numbers as in the Main Schedule)
  - the construction of a new Bedford to Grand Union Link (15), connecting the Anglian waterways with the national canal network
  - the restoration of the Cotswold Canals, comprising the Stroudwater Navigation and Thames & Severn Canal (28, 29)
  - the restoration of the Droitwich Canals (35)
  - the reconstruction of the Foxton Inclined Plane (39)
  - the restoration of the Lancaster Canal Northern Reaches to Kendal (51)
  - completion of the restoration of the Montgomery Canal in Wales (99).
- **The emergence of The Waterways Trust**, a new independent charity, formed at the instigation of British Waterways in 1999, to manage the Ellesmere Port, Gloucester and Stoke Bruerne Museums, as an important partner in the delivery of waterway restoration and as a fund raising organisation and which in only two years has had a major impact on restoration activity. The arrangements adopted for facilitating the restoration of the Rochdale Canal and the construction of the Ribble Link, have enabled British Waterways to bring its expertise in major restoration/construction, and subsequent waterway operation and maintenance, to waterways outside its statutorily defined portfolio and could well provide a model for future restorations. The Trust is developing a scheme to prioritise its involvement in future restorations, which will be published later in 2001.
- **The influence of sustainability issues on all areas of public policy**, particularly (in respect of waterway restoration) those relating to the supply and conservation of water and the protection of wildlife resources by the responsible statutory agencies.
  - The **Environment Agency** (England and Wales)<sup>6</sup> published in June 2000 its *Navigation and Environmental Appraisal: A Guidance Note*, which sets out the range of environmental factors which restoration promoters should take on board. The Note includes a particularly welcome commitment to incorporate all Council-listed restoration projects in its Local Environment Agency Plans (LEAPs).
  - In addition, the new **European Water Framework Directive** (which came into effect in December 2000), aiming in part to achieve greater regulation of water quality by integrated river basin management, may also affect supply aspects in some restoration projects. The Directive requires

<sup>3</sup> See DTLR/DEFRA Press Release of 17 July 2001.

<sup>4</sup> Planning Policy Guidance Note 13 Transport DETR, March 2001.

<sup>5</sup> A newly-established Department of Culture, Arts and Leisure (DCAL) took over from April 2000 custodial responsibility for those abandoned Northern Ireland waterways in Government ownership with a strategic objective to develop their recreational potential. (Against this background, DCAL decided not to participate in this review which no longer therefore covers any Irish projects. DCAL will continue to act as co-ordinators in ongoing restoration efforts in Northern Ireland).

<sup>6</sup> The Scottish Environment Protection Agency (SEPA), which is accountable to the Scottish Parliament, is the body responsible for protecting land air and water in the area. The management structures for Scotland's waters differ from those in England and Wales, are not based on river basin planning and there are no abstraction controls. Unlike the Environment Agency, SEPA's functions do not include water recreation responsibilities.

the Environment Agency and the Scottish Environment Protection Agency to produce River Basin Management Plans within the next three years. It remains to be seen what effect these various changes will have on the progress of future restoration. The Council has argued that the generally non-consumptive, non-polluting nature of water use in navigation should be taken into account in all decision-making.

- Taking possible impacts of climate change into account, the Environment Agency has now published its national water resources strategy *Water Resources for the Future* (March 2001). Legislation is proposed, following consultation on a 1998 review of the Water Abstraction Licensing system, including the intention to bring water supplies for navigation within the Agency's abstraction licensing regime for the first time.
- In the near future, implementation of the Water Framework Directive will also set ecological objectives for river and canal channels. The Environment Agency and Scottish Environment Protection Agency will be responsible for defining these objectives, which will then have to be taken into account in restoration proposals.
- Two further recent changes have been the strengthening of protection for statutorily designated wildlife conservation sites and, perhaps more importantly for waterway restoration, the development of locally customised conservation plans based on the concept of biodiversity. Thus the **Countryside and Rights of Way Act 2000** (which does not apply in Scotland although broadly equivalent legislation is being proposed there) increases both protection for Sites of Special Scientific Interest (SSSIs) and the range of bodies with a duty to maintain that protection. Several waterways that are the subject of restoration proposals are proposed as Special Areas for Conservation (SACs) under the 1992 European Species and Habitats Directive because their conservation is an international priority. They receive greater protection than that provided in the 2000 Act.
- As a signatory to the 1992 Rio Convention the Government committed itself to 'develop strategies, plans or programmes for the conservation and sustainable use of biodiversity'. Biodiversity, which is the totality of living things and their habitats in a particular location, is now the subject of a national plan and a network of Local Biodiversity Action Plans (LBAPs), which are

led by partnerships between Local Authorities and Wildlife Trusts. There is a parallel system for conserving rare or endangered plants and animals, which are termed 'priority species'.

- LBAPs now give restoration promoters a clear reference standard for their locality, against which existing wildlife and the potential for its enhancement can be judged. The Local Biodiversity Partnerships provide promoters with convenient contacts with those concerned with wildlife issues and their management.
- **The enhanced role for local authorities in economic and community development**, both of which provide potential opportunities for local political and funding support for waterway restorations. While traditional responsibilities, such as planning and conservation remain vital (e.g. for protecting the lines of currently-unrestored waterways from threats of development or for protecting historic structures), the **Local Government Act 2000** has placed a new duty on all local authorities in England and Wales to prepare a community strategy to promote the economic, social and environmental wellbeing of their area and contribute to sustainable development. This is a core task for the new Local Strategic Partnerships (LSPs), referred to in the recent Urban White Paper (see below). The Government published guidance on these in March 2001. Well-planned and sensitively designed waterway restorations, which secure the backing of the local authority and its residents, could offer ideal projects for inclusion in these new plans. Local authorities also have a particular responsibility for implementing the Government's policies on social inclusion. The Council published this year its own advice to Government in *Inland Waterways: Towards Greater Social Inclusion* (IWAAC 2001).
- **The increased emphasis on rural, along with urban, regeneration**, as shown by the Government urban and rural White Papers issued in November 2000<sup>7</sup> and the recent initiatives of the Countryside Agency (CA) in England<sup>8</sup>. The CA was established in April 1999, from a merger between the Countryside Commission and those parts of the Rural Development Commission (RDC) not dealing with regeneration. CA initiatives particularly relevant to waterway restoration and development are:

<sup>7</sup> *Our Towns and Cities: Delivering an Urban Renaissance* and *Our Countryside: The Future A Fair Deal for Rural England*

<sup>8</sup> See CA strategy document *Towards Tomorrow's Countryside* (Spring 2001).

- the **Countryside on your Doorstep programme**<sup>9</sup> for which canal towpaths are obvious candidates as traffic-free routes;
  - the **Market Towns programme** designed to help revitalise declining market towns, working in partnership with the RDAs, local authorities, the local community and other partners which might include promoters of waterway restoration and development;
  - the **Local Heritage Initiative (LHI)** is a national grant scheme, supported by the Heritage Lottery Fund (up to £15,000) that helps local groups to investigate, explain and care for their local landscape, landmarks, traditions and culture. Canal society applications are welcomed and three have so far been successful.
- **The shift in the pattern of funding opportunities** (see **Review of funding** below) in that Millennium Lottery funding has ended, leaving a gap which is not expected to be made good for large scale capital works by the **New Opportunities Fund (NOF)**. While the **Heritage Lottery Fund (HLF)** continues to assist heritage projects, its contribution could be constrained by its strict historic importance criterion. This leaves policies and programmes with a regional impact such as the **Single Regeneration Budget (SRB)**<sup>10</sup> and the **European Regional Development Fund (ERDF)** delivered through the **Regional Development Agencies (RDAs)** (previously English Partnerships),<sup>11,12</sup> as the principal possible funding source for waterway projects pursued through partnerships and as part of wider regeneration plans. The **Landfill Tax Credit (LTC)** scheme overseen by ENTRUST remains available for approved environmental bodies, although relatively underused by restoration promoters other than British Waterways, but the Government is reviewing its future and opportunities will narrow further if it should cease.

## Review of funding developments

- 2.9 The developments affecting key sources of funding and principal agencies delivering them since last time are noted below. (See also the CA initiatives referred to above, including LHI grants.)
- 2.10 The **Heritage Lottery Fund (HLF)** published its revised *Canals Policy* in March 1999, following completion of the Trustees' review after the Council's 1998 Report. The Fund believes that the new policy framework provides a fair set of priorities and exclusions, consistent with the main priorities

outlined in its Strategic Plan 1999–2004 and taking the Council's concerns and former recommendations into account. The HLF also now emphasises much smaller grants disbursed through its regional committees. Some do usefully include revenue as well as capital funding. (See also LHI initiative, above)

- 2.11 The **Buildings and Monuments Grant Scheme** operated by English Heritage (EH)<sup>13</sup> targets buildings at risk and wider regeneration projects. Its value for waterway restoration has been limited but grants have been provided for the Anderton Boat Lift and the Sea Lock at Bude and English Heritage could have a role in plans for the reconstruction of the Foxton Inclined Plane.
- 2.12 The **New Opportunities Fund (NOF)** was established in July 1998 as a new Lottery distributor. It makes grants for health, education and environmental projects under initiatives specified by Government. It works with national, regional and local partners from public; private and voluntary sectors to fund specified initiatives across the UK with particular focus on the needs of the most disadvantaged. It remains to be seen how useful its initiatives so far announced<sup>14</sup> will prove to be for waterways restoration funding.

<sup>9</sup> In Wales, the Countryside Council for Wales (CCW) is the Government's statutory advisor on wildlife, countryside and maritime conservation matters, accountable to the Secretary of State for Wales. In Scotland the equivalent body is Scottish Natural Heritage (SNH) a government body established by the Natural Heritage Scotland Act 1991 and responsible to the Scottish Executive and Scottish Parliament.

<sup>10</sup> The Single Regeneration Budget (SRB) begun in 1994, provides resources to support regeneration initiatives in England, carried out by local regeneration partnerships, and brings together a number of programmes from several Government departments with the aim of simplifying and streamlining the assistance available for regeneration.

<sup>11</sup> The Welsh Development Agency (WDA) is the public body, sponsored by the National Assembly for Wales, promoting the economic prosperity of Wales.

<sup>12</sup> In Scotland there are two Government sponsored development agencies both accountable to the Scottish Executive. Scottish Enterprise (SE) is the main economic development agency for Scotland covering 93% of the population from Grampian to the Borders. Highlands and Islands Enterprise (HIE) covers the northern part of Scotland. Both Scottish agencies have regional Enterprise Companies.

<sup>13</sup> English Heritage (EH) now combines its functions for management of the historic environment with the responsibilities for recording exercised formerly by the Royal Commission on Historic Monuments in England (RCHME). In Wales the relevant body is CADW, part of the National Assembly for Wales. and in Scotland, it is Historic Scotland which is directly accountable to Scottish Ministers

<sup>14</sup> *Green Spaces and Sustainable Communities and Transforming Communities.*



2.13 **European Structural Funds** In 1999 the regulations governing the deployment of Structural Funds which subsume the European Regional Development Fund (ERDF) were negotiated for programmes starting in 2000 and lasting for seven years. A regional programming document sets out the priorities required for a project to be supported. Two new Community initiatives supported by ERDF are INTERREG (concerned with international co-operative projects and made use of by British Waterways) and URBAN concerned with urban regeneration. The areas to be covered by these initiatives have yet to be agreed at the date of this Report<sup>15</sup>.

2.14 **Regional Development Agencies (RDAs)** The eight RDAs set up in April 1999 to improve the economic prosperity of the English regions were joined by a ninth RDA (for London) in July 2000. The RDAs administer the SRB (see above). The Deputy Prime Minister wrote in August 2000 to all RDA Chairmen to impress on them the need to take account of the benefits of waterway projects in their strategies and action plans and urging them to support worthwhile proposals. The Council is also continuing to press them to do so.

2.15 **The Rural Challenge Fund** operated by the former RDC (see under CA above) has been merged with the SRB funds administered by RDAs and the SRB funds expanded to include a guaranteed rural element.

2.16 **The Neighbourhood Renewal Fund (NRF)** with £900m in 2002/03 – 2003/04 is designed to assist regeneration in the 88 most deprived English areas. A key requirement for this funding is the establishment of the Local Strategic Partnerships referred to above. RDAs will have a role in these partnerships. The National Assembly for Wales has introduced *Communities First* funding targeted at the most deprived areas of Wales, as well as a Local Regeneration Fund accessed through local authorities. Restoration projects which demonstrate benefits in tackling social exclusion and neighbourhood renewal, and have local authority support, should be able to tap into these new funding opportunities.

2.17 The funding categories required by the Landfill Tax Regulations 1996 for the **Landfill Tax Credit (LTC)** scheme, for which ENTRUST is the regulatory body, changed slightly from the funding viewpoint from 1 January 2000. British Waterways has made exceptionally good use of the system. Other

restoration promoters have not so far benefited to the extent that they might, apparently because they are too small on their own, have too low a profile with the landfill trade or fail to address adequately the relevant environmental issues. The Chancellor's March 2001 Budget Statement stated that the Government was attracted to abolishing all or part of the LTC scheme, which could be replaced with other public spending on, for example, increasing recycling. The scheme remains of great value to a number of restorations and the Council is concerned at the implications of its demise. Meanwhile the scheme continues but the uncertainty appears to be affecting the availability of funding.

2.18 Part of the role of **The Waterways Trust** is fundraising and it is currently contracted by British Waterways to work with partners to raise funds for the Millennium Link and the Anderton Boat Lift projects. A general fundraising programme has been launched this year for a small grants scheme to support waterway-based projects. In its first full year of fundraising activity, the Trust expects to raise a total of £2m principally from voluntary sources, individuals, companies and charitable trusts.

### **The current scene**

2.19 In general, therefore, the climate for waterway restoration has become more favourable in recent years. There is today very positive Government and British Waterways support, much more widespread involvement by local authorities, the advent of The Waterways Trust, the opportunities to contribute towards what is valuable in the natural and built environment and a widening range of funding possibilities. Against these positive factors must be set the gap inevitably left by the ending of Millennium Lottery funding for major capital costs of waterway restoration, and the fact that the need for long term revenue funding for future maintenance of completed projects is still not addressed by all the funding agencies or by all local authorities for the areas where projects are located.

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<sup>15</sup> Other Structural Funds managed by various Government departments such as the European Social Fund (ESF), European Agricultural Guidance and Guarantee Fund (EAGGF), and Financial Instrument for Fisheries Guidance (FIFG) could support initiatives relevant to waterway restoration projects located in the areas covered.

2.20 Notwithstanding the availability of funding opportunities both old and new, the competition for further investment in waterway restoration has been, and will remain, intense. If they are to convince the key agencies, above all those involved in regeneration initiatives, of the benefits to be obtained from restoration, promoters must become even more professional in formulating, developing and presenting their projects and in putting together proposals tailored to the particular criteria of those agencies.

### 3 Review of projects

#### The new assessment

- 3.1 The full results are contained in the **Main Schedule** at the end of this report. The **Explanatory Notes** to the Schedule provide more on the assessment process and details of the definitions used.
- 3.2 The basis of these assessments has been the questionnaires returned since May 2000. As time does not stand still, and this report has taken longer than expected to prepare, further progress up to June 2001 is also recorded where such information has been forthcoming. A comprehensive updating questionnaire was simply not feasible, but it should be borne in mind that further progress would have also been made in a number of other cases in the interim. The caveats about the information provided to the Council (see under **Important Information** in the Explanatory Notes) should be noted.
- 3.3 Assessments have not been done for those projects completed in 2001 or with funding for completion in 2002/3 although they are shown at the beginning of the Main Schedule and the Summary Table 1.
- 3.4 The main methodological change since the 1998 Report is in the basis of the assessment rankings which are now structured according to what, for each project, is needed to be funded next viz:
  - **Advanced (1)** i.e. project requires funding for completion or the next major stage and for which all preliminary work done;
  - **Substantial progress (2)** i.e. project being developed within an overall strategy and where most preliminary work completed or in hand;
  - **Intermediate (3)** i.e. project being developed within an overall strategy but where there is considerable preliminary work still outstanding;
  - **Early stage (4)** i.e. funding required for all necessary preliminary work such as basic studies and technical assessments in order to develop an overall strategy and begin project development.
- 3.5 All project promoters were asked to identify the work needed in the next stage of the whole project. Where this information was supplied, it has been identified in the Main Schedule for the attention of the appropriate funding agencies.
- 3.6 The assessments of **existing importance** in terms of **built heritage** and **wildlife** value have been reviewed. The former have been made more systematic in an attempt to reduce appearances of subjectivity. The latter were objectively based on legislative criteria in

1998 and have been adjusted slightly to take account of legislative changes. The assessments of **strategic significance** of the project as National, Regional or Local follow the 1998 format, i.e. assessing the value of the waterway in built heritage and wildlife terms and the potential contribution of each restoration or development to the existing navigable system and to the economic and social regeneration of communities. As before, this remains the most subjective of the assessments. Where such an assessment has been changed since 1998, it is identified below. The Council reiterates the point it made in 1998 that the designation 'Local' is not a slur. Indeed, some 'Local' projects may well in the future perform better than others because much of the funding trend (see Section 2) is towards greater availability and targeting of criteria to smaller community-based projects.

**Table 2: Projects assessed by funding category**

| Funding category                                | England   | Wales    | Scotland | All       |
|---|-----------|----------|----------|-----------|
| Number of projects                              |           |          |          |           |
| <b>Completed or with funding for completion</b> | 6         | 0        | 1        | 7         |
| <b>Advanced (1)</b>                             | 11        | 2        | 0        | 13        |
| <b>Substantial progress (2)</b>                 | 7         | 2        | 0        | 9         |
| <b>Intermediate (3)</b>                         | 18        | 0        | 0        | 18        |
| <b>Early (4)</b>                                | 47        | 2        | 2        | 51        |
| <b>Totals</b>                                   | <b>89</b> | <b>6</b> | <b>3</b> | <b>98</b> |

#### Projects completed or with funding for completion

- 3.7 Four of these projects assessed as of National significance. Restoration of the Forth & Clyde and Union Canals, the Huddersfield Narrow and the Rochdale, together with the construction of the Ribble Link, are adding c.200km of waterway to the navigable system, preserving outstanding examples of canal heritage, and generating new recreation and employment opportunities for local communities.

## Other projects in Categories 1-4

### National projects

- 3.8 There are 26 projects ranked in the rest of the Main Schedule as of National significance. The higher figure than in 1998 is accounted for by the retention of all the projects accorded this ranking in the first Report together with the upgrading/inclusion of the following:

**Bedford-Grand Union Link**  
**Chesterfield Canal (with Rother Link)**  
**Cromford Canal Northern Section**  
**Grand Union Canal – Slough Arm link**  
**Lichfield and Hatherton Canals (jointly)**  
**Neath, Tennant and Swansea Canals (collectively)**  
**Wilts & Berks Canal and North Wilts Canal**

- 3.9 The National projects comprise both key waterway assets in the built heritage and wildlife fields with a wide range of benefits to the national waterway system and to communities in urban and rural areas on completion of restoration. In a number of cases, as **Table 3** shows, these assets and benefits will be multiple.
- 3.10 Of the Category 1 National projects, restoration of the **Droitwich Canals**, the **Foxton Inclined Plane**, the **Montgomery Canal in both England and Wales**, the **Lancaster Canal Northern Reaches**, the **South Forty Foot Drain** and the **Pocklington Canal** should all be achievable in the next few years (see **Table 3**). They will all offer significant benefits. Most are now making good progress.
- 3.11 Completion of the **Ribble Link** should give a fresh impetus to the restoration of the **Northern Reaches of the Lancaster Canal**, an outstanding heritage waterway with considerable scope for rural regeneration. Progress on the **Montgomery** has, however, been somewhat disappointing since the 1998 Report and the Council hopes to see a sustained effort to attract funding to complete this very important restoration.
- 3.12 Of the Category 2 National projects, the Council expects to see equally rapid progress on the **Bedford-Grand Union Canal Link** and the **Cotswold Canals** in the light of the active support British Waterways and The Waterways Trust are giving to these projects. The **Lichfield** (jointly with the **Hatherton Canal**) has been upgraded from Regional to National to reflect their potential contribution to the regeneration of the northern stretches of the BCN. Its progress will be materially helped by the

resolution of the crossings issue. The three canals in South Wales (**Neath, Tennant and Swansea**) are not all in Category 2 but have collectively been given National status because of their regeneration potential and heritage value in a Welsh context and to encourage support for their restoration from the National Assembly for Wales and the responsible local authorities. The **South Forty Foot Drain** project (uprated from Regional) should be a high priority in implementing the Fens Tourism Strategy.

- 3.13 The Category 3 National projects comprise the **Bude Canal** where the Council is looking forward to restoration and management proposals following the recent consultants' report; the **Chesterfield (including the Rother Link)** which has been upgraded to National since 1998 but where the categorisation reflects what remains to be done and understates how much has already been achieved by British Waterways east of Norwood Tunnel; the **Wey & Arun Canal** where interim progress is welcomed but where a more co-ordinated strategic approach is needed; the **Wilts & Berks Canal**, also upgraded to National because it will significantly extend the navigable system and promote rural and small town regeneration, and the **Worsley Delph and Underground Canals** project which is making progress on one of the most significant industrial archaeology sites in the country.
- 3.14 The Category 4 National projects include the **River Avon (Upper Avon Extension)**, a key proposed link in the national system but one urgently needing assessments of environmental acceptability; the **Cromford Canal Northern Section** associated with a World Heritage site nomination; the **Grand Union Canal – Slough Arm link to the Thames**, another key proposed link which needs to be explored jointly by British Waterways and the Environment Agency; the **Grand Western Canal Tub Boat section** where progress is needed on the conservation of very important heritage structures, and the **Shrewsbury & Newport Canal**, where a new Trust offers the welcome prospect of progress on the restoration of this important heritage waterway.

Table 3: Nationally significant projects – key assets and benefits promised from restoration

| Nationally significant projects  | Key assets                |                     | Key benefits                                       |              |       |
|--|---------------------------|---------------------|--|--------------|-------|
|  | High built heritage value | High wildlife value | Strategic link and/or extension to national system | Regeneration |       |
|  |                           |                     |  | Urban        | Rural |
| Bedford-Grand Union Link   |                           |                     | •  | •            | •     |
| Bude Canal   | •                         | •                   |  | •            | •     |
| Cotswold Canals (Stroudwater Navigation/ Thames & Severn Canal)                          | •                         |                     | •  |              | •     |
| Chesterfield Canal (with Rother Link)  | •                         |                     | •  | •            | •     |
| Cromford Canal - Northern Section  | •                         |                     |  |              | •     |
| Droitwich Canals   | •                         | •                   | •  | •            | •     |
| Foxton Inclined Plane  | •                         |                     |  |              | •     |
| Grand Union Canal – Slough Arm Link  |                           |                     | •  |              |       |
| Grand Western Canal (Tub Boat section)   | •                         |                     |  |              | •     |
| Lancaster Canal Northern Reaches (with Ribble Link)                                      | •                         |                     | •  | •            | •     |
| Lichfield and Hatherton Canals (jointly)   |                           |                     | •  | •            |       |
| Montgomery Canal (England and Wales)   | •                         | •                   | •  |              | •     |
| Pocklington Canal  | •                         | •                   |  |              | •     |
| River Avon (Upper Avon Extension)  |                           |                     | •  |              | •     |
| Shrewsbury & Newport Canal   | •                         |                     | •  | •            | •     |
| South Forty Foot (or Black Sluice) Drain   |                           |                     | •  |              | •     |
| Stour Navigation   | •                         |                     |  |              | •     |
| Vale of Neath & Swansea Valley Canals - Neath, Tennant and Swansea Canals (collectively) | •                         |                     |  | •            |       |
| Wey & Arun Canal   |                           |                     | •  |              | •     |
| Wilts & Berks Canal and North Wilts Canal  | •                         |                     | •  |              | •     |
| Worsley Delph & Underground Canals   | •                         |                     |  | •            |       |

## Regional projects

- 3.15 The Category 1 Regional projects – the **Derby, Grantham and Monmouthshire Canals** – are all distinguished by strong local authority support for restoration and should be able to complete the remaining work within a few years once additional funding is secured. Their strategic status remains unchanged since 1998.
- 3.16 In Category 3, projects include two new East Anglian waterways – the **Earith to Ramsey** and the **Welland-Nene Links** – which the Fens Tourism Strategy is promoting and which merit the fuller feasibility studies that are being led by the Environment Agency in partnership with local authorities, and a third new length, the **Liverpool Link**, extending the Leeds & Liverpool Canal through the docks to enliven the City waterfront. Other projects are the **Somersetshire Coal Canal**, another historically important waterway where funding has been secured for further restoration work and the **Sleaford Navigation** where, in contrast, progress towards completion has been limited.
- 3.17 There are eight Regional projects in Category 4, all of which require basic technical and economic feasibility studies before their prospects can be properly assessed. One of the most ambitious is the **Barnsley and Dearne & Dove Canals** project where more co-ordinated local authority support is vital if restoration is ever to be achieved. The **Bow Back Rivers** project in East London could prove a strategic regeneration focus for this part of London. The **Dudley No 2** or **Lapal Canal** has been upgraded from Local status in 1998. The **Macclesfield Canal - Caldron Canal Link** is a new project and potentially important. The **Manchester, Bolton & Bury Canal** is of high historic importance and the renewed interest in a comprehensive restoration by British Waterways, local authorities and the voluntary sector is very welcome. The **Portsmouth & Arundel Canal** is a long term aspiration and will need to be considered in relation to the Chichester Ship and Wey & Arun projects. The **Sankey Canal** is also of great historical importance and an investigation into its restoration potential will assist in assessing the potential value of a **Sankey Canal/Leeds & Liverpool Link**. A **Sleaford Navigation-Grantham Canal Link** is similarly dependent on progress on the restoration of the waterways it is designed to connect.

## Local projects

- 3.18 These occur, inevitably, in all categories and comprise a very heterogeneous group of projects. The distinguishing feature of those in Category 1, such as the **Ashby Canal**, the **Chelmer Navigation**, the **Wendover Arm**, and the **Burslem Port Project**, is the pro-active support of the responsible local authority/navigation authority. In contrast, the **Chichester Ship Canal**, in Category 3, has not moved forward since 1998 and needs more sustained local authority support for what should be a relatively straightforward project.
- 3.19 In the remaining categories are a number of new entrants to the assessment for example, the various **Caldon-Uttoxeter Canals** projects, the **Ardlui to Inverarnan Canal** in Scotland, the **River Ouse** in Sussex and the **River Wissey** project. At least two of the Caldron projects already have local authority support.
- 3.20 The bulk, however, were rated medium and longer-term projects in 1998 and many appear to have made little or no progress since then despite the evident recreational and other community benefits they would appear to offer to their local communities. There is clearly an urgent task in promoting these restorations to win local political support.
- 3.21 A distinct group, as was noted in the 1998 Report, is in East Anglia and the Fens. They include the **Ancholme-Rase Link**, the **Ancholme-Witham Link**, the **Aylsham Navigation**, the **Blyth Navigation**, **Bottisham Lode**, **Bourne Eau**, **Horncastle Navigation**, **Ivel Navigation**, **Lark Navigation**, **Little Ouse Navigation**, **North Walsham & Dilham Canal** (regraded to Local from Regional), **Soham Lode**, **Stamford Canal (Welland 'System')**, **Swaffham Bulbeck Lode**, **Waveney Navigation**, **River Wissey**, **Witham Navigable Drains - East Fen Lock**. Some, e.g. the Aylsham Navigation and the North Walsham & Dilham Canal, may have difficult nature conservation issues to resolve but the majority do not appear to present any very great difficulties in the way of restoration/development and should be looked at as a priority by the relevant authorities. Construction of the Bedford-Grand Union Canal Link may well stimulate greater interest in expanding the navigable system to the east but it is to be hoped that in the interim the outcome of the Fens Tourism study will encourage a more pro-active approach by the responsible authorities.
- 3.22 A few local projects are showing what can be achieved – the assessment notes the success of the

**Dorset & Somerset Canal - Frome Branch** in tapping HLF funding, the local authority interest in the **Stover Canal** and the **Liskeard & Looe Canal**, and the progress on the **Monkland Canal** in Scotland. The gains to their communities are no less important for being local in scale and could well be emulated elsewhere.

### **Regional and sub-regional approaches to restoration**

- 3.23 The example in South Wales of the approach adopted to the restoration of the Neath, Tennant and Swansea Canals, whereby an integrated sub-regional initiative is being pursued under the umbrella of the 'Vale of Neath and Swansea Valley Canals', may well be a useful model elsewhere. The isolated waterways in South West England, for example the Bude Canal, the Grand Western Canal, the Liskeard & Looe Canal, the Somersetshire Coal Canal and the Stover Canal, are difficult restorations and could benefit from a strategic approach to put together a basket of waterways in the region. A similar strategic approach could yield dividends for the Wey & Arun/Portsmouth & Arundel Canals projects in relation to the (existing) Wey Navigation and Basingstoke Canal.

### **Summary**

- 3.24 The review has identified three very clear groups among the hundred projects – a group of twenty or so which have made and are making significant strides towards completion; another, no more than 15 or so, which are making respectable progress, and the remainder where progress is limited, even minimal or indeed which are, at the present time, no more than aspirations for the long term. What distinguishes the first two from the third is the commitment, professionalism, planning and political will which is being brought to bear on the restoration process and the public support they have generated.

## 4 Recommendations on main issues in restoration

- 4.1 In evaluating the progress of projects since the 1998 Report, the Council has identified a number of issues of relevance to the main players in the restoration process and makes the following recommendations, repeating, where it is still considered useful and appropriate, some of the earlier advice.
- 4.2 The relevant issues for developing viable and successful projects are
- **project benefits, partnership and professionalism**
  - **the role of key funding bodies**
  - **the role of navigation authorities**
  - **the role of local authorities**
  - **restoration and water supplies**
  - **conserving the historic environment**
  - **conserving the natural environment**
  - **long term sustainability**
- 4.3 These are considered in turn, identifying the main players involved, the nature of the issue and then the recommendations.

### • **PROJECT BENEFITS, PARTNERSHIP AND PROFESSIONALISM**

**Main players: all bodies promoting restoration projects but principally local voluntary organisations**

- 4.4 Successful projects are built on the basis of often complex partnerships that bring together consortia of the relevant riparian local authorities, local and national waterway societies, voluntary sector special interest organisations (for example, those concerned with public access, transport, education, environment and heritage) and funding agencies (drawn from the statutory and voluntary sectors), to deliver projects that generate multiple benefits across the social, economic and environmental agendas.
- 4.5 There is no doubt that design and implementation of projects in this modern context requires a very professional approach. It is clear from the responses to the Council's questionnaires that progress is being made in this matter but there are still a number of projects where improvements in approach are needed. This is particularly so where an organisation is in the early stages of the process or where it has not so far been able to secure the active support of a professional navigation body or local authority.
- 4.6 Such organisations need help and encouragement. There are extensive mutual self help links between restoration groups, with backing from the Inland

Waterways Association and the Waterway Recovery Group, but links with navigation authorities, particularly British Waterways, remain the key to obtaining the professional help which is needed (see Recommendations below to navigation authorities). The British Waterways/The Waterways Trust partnership is showing what can be achieved in helping other promoters. The Council looks to the Environment Agency to be proactive in advising restoration promoters, encouraging them to make contact at an early stage in their project.

### **Recommendations**

- 4.7 All restoration proposals and projects should demonstrate popular local support for their vision and the benefits to be obtained if they are to be successfully achieved.
- 4.8 Promoters should cultivate, encourage and demonstrate the active support of elected members and professional officers in the relevant local authority(ies) to progress their projects and should establish meaningful partnership arrangements with them and other relevant bodies.
- 4.9 Possible conflicts of interest, an overall forward programme, a conservation management plan and the strategy to provide for future management and maintenance should be considered from the outset, in liaison with the local authority, waterway authorities, statutory agencies, local Wildlife Trusts and other built and wildlife conservation organisations.
- 4.10 All promoters should identify at an early stage the scope of the preparatory work (i.e. engineering work, water supply, environmental impact, costs and potential sources of funding, land ownership, legal considerations, consents and licences etc). The DTLR Transport & Works Act (TWA) 1992 Order guidance<sup>1</sup> provides a useful reference list of steps required.
- 4.11 Unless, exceptionally, a single funder is likely, larger projects should be broken down, wherever practicable, into discrete phases on the basis of which funding organisation(s) might be willing to fund each part.

<sup>1</sup> A Guide to TWA Procedures, subtitled "Guidance on the procedures for obtaining orders under the Transport and Works Act 1992, relating to transport systems, inland waterways and works interfering with rights of navigation", published by DETR in February 2001 but not yet printed. It is however on the DTLR website



- 4.12 Promoters should take the widest possible view of the public benefits of restoration (including economic, environmental, wildlife conservation, educational, community access and social inclusion) to be obtained, not only from the restoration itself but also within the wider waterway corridor, so as to maximise local support and funding opportunities.
- 4.13 The general Environmental Impact Assessment (EIA) format, suitably adapted to local circumstances, should be used in all cases, even if a formal EIA is not required. In addition to the Environment Agency's guidance in *Navigation and Environmental Appraisal: a Guidance Note* (June 2000), a range of more general guidance is available, such as *The Institute of Environmental Assessment's Guidelines for Environmental Assessment* (1995).
- 4.14 All funding applications should be closely focused on the objectives and eligibility criteria of the funding body in question, and demonstrate verifiable financial control systems and capacity to implement the project.
- 4.15 For all except the smallest projects, funding should be allocated for the employment of a competent project development officer and not be considered an unwarranted diversion of resources from active restoration on the ground.
- 4.16 If the Landfill Tax Credit (LTC) scheme continues (and the Council considers that it should do so - see above), local restoration organisations should consider ways of forming an association with other promoters, raising their profile with the landfill trade and so better addressing relevant environmental issues.
- **THE ROLE OF KEY FUNDING BODIES**
- Main Players: National Government, National Assembly for Wales, Scottish Executive, English Regional Development Agencies, Welsh Development Agency, Scottish Enterprise and Highland and Islands Enterprise, National Lottery funding bodies, The Waterways Trust, local authorities, ENTRUST, Countryside Agency**
- 4.17 In part the issue is one of getting worthwhile projects to the attention of key funders; in part it is a matter of good practice by funders themselves in the way they handle applications for funding. Fund holders should encourage a much greater dialogue with potential applicants. Too often, restoration promoters have put forward applications to inappropriate funding organisations, i.e. ones whose criteria do not match the project, while other good sources of funding go untapped. The absence of any co-ordination of applications for funds and funding provision within the waterway movement wastes scarce resources (see Recommendations to navigation authorities below).
- 4.18 The role of the national/regional development agencies will be crucial. In England, RDAs as successors to English Partnerships are assisting the Huddersfield Narrow Canal and Rochdale Canal restorations and Scottish Enterprise is a partner in the Millennium Link project. The partnership involvement of the Eastern and South West RDAs in the Bedford-Grand Union Link and Cotswold Canals projects respectively is a very welcome sign of commitment for the future. Much more, however, is needed at both feasibility and implementation stage. All English RDAs must be encouraged to give prominence to the revitalisation of waterway corridors in their strategies and action planning, because it is imperative that they fill the gap left by the former English Partnerships' Land Reclamation Programme. This, like its predecessor Derelict Land Grant, provided an essential source of funding for restorations in the past. RDAs need to be shown that restoration is not just for boating but for economic, social and environmental regeneration, linking to a wide range of other policies and programmes across the entire waterway corridor.
- 4.19 There is a view that the Heritage Lottery Fund's (HLF) grant activity for waterway restoration has been disappointing since the very generous grant to the Kennet & Avon Canal. However, the allocation to the heritage sector which includes waterways, remains large and there is no reason why sound well-constructed proposals (again embracing the wider waterway, environment and community, access and educational benefits) should not succeed. The Fund still looks first for clear evidence of historic importance (as with the Anderton Boat Lift and the more recent grant to the Chesterfield Canal), but the focus is on major structures and there is uncertainty over the extent to which, under the new Canals Policy, the line of an historic waterway is in itself regarded as having heritage importance and/or whether new lengths or replacement structures will be accepted for grant aid. The Council would wish to see the Fund clarify its position on these issues as a way of assisting applicants.

## **Recommendations**

- 4.20 National Government, the Welsh Assembly and the Scottish Executive should ensure that RDAs (and their Welsh and Scottish equivalents) and other agencies include worthwhile waterway restoration projects in their strategies and plans for urban and rural regeneration, in line with national government policy.
- 4.21 The RDAs, as they develop action plans within their strategies, should be encouraged to reflect the value of investing in waterway restoration to enhance their regional economies.
- 4.22 Funding agencies should recognise and cater for the varied funding requirements of projects throughout their lives, from the feasibility studies and technical investigations needed to establish an overall strategy, through to the work needed to make substantial physical progress towards completion.
- 4.23 Funding agencies should also provide applicants with clear descriptions of their eligibility criteria and any changes to them, give applicants the views of assessors and offer them the opportunity to modify applications before they are subjected to final assessment. Secure submission and decision dates should be provided especially where matching funding is involved. Feedback on assessment of applications, whether successful or not, should be open and clear.
- 4.24 The HLF should make clearer its willingness to recognise the intrinsic heritage merit of a waterway as a whole and consider establishing, within the appropriate heritage sector, a specific inland waterway programme to assist mainstream restoration projects. Greater efforts should be made by the Fund to reach out to prospective applicants, to ensure that they are aware of the funding available, and how to construct successful proposals.
- 4.25 The Waterways Trust should publish a longer-term 5-10 year strategy defining its proposed role in waterway restoration, identifying the projects that it will assist and the means by which it will achieve its objectives. The Council would particularly welcome Trust involvement in progressing restoration and conservation work on those waterways which are of high historical value and which this review identifies as of national and regional importance in this respect.
- 4.26 The Government should consider introducing alternative funding for general environmental projects as a replacement for the Landfill Tax Credit

(LTC) scheme if the latter should cease and in any case consider whether existing regimes and resources are adequate.

## **• THE ROLE OF NAVIGATION AUTHORITIES**

**Main Players: British Waterways, Environment Agency, Association of Inland Navigation Authorities**

- 4.27 The agreement of the navigation authority, if any, and consultation with the body responsible for managing any adjacent navigable waterway, are prerequisites for any restoration project. All projects concerning the waterways operated by British Waterways and the Environment Agency should seek their endorsement as owner or manager. Restoration of waterways outside their control - the majority of those currently active – but which interconnect with their systems may also have implications for their activities and raise water resources or other issues.
- 4.28 Section 2 above makes clear that British Waterways can and does do much more than merely discuss proposed restorations affecting its own navigations. As part of its current activities, British Waterways (in partnership with The Waterways Trust and other voluntary organisations) is investigating the feasibility of completing six further major projects (see Section 2) but additional projects beyond these will then need to be considered. The involvement of British Waterways, along with the Trust and others, is now the key to continuing significant extensions of the navigable system.
- 4.29 The Association of Inland Navigation Authorities, which has among its membership both British Waterways and a range of other organisations involved in restoration activity, should be a useful forum for disseminating good practice amongst its members and the Council would like to see it do more in this respect. AINA's document *A Vision for the Strategic Enhancement of Britain's Inland Navigation Network*, due for publication later in 2001, is the latest contribution to the debate on the longer term future of the inland waterways.

## **Recommendations**

- 4.30 Beyond its own substantial current restoration programme, and the six feasibility studies set out in Section 2, British Waterways should draw up a longer term 10-15 year plan for restoration which identifies, through partnerships with the Waterways Trust and others, those projects which would best assist its own business strategy and its goals for the future development of the national system. In this respect, the Council commends to British Waterways those further projects involving restoration of navigation or developing new waterways that have been assessed in this review.
- 4.31 British Waterways should continue to assist voluntary groups and The Waterways Trust with its advice and expertise (for example in engineering feasibility and project management, commercial evaluations and promotion, conservation management planning, funding applications and management agreements), and consider help with feasibility and other studies where restoration proposals will impact on its own waterways.
- 4.32 The Environment Agency should similarly facilitate the improvement and extension of its own navigable system, wherever practical and environmentally acceptable, and consider help with feasibility and other studies where restoration proposals will impact on its own waterways. The Council particularly welcomes the Agency playing a lead role in the implementation of the Fens Tourism Strategy.

### **• THE ROLE OF LOCAL AUTHORITIES**

#### **Main players: Local Authorities**

- 4.33 The increasing interest on the part of local authorities in waterway restoration has already been noted. Their statutory planning powers and responsibilities are essential for the protection of the line of disused waterways pending restoration and the safeguarding of areas or features of both the built and natural environment associated with historic waterways. Statutory development plans and the new Local Transport Plans can also play an important part in identifying, safeguarding and promoting water-side regeneration opportunities. The even newer Local Strategic Partnerships will provide other funding opportunities from which restoration projects may well be able to benefit if they demonstrate tangible benefits to the local community.
- 4.34 Local authorities can also be a valuable source of advice on many issues relevant to waterway restoration, including local advice on economic development, tourism, recreation, community development, nature conservation, landscape, built conservation and local consultation/partnership issues. Local authority support is often crucial for the funding of preliminary studies and for the co-ordination of funding packages. Where restored waterways can demonstrably offer significant economic, social and environmental benefits, there is the basis for a successful partnership between local authorities, restoration groups and others.

## **Recommendations**

- 4.35 As far as practicable, restoration projects included in this report should be supported by the appropriate local authorities, using the full range of their statutory powers and scope for advisory and funding support.
- 4.36 Local authorities should ensure that action is taken to record, protect and conserve any significant architectural, engineering, landscape or ecological assets associated with projects in this report, taking action to designate landscape and townscape conservation areas, serve building preservation notices and tree preservation orders as appropriate. They should also seek the advice of national conservation agencies on the preparation of conservation management plans.
- 4.37 Within their statutory development plans, local authorities should incorporate policies and proposals that protect both the line of currently unrestored waterways and their corridors from any form of development that would obstruct restoration or limit the regeneration potential of the waterway corridor. These plans should be used as a pro-active means of identifying programmes of economic, social and environmental regeneration along waterway corridors.
- 4.38 Local authorities should play an active part in the development and maintenance of effective partnerships with local restoration groups, waterway authorities and other interested parties, providing professional support for such partnerships from the wide range of expertise available within the authority.
- 4.39 Local authorities should give favourable consideration to the co-funding of essential feasibility studies and subsequent project planning, and to

the implementation of physical works compatible with an overall restoration plan. Support for voluntary activity can achieve early low-cost results.

- 4.40 Serious consideration should be given by local authorities to the inclusion of waterway restoration projects within the new Local Strategic Partnerships because of their contribution to improving the economic, social and environmental well being of local communities.

## • RESTORATION AND WATER ISSUES

**Main Players: Environment Agency (England and Wales), Scottish Environmental Protection Agency (SEPA)**

- 4.41 These agencies (with some exceptions in SEPA's case) have an interest in all restoration activity by virtue of their statutory responsibilities for the regulation of the water environment, including water resources, flood defence, fisheries, water quality, conservation the recreational use of water space. To assist with the key issue of water resource allocation, it is necessary to know about projects and proposed projects for waterway restoration and development. It is very important that all projects are discussed with them from the beginning of their development.
- 4.42 In England and Wales, the Environment Agency has undertaken, within its regulatory role, to work with restoration projects in all its regions through its Local Environment Agency Plans (LEAPs) and Catchment Abstraction Management Strategies (CAMS) processes. These should identify water resource issues at an early stage and the Agency will then be able to discuss possible ways forward. In Scotland, it is likely that water licencing will be added to SEPA's existing responsibility for water quality.

## **Recommendations**

- 4.43 As national water resources have to be managed increasingly carefully, any water supply aspects of restoration should be set in the context of the integrated catchment management processes managed by the Environment Agency and any forthcoming processes managed by SEPA in Scotland. All project promoters should contact their local Agency office about this if they have not already done so.

- 4.44 All restoration and development projects in England and Wales listed in this report should be included in the Environment Agency's Local Environment Agency Plans and CAMS.

- 4.45 In allocating water resources, the Agencies should take account of the non-consumptive non-polluting nature of navigational needs and the often considerable economic, social and indeed environmental value of completed restoration projects.
- 4.46 Restoration promoters should always include water issues in their Environmental Impact Assessment and should recognise that, in some cases, maintenance of navigation may have to be secondary to maintenance of the biodiversity interest of a site, or of adjacent sites from which water might be taken or to which water might be supplied, during periods of low flow. Any potential changes in flood control characteristics should be clearly identified and, if adverse, mitigation proposals agreed with the responsible authority.

## • CONSERVING THE NATURAL ENVIRONMENT

**Main players: English Nature (EN), Countryside Council for Wales (CCW), Scottish Natural Heritage (SNH) together with Wildlife Trusts (WTs) and Local Biodiversity Partnerships (LBPs)**

- 4.47 These three statutory agencies have a duty to notify any part of a waterway that is of interest for its flora, fauna or natural features as a Site of Special Scientific Interest (SSSI). A list of operations likely to damage the special interest is provided by them. Owners or occupiers must give notice of their intention to carry out such operations. Management prescriptions can only be agreed which maintain or enhance the special interest. The agencies have to be consulted over restoration proposals affecting an SSSI by the waterway owner(s). It is incumbent on restoration groups to liaise through owners if any restoration project involves an SSSI. Each case needs to be assessed individually and, through negotiation, measures agreed to prevent damage to an SSSI.
- 4.48 The Countryside and Rights of Way (CROW) Act 2000 (see Section 2) requires sensitive and positive management of SSSIs to maintain their conservation interest, in addition to strengthening the responsibility not to damage which was in the older Wildlife and Countryside Act. If an SSSI is damaged by neglect, EN or CCW can impose management on the site to restore those features for which it was

originally notified. The CROW Act also places a duty upon public bodies, including all local authorities, BW and EA, to positively manage SSSIs. As local authorities are partners in nearly all restoration projects and BW and EA are also often involved, this duty will be relevant wherever an SSSI is present. The Act also recognises that the integrity of an SSSI often depends on the state and management of adjoining areas, by requiring those Public Bodies to consider indirect impacts on the site. This may influence the assessment of projects on waterways which are themselves undesignated, but are in the vicinity of SSSIs.

- 4.49 Exceptionally an SSSI may be given international status, for example as a Special Area of Conservation (SAC). This will apply directly to a waterway only if it has priority habitats or contains notable populations of priority species. SACs or other international designations relating to bird interest (Ramsar Sites or Special Protection Areas) may apply to areas adjacent to a waterway. The statutory agencies will advise on the special conditions relating to sites with international designations and their influence on any adjacent waterways.
- 4.50 EN, CCW and SNH are also the lead organisations for a large number of priority species in the National Biodiversity Action Plan and should be consulted if any of these species are present in the area of the proposed project. Lead organisations for other priority species are various but EN, CCW and SNH maintain a register of these.
- 4.51 The local Wildlife Trusts, together with their head office in Newark, have a wealth of information on flora, fauna, habitats and their management for conservation. Many offer wildlife survey services on a consultancy basis. The establishment of a positive collaboration with the Trusts should be an early priority in the development of all waterway restoration projects. Inputs from Trusts can add considerably to the quality of applications to funding bodies, as the latter are placing increasing emphasis on the demonstration of properly founded wildlife conservation and enhancement components in project proposals. The British Trust for Conservation Volunteers can also offer technical and practical assistance.
- 4.52 The Inland Waterways Association's (1999) Technical Restoration Handbook, Chapter 15 Wildlife Conservation provides detailed further guidance. In England, EN's Peterborough office (Tel 01733 455000) will give contact details for local EN offices, the WT's Newark office (01636 677711) will provide contacts for local WTs, and BW (01452 318011) holds the register of LBPs.
- 4.53 The development and implementation of Local Biodiversity Action Plans (LBAPs) are being led by partnerships between local authorities and Wildlife Trusts. LBAPs are the mechanism by which national plans for species and habitats are translated into action at a local level. The CROW Act provides legal endorsement for BAPs by stipulating that Government departments, and through them Public Bodies such as BW and EA, must have regard to the purpose of conserving and enhancing biodiversity in accordance with the Rio Convention. In many cases, waterways feature prominently in these plans, for habitats, species or both. Project promoters should contact the LBPs which cover their proposed area of operation. LBP arrangements differ between localities, but BW maintains a list of the Partnerships, which can be consulted. The LBPs will be able to advise on the parts of the Local Plans relevant to the project area, including aspirations for biodiversity gain. These features can then be incorporated into project planning, with the aim of producing a scheme that is in harmony with and, ideally, advances the relevant Local Biodiversity Action Plans. Via a holistic view of local projects, LBPs are well placed to maximise opportunities for local biodiversity gain, for example by cross linking several related projects.
- 4.54 British Waterways is committed to conserving biodiversity and has a framework for developing biodiversity planning on individual waterways over the next few years. The Association of Inland Navigation Authorities' strategy document *Steering a Fresh Course* also commits its members to the development of biodiversity plans. This planning will link into the appropriate LBPs.
- 4.55 Biodiversity criteria are also important in landscape enhancement and management and in the restoration of historic landscapes, along the waterway itself and in its wider corridor. An example is long-term tree management to replace alien species, such as sycamore, with ecologically appropriate native species.
- 4.56 Clearly wildlife conservation has become an increasingly prominent issue in recent years, such that there are now a considerable legislative framework, a number of key players and some specialist technical information to be taken into account in project development. Nevertheless, needs can be summarised as

- (1) to design each project to harmonise with and, where possible further, Local Biodiversity Action Plans;
- (2) to take account of any statutory designations operative in or near the location of the project.

### **Recommendations**

- 4.57 Environmental and biodiversity issues should be considered from the very start of project planning and throughout project development, with clear evidence of professional advice being taken where needed. Essential components should include:
- baseline assessment of the existing ecological resource (including habitats, biodiversity and any priority species);
  - assessment of likely impacts on this resource and associated biodiversity interests ;
  - development of measures to prevent or at least mitigate, adverse impacts;
  - maintenance and enhancement of biodiversity, in line with national and local Biodiversity Action Plan (BAP) targets;
  - ensuring long-term sustainability specifications, in both the construction and the subsequent management phases of the project;
  - a management plan for the construction and maintenance phases which incorporates clear procedures for monitoring and auditing the achievement of the objectives specified above.
- 4.58 The statutory agencies, Wildlife Trusts and Local Biodiversity Partnerships should be consulted for their knowledge, advice and, where applicable, permissions. Other non Governmental organisations (NGOs), such as the RSPB, the British Trust for Ornithology, the BTCV and the Pond Conservation Group, may also be useful. These organisations should provide prompt and open access to relevant information in their possession and should help project promoters to understand any conservation issues raised by their proposals. They should also assist promoters in any work they undertake to determine the extent to which those conservation issues could be resolved within the aims of the project. Specific statutory issues, such as maintenance of the special interest of any SSSIs, proposals for safeguarding priority species and harmonisation of proposals with Biodiversity Action Plans, should be set out clearly.

- 4.59 Firm proposals for biodiversity, and their specific relevance to LBAPs and Waterway Biodiversity Plans, should be regarded as a basic requirement. These are especially valuable where previously degraded sites, urban or rural, are being proposed for restoration. Gain is quite rapid in aquatic habitats, so that channel and waters' edge plantings made at the end of an engineering phase can be expected to establish good vegetation after only one full growing season, especially if not stressed by immediate introduction of boat traffic. Phasing of projects should take account of these matters. Opportunities should also be taken, where land ownership permits, to construct anew habitats largely lost over the last two centuries, notably ponds, marshes and wet woodlands. This may be feasible for example where water is periodically or constantly weired out of a navigation for level control purposes.
- 4.60 Re-instatement of lost vegetation types and historic landscapes should normally be with native species of local provenance and vegetation compositions appropriate to the locality and site conditions.
- 4.61 Features such as restored biodiversity, habitats or landscapes and especially interesting species should be interpreted to the public by lively and innovative means or readily available literature.

### **• CONSERVING THE HISTORIC ENVIRONMENT**

**Main Players: English Heritage, CADW (Wales) and Historic Scotland**

- 4.62 A core component of all restoration projects is the conservation of the historic environment. In England, Wales and Scotland the statutory responsibility for the management of the historic environment rests with the above agencies and with local authorities in the case of listed buildings and conservation areas. The agencies are also principal advisers to the Heritage Lottery Fund.
- 4.63 The Council has taken the advice of English Heritage in offering these recommendations for conserving the historic environment in restoration projects.

### **Recommendations**

- 4.64 Preparing a conservation plan (or conservation statement) should be the essential first step in any restoration project. *Conservation Plans for Historic Places* (HLF 1998) is a useful source of general guidance and *Conservation Plans in Action* (EH

1999) contains a model brief for commissioning conservation plans. EH's *Power of Place* (2000) should also be consulted. BW's Conservation Plan for the Kennet & Avon restoration is the most developed example so far for a waterway. The process of research, assessment and consultation in preparing a conservation plan is an invaluable means of achieving consensus and reconciling any competing objectives. It also helps to build confidence in collaboration among all the stakeholders in a restoration project. Conservation plans are a pre-requisite for most funding applications to the HLF and are particularly relevant where it may be necessary to reconcile the conservation of historic fabric (or natural habitats) with proposals to restore waterways and make them usable and accessible again. Some of the main components of a plan are set out below.

- 4.65 Conservation plans should evaluate the significance of the waterway in terms of historical importance, the natural environment, landscape archaeology and other values that may be particularly evocative for local communities (based on input from community and voluntary bodies). Only a small proportion of the landscapes/structures/habitats may be statutorily protected. The plans should cover the entire waterway, its component features and the character of related landscapes, and should assess sensitivity and vulnerability to change. They should also include conservation policies to safeguard the special character and significance of the waterway, thereby providing a framework within which to develop detailed restoration proposals.
- 4.66 Assessments of significance in the conservation plan should be made in consultation with local authorities (and national agencies where relevant) in order to determine whether there would be merit in designating a conservation area, or whether any historic structures deserve statutory protection through listing or scheduling. Early consideration of the potential for statutory designation allows time for programming the necessary consultations and applications for statutory approvals (listed building consent and scheduled monuments consent, and conservation area consent for any demolitions that may be justified within conservation areas). Advice from local authority conservation officers and from the national agencies where necessary will also be helpful in formulating and supporting funding partnerships and grant applications.
- 4.67 Drawn, written and photographic records should be made of historic structures where necessary in order to understand their significance and as the basis for specifying repairs. Ground works and other substantial interventions may require archaeological investigation and recording in accordance with planning policy guidance on Archaeology and Planning (PPG16). Technical guidance and model briefs for archaeological recording are published by the Institute of Field Archaeologists and the Association of Local Government Archaeological Officers.
- 4.68 Restoration projects should seek the sustainable reuse of waterway buildings in accordance with the guidance on Planning and the Historic Environment (PPG 15), and decisions on the recreation of lost structures should be informed by the availability of suitable evidence (documentary sources, photographic archives etc), for adherence to high standards of authenticity.
- 4.69 New structures should be of good modern design, in durable materials, respecting the scale and character of the waterway and should be dated where appropriate. Pastiche detailing should be avoided.
- 4.70 Restoration projects should also seek to preserve and where necessary enhance the historic character of the waterway environment including the conservation of waterway structures (locks, lock cottages, bridges, aqueducts, weirs etc) and buildings associated with the waterway (warehouses, canal workers' housing, pubs etc). Cherished features such as mile posts, bollards etc that are the hallmarks of local distinctiveness should be retained, and traditional surface materials such as cobbling and paving deserve sensitive repair rather than replacement.
- 4.71 Where historic structures need repair, like-for-like replacement should be specified both for materials and where possible for construction techniques. Repairs should be specified and overseen by a conservation architect, engineer or surveyor with relevant experience and expertise in the treatment of historic structures and work should be carried out sensitively by craftsmen trained in the use of traditional materials and experienced in the techniques of building conservation. Relevant advice is available from British Waterways' heritage centre at Hatton.
- 4.72 Consolidated proposals for waterway restoration can usefully be developed through a management plan, drawing upon the conclusions of conservation plans and articulating the specific timely actions of relevant stakeholders for the restoration objectives to be

achieved. A formal process of monitoring and review will enable progress to be assessed in accordance with measurable targets that are likely to be determined in accordance with relevant funding regimes.

- 4.73 Lively and innovative interpretation for visitors to appreciate the history, former use and conservation of restored waterways should always be provided as a lasting public benefit befitting the investment of effort and resources in restoration.

#### • LONG TERM SUSTAINABILITY

**Main Players: Project funders, waterway owners, British Waterways, The Waterways Trust, Environment Agency**

- 4.74 Long term management of a restored waterway raises issues of sustained management expertise and competence, waterway ownership and revenue funding. Project design must address all these issues to satisfy the funding agencies as well as project sponsors and partners who recognise without proper consideration of these issues the restoration project will ultimately fail.
- 4.75 Waterway management represents a long term commitment and requires the involvement of organisations which are focussed on sustaining waterways for public benefit over extended periods of time, who have the competence to deal with the long term management, and have an appropriate constitution and financial strength to maintain their involvement over timescales which span generations rather than years or decades. The objective should therefore be to ensure the restored waterway is in the long term ownership of an appropriately constituted waterway organisation and that long term management is provided by an organisation with suitable expertise.
- 4.76 Major management expertise is available in organisations like British Waterways, but they and the other statutory waterway agencies are constrained (although not precluded) by their enabling legislation from taking ownership of waterways outside their portfolio and from taking on management liabilities. They are however able to become involved in operation and maintenance as a contractor to another body under a fully funded term contract, subject to a full engineering and technical risk assessment.
- 4.77 Long term ownership presents a further challenge, as it is difficult for the public sector navigation authorities to assume ownership of waterways

outside their current portfolio. However The Waterways Trust has been established to fulfil this role and has already taken ownership of two waterways conditional on back to back operation and maintenance contracts with British Waterways funded by the project.

- 4.78 Project partners will look for expert involvement in long term management of the waterways to protect the investment, to ensure risks and liabilities are properly managed, and to ensure that ownership of the waterway is secure and sustainable in the long term. In all but the smallest restoration projects, long term arrangements of the type described will be a condition for not only the capital funding, but also the revenue funding vital to secure public benefit for a generation or more.

#### **Recommendations**

- 4.79 Long term operation and maintenance should be vested in a competent organisation familiar with the day to day operational requirements, management of users, safety management, cyclical maintenance requirements and with the capability to deal with exceptional conditions and emergencies.
- 4.80 Project design must include an assessment of the long term maintenance costs, usually on a minimum 25 year view and identify the sources of funding, including self generated income, direct revenue funding from local authorities and funding agencies, and capital invested, that can be applied to meet on going costs. Assessments should be validated by a competent organisation.
- 4.81 Long term ownership of the restored waterway should be vested in an appropriately constituted organisation with a long term commitment to sustaining waterways for public benefit, with the competence to procure operation and asset management services, and the financial strength to sustain its involvement into the long term.



# Annex A: Main schedule explanatory notes

## Introduction

### The approach and process

The review work was carried out between June 2000 and June 2001. The focus is on what had changed in the past two years, progress made on existing projects, those entering the field for the first time, and funding regime changes. As in 1998, and with the exception of the assessments of historical and nature conservation importance (which have been completely reviewed independently by the Council), the Council's assessment of projects is based entirely on the responses to the May 2000 questionnaires (supplemented by information about further progress up to June 2001 where forthcoming). While every effort has been made to arrive at assessments which are defensible and fair to all parties, an element of subjectivity in the findings is unavoidable. Projects with funding in place (or substantially so) for completion have been included to record progress, but they are not assessed.

### Consultation with interested organisations

A series of meetings was held with interested organisations including the Environment Agency (EA), English Heritage (EH), English Nature (EN), the Heritage Lottery Fund (HLF), ENTRUST and The Waterways Trust (TWT) to establish their policies and discuss aspects of the review. The Council has also liaised with British Waterways throughout in view of its extensive involvement in projects on its own waterways and those on other waterways (which are the majority).

### What is included?

The report covers predominantly projects to restore navigation for recreational use, or to conserve historic waterways and individual structures, and some proposals for new links. Proposals for environmental and access improvements, however worthwhile in other respects, were only included in the study if they included plans for restoring navigation on, or conserving structures on, or associated with, a waterway. (For instance the Sandwell project, which has received a HLF grant, did not.) In the case of the publicly funded networks, work was not eligible for inclusion which could be considered part of their statutory day to day maintenance responsibilities for operational waterways.

### Questionnaire

A questionnaire to update the information provided on projects included in the 1998 Report was issued under cover of the Chairman's letter of 26 May 2000, to around 100 active project promoters. An amended version was sent to projects entering the field for the first time, or from whom no response had been, for one reason or another, received in 1998. The focus in each case was on how the scheme was being implemented and on the progress made in such areas as funding, conservation plans, future management, local authority support and involvement and (a new question) any links with British Waterways and/or The Waterways Trust. There has been a virtually 100% response. Individual responses (which are not confidential) are available for inspection at the Council's London Office.

### Liaison with EA and EN

The Council has set out since 1998 to develop closer liaison with both the EA and EN. The EA's regional offices have provided initial comments, ranging across the Agency's various environmental responsibilities, on the projects assessed in this review. EN too, has advised the Council on the wildlife designations applicable to the listed projects. These have both been of great value as checks on the Council's assessment of the nature conservation importance of project locations.

### Important notes

Factual data and assessments are based on information supplied in the responses to the questionnaires. It is impossible for the Council to vouch for the accuracy of the responses made to the questionnaires. The information supplied has had to be accepted in good faith. Funding agencies and others will wish to satisfy themselves in each case that individual applications meet eligibility criteria, that statutory bodies have been consulted and that any necessary consents have been or will be forthcoming. Neither the Council nor any of its individual members or staff accept any responsibility for, or imply any endorsement of, any other conclusions drawn from this material. The Council offers no assessment of the financial competence of any organisation to receive, manage or disburse funds.

## Definitions used in Main Schedule

Taking each column/heading in turn these are as follows:

### Col. Heading no.

#### 1 Reference number

A new consecutive numbering system has replaced that used in the 1998 Report as so many projects have been added, deleted or regrouped.

## FACTUAL INFORMATION

#### 2 Waterway or structure

Name of the waterway or structure for which restoration proposed or new link, grouped alphabetically for projects in England, Wales and Scotland respectively.

The Council treats individual sections of certain waterway restoration projects in their own right because they constitute discrete projects. In the case of some ambitious projects, complete realisation of the objective of restoration to full navigation will only be achieved by progressing a series of interim stages. If applicable, individual scheme(s) at the next key stage within the overall restoration strategy are identified in Col 12 (see below).

#### 3 Project length (km)

For a waterway listed in Col 2, the length to be restored, or constructed. (Not applicable (N/A) for structures).

#### 4 Location/extent

Descriptive information to help locate projects listed in Col 2.

#### 5 English region, Wales, Scotland

For English projects, the DTLR region is quoted to help locate projects and because some key funding agencies are structured on a regional basis (although not, unfortunately, using a consistent definition of regions).

#### 6 Local authority area(s)

The county, district or unitary authorities for the area through which the project passes.

#### 7 Current waterway manager or owner (if any)

The navigation authority if there is one, other body with which responsibility currently rests for management of the existing waterway or structure. A waterway described as a "BW Remainder" waterway is one which BW has no duty under the Transport Act 1968 to maintain in a navigable condition. (Not Applicable N/A.)

#### 8 Link with other navigation authority (if any)

The navigation authority (if one exists) for any adjacent inland waterway with which the project would link. (Not Applicable N/A.)

#### 9 Restoration promoter(s)

The organisation(s) identified from the questionnaire response.

#### 10 Project description/objective

The Council's summary based on the questionnaire response.

#### 11 Estimated project cost £m (exc. VAT)

The capital cost of the work remaining to be funded as given (with any qualifications) in the questionnaire response at May 2000.

#### 12 Next phase(s)/cost £m (if known) (if applicable)

Individual scheme(s) at the next key stage within the overall restoration strategy e.g. partial restoration works, preliminary restoration studies or other projects intended in the relatively short term (1-3 years). Projects underway or about to commence at the time of the survey may now be complete. Also see Col 2 above.

## ASSESSMENT

#### 13- Existing importance

14 Assessment of importance of waterway in existing state in two fields:

#### 13 Heritage merit

Assessment by Council Members (Tony Hirst OBE, former Director of the Boat Museum, Ellesmere Port, and John Hume OBE, former Chief Inspector of Historic Buildings, Historic Scotland), with the assistance of others experienced in the history of the inland waterways, of aspects of heritage merit of the waterway, and integral structures taking account of structures not part of the waterway itself but forming a context for it) and of its built environment.

In the 1998 report, consideration was given to the historic importance of the canal and the remaining structures, as part of, and, as well as, those alongside the waterway connected to its operation. These levels were confirmed as broadly accurate having been checked with others experienced in the history of the inland waterways, for example the Royal Commission on Historic Monuments. However, for the purposes of the present report the assessments have been more structured, measuring particular parameters and taking into account the recommendations of other agencies. A matrix was designed to apply to each project, to identify a number of criteria

which would enable those assessing the heritage merit to consider all the relevant aspects and to justify their decision as to the overall historic importance of the waterway and its structures.

The aspects considered relevant were:

- design of the waterway (innovative and/or ground breaking)
- construction (use of new techniques)
- development and economic impact subsequent to construction on the areas passed through or connected by the waterway
- importance of the operation of and the traffic that used the waterway to the land passed through by the waterway
- historic importance of the operating structures (such as locks and bridges)
- historic importance of other structures alongside and associated with the waterway (such as warehouses and housing)
- extent and importance of archaeological remains of structures part of or associated with the waterway

Conservation areas and the number of listed and scheduled structures gave further guidance to the overall historic classification. Evidence has been taken from standard books on inland waterways (see Select Bibliography below<sup>1</sup>), individuals with local knowledge and relevant organisations. The final judgements as to the heritage value of each waterway and its related structures are, even with all the above information, bound to be to some extent subjective.

The assessment produced the following categories of historic importance:

**High (H)** two or more assessed features that are rated as being unique and/or of significant importance

**Medium (M)** a minimum of one high or two medium individual assessments

**Low (L)** less than above are assessed as low importance

**Unknown (U)** where there is insufficient information to assess the heritage merit

**Not applicable (N/A)** proposals for new waterway links/structures where there is by definition no historical interest although there may well be features of heritage interest on the proposed route

#### 14 Nature conservation

Assessment by Dr John Eaton MBE, Senior Lecturer in the School of Biological Sciences, University of Liverpool, with advice from EA, EN, County Wildlife Trusts and other external sources, to define importance of project sites as:

**High (H)** sites designated as being of international/national nature conservation importance (nature includes biological and/or geological features). Habitats crucial to the integrity of such sites. Habitats listed in Annex 1 of the European Habitats Directive (92/43/EC). Populations of species fully protected within Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended). Species listed in Annex 2 of the Habitats Directive and in Annex 1 of the European Birds Directive (79/409EC). National Biodiversity Action Plan (BAP) priority species and key habitats. Species recognised as nationally rare or nationally scarce

**Medium (M)** non-statutory designated sites (not including habitats listed in Annex 1 of the Habitats Directive – see above). Populations of species partially protected within Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended). Local BAP priority species and key habitats

**Low (L)** sites not as above, although likely to have existing or potential wildlife value

**Indirect (I)** the project site itself appears to be of Low or Medium interest, but implementation of the project may create significant impacts (which may be positive or negative) upon a connected waterway or other site of SSSI or higher designation

**Unknown (U)** the Council has insufficient information to assess this site

#### Key criteria

- 15-27 How the projects measure up to the first four of the six agreed key strategic criteria relating to preliminary work. (These remain the same as those used in 1998, on which the Council consulted initially in October 1997 and are included at the end of these notes for ease of reference.) The final two criteria are relevant to the overall findings (cols. 28 -29).

<sup>1</sup> Select Bibliography

Nigel Crowe - *Canals* (1994)

Charles Hadfield - *British Canals : An Illustrated History (and associated regional studies)* (1973)

Hugh McKnight - *The Shell Book of Inland Waterways* (1975)

E W Paget Tomlinson - *The Complete Book of Canal and River Navigations* (1993)

P J G Ransom - *The Archaeology of Canals* (1979)

### **Preliminary work**

The Council view as to extent to which initial surveys, technical audits and feasibility studies or other work are:

- Completed (C)
- Progressing (P)
- Outstanding (O)

For the categories of:

#### **Feasibility**

- 15 **Engineering**
- 16 **Water resources**
- 17 **Environmental impact assessment**
- 18 **Land ownership & legal powers**
- 19 **Other relevant work**

#### **Benefits/disbenefits**

Demonstrable benefits and evidence that, disbenefits – if any have been identified – can be mitigated, reduced to an acceptable level or are outweighed by the gains in terms of

- 20 **Historic/built heritage**
- 21 **Waterway recreation**
- 22 **Environmental**
- 23 **Economic**
- 24 **Social (inc. access)**

#### **Sustainability**

The viability of what is proposed in financial and environmental terms as shown by preparation of a

- 25 **Business plan**
- 26 **Conservation management plan**
- 27 **Exit strategy**

- **Intermediate (3)** – where there is considerable preliminary work outstanding
- **Early stage (4)** – preliminary work outstanding ie needing necessary studies and technical work to develop an overall strategy before they can make progress

### **29 Strategic significance (Vision)**

The Council's view of the significance of the project in UK terms for its potential contribution to the expansion of the inland waterway system, and/or its intrinsic built and natural heritage merit, and/or its potential importance for economic and social regeneration:

- National (N)**
- Regional (R)**
- Local (L)**

Assessment of a project as of Local significance should not be taken to denote a lack of intrinsic value.

### **30 Commentary**

Additional points which the Council wishes to bring to the attention of promoters and/or interested bodies e.g. concerning future direction of the project or funding.

## **FINDINGS**

### **28 Funding stage reached (Implementation)**

The overall judgement (based on information supplied in the promoters' responses to the questionnaire) in respect of active projects in England, Wales and Scotland is in terms of the Council's current judgement on the work done on project development and so the readiness of each project, or stage of project, for funding, divided into four categories as follows:

- **Advanced (1)** – where all preliminary work has been done
- **Substantial progress (2)** – where most preliminary work has been completed or is in hand

## KEY STRATEGIC CRITERIA

### FEASIBILITY (Col 15-19)

Can it be demonstrated that the restoration of the waterway/structure(s) is possible in practical terms (i.e. engineering work, water supply, acceptable environmental impact, costs and potential sources of funding etc); and in other terms (i.e. land ownership, legal considerations, consents and licences etc)?

### BENEFITS (Col 20-24)

Can the estimated capital costs (shown by any feasibility study) be justified by the economic and other benefits, direct and indirect, to the built and natural environment, employment and the local economy, property values, tourism, leisure and recreation, and education?

### DISBENEFITS (Col 20-24)

Can it be shown that any disbenefits (e.g. environmental damage, adverse effects on neighbours etc) will be properly mitigated, reduced to acceptable levels or be outweighed by the benefits?

### SUSTAINABILITY (Col 25-27)

Can it be demonstrated (e.g. via a business plan) that the restoration and the future management of the waterway can be sustained and will be financially viable (with support if necessary), and is there clear evidence (e.g. via conservation plan) to show how both the built and the natural components of the restoration will be approached and the restored waterway will be cared for after completion?

### IMPLEMENTATION (Col 28)

Can it be demonstrated that there is or will be an adequate structured organisation and sufficient support from partners with the strength and skills necessary to complete the restoration project and manage the assets in the future?

### VISION (Col 29)

Will what the project plans to achieve make a significant contribution - nationally, regionally and locally - to the restoration and expansion of the national waterway system by virtue of the strength, purpose and imaginativeness of its overall objectives and will it provide significant benefits to users and local communities?

## GLOSSARY

|       |  |
|-------|--|
| BA    | Broads Authority                                     |
| BCA   | Basingstoke Canal Authority                          |
| BW    | British Waterways                                    |
| CPNCN | Company of Proprietors of the Neath Canal Navigation |
| CPSN  | Company of Proprietors of the Stroudwater Navigation |
| EA    | Environment Agency                                   |
| EH    | English Heritage                                     |
| EN    | English Nature                                       |
| EP    | English Partnerships                                 |
| ERDF  | European Regional Development Fund                   |
| EAWA  | East Anglian Waterways Association                   |
| GOBA  | Great Ouse Boating Association                       |
| HLF   | Heritage Lottery Fund                                |
| LTC   | Landfill Tax Credit                                  |
| NT    | National Trust                                       |
| NOF   | New Opportunities Fund                               |
| SRB   | Single Regeneration Budget                           |
| TCC   | Tennant Canal Company                                |
| TWT   | The Waterways Trust                                  |

**Annex A:**
**Review of waterway restoration & development priorities report 2001 Main Schedule**
**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**
**FACTUAL INFORMATION**

| Ref no   | Waterway or structure   | Project length (km) | Location/extent   | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)  | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT)         |
|--|---|---------------------|---|---------------------------------|--|--|---|--|--|-------------------------------|
| 1  | 2   | 3                   | 4   | 5                               | 6  | 7  | 8   | 9  | 10   | 11                            |
| <b>Projects completed or with funding for completion (in alphabetical order)</b> |   |                     |   |                                 |  |  |   |  |  |                               |
| 1  | <b>Anderton Boat Lift</b>   | N/A                 | Link between Weaver Navigation and Trent & Mersey Canal                     | North West                      | Cheshire, Vale Royal District  | TWT (formerly BW)                          | BW  | TWT (formerly Anderton Boat Lift Trust/BW lead)                  | Restoration of lift to original 1875 hydraulic operation, retaining much of 1908 version as static monument  | 6.9 (incl new visitor centre) |
| 2  | <b>Basingstoke Canal - back pumping to locks 1-6 (Woodham Locks)</b>    | N/A                 | Restored Basingstoke Canal  | South East                      | Surrey, Runnymede Borough, Woking Borough  | BCA  | NT  | BCA/Surrey & Hampshire Canal Society                             | Improvement of water supply for navigation by providing backpumping for first six locks post restoration of Canal (52.25 km)   | 0.47                          |
| 3  | <b>Great Ouse Relief Channel (see also Nar - Great Ouse Link no 64)</b> | 17                  | Flood relief channel from Denver to near King's Lynn                        | Eastern                         | Norfolk, King's Lynn & West Norfolk Borough  | EA   | EA  | EA   | Making navigable waterway to provide non tidal access to King's Lynn   | 1                             |
| 4  | <b>Forth &amp; Clyde and Union Canals - "Millennium Link"</b>           | 110                 | Glasgow (River Clyde) to Falkirk and Falkirk to Edinburgh                   | Scotland                        | City of Glasgow, West Dunbartonshire, East Dunbartonshire, North Lanarkshire, Falkirk, West Lothian, City of Edinburgh | BW   |   | BW   | Restoration of navigation and link between Canals by eliminating blockages and constructing boat lift and new tunnel under Antonine Wall, so creating a sea to sea/city to city passage and new tourism attraction for Lowland Scotland; stimulating economic regeneration in corridor | 78.4                          |
| 5  | <b>Huddersfield Narrow Canal</b>  | 32                  | Ashton Canal near Manchester to Huddersfield (includes completed stretches) | North West Yorks & Humber       | Kirklees Borough, Oldham Borough, Tameside Borough   | BW   | BW  | Huddersfield Canal Co - partnership of LAs, BW and Canal Society | Removal of 5km of blockages at 20 locations to reopen canal for navigation, create new Pennine link and ring, open visitor/heritage centre at tunnel end and create regeneration catalyst for Pennine valleys  | 30                            |
| 6  | <b>Ribble Link</b>  | 6                   | Savick Brook, Preston, between Lancaster Canal and River Ribble             | North West                      | Lancashire, Preston Borough  |  | BW  | Ribble Link Trust/BW   | Canalisation of Savick Brook to create a new navigation linking the Lancaster Canal, isolated at present from national system, with national canal network via River Ribble. Millennium project promoting economic and leisure opportunities in area                                   | 5.6                           |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | ASSESSMENT           |                               |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              | FINDINGS  |   | COMMENTARY |   |  |  |
|--|----------------------|-------------------------------|--|-----------------|---------------------------------|-------------------------------|---------------------|-------------------------|---------------------|---------------|----------|----------------------|---------------|------------------------------|---|---|------------|---|--|--|
|  | Existing importance  |                               | Key criteria   |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |            |   |  |  |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                 |                                 |                               |                     |                         | Feasibility         |               |          | Benefits/disbenefits |               |                              |   |   |            | Sustainability  |  |  |
|  |                      |                               | Engineering  | Water resources | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation | Environmental | Economic | Social (inc. access) | Business plan | Conservation management plan |   |   |            | Exit strategy   |  |  |
| 12   | 13                   | 14                            | 15   | 16              | 17                              | 18                            | 19                  | 20                      | 21                  | 22            | 23       | 24                   | 25            | 26                           | 27  | 28  | 29         | 30  |  |  |
|  | H                    | L                             |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              |   |   | N          | Due to open Spring 2002 with funding from EH, HLF and voluntary sector  |  |  |
|  | H                    | H                             |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              |   |   | L          | HLF funded. post restoration work<br>Further back pumping required for remaining 25 locks   |  |  |
|  | N/A                  | L                             |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              |   |   | L          | Opening July 2001. Progress needed now on Nar - Great Ouse Relief Channel link  |  |  |
|  | H                    | H                             |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              |   |   | N          | Forth & Clyde opened May 2001. Funding package including Millennium Lottery grant. Formal opening of Wheel/Link scheduled for May 2002              |  |  |
|  | H                    | H                             |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              |   |   | N          | Open to through navigation May 2001 with Millennium, EP and RDA funding   |  |  |
|  | N/A                  | M,I                           |  |                 |                                 |                               |                     |                         |                     |               |          |                      |               |                              |   |   | N with 51  | Millennium and LA funded strategic link begun April 2001. Will open in 2002. Enhances need for progress on Lancaster Canal Northern Reaches (no 51) |  |  |

**Annex A:**  
**Review of waterway restoration & development priorities report 2001 Main Schedule**

**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no  | Waterway or structure                                   | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any)       | Link with other navigation authority (if any) | Project promoter(s)                 | Project description/objective (summary based on questionnaire response)   | Est cost £m (exc VAT) |
|---|---|---------------------|--|---------------------------------|--|--|---|-------------------------------------|---|-----------------------|
| 1   | 2   | 3                   | 4  | 5                               | 6  | 7  | 8   | 9                                   | 10  | 11                    |
| 7   | <b>Rochdale Canal</b>                                   | 51.5                | Bridgewater Canal at Manchester to Calder & Hebble Navigation at Sowerby Bridge (includes completed stretches) | North West Yorks & Humber       | Calderdale Borough, Rochdale Borough, Oldham Borough, City of Manchester | TWT (formerly Rochdale Canal Co))                | BW  | TWT (formerly Rochdale Canal Trust) | Restoration of remaining 25.5 km in Rochdale, Oldham and Manchester to restore through navigation across the Pennines, so creating new cruising ring. Promote regeneration of canal corridor, transform environment, stimulate recreation and tourism, and conserve and enhance special historic features | 23.8                  |
| <b>Other projects (in alphabetical order)</b> |   |                     |  |                                 |  |  |   |                                     |   |                       |
| <b>England</b>                                |   |                     |  |                                 |  |  |   |                                     |   |                       |
| 8   | <b>Ancholme - Rase Link</b>                             | 14.4                | New navigation on course of River Rase   | East Midlands                   | Lincolnshire, West Lindsey District                                      |  | EA  | IWA Lincolnshire Branch             | Construction of new navigation to expand the leisure potential of the Rivers Ancholme and Rase and so improve the local economy   | Not yet costed        |
| 9   | <b>Ancholme - Witham Link</b>                           | 25.6                | New navigation connecting Rivers Ancholme and Witham   | East Midlands                   | Lincolnshire, West Lindsey District                                      |  | EA/BW   | IWA Lincolnshire Branch             | Part enlargement of existing channel and part construction of new channel to create new leisure navigation link to national waterway system   | Not yet costed        |
| 10  | <b>Ashby Canal</b>                                      | 12.9                | Head of current navigation at Snarestone to Measham and then on to Moira                                       | East Midlands                   | Leicestershire, North West Leicestershire District                       | Ashby Canal Trust to become navigation authority | BW  | Ashby Canal Restoration Project     | Restoration of canal as catalyst for regeneration of former mining area. Encourage investment and employment, create green corridor and increase biodiversity   | 10                    |
| 11  | <b>River Avon (Warwickshire) - Upper Avon Extension</b> | 22.5                | Navigable Avon at Alveston to Radford Semele on Grand Union Canal (Leamington)                                 | West Midlands                   | Warwickshire, Warwick District, Stratford-on-Avon District               |  | BW and BW via Lower Avon Nav Trust            | Upper Avon Navigation Trust         | New river navigation completing shorter route from River Severn to Grand Union Canal and hence to River Thames and River Trent. Creation of new Midland cruising rings with boost to local economy. Niche freight potential   | 8                     |
| 12  | <b>Aylsham Navigation</b>                               | 15.3                | Navigable River Bure at Coltishall to Aylsham  | Eastern                         | Norfolk, Broadland District  |  | BA  | EAWA                                | Restoration of full navigation on River Bure to former riverhead at Aylsham so extending Broads navigations   | Not yet costed        |



| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known)                    | ASSESSMENT           |                               |  |                                 |                               |                         |                         |                      |               |          |                      |                |                              |               | FINDINGS  |   | COMMENTARY |  |
|---|----------------------|-------------------------------|--|---------------------------------|-------------------------------|-------------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|---|---|------------|--|
|   | Existing importance  |                               | Key criteria   |                                 |                               |                         |                         |                      |               |          |                      |                |                              |               | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |            |  |
|   |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                         |                         |                      |               |          |                      |                |                              |               |   |   |            |  |
|   | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                         |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |   |   |            |  |
| Engineering   |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work     | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |   |   |            |  |
| 12  | 13                   | 14                            | 15   | 16                              | 17                            | 18                      | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27  | 28  | 29         | 30   |
|   | H                    | H                             |  |                                 |                               |                         |                         |                      |               |          |                      |                |                              |               |   |   | N          | Due to reopen to through navigation in 2002 with Millennium, EP and LA funding   |
|   | N/A                  | L                             | O  | O                               | O                             | O                       | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | 4   | L          | No progress since 1998 Report. Requires feasibility etc studies and firm plans if project to proceed   |
|   | N/A                  | H                             | O  | O                               | O                             | O                       | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | 4   | L          | No progress since 1998 Report. Council considers project has considerable potential to add to inland waterway benefits in Northern Lincolnshire. LAs and EA should set in hand initial studies to determine viability and practicality |
| Snareston to Measham using Transport & Works Act 1992 Order. Extension to Moira | M                    | L,I                           | C  | P                               | P                             | P<br>Land<br>C<br>Legal | C                       | C                    | C             | C        | C                    | C              | C                            | C             | C   | 1   | L          | Snarestone to Measham ready for funding on approval of draft Transport & Works Act 1992 Order. Northernmost section to Moira partially complete  |
|   | N/A                  | H                             | O  | N/A                             | O                             | O                       | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | 4   | N          | Potentially valuable scheme but very controversial. Council hopes work needed to assess environmental acceptability and viability will be set in hand  |
|   | L                    | H                             | O  | O                               | O                             | O                       | O                       | O                    | C             | O        | O                    | O              | O                            | O             | O   | 4   | L          | No progress since 1998 Report. Project warrants further investigation of restoration sensitive to nature conservation interests  |

## Annex A:

## Review of waterway restoration &amp; development priorities report 2001 Main Schedule

## WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW

## FACTUAL INFORMATION

| Ref no | Waterway or structure                                     | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)                                 | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|---|---------------------|--|---------------------------------|--|--|---|---|--|-----------------------|
| 1      | 2   | 3                   | 4  | 5                               | 6  | 7  | 8   | 9   | 10   | 11                    |
| 13     | <b>Barnsley and Dearne &amp; Dove Canals and branches</b> | 44.8                | Aire & Calder Nav. at Wakefield to Sheffield & South Yorkshire Nav at Mexborough via Barnsley (plus branches to Elsecar and Worsborough) | Yorks & Humber                  | City of Wakefield, Barnsley Borough, Rotherham Borough, Doncaster Borough  |  | BW  | Barnsley Dearne & Dove Canals Trust                 | Restoration to full navigation of both Canals (including new channels) to create 112km cruising ring in south and west Yorkshire and extend national network; promote investment, economic revitalisation and environmental gains for blighted industrial area | 41.8                  |
| 14     | <b>Basingstoke Canal - Western End</b>                    | 10.5                | Eastern end of Greywell Tunnel to Basingstoke  | South East                      | Hampshire, Basingstoke & Deane Borough   | Hampshire C C                              | BCA   | Surrey & Hants Canal Soc and Basingstoke & Deane BC | Restoration of navigation including Greywell Tunnel and 4 kms west of Tunnel and restoration of two listed structures  | Not yet costed        |
| 15     | <b>Bedford-Grand Union Canal Link</b>                     | 27.4                | Bedford to Milton Keynes   | Eastern South East              | Bedfordshire Mid Bedfordshire District, Bedford Borough, Buckinghamshire, Aylesbury Vale District, Milton Keynes Borough |  | BW, EA  | BW/Bedford to Milton Keynes Waterways Trust         | Creation of new broad beam waterway linking BW Midland canal network with Anglian system, including Fens and Middle Level waterways  | 60-80                 |
| 16     | <b>Blyth Navigation</b>                                   | 7.25                | Halesworth to navigable tidal section at Blythburgh  | Eastern                         | Suffolk, Waveney District  |  |   | EAWA  | Extension of historic river navigation from Blythburgh to former terminus at Halesworth  | Not yet costed        |
| 17     | <b>Bottisham Lode</b>                                     | 4                   | River Cam to Lode village  | Eastern                         | Cambridge-shire  | EA   | EA  | EAWA/IWA Cambridge Branch                           | Restoration of navigation to Lode village  | Not yet costed        |
| 18     | <b>Bourne Eau (see also South Forty Foot Drain no 78)</b> | 5.6                 | River Glen to Bourne (Welland System)  | East Midlands                   | Lincolnshire, South Kesteven District  | EA?  | EA  | EAWA  | Restoration of short waterway to create natural river head and focal point for under-utilised River Glen   | Not yet costed        |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | ASSESSMENT           |                               |  |                                 |                               |                          |                           |                      |               |          |                      |                |                              |               |    | FINDINGS   |   | COMMENTARY   |  |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|--------------------------|---------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|----|--|---|--|--|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                          |                           |                      |               |          |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Inter-mediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |  |  |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                          |                           |                      |               |          |                      |                |                              |               |    |  |   |  |  |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                          |                           | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |    |  |   |  |  |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work      | Historic/built heritage   | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |  |   |  |  |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                       | 19                        | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27 | 28   | 29  | 30   |  |
|  | M                    | M,I                           | O  | O                               | O                             | O                        | O                         | C                    | C             | C        | C                    | C              | O                            | O             | O  | 4  | R   | Major project with considerable hurdles to be overcome and much preparatory work required. Unlikely to be achieved without support of local authorities and other agencies who need to recognise regeneration and other gains which could ensue for areas concerned and consider lessons learned from Huddersfield Narrow and Rochdale Canal projects (see nos 5 and 7). Upgraded to Regional from Local |  |
|  | M                    | H                             | O  | O                               | O                             | C<br>Land<br>O<br>Legal? | C<br>Access<br>O<br>Other | O                    | O             | O        | O                    | O              | O                            | O             | O  | O  | 4   | L  | No progress since 1998 Report. Council suggests options for restoration/new navigation in area should be re-examined |
|  | N/A                  | U                             | P  | P                               | P                             | P                        | P                         | P                    | P             | P        | P                    | P              | P                            | P             | P  | 2  | N   | Council welcomes BW taking initiative in progressing, with support of two RDAs and LAs, this strategically important corridor project which, subject to current studies is vital to opening up Anglian and Fens waterways to wider range of visitors, and will provide water park corridor and urban and rural regeneration  |  |
|  | L                    | H                             | O  | O                               | O                             | O                        | O                         | O                    | O             | O        | O                    | O              | O                            | O             | O  | 4  | L   | No physical progress since 1998 Report although new local support now evident. Requires re-examination and initial feasibility studies   |  |
|  | L                    | L                             | O  | O                               | O                             | O                        | O                         | O                    | O             | O        | O                    | O              | O                            | O             | O  | 4  | L   | Modest local project could benefit rural community   |  |
|  | L                    | L                             | O  | O                               | O                             | O                        | O                         | O                    | O             | O        | O                    | O              | O                            | O             | O  | 4  | L   | Becomes viable on completion of South Forty Foot Drain (no 78 also known as Black Sluice Drain)  |  |

## Annex A:

## Review of waterway restoration &amp; development priorities report 2001 Main Schedule

## WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW

## FACTUAL INFORMATION

| Ref no | Waterway or structure  | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)                                     | Current waterway manager or owner (if any)                                    | Link with other navigation authority (if any) | Project promoter(s)  | Project description/objective (summary based on questionnaire response)   | Est cost £m (exc VAT) |
|--------|--|---------------------|--|---------------------------------|---|---|---|--|---|-----------------------|
| 1      | 2  | 3                   | 4  | 5                               | 6   | 7   | 8   | 9  | 10  | 11                    |
| 19     | <b>Bow Back Rivers</b>   | 10                  | Network of navigable rivers immediately adjacent to Lee Navigation   | Greater London                  | London Borough of Newham<br>London Borough of Tower Hamlets | Part BW Remainder, LA, Restoration Trust, private owners                      | BW  | BW   | Regeneration/revitalisation of network of non tidal/semi tidal rivers within Stratford Tunnel Rail Link area of east London to link with land based regeneration (due for completion 2006/7). Providing new boating destinations/routes, links with proposed new stretch of canal (part of "Arc of Opportunity Initiative" in Newham). Creating new access routes, upgrading towing paths, creating new wildlife habitats | Est 10                |
| 20     | <b>Bude Canal: Barge and Tub Boat sections</b>                     | 59.6                | Barge section (Bude to Helebridge) and cruciform tub-boat system inland reaching Tamar Lake / Holsworthy/ Druyton, near Launceston | South West                      | Cornwall, North Cornwall District, Devon, Torridge District | Barge: North Cornwall DC. Inland: Bude Canal Trust (part)/ private landowners |   | North Cornwall District Council leading partnership (LAs, Bude Canal Trust and Bude Canal & Harbour Society) | Securing line of Canal against detrimental development. Precise restoration proposals awaiting outcome of consultants' strategic studies. (Consultation on Phase 2 report August 2001)  | Not yet costed        |
| 21     | <b>Caldon Canal - Foxley Arm (Robert Heath's Canal)</b>            | 2.6                 | From junction with Caldon Canal to Ford Green Farm   | West Midlands                   | Stoke-on-Trent City   | Part BW   | BW  | Caldon Canal Society/BW  | Full restoration of former Canal Arm including new alignment  | Not known             |
| 22     | <b>Caldon Canal - Norton Green Arm (Sparrow &amp; Hales Canal)</b> | 2.8                 | From junction with Caldon Canal to Norton Green  | West Midlands                   | Stoke-on-Trent City   | BW  | BW  | Caldon Canal Society/BW  | Full restoration of Arm along original line   | Not known             |
| 23     | <b>Caldon Canal - Leek Branch Extension</b>                        | 0.8                 | At Leek end of Leek Branch   | West Midlands                   | Staffordshire, Staffordshire Moorlands District             | Part BW   | BW  | Caldon Canal Society   | Restoration of original aqueduct and then new line to Leek  | Not known             |
| 24     | <b>Caldon Canal - Froghall Tunnel water levels</b>                 | N/A                 | Froghall   | West Midlands                   | Staffordshire, Staffordshire Moorlands District             | BW  |   | Caldon Canal Society   | Lower water levels of pound to enable bigger boats to be turned   | Not known             |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                      |               |          |                      |               |                              |               |    |    | FINDINGS  |   | COMMENTARY |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|---------------|------------------------------|---------------|----|----|---|---|------------|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |               |                              |               |    |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L)   |            |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |               |                              |               |    |    |   |   |            |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      |               | Sustainability               |               |    |    |   |   |            |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan | Conservation management plan | Exit strategy |    |    |   |   |            |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24            | 25                           | 26            | 27 | 28 | 29  | 30  |            |
|  | H                    | M                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O             | O                            | O             | O  | 4  | R   | Major regeneration proposal for Bow Back River network on back of Channel Tunnel Rail Link into Stratford and subsequent development of 'Stratford City'. BW working with LA and railway partners to progress works for rail link and regeneration of waterways in area. Plans could include new stretch of canal |            |
|  | H                    | H                             | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P             | P                            | P             | P  | 3  | N   | Very high level of historical importance. Preparatory work welcome. Council would like to see restoration progressed in light of studies, and further thought given to possibility of making navigable Tub Boat Section and treatment of the inclined planes  |            |
|  | L                    | H                             | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P             | P                            | O             | O  | 3  | L   | Modest local project with benefits for community  |            |
|  | L                    | H                             | P  | P                               | P                             | C                   | P                       | P                    | P             | P        | P                    | P             | P                            | O             | O  | 3  | L   | Modest local project with benefits for community  |            |
|  | L                    | H                             | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P             | P                            | O             | O  | 4  | L   | Present terminus on outskirts of Leek detracts from Canal's potential, and town loses tourism income as result. BW and LAs should review project to assess costs and benefits   |            |
|  | L                    | H                             | P  | P                               | P                             | C                   | P                       | P                    | P             | P        | P                    | P             | P                            | O             | O  | 3  | L   | Council welcomes moves to enable more visitors to reach end of navigation   |            |

**Annex A:**  
**Review of waterway restoration & development priorities report 2001 Main Schedule**

**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no | Waterway or structure                                  | Project length (km) | Location/extent   | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any)  | Link with other navigation authority (if any) | Project promoter(s)                                 | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|--|---------------------|---|---------------------------------|--|---|---|---|--|-----------------------|
| 1      | 2  | 3                   | 4   | 5                               | 6  | 7   | 8   | 9   | 10   | 11                    |
| 25     | <b>Chelmer Navigation</b>                              | 0.17                | Springfield Basin to River Chelmer, Chelmsford  | Eastern                         | Essex, Chelmsford Borough  | Chelmsford BC   | Chelmer & Blackwater Nav                      | Chelmsford Borough                                  | Proposed new canal cut with mooring areas etc  | 1.2                   |
| 26     | <b>Chesterfield Canal - completion and Rother Link</b> | 74                  | Staveley, Derbyshire to Shireoaks, Nottinghamshire and through Rother Valley Country Park | East Midlands Yorks & Humber    | Derbyshire, Chesterfield Borough, North East Derbyshire District, Rotherham Borough, Nottinghamshire, Bassetlaw District | Staveley to east of Norwood Tunnel: mixed public and private. East of Norwood Tunnel to Shireoaks: BW | BW  | Partnership of Chesterfield Canal Trust, BW and LAs | Restoration of remaining, central sections of Canal east and west of Norwood Tunnel, from Staveley to Shireoaks; and construction of new link to Sheffield & South Yorkshire Navigation (SSYN) in Rotherham, via River Rother. Conserving built and natural heritage, securing employment, regeneration and environmental improvements | 26.13                 |
| 27     | <b>Chichester Ship Canal</b>                           | 2.8                 | Chichester to sea at Chichester Harbour   | South East                      | West Sussex, Chichester District   | West Sussex CC  |   | Chichester Canal Society                            | Restoration of through navigation, preservation of line and structures, development of recreation and amenity  | 2.6                   |
| 28     | <b>Cotswold Canals - Stroudwater Navigation</b>        | 13.8                | River Severn at Framilode to Capel Mill Stroud  | South West                      | Gloucestershire, Stroud District   | CPSN  | BW  | Cotswold Canals Trust with CPSN                     | Completion of restoration of the whole length for economic regeneration, heritage and environmental enhancement, and new local facilities. With Thames & Severn Canal reopening of key cross-country link  | 14.5                  |
| 29     | <b>Cotswold Canals - Thames &amp; Severn Canal</b>     | 45                  | Capel Mill Stroud to River Thames at Lechlade   | South West                      | Gloucestershire, Cotswold District, Wiltshire, North Wilts District Stoke-on-Trent City                                  |   | EA  | Cotswold Canals Trust                               | Complete restoration of the whole length to secure heritage and environmental enhancement, rural development and regeneration and new facilities for local communities. With Stroudwater Navigation reopening of key cross-country link  | 44                    |

|  | ASSESSMENT             |                                  |  |                                    |                                  |                         |                         |                          |               |          |                      |                |                                 |               |    | FINDINGS  |  | COMMENTARY   |
|--|------------------------|----------------------------------|--|------------------------------------|----------------------------------|-------------------------|-------------------------|--------------------------|---------------|----------|----------------------|----------------|---------------------------------|---------------|----|---|--|--|
| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known)   | Existing<br>importance |                                  | Key criteria   |                                    |                                  |                         |                         |                          |               |          |                      |                |                                 |               |    | Funding<br>stage<br>reached:<br>Advanced<br>(1)<br>Substantial<br>progress<br>(2)<br>Inter-<br>mediate<br>(3)<br>Early<br>(4) | Strategic<br>signifi-<br>cance<br>National<br>(N)<br>Regional<br>(R)<br>Local<br>(L) |  |
|  |                        |                                  | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                    |                                  |                         |                         |                          |               |          |                      |                |                                 |               |    |   |  |  |
|  | Heritage merit H/M/L   | Nature conservation<br>H/M/L/I/U | Feasibility  |                                    |                                  |                         |                         | Benefits/<br>disbenefits |               |          |                      | Sustainability |                                 |               |    |   |  |  |
| Engineering  |                        |                                  | Water resources  | Environmental impact<br>assessment | Land ownership &<br>legal powers | Other relevant work     | Historic/built heritage | Waterway recreation      | Environmental | Economic | Social (inc. access) | Business plan  | Conservation<br>management plan | Exit strategy |    |   |  |  |
| 12   | 13                     | 14                               | 15   | 16                                 | 17                               | 18                      | 19                      | 20                       | 21            | 22       | 23                   | 24             | 25                              | 26            | 27 | 28  | 29   | 30   |
|  | N/A                    | L                                | P  | C                                  | C                                | P                       | C                       | C                        | C             | O        | P                    | C              | P                               | P             | C  | 1   | L  | Welcome LA-led initiative to extend existing navigation into town centre   |
|  | H                      | H                                | O/P  | P<br>Kive-<br>ton<br>Park          | O                                | O                       | P                       | C                        | O             | O        | O/P                  | O              | O                               | P             | P  | 3   | N  | Project in three parts (see description, col 10), although seen as whole by promoters, but intermediate ranking understates progress made on BW owned section east of Norwood Tunnel, where restoration plans well advanced and should have high priority from statutory and funding agencies. Pleased to see HLF funding secured for listed locks in BW's Rotherham section. Completion of remaining restoration and studies to enable navigable link to Sheffield via Rother Link should now be vigorously pursued. Upgraded to National from Regional |
|  | M                      | H                                | C  | C                                  | C                                | C                       | C                       | C                        | C             | C        | C                    | C              | O                               | O             | O  | 2   | L  | Apparent lack of progress since 1998 Report on relatively straightforward project disappointing. Council hopes completion of restoration will be vigorously pursued by local authorities and others involved   |
| Ryford - Ebley excavate infill (£700k); Ryeford Ebley flood management preliminary design (£9k); M5 - A38 Route location/Flood management              | H                      | M                                | P  | O                                  | O                                | C<br>Land<br>O<br>Legal | O                       | P                        | P             | P        | P                    | P              | P                               | O             | P  | 2   | N with 29  | Combined strategic corridor project. Council commends forward thinking approach driving restoration, welcomes new partnership including TWT, BW and South West RDA and looks forward to sustained progress on this key waterway link   |
| Latton - Eisey Canal bed clearance (£200k); Siddington - Eisey Water Resources Study (£25k); Kempford Route location (£3k) Latton Route location (£3k) | H                      | M                                | P  | P                                  | P                                | P                       | P                       | P                        | P             | P        | P                    | P              | P                               | O             | P  | 2   | N with 28  | Combined strategic corridor project. Council commends forward thinking approach driving restoration, welcomes new partnership including TWT, BW and South West RDA and looks forward to sustained progress on this key waterway link   |

**Annex A:**
**Review of waterway restoration & development priorities report 2001 Main Schedule**
**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**
**FACTUAL INFORMATION**

| Ref no | Waterway or structure                             | Project length (km) | Location/extent                                     | English region, Wales, Scotland | Local authority area(s)   | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)   | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|---|---------------------|---|---------------------------------|---|--|---|---|--|-----------------------|
| 1      | 2   | 3                   | 4   | 5                               | 6   | 7  | 8   | 9   | 10   | 11                    |
| 30     | <b>Cromford Canal - Northern Section</b>          | 8                   | Cromford and Ambergate                              | East Midlands                   | Derbyshire, Amber Valley Borough, Derbyshire Dales District           |  |   | Derbyshire CC   | Restoration of canal fabric to agreed management plan  | Not known             |
| 31     | <b>Cromford Canal - Southern Section</b>          | 6.4                 | Erewash Canal at Langley Mill to Butterley Tunnel   | East Midlands                   | Derbyshire, Amber Valley Borough                                      | Part BW Remainder                          | BW  | Groundwork Trust/Erewash Canal Preservation & Development Association | Restoration to reach Butterley Tunnel and make contact with small gauge railway of Midland Railway Trust to promote regeneration of area   | 6                     |
| 32     | <b>Derby Canal</b>                                | 18.5                | Trent & Mersey Canal to Derby then to Erewash Canal | East Midlands                   | Derbyshire, South Derbyshire District, Erewash Borough, City of Derby |  | BW  | Derby & Sandiacre Canal Trust   | Restoration of through navigation as close as possible to original route, creating new 40km cruising ring and re-connecting Derby to national system, maximising sustainable employment, tourism, heritage, nature, leisure and educational benefits to area | 35                    |
| 33     | <b>Dorset &amp; Somerset Canal - Frome Branch</b> | 17.7                | Frome to Nettlebridge                               | South West                      | Somerset, Mendip District   |  |   | Dorset & Somerset Canal Study Group                                   | Conservation of line of canal and surviving structures and interpreting them to public in area without canals. Also construction of the 78.85 km main line   | Not yet costed        |
| 34     | <b>Driffield Navigation</b>                       | 22                  | Great Driffield to Aike Beck on River Hull          | Yorks & Humber                  | East Riding of Yorkshire  | Driffield Navigation Trust                 | Hull City                                     | Driffield Navigation Trust  | Completion of through navigation on remaining 50% of length to Driffield; promoting tourism development and an educational resource  | 0.75                  |



| Next phase(s) (if applicable)/ cost £m/k (if known)  | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                       |               |             |                      |                |                              |               |    | FINDINGS  |   | COMMENTARY   |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|-----------------------|---------------|-------------|----------------------|----------------|------------------------------|---------------|----|---|---|--|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                       |               |             |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |  |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                       |               |             |                      |                |                              |               |    |   |   |  |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/ disbenefits |               |             |                      | Sustainability |                              |               |    |   |   |  |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation   | Environmental | Economic    | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |   |   |  |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                    | 21            | 22          | 23                   | 24             | 25                           | 26            | 27 | 28  | 29  | 30   |
|  | H                    | H                             | O  | O                               | P                             | ?O                  | P                       | O                     | O             | O           | O                    | O              | O                            | P             | O  | 4   | N   | Northern Cromford Canal and associated Arkwright's Mill included in World Heritage Site nomination for Derwent Valley. Restoration of Northern Section of Canal to agreed management plan is strong heritage funding candidate in this context |
|  | L                    | M                             | O  | O                               | O                             | O                   | O                       | O                     | O             | O           | O                    | O              | O                            | O             | O  | 4   | L   | Condition of Butterley Tunnel requires restoration of Cromford Canal to be carried out in two parts. Council suggests that BW and LAs now review Southern Section project to assess costs and benefits of project                              |
| Borrowash Top and Bottom Locks Sandiacre Top and Bottom Lock rebuild, excavate and rebuild. Swark- stone to Derby. Surveys etc (£25k). Environmental Report (£9k). Purchase all privately owned land (£600k). Sandiacre Spondon Multi User Trail | L                    | L                             | P Up-dating  | O                               | P                             | O                   | O                       | C                     | C             | P Up-dating | C                    | C              | P                            | P             | P  | 1   | R   | Positive support shown by LAs welcome. Momentum needs to be maintained to progress project   |
|  | M                    | H                             | O  | O                               | O                             | O                   | O                       | O                     | O             | O           | O                    | O              | O                            | O             | O  | 4   | L   | The original scheme not completed and never opened. Archaeological preservation of Canal's remains is first priority   |
|  | M                    | L,I                           | O  | O                               | O                             | O                   | O                       | O                     | O             | O           | O                    | O              | O                            | O             | O  | 4   | L   | Council is disappointed at relatively modest progress made on ostensibly straightforward restoration. Greater support needed from LAs and other agencies to ensure project completion in more timely manner                                    |

**Annex A:  
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**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no | Waterway or structure                                | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)                                   | Project description/objective (summary based on questionnaire response)   | Est cost £m (exc VAT) |
|--------|--|---------------------|--|---------------------------------|--|--|---|---|---|-----------------------|
| 1      | 2  | 3                   | 4  | 5                               | 6  | 7  | 8   | 9   | 10  | 11                    |
| 35     | <b>Droitwich Canals</b>                              | 11.66               | River Severn to Worcester & Birmingham Canal                                       | West Midlands                   | Worcestershire, Wychavon District  | Droitwich Canals Trust                     | BW  | Partnership of Droitwich Canals Trust and LAs with BW | Restoration of Barge and Junction Canals to full cruising standard creating new short cruising ring, preserving heritage and giving social and economic benefits to town  | 7.5                   |
| 36     | <b>Dudley No 2 or Lapal Canal</b>                    | 8.5                 | Worcs & Birmingham Canal at Selly Oak to Dudley No 2 Canal at Halesowen            | West Midlands                   | City of Birmingham, Dudley Borough   | Part BW Remainder                          | BW  | Lapal Canal Trust                                     | Restoration and conservation of Canal including Lapal Tunnel to provide lock-free cruising ring and alternative through navigation, and secure additional development opportunities for urban regeneration                    | c.28                  |
| 37     | <b>Earith to Ramsey Link</b>                         | 21                  | New link along Middle Level drains and Great Ouse                                  | Eastern                         | Cambridgeshire, Fenland District, Huntingdon District                                | Part EA                                    | Middle Level Commissioners/EA                 | Fens Tourism Group                                    | Construction of new link from Earith on Great Ouse to Ramsey on Middle Level  | 10.5                  |
| 38     | <b>Fletchers' Canal</b>                              |                     |  | North West                      |  |  |   |   |   |                       |
| 39     | <b>Foxton Inclined Plane</b>                         | N/A                 | Site of former plane adjacent to Foxton Locks, Grand Union Canal Leicester Section | East Midlands                   | Leicestershire, Harborough District  | BW   | BW  | Foxton Locks Partnership (LAs, BW and others)         | Authentic reconstruction of working plane; establishing feasibility of developing the site for major tourism; protecting, enhancing, interpreting major industrial archaeological site; promoting employment etc for locality | 8                     |
| 40     | <b>Gloucester &amp; Sharpness Canal - Cam Branch</b> |                     |  | South West                      |  |  |   |   |   |                       |
| 41     | <b>Grand Union Canal - Buckingham Arm</b>            | 19.2                | Grand Union Canal at Cosgrove to Buckingham  | South East                      | Buckinghamshire, Aylesbury Vale District, Northamptonshire, South Northants District | Part BW Remainder/private                  | BW  | Buckingham Canal Society                              | Restoration to navigable order, making fullest use of all water-related activities and developing waterway as educational resource  | Not yet costed        |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | ASSESSMENT           |                             |  |                                 |                               |                     |                         |                         |                      |          |                      |               |                              |               |    |    | FINDINGS  |   | COMMENTARY |
|--|----------------------|-----------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|-------------------------|----------------------|----------|----------------------|---------------|------------------------------|---------------|----|----|---|---|------------|
|  | Existing importance  |                             | Key criteria   |                                 |                               |                     |                         |                         |                      |          |                      |               |                              |               |    |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L)   |            |
|  |                      |                             | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                         |                      |          |                      |               |                              |               |    |    |   |   |            |
|  | Heritage merit H/M/L | Nature conservation H/M/L/U | Feasibility  |                                 |                               |                     |                         |                         | Benefits/disbenefits |          |                      |               | Sustainability               |               |    |    |   |   |            |
| Engineering  |                      |                             | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation     | Environmental        | Economic | Social (inc. access) | Business plan | Conservation management plan | Exit strategy |    |    |   |   |            |
| 12   | 13                   | 14                          | 15   | 16                              | 17                            | 18                  | 19                      | 20                      | 21                   | 22       | 23                   | 24            | 25                           | 26            | 27 | 28 | 29  | 30  |            |
|  | M                    | M                           | C  | C                               | P                             | C                   | P                       | P<br>Land<br>P<br>Legal | P                    | P        | P                    | P             | P                            | P             | P  | 1  | N   | Real progress being made at last for achievable scheme with welcome strong support from LAs. £2m funding now committed from LAs with further support expected from RDA and HLF. All interests involved should treat this project as a priority for completion |            |
|  | M                    | L                           | C  | C                               | O                             | O                   | O                       | O                       | O                    | O        | O                    | O             | O                            | O             | O  | 4  | R   | Reinstatement of part of Canal included in Battery Park redevelopment expected within three years . Process of securing local political and funding support for further extension ongoing. Upgraded to Regional from Local                                    |            |
|  | N/A                  | U                           | C  | O                               | O                             | O                   | P                       | P                       | C                    | P        | C                    | C             | O                            | O             | O  | 3  | R   | Council welcome initiative showed by Fens Tourism in promoting new waterways  |            |
| No response  |                      |                             |  |                                 |                               |                     |                         |                         |                      |          |                      |               |                              |               |    |    |   |   |            |
|  | H                    | L,I                         | C  | C                               | O                             | C<br>Road access    | P                       | C                       | P                    | C        | P                    | C             | O                            | C             | C  | 1  | N   | Council is pleased to see comprehensive progress made with feasibility work since 1998 Report. Vital that restoration and construction work respects integrity of important former structures   |            |
| No response  |                      |                             |  |                                 |                               |                     |                         |                         |                      |          |                      |               |                              |               |    |    |   |   |            |
|  | L                    | L                           | O  | O                               | O                             | O                   | O                       | O                       | O                    | O        | O                    | O             | O                            | O             | O  | 4  | L   | Feasibility and other basic studies needed to progress project  |            |

## Annex A:

## Review of waterway restoration &amp; development priorities report 2001 Main Schedule

## WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW

## FACTUAL INFORMATION

| Ref no | Waterway or structure  | Project length (km) | Location/extent   | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)   | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|--|---------------------|---|---------------------------------|--|--|---|---|--|-----------------------|
| 1      | 2  | 3                   | 4   | 5                               | 6  | 7  | 8   | 9   | 10   | 11                    |
| 42     | <b>Grand Union Canal - Slough Arm link to River Thames at Eton</b> | 2.4                 | From mid point of Slough Arm and River Thames at Eton Playing Field via part of Maidenhead Flood Relief Channel | South East                      | Slough Borough, Windsor & Maidenhead Borough   |  | BW, EA  | BW  | New, safe, non tidal wide beam route from Grand Union Canal to River Thames with 800m tunnel beneath sensitive areas and innovative boat lift or steel lock flight/staircase up to Slough Arm at Bloom Park. Would create strategic link, open up/revitalise Slough Arm, provide new business opportunities, attract visitors, link Thames and Grand Union footpaths | 26                    |
| 43     | <b>Grand Union Canal - Wendover Arm</b>                            | 8.3                 | Wendover to Tringford   | South East                      | Buckinghamshire, Aylesbury Vale District, Hertfordshire, Dacorum Borough                                   | BW Remainder                               | BW  | Wendover Arm Trust (partnership with BW)  | Phased restoration to navigation of piped/isolated lengths so eliminating use/cost of electric pumping for Grand Union Canal   | 8.3                   |
| 44     | <b>Grand Western Canal - Tub Boat Section</b>                      | 21.7                | Taunton to navigable section at Lowdells  | South West                      | Somerset, Taunton Deane Borough  |  |   | Grand Western Canal Trust   | Restoration of approx 4 kms in 3 key locations. No aim for through navigation. Restore Nynehead Lift; improve access to whole canal; demonstrate and interpret heritage importance of canal for local and tourism benefit  | Not yet costed        |
| 45     | <b>Grantham Canal</b>  | 49.3                | River Trent near Nottingham to Grantham   | East Midlands                   | Nottinghamshire, Rushcliffe Borough, Leicestershire, Melton Borough, Lincolnshire, South Kesteven District | BW   | BW  | Grantham Canal Partnership (inc BW), Grantham Nav Assn, Grantham Canal Rest Soc | Restoration for full navigation of further 49.3 kms to restore connection with national system, promote leisure, recreation and tourism in Vale of Belvoir, help to revive local communities and generate employment   | 35<br>14.5            |

|   | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | FINDINGS  |   | COMMENTARY   |
|---|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|----|---|---|--|
| Next phase(s) (if applicable)/ cost £m/k (if known)                 | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |  |
|   |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    |   |   |  |
|   | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |    |   |   |  |
| Engineering   |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |   |   |  |
| 12  | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27 | 28  | 29  | 30   |
|   | N/A                  | U                             | P  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | 4   | N   | Strategic link between Grand Union Canal/Slough Arm and non-tidal Thames at Eton would open up navigation route between two of most significant waterways in country. Outline feasibility completed by BW. Strategically useful subject to proposed studies. These should be taken forward jointly by BW and EA with LAs |
| Relining first 200m (£150k). Little Tring Bridge rebuilding (£245k) | L                    | H                             | C  | C                               | P                             | C                   | C                       | C                    | C             | P        | C                    | C              | C                            | O             | P  | 1   | L   | Phase 1 fully funded to enable completion by voluntary labour by 2004. BW/Local Trust working to raise further funding for completion of Phase 2   |
| Study/survey in preparation for Somerset County Council             | H                    | M                             | O  | P                               | P                             | O                   | O/P                     | O                    | O             | P        | O                    | P Access       | O                            | O             | O  | 4   | N   | Overview study now commissioned by partners to assess feasibility and benefits of full restoration. Council would like to see faster progress for historically important waterway and structures, including important canal lift remains   |
| Trent Link  | M                    | H                             | C  | C                               | C                             | C                   | O Heritage<br>C Other   | O                    | C             | C        | C                    | C              | C                            | P             | P  | 1   | R   | Council welcomes commitment of LAs and other agencies in making progress with this project. This should be maintained particularly with regard to early resolution of Trent Link, which is crucial for benefits to be realised   |

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**FACTUAL INFORMATION**

| Ref no | Waterway or structure                            | Project length (km) | Location/extent                                    | English region, Wales, Scotland | Local authority area(s)   | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)                            | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT)           |
|--------|--|---------------------|--|---------------------------------|---|--|---|--|--|---------------------------------|
| 1      | 2  | 3                   | 4  | 5                               | 6   | 7  | 8   | 9  | 10   | 11                              |
| 46     | <b>Hatherton Canal</b>                           | 10.4                | Staffordshire & Worcestershire Canal to Cannock    | West Midlands                   | Staffordshire, South Staffs District, Cannock Chase District                        | Part BW Remainder                          | BW  | Lichfield & Hatherton Canals Restoration Trust | Restoration for public use, recreation of through route to open up new cruising rings and revitalise 67 kms of underused northern BCN and help improve West Midlands regional economy        | 13                              |
| 47     | <b>Herefordshire &amp; Gloucestershire Canal</b> | 54.7                | Hereford to River Severn at Gloucester via Ledbury | South West West Midlands        | Herefordshire Council, Gloucestershire, Forest of Dean District, Tewkesbury Borough |  | BW  | Herefordshire & Gloucestershire Canal Trust    | Full restoration of whole canal as important extension of waterways system, to promote economic revitalisation including tourism, and provide enhanced environmental and recreation corridor | Costing in hand                 |
| 48     | <b>Horncastle Navigation</b>                     | 17.6                | River Witham at Tattershall to Horncastle          | East Midlands                   | Lincolnshire, East Lindsey District   |  | BW  | IWA Lincolnshire Branch                        | Restoration of navigation; refurbishing old river loops and water meadows to increase biodiversity; creation of long distance walk; tourism and job gains                                    | 8 (incl flood protection works) |

| Next phase(s) (if applicable)/ cost £m (if known)  | ASSESSMENT           |                               |  |                 |                                 |                               |                     |                         |                     |               |          |                      |                      |                              |               |    | FINDINGS  |  | COMMENTARY |                |  |
|--|----------------------|-------------------------------|--|-----------------|---------------------------------|-------------------------------|---------------------|-------------------------|---------------------|---------------|----------|----------------------|----------------------|------------------------------|---------------|----|---|--|------------|----------------|--|
|  | Existing importance  |                               | Key criteria   |                 |                                 |                               |                     |                         |                     |               |          |                      |                      |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L)  |            |                |  |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                 |                                 |                               |                     |                         | Feasibility         |               |          |                      | Benefits/disbenefits |                              |               |    |   |  |            | Sustainability |  |
|  |                      |                               | Engineering  | Water resources | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation | Environmental | Economic | Social (inc. access) | Business plan        | Conservation management plan | Exit strategy |    |   |  |            |                |  |
| 13   | 14                   | 15                            | 16   | 17              | 18                              | 19                            | 20                  | 21                      | 22                  | 23            | 24       | 25                   | 26                   | 27                           | 28            | 29 | 30  |  |            |                |  |
| Calf Heath to A460, Cannock (BW Section): Dredging etc (£250k), Replacement bridges/new lock (£1.7m). A460 to Church-bridge including Birmingham Northern Relief Road (BNRR) Surveys etc re navigable culverts for motor-way (£2,500k), diversion channel & new bridges (£5,800k). Churchbridge to Cannock Extension Centre New Canal link route (£2,700k) | L                    | L,I                           | O  | O               | O                               | O                             | O                   | C                       | C                   | O             | O        | O                    | O                    | O                            | O             | 3  | N with 55   | Project to link northern BCN via Hatherton Canal has important potential benefits. Partnership of LAs and BW needed if more rapid progress to be shown. Resolution of BNRR crossing issue together with guidance to prevent highway projects severing restoration projects welcome. Upgraded to National from Regional taken together with Lichfield Canal (no 55) |            |                |  |
| Over at Gloucester Canal Wharf/Slipway/ Storm over-flow/Major backpumping (c£1m). Feasibility studies (£51k), Former School of Farriery site. Advance works on Canal diversionary route etc (£1.5m)  | M                    | M                             | P  | P               | P                               | P                             | P                   | P                       | P                   | P             | P        | P                    | P                    | P                            | P             | 3  | R   | Council is pleased to see real progress now being made and notes good ideas on sustainability (eg securing right to work on third party land). LAs along line should consider forming more formal working group to accelerate rate of restoration progress   |            |                |  |
|  | L                    | L                             | O  | O               | O                               | O                             | O                   | O                       | O                   | O             | O        | O                    | O                    | O                            | O             | 4  | L   | Feasibility and cost/benefit studies required to progress project which could bring substantial benefits to rural corridor, but needs to take account of flood defence and environmental concerns. LAs and EA should move together to get studies underway   |            |                |  |

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**FACTUAL INFORMATION**

| Ref no | Waterway or structure   | Project length (km) | Location/extent                                   | English region, Wales, Scotland | Local authority area(s)                                    | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)   | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|---|---------------------|---|---------------------------------|--|--|---|---|--|-----------------------|
| 1      | 2   | 3                   | 4   | 5                               | 6  | 7  | 8   | 9   | 10   | 11                    |
| 49     | <b>Ipswich &amp; Stowmarket Navigation (River Gipping)</b>    | 27.4                | Ipswich to Stowmarket                             | Eastern                         | Suffolk, Mid Suffolk District                              |  |   | IWA Ipswich Branch  | Restoration of navigation structures to working order and eventual restoration of navigation   | 11                    |
| 50     | <b>Ivel Navigation</b>  | 24.15               | Great Ouse at Tempsford to Shefford               | Eastern                         | Bedfordshire, Mid Bedfordshire District                    | EA   | EA  | IWA Cambs Branch/ EAWA/GOBA   | Restoration of through navigation  | Not yet costed        |
| 51     | <b>Lancaster Canal - Northern Reaches</b>                     | 22.5                | Navigable Lancaster Canal at Tewitfield to Kendal | North West                      | Cumbria, South Lakeland District, Lancashire, Wyre Borough | BW Remainder                               | BW  | Northern Reaches Restoration Group (partnership of LAs, BW, IWA, LCT) | Restoration of Remainder waterway for navigation (to new northern limit of national connected system) and recreation; preserving and re-using industrial heritage in original setting; creating new recreation and economic resource for Kendal/rural corridor | c.20<br><br>35        |
| 52     | <b>Lark Navigation</b>  | 4.6                 | Navigable section at Judes Ferry to Mildenhall    | Eastern                         | Suffolk, St Edmundsbury Borough, Forest Heath District     |  | EA  | IWA Cambridge Branch/ GOBA  | Extension of navigation from present limit another 4.6 km to Mildenhall  | Not yet costed        |
| 53     | <b>Leeds &amp; Liverpool Canal Extension - Liverpool Link</b> | 0.7                 | Liverpool City centre                             | North West                      | Liverpool City   |  | BW  | BW  | Extension of Leeds & Liverpool Canal through Liverpool Docks as part of renaissance of Liverpool waterfront, to provide new destination for and bring vitality to southern docks waterspaces   | 15                    |



| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |    |    | FINDINGS   |   | COMMENTARY  |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|---------------------|----------------------|----------|----------------------|---------------|------------------------------|---------------|----|----|--|---|---|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |    |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Inter-mediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |   |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |    |    |  |   |   |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         |                     | Benefits/disbenefits |          |                      |               | Sustainability               |               |    |    |  |   |   |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation | Environmental        | Economic | Social (inc. access) | Business plan | Conservation management plan | Exit strategy |    |    |  |   |   |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                  | 21                   | 22       | 23                   | 24            | 25                           | 26            | 27 | 28 | 29   | 30  |   |
|  | M                    | H                             | O  | O                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O  | O  | 3  | L   | Project has considerable volunteer support. Commensurate public sector support needed to help it move forward. Feasibility and other preparatory studies along length of navigation should be priority (together with completion of works needed to enable trip boat operation) |
|  | L                    | M                             | O  | O                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O  | O  | 4  | L   | No progress since last report. Feasibility study and careful consideration of nature conservation implications needed before project can proceed  |
|  | H                    | M                             | C  | P                               | P                             | P                   | C                       | C                   | C                    | C        | C                    | C             | C                            | P             | P  | P  | 1  | N with 6  | Lancaster Canal of high heritage importance. Restoration to former northern terminus at Kendal a major enhancement for South Cumbria tourism and rural regeneration. Potential will be enhanced by completion of Ribble Link. Priority for funding                              |
|  | L                    | M                             | O  | O                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O  | O  | 4  | L   | Feasibility study needed to make progress. Potentially relatively straightforward restoration that could benefit local community. LAs and EA should combine with voluntary sector to move project forward   |
|  | N/A                  | I                             | P  | P                               | P                             | P                   | P                       | P                   | P                    | P        | P                    | P             | P                            | P             | P  | P  | 3  | R   | Council welcomes BW taking initiative in progressing this important leisure and tourism project which, subject to current studies, offers potential for urban waterfront regeneration   |

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|--------|----------------------------------|---------------------|---|---------------------------------|---|--|---|--|--|-----------------------|
| 1      | 2                                | 3                   | 4   | 5                               | 6   | 7  | 8   | 9  | 10   | 11                    |
| 54     | <b>Leven Canal</b>               | 4.8                 | River Hull to Leven   | Yorks & Humber                  | East Riding of Yorkshire                                    | Trailer & Marina (Leven) Ltd               | Hull City                                     | Trailer and Marina (Leven) Ltd                 | Restoration of remaining 1.8 km for navigation, preserve beauty and improve public access, additional moorings etc   | 0.5                   |
| 55     | <b>Lichfield Canal</b>           | 11.3                | Coventry Canal near Lichfield to Birmingham Canal Navigations (BCN) near Brownhills | West Midlands                   | Staffordshire, Lichfield District                           | Part BW Remainder                          | BW  | Lichfield & Hatherton Canals Restoration Trust | Reconnection of BCN to Coventry Canal to revitalise northern BCN, encourage tourism in Lichfield and contribute to regeneration of northern parts of West Midlands through estimated tourism spend of £3m pa | 12 + land costs       |
| 56     | <b>Liskeard &amp; Looe Canal</b> | 9.7                 | Liskeard to sea at Looe   | South West                      | Cornwall, Caradon District                                  | Mostly Railtrack plc                       |   | Caradon District Council                       | Restoration and conservation of surviving features, interpreting industrial heritage, enhancing bio-diversity, and improving recreation and local services   | Not yet costed        |
| 57     | <b>Little Ouse Navigation</b>    | 14                  | Navigable section at Brandon to Thetford  | Eastern                         | Norfolk, Breckland District, Suffolk, Forest Heath District |  | EA  | EAWA/GOBA                                      | Restoration of historic river navigation to former head at Thetford  | Not yet costed        |

| Next phase(s) (if applicable)/ cost £m/k (if known)  | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | FINDINGS  |   | COMMENTARY  |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|----|---|---|---|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |   |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    |   |   |   |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |    |   |   |   |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |   |   |   |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27 | 28  | 29  | 30  |
|  | L                    | H                             | O  | O                               | O                             | O                   | O                       | O                    | C             | O        | O                    | O              | O                            | O             | O  | 4   | L   | Designated Special Area of Conservation. No progress since last report. Assessment of restoration prospects needed  |
| Darnford Watering initial section - due for completion 2000 (£10k).<br>Tamworth Road Lock 26 (£20k).<br>Tamworth Road Heritage Trail path surveys etc (£15k).<br>Birmingham Northern Relief Road crossing aqueduct and two replacement locks and any land purchase | L                    | L                             | C  | C                               | C                             | O                   | C                       | C                    | C             | C        | C                    | C              | O                            | C             | C  | 2   | N with 46   | Project to link northern BCN via Lichfield Canal has important potential benefits. Partnership of LAs and BW needed if more rapid progress to be shown. Resolution of BNRR crossing issue together with guidance to prevent highway projects severing restoration projects welcome. Upgraded to National from Regional taken together with Hatherton Canal (no 46)s |
| Landlooe Bridge - Conservation & public access.<br>Lock 21 - Archaeological dig & restoration.<br>Further survey on all project sites to specify works required and write project brief.<br>Interpretation.<br>Public access                                       | M                    | M                             | O  | O                               | O                             | O                   | O                       | O                    | N/A           | O        | O                    | O              | P                            | O             | O  | 3   | L   | Council welcomes completion of initial studies as basis for progressing limited restoration   |
|  | H                    | M,I                           | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P              | P                            | P             | P  | 4   | L   | Potentially relatively straightforward restoration which could benefit local community. Detailed feasibility study required to make progress. LAs and EA should combine with voluntary sector to move project forward. Flash lock should be reinstated  |

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|--------|--|---------------------|--|---------------------------------|---|--|---|---|---|-----------------------|
| 1      | 2  | 3                   | 4  | 5                               | 6   | 7  | 8   | 9                                       | 10  | 11                    |
| 58     | <b>Llangollen Canal - Whitchurch Arm</b>       | 1.6                 | Llangollen Canal to Whitchurch                         | West Midlands                   | Shropshire, North Shropshire District   | Whitchurch Waterway Trust (part)           | BW  | Whitchurch Waterway Trust               | Construction of unique new working inclined plane to take Canal into Whitchurch, regenerating small market town, improving recreation and preserving green wedge            | 4                     |
| 59     | <b>Louth Navigation</b>                        | 19.3                | The Humber at Tetley to Louth                          | East Midlands                   | Lincolnshire, East Lindsey District   |  |   | Louth Navigation Trust                  | Restoration of navigation to create sustainable economic and recreational development, preserving built heritage and natural environment and stimulating rural regeneration | 11.4                  |
| 60     | <b>Macclesfield Canal to Caldon Canal Link</b> | 18.5                | Between Bosley top lock and head of navigation at Leek | North West Midlands             | Cheshire, W. Macclesfield Borough, Staffordshire, Staffordshire Moorland District |  | BW  | Macclesfield Canal Society              | Proposed new canal. Resurrection of historic route to provide new cruising ring, improved water management and new footpath links   | Not yet costed        |
| 61     | <b>Manchester, Bolton &amp; Bury Canal</b>     | 25.1                | River Irwell (Salford) to Bury with branch to Bolton   | North West                      | Bolton Borough, Bury Borough, City of Salford                                     | Part BW Remainder                          | Manchester Ship Canal Co via Irwell           | Manchester, Bolton & Bury Canal Society | Progressive restoration of whole canal for multi-user recreation, developing Nob End site for heritage interpretation and creating green route in heavily urbanised area    | Est 25                |

| Next phase(s) (if applicable)/ cost £m (if known)  | ASSESSMENT           |                               |  |                 |                                 |                               |                     |                         |                     |               |          |                           |                       |                              |               |    | FINDINGS   |   | COMMENTARY |
|--|----------------------|-------------------------------|--|-----------------|---------------------------------|-------------------------------|---------------------|-------------------------|---------------------|---------------|----------|---------------------------|-----------------------|------------------------------|---------------|----|--|---|------------|
|  | Existing importance  |                               | Key criteria   |                 |                                 |                               |                     |                         |                     |               |          |                           |                       |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Inter-mediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L)   |            |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                 |                                 |                               |                     |                         | Feasibility         |               |          |                           | Benefits/ disbenefits |                              |               |    |  |   |            |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Engineering  | Water resources | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation | Environmental | Economic | Social (inc. access)      | Business plan         | Conservation management plan | Exit strategy |    |  |   |            |
| 12   |                      |                               | 13   | 14              | 15                              | 16                            | 17                  | 18                      | 19                  | 20            | 21       | 22                        | 23                    | 24                           | 25            | 26 |  |   | 27         |
| Chemistry Bridge to new culvert: preparation of footpath to town (£20k). Repairs to Bridge - Surveys etc (£5K). Excavate to footpath level (£9k) | L                    | L                             | P  | O               | P                               | P                             | P                   | P                       | P                   | P             | P        | C<br>Access<br>O<br>Other | P                     | P                            | O             | 4  | L  | Project has potential benefits for town. No apparent progress since 1998 Report. LA assistance needed for project to be driven forward  |            |
|  | M                    | L,I                           | O  | O               | O                               | O                             | O                   | O                       | C?                  | O             | O        | O                         | O                     | O                            | O             | 4  | L  | Council welcomes restoration of historic Riverhead warehouse, but concerned that little progress apparently being made to restore navigation. LAs, EA and voluntary sector should combine to prepare necessary feasibility and other studies  |            |
|  | N/A                  | U                             | O  | O               | O                               | O                             | O                   | O                       | O                   | O             | O        | O                         | O                     | O                            | O             | 4  | R  | Potentially useful link. Full feasibility and other studies needed to progress project  |            |
|  | H                    | M                             | O  | O               | O                               | O                             | O                   | O                       | O                   | O             | O        | O                         | O                     | O                            | O             | 4  | R  | Much of original Canal to Bury still in place with historic and interesting features. Restoration is large undertaking, requiring major investment. However, development opportunities exist at Salford end of Canal. Renewed interest by BW, LAs and voluntary sector in study of costs and benefits of complete restoration needed to assess whether greater priority should be accorded to this is welcome |            |

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|--------|---|---------------------|--|---------------------------------|---|--|---|--|--|-----------------------|
| 1      | 2   | 3                   | 4  | 5                               | 6   | 7  | 8   | 9  | 10   | 11                    |
| 62     | <b>Melton Mowbray Navigation and Oakham Canal</b> | 48.3                | River Soar near Leicester to Oakham via Melton           | East Midlands                   | Leicestershire, Charnwood Borough, Melton Borough, Rutland District |  | BW  | Melton & Oakham Waterways Society                              | Restoration of waterways for rural diversification, wider job opportunities, encouraging controlled access to countryside and preserving and enhancing heritage and ecological aspects of waterways                            | 39                    |
| 63     | <b>Montgomery Canal (also Wales)</b>              | 17.1 in England     | Llangollen Canal near Oswestry to Newtown (whole scheme) | West Midlands (also Wales)      | Shropshire, Oswestry Borough  | BW Remainder                               | BW  | Montgomery Waterway Restoration Trust (in partnership with BW) | Restoration to navigation of the only unrestored canal in Wales that can be linked to national system; rural regeneration whilst balancing conservation of the nationally important natural and built heritage of the waterway | 9.5 in England        |
| 64     | <b>Nar - Great Ouse Navigation Link</b>           | 4.83                | River Nar diversion sluice                               | Eastern                         | Norfolk, King's Lynn & West Norfolk Borough                         |  |   | IWA/EA/LA  | Link Great Ouse Relief Channel (see above no 3) via diversion sluice to enable non tidal navigation to King's Lynn   | Not yet costed        |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known)  | ASSESSMENT           |                               |  |                                 |                               |                         |                         |                     |                      |          |                      |               |                              |               |    |    | FINDINGS  |   | COMMENTARY  |
|---|----------------------|-------------------------------|--|---------------------------------|-------------------------------|-------------------------|-------------------------|---------------------|----------------------|----------|----------------------|---------------|------------------------------|---------------|----|----|---|---|---|
|   | Existing importance  |                               | Key criteria   |                                 |                               |                         |                         |                     |                      |          |                      |               |                              |               |    |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |   |
|   |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                         |                         |                     |                      |          |                      |               |                              |               |    |    |   |   |   |
|   | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                         |                         |                     | Benefits/disbenefits |          |                      |               | Sustainability               |               |    |    |   |   |   |
| Engineering   |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work     | Historic/built heritage | Waterway recreation | Environmental        | Economic | Social (inc. access) | Business plan | Conservation management plan | Exit strategy |    |    |   |   |   |
| 12  | 13                   | 14                            | 15   | 16                              | 17                            | 18                      | 19                      | 20                  | 21                   | 22       | 23                   | 24            | 25                           | 26            | 27 | 28 | 29  | 30  |   |
| New Junction Bridge, Syston (£17k). Land purchase, Melton (£10k). Feasibility studies: Syston/Ratcliffe (£10k), Melton Town (£10k). Dredging/bank improvements, Melton Town. Environmental study, Melton Mowbray (£10k). Towpath diversions - new Wreake Eye Way (£1k). Eye - Kettleby Lock restoration | L                    | H                             | P  | O                               | O                             | P                       | O                       | O                   | O                    | O        | O                    | O             | C<br>Access<br>O<br>Other    | O             | O  | O  | 4   | L   | Council welcomes initiative and enthusiasm of promoters in raising profile of project but professional studies needed to make greater progress  |
|   | H                    | H                             | C  | C                               | P                             | P<br>Land<br>C<br>Legal | C                       | C                   | C                    | C        | C                    | C             | C                            | C             | C  | C  | 1   | N   | Council regrets relative lack of progress since failure of HLF bid for whole scheme, voluntary sector effort notwithstanding. Montgomery Canal Partnership formed 1999 requires support of HLF, Regional Development Agencies, European Funds and National Assembly for Wales to deliver restoration. Currently funding required from HLF for management plan, LIFE Environment 2000 for demonstration project and West Midlands RDA for Phase 3 work. Major wildlife conservation issues |
|   | N/A                  | H                             | O  | O                               | O                             | O                       | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O  | O  | 4   | L   | Proposed scheme put forward by IWA no more than idea at present. Studies not yet considered. The Council would hope to see progress made on a link  |

**Annex A:  
Review of waterway restoration & development priorities report 2001 Main Schedule**

**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no | Waterway or structure                   | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)   | Current waterway manager or owner (if any)               | Link with other navigation authority (if any) | Project promoter(s)               | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|---|---------------------|--|---------------------------------|---|--|---|-----------------------------------|--|-----------------------|
| 1      | 2                                       | 3                   | 4  | 5                               | 6   | 7  | 8   | 9                                 | 10   | 11                    |
| 65     | <b>North Walsham &amp; Dilham Canal</b> | 10                  | River Ant at Dilham to Antingham                       | Eastern                         | Norfolk, North Norfolk District                                   | N Walsham & Dilham Canal Co, J Paterson (Properties) Ltd | BA  | EAWA                              | Restoration of 10 kms of locked waterway potentially connecting with Broads for navigation and creating walking, angling, general amenity and environmental benefits                         | 11                    |
| 66     | <b>River Ouse (Sussex)</b>              | 30.6                | Lewes to Balcombe Viaduct                              | South East                      | East Sussex, Mid Sussex District, Lewes Borough, Wealden District |  |   | Sussex River Ouse Trust           | Restoration of Sussex Ouse Navigation for benefit of all who have interest in River  | Not known             |
| 67     | <b>Pocklington Canal</b>                | 6.4                 | Navigable section at Melbourne to Canal head           | Yorks & Humber                  | East Riding of Yorkshire  | BW Remainder   | EA  | Pocklington Canal Amenity Society | Completion of remaining restoration of unspoilt and unaltered rural canal and so provide navigable, leisure and educational facility with improved access while conserving wildlife interest | 2.2                   |
| 68     | <b>Portsmouth &amp; Arundel Canal</b>   | 15.75               | River Arun at Ford to Chichester Ship Canal at Hunston | South East                      | West Sussex, Arun District, Chichester District                   | Part West Sussex CC                                      | West Sussex CC                                | Chichester Canal Society          | To restore to through navigation   | Not yet known         |
| 69     | <b>Royal Military Canal</b>             |                     |  | South East                      |   |  |   |                                   |  |                       |
| 70     | <b>Sandwell Project</b>                 |                     |  | West Midlands                   |   |  |   |                                   |  |                       |



|  |  | ASSESSMENT                    |                 |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |     |    | FINDINGS  |   | COMMENTARY |
|--|--|-------------------------------|-----------------|---------------------------------|-------------------------------|---------------------|-------------------------|---------------------|----------------------|----------|----------------------|---------------|------------------------------|---------------|-----|----|-----------|---|------------|
| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | Existing importance  |                               | Key criteria    |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |     |    |           | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4)   |            |
|  | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                               |                 |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |     |    |           |   |            |
|  | Heritage merit H/M/L   | Nature conservation H/M/L/I/U | Feasibility     |                                 |                               |                     |                         |                     | Benefits/disbenefits |          |                      |               | Sustainability               |               |     |    |           |   |            |
| Engineering  |  |                               | Water resources | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation | Environmental        | Economic | Social (inc. access) | Business plan | Conservation management plan | Exit strategy |     |    |           |   |            |
| 12   | 13   | 14                            | 15              | 16                              | 17                            | 18                  | 19                      | 20                  | 21                   | 22       | 23                   | 24            | 25                           | 26            | 27  | 28 | 29        | 30  |            |
|  | M  | H                             | O               | C                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O   | 4  | L         | Council pleased to see an overall restoration strategy in hand for this historically important waterway. However, there appears to be a lack of progress towards establishing feasibility and sustainability and Council would like to see rapid decisions to protect historic structures, while taking account of nature conservation sensitivities. Downgraded to Local from Regional |            |
|  | L  | M,I                           | O               | O                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O   | 4  | L         | Council welcomes interest in restoration and encourages all parties to work together to assess feasibility and viability  |            |
|  | H  | H                             | C               | P                               | P                             | P                   | C                       | P                   | C                    | O        | C                    | C             | N/A                          | P             | N/A | 1  | N         | Canal structures/buildings of high importance. Development of strategic plan and EN/BW Conservation restoration agreement at advanced stage both welcome steps towards securing funding.  |            |
|  | L  | U,I                           | O               | O                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O   | 4  | R with 91 | No progress since 1998 Report. The Council would wish to see more priority being given to studies necessary for advancement alongside Chichester Ship Canal (no 27) and Wey & Arun Canal (no 91)  |            |
|  |  |                               |                 |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |     |    |           | No response. HLF funding understood to be secured by Shepway DC - unclear how far restoration for navigation involved   |            |
|  |  |                               |                 |                                 |                               |                     |                         |                     |                      |          |                      |               |                              |               |     |    |           | No response. Not included in 1998 Report because outside remit as restoration to navigation not involved. HLF funding since secured   |            |

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**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no | Waterway or structure                             | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any)                     | Link with other navigation authority (if any) | Project promoter(s)              | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|---|---------------------|--|---------------------------------|--|--|---|----------------------------------|--|-----------------------|
| 1      | 2   | 3                   | 4  | 5                               | 6  | 7  | 8   | 9                                | 10   | 11                    |
| 71     | <b>Sankey Canal</b>                               | 26.6                | Tidal Mersey to St Helens  | North West                      | Halton Borough, Warrington Borough, St Helens Borough  | Part BW, rest three LAs  |   | Sankey Canal Restoration Society | Phased complete restoration of canal for navigation, providing amenity for leisure and recreation, clearance of dereliction and pollution and so achieving major environmental improvements  | 42                    |
| 72     | <b>Sankey Canal to Leeds &amp; Liverpool Link</b> | 12                  | New navigation from St Helens to Leeds & Liverpool Canal   | North West                      | St Helens Borough, Knowsley Borough, West Lancashire District                                      |  | BW  | Sankey Canal Restoration Society | Construction of new navigation to increase value of Remainder section of Leeds & Liverpool Canal, the Ribble Link Millennium project (see above no 6) and restored Sankey Canal (no 71) and promote economic and leisure opportunities in area | 35                    |
| 73     | <b>Shrewsbury &amp; Newport Canal</b>             | 41.1                | Newport Branch of Shropshire Union Canal from Newport to Norbury and Shrewsbury Canal from Newport to Shrewsbury | West Midlands                   | Staffordshire, Stafford District, Shropshire, Telford & Wrekin Council Shrewsbury & Atcham Borough | Part Telford & Wrekin Council, part BW Remainder, part private | BW  | New Restoration Trust            | Restoration to navigation generating jobs and tourism; preservation and restoration of historic artefacts; creation of linear park   | Not yet costed        |
| 74     | <b>Sleaford Navigation</b>                        | 7.4                 | Upper section from near South Kyme to Sleaford   | East Midlands                   | Lincolnshire, North Kesteven District  |  | BW  | Sleaford Navigation Trust        | Restoration of final 7.4 km of navigation, increasing boat cruising and mooring opportunities, improving public access and local prosperity and preservation of historic waterway and buildings as local resource                              | 4                     |

| Next phase(s) (if applicable)/ cost £m/k (if known)   | ASSESSMENT           |                             |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | FINDINGS  |   | COMMENTARY |   |
|---|----------------------|-----------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|----|---|---|------------|---|
|   | Existing importance  |                             | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |            |   |
|   |                      |                             | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    |   |   |            |   |
|   | Heritage merit H/M/L | Nature conservation H/M/L/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |    |   |   |            |   |
| Engineering   |                      |                             | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |   |   |            |   |
| 12  | 13                   | 14                          | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27 | 28  | 29  | 30         |   |
| Newton Common to Bradley Lock (Earlstown Viaduct section) (£2.8m - of which £300k. Single Regeneration Budget (SRB) funding). Hay Lock (£40K - of which £20k European Regional Development Fund Grant (ERDF) funding) | H                    | M                           | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | C<br>Access<br>O<br>Other    | O             | O  | O   | 4   | R          | The progress since last time- though limited - is welcome. However, piecemeal approach to date does not appear to take advantage of funding availability in this ERDF Objective 1 area. Comprehensive study needed of this important historic waterway to examine the options and benefits of full scale restoration and linkage to connected system              |
|   | N/A                  | U                           | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | O   | 4   | R          | No progress since 1998 Report. Dependent on Sankey Canal restoration  |
|   | H                    | H                           | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | O   | 4   | N          | New Trust welcome. Council wishes to see more rapid progress towards appropriate studies of restoration possibilities for this outstandingly important historic Canal and its outstanding listed structures via the new Restoration Trust. First step should be to seek funding for survey, engineering and wildlife report and for security of listed structures |
|   | M                    | M                           | O  | C                               | P                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | O   | 3   | R          | Council finds lack of progress towards completion disappointing. LAs and other agencies should give greater priority to securing funding to complete this relatively straight-forward restoration   |

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**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no | Waterway or structure   | Project length (km) | Location/extent   | English region, Wales, Scotland | Local authority area(s)   | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)              | Project description/objective (summary based on questionnaire response)   | Est cost £m (exc VAT) |
|--------|---|---------------------|---|---------------------------------|---|--|---|----------------------------------|---|-----------------------|
| 1      | 2   | 3                   | 4   | 5                               | 6   | 7  | 8   | 9                                | 10  | 11                    |
| 75     | <b>Sleaford Navigation - Grantham Canal Link</b>  | 25.6                | New navigation from Sleaford Nav to Grantham Canal near Grantham        | East Midlands                   | Lincolnshire, North Kesteven District, South Kesteven District                |  | BW  | Sleaford Navigation Trust        | Construction of new navigation to connect the Grantham Canal to the Sleaford Navigation and so create new cruising ring   | Not yet costed        |
| 76     | <b>Soham Lode</b>   | 6.8                 | Between River Great Ouse and town of Soham                              | Eastern                         | Cambridge shire, East Cambridge-shire District                                | EA   | EA  | EAWA                             | Restoration to full navigation of the Lode between Great Ouse and Soham for local regeneration  | Not yet costed        |
| 77     | <b>Somersetshire Coal Canal</b>   | 29                  | Kennet & Avon Canal at Limpley Stoke to Paulton with branch to Radstock | South West                      | Bath & North East Somerset District, West Wiltshire District                  |  | BW  | Somersetshire Coal Canal Society | Protection of remaining canal structures (3 aqueducts, 2 tunnels, 22 locks, 3 bridges, 1 workshop) and line of canal from decay, dereliction and vegetation. No aim of restoration for navigation | Not yet costed        |
| 78     | <b>South Forty Foot - or Black Sluice - Drain (Part Witham - Nene link) (See also Welland - Nene link, no 90)</b> | 33.8                | River Witham at Boston to River Glen at Guthram Gowt                    | East Midlands                   | Lincolnshire, Boston Borough, South Kesteven District, South Holland District | EA   | EA/BW   | IWA Lincolnshire Branch/ EAWA    | Restoration of Drain and construction of small new link to connect the River Glen and Welland Navigations to the national system via the River Witham   | 7.1                   |
| 79     | <b>Stafford Branch - Sow Navigation</b>   |                     |   | West Midlands                   |   |  |   |                                  |   |                       |
| 80     | <b>Stamford Canal (Welland 'System')</b>  | 21.7                | Stamford to Deeping St James  | Eastern East Midlands           | Lincolnshire, Cambridge shire   |  | EA  | EAWA                             | Extension of present head of navigation from near Deeping to Stamford   | Not yet costed        |

| Next phase(s) (if applicable)/ cost £m/k (if known)  | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               | FINDINGS  |   | COMMENTARY |    |   |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|---|---|------------|----|---|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |            |    |   |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |   |   |            |    |   |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |   |   |            |    |   |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |   |   |            |    |   |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27  | 28  | 29         | 30 |   |
|  | N/A                  | H                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | O   | 4          | R  | No change since 1998 Report. Dependent upon Grantham Canal (no 45) and Sleaford Navigation (no 74)  |
| First 1000m stretch from the Ouse to Barway - creation of turning point upstream of Barway Bridge    | L                    | H                             | O  | P                               | P                             | P                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | O   | 4          | L  | Apparently straightforward, modest restoration which could bring benefits to local community. Greater priority should be given to taking it forward to feasibility stage  |
| Midford Aqueduct (£700k). Survey (£50k). Both HLF funded. Further preliminary work subject to survey | H                    | U                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | O   | 3          | R  | The Council congratulates promoters on securing HLF funding for some structural and preservation work and looks forward to further work   |
|  | L                    | M                             | C  | C                               | P                             | O                   | O                       | P                    | P             | P        | P                    | P              | O                            | O             | O   | O   | 2          | N  | Council welcomes preliminary work undertaken by Fens Tourism and EA decision to lead full restoration studies. It also hopes high priority will be accorded to progressing this straightforward project which has potential for opening up Anglian waterways bringing major benefits. Upgraded from Regional to National since 1998 |
|  |                      |                               |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |   |   |            |    | No response - understood to be no longer live   |
|  | L                    | L                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O   | O   | 4          | L  | No progress since 1998 Report. Dependent upon connection of Welland system to river Witham via South Forty Foot (or Black Sluice) Drain (no 78)   |

## Annex A:

## Review of waterway restoration &amp; development priorities report 2001 Main Schedule

## WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW

## FACTUAL INFORMATION

| Ref no | Waterway or structure  | Project length (km)           | Location/extent                                  | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)   | Project description/objective (summary based on questionnaire response)   | Est cost £m (exc VAT) |
|--------|--|-------------------------------|--|---------------------------------|--|--|---|---|---|-----------------------|
| 1      | 2  | 3                             | 4  | 5                               | 6  | 7  | 8   | 9   | 10  | 11                    |
| 81     | <b>Stour Navigation</b>  | 26.4                          | Sea at Manningtree to Sudbury                    | Eastern                         | Suffolk, Babergh District, Essex, Braintree District, Colchester Borough Tendring District | EA   |   | River Stour Trust   | Restoration of navigation along the remaining 26.4 km of one of earliest river navigations for public benefit for recreation, sport, amenity conservation and industrial archaeology                  | 6                     |
| 82     | <b>Stourbridge Canal - Fens Branch</b>                               | 1.6                           | Branch of Stourbridge Canal                      | West Midlands                   | Dudley Borough   | BW   | BW  | Stourbridge Navigation Trust, Staffs & Worcs Canal Society, IWA Birmingham Branch | Restoration of branch back to original terminus, preserving rural enclave in urban area   | Est 0.25              |
| 83     | <b>Stover Canal</b>  | 3.2                           | North east of Newton Abbott from River Teign     | South West                      | Devon, Teignbridge District  | Railtrack plc                              |   | Teignbridge District  | Conservation and partial restoration to provide historic interest whilst conserving wildlife/natural habitat  | 1.5                   |
| 84     | <b>Swaffham Bulbeck Lode</b>   | 5.3                           | River Cam to Swaffham Bulbeck                    | Eastern                         | Cambridge-shire  | EA   | EA  | EAWA/GOBA   | Restoration of navigation to Swaffham Bulbeck   | Not yet costed        |
| 85     | <b>Thames &amp; Medway Canal</b>                                     | 4.5 (excluding Strood Tunnel) | Gravesend to Higham                              | South East                      | Kent, Gravesham Borough  | Railtrack plc                              | Port of London Authority                      | Thames & Medway Canal Society   | Restoration of Canal from basin eastwards for use by leisure craft and associated leisure activity  | Not yet costed        |
| 86     | <b>Trent &amp; Mersey Canal - Burslem Arm "Burslem Port Project"</b> | 1                             | Branch of Trent & Mersey Canal in Stoke on Trent | West Midlands                   | Stoke-on-Trent City  |  | BW  | Burslem Port Project  | Restoration and some limited new construction to create "safe haven" with facilities for boaters using City canals and reuse of wharf buildings to stimulate social and economic regeneration of area | 3                     |

| Next phase(s) (if applicable)/ cost £m/k (if known)  | ASSESSMENT           |                             |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | FINDINGS   |   | COMMENTARY   |
|--|----------------------|-----------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|----|--|---|--|
|  | Existing importance  |                             | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Inter-mediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |  |
|  |                      |                             | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    |  |   |  |
|  | Heritage merit H/M/L | Nature conservation H/M/L/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |    |  |   |  |
| Engineering  |                      |                             | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |  |   |  |
| 12   | 13                   | 14                          | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27 | 28   | 29  | 30   |
| Stratford Lock new gates, dredging, landing stages, public access (£100k). Whole waterway feasibility study (£30k) | H                    | H                           | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P              | P                            | P             | P  | 2  | N   | Council is pleased to note significant progress made with underpinning studies with EA support. National ranking reflects value of historic structures and local landscape importance                          |
|  | L                    | H                           | C  | O                               | O                             | P                   | O                       | P                    | P             | P        | P                    | P              | O                            | O             | O  | 3  | L   | Council is disappointed at lack of progress since 1998 Report for very small project   |
|  | M                    | H                           | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P              | P                            | P             | P  | 3  | L   | Council welcomes Teignbridge District Council's initiative and prospective acquisition from Railtrack plc and hopes feasibility of full restoration to allow sea going craft to visit Canal will be considered |
|  | L                    | H                           | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | 4  | L   | Should be straightforward local project with benefits for rural community  |
|  | M                    | H                           | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | 4  | L   | LAs and other agencies should review project to determine how greater progress can be made   |
|  | M                    | L                           | C  | C                               | O                             | O                   | O                       | P                    | P             | P        | P                    | P              | P                            | P             | P  | 1  | L   | Valuable local regeneration project to be funded as part of large-scale redevelopment scheme   |

**Annex A:**  
**Review of waterway restoration & development priorities report 2001 Main Schedule**

**WATERWAY RESTORATION PROJECTS IN ENGLAND, WALES AND SCOTLAND INCLUDED IN REVIEW**

**FACTUAL INFORMATION**

| Ref no | Waterway or structure  | Project length (km) | Location/extent                                       | English region, Wales, Scotland | Local authority area(s)   | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)             | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------|--|---------------------|---|---------------------------------|---|--|---|---------------------------------|--|-----------------------|
| 1      | 2  | 3                   | 4   | 5                               | 6   | 7  | 8   | 9                               | 10   | 11                    |
| 87     | <b>Uttoxeter Canal - first Lock and Basin</b>                      | N/A                 | Connection to Caldon Canal at Froghall                | West Midlands                   | Staffordshire, Staffordshire Moorlands District   |  | BW  | Caldon Canal Society            | Restore first part of Canal to enable moorings and visitor attraction  | Not known             |
| 88     | <b>Waveney Navigation</b>  | 6.76                | Upper section of river from Geldeston to Bungay       | Eastern                         | Norfolk, South Norfolk District, Suffolk, Waveney District                                      |  | BA  | EAWA                            | Restoration of historic river navigation as extension to Broads  | Not yet costed        |
| 89     | <b>Weaver Navigation - Frodsham Cut</b>                            | 1.6                 | Lock cut on Weaver Navigation near to Runcorn         | North West                      | Cheshire, Vale Royal District   | BW   | BW  | River Weaver Navigation Society | Partial restoration of one lock and one bridge to improve boat access to Weaver via rarely used tidal water and improve access to Frodsham   | Est < 0.25            |
| 90     | <b>Welland - Nene Link (see also South Forty Foot Drain no 78)</b> | 34.4                | River Nene at Peterborough to Rivers Welland and Glen | Eastern                         | Lincolnshire, Cambridgeshire, South Holland District, City of Peterborough, Fenland District    | EA   | EA  | Fens Tourism/ EAWA              | Provide navigable link between Welland and Nene  | 17.4                  |
| 91     | <b>Wey &amp; Arun Canal</b>  | 37.1                | River Wey at Guildford to River Arun at Pallingham    | South East                      | West Sussex, Chichester District, Horsham District, Surrey, Waverley Borough, Guildford Borough |  | EA, NT  | Wey & Arun Canal Trust          | Progressive restoration of remaining 60% for through navigation from Wey to sea. Creation of sustainable low-cost heritage and tourism amenity in populated area with few inland waterways and amenity benefit for local community | 17.9                  |



| Next phase(s) (if applicable)/ cost £m/k (if known)  | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | FINDINGS  |   | COMMENTARY |  |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|----------------|------------------------------|---------------|----|---|---|------------|--|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |            |  |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                |                              |               |    |   |   |            |  |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      | Sustainability |                              |               |    |   |   |            |  |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan  | Conservation management plan | Exit strategy |    |   |   |            |  |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24             | 25                           | 26            | 27 | 28  | 29  | 30         |  |
|  | L                    | H                             | P  | P                               | P                             | C                   | P                       | P                    | P             | P        | P                    | P              | P                            | P             | O  | O   | 4   | L          | Council welcomes project to improve facilities at Caldon Canal terminus  |
|  | L                    | H                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | O   | 4   | L          | No progress since 1998 Report  |
| Frodsham Cut south of Lock - rebuild swing bridge & provide visitor moorings (£100k).<br>Frodsham Lock restoration (£150k) | H                    | L                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | O                            | O             | O  | O   | 4   | L          | Careful restoration needed to maintain early features. Small clean up projects to identify and interpret these features would raise profile of this good project which could give new destination to lower end of River Weaver. Would like to see consideration of recreation of Weaver-Bridgewater Canal link for small craft via restoration of Weston Canal and Runcorn Locks, avoiding Manchester Ship Canal |
|  | N/A                  | U                             | C  | C                               | C                             | C                   | C                       | P                    | P             | P        | P                    | P              | P                            | O             | O  | O   | 3   | R          | Dependent upon restoration of South Forty Foot (or Black Sluice) Drain (no 78), and connection to river Glen. Council welcomes studies undertaken by Fens Tourism and EA's recent decision to lead full feasibility study  |
| Loxwood Link Extension project road bridge (£303k), aqueduct (£500k). Dig Deep Rowner to Newbridge (£120k)                 | M                    | H,I                           | C  | C                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O              | P                            | O             | O  | O   | 3   | N          | Progress welcome on interim stage. Council hopes to see overall sustainability addressed via more strategic and co-ordinated approach from Trust, LAs and other agencies   |

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**FACTUAL INFORMATION**

| Ref no | Waterway or structure                                | Project length (km)                    | Location/extent   | English region, Wales, Scotland | Local authority area(s)  | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)  | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT)     |
|--------|--|--|---|---------------------------------|--|--|---|--|--|---------------------------|
| 1      | 2  | 3                                      | 4   | 5                               | 6  | 7  | 8   | 9  | 10   | 11                        |
| 92     | <b>Wilts &amp; Berks Canal and North Wilts Canal</b> | 97                                     | RiverThames at Abingdon to Kennet & Avon Canal at Melksham via Swindon with link to Cotswold Canals | South East<br>South West        | Oxfordshire, Vale of White Horse District, Wiltshire, North Wilts District, West Wilts District, Swindon Borough |  | BW/EA   | Wilts & Berks Canal Trust with Wilts & Berks Canal Amenity Group | Restoration of through navigation (including diversions where necessary), promoting fullest use for transport, recreation (will create multiple cruising rings), local amenity and tourism for public benefit and securing environmental enhancement             | 107.4                     |
| 93     | <b>River Wissey</b>                                  | 5                                      | Present head of navigation at Stoke Ferry to weir near Watermill Farm                               | Eastern                         | ? Norfolk, Breckland District, Suffolk, Forest Heath District  | EA   | EA  | GOBA   | Provision of new lock and weir to allow small boats to progress as far as weir near Watermill Farm   | Not yet costed            |
| 94     | <b>Witham Navigable Drains - East Fen Lock</b>       | 20 (relates to length made accessible) | North east of Boston  | East Midlands                   | Lincolnshire   | Witham Fourth Internal Drainage Board      | Witham Fourth Internal Drainage Board         | IWA Lincolnshire Branch  | Restoration of derelict lock to regain navigation of 20 kms of Hobhole and other Drains  | 0.07                      |
| 95     | <b>Worsley Delph &amp; Underground Canals</b>        | 22.4                                   | Bridgewater Canal at Worsley to Farnworth   | North West                      | City of Salford  | Bridgewater Canal Trust                    | BW  | Steam, Coal and Canal  | Restoration of navigation to Worsley Delph. Project also includes restoration/preservation of buildings and machinery, improved access as Heritage Trails, environment improvements, permanent exhibitions, all as part of Canal Linear Industrial Heritage Park | 6.5 (1m waterway related) |

| Next phase(s) (if applicable)/ cost £m/k (if known)  | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                     |                      |          |                      |                           |                              |               |    |    | FINDINGS  |  | COMMENTARY |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|---------------------|----------------------|----------|----------------------|---------------------------|------------------------------|---------------|----|----|---|--|------------|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                     |                      |          |                      |                           |                              |               |    |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L)  |            |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                     |                      |          |                      |                           |                              |               |    |    |   |  |            |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         |                     | Benefits/disbenefits |          |                      |                           | Sustainability               |               |    |    |   |  |            |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation | Environmental        | Economic | Social (inc. access) | Business plan             | Conservation management plan | Exit strategy |    |    |   |  |            |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                  | 21                   | 22       | 23                   | 24                        | 25                           | 26            | 27 | 28 | 29  | 30   |            |
| Funding required for Water Supply Study (£167k), Engineering Study relating to whole canal/ phase 1 only re topographical survey, geotechnical investigation and engineering design (£52+31+314k), Environmental assessment (£94k). Route round Melksham to new junction with Kennet & Avon Canal Engineering survey (£5k) | M                    | L                             | P  | O                               | P                             | O                   | P                       | C                   | C                    | C        | C                    | C                         | P                            | P             | P  | 3  | N   | Council welcomes formation of new Restoration Trust appointment of Project Officer and setting up partnership as positive steps towards restoration Much overall work done but detailed studies needed. Upgraded to National from Regional |            |
|  | L                    | H                             | O  | O                               | O                             | O                   | O                       | O                   | O                    | O        | O                    | O                         | O                            | O             | O  | 4  | L   | Modest new project to extend navigation  |            |
|  | L                    | M                             | P  | O                               | O                             | O                   | P                       | P                   | P                    | P        | P                    | P                         | P                            | P             | P  | 4  | L   | Council considers this ought to be priority for funding subject to current Fens Tourism Study in view of length of navigation which would be regained  |            |
|  | H                    | M                             | P  | O                               | P                             | ?                   | O                       | C                   | C                    | P        | P                    | P<br>Access<br>O<br>Other | O                            | P             | C  | 3  | N   | There are three distinct sites with studies at different stages of development. National ranking reflects high importance of industrial archaeology  |            |

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**FACTUAL INFORMATION**

| Ref no       | Waterway or structure                                       | Project length (km) | Location/extent  | English region, Wales, Scotland | Local authority area(s)                                 | Current waterway manager or owner (if any)              | Link with other navigation authority (if any) | Project promoter(s)  | Project description/objective (summary based on questionnaire response)  | Est cost £m (exc VAT) |
|--------------|---|---------------------|--|---------------------------------|---|---|---|--|--|-----------------------|
| 1            | 2   | 3                   | 4  | 5                               | 6   | 7   | 8   | 9  | 10   | 11                    |
| <b>Wales</b> |   |                     |  |                                 |   |   |   |  |  |                       |
| 96           | <b>Abertaf Canal - Abertaf/Heritage projects</b>            |                     |  | Wales                           |   |   |   |  |  |                       |
| 97           | <b>Glamorgan-shire Canal - Nantgarw Pottery Museum</b>      | 0.33                | Beside Nantgarw Pottery Museum   | Wales                           | Rhondda Cynon Taff CBC                                  | Rhondda Cynon Taff CBC                                  |   | Friends of Nantgarw Pottery Museum                             | Restoration of Canal to enhance Museum setting   | Not known             |
| 98           | <b>Monmouthshire Canal (incl Crumlin Arm)</b>               | 14.5                | Monmouthshire & Brecon Canal at Cwmbran to Newport, Newport to 14 Locks on Crumlin Arm | Wales                           | Monmouthshire, Torfaen CBC, Newport CBC, Caerphilly CBC | Monmouthshire, Torfaen CBC, Newport CBC, Caerphilly CBC | BW, Newport Harbour Commissioners (future)    | Monmouth, Brecon & Abergavenny Canals Partnership (BW, LAs)    | Opening up the canal for navigation and public access; protecting environment and biodiversity; protecting & enhancing heritage and developing local history and education. Providing sub-regional tourist network for SE Wales with new Newport terminus basin with urban regeneration benefits and link to River Usk for river/estuary cruises | 35                    |
| 99           | <b>Montgomery Canal (also England)</b>                      | 37.7 in Wales       | Llangollen Canal near Oswestry to Newtown (whole scheme)                               | Wales (also West Midlands)      | Powys   | BW Remainder  | BW  | Montgomery Waterway Restoration Trust (in partnership with BW) | Restoration to navigation of the only unrestored canal in Wales that can be linked to national system; rural regeneration whilst balancing conservation of the nationally important natural and built heritage of the waterway   | 28.2 in Wales         |
| 100          | <b>Vale of Neath and Swansea Valley Canals- Neath Canal</b> | 16                  | Briton Ferry to Glynneath  | Wales                           | Neath Port Talbot CBC                                   | Co of Proprietors of the Neath Canal Navigation (CPNCN) | Tennant Canal Co (TCC)                        | Neath Port Talbot CBC/CPNC/ Neath & Tennant Canals Pres Soc    | Restoration of 16 kms of navigation for recreational and leisure use and stimulating urban regeneration in valley. Part of proposed regional waterway system   | 7.5                   |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known)   | ASSESSMENT           |                               |  |                                 |                               |  |                         |                     |                      |          |                      |               |                              |               |               |    | FINDINGS  |  | COMMENTARY  |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|--|-------------------------|---------------------|----------------------|----------|----------------------|---------------|------------------------------|---------------|---------------|----|---|--|---|
|  | Existing importance  |                               | Key criteria   |                                 |                               |  |                         |                     |                      |          |                      |               |                              |               |               |    | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L)  |   |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |  |                         |                     |                      |          |                      |               |                              |               |               |    |   |  |   |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |  |                         |                     | Benefits/disbenefits |          |                      |               | Sustainability               |               |               |    |   |  |   |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work                        | Historic/built heritage | Waterway recreation | Environmental        | Economic | Social (inc. access) | Business plan | Conservation management plan | Exit strategy |               |    |   |  |   |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18   | 19                      | 20                  | 21                   | 22       | 23                   | 24            | 25                           | 26            | 27            | 28 | 29  | 30   |   |
|  |                      |                               |  |                                 |                               |  |                         |                     |                      |          |                      |               |                              |               |               |    |   | Outside remit of restoration for navigation etc. However, present piecemeal approach to Glamorganshire Canal unsatisfactory - need seen for a comprehensive look at overall strategy   |   |
|  | M                    | L                             | O  | O                               | O                             | O  | O                       | O                   | O                    | O        | O                    | O             | O                            | O             | O             | O  | 4   | L  | Site of heritage merit site but need for comprehensive approach to Glamorganshire Canal potential |
| Newport to Ty-Coch Lock & Bridge restoration (£3.5m). Newport - Cwmbran tow-path/cycleway (£5k). Newport - Gilwern Ecological/environmental evaluation (£1.2k) | H                    | M,I                           | C  | C                               | P                             | O  | P                       | C                   | P                    | C        | C                    | C             | C                            | P             | C             | 1  | R   | LTC, New Deal and ERDF funding secured for incremental restoration of first section. Council welcomes progress made by Partnership Also Caerphilly CBC's recent commitment to restoration of Crumlin Arm, and planned initial studies to explore inclusion of Crumlin Arm  |   |
|  | H                    | H                             | C  | C                               | P                             | P<br>Land<br>C<br>Legal                    | C                       | C                   | C                    | C        | C                    | C             | C                            | C             | C             | 1  | N   | Council regrets relative lack of progress since failure of HLF bid for whole scheme, voluntary effort notwithstanding. Montgomery Canal Partnership formed 1999 requires support of HLF, Regional Development Agencies, European Funds and National Assembly for Wales to deliver restoration. Currently funding required from HLF for management plan, LIFE Environment 2000 for demonstration project and West Midlands RDA for Phase 3 work. Major wildlife conservation issues |   |
|  | H                    | H                             | O  | O                               | C                             | O<br>Legal<br>Land<br>not<br>re-<br>quired | P                       | C                   | C                    | P        | C                    | C             | P                            | O             | Not re-quired | 2  | N with 101 and 102  | Category 2 ranking understates progress made with preparatory work. Economic and social benefit analysis now commissioned by partners to promote project benefits to funders. Both projects uprated to National from Regional when taken together with Swansea Canal (no 101)  |   |

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| Ref no          | Waterway or structure  | Project length (km) | Location/extent                                | English region, Wales, Scotland | Local authority area(s)               | Current waterway manager or owner (if any) | Link with other navigation authority (if any) | Project promoter(s)   | Project description/objective (summary based on questionnaire response)   | Est cost £m (exc VAT) |
|-----------------|--|---------------------|--|---------------------------------|---------------------------------------|--|---|---|---|-----------------------|
| 1               | 2  | 3                   | 4  | 5                               | 6                                     | 7  | 8   | 9   | 10  | 11                    |
| 101             | <b>Vale of Neath and Swansea Valley Canals-Swansea Canal</b> | 16.8                | Near Abercrave to Swansea                      | Wales                           | Swansea City, Neath & Port Talbot CBC | Part BW Remainder /Neath & Port Talbot CBC |   | Swansea Canal Society/BW/ Neath Port Talbot CBC/ Swansea City       | Restoration of 16.8 kms to assist urban regeneration of valley communities, provide leisure and recreation facility for local residents, create major tourist attraction of regional significance in West Wales of a linked waterway comprising Swansea, Neath and Tennant canals, to be known as the "Regional waterway" | 14.5                  |
| 102             | <b>Vale of Neath and Swansea Valley Canals-Tennant Canal</b> | 14.6                | Swansea to Neath Canal at Aberdulais           | Wales                           | Swansea City, Neath Port Talbot CBC   | Tennant Canal Co (TCC)                     | CPNCN   | Neath Port Talbot CBC/TCC and Neath and Tennant Canals Pres Society | Restoration of 16 kms of navigation for recreational and leisure use by locals and visitors and stimulating urban regeneration in valley. Part of proposed regional waterway system   | 5                     |
| <b>Scotland</b> |  |                     |  |                                 |                                       |  |   |   |   |                       |
| 103             | <b>Ardlui to Inverarnan Canal</b>                            | 1.6                 | Northern extremity of Loch Lomond              | Scotland                        | Argyll & Bute                         | Loch Lomond & Trossachs Interim Committee  |   | Loch Lomond & Trossachs Interim Committee                           | Restoration of short length of Canal  | Not known             |
| 104             | <b>Monkland Canal</b>  | 24.2                | Forth & Clyde Canal in Glasgow to near Airdrie | Scotland                        | City of Glasgow, North Lanarkshire    | Part BW Remainder /LA                      | BW  | North Lanarkshire Council   | Restoration of as much of canal as possible for tourism development, economic development, leisure and recreation   | Not yet costed        |

| Next phase(s)<br>(if applicable)/<br>cost £m/k<br>(if known) | ASSESSMENT           |                               |  |                                 |                               |                     |                         |                      |               |          |                      |                     |                              |               | FINDINGS  |   | COMMENTARY         |   |
|--|----------------------|-------------------------------|--|---------------------------------|-------------------------------|---------------------|-------------------------|----------------------|---------------|----------|----------------------|---------------------|------------------------------|---------------|---|---|--------------------|---|
|  | Existing importance  |                               | Key criteria   |                                 |                               |                     |                         |                      |               |          |                      |                     |                              |               | Funding stage reached:<br>Advanced (1)<br>Substantial progress (2)<br>Intermediate (3)<br>Early (4) | Strategic significance<br>National (N)<br>Regional (R)<br>Local (L) |                    |   |
|  |                      |                               | Preliminary work:<br>Completed (C) Progressing (P) Outstanding (O) |                                 |                               |                     |                         |                      |               |          |                      |                     |                              |               |   |   |                    |   |
|  | Heritage merit H/M/L | Nature conservation H/M/L/I/U | Feasibility  |                                 |                               |                     |                         | Benefits/disbenefits |               |          |                      |                     | Sustainability               |               |   |   |                    |   |
| Engineering  |                      |                               | Water resources  | Environmental impact assessment | Land ownership & legal powers | Other relevant work | Historic/built heritage | Waterway recreation  | Environmental | Economic | Social (inc. access) | Business plan       | Conservation management plan | Exit strategy |   |   |                    |   |
| 12   | 13                   | 14                            | 15   | 16                              | 17                            | 18                  | 19                      | 20                   | 21            | 22       | 23                   | 24                  | 25                           | 26            | 27  | 28  | 29                 | 30  |
|  | H                    | H                             | P  | P                               | P                             | P                   | P                       | P                    | P             | P        | P                    | P                   | O                            | O             | O   | 4   | N with 100 and 102 | Welcome that LA support now obtained and further work needed to progress this project has been set in hand. Uprated to National from Regional when taken together with Neath and Tennant Canals (no 100 and 102)  |
|  | H                    | H                             | O  | C                               | O                             | C                   | C Partial               | C                    | O             | P        | O                    | C Access<br>O Other | P                            | O             | O   | 2   | N with 100 and 101 | Category 2 ranking understates progress made with preparatory work. Economic and social benefit analysis now commissioned by partners to promote project benefits to funders. Both projects uprated to National from Regional when taken together with Neath Canal and Swansea Canal (no 100 and 101) |
|  | L                    | U                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O                   | O                            | O             | O   | 4   | L                  | Potentially useful minor extension of navigation on Loch Lomond. A further project (Loch Lomond link to Clyde) also being explored  |
|  | M                    | M                             | O  | O                               | O                             | O                   | O                       | O                    | O             | O        | O                    | O                   | O                            | O             | O   | 4   | L                  | There is understood to be potential for reopening further stretch of canal as part of residential development, but implementation 3-4 years ahead   |

## **Annex B: Waterway restoration & development priorities working group membership as at 30 June 2001**

### **IWAAC Council Members**

**The Rt Hon Viscountess Knollys DL** (Chairman)  
also Chairman, the Broads Authority; Member, past Chairman and former Planning Committee Chairman, South Norfolk District Council; Chairman, Norwich Area Tourism Agency; Council Member, University of East Anglia

**Dr John Eaton MBE - BSc, (Hons) PhD**  
Senior Lecturer, School of Biological Sciences, University of Liverpool

**Tony Hirst OBE**  
Former Director, The Boat Museum; Member, Council of the Association of Independent Museums; Chairman, The Waterways Craft Guild; Vice President, Inland Waterways Association; Vice-President, Shropshire Union Canal Society

**John Hume OBE - BSc (Hons)**  
Hon FRIAS, FSA, FSA Scot  
Former Chief Inspector of Historic Buildings, Historic Scotland; Honorary President, Seagull Trust; Chairman of Scottish Archaeology Panel and Member, Industrial Archaeological Panel, English Heritage; Member, The Waterways Trust; Honorary Professor, St. Andrews University

**Professor Ian Mercer** (until 31st March 2001)  
CBE LL.D DSc FRAGS  
Former Secretary General, Association National Park Authorities; Honorary Professor, Rural Conservation Practice, University of Wales

**Dr Anne Powell OBE - BSc (Hons), PhD, MBA**  
Academic Biologist

### **Other Members of the Group**

**Elizabeth Bradley**  
Former Head of Inland Waterways Branch, Department of the Environment (now Department for Environment, Food and Rural Affairs)

**Graham Davey**  
Director of Planning, Economic Development & Regeneration, Powys County Council

**Neil Edwards**  
Executive Director, Inland Waterways Association; Elected Member of the Council of The National Trust

### **Council Staff**

**Derek Gowling** BA (Hons) Dip TP, MRTPI  
Policy Manager

**Mary-Jane Donnelly**  
Office Manager



